

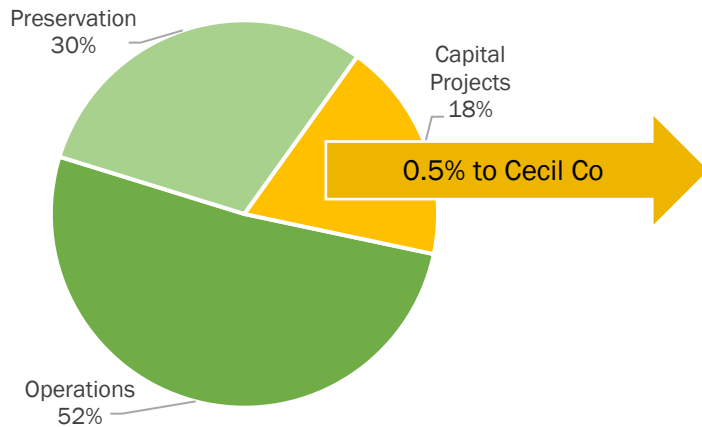
FINANCIAL PLAN

The Financial Plan of the RTP assesses how much funding is available for future transportation investments; priority projects for road, transit, bicycle and pedestrian infrastructure known as the Constrained Project List; and desired projects that cannot be funded based on current funding forecasts known as the Aspirations List. We anticipate that additional projects will be added through competitive grants and other innovative funding sources.

2050 Financial Forecast

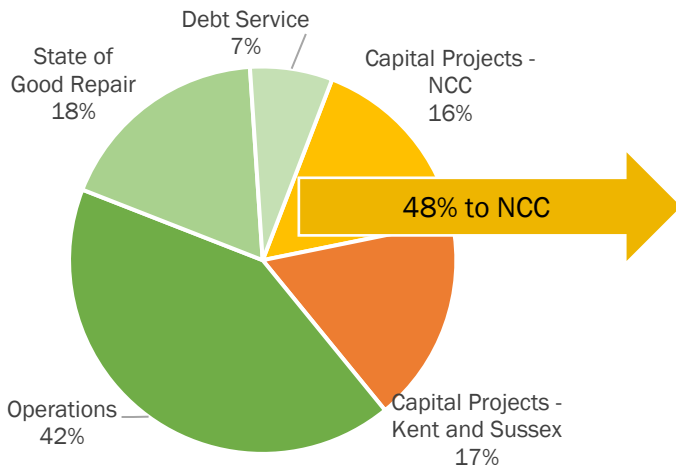
Working with DelDOT and MDOT, we developed funding forecasts for New Castle and Cecil Counties. Additional details about assumed operating and system preservation expenses may be found in the RTP appendices.

