

Transportation Trust Fund Task Force

November 30, 2010



Delaware Department of Transportation

Jack Markell, *Governor* • Carolann Wicks, *Secretary*



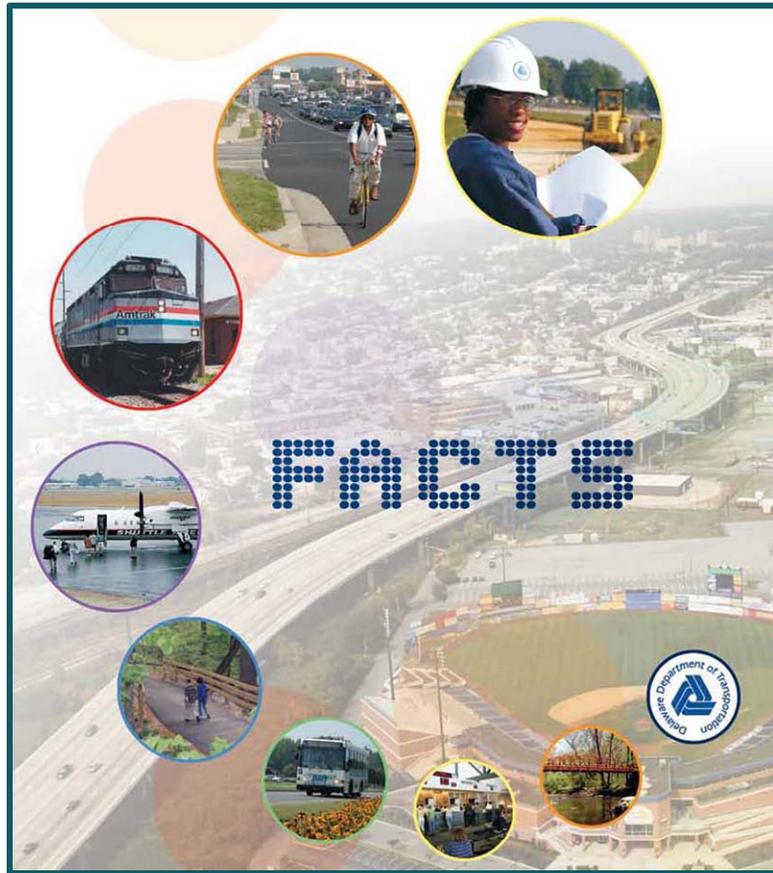
Agenda

- Follow-up items from November 9th Meeting *Ted Williams*
- Opening Remarks *Carolann Wicks*
- Factors that Affect Transportation *Ralph Reeb*
- Transportation Trust Fund (TTF) Overview *Kathy English*
- Community Transportation Fund (CTF) Overview *Joe Wright*
- December 14th Meeting Preview *Ted Williams*

Task Force Goals

- *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 DeIDOT 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.*

Factors that Affect Transportation



PLANNING

Ralph Reeb, Director



Factors that Affect Transportation

- **Socioeconomic Change**
- **Land Use Changes**
- **Drivers & Vehicles**
- **Safety**
- **Travel**
- **Highway and Bridge Conditions**

Factors that Affect Transportation

Socioeconomic Change -- *Population*

- Population growth has been significant
- Population has tended to somewhat exceed earlier projections
- Delaware's future population is also projected to increase significantly
- Population is projected to exceed 1.1 million by 2040
 - An increase of 25% statewide
 - Sussex – 57% (112,000 increase to 308,000*)
 - Kent – 28% (45,000 increase to 205,000)
 - New Castle – 13% (69,000 increase to 607,000)

Population	90	00	10	20	30
Actual	666,200	786,400	895,200		
% Change		18.0%	13.8%		
1990 Projections		725,900	772,500	824,700	
% Change		9.0%	6.4%	6.8%	
2000 Projections			864,100	938,100	
% Change			9.9%	8.6%	
2010 Projections				981,900	1,054,600
% Change				9.7%	7.4%

Factors that Affect Transportation

Socioeconomic Change -- *Employment*

- Delaware's employment increased significantly between 1990 and 2000 and moderately between 2000 and 2010
- Delaware's actual 2010 employment was less than projected in 2000
- Delaware's employment is projected to increase significantly by 2020, then moderately by 2030.
- Projected employment increases are less than projected population increases.

Employment	90	00	10	20	30
Actual	360,400	406,600	432,300		
% Change		12.8%	6.3%		
1990 Projections		386,000	421,000	432,000	
% Change		7.1%	9.1%	2.6%	
2000 Projections			483,000	523,000	
% Change			18.8%	8.3%	
2010 Projections				467,300	476,000
% Change				8.1%	1.9%
Population					
2010 Projections				981,900	1,054,600
% Change				9.7%	7.4%

Factors that Affect Transportation

Socioeconomic Change -- *Households*

- Delaware's households are projected to increase significantly while household size continues to shrink.

Households	90	00	10	20	30
Actual	260,000	298,700	332,200		
% Change		14.9%	11.2%		
1990 Projections		282,950	311,950	346,250	
% Change		8.8%	10.2%	11.0%	
2000 Projections			337,200	374,400	
% Change			12.9%	11.0%	
2010 Projections				375,600	413,600
% Change				13.1%	10.1%

Factors that Affect Transportation

Land Use Changes

Area Level

1 Cities, Towns & Villages

City / Town / Village areas where population is concentrated, commerce is bustling, and a wide range of housing types already exists; contains core commercial area, several modes of transportation and a variety of housing options.

2 Suburbs & Small Towns

Rapidly growing suburbs and smaller towns that have, or plan to have, public water, wastewater and utility services. These areas serve as a transition between Investment Level 1 Areas and the state's more open, less populated areas.

3 Farmland & Natural Resources

Significant areas of important farmland and natural resources located either adjacent to, or contained within, more rapidly growing areas; regional roadways.

4 Rural & Undeveloped Areas

Rural areas with agribusiness, farms and settlements, typically located at historic crossroads. Also undeveloped natural areas such as forestlands; state and county parks; fish and wildlife preserves.

Investment Strategy

Redevelop and Reinvest

State policies will encourage redevelopment and reinvestment.

Well-Designed Development

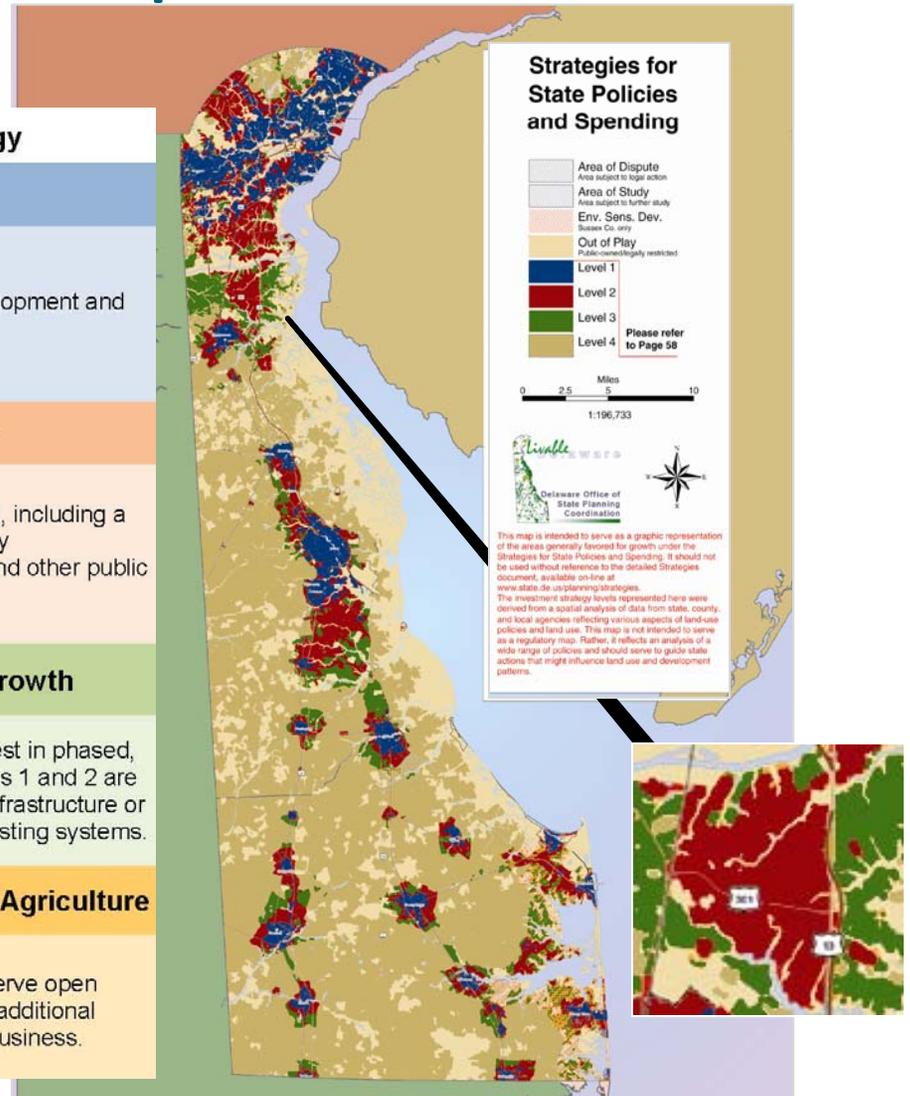
Promote well-designed development, including a variety of housing types, user-friendly transportation systems, recreation and other public facilities.

Maintain Existing + Phase Growth

Maintain existing infrastructure. Invest in phased, guided future growth only after Levels 1 and 2 are substantially built, out or when the infrastructure or facilities are logical extensions of existing systems.

Maintain Existing – Support Agriculture

Retain the rural landscape and preserve open spaces and farmlands. Discourage additional development. Support agricultural business.



Factors that Affect Transportation

Drivers & Vehicles – *Licensed Drivers & Registered Vehicles*

- Delaware's number of licensed drivers and registered vehicles have grown faster than population, employment and number of households.

	80	90	00	10
Licensed Drivers	417,462	484,801	563,949	639,352*
% Change		16.13%	16.33%	13.37%
Registered Vehicles	408,432	534,956	630,440	823,590*
% Change		30.98%	17.85%	30.64%
Population	590,200	666,200	786,400	895,200
% Change		12.88%	18.04%	13.84%
Employment	259,200	360,400	406,600	432,300
% Change		39.04%	12.82%	6.32%
Households	207,100	260,000	298,700	332,200
% Change		25.54%	14.88%	11.22%

*Data is from 2009, not 2010

Factors that Affect Transportation

Drivers & Vehicles – *Vehicles per Household*

- Delaware's vehicles per household have continued to increase, notably from 2000 to 2010

	80	90	00	10
Vehicles per Household	1.97	2.06	2.11	2.48*
% Change		4.33%	2.58%	17.46%

*Data is from 2009, not 2010

Factors that Affect Transportation

Travel – *Journey to Work*

	Drive Alone	Carpool	Public Transportation	Bike / Walk
Journey to Work	81.0%	15.8%	0.9%	1.9%

Note: The percent that use public transit trails both the regional and national averages.

Factors that Affect Transportation Travel

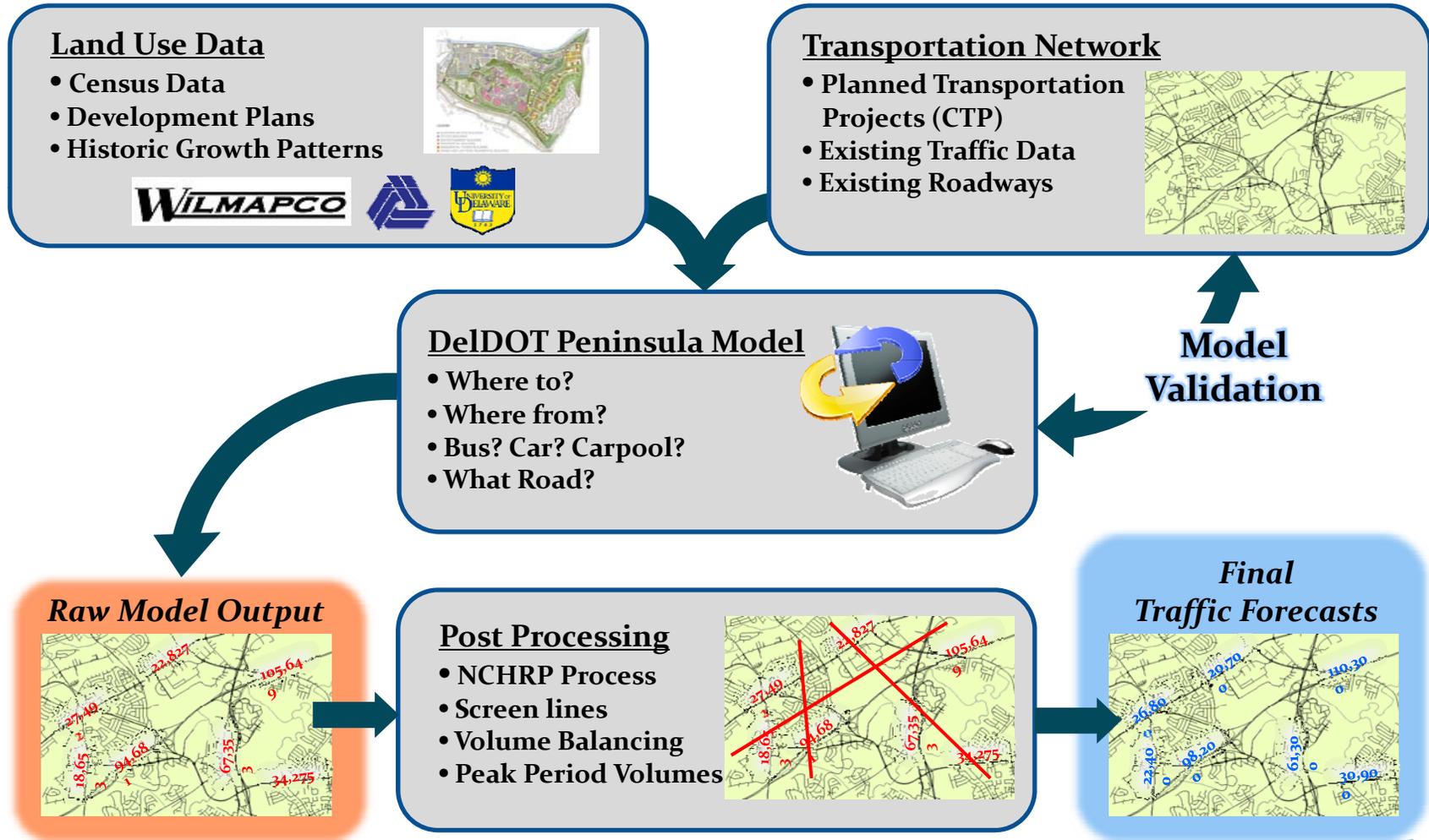
- Annual Vehicle Miles Traveled
 - The vehicle miles traveled (VMT) increased marginally in 2009. VMT in 2008 was the lowest since 2004. (Source: Highway Performance Monitoring System)

	2004	2005	2006	2007	2008	2009
VMT	92.63	94.86	94.07	94.53	89.59	90.41

VMT = Hundred Million

Factors that Affect Transportation

- **Travel Demand Forecasting**



Factors that Affect Transportation

Highway Systems - Growth

- Highway infrastructure has grown at a much slower rate than population, number of households and licensed drivers. A large portion of the growth has been in local and subdivision streets.

