



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

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Richmond, Virginia 23219

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### **COMMONWEALTH TRANSPORTATION BOARD**

#### **WORKSHOP AGENDA**

**VDOT Central Auditorium**

**1221 East Broad Street**

**Richmond, Virginia 23219**

**June 13, 2016**

**2:00 p.m.**

1. FY 2017 - 2022 CTF Six-Year Financial Plan and  
FY 2017 VDOT Budget  
Six-Year Improvement Program  
*John Lawson, Virginia Department of Transportation*
2. Proposed Final FY 2017 – 2022  
Six-Year Improvement Program  
*John Lawson, Virginia Department of Transportation*  
*Steve Pittard, Virginia Department of Rail & Public Transportation*
3. FY 2016 Local Programs Update  
*Julie Brown, Virginia Department of Transportation*
4. Commonwealth Transportation Board  
Procurement and HOV-2 to HOV-3 to HOT-3 Conversion  
*Susan Shaw, Virginia Department of Transportation*
5. Transform 66 Multimodal Project  
*Todd Horsley, Virginia Department of Rail & Public Transportation*
6. WMATA Safe Track Update  
*Todd Horsley, Virginia Department of Rail & Public Transportation*
7. VTRANS Update  
*Nick Donohue, Deputy Secretary of Transportation*
8. Commissioner's Items  
*Charles Kilpatrick, Virginia Department of Transportation*
9. Director's Items  
*Jennifer Mitchell, Virginia Department of Rail and Public Transportation*
10. Secretary's Items

Agenda  
Meeting of the Commonwealth Transportation Board  
Workshop Session  
June 13, 2016  
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*Aubrey Layne, Secretary of Transportation*

## #



# **FY 2017 - 2022 CTF Six-Year Financial Plan and FY 2017 VDOT Budget**

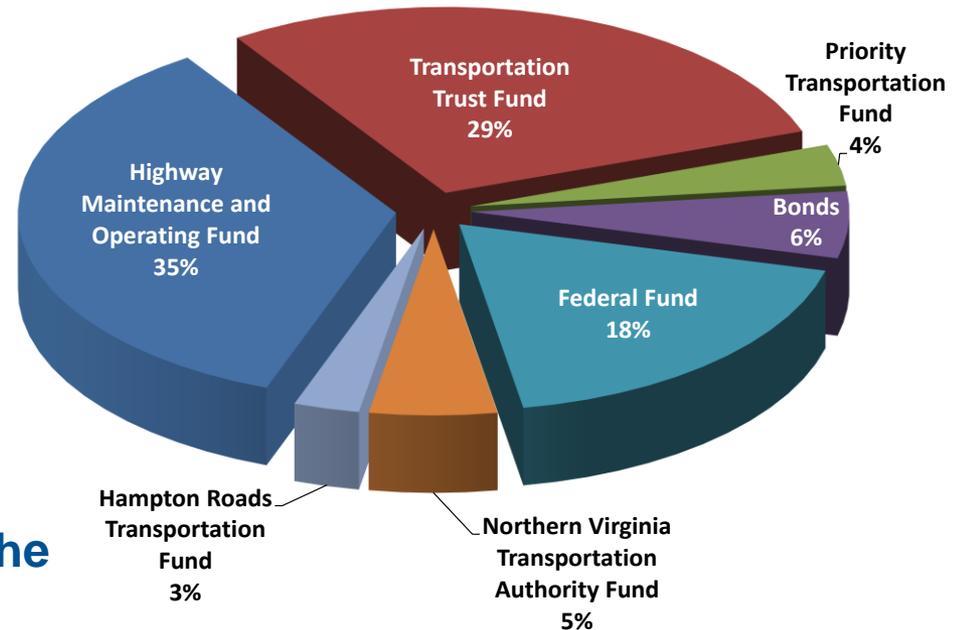
## **Six-Year Improvement Program**

**John W. Lawson, Chief Financial Officer**

**June 13, 2016**

# Commonwealth Transportation Fund FY 2017 Budget

Revenue	Total Estimate
Highway Maintenance and Operating Fund	\$2,109.0
Transportation Trust Fund	1,737.4
Priority Transportation Fund	215.7
Bonds	348.1
Federal Fund	1,096.8
<b>Total Operating Revenues</b>	<b>\$5,507.1</b>
<b>Pass Through Revenue</b>	
Northern Virginia Transportation Authority Fund	327.2
Hampton Roads Transportation Fund	168.9
<b>Subtotal</b>	<b>496.1</b>
<b>Total</b>	<b>\$6,003.2</b>