Maryland Funding



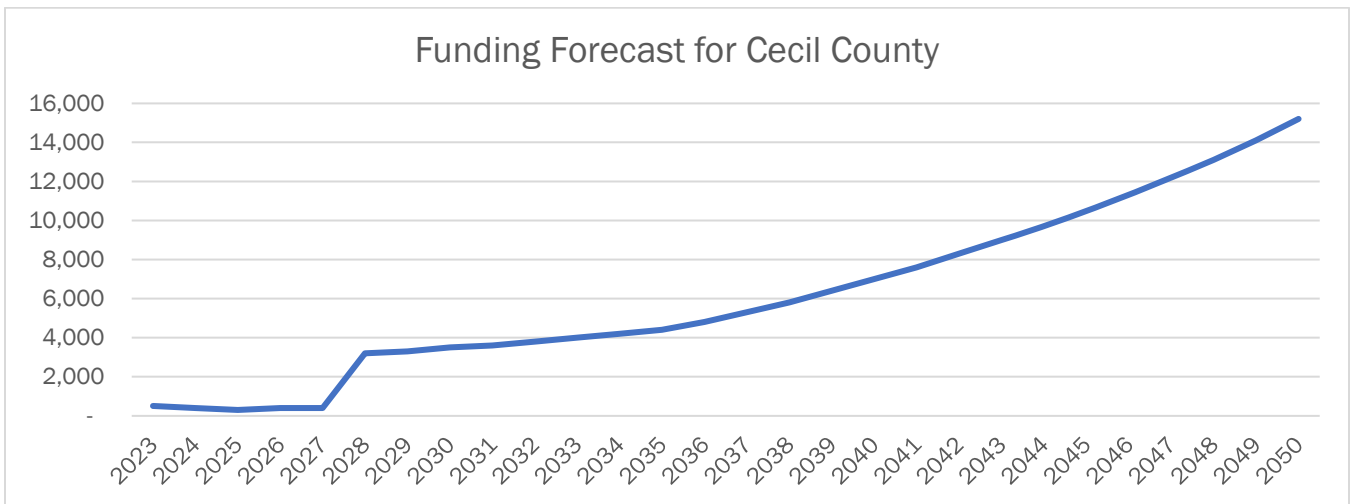
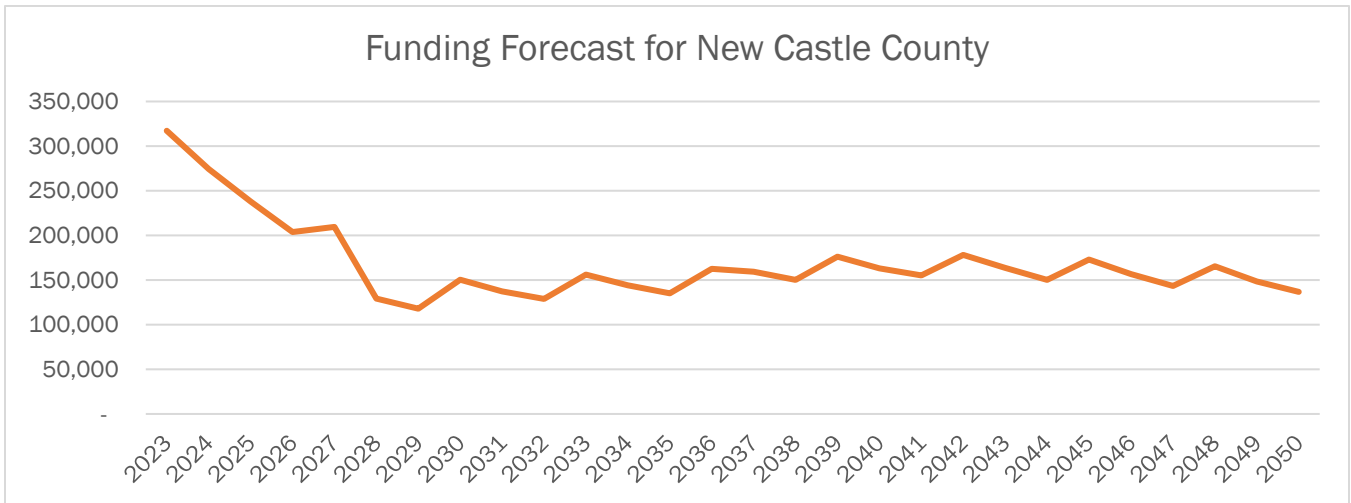
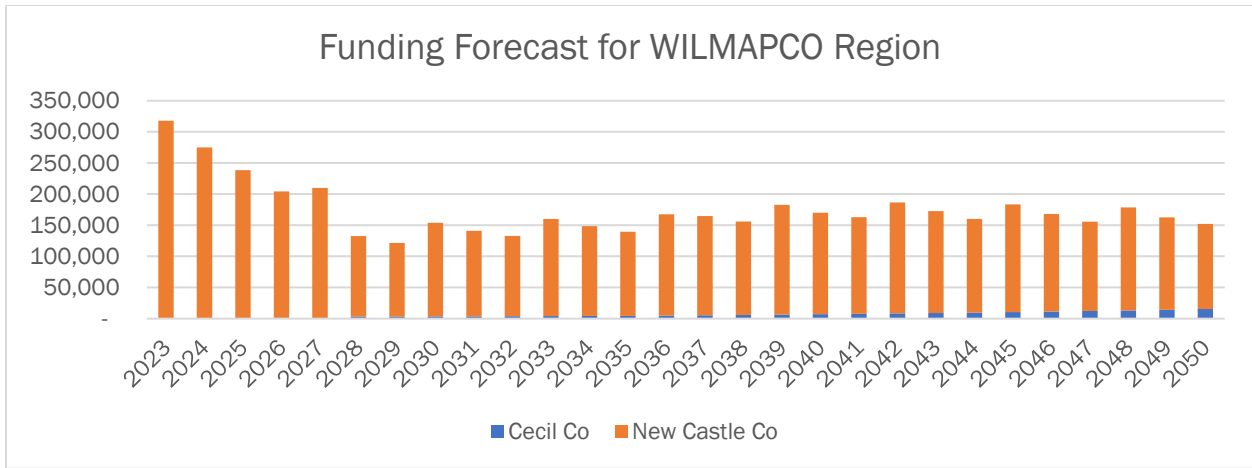
| Cecil Co Funding Est. | Available Funds |
|---|-----------------|
| \$s x 1,000 | ST: 2023-2028 |
| Does not include operating and systems preservation expenditures, MDTA Toll Funds, and Grants | MT: 2029-2039 |
| | LT: 2040-2050 |
| Short term | 5,200 |
| Medium term | 49,100 |
| Long term | 118,000 |
| TOTAL | 172,300 |

Delaware Funding



| New Castle Co Funding Est. | Available Funds |
|--|----------------------|
| \$s x 1,000 | ST: 2023-2028 |
| Does not include operating and systems preservation expenditures, and Grants | MT: 2029-2039 |
| | LT: 2040-2050 |
| Short term | \$1.4 billion |
| Medium term | \$1.6 billion |
| Long term | \$1.7 billion |
| Total | \$4.7 billion |

Funding Forecast for Capital Transportation Projects (\$s x 1,000)



Financially Constrained Projects

Many capital projects can be pursued through 2050 with available funding. The projects presented in this section represent the current priority projects. This listing will likely evolve in the decades to come, as funding is identified and lost, and policies, development patterns, and priorities change.