Growth	80	90	00	10
Population	590,200	666,200	786,400	895,200
% Change		12.88%	18.04%	13.84%
Employment	259,200	360,400	406,600	432,300
% Change		39.04%	12.82%	6.32%
Households	207,100	260,000	298,700	332,200
% Change		25.54%	14.88%	11.22%
Licensed Drivers	417,462	484,801	563,949	639,352*
% Change		16.13%	16.33%	13.37%
Road Miles	5,233	5,444	5,781	6,307*
% Change		4.03%	6.19%	9.10%
Lane Miles	11,257	11,635	12,424	13,538*
% Change		3.36%	6.78%	8.97%

*Data is from 2009, not 2010

Factors that Affect Transportation

Safety – Total Fatal and Personal Injury Crashes

- The total number of reported crashes has remained relatively constant over the past five (5) years.

	2005	2006	2007	2008	2009
Total Crashes	18,682	19,351	20,017	19,506	18,927

- The total number of fatal crashes and fatalities dropped significantly in 2007; but have remained relatively constant from 2007 to 2009.

	2005	2006	2007	2008	2009
Fatal Crashes & Fatalities	118	133	106	106	102
	133	147	118	122	118

- The number of personal injury crashes dropped noticeably in 2007 and again in 2008; but has remained relatively constant from 2008 to 2009.

	2005	2006	2007	2008	2009
Injury Crashes	5,348	5,472	5,254	5,045	5,025

Factors that Affect Transportation

Drivers & Vehicles – *Age of Drivers*

- The number and percentage of Delaware drivers who are over 65 is increasing

Licensed Drivers	16-19	20-24	25-34	35-44	45-54	55-64	65+	TOTAL
2005	33,056	51,359	104,220	122,211	117,824	90,663	95,084	614,417
2006	33,475	51,563	104,077	120,324	120,450	93,467	97,077	620,433
2007	33,863	51,584	104,168	118,164	121,870	96,648	100,799	627,096
2008	34,271	51,923	104,445	114,669	123,545	99,398	106,107	634,358
2009	34,274	52,308	105,097	111,392	124,949	102,483	108,849	639,352
% CHANGE 2005 - 2009	3.68%	1.85%	0.84%	-8.85%	6.05%	13.04%	14.48%	4.06%

Factors that Affect Transportation

Highway Conditions

- Delaware's roads are generally and consistently in good shape.

		2005	2006	2007	2008
Freeways	Fair to Good	91%	94%	96%	95%
	Poor	9%	6%	4%	5%

		2005	2006	2007	2008
Arterials/Connectors	Fair to Good	95%	95%	95%	94%
	Poor	5%	5%	5%	6%

		2005	2006	2007	2008
Local Roads	Fair to Good	84%	84%	86%	85%
	Poor	16%	16%	14%	15%

Factors that Affect Transportation

Bridge Conditions

- The total number of bridges has increased over the past five (5) years.
- Part of this increase included a large number of corrugated metal pipes were added to the inventory in 2008 and 2009, with a significant number in poor condition.
 - (1) - DelDOT is currently catching up with these pipe replacements.
- Most bridges designated as “Functionally Obsolete” are narrower than current standards.
 - (2) - increase in 2006 due to data validation

Condition	2005	2006	2007	2008	2009
Structurally Deficient	59	34	34	71 ¹	90
Functionally Obsolete	137	168 ²	169	161	161
Total Structures	1,384	1,440	1,469	1,522	1,569



What This Data Tells Us

- We need to.....
 - Plan for significant increases in population, households, licensed drivers, registered vehicles, and an aging population (employment likely to increase at a lower rate)
 - Continue to actively monitor crash data and implement safety improvements
 - Plan and build complete streets to help support an increase in the number of persons walking, bicycling and utilizing transit to travel to work, school, etc..
 - Continue our policy of taking care of, and getting the most out of, our existing systems and facilities, before expanding

TRANSPORTATION TRUST FUND

FINANCE

SOURCES	DOLLARS (in millions)	% of Total
I-95 Tolls & Concessions	\$119.40	27.37
Motor Fuel Taxes	\$115.74	26.53
Document Fees	\$58.35	13.38
Registration Fees	\$44.52	10.21
DMV Other Fees	\$22.82	5.523
Interest Income	\$2.30	0.53
Total Pledged	\$363.13	83.25
SR 1 Tolls	\$45.50	10.43
DE Transit	\$16.54	3.79

	USES OF FUNDS	DOLLARS (millions)	% of Total
Total Pledged	OPERATING		
	Debt Service	\$ 125,344	13.3%
	Department	141,817	15.1%
	Transit	90,400	9.6%
	Subtotal	\$ 357,560	38.0%
Total Bonds & Federal Funds	CAPITAL		
	Core Program		
	State Capital Spend - Core Program	\$ 128,490	13.7%
	State Capital Spend - Match Federal Core	8,050	0.9%
	Federal Funds - Core Program	41,044	4.4%
	Subtotal Core Program	\$ 177,584	18.9%
	Federal Aid Projects		
	State Capital Spend - Match Federal Capital	\$ 34,270	3.6%
	Carry Over Encu		

Kathy English
Director

	ACTUAL										PROJECTED					Total
	2005	2006	2007	2008	2009	2010	Total	2011	2012	2013	2014	2015	2016			
ARRA Funds																
Federal Funds																
EXISTING PLEDGED REVENUE																
I-95 Tolls & Concessions	60,021	87,696	96,748	117,869	121,225	119,399	602,958	118,400	119,700	121,100	122,500	123,900	125,300	730,900		
Motor Fuel Tax	117,917	123,714	120,804	122,866	119,467	115,740	720,508	117,900	120,300	122,700	125,200	127,700	130,300	744,100		
DMV Fees	116,180	115,415	114,629	130,079	122,035	125,693	724,031	129,500	133,300	137,400	140,700	144,900	149,300	835,100		
Interest Income	5,207	7,945	14,774	10,776	4,673	2,302	45,677	4,000	6,000	7,000	8,000	8,000	8,000	41,000		
100% State Cap	299,325	334,770	346,955	381,591	367,400	363,134	2,093,175	369,800	379,300	388,200	396,400	404,500	412,900	2,361,100		
TOTAL USES																
NON-PLEDGED REVENUES																
SR 1 Tolls	30,563	31,524	32,606	40,509	44,497	45,502	225,201	45,700	46,000	46,600	47,200	47,800	48,500	281,800		
Escheat	10,000	10,000	24,000	0	0	0	44,000	0	24,000	24,000	24,000	24,000	24,000	120,000		
General Fund	52,100	72,869	60,000	0	0	0	184,969	14,000	0	0	0	0	0	14,000		
DE Transit (Farebox, FTA, & Other)	14,100	15,676	14,332	14,705	16,219	16,543	91,575	16,874	17,687	18,040	18,401	18,769	19,145	108,916		
Port of Wilmington - Refinancing	0	0	1,000	1,000	1,618	0	3,618	1,628	1,628	1,628	1,628	1,628	1,628	9,768		
Other Transportation Revenue	7,597	13,001	15,704	12,743	20,756	11,032	80,833	12,000	12,100	12,200	12,300	12,400	12,500	73,500		
Total Non-Pledged Revenue	114,360	143,070	147,642	68,957	83,900	73,077	630,196	90,202	101,415	102,468	103,529	104,597	105,773	607,984		
Total Pledged & Non-Pledged Revenue	413,685	477,840	494,597	450,548	450,490	436,211	2,723,371	460,002	480,715	490,668	499,929	509,097	518,673	2,969,084		
BOND PROCEEDS	140,251	150,585	124,214	47,100	226,336	0	688,486	102,441	104,958	101,571	98,721	94,312	90,451	592,454		
FEDERAL FUNDS	117,946	109,947	104,459	155,733	201,516	239,114	928,715	345,463	252,043	209,969	189,202	154,430	154,995	1,306,102		
TOTAL FUNDS AVAILABLE	671,882	738,372	723,270	653,381	878,342	675,325	1,617,201	907,906	837,716	802,208	787,852	757,839	764,119	1,898,556		

November 30, 2010



Overview

- History of Transportation Trust Fund
- Review of each Revenue Source
 - FY10 Actual
 - Growth Rate History and Estimates
 - Comparison to surrounding states
 - Fee structure history
 - Risk to revenue source
- Review of each Use of Revenue
 - Growth Rates
 - Trends

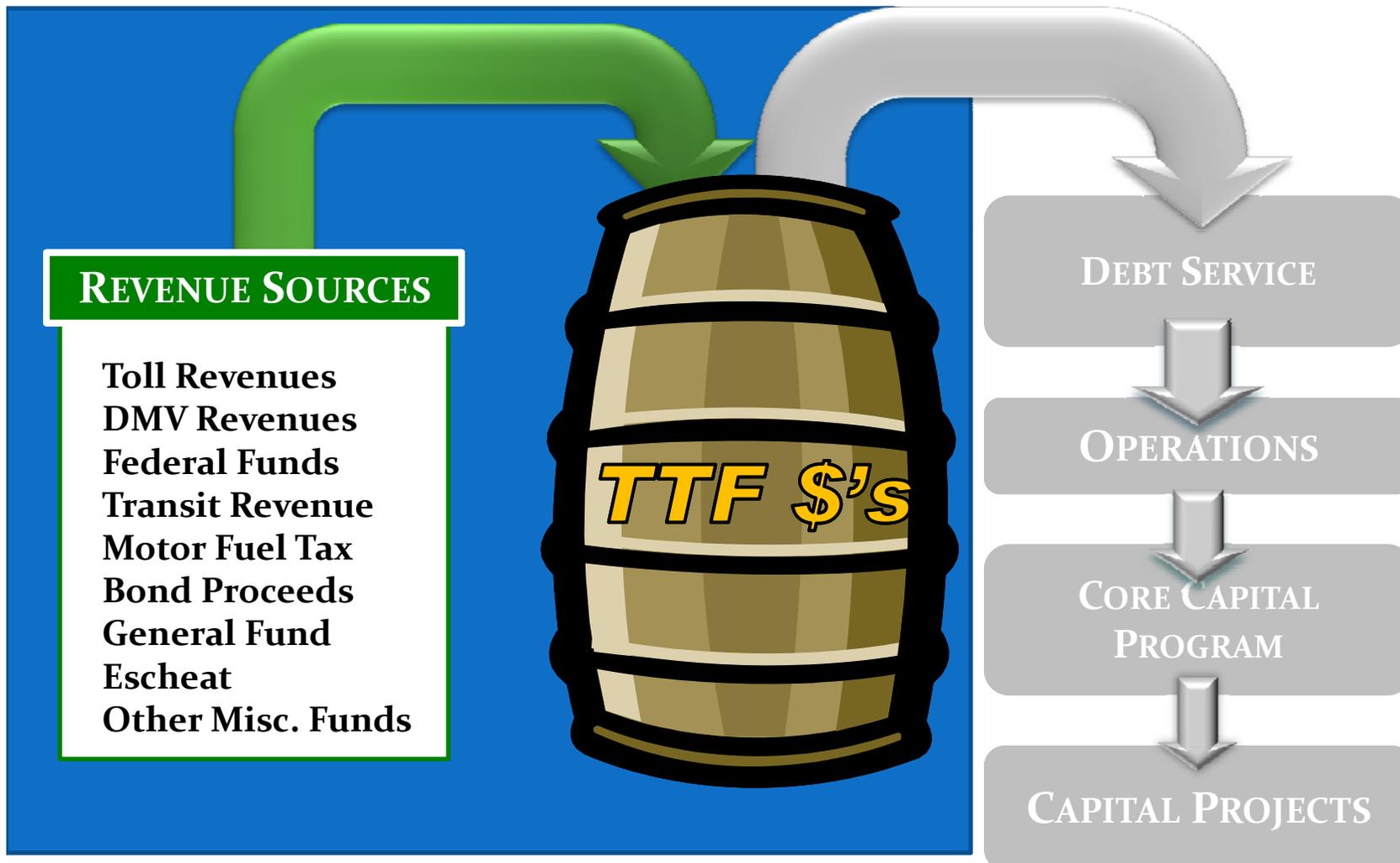


Transportation Trust Fund (TTF)

Created in 1987

- Purpose
 - Facilitate a unified transportation system in the State
 - Dedicated Trust Fund provides transportation financing options
 - Consolidate and dedicate transportation related revenue to transportation projects
- Initially
 - Created to finance DelDOT's statewide construction program
- Over past 23 years
 - Additional revenue sources and responsibilities shifted to TTF
 - Department Operating
 - Motor Vehicle Division
 - DTC Operating
 - Port of Wilmington TTF Debt Service
- TTF is the State's financing vehicle for all transportation expenses

TTF Revenue Sources & Uses



TTF Sources of Revenue

FY 2010 -ACTUAL

SOURCES	DOLLARS (in millions)	% of Total
I-95 Tolls & Concessions	\$119.40	27.37
Motor Fuel Taxes	\$115.74	26.53
Document Fees	\$58.35	13.38
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Total Pledged	\$363.13	83.25
SR 1 Tolls	\$45.50	10.43
DE Transit	\$16.54	3.79
Other Revenues	\$11.03	2.53
Total Non-Pledged	\$73.08	16.75
Total Pledged & Non-Pledged	\$436.21	
Bond Proceeds	\$0.00	
Federal Funds	\$239.11	
Total Bonds & Federal Funds	\$239.11	
Total Sources of Funds	\$675.32	

Source:
September 2010 DEFAC

Conservative DEFAC Forecast

TTF GROWTH RATES

	Projected % Change (from prior year)								
	FY 09	FY 10	% Chg	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
TOLL ROAD REVENUES									
I95 Newark Plaza	\$118.8	\$117.2	-1.3%	-1.0%	0.9%	1.1%	1.1%	1.1%	1.1%
Route 1 Toll Road	44.5	45.5	2.2%	0.4%	0.7%	1.3%	1.3%	1.3%	1.5%
Concessions	2.4	2.2	-8.3%	5.3%	8.7%	4.0%	3.8%	3.7%	3.6%
Total Toll Road Revenues	165.7	164.9	-0.5%	-0.5%	1.0%	1.2%	1.2%	1.2%	1.2%
MOTOR FUEL TAX ADMIN.	119.5	115.7	-3.2%	1.9%	2.0%	2.0%	2.0%	2.0%	2.0%
DIVISION OF MOTOR VEHICLES									
Motor Vehicle Document Fees	56.2	58.4	3.9%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Motor Vehicle Registration Fees	43.3	44.5	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Other DMV Revenues	22.5	22.8	1.3%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Total DMV Revenues	122.0	125.7	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
OTHER TRANSPORTATION REV.									
Other Transportation Rev	8.3	11.0	32.5%	8.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Investment Income(Net)	4.7	2.3	-51.1%	28.3%	50.0%	16.7%	14.3%	0.0%	0.0%
Total Other Transp. Revenue	13.0	13.3	2.3%	13.5%	13.1%	6.1%	5.7%	0.5%	0.5%
GRAND TOTAL	\$420.2	\$419.6	-0.1%	1.5%	2.3%	2.2%	2.2%	1.9%	2.0%

Sources of Revenue – TOLLS

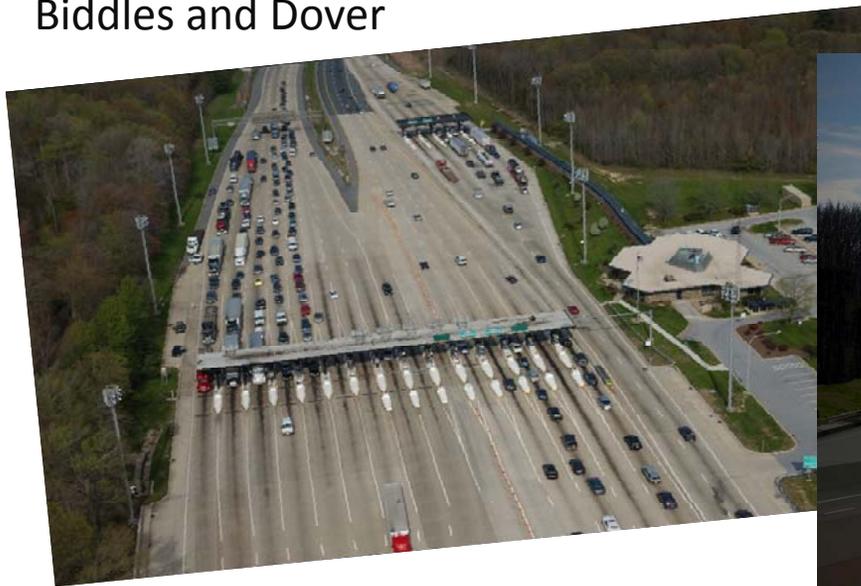
FY 2010 ACTUAL

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Bond Proceeds	\$0.00	
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Total Bonds & Federal Funds	\$239.11	
Total Sources of Funds	\$675.32	

