FY 2008 – 2013 Working Draft
Six-Year Financial Plan
&
Six-Year Improvement Plan

Barbara Reese, CFO
May 16, 2007
CTB Requirements

- Code of Virginia requires CTB to:
  - Administer and allocate funds in the Transportation Trust Fund (TTF)
  - Set aside defined portions of the TTF for the Commonwealth Port Fund, the Commonwealth Airport Fund and the Commonwealth Mass Transit Fund
  - Allocate each year from all funds made available for highway purposes such amount as it deems reasonable and necessary for maintenance
  - Allocate funds for construction on the interstate, primary and secondary state highway systems
  - Review and comment on budget items not specifically enumerated to the Board by statute
Six-Year Financial Plan
Six-Year Financial Plan

• Official estimated revenues and allocation assumptions for the six fiscal years total $28 billion

• Determines the funding available for allocation in the Six-Year Improvement Program for rail, transit, ports, aviation, and highways

• FY 2008 allocations serve as the budget for DRPT and VDOT
Revenues
Estimated Revenues

• $28 billion total available for allocation
  – $3.3 billion from 2007 General Assembly transportation actions

• Average state revenue growth of 4% (excludes bonds)

• Average federal revenue growth of 2% - current federal reauthorization ends in 2009
  – National Surface Transportation Policy & Revenue Study Commission to address how to meet the surface transportation needs of the 21st century
2007 General Assembly Actions

- Includes $2.8 billion from HB 3202
  - $1.3 billion new revenues
  - $1.5 billion of bonds

- Another $500 million in one-time GF for specific projects
  - $305 million for negotiated PPTA/DB
  - $65 million Rail Enhancement
  - $60 million Transit Capital
  - $50 million Port
  - $20 million Local Revenue Sharing
## Commonwealth Transportation Fund

### Estimated Revenues (in millions)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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<tbody>
<tr>
<td><strong>State Transportation Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>HMO Less HB3202 Rev</td>
<td>$1,420.0</td>
<td>$1,383.7</td>
<td>$1,361.1</td>
<td>$1,396.5</td>
<td>$1,437.3</td>
<td>$1,466.5</td>
<td>$1,494.3</td>
<td>$1,496.2</td>
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<td>TTF Less HB3202 Rev</td>
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<td>936.0</td>
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<td>961.8</td>
<td>1,003.6</td>
<td>1,039.2</td>
<td>1,072.7</td>
<td>1,093.5</td>
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<td>PTF (From TTF)</td>
<td>242.3</td>
<td>131.3</td>
<td>139.0</td>
<td>166.9</td>
<td>174.5</td>
<td>181.3</td>
<td>190.5</td>
<td>200.7</td>
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<td>HB3202 Revenues</td>
<td>365.0</td>
<td>460.8</td>
<td>524.1</td>
<td>559.5</td>
<td>422.0</td>
<td>393.2</td>
<td>359.7</td>
<td>369.1</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>2,885.2</strong></td>
<td><strong>2,911.8</strong></td>
<td><strong>3,058.0</strong></td>
<td><strong>3,324.5</strong></td>
<td><strong>3,284.8</strong></td>
<td><strong>3,328.7</strong></td>
<td><strong>3,367.1</strong></td>
<td><strong>3,410.6</strong></td>
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<td>% growth from prior year</td>
<td>0.9%</td>
<td>5.0%</td>
<td>8.7%</td>
<td>-1.2%</td>
<td>1.3%</td>
<td>1.2%</td>
<td>1.3%</td>
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<td><strong>Federal Revenues</strong></td>
<td><strong>1,011.3</strong></td>
<td><strong>1,354.9</strong></td>
<td><strong>1,093.2</strong></td>
<td><strong>1,068.2</strong></td>
<td><strong>1,002.6</strong></td>
<td><strong>1,099.3</strong></td>
<td><strong>1,031.3</strong></td>
<td><strong>1,053.8</strong></td>
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<td>% growth from prior year</td>
<td>34.0%</td>
<td>-19.3%</td>
<td>-2.3%</td>
<td>-6.1%</td>
<td>0.7%</td>
<td>2.2%</td>
<td>2.2%</td>
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<td><strong>Total Revenues</strong></td>
<td><strong>3,896.5</strong></td>
<td><strong>4,266.7</strong></td>
<td><strong>4,151.2</strong></td>
<td><strong>4,392.6</strong></td>
<td><strong>4,287.4</strong></td>
<td><strong>4,338.0</strong></td>
<td><strong>4,398.4</strong></td>
<td><strong>4,464.4</strong></td>
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<tr>
<td>% growth from prior year</td>
<td>9.5%</td>
<td>-2.7%</td>
<td>5.8%</td>
<td>-2.4%</td>
<td>1.2%</td>
<td>1.4%</td>
<td>1.5%</td>
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<tr>
<td><strong>Other Financing Sources</strong></td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>HB 3202 Bonds</td>
<td>240.0</td>
<td>-</td>
<td>100.0</td>
<td>300.0</td>
<td>300.0</td>
<td>200.0</td>
<td>300.0</td>
<td>300.0</td>
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<tr>
<td>General Funds</td>
<td>500.0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>240.0</strong></td>
<td><strong>-</strong></td>
<td><strong>600.0</strong></td>
<td><strong>300.0</strong></td>
<td><strong>300.0</strong></td>
<td><strong>200.0</strong></td>
<td><strong>300.0</strong></td>
<td><strong>300.0</strong></td>
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<tr>
<td><strong>Total Revenues and Other Financing Sources</strong></td>
<td><strong>$4,136.5</strong></td>
<td><strong>$4,266.7</strong></td>
<td><strong>$4,751.2</strong></td>
<td><strong>$4,692.6</strong></td>
<td><strong>$4,587.4</strong></td>
<td><strong>$4,538.0</strong></td>
<td><strong>$4,698.4</strong></td>
<td><strong>$4,764.4</strong></td>
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</tbody>
</table>
Proposed Allocations
## Allocations (in millions)