Total Costs by Implementation Term and County

| County | Time (ST to 2028, MT 29-39, LT 40-50) | 2023 Cost (\$s x 1,000) | Assumed Inflation Rate | Year of Expenditure (\$s x 1,000) |
|--------------------------------|---|-------------------------|------------------------|-----------------------------------|
| Cecil County Short Term | Available 5,200 +101,700 MDTA/Grant/Local = 106,900 | 95,638 | 5% inflation | 106,900 |
| Cecil County Medium Term | Available 49,100 | 41,333 | 3% inflation | 49,100 |
| Cecil County Long Term | Available 118,000 + MDTA 1,184,510 + 10,202,201 grant/other = 1,504,711 | 704,554 | 3% inflation | 1,504,711 |
| Cecil County Grant | Grant TBD | 90,782 | 3% inflation | 122,639 |
| Cecil County Total | | 932,307 | | 1,783,350 |
| New Castle County Short Term | Available 1,372,021 | 1,148,810 | 5% inflation | 1,372,051 |
| New Castle County Medium Term | Available 1,618,047 | 1,113,092 | 3% inflation | 1,618,047 |
| New Castle County Long Term | Available 1,733,811 | 865,204 | 3% inflation | 1,733,082 |
| New Castle County Grant | Grant TBD | | 3% inflation | |
| New Castle County Total | | 3,127,106 | | 4,723,180 |
| Total | | 4,059,413 | | 6,506,530 |

RTP Project List Relationship with the Transportation Improvement Program (TIP)

As the RTP project list spans more than twenty-seven years, project costs and in-service years are simply planning-level estimates. The RTP is a blueprint, documenting the specific projects we believe we can both afford and implement to achieve the goals of the RTP. The RTP must include all federally-funded and regionally-significant projects. However, inclusion in the RTP is neither a precise schedule nor a guarantee of implementation. Likewise, project costs are likely to be refined as projects move from idea to design, based on the selected final design.

The TIP is a more precise document than the RTP and specifies various phases of a project, the schedule, the costs, the funding source(s), and the sponsor(s) of each project that is ready for implementation. Projects move from RTP idea to TIP implementation based on evolving transportation and land use conditions, availability of resources, and WILMAPCO's project prioritization process. While the RTP project list is fully updated every four years and periodically amended, the TIP project list is frequently amended to reflect changing costs and implementation schedules.

\$s x 1,000,000

| Fiscal Year | Statewide Expansion Funds | Surface Percentage | Private Funds | Total Surface Available | Cecil Co. Percentage | Total Cecil Expansion Funds |
|----------------------|---------------------------|--------------------|---------------|-------------------------|----------------------|-----------------------------|
| 2020 | 1,200 | | | | | 1.10 |
| 2021 | 985 | | | | | 0.90 |
| 2022 | 1,147 | | | | | 1.00 |
| 2023 | 631 | | | | | 0.50 |
| 2024 | 515 | | | | | 0.40 |
| 2025 | 447 | | | | | 0.30 |
| 2026 | 455 | | | | | 0.40 |
| 2027 | 465 | | | | | 0.40 |
| 2028 | 701 | 595 | 24 | 619 | 3.2 | 3.20 |
| 2029 | 735 | 624 | 24 | 648 | 3.3 | 3.30 |
| 2030 | 771 | 655 | 24 | 679 | 3.5 | 3.50 |
| 2031 | 810 | 688 | 25 | 713 | 3.6 | 3.60 |
| 2032 | 851 | 722 | 25 | 747 | 3.8 | 3.80 |
| 2033 | 893 | 758 | 25 | 783 | 4 | 4.00 |
| 2034 | 938 | 796 | 25 | 821 | 4.2 | 4.20 |
| 2035 | 985 | 836 | 25 | 861 | 4.4 | 4.40 |
| 2036 | 1,087 | 923 | 25 | 948 | 4.8 | 4.80 |
| 2037 | 1,200 | 1,019 | 25 | 1,044 | 5.3 | 5.30 |
| 2038 | 1,320 | 1,121 | 25 | 1,146 | 5.8 | 5.80 |
| 2039 | 1,446 | 1,228 | 25 | 1,253 | 6.4 | 6.40 |
| 2040 | 1,581 | 1,342 | 25 | 1,367 | 7 | 7.00 |
| 2041 | 1,725 | 1,464 | 25 | 1,489 | 7.6 | 7.60 |
| 2042 | 1,877 | 1,593 | 25 | 1,618 | 8.3 | 8.30 |
| 2043 | 2,039 | 1,731 | 25 | 1,756 | 9 | 9.00 |
| 2044 | 2,212 | 1,878 | 25 | 1,903 | 9.7 | 9.70 |
| 2045 | 2,392 | 2,031 | 25 | 2,056 | 10.5 | 10.50 |
| 2046 | 2,585 | 2,194 | 25 | 2,219 | 11.3 | 11.30 |
| 2047 | 2,789 | 2,368 | 25 | 2,393 | 12.2 | 12.20 |
| 2048 | 3,006 | 2,552 | 25 | 2,577 | 13.1 | 13.10 |
| 2049 | 3,237 | 2,748 | 25 | 2,773 | 14.1 | 14.10 |
| 2050 | 3,483 | 2,957 | 25 | 2,982 | 15.2 | 15.20 |
| Total '28-'50 | 38,663 | 32,821 | 572 | 33,393 | 170.3 | 170.3 |
| Total '20-'50 | 44,509 | | | | | 175.3 |