I-95 Tolls & Concessions

DESCRIPTION

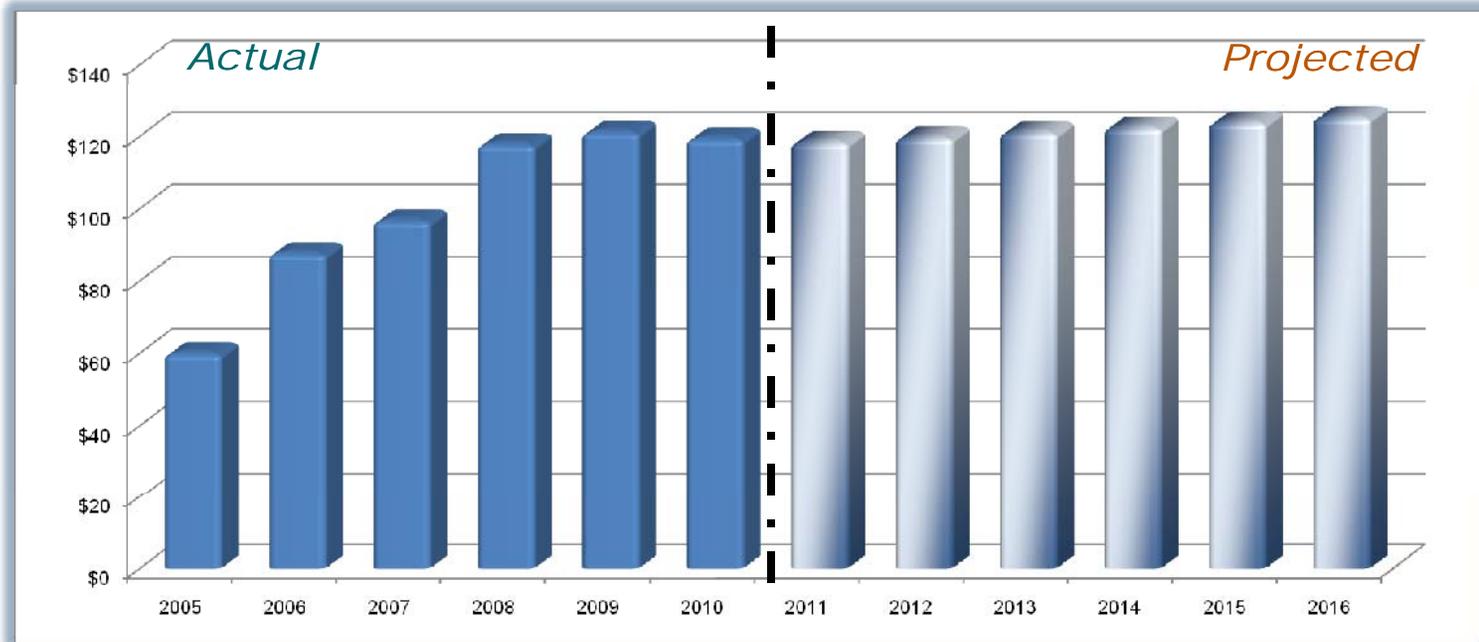
- The Delaware Turnpike extends 11.3 miles from the state line to SR 141
- The mainline barrier toll (20 lanes) is located near the Maryland/Delaware line.
- Toll Plaza currently being modified to provide highway speed lanes, similar to Biddles and Dover



25.54 Million Vehicles/ Year (FY 10)
FY10 Revenue \$119M

I-95 Tolls & Concessions

Revenues
(\$millions)



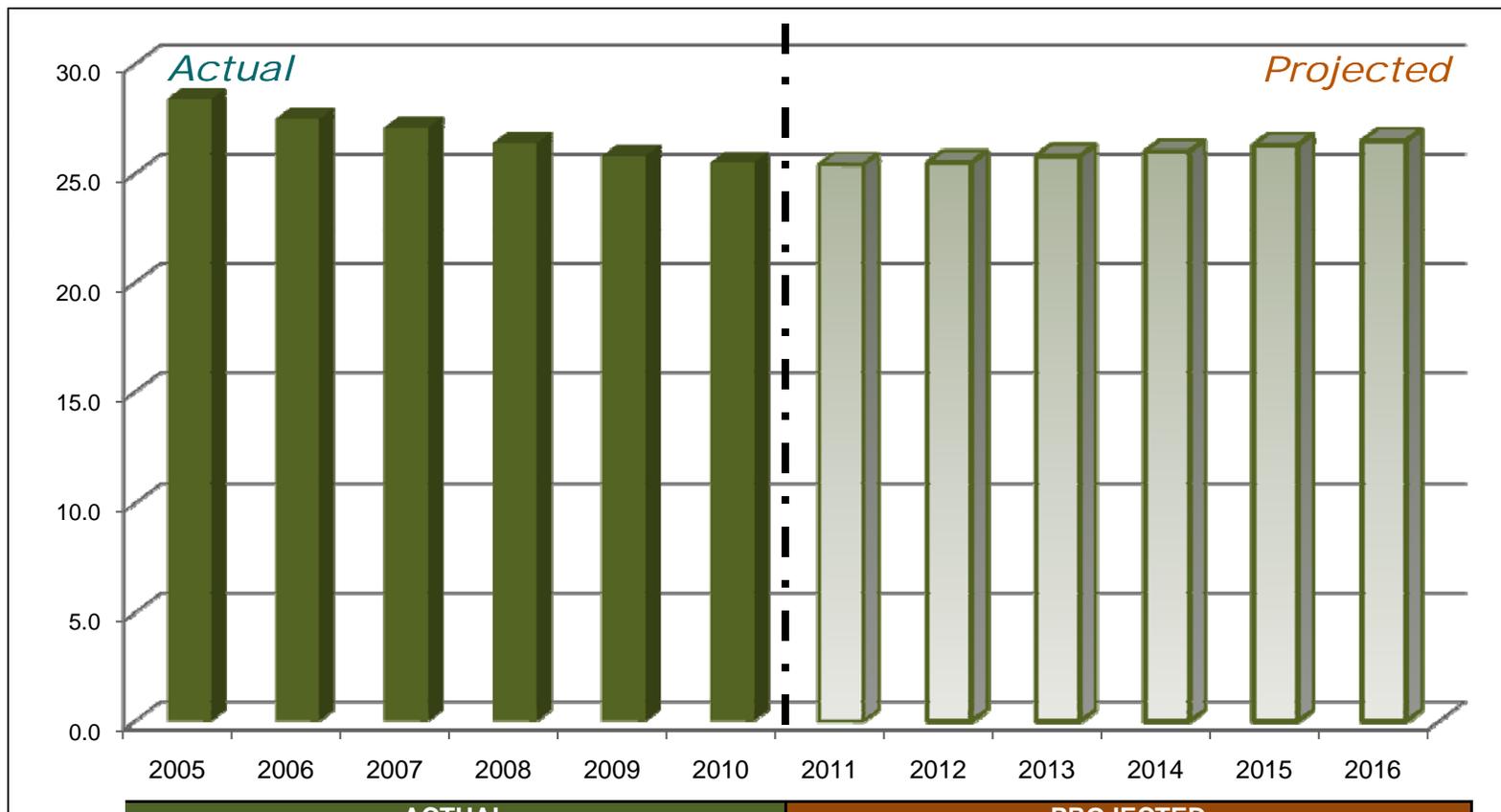
	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
I-95 Tolls & Concessions	60.07	87.70	96.75	117.87	121.23	119.40	118.40	119.70	121.10	122.50	123.90	125.30
% Change		46.1%	10.3%	21.8%	2.8%	-1.5%	-0.8%	1.1%	1.2%	1.2%	1.1%	1.1%

TRENDS

- Significant increase in Turnpike Toll Revenues due to toll increases in 2005 and 2007
- Projected Average Annual Increase for FY 2012 to FY 2016:
 - I-95/Turnpike Toll Revenues approximately 1.0%
 - Concession fees approximately 4.8%.

Tolls & Concessions

Vehicles
(\$millions)



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Vehicles	28.4	27.5	27.1	26.4	25.8	25.5	25.350	25.530	25.775	26.022	26.272	26.524
% Change		3.1%	-1.5%	-2.6%	-2.3%	-1.2%	-0.6%	0.7%	1.0%	1.0%	1.0%	1.0%

I-95 Tolls & Concessions

FEE STRUCTURE HISTORY

Description	1963	1977	1981	1984	1989	1993	1999	2005	2007
2-Axle Car	\$0.30	\$0.50	\$0.75	\$1.00	\$1.00	\$1.25	\$2.00	\$3.00	\$4.00
2-Axle Truck	\$0.35	\$0.60	\$0.80	\$1.20	\$1.00	\$1.25	\$2.00	\$3.00	\$4.00
3-Axle Truck	\$0.40	\$0.80	\$1.20	\$1.80	\$2.00	\$2.50	\$2.50	\$5.00	\$6.00
4-Axle Truck	\$0.50	\$1.00	\$1.60	\$2.40	\$3.00	\$3.75	\$3.75	\$6.00	\$7.00
5-Axle Truck	\$0.75	\$1.25	\$2.00	\$3.00	\$4.00	\$5.00	\$5.00	\$8.00	\$9.00
6-Axle Truck	N/A	\$1.50	\$2.40	\$3.60	\$5.00	\$6.25	\$6.25	\$10.00	\$11.00
Wide Load	\$3.50	\$7.00	\$7.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$11.00

SR 1 Tolls

DESCRIPTION

- SR 1, I-95 to south of Dover (44 miles)
- Mainline toll barriers
 - Dover
 - Biddles (south of C&D Canal).
- Ramp Tolls:
 - Smyrna and Dover
 - Boyd's Corner (south)

37.1 Million Vehicles/Year (FY10)

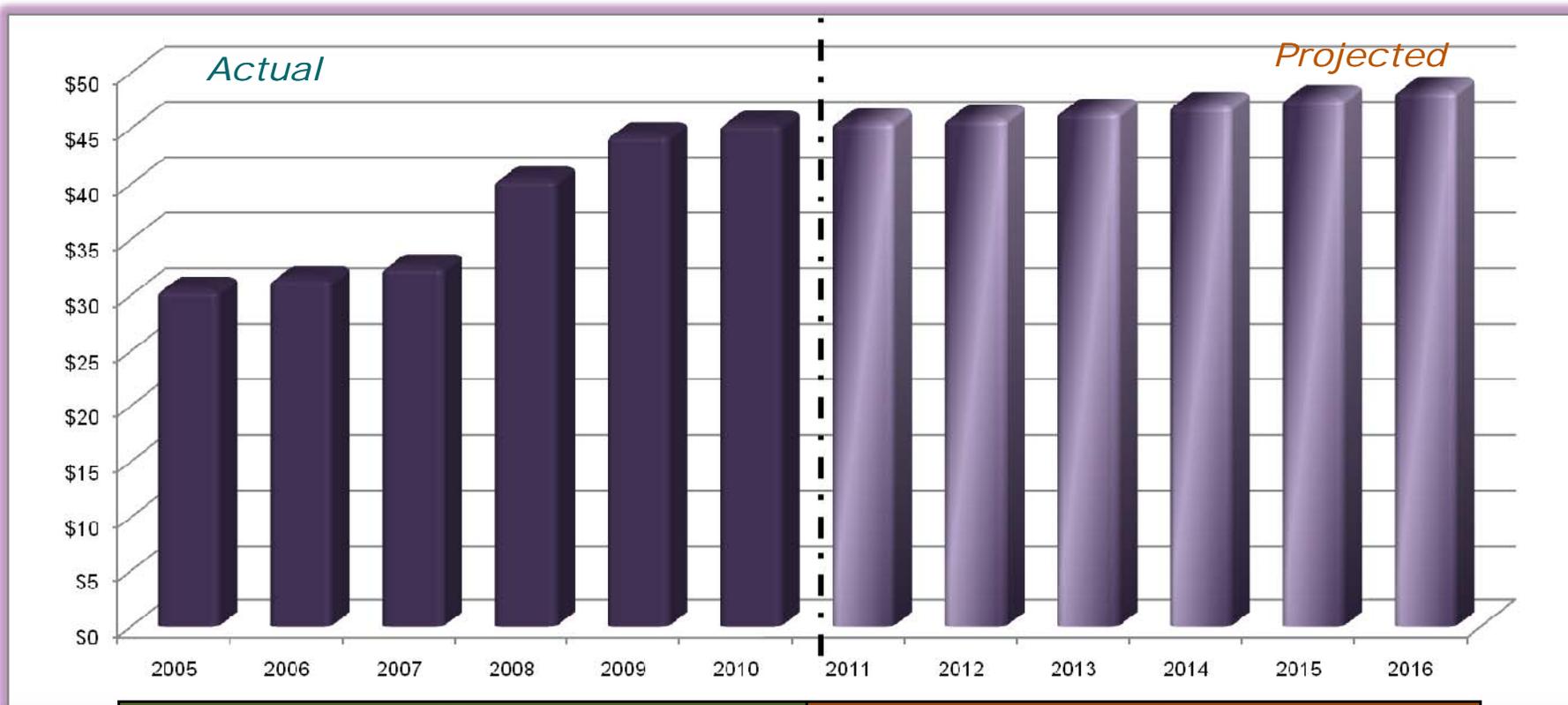
FY10 Revenue \$46M



Source: September 2010 DEFAC

SR 1 Tolls

REVENUE



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
SR 1 Tolls	30.20	31.52	32.61	40.51	44.50	45.50	45.70	46.00	46.60	47.20	47.80	48.50
% Change		4.4%	3.4%	24.2%	9.8%	2.3%	0.4%	0.7%	1.3%	1.3%	1.3%	1.5%

Sources – SR 1 Mainline Tolls

FEE STRUCTURE HISTORY

Description	1993	2007 - Present	
		Weekday	Weekend
2-Axle Vehicles	\$1.00	\$1.00	\$2.00
3-Axle Truck	\$2.00	\$3.00	\$4.00
4-Axle Truck	\$3.00	\$4.00	\$5.00
5-Axle Truck	\$4.00	\$5.00	\$6.00
6-Axle Truck	\$5.00	\$6.00	\$7.00
Wide Load	\$10.00	\$11.00	\$11.00

- October 2000 E-ZPass frequency of use discount (15%) implemented
- October 1, 2007 E-ZPass 15% discount eliminated



I-95 & SR 1 Tolls

RISKS TO REVENUES

- Condition of the Economy
- Cost of Fuel
- Toll Increases (MD-DE-NJ)
- Weather/Snow
- Congestion / Delays
- Violations

TTF Sources of Revenue

Source: September 2010 DEFAC

FY 2010 ACTUAL

SOURCES	DOLLARS (in millions)	% of Total
I-95 Tolls & Concessions	\$119.40	27.37
Motor Fuel Taxes	\$115.74	26.53
Document Fees	\$58.35	13.38
Registration Fees	\$44.52	10.21
DMV Other Fees	\$22.82	5.523
Interest Income	\$2.30	0.53
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Federal Funds	\$239.11	
Total Bonds & Federal Funds	\$239.11	
Total Sources of Funds	\$675.32	