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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<tbody>
<tr>
<td>Debt Service</td>
<td>$257.0</td>
<td>$263.5</td>
<td>$263.2</td>
<td>$271.8</td>
<td>$298.4</td>
<td>$276.9</td>
<td>$273.8</td>
<td>$238.7</td>
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<tr>
<td>Other Agencies &amp; Transfers</td>
<td>51.4</td>
<td>45.3</td>
<td>46.1</td>
<td>46.3</td>
<td>46.5</td>
<td>46.7</td>
<td>46.8</td>
<td>47.1</td>
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<tr>
<td>Highway Maintenance</td>
<td>1,374.4</td>
<td>1,498.3</td>
<td>1,583.3</td>
<td>1,643.4</td>
<td>1,707.4</td>
<td>1,774.0</td>
<td>1,843.2</td>
<td>1,915.1</td>
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<tr>
<td>Operations, Tolls &amp; Admin</td>
<td>413.1</td>
<td>485.7</td>
<td>444.5</td>
<td>465.3</td>
<td>477.5</td>
<td>485.4</td>
<td>500.9</td>
<td>510.4</td>
</tr>
<tr>
<td>Public Transportation &amp; Rail</td>
<td>319.8</td>
<td>442.2</td>
<td>654.3</td>
<td>686.4</td>
<td>564.8</td>
<td>515.0</td>
<td>502.6</td>
<td>501.5</td>
</tr>
<tr>
<td>Ports and Aviation</td>
<td>60.8</td>
<td>59.2</td>
<td>109.7</td>
<td>62.4</td>
<td>65.1</td>
<td>67.4</td>
<td>69.5</td>
<td>70.9</td>
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<tr>
<td>Earmarks &amp; Special Financing</td>
<td>535.2</td>
<td>340.7</td>
<td>742.6</td>
<td>509.1</td>
<td>530.5</td>
<td>489.9</td>
<td>581.5</td>
<td>662.6</td>
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<tr>
<td>Highway Systems Construction</td>
<td>1,124.8</td>
<td>1,131.8</td>
<td>907.6</td>
<td>1,007.9</td>
<td>897.2</td>
<td>882.7</td>
<td>880.0</td>
<td>818.2</td>
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<tr>
<td>Total</td>
<td>$4,136.5</td>
<td>$4,266.7</td>
<td>$4,751.2</td>
<td>$4,692.6</td>
<td>$4,587.4</td>
<td>$4,538.0</td>
<td>$4,698.4</td>
<td>$4,764.4</td>
</tr>
</tbody>
</table>
Proposed FY 2008-2013 Six-Year Allocations

- Highway Systems Construction: 19%
- Earmarks & Special Financing: 13%
- Public Transportation & Rail: 12%
- Ports and Aviation: 2%
- Operations, Tolls & Admin: 10%
- Debt Service: 6%
- Other Agencies & Transfers: 1%
- Highway Maintenance: 37%
Same Spending Priorities

• Debt service – includes new debt authorization – 6% of total funding

• Maintenance – 37% of total CTB budget
  – Has grown more than 15% or $200 million since FY 2006 – 4.25% growth for FY 2008 in core programs
    – Out year assumptions for core maintenance is 4.00% growth
  – Includes both VDOT maintenance and city and county maintenance payments
## Maintenance Allocations