WILMAPCO
Regional Transportation Plan

Financial Projections
for
Cecil County

Prepared by
Maryland Department of Transportation
August 2022

DOCUMENTATION OF ASSUMPTIONS

Date: August 2022

Subject: Methodology and assumptions used to derive the
2022 – 2050 Constrained Long-range Transportation Plan

Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2021 figures are actual expenditures from historical records. FY 2022 to FY 2027 are from the FY 2022-2027 Transportation Trust Fund (TTF) Financial Plan and the Final FY 2022-2027 Consolidated Transportation Plan (CTP).
- The federal funds received directly by the Washington Metropolitan Area Transit Authority (WMATA) are **not** included in this exercise.
- FY 2028 to FY 2050 projections of state funds use a historical annual average growth rate of 5.0%. Federal fund projections for the same period are based on an average growth rate of 3.0% for Highway and 2.33% for Transit program funds.

Operating Expenditures:

- FY 1981 to FY 2021 figures are actual expenditures from historical records. Expenditures for FY 2022 to FY 2027 are the operating budget projections contained in the FY 2022-2027 TTF Financial Plan. For the 2020 and prior CLRP updates, operating budget projections were taken from the financial plan published in January that supports the Final CTP. For the current 2022 CLRP update, operating budget projections were again based on the financial plan published in January that supports the Final CTP, with updates for actions taken during the legislative session.
- FY 2028 to FY 2050 projections are derived by inflating the previous year with an estimate for the percentage change in the Consumer Price Index for All Urban Consumers (CPI-U) plus 2%. CPI-U is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. To account for the additional operating costs associated with new capital expansions, 2% is added to the forecasted rate.
- For the Purple Line Light Rail Transit project, the operating and maintenance portion of availability payments from the April 2022 project forecast were included as part of the operating budget projections.

Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2021. Amounts for FY 2022 to FY 2027 are from the Final FY 2022-2027 CTP.
- For the period FY 2028 – FY 2050, an annual growth rate of 2.5% is assumed for systems preservation projects, not to exceed 70% of the total program.
- For the period FY 2028 to FY 2050, it is assumed that the State’s General Fund will fund Maryland’s share of the new dedicated capital funding for WMATA (\$167 million annually).

Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

Cecil County – Percentage of Capital Expansion:

- Total capital figures from FY 1981 to present were split into surface and non-surface. Surface included highway (State Highway Administration (SHA)) and transit (Maryland Transit Administration (MTA) and WMATA) costs. Non-surface included expenses for the Maryland Port Administration, Maryland Aviation Administration, Motor Vehicle Administration and the Secretary’s Office.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in Cecil County was derived from historical records and used with the above-mentioned projections to produce the estimates for Cecil County as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast
(Millions of Dollars)