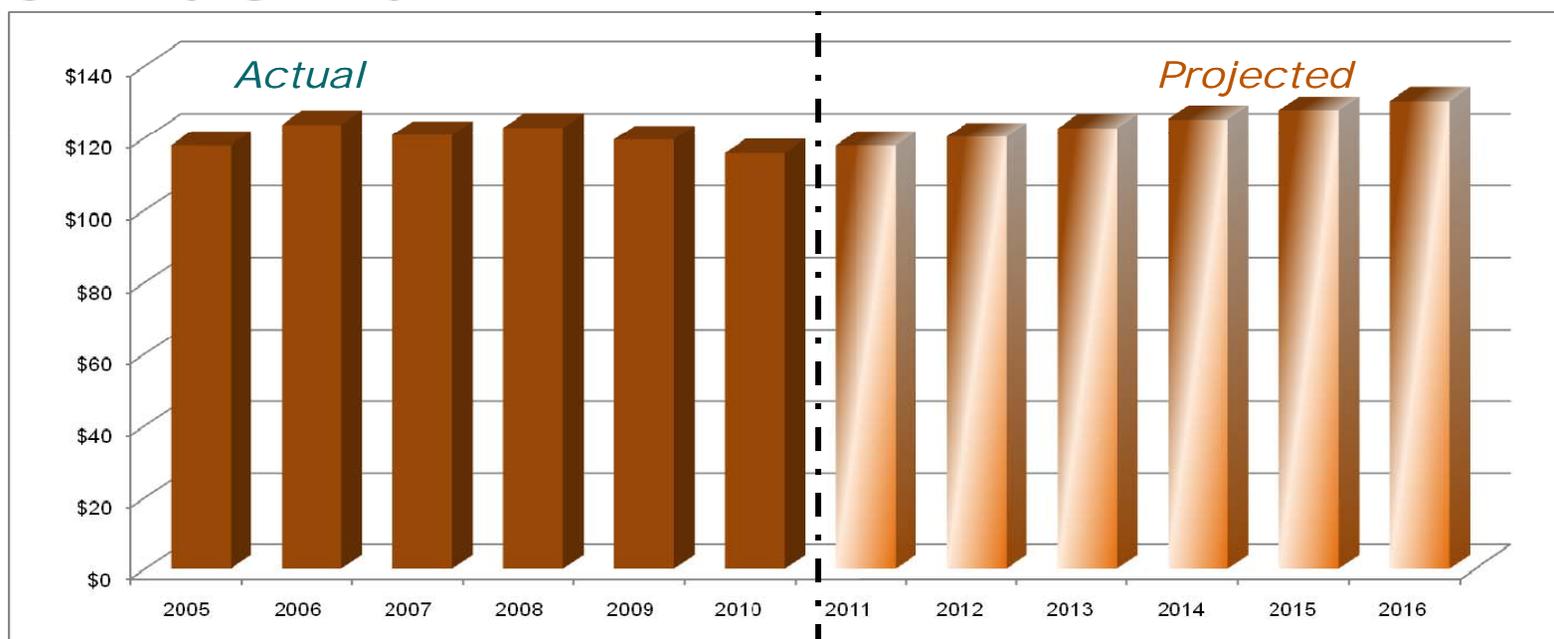
Motor Fuel Tax

DESCRIPTION

- Motor fuel tax is based on the gallons of fuel purchased
- DelDOT imposes the following tax rates on fuels:
 - 23.0 cents per gallon for gasoline and clean-burning fuels
 - 22.0 cents per gallon for all other special fuels (e.g., diesel)
- Applies to all dealers, special fuel users and sellers, and motor carriers. Exemptions are provided for motor fuel sold to the federal government, and to the State and its political subdivisions, among other entities
- Federal Government imposes an excise tax of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel.

Motor Fuel Tax

Revenues
(\$millions)



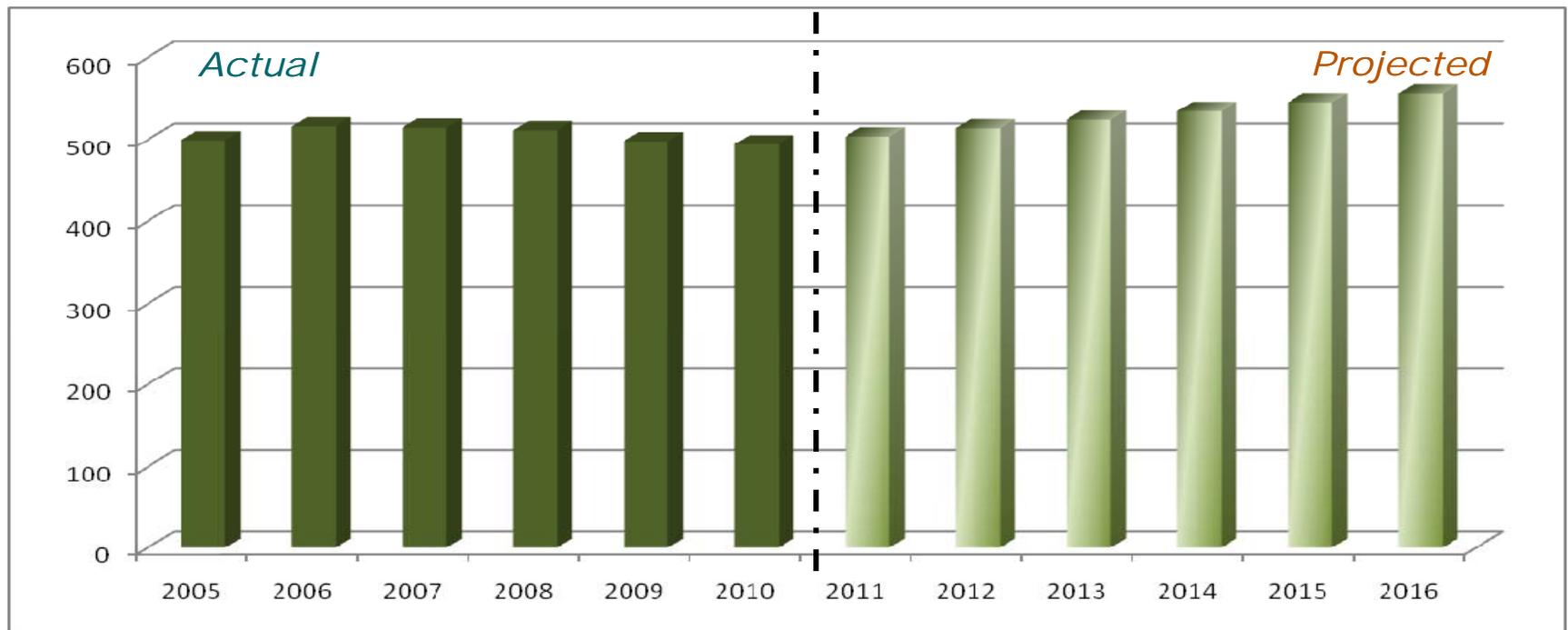
	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Motor Fuel Tax	\$117.92	\$123.71	\$120.80	\$122.87	\$119.47	\$115.75	\$117.90	\$120.3	\$122.7	\$125.2	\$127.7	\$130.3
% Change		4.9%	-2.4%	1.7%	-2.8%	-3.1%	1.9%	2.0%	2.0%	2.0%	2.0%	2.0%

TRENDS:

- Fuel consumption is tied to changes in the State's population and labor force - it is forecasted to grow at about 2%/year
- Historically, moderate increases in the state and/or federal motor fuel taxes have not had a negative impact on consumption patterns
- The decrease in Motor Fuel Tax in 2007 was due in part to the significant increase in the price of motor fuel
- The decrease in 2009 and 2010 is likely the result of the national economic recession

Motor Fuel Tax

Motor Fuel Consumption (in millions of gallons)



	ACTUAL											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Motor Fuel Consumption	499.2	516.2	514.6	511.4	498.1	494.5	503.9	514.0	524.3	534.7	545.4	556.3
% Change		3.4%	-0.3%	-0.6%	-2.6%	-0.7%	1.9	2.0	2.0	2.0	2.0	2.0

Motor Fuel Tax

FEE STRUCTURE HISTORY

- | | <u>¢ / gallon</u> |
|---------|---|
| ● 1981: | 9¢ to 11¢ |
| ● 1986: | 11¢ to 13¢ |
| ● 1987: | 13¢ to 16¢ |
| ● 1991: | 16¢ to 19¢ |
| ● 1993: | 19¢ to 22¢ (gasoline) |
| ● 1995: | 22¢ to 23¢ (gasoline)
19¢ to 22¢ (special fuels) |

Notes:

1¢ of State Fuel Tax = \$5 million in FY 2011

Motor Fuel Tax

COMPARABLE FUEL TAX RATES

State	Gas(¢/Gallon)	Special Fuel (¢/Gallon)
New York	41.2	40.3
Pennsylvania	32.3	39.2
Maryland	23.5	24.3
Delaware	23.0	22.0
District of Columbia	20.0	20.0
Virginia	19.6	19.6
New Jersey	14.5	17.5

Sources: Motor Vehicle Website of appropriate state



Motor Fuel Tax

RISKS TO REVENUES

- More fuel efficient motor vehicles
- Alternative ways to power motor vehicles
 - Ethanol, biodiesel, Compressed Natural Gas (CNG)
 - Hydrogen
 - Electricity
- Tax evasion



Document Fees

DESCRIPTION

- Motor vehicle document fees are imposed upon the sale or transfer of any new or used motor vehicle, truck tractor, trailer or motorcycle in the State
- Based on the vehicle purchase price – net of the trade-in price, it is paid by the owners and collected by the State for deposit into the Transportation Trust Fund
- Fees
 - If the price of the vehicle is less than \$400, the fee is \$8
 - If the price is \$400 to \$500, the fee is \$13.75
 - Thereafter, the fee increases by 3.75% for each additional \$100 of vehicle purchase price

TTF Sources of Revenue

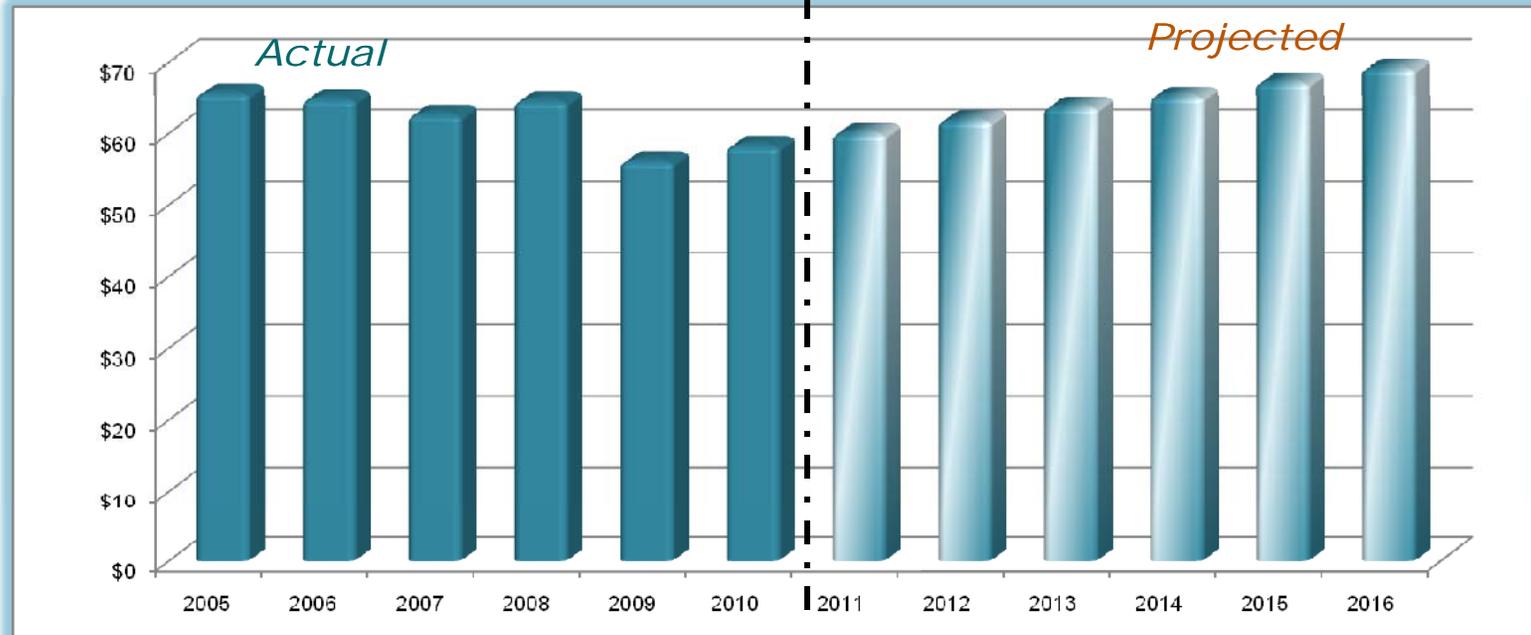
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Document Fees

Revenues
(\$millions)



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
DMV Document Fees	65.70	64.84	62.69	64.62	56.20	58.35	60.10	61.90	63.80	65.70	67.70	69.70
% Change		-1.3%	-3.3%	3.1%	-13.0%	3.8%	3.0%	3.0%	3.1%	3.0%	3.0%	3.0%

TRENDS:

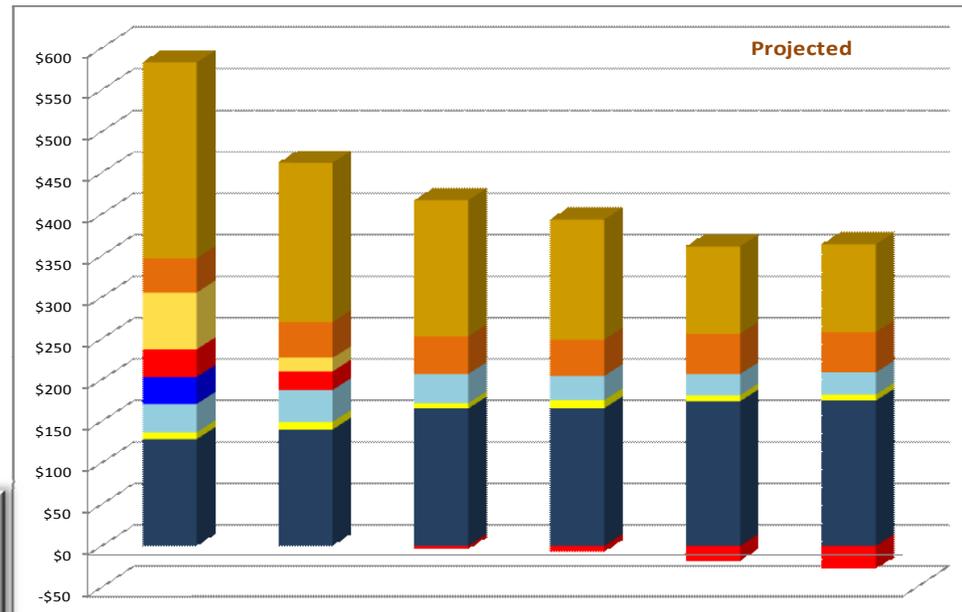
- Document fee revenue for FY's 2011-2016 is generated by the projected number of transactions and cost of the vehicles transferred
- The average annual rate of growth in revenue was -13% in 2009 as a result of a decrease in vehicle sales and the poor economic conditions combined with the consumers' inability to obtain financing
- Average annual document fee revenues are forecasted to increase at about 3.0% between 2011 and 2016

Total Capital Program

DESCRIPTION:

- Core Program
- Federal Projects
- 100% State Funded Projects

Total Capital Program decreases significantly from FY 2011 (\$583 million) to FY 2016 (\$308 million)



	PROJECTED					
	2011	2012	2013	2014	2015	2016
State Capital Expenditures	237.27	209.92	203.14	197.45	188.61	180.90
	28.2%	-13.0%	-3.3%	-2.9%	-4.7%	-4.3%
State Capital Spend - Core Program	128.49	140.03	165.47	165.65	174.03	174.94
State Capital Spend - Match Federal Core	8.05	9.10	6.29	9.71	7.25	7.25
State Capital Spend - Match Federal Capital	34.27	38.42	35.18	29.05	25.44	26.56
Carry Over Encumbrance Spend	32.38	0.00	0.00	0.00	0.00	0.00
100% State Capital Program	34.08	22.37	(3.80)	(6.96)	(18.11)	(27.85)
100% State Capital Program	34.08	22.37	0.00	0.00	0.00	0.00
Federal Capital Expenditures	345.46	252.04	209.97	189.20	154.43	155.00
	30.8%	-37.1%	-20.0%	-11.0%	-22.5%	0.4%
ARRA Funds	68.40	16.80	0.00	0.00	0.00	0.00
Federal Funds - Core Program	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
Total Capital Expenditures	582.73	461.96	413.11	386.65	343.04	335.90
% Change	29.7%	-26.1%	-11.8%	-6.8%	-12.7%	-2.1%

Sources – Document Fees

FEE STRUCTURE HISTORY

- Prior to 1993 2.00%
- 1993 2.75%
- 2008 3.25%
- 2009 3.75%

Sources – Document Fees

COMPARABLE DOCUMENT FEES

State	Document Fee*
New York	8.375%
New Jersey	7.00%
Maryland	6.00%
Pennsylvania	6.00%
Delaware	3.75%
Virginia	3.00%

Document fee as a percentage of the net purchase price of a vehicle.