**FY 2017 CTF Revenues total \$6.0 billion, 1.3% increase over the Revised FY 2016 Budget.**

**Increase primarily federal funding and revenue dedicated to the HMOF.**

# Commonwealth Transportation Fund FY 2017 Recommended Budget

## FY 2017 CTF Allocations

- Highway Maintenance, VDOT maintained and Locality Maintained, (35%) is the largest allocation
- Construction receives 31% of the total

	FY 2017 Allocation (in millions)	Share of Total
Debt Service	\$ 349.6	5.8%
Other Agencies & Transfers	52.3	0.9%
<i>VDOT Maintenance &amp; Operations</i>	<i>1,674.4</i>	<i>27.9%</i>
Financial Assistance to Localities	437.1	7.3%
Tolls, Administration & Other Programs	464.4	7.7%
<i>Rail and Public Transportation</i>	<i>582.4</i>	<i>9.7%</i>
Port Trust Fund	43.0	0.7%
Airport Trust Fund	24.5	0.4%
Commonwealth Space Flight Fund	15.8	0.3%
Northern Virginia Transportation Authority Fund	327.2	5.5%
Hampton Roads Transportation Fund	168.9	2.8%
<i>Construction</i>	<i>1,863.5</i>	<i>31.0%</i>
<b>Total</b>	<b>\$ 6,003.2</b>	

# FY 2017 VDOT Recommended Allocations

	FY 2016	Recommended FY 2017	Increase (Decrease)
<b>VDOT Programs</b>			
Environmental Monitoring and Evaluation (514)	\$ 13.2	\$ 13.5	\$ 0.4
Ground Transportation Planning and Research (602)	57.8	72.8	15.0
<i>Highway System Acquisition and Construction (603)</i>	<i>1,959.3</i>	<i>1,869.1</i>	<i>(90.2)</i>
<i>Highway System Maintenance (604)</i>	<i>1,574.0</i>	<i>1,674.4</i>	<i>100.5</i>
Commonwealth Toll Facilities (606)	41.2	48.2	7.0
Financial Assistance to Localities (607)			
VDOT Programs	440.4	452.9	12.5
Regional Programs	483.5	496.1	12.6
Non-Toll Supported Transportation Debt Service (612)	334.5	352.0	17.5
Administrative and Support Services (699)	258.1	266.1	7.9
VDOT Capital Outlay (998)	39.1	40.0	0.9
Grant and Loan Programs	6.5	-	(6.5)
<b>Total VDOT Programs</b>	<b>\$ 5,207.7</b>	<b>\$ 5,285.2</b>	<b>\$ 77.5</b>
Support to Other State Agencies	65.5	68.1	2.6
<i>Support to DRPT Programs</i>	<i>14.2</i>	<i>4.6</i>	<i>(9.6)</i>
<b>TOTAL</b>	<b>\$ 5,287.4</b>	<b>\$ 5,357.9</b>	<b>\$ 70.5</b>
<b>TOTAL OPERATING BUDGET (Net Regional Programs)</b>	<b>\$ 4,803.9</b>	<b>\$ 4,861.8</b>	<b>\$ 57.9</b>

# VDOT Sources and Distribution

(in millions)						
Source	HMOF	Construction	Federal	Bonds	Other	TOTAL
Sales Tax on Motor Fuels	\$ 716.8	\$ 79.7	\$ -	\$ -	\$ 35.8	\$ 832.3
Motor Vehicle Sales and Use Tax	696.9	181.2	-	-	-	878.1
Motor Vehicle License Tax	224.8	17.3	-	-	-	242.1
Retail Sales and Use Tax	293.9	490.9	-	-	-	784.8
International Registration