| Fiscal Year | Operating | Systems Preservation | Operating & Systems Pres. | Expansion | Statewide Total |
|-------------|-----------|----------------------|---------------------------|-----------|-----------------|
| 1981 | 265 | 111 | 376 | 247 | 623 |
| 1982 | 287 | 136 | 423 | 236 | 659 |
| 1983 | 322 | 164 | 486 | 284 | 770 |
| 1984 | 352 | 167 | 519 | 246 | 765 |
| 1985 | 385 | 204 | 589 | 319 | 908 |
| 1986 | 428 | 234 | 662 | 403 | 1,065 |
| 1987 | 441 | 264 | 705 | 506 | 1,211 |
| 1988 | 478 | 260 | 738 | 615 | 1,353 |
| 1989 | 508 | 227 | 735 | 677 | 1,412 |
| 1990 | 551 | 270 | 821 | 760 | 1,581 |
| 1991 | 591 | 268 | 859 | 773 | 1,632 |
| 1992 | 577 | 187 | 764 | 542 | 1,306 |
| 1993 | 638 | 254 | 892 | 418 | 1,310 |
| 1994 | 689 | 279 | 968 | 393 | 1,361 |
| 1995 | 709 | 400 | 1,109 | 497 | 1,606 |
| 1996 | 784 | 391 | 1,175 | 465 | 1,640 |
| 1997 | 770 | 417 | 1,187 | 493 | 1,680 |
| 1998 | 808 | 451 | 1,259 | 411 | 1,670 |
| 1999 | 868 | 515 | 1,383 | 420 | 1,803 |
| 2000 | 913 | 476 | 1,389 | 455 | 1,844 |
| 2001 | 979 | 578 | 1,557 | 632 | 2,189 |
| 2002 | 1,045 | 612 | 1,657 | 772 | 2,429 |
| 2003 | 1,158 | 620 | 1,778 | 772 | 2,550 |
| 2004 | 1,178 | 619 | 1,797 | 762 | 2,559 |
| 2005 | 1,237 | 714 | 1,951 | 780 | 2,731 |
| 2006 | 1,303 | 729 | 2,032 | 793 | 2,825 |
| 2007 | 1,396 | 724 | 2,120 | 701 | 2,821 |
| 2008 | 1,488 | 766 | 2,254 | 680 | 2,934 |
| 2009 | 1,527 | 974 | 2,501 | 368 | 2,869 |
| 2010 | 1,583 | 957 | 2,540 | 275 | 2,815 |
| 2011 | 1,548 | 908 | 2,456 | 325 | 2,781 |
| 2012 | 1,572 | 1,096 | 2,668 | 366 | 3,034 |
| 2013 | 1,638 | 1,154 | 2,792 | 416 | 3,208 |
| 2014 | 1,843 | 1,324 | 3,167 | 477 | 3,644 |
| 2015 | 1,859 | 1,438 | 3,297 | 603 | 3,900 |
| 2016 | 1,917 | 1,389 | 3,306 | 806 | 4,112 |
| 2017 | 1,948 | 1,217 | 3,165 | 1,341 | 4,506 |
| 2018 | 2,048 | 1,147 | 3,195 | 1,264 | 4,459 |
| 2019 | 2,128 | 1,117 | 3,245 | 1,196 | 4,441 |
| 2020 | 2,173 | 1,593 | 3,766 | 1,200 | 4,966 |
| 2021 | 2,179 | 1,389 | 3,568 | 985 | 4,553 |
| 2022 | 2,208 | 1,931 | 4,139 | 1,147 | 5,286 |
| 2023 | 2,396 | 2,045 | 4,441 | 631 | 5,072 |
| 2024 | 2,418 | 1,907 | 4,325 | 515 | 4,840 |
| 2025 | 2,469 | 1,775 | 4,244 | 447 | 4,691 |
| 2026 | 2,518 | 1,816 | 4,334 | 455 | 4,789 |
| 2027 | 2,609 | 1,887 | 4,496 | 465 | 4,962 |
| 2028 | 2,734 | 1,637 | 4,371 | 701 | 5,072 |
| 2029 | 2,849 | 1,715 | 4,564 | 735 | 5,299 |
| 2030 | 2,968 | 1,799 | 4,767 | 771 | 5,538 |
| 2031 | 3,091 | 1,890 | 4,981 | 810 | 5,791 |
| 2032 | 3,217 | 1,985 | 5,202 | 851 | 6,053 |
| 2033 | 3,350 | 2,084 | 5,434 | 893 | 6,327 |
| 2034 | 3,488 | 2,188 | 5,676 | 938 | 6,614 |
| 2035 | 3,633 | 2,297 | 5,930 | 985 | 6,915 |
| 2036 | 3,787 | 2,357 | 6,144 | 1,087 | 7,231 |
| 2037 | 3,946 | 2,416 | 6,362 | 1,200 | 7,562 |
| 2038 | 4,112 | 2,476 | 6,588 | 1,320 | 7,908 |
| 2039 | 4,286 | 2,538 | 6,824 | 1,446 | 8,270 |
| 2040 | 4,467 | 2,601 | 7,068 | 1,581 | 8,649 |
| 2041 | 4,656 | 2,666 | 7,322 | 1,725 | 9,047 |
| 2042 | 4,853 | 2,733 | 7,586 | 1,877 | 9,463 |
| 2043 | 5,060 | 2,801 | 7,861 | 2,039 | 9,900 |
| 2044 | 5,275 | 2,871 | 8,146 | 2,212 | 10,358 |
| 2045 | 5,500 | 2,943 | 8,443 | 2,392 | 10,835 |
| 2046 | 5,735 | 3,017 | 8,752 | 2,585 | 11,337 |
| 2047 | 5,981 | 3,092 | 9,073 | 2,789 | 11,862 |
| 2048 | 6,238 | 3,169 | 9,407 | 3,006 | 12,413 |
| 2049 | 6,504 | 3,249 | 9,753 | 3,237 | 12,990 |
| 2050 | 6,783 | 3,330 | 10,113 | 3,483 | 13,596 |

CECIL COUNTY

Percentage of Capital Expansion

(Millions of Dollars)

| | |
|---|-------|
| Surface Expansion % of Maryland Expansion: | |
| 1981-2021 | 84.9% |

| | |
|---|------|
| Cecil County Expansion % of Surface Expansion: | |
| 1981-2021 | 0.5% |