Document Fees

RISKS TO REVENUES

- Economic conditions
 - Consumers inability to obtain financing
 - Low sales
- Longer service life of motor vehicles

Registration Fees

DESCRIPTION

- Motor vehicle registration fees are paid at the time of application for the registration of a motor vehicle and prior to the issuance of the required registration plates by the Division of Motor Vehicles
- Registration Fees also include other related motor vehicle fees for
 - Dealer tags
 - Extra weight
 - Duplicate tags, stickers and registration cards
 - Late registration renewal fees
- The International Registration Plan (IRP) collects registration fees for commercial vehicles based on the number of miles traveled in each state and the corresponding registration fees in the states.

TTF Sources of Revenue

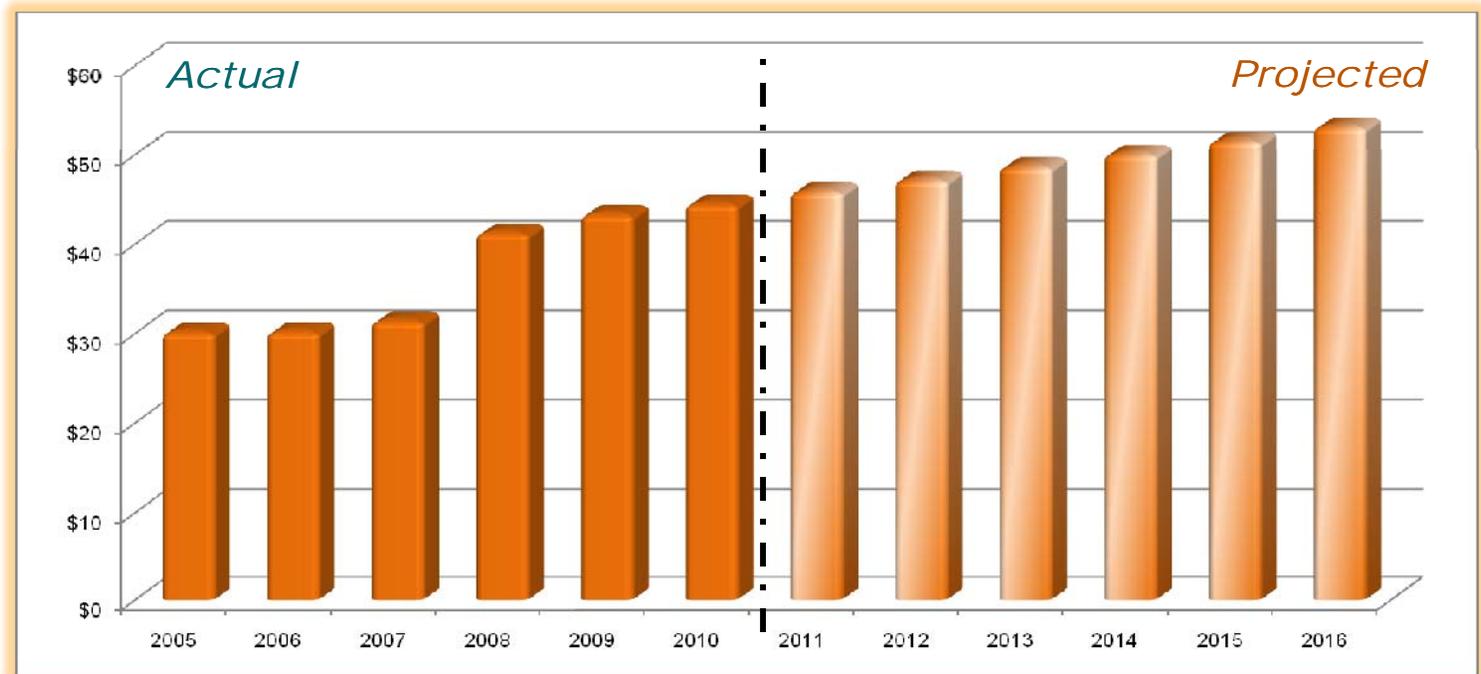
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Registration Fees

Source: September 2010 DEFAC

Revenues
(\$millions)



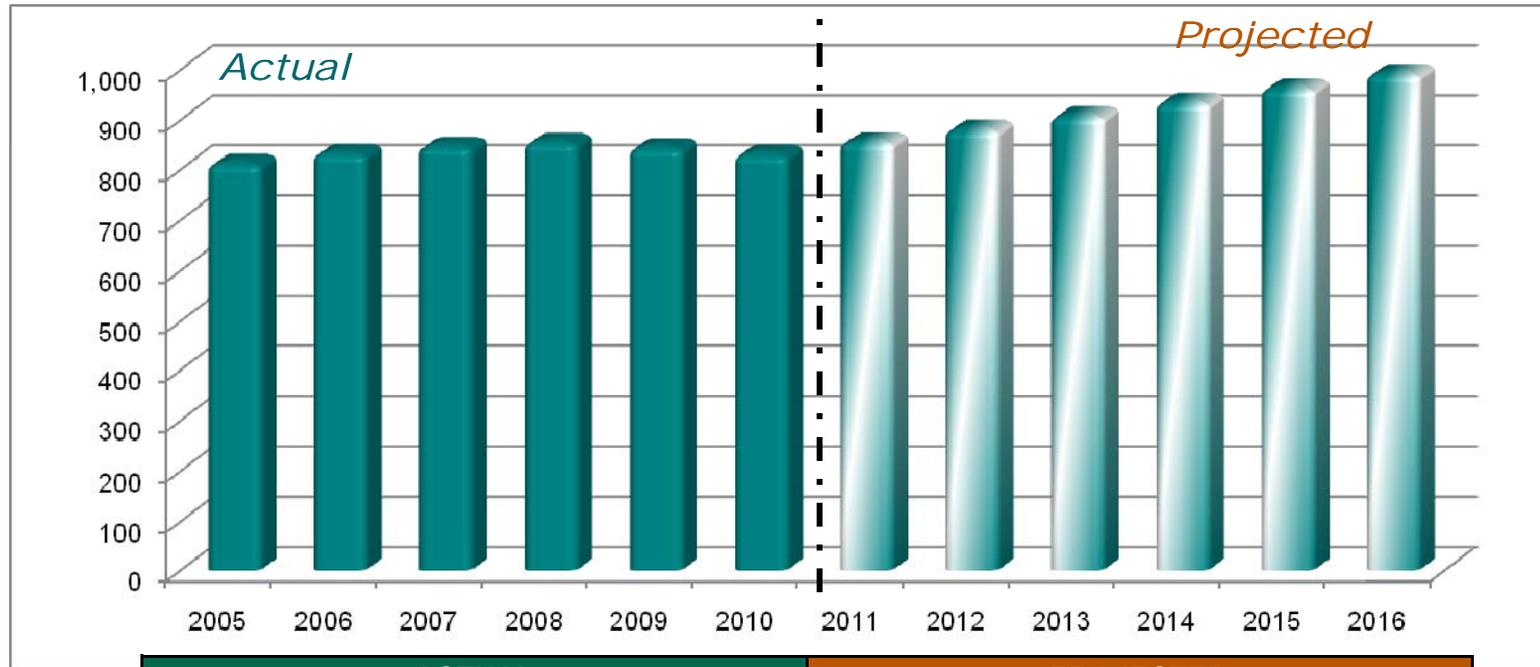
	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
DMV Registration Fees	30.19	30.24	31.45	41.29	43.35	44.52	45.90	47.20	48.70	50.1	51.6	53.2
% Change		0.2%	4.1%	31.2%	4.8%	2.7%	3.1%	2.9%	3.2	2.9	3.0	3.1

TRENDS:

- Registration fees, IRP and related motor vehicle fees revenues grew at an annual average rate of about 5.3% between FY 2005 – FY 2010
- Registration fees, IRP and related motor vehicle fees are projected to grow at an annual average rate of about 3.0% between 2011 and 2016

Registration Fees

Registered Vehicles (in 000's)



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Registered Vehicles	814.3	834.3	848.6	856.7	845.8	832.7	857.7	883.4	909.9	937.2	965.3	994.3
% Change		2.5%	1.7%	1.0%	-1.3%	-1.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

Registration Fees

FEE STRUCTURE HISTORY

- 1986 \$20.00 (autos)
- 1986 New car owners had option to register the vehicle for a 3-year period
- 1991 Fee increase for vehicles in excess of 5,000 lbs
- 1992 Fee increase for vehicles in excess of 5,000 lbs
- 1993 Fee increase for vehicles in excess of 5,000 lbs
- 2007 \$20 to \$40 (autos)
\$10 to \$15 (motorcycles)
\$10 to \$15 (trailers, 0 to 1,000 lbs)
\$12 to \$20 (trailers, 1,001 to 2,000 lbs)
\$20 to \$40 (trailers, >2,000 lbs)

Registration Fees

COMPARABLE REGISTRATION FEES

State	Fee
Maryland	\$64.00 - \$90.00
New Jersey	\$35.50 - \$84.00
New York	\$46.50
Virginia	\$40.75
Delaware	\$40.00
Pennsylvania	\$36.00



Registration Fees

RISKS TO REVENUES

- Economic conditions
- Consumers inability to obtain financing
- Longer service life of motor vehicles



Sources –DMV Other Fees

- Other DMV fees include:
 - Title Fee
 - Drivers' Licenses
 - ID cards
 - Record Sale Fees
 - Insurance Penalties
 - Temporary Tag Fees
 - Vanity Tag Fees

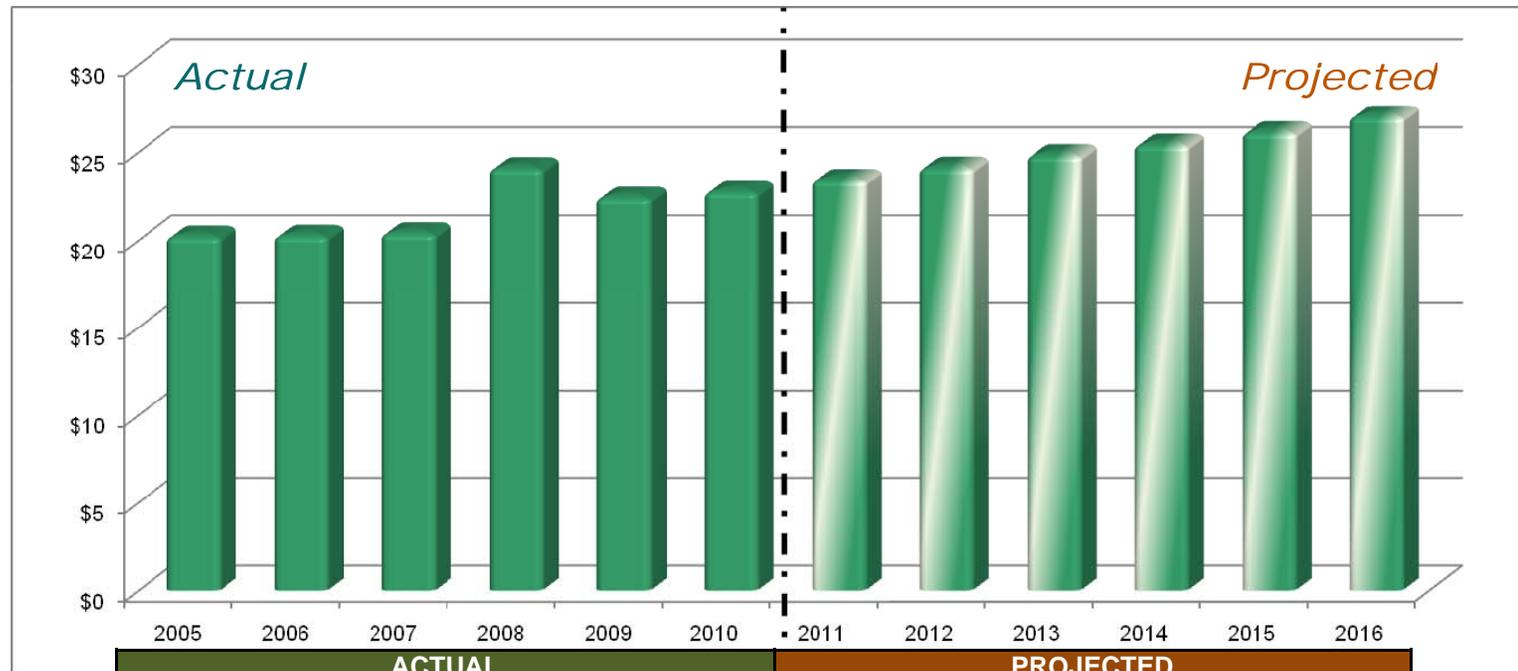
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Other DMV Fees

Revenues
(\$millions)



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
DMV Other Fees	20.29	20.33	20.48	24.17	22.49	22.82	23.50	24.20	24.90	25.50	26.20	27.10
% Change		0.2%	0.7%	18.0%	-7.0%	1.5%	3.0%	3.0%	2.9%	2.4%	2.7%	3.4%

TRENDS:

- Other DMV Fees are projected to increase at approximately 3.0%, but are not a significant source of revenue
- Significant increase in Other DMV Fees in FY 2008 due to revenue increase in 2007

Other DMV Fees

FEE STRUCTURE HISTORY

DMV Fee	Prior to 2007	Effective 2007
Title Fee	\$15.00	\$25.00
Drivers License	\$12.50	\$25.00
ID Cards	\$5.00	\$20.00



Sources – Other Transportation Revenues

DESCRIPTION

- Other Revenues include:
 - Interest Income
 - Escheat
 - General Fund
 - DE Transit
 - Port of Wilmington – Refinancing
 - Other Transportation Revenue
 - New Violation / Fine Revenue

