

FINAL FY 2020 – 2025 SIX-YEAR IMPROVEMENT PROGRAM

 Kimberly Pryor, Infrastructure Investment Director

June 18, 2019

Proposed Final FY 2020-2025 SYIP

	Draft FY 2020-2025	Proposed Final FY 2020-2025	Change
Highways	\$16.4 billion	\$18.3 billion	\$1.9 billion
Rail & Public Transp.	4.6 billion	\$4.6 billion	\$0.0 billion
Total SYIP*	\$21.0 billion	\$22.9 billion	\$1.9 billion

*(excludes debt service)

- Highway Construction Program (FY 2020 – 2025) \$18.3 billion
 - Additionally includes \$904 million in debt service
 - Provides funding to more than 3,800 projects
 - Current program includes \$6.9 billion to be provided by others

Highlights – Programs Updated

Program	Update Cycle	FY2020-2025 Total
State of Good Repair Program (SGR)	Annual	\$1.5 billion
Regional Surface Transportation Program (RSTP)	Annual	\$0.6 billion
Congestion Mitigation Air Quality (CMAQ)	Annual	\$0.3 billion
Highway Safety Improvement Program (HSIP)	Annual	\$0.3 billion
Unpaved Roads	Annual	\$0.1 billion
Innovation and Technology Transportation (ITTF)	Annual	\$0.1 billion
SMART SCALE	Even fiscal years	\$2.5 billion

Highlights (continued)

- **Maintained key program amounts as outlined in January 2019**
 - Allocate \$121.7 million to Innovation and Technology Transportation Fund from High Priority Projects Program in FY2021-2025
 - Allocate \$100 million to the Unpaved Roads Program from District Grant Program in FY2021-FY2025
 - Maintain Revenue Sharing Program at \$100 million (state share) annually
- **\$1.5 billion to State of Good Repair in FY2020-2025**
- **\$1.2 billion to Construction District Grant Program in FY2020-2025**
 - \$435.8 million for allocation in Round 3
- **\$1.2 billion to High Priority Projects Program in FY2020-2025**
 - \$435.8 million for allocation in Round 3

Highlights (continued)

- **Optional CTB Formula remains the same as previous SYIP and sunsets in FY2020**
- **Federal fund sources not subject to formula distribution (e.g., Dedicated Bridge funds) through FY 2020 remain the same as previous SYIP**
- **Includes \$583.6 million in new Interstate Funding in FY2020-2025**
- **Includes \$886.3 million in I-81 Corridor Improvement Funding in FY2020-2025**

SMART SCALE Update

- **Round 3 Consensus Scenario - June Revised**
 - **Funded 134 projects**
 - Replace Preston Avenue and Grady Avenue Intersection Improvement in the City of Charlottesville (\$5.9M) with 5th Street SW Corridor Improvement in the City of Charlottesville (\$6.1M) using HPP
 - Add the CSX Bridge Replacement for Walking and Biking in the City of Richmond and fund to a reduced amount of \$3.1M using HPP
 - **Funded \$859.4 million in SMART SCALE requests**
 - **Supports \$5.1 billion in total project cost**
 - **\$11.5 million in cost increases in Hampton Roads**
- **Existing projects reviewed for surpluses/shortfalls**

New Interstate 81 Corridor Improvement Funds

- Programmed a I-81 Corridor Improvement Funds to a balance entry and a small group of safety and operational improvements identified in the I-81 Corridor Improvement Plan as a Staff Recommendation for initial projects to begin, pending advice and recommendations from the I-81 Committee

Interstate	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
I-81 Corridor (millions)	103.5	132.0	162.1	163.4	161.9	163.4	886.3

- Additional HMOF funding allocated to enhance Safety Service Patrol Services on I-81 beginning in July

New Interstate Funding

- Programmed new interstate funding for I-95, I-64, and Interstates to balance entries pending selection of operational improvements and other enhancements to improve the safety and reliability of, and travel flow along, interstate highway corridors

Interstate	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
I-95 Corridor	19.3	28.4	40.1	40.7	40.1	40.4	209.0
I-64 Corridor	13.1	19.2	27.1	27.5	27.1	27.4	141.4
Interstate Highway Corridor Improvements	21.5	31.7	44.8	45.4	44.7	45.1	233.2
Total (millions)	53.9	79.3	112.0	113.6	111.9	112.9	583.6

Staff Recommended I-81 Safety and Operational Improvements

I-81 Plan ID	Direction	District	Jurisdiction	Mile Marker		Improvement Description	Total Estimate (PE,RW, CN) millions
				From	To		
1	NB only	Bristol	Abingdon	17.9	17.9	MM 18 curve improvement (flashing chevron)	\$0.16
9	NB only	Bristol	Wytheville	67.6	67.6	MM 68 curve improvements (flashing chevron)	\$0.16
22	SB only	Bristol	Washington County	26.7	26.8	Extend deceleration lane	\$5.53
23	SB only	Bristol	Washington County	25.9	26.1	Extend acceleration lane	\$2.01
24	SB only	Bristol	Washington County	21.5	21.5	MM 22 curve improvement (flashing chevron)	\$0.16
25	SB only	Bristol	Abingdon	17.6	17.6	MM 18 curve improvement (flashing chevron)	\$0.16
28	NB only	Salem	Pulaski County	88.0	88.0	MM 88 curve improvements (flashing chevron)	\$0.16
29	NB only	Salem	Pulaski County	90.2	90.7	Extend acceleration lane (Exit 89)	\$4.78
34	NB only	Salem	Botetourt County	171.7	175.6	MM 172-176 curve improvements (flashing chevron)	\$0.16
35	SB only	Salem	Botetourt County	175.3	171.4	MM 176-172 curve improvements (flashing chevron)	\$0.16

Staff Recommended I-81 Safety and Operational Improvements continued

I-81 Plan ID	Direction	District	Jurisdiction	Mile Marker		Improvement Description	Total Estimate (PE,RW, CN) millions
				From	To		
42	NB only	Staunton	Raphine/Rockbridge County	205.3	205.7	Extend acceleration lane	\$2.35
45	NB only	Staunton	Mount Jackson/Augusta County	268.8	268.9	Extend deceleration lane	\$1.00
48	NB only	Staunton	Middletown/Frederick County	302.1	302.2	Extend deceleration lane	\$1.05
49	NB only	Staunton	Frederick County	303.7	303.9	Extend deceleration lane at truck scales	\$1.98
52	SB only	Staunton	Woodstock/Shenandoah County	283.3	282.9	Extend acceleration lane	\$2.35
54	SB only	Staunton	Mount Jackson/Shenandoah County	272.3	272.3	MM 273 curve improvements (flashing chevron)	\$0.16
Total Staff Recommended Safety and Operational Improvements							\$22.36
Remaining on Balance Entry							\$863.90