| Fiscal Year | Statewide Expansion Funds | Surface Percentage | Private Funds | Total Surface Available | Cecil Co. Percentage | Total Cecil Expansion Funds |
|----------------------|---------------------------|--------------------|---------------|-------------------------|----------------------|-----------------------------|
| 2020 | 1,200 | | | | | 1.1 |
| 2021 | 985 | | | | | 0.9 |
| 2022 | 1,147 | | | | | 1.0 |
| 2023 | 631 | | | | | 0.5 |
| 2024 | 515 | | | | | 0.4 |
| 2025 | 447 | | | | | 0.3 |
| 2026 | 455 | | | | | 0.4 |
| 2027 | 465 | | | | | 0.4 |
| 2028 | 701 | 595 | 24 | 619 | 3.2 | 3.2 |
| 2029 | 735 | 624 | 24 | 648 | 3.3 | 3.3 |
| 2030 | 771 | 655 | 24 | 679 | 3.5 | 3.5 |
| 2031 | 810 | 688 | 25 | 713 | 3.6 | 3.6 |
| 2032 | 851 | 722 | 25 | 747 | 3.8 | 3.8 |
| 2033 | 893 | 758 | 25 | 783 | 4.0 | 4.0 |
| 2034 | 938 | 796 | 25 | 821 | 4.2 | 4.2 |
| 2035 | 985 | 836 | 25 | 861 | 4.4 | 4.4 |
| 2036 | 1,087 | 923 | 25 | 948 | 4.8 | 4.8 |
| 2037 | 1,200 | 1,019 | 25 | 1,044 | 5.3 | 5.3 |
| 2038 | 1,320 | 1,121 | 25 | 1,146 | 5.8 | 5.8 |
| 2039 | 1,446 | 1,228 | 25 | 1,253 | 6.4 | 6.4 |
| 2040 | 1,581 | 1,342 | 25 | 1,367 | 7.0 | 7.0 |
| 2041 | 1,725 | 1,464 | 25 | 1,489 | 7.6 | 7.6 |
| 2042 | 1,877 | 1,593 | 25 | 1,618 | 8.3 | 8.3 |
| 2043 | 2,039 | 1,731 | 25 | 1,756 | 9.0 | 9.0 |
| 2044 | 2,212 | 1,878 | 25 | 1,903 | 9.7 | 9.7 |
| 2045 | 2,392 | 2,031 | 25 | 2,056 | 10.5 | 10.5 |
| 2046 | 2,585 | 2,194 | 25 | 2,219 | 11.3 | 11.3 |
| 2047 | 2,789 | 2,368 | 25 | 2,393 | 12.2 | 12.2 |
| 2048 | 3,006 | 2,552 | 25 | 2,577 | 13.1 | 13.1 |
| 2049 | 3,237 | 2,748 | 25 | 2,773 | 14.1 | 14.1 |
| 2050 | 3,483 | 2,957 | 25 | 2,982 | 15.2 | 15.2 |
| Total '28-'50 | 38,663 | 32,821 | 572 | 33,393 | 170.3 | 170.3 |
| Total '20-'50 | 44,509 | | | | | 175.3 |

Delaware Base Financial Plan - Capital

Fiscal Years 2023 thru 2050

(\$ in 000s)

| | 2023-2028 | 2029-2039 | 2040-2050 | TOTAL |
|---|------------------|-------------------|-------------------|-------------------|
| Funding | | | | |
| State Funds | 3,780,966 | 7,728,677 | 8,869,294 | 20,378,937 |
| Beginning Capital Cash Balance | 120,000 | 220,000 | 220,000 | 560,000 |
| Carry-over cash balance | 614,955 | 232,706 | 300,000 | 1,147,661 |
| Federal Funds | 1,845,000 | 2,420,000 | 2,420,000 | 6,685,000 |
| Anticipated Bond Proceeds | 275,000 | 300,000 | 225,000 | 800,000 |
| TOTAL | 6,635,921 | 10,901,383 | 12,034,294 | 29,571,598 |
| Expenses | | | | |
| GARVEE Debt-Service (Federal) | 109,951 | 145,732 | - | 255,683 |
| Total Debt Service | 500,157 | 692,449 | 585,991 | 1,778,598 |
| Total Operations | 1,924,003 | 4,516,868 | 5,926,522 | 12,367,394 |
| State of Good Repair Budget (Core Business) | 1,243,433 | 2,175,402 | 1,909,673 | 5,328,508 |
| TOTAL | 3,777,545 | 7,530,451 | 8,422,187 | 19,730,183 |
| Available for Capital Projects | 2,858,376 | 3,370,932 | 3,612,107 | 9,841,415 |
| New Castle County - 48% | 1,372,021 | 1,618,047 | 1,733,811 | 4,723,879 |

Delaware Base Financial Plan - Capital

Fiscal Years 2023 thru 2050

(\$ in 000s)

| | 2023 - 2028 | 2029-2039 | 2040 - 2050 | TOTAL |
|---|------------------|-------------------|-------------------|-------------------|
| Funding | | | | |
| State Funds | 3,780,966 | 7,728,677 | 8,869,294 | 20,378,937 |
| Beginning Capital Cash Balance | 120,000 | 220,000 | 220,000 | 560,000 |
| Carry-over cash balance | 614,955 | 232,706 | 300,000 | 1,147,661 |
| Federal Funds | 1,845,000 | 2,420,000 | 2,420,000 | 6,685,000 |
| Anticipated Bond Proceeds | 275,000 | 300,000 | 225,000 | 800,000 |
| TOTAL | 6,635,921 | 10,901,383 | 12,034,294 | 29,571,598 |
| Expenses | | | | |
| GARVEE Debt-Service (Federal) | 109,951 | 145,732 | - | 255,683 |
| Total Debt Service | 500,157 | 692,449 | 585,991 | 1,778,598 |
| Total Operations | 1,924,003 | 4,516,868 | 5,926,522 | 12,367,394 |
| State of Good Repair Budget (Core Business) | 1,243,433 | 2,175,402 | 1,909,673 | 5,328,508 |
| TOTAL | 3,777,545 | 7,530,451 | 8,422,187 | 19,730,183 |
| Available for Capital Projects | 2,858,376 | 3,370,932 | 3,612,107 | 9,841,415 |
| New Castle County - 48% | 1,372,021 | 1,618,047 | 1,733,811 | 4,723,879 |