TTF Sources of Revenue

FY 2010 ACTUAL

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I-95 Tolls & Concessions	\$119.40	27.37
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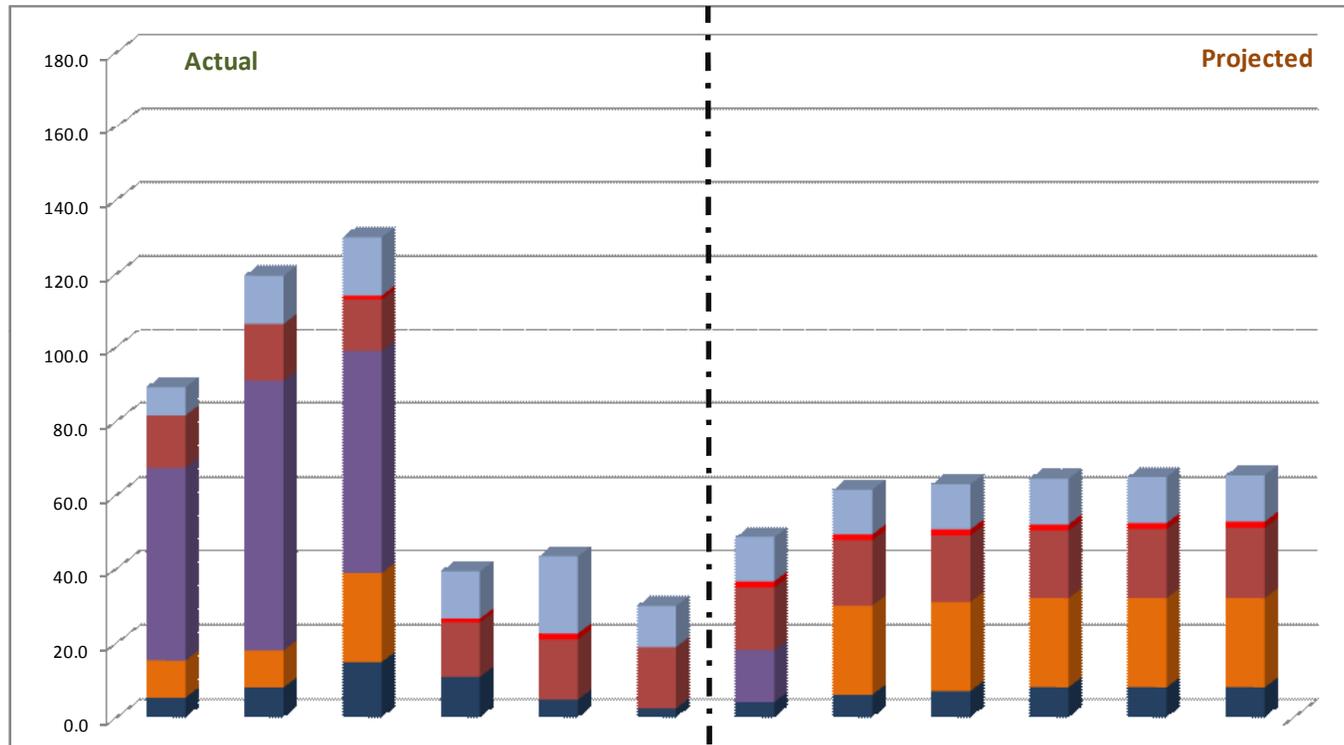


Sources – Other Revenues

TRENDS:

- General Fund Pass Through provided significant revenue source for FY's 2005, 2006 and 2007.
- There is a large increase in the Other Transportation Revenue in FY 2009 due to the closing of the State Infrastructure Bank (SIB) account. This resulted in a one-time deposit of \$9.374 million.
- It should be noted that beginning in FY 2010, the New Violation/Fine Revenue (Title-21) is reported in the Other Revenue Category
- **Escheat is assumed to provide a significant revenue source for FY 2012 – FY 2016**

“Other” Revenues



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Interest Income	5.21	7.95	14.77	10.78	4.67	2.30	4.00	6.00	7.00	8.00	8.00	8.00
Escheat	10.00	10.00	24.00	0.00	0.00	0.00	0.00	24.00	24.00	24.00	24.00	24.00
General Fund	52.10	72.87	60.00	0.00	0.00	0.00	14.00	0.00	0.00	0.00	0.00	0.00
DE Transit	14.10	15.68	14.33	14.71	16.22	16.54	16.87	17.69	18.04	18.40	18.77	19.15
Port of Wilmington - Refinancing	0.00	0.00	1.00	1.00	1.62	0.00	1.63	1.63	1.63	1.63	1.63	1.63
Other Transportation Revenue	7.60	13.00	15.70	12.74	20.76	11.03	12.00	12.10	12.20	12.30	12.40	12.50
Total	89.00	119.49	129.81	39.22	43.27	29.88	48.50	61.42	62.87	64.33	64.80	65.27
% Change		25.5%	7.9%	-230.9%	9.3%	-44.8%	38.4%	21.0%	2.3%	2.3%	0.7%	0.7%

Sources – Bond Proceeds

DESCRIPTION

- The Delaware Transportation Authority (DTA), on behalf of DeIDOT, has the authority to issue bonds
- Bonds are issued as needed to support the requirements of the Department’s capital program
- Directly related to available cash for Capital Program

	Bond	Refund	Savings	(\$000)	
	2008	2009	2010	2011	2012
Series 2007A	0	.74	.68	.68	.66
Series 2008A	.16	1.90	0	0	0
Series 2010 AB	0	0	0	4.23	0
TOTAL	.16	2.64	.71	4.91	.66

TTF Sources of Funds

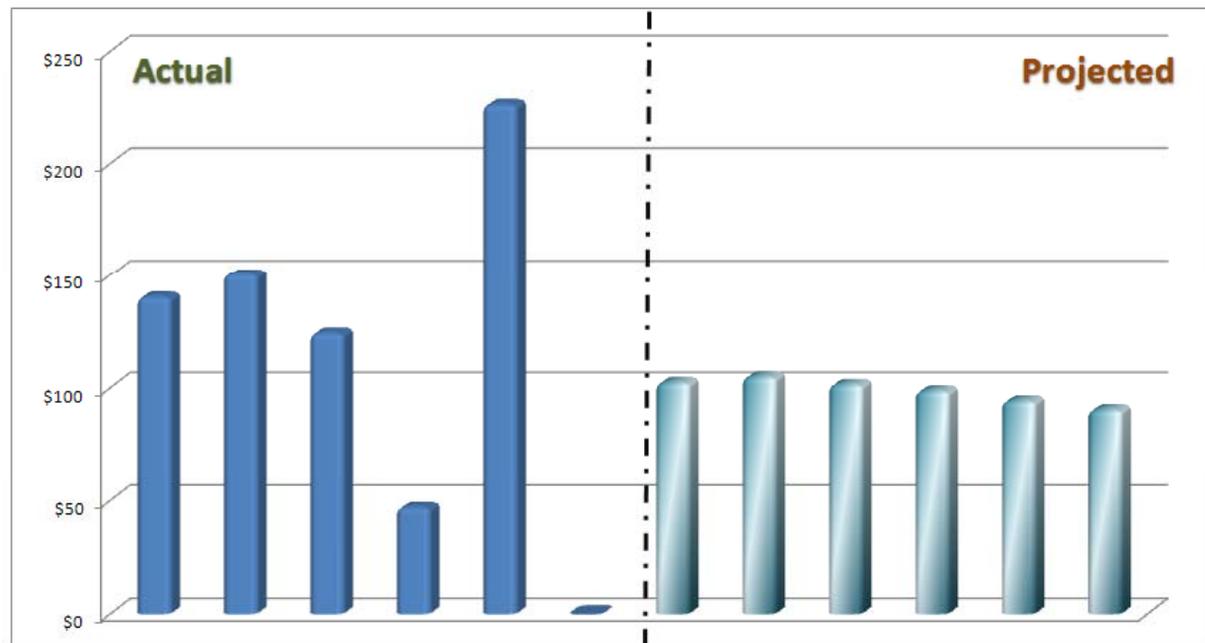
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Bond Proceeds

TRENDS

- A decrease in Bond Proceeds is projected during the program period FY 2011 – FY 2016
- DTA bonds outstanding as of June 30, 2010 were \$1,068,522,857
- DTA bonds are supported by pledged revenues
- Also outstanding is \$113,490,000 in GARVEE bonds, backed by future Federal Aid apportionments, which are not shown on the chart above. The term of the GARVEE bonds is 15 years and the annual Debt Service is \$11 million



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Bond Proceeds	140.25	150.59	124.21	47.10	226.34	-	102.44	104.96	101.57	98.72	94.31	90.45
% Change		7.4%	-17.5%	-62.1%	380.5%			2.5%	-3.2%	-2.8%	-4.5%	-4.1%



Sources – Bond Proceeds

BOND RATING

- Recent Rating (November 19, 2010)
 - Moody's Aa2
 - Standard & Poor's AA+
- A strong bond rating keeps borrowing costs low
- Our program protections keep our rating high
 - At least 50% of State Capital Spending is paid by non-debt sources
 - Senior Lien Debt Service Coverage minimum of 2.72x
 - Debt Service Reserve Account fully funded in cash



Federal Funds

DESCRIPTION

- Federal Highway Administration (FHWA) funds support transportation improvements such as:
 - Congestion mitigation and air quality (CMAQ)
 - Metropolitan planning (MPO)
 - Bridge Preservation
 - Interstate maintenance (IM)
 - National Highway System (NHS)
 - Surface Transportation Programs (STP)
- Federal Transit Administration (FTA) funds support
 - Urban and rural transit programs
 - MPO and State planning
 - Elderly and disabled and welfare-to-work programs
 - Discretionary transit funds
- Under SAFETEA-LU, highway apportionments from FHWA are about \$140 million annually
- Transit apportionments from FTA are about \$15 million annually
- Delaware is also eligible to receive federal discretionary funds, which are supplemental to our regular apportionment

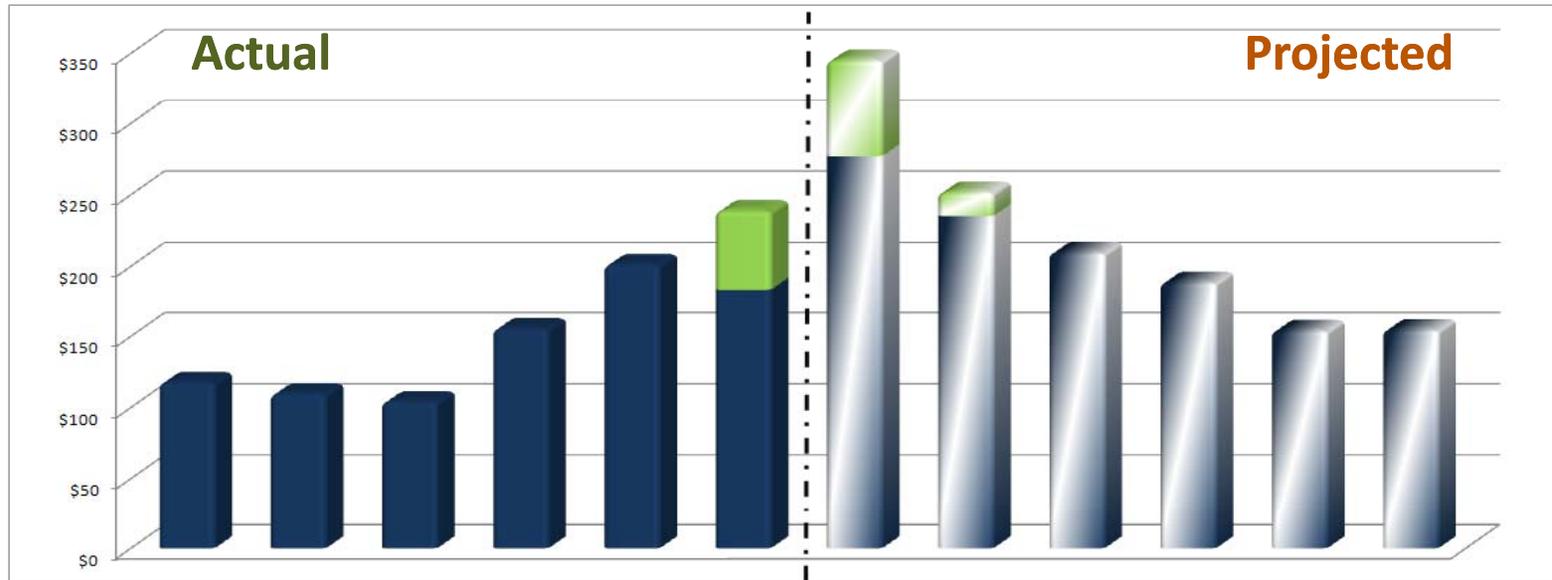
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Federal Funds

In \$000's



	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Federal Funds	117.95	109.95	104.46	155.73	201.52	239.11	345.46	252.04	209.97	189.20	154.43	155.00
% Change		-6.8%	-5.0%	49.1%	29.4%	18.7%	44.5%	-27.0%	-16.7%	-9.9%	-18.4%	0.4%

■ = ARRA Funds (100% Federal Funds)

TRENDS

- Based on projected schedule to obligate federal funds taking into consideration federal authorization and apportionments.
- FY 2012 to FY 2016 projections are conservative due to required legislative reauthorization and advanced construction funding anticipated in FY 2011.

Federal Funding Challenges

Existing Transportation Bill
extended to 12/10

Rescissions

2005	\$14,064,167
2006	\$ 7,584,842
2007	\$10,730,541
2008	\$17,882,474
2009	\$47,002,767
2010	\$ 8,592,589
2011	\$10,000,000

*

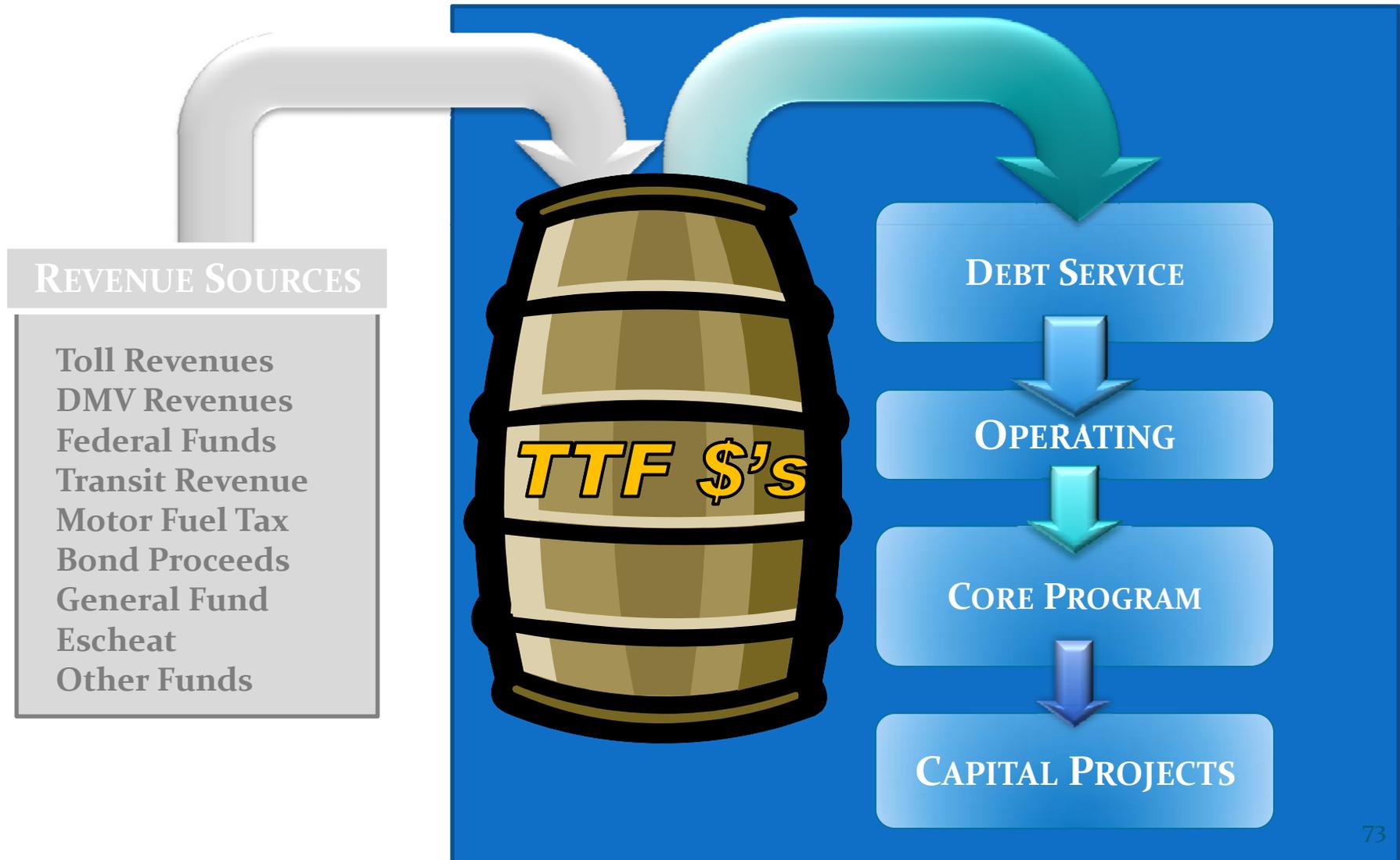
Federal Funding



RISKS TO RESOURCES

- Yearly rescissions of our portion of federal TTF has resulted in \$106M since 2005.
- On the national level, federal transportation funding has become an annual debate / issue, involving a federal TTF that is going broke and an annual subsidy from the federal General Fund.
- We do not have a national transportation policy or funding path forward, at this time.
- Federal funds traditionally make up about 40 to 50% of the annual Capital Program.
- Historically, the Congress has provided multi-year authorizations (6-years) from the federal TTF.