### VDOT Highway System Maintenance

<table>
<thead>
<tr>
<th>Year</th>
<th>VDOT Highway System Maintenance</th>
<th>Payments to Cities and Counties</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2008</td>
<td>$1,258.6</td>
<td>$324.7</td>
<td>$1,583.3</td>
</tr>
<tr>
<td>FY 2009</td>
<td>1,305.7</td>
<td>337.7</td>
<td>1,643.4</td>
</tr>
<tr>
<td>FY 2010</td>
<td>1,356.2</td>
<td>351.2</td>
<td>1,707.4</td>
</tr>
<tr>
<td>FY 2011</td>
<td>1,408.7</td>
<td>365.2</td>
<td>1,774.0</td>
</tr>
<tr>
<td>FY 2012</td>
<td>1,463.3</td>
<td>379.8</td>
<td>1,843.2</td>
</tr>
<tr>
<td>FY 2013</td>
<td>1,520.0</td>
<td>395.0</td>
<td>1,915.1</td>
</tr>
<tr>
<td>Totals</td>
<td>$8,312.6</td>
<td>$2,153.7</td>
<td>$10,466.3</td>
</tr>
</tbody>
</table>

The table above provides a breakdown of maintenance allocations from FY 2008 to FY 2013, showing payments to VDOT Highway System Maintenance, Payments to Cities and Counties, and the corresponding Totals.
Other VDOT Allocations

• Only growth in programs outside of maintenance and construction are for legislatively approved pay increases and related benefits

• Staff strength
  – 8,660 as of April 1, 2007 compared to 9,090 on July 1, 2006

• Land Development program started in FY 2007 has been continued
Working Draft
FY 2008-2013 Six-Year Highway Improvement Program
• $7.8 billion available for allocation for highway construction (including $305 million for PPTA/DB projects)

• Includes 49 new projects of which 33 are bridges on all systems

• Additional funding primarily allocated to existing projects to accelerate schedules where possible

• Working draft shows only projects that have new funding allocated to them in FY 2008-13; final will show all active projects
Multimodal Approach

- Adopted multimodal long-range goals include:
  - Safe use of the network
  - Maintaining and operating the existing network
  - Maximize efficient and effective use of existing network
  - Prioritize along corridors and not necessarily jurisdictional boundaries
  - Seek partnerships to address needs including congestion and demand management

- $550 million in highway construction funding (interstate funding and bonds) not allocated to specific projects in working draft
Examination of Priorities

• CTB input on goals and priorities needed by June 2\textsuperscript{nd}

• VDOT District Administrators are working with Commissioner and Secretary to consider corridor priorities such as those for I-81, I-64, Rtes 28, 50, & 7
  
  – Criteria include safety, congestion, and condition

  – Outcome will be provided for CTB consideration
Priorities, cont’d

• Identified BRAC needs total $544 million and range from the extension of the Fairfax County Parkway to signal improvements and transit facilities

• Focus will continue on federal projects – still almost 50% of funding
  – Allocation line items to “get projects on the shelf”

• Reallocation of Northern Virginia Transportation District Program Bond proceeds to maximize their use
Interstate System

- Interstate system does not reflect significant increase because it is a federally financed program

- WWB and Springfield Interchange are nearing completion

- $59 million proposed for a regional general construction engineering/transportation management plan for Beltway and I-395/95 HOT Lanes, Dulles Rail, 4th Lane widening of I-95; Fairfax County Parkway in Northern Virginia and Fredericksburg Districts (urban partner area)
Interstate System, cont’d

- Increased funding to ITS, signals, guardrails, operations

- Truck climbing lanes in Montgomery County and Rockbridge County funded

- FHWA agreements funded to extent feasible including I-581 interchange in Salem District; I-95 at Route 630 in Fredericksburg; I-64 in Richmond
Primary System

- CTB primary system priorities funded
- Allocations address existing projects and growing congestion and access management concerns, including
  - Route 360 corridor in Richmond District
  - Route 29 Corridor in Culpeper District
  - Route 11 in Bristol District
- Routes 7, 50, 28 projects in Northern Virginia District are being prioritized
Federal Share of Construction

- The federal share for the secondary and urban state formula allocations averages 14%
- Averaged 48% in the FY 2007-12 program

- Federal share of systems construction averages 48% in draft FY 2008-13 program
- Averaged 74% in the FY 2007-12 program
Next Steps

• 5 Public Comment meetings beginning tonight through May 31st

• CTB priorities, including corridors and multi-modal goals, by June 2nd

• Revisions to schedules and estimates

• Final Program by June 17th for final Board review