Base Financial Plan - Capital
Fiscal Years 2023 thru 2050

(\$ in 000s)

| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------|-----------|
| Sources of Funds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Pledged Revenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L-95 Tolls & Concessions | 141,600 | 142,200 | 143,600 | 145,000 | 146,500 | 148,000 | 149,480 | 150,975 | 152,485 | 154,009 | 155,549 | 157,105 | 158,676 | 160,263 | 161,865 | 163,484 | 165,119 | 166,770 | 168,438 | 170,122 | 171,823 | 173,542 | 175,277 | 177,030 | 178,800 | 180,588 | 182,394 | 184,218 | 4,524,913 | |
| Motor Fuel Tax Admin. | 143,600 | 146,100 | 148,300 | 147,500 | 149,700 | 152,000 | 153,520 | 155,055 | 156,606 | 158,172 | 159,754 | 161,351 | 162,965 | 164,594 | 166,240 | 167,903 | 169,582 | 171,277 | 172,990 | 174,720 | 176,467 | 178,232 | 180,014 | 181,814 | 183,633 | 185,469 | 187,324 | 189,197 | 4,644,078 | |
| DMV Fees | 236,400 | 239,900 | 243,500 | 247,100 | 250,900 | 254,700 | 258,521 | 262,398 | 266,334 | 270,329 | 274,384 | 278,500 | 282,677 | 286,918 | 291,221 | 295,590 | 300,024 | 304,524 | 309,092 | 313,728 | 318,434 | 323,211 | 328,059 | 332,980 | 337,974 | 343,044 | 348,190 | 353,412 | 8,152,044 | |
| Interest Income | 2,500 | 4,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 136,500 | |
| Total Pledged Revenue | 524,100 | 532,200 | 540,400 | 544,600 | 552,100 | 559,700 | 566,521 | 573,428 | 580,425 | 587,510 | 594,687 | 601,956 | 609,318 | 616,775 | 624,327 | 631,976 | 639,724 | 647,571 | 655,520 | 663,570 | 671,725 | 679,984 | 688,350 | 696,824 | 705,407 | 714,101 | 722,907 | 731,827 | 17,457,535 | |
| | 1.5% | 1.5% | 1.5% | 0.8% | 1.4% | 1.4% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 1.2% | 0 | |
| Non-Pledged Revenues | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 1 Tolls | 63,900 | 64,900 | 65,900 | 66,900 | 67,900 | 69,000 | 70,035 | 71,086 | 72,152 | 73,234 | 74,333 | 75,448 | 76,579 | 77,728 | 78,894 | 80,077 | 81,278 | 82,498 | 83,735 | 84,991 | 86,266 | 87,560 | 88,873 | 90,207 | 91,560 | 92,933 | 94,327 | 95,742 | 2,208,035 | |
| Escheat | - | - | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| One Time General Fund Support | - | - | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IRIB Settlement | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| DE Transit (Farebox) | 14,840 | 15,814 | 16,715 | 17,772 | 17,985 | 18,201 | 18,420 | 18,641 | 18,864 | 19,091 | 19,320 | 19,552 | 19,786 | 20,024 | 20,264 | 20,507 | 20,753 | 21,002 | 21,254 | 21,509 | 21,767 | 22,029 | 22,293 | 22,560 | 22,831 | 23,105 | 23,382 | 23,663 | 561,943 | |
| Port of Wilmington - Refinancing | - | 1,067 | 1,110 | 1,154 | 1,480 | 1,540 | 788 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,139 |
| ERLSP AR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| US301 Revenue Sharing | - | - | - | 712 | 2,643 | 2,333 | 2,692 | 2,810 | 3,174 | 3,449 | 3,612 | 3,340 | 3,014 | 3,864 | 4,249 | 4,653 | 3,421 | 2,930 | 3,572 | 3,911 | 3,880 | 3,971 | 4,189 | 5,220 | 5,943 | 5,870 | 5,588 | 10,745 | 99,785 | |
| Build America Bond Subsidy Payment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Transportation Revenue | 9,200 | 9,200 | 9,200 | 9,300 | 9,300 | 12,800 | 9,300 | 9,300 | 9,300 | 9,300 | 9,300 | 9,400 | 9,400 | 9,400 | 9,400 | 9,400 | 9,500 | 9,500 | 9,500 | 9,500 | 9,500 | 9,500 | 9,600 | 9,600 | 9,600 | 9,600 | 9,600 | 9,600 | 9,600 | 267,000 |
| Special Fund Transfers | (7,000) | (7,000) | (7,000) | (7,000) | (7,500) | (7,500) | (7,500) | (7,500) | (7,500) | (7,500) | (8,000) | (8,000) | (8,000) | (8,000) | (8,000) | (8,000) | (8,000) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | (8,500) | -222,500 |