TTF Revenue Sources & Uses



Financial Plan – Uses of Funds

FY 2011
(PROJECTED)

USES OF FUNDS	DOLLARS (<i>millions</i>)	% of Total
DEBT SERVICE	\$ 125,344	13.3%
OPERATIONS		
Department	141,817	15.1%
Transit	90,400	9.6%
Subtotal	\$ 357,560	38%
CAPITAL		
State Capital	204,883	23%
Carry Forward Encumbrance	32,381	4%
Federal Capital	345,463	38%
Subtotal Capital Program	\$ 582,727	62%
TOTAL USES	\$ 904,287	100.0%

Funding Priorities

Maximize Past Investments

Efficient and Cost Effective Management and Operation through Innovative Strategies and Techniques, prior to Infrastructure Expansion

Focus on taking care of and getting the most out of existing systems and facilities, before expanding

Preventative Maintenance

- Paving & Rehabilitation
- Bridge Preservation
- Traffic Management Improvements

Management of Statewide Integrated Traffic Management System (ITMS)

- Computerized traffic signals, video monitoring cameras, bus with AVL, electronic traffic detectors, variable message signs, variable speed limit signs, roadway weather information system
- 24/7 Transportation Management Center (TMC)
 - Provides public with real time traffic information
 - Warning of congestion or restrictions
 - WTMC 1380 AM traffic reports

Debt Service

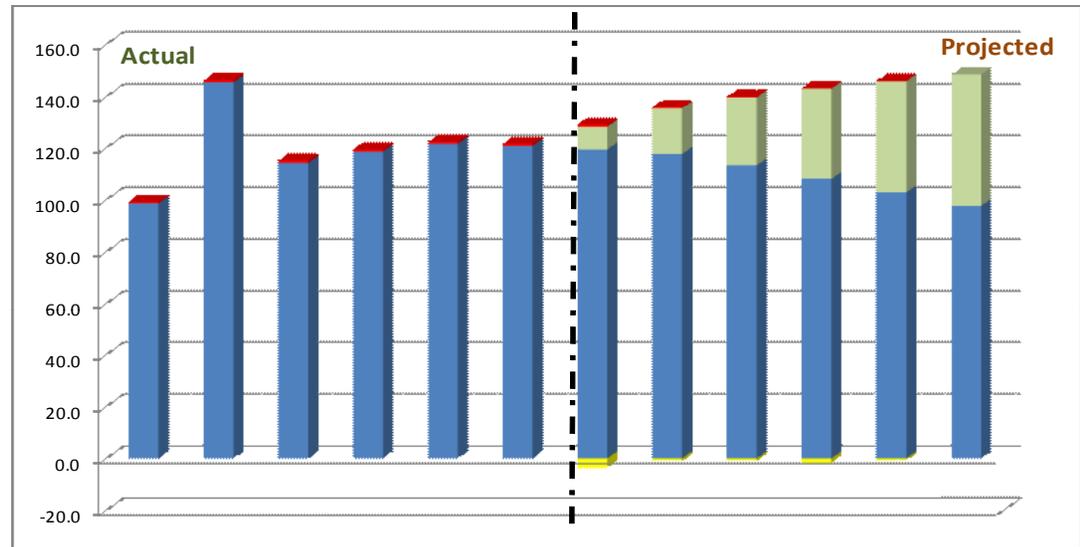
FY 2011
(PROJECTED)

USES OF FUNDS	DOLLARS (<i>millions</i>)	% of Total
DEBT SERVICE	\$ 125,344	13.3%
OPERATIONS		
Department	141,817	15.1%
Transit	90,400	9.6%
Subtotal	\$ 357,560	38.0%
CAPITAL		
State Capital	204,883	23%
Carry Forward Encumbrance	32,381	4%
Federal Capital	345,463	38%
Subtotal	\$582,727	62%
TOTAL USES	\$ 940,287	100.0%

Debt Service

DESCRIPTION:

Payment of principal and interest from bond sales



	Total 05-10	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total 11-16
DTA Bonds & Notes	\$718.8	\$98.6	\$145.4	\$114.1	\$118.5	\$121.5	\$120.7	\$119.3	\$117.5	\$113.2	\$108.0	\$102.8	\$97.6	\$658.5
Bond Anticipation Note	\$40.7	\$0.0	\$40.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Senior Bonds	\$612.1	\$84.7	\$91.7	\$101.0	\$105.5	\$108.5	\$120.7	\$119.3	\$117.5	\$113.2	\$108.0	\$102.8	\$97.6	\$658.5
Junior Bonds	\$66.1	\$13.9	\$13.0	\$13.0	\$13.0	\$13.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
New Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.8	\$17.8	\$26.5	\$35.0	\$43.1	\$50.9	\$182.0
Refunding Savings	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$3.5)	(\$0.9)	(\$0.9)	(\$1.6)	(\$0.7)	(\$0.0)	-\$7.7
State G.O. Bonds	\$4.6	\$0.5	\$0.8	\$1.0	\$0.8	\$0.8	\$0.7	\$0.7	\$0.4	\$0.2	\$0.2	\$0.1	\$0.0	\$1.6
Total Debt Service	\$723.5	\$99.2	\$146.2	\$115.1	\$119.2	\$122.3	\$121.5	\$125.3	\$134.8	\$139.0	\$141.6	\$145.3	\$148.4	\$834.4

TRENDS

- Payments were generally constant for the FY 2008 – FY 2010 period.
- Payments are projected to increase from \$125M to \$148M during the six-year program period.



Department Operations

DESCRIPTION

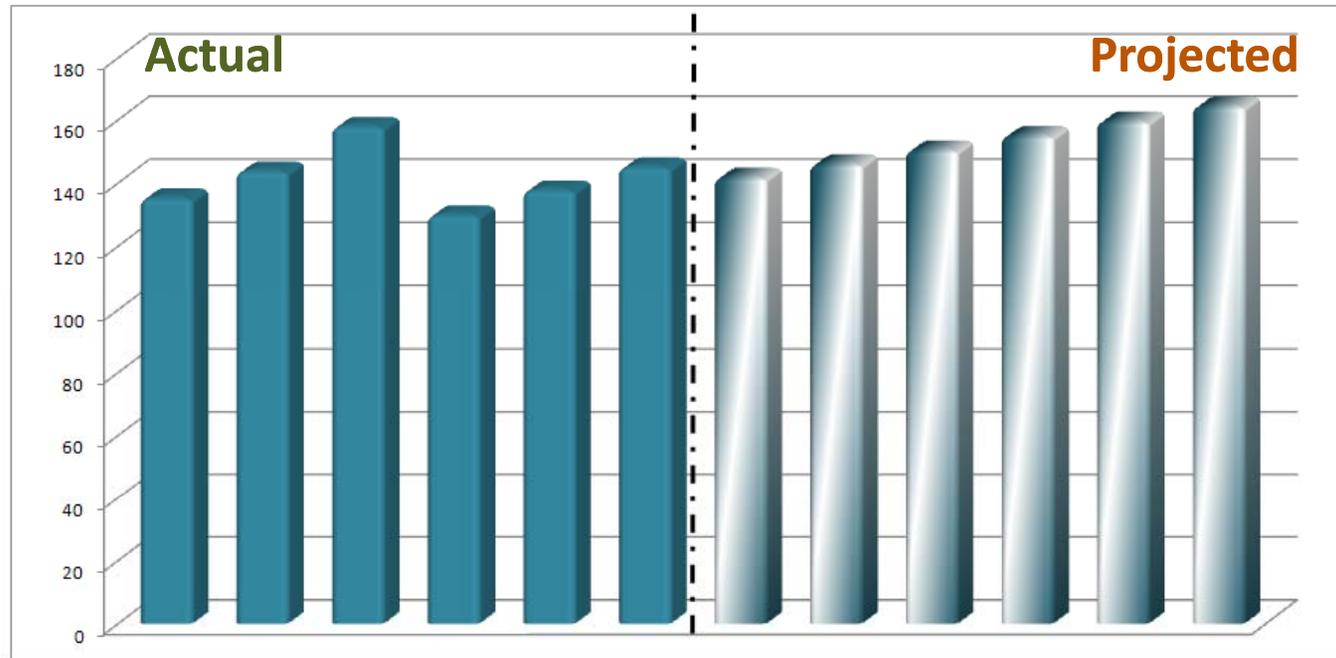
- DeIDOT is responsible for maintaining 89% of the over 13,000 lane miles of roads in Delaware
 - National average is approximately 20%.
 - Municipalities are responsible for the other 11%.
- As the transportation system expands, maintenance and operations costs increase
- Seventy percent (70%) of Delaware's roads do **NOT** qualify for federal funds
- DeIDOT is responsible for maintaining 1,373 of Delaware's 1,569 bridges.
 - Municipalities, railroads, the Delaware River & Bay Authority, private owners, and the US Army Corps of Engineers are responsible for maintaining the other 71

Department Operations

FY 2011
(PROJECTED)

USES OF FUNDS	DOLLARS (<i>millions</i>)	% of Total
DEBT SERVICE	\$ 125,344	13.3%
OPERATING		
Department	141,817	15.1%
Transit	90,400	9.6%
Subtotal	\$ 357,560	38.0%
CAPITAL		
State Capital	204,883	23%
Carry Forward Encumbrance	32,381	4%
Federal Capital	345,463	38%
Subtotal Core Program	\$ 582,727	62%
TOTAL USES	\$ 940,287	100.0%

Department Operations



TRENDS

	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Department Operations	135.3	143.8	157.9	129.9	137.8	145.1	141.8	146.1	150.5	155.0	159.6	164.4
% Change		6.3%	9.8%	-17.8%	6.1%	5.3%	-2.2%	3.0%	3.0%	3.0%	3.0%	3.0%

- Department Operating Expenditures increased annually by an average of 1.9% between FY 2005 and FY 2010.
- Department Operating Expenditures are projected to increase annually by an average of about 3.0% per year over the next five years
- Significant reduction in FY 2008 due to moving 227 FTE's to Capital Program

Transit Operations

FY 2011
(PROJECTED)

USES OF FUNDS	DOLLARS (millions)	% of Total
Total Adjusted Funds Available	\$ 940,287	
DEBT SERVICE	\$ 125,344	13.3%
OPERATING Department	141,817	15.1%
Transit	90,400	9.6%
Subtotal	\$ 357,560	38.0%
CAPITAL		
State Capital	204,883	23%
Carry Forward Encumbrance	32,381	4%
Federal Capital	345,463	38%
Subtotal Core Program	\$ 582,727	62%
TOTAL USES	\$ 940,287	100.0%



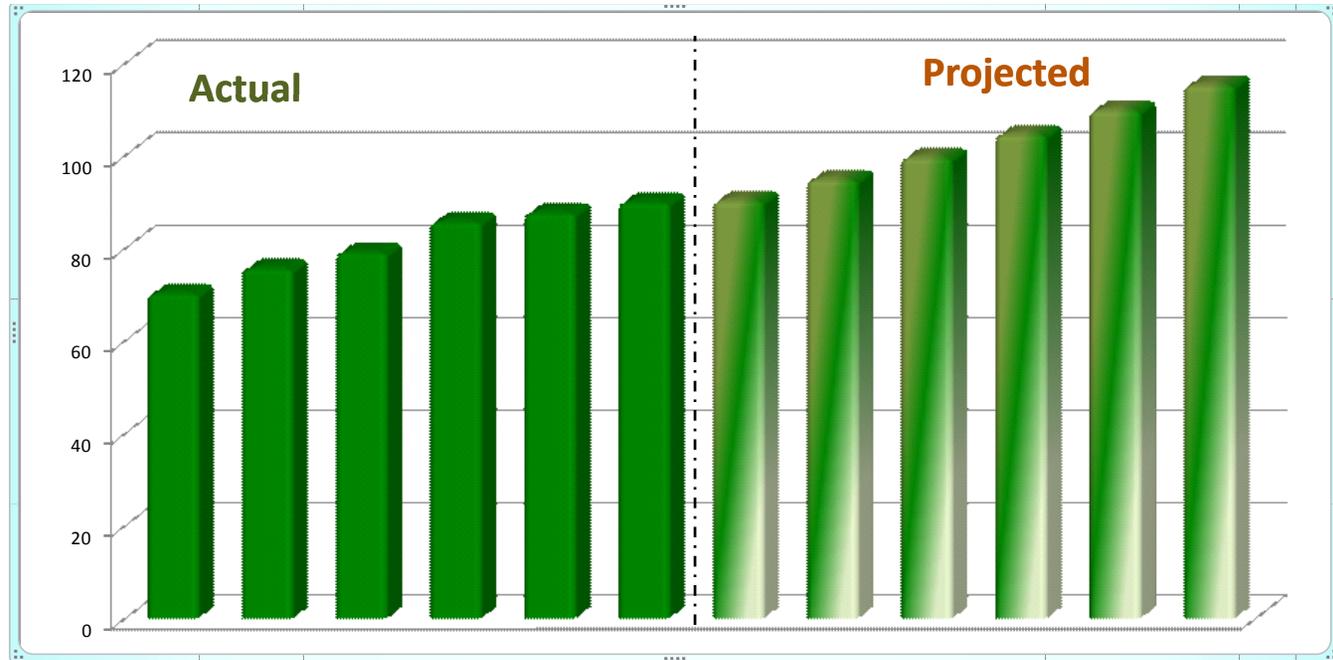
Transit Operations

DESCRIPTION

- Bus Service
 - Statewide local fixed route bus service
 - Includes 60 routes statewide
 - All DART fixed-route buses are wheelchair accessible and bike rack equipped
 - Ridership has increased 23% since FY 2003
- Commuter Rail Services (35 daily trains)
 - Provided by the Southeastern Pennsylvania Transportation Authority (SEPTA) under contract to the Delaware Transit Corporation (DTC)
 - Ridership has increased 54% since FY 2003
- Door-to-door Paratransit Services (284 buses)
 - Provided to qualified individuals with at least one day advanced reservation.
 - Ridership has increased 71% since FY 2003

Transit Operating

In \$ooo's



TRENDS

	ACTUAL						PROJECTED					
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Transit Operations	70.4	75.8	79.3	85.9	87.8	90.1	90.4	94.9	99.7	104.6	109.9	115.4
% Change		7.1%	4.4%	7.7%	2.2%	2.5%	0.4%	4.8%	4.8%	4.8%	4.8%	4.8%

- Transit Operating Expenditures increased annually by an average of 5.1% between FY 2005 and FY 2010
- Transit Operating Expenditures are held level for the budget year.
- Transit System Operating expenditures are projected to increase annually by an average of about 5% during the next 5 years

State Capital – Core Program

**FY 2011
(PROJECTED)**

USES OF FUNDS	DOLLARS (<i>millions</i>)	% of Total
Total Adjusted Funds Available	\$ 940,287	
DEBT SERVICE	\$ 125,344	13.3%
OPERATING		
Department	141,817	15.1%
Transit	90,400	9.6%
Subtotal	\$ 357,560	38.0%
CAPITAL		
State Capital Program		
State Capital - Core Program	\$ 160,864	
State Capital - Match Federal Core	42,320	
State Only Projects	34,080	
Subtotal State Capital Program	\$237,264	23%
Federal Capital	345,463	
TOTAL USES	\$ 940,287	100.0%



State Capital – Core Program

DESCRIPTION

DelDOT's responsibility to focus on the demands of the transportation infrastructure requires the need for a commitment to core business operations. These functions must be managed and appropriately funded in order to continue the basic operations of the department. Core business initiatives include:

- **Paving and Rehabilitation Program:** This program represents approximately 34% of the roadway infrastructure statewide. Roads in the paving program are on a 10-year rehabilitation cycle.
- **Heavy Equipment Program:** Allows for the replacement and refurbishment of equipment on a 7-15 year life cycle. Equipment includes six-wheel trucks, mowers, street sweepers, earth movers, snowplows, brush clippers, and other machinery.
- **Technology:** Supports the department's entire technological infrastructure. Initiatives include, Statewide Peoplesoft financial system implementation and necessary upgrades, Geographical Information System (GIS) efforts, department-wide equipment management, software and hardware upgrades.
- **Community Transportation Program:** Provides members of the General Assembly with funding for projects within electoral boundaries.
- **Municipal Street Aid Program:** Supports the maintenance and rehabilitation of transportation infrastructure within municipal boundaries.