| Total Non-Pledged Revenue | 80,940 | 83,981 | 85,925 | 88,838 | 91,809 | 96,374 | 93,735 | 94,336 | 95,990 | 97,574 | 98,564 | 99,739 | 100,779 | 103,016 | 104,807 | 106,637 | 106,853 | 107,430 | 109,561 | 111,411 | 112,913 | 114,560 | 116,455 | 119,087 | 121,434 | 123,008 | 124,397 | 131,250 | 2,921,402 | |
| Total Sources of Funds | 605,040 | 616,181 | 626,325 | 633,438 | 643,909 | 656,074 | 660,255 | 667,764 | 676,415 | 685,084 | 693,252 | 701,695 | 710,098 | 719,790 | 729,134 | 738,614 | 746,577 | 755,001 | 765,081 | 774,982 | 784,638 | 794,544 | 804,805 | 815,911 | 826,841 | 837,109 | 847,305 | 863,077 | 20,378,937 | |
| | 1.8% | 1.8% | 1.6% | 1.1% | 1.7% | 1.9% | 0.6% | 1.1% | 1.3% | 1.3% | 1.2% | 1.2% | 1.2% | 1.4% | 1.3% | 1.3% | 1.1% | 1.1% | 1.3% | 1.3% | 1.2% | 1.3% | 1.3% | 1.4% | 1.3% | 1.2% | 1.2% | 1.5% | 0 | |
| Uses of Funds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Debt Service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOTE: DTA Debt-service is on a cash flow basis, not actual paid in FY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DTA Bonds & Notes | 89,325 | 93,037 | 85,678 | 81,891 | 77,838 | 73,395 | 68,669 | 63,784 | 58,831 | 53,945 | 49,189 | 44,658 | 40,422 | 36,502 | 32,959 | 29,794 | 27,012 | 24,604 | 14,348 | 14,343 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 1,142,301 |
| Bond Anticipation Note | - | - | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Senior Bonds | 89,325 | 93,037 | 85,678 | 81,891 | 77,838 | 73,395 | 68,669 | 63,784 | 58,831 | 53,945 | 49,189 | 44,658 | 40,422 | 36,502 | 32,959 | 29,794 | 27,012 | 24,604 | 14,348 | 14,343 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 10,260 | 1,142,301 |
| Junior Bonds | - | - | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Debt Service | - | - | - | - | - | 6,437 | 6,437 | 6,437 | 12,875 | 12,875 | 12,875 | 19,312 | 19,312 | 19,312 | 25,750 | 25,750 | 25,750 | 32,187 | 32,187 | 32,187 | 38,624 | 38,624 | 38,624 | 45,062 | 45,062 | 45,062 | 51,499 | 51,499 | 643,741 | |
| CRRSSA Funding | (7,444) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | -7,444 | |
| Total Debt Service | 81,881 | 93,037 | 85,678 | 81,891 | 77,838 | 79,833 | 75,106 | 70,222 | 71,706 | 66,820 | 62,064 | 63,970 | 59,734 | 55,815 | 58,708 | 55,544 | 52,761 | 56,791 | 46,535 | 46,530 | 48,884 | 48,884 | 48,884 | 55,321 | 55,321 | 55,321 | 61,759 | 61,759 | 1,778,598 | |
| Operations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transfer Prior Year OP Cash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Department Operations | 186,218 | 187,715 | 193,347 | 199,147 | 205,122 | 211,275 | 216,557 | 221,971 | 227,520 | 233,208 | 239,039 | 245,015 | 251,140 | 257,419 | 263,854 | 270,450 | 277,212 | 284,142 | 291,245 | 298,527 | 305,990 | 313,639 | 321,480 | 329,517 | 337,755 | 346,199 | 354,854 | 363,726 | 7,433,286 | |
| Subsidy Increase (CY cash/PY Auth) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| STORM INCREASE and other adjustments | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Transfer of PY Cash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 0.8% | 1 |
| Transfer Prior Year OP Cash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Delaware Transit Corp. Operations | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Increase DTC - Union Agreement Costs | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Subsidy - TTF | 95,102 | 104,657 | 129,107 | 133,190 | 137,396 | 141,728 | 145,271 | 148,903 | 152,625 | 156,441 | 160,352 | 164,361 | 168,470 | 172,681 | 176,998 | 181,423 | 185,959 | 190,608 | 195,373 | 200,257 | 205,264 | 210,395 | 215,655 | 221,047 | 226,573 | 232,237 | 238,043 | 243,994 | 4,934,107 | |
| Subsidy - Federal Funding | 35,641 | 27,486 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 91,127 |
| Delaware Transit Corp. Operations - TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