State Capital – Core Program

- **Materials & Minor Contracts:** Provides for the maintenance of drainage projects, sign structures, and entrance pipes, as well as repairs to guardrails, sink holes, and sign and high mast lighting structures. The program also includes the inspection and mitigation of drainage problems.
- **Bridge Management:** Provides for a five-year inspection cycle for over 200 bridges statewide. This includes lighting and structure inspections, pavement marking maintenance and movable bridge maintenance.
- **Transit Vehicle Replacement and Expansion:** Allows for the response to population demands and for fixed route bus services. Current fixed route and Paratransit buses are on a 5-10 year replacement schedule.
- **Planning:** Allows for statewide long-range transportation planning, coordination of county comprehensive development plans, and Metropolitan Planning coordination.
- **Transportation Enhancement:** Works within the surface transportation program on integration of bicycle and pedestrian facilities, preservation of historic transportation structures, and beautification of transportation related projects.
- **Transit Facilities:** Maintains and expands train stations, park and ride locations and transit hubs throughout the state.
- **Transportation Facilities:** Allows for regular maintenance and inspection of existing transportation facilities and support of new facilities.

Uses – Capital – Core Program

Categories	2011		2012		2013		2014		2015		2016		TOTALS	
	State	Federal												
TRANSPORTATION ENHANCEMENTS	\$1,343.6	\$5,266.4	\$965.2	\$3,461.0	\$965.2	\$3,461.0	\$965.2	\$3,461.0	\$965.2	\$3,461.0	\$965.2	\$3,461.0	\$6,169.6	\$22,571.4
MUNICIPAL STREET	4,000.0	0.0	4,000.0	0.0	4,000.0	0.0	4,000.0	0.0	4,000.0	0.0	4,000.0	0.0	24,000.0	0.0
COMMUNITY TRANSPORTATION	36,675.0	0.0	29,875.0	0.0	29,875.0	0.0	29,875.0	0.0	29,875.0	0.0	29,875.0	0.0	186,050.0	0.0
PAVING & REHABILITATION	39,518.1	12,844.5	59,874.0	11,000.0	76,000.0	7,800.0	76,600.0	8,000.0	77,800.0	12,800.0	77,800.0	12,800.0	407,592.1	65,244.5
PLANNING	2,492.0	5,726.2	2,516.4	5,823.6	2,516.4	5,823.6	2,613.0	5,823.6	2,613.0	5,823.6	2,613.0	5,823.6	15,363.8	34,844.2
TECHNOLOGY	6,772.0	475.0	7,111.2	270.0	7,111.2	270.0	7,111.2	270.0	7,111.2	270.0	7,111.2	270.0	42,328.0	1,825.0
MATERIALS AND MINOR CONTRACTS	6,000.0	300.0	6,000.0	0.0	5,900.0	0.0	5,900.0	0.0	5,900.0	0.0	5,900.0	0.0	35,600.0	300.0
HEAVY EQUIPMENT	4,750.0	0.0	5,000.0	0.0	5,000.0	0.0	5,000.0	0.0	5,000.0	0.0	5,000.0	0.0	29,750.0	0.0
SIGNAGE & PAVEMENT MARKINGS	2,200.0	800.0	2,400.0	0.0	2,400.0	0.0	2,400.0	800.0	2,400.0	800.0	2,400.0	800.0	14,200.0	3,200.0
TRANSPORTATION FACILITIES	7,000.0	0.0	5,564.0	0.0	5,900.0	0.0	5,900.0	0.0	5,900.0	0.0	5,900.0	0.0	36,164.0	0.0
RAIL CROSSING SAFETY & PRESERVATION	341.9	1,167.5	629.2	1,167.5	729.2	1,167.5	679.2	1,167.5	679.2	1,167.5	679.2	1,167.5	3,737.9	7,005.0
ADVANCE ACQUISITIONS	40.0	0.0	2,000.0	0.0	2,000.0	0.0	2,000.0	0.0	2,000.0	0.0	2,000.0	0.0	10,040.0	0.0
SAFETY	2,288.9	2,450.0	2,105.2	2,450.0	772.2	2,450.0	772.2	2,450.0	772.2	2,450.0	772.2	2,450.0	7,482.9	14,700.0
TRANSPORTATION MGMT IMPROVEMENTS	3,004.4	6,560.0	1,460.0	6,560.0	1,292.3	8,149.0	1,460.0	6,560.0	1,460.0	6,560.0	1,460.0	6,560.0	10,136.7	40,949.0
TRAFFIC CALMING	400.0	0.0	400.0	0.0	400.0	0.0	400.0	0.0	400.0	0.0	400.0	0.0	2,400.0	0.0
ENGINEERING & CONTINGENCY	11,932.0	0.0	11,115.2	0.0	16,351.3	0.0	19,115.2	0.0	23,822.6	0.0	24,654.3	0.0	106,990.6	0.0
INTERSECTION IMPROVEMENTS	4,059.6	1,280.0	4,000.0	1,600.0	4,760.0	960.0	5,000.0	0.0	5,000.0	0.0	5,000.0	0.0	27,819.6	3,840.0
TRANSIT FACILITIES	515.0	1,652.0	100.0	0.0	214.2	0.0	100.0	0.0	100.0	0.0	100.0	0.0	1,129.2	1,652.0
AERONAUTICS	908.6	0.0	741.2	0.0	741.2	0.0	741.2	0.0	741.2	0.0	741.2	0.0	4,614.6	0.0
TRANSIT VEHICLES	540.7	1,372.4	1,669.3	6,340.4	228.2	572.4	123.0	572.4	145.0	572.4	219.3	572.4	2,925.5	10,002.4
BRIDGE PRESERVATION	552.9	28.6	500.0	1,500.0	3,500.0	12,000.0	3,500.0	12,000.0	3,500.0	12,000.0	3,500.0	12,000.0	15,052.9	49,528.6
BRIDGE MANAGEMENT	1,200.6	236.5	1,100.0	2,400.0	1,100.0	2,400.0	1,100.0	2,400.0	1,100.0	2,400.0	1,100.0	2,400.0	6,700.6	12,236.5
RECREATIONAL TRAILS	0.0	884.8	0.0	884.8	0.0	884.8	0.0	884.8	0.0	884.8	0.0	884.8	0.0	5,308.8
TOTALS	\$136,535.3	\$41,043.9	\$149,125.9	\$43,457.3	\$171,756.4	\$45,938.3	\$175,355.2	\$44,389.3	\$181,284.6	\$49,189.3	\$182,190.6	\$49,189.3	\$996,248.0	\$273,207.4

- Use of Federal Aid for the Core Program has been maximized
- Annual funding for numerous Core Program components has been held constant during major portions of the program period

Federal Capital Program

**FY 2011
(PROJECTED)**

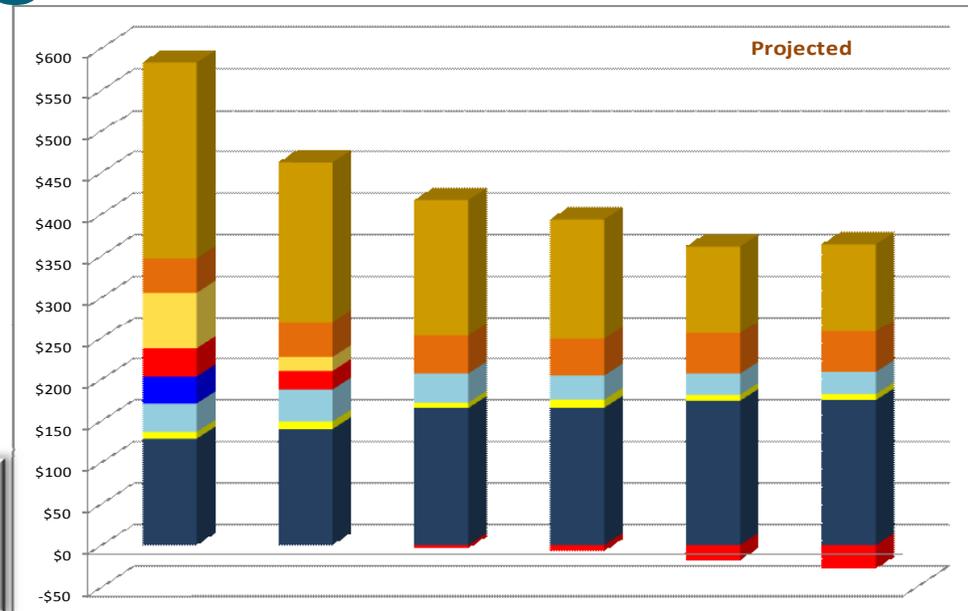
USES OF FUNDS	DOLLARS (<i>millions</i>)	% of Total
DEBT SERVICE	\$ 125,344	13.3%
OPERATING		
Department	141,817	15.1%
Transit	90,400	9.6%
Subtotal	\$ 357,560	38.0%
CAPITAL		
State Capital	204,883	23%
Carry Forward Encumbrance	32,381	4%
Federal Capital		
ARRA Funds	68,400	20%
Federal Funds - Capital	277,063	80%
Subtotal Federal Aid Projects	345,463	
TOTAL USES	\$ 940,287	100.0%

Total Capital Program

DESCRIPTION:

- Core Program
- Federal Projects
- 100% State Funded Projects

Total Capital Program decreases significantly from FY 2011 (\$583 million) to FY 2016 (\$308 million)



	PROJECTED					
	2011	2012	2013	2014	2015	2016
State Capital Expenditures	237.27	209.92	203.14	197.45	188.61	180.90
	28.2%	-13.0%	-3.3%	-2.9%	-4.7%	-4.3%
State Capital Spend - Core Program	128.49	140.03	165.47	165.65	174.03	174.94
State Capital Spend - Match Federal Core	8.05	9.10	6.29	9.71	7.25	7.25
State Capital Spend - Match Federal Capital	34.27	38.42	35.18	29.05	25.44	26.56
Carry Over Encumbrance Spend	32.38	0.00	0.00	0.00	0.00	0.00
100% State Capital Program	34.08	22.37	(3.80)	(6.96)	(18.11)	(27.85)
100% State Capital Program	34.08	22.37	0.00	0.00	0.00	0.00
Federal Capital Expenditures	345.46	252.04	209.97	189.20	154.43	155.00
	30.8%	-37.1%	-20.0%	-11.0%	-22.5%	0.4%
ARRA Funds	68.40	16.80	0.00	0.00	0.00	0.00
Federal Funds - Core Program	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
Total Capital Expenditures	582.73	461.96	413.11	386.65	343.04	335.90
% Change	29.7%	-26.1%	-11.8%	-6.8%	-12.7%	-2.1%



Bottom Line – What the Tables Tell Us

- Federal Funds, which are a significant resource to the TTF decrease substantially and are uncertain for the future
- Further project cuts and delays are likely, if economic conditions do not improve
- The Core Program has been for the most part held constant over the program period. This is not desirable
- 100% State funded projects are projected to disappear in FY 2013, resulting in the need to:
 - Reduce Core Program, or
 - Reduce Federal Program / not match Federal funds
- Should \$24 million in Escheat funding not be provided in FY's 2012 – 2016, additional reduction in Core Program and/or Federal Program would be required

Community Transportation Fund Overview



**Joe Wright, Director
Maintenance & Operations**

**Jennifer Pinkerton, CTF
Program Manager**



History

- Program has existed in a similar format for the last few decades
- Early on the program was more restrictive and was primarily focused on street paving and sidewalks in suburban developments
- Mid 1990's added:
 - Beautification (median, trees, shrubs)
 - 21st Century fund projects added
 - Decorative entrance signs
- Transferring of funds between legislative accounts began as a common practice in the early 2000's

CTF – Rule 12

- Rule 12 is a part of the Joint Legislative Committee on the Capital Improvement Program Rules (Bond Bill committee)
- Limited to public capital projects which typically include:
 - Paving, curb & gutter, sidewalk
 - Traffic signals, signs, lighting
 - Drainage improvements
 - Permanent landscaping
 - Conservation District projects
 - Parking lots
 - Safety or Transportation Enhancement (TE)
- Includes provisions for agreements with third parties
- Expiration of estimates and inflation rates are reviewed annually and recommended by DeIDOT and approved by the Bond Bill committee



CTF Funding History

	CTF Funding per Legislator	Total
FY05	\$ 300,000	\$ 20,100,000
FY06	\$ 250,000	\$ 16,600,000
FY07	\$ 250,000	\$ 16,900,000
FY08	\$ 250,000	\$ 16,750,000
FY09	\$ 250,000	\$ 16,750,000
FY10	\$ 125,000	\$ 8,375,000
FY11	\$ 175,000	\$ 11,475,000

- Funds expire after the 4th fiscal year if not allocated to a fully funded project.

CTF – Network Mileage

	Number of Developments	Centerline Suburban Mileage	Centerline Non-Suburban Mileage	Suburban Mileage as Percentage of Total Network
New Castle	977	1110.25	1209.02	48%
Kent	205	173.32	1173.06	13%
Sussex	230	177.24	2012.09	8%
Statewide Totals	1412	1460.81	4394.17	25%

- Statewide suburban mileage has increased from 1,299 miles in 2004 to 1,460 miles in 2010. Many additional miles incomplete due to economic slowdown but will come into the system over time.
- Mileage responsibility ranges from 0 – 69.79 miles in Representative Districts & 13.56 – 126.44 miles in Senate Districts

Agenda

- Follow-up items from November 9th Meeting *Ted Williams*
- Opening Remarks *Carolann Wicks*
- Factors that Affect Transportation *Ralph Reeb*
- Transportation Trust Fund (TTF) Overview *Kathy English*
- Community Transportation Fund (CTF) Overview *Joe Wright*
- December 14th Meeting Preview *Ted Williams*

Task Force Goals

- *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 DeIDOT 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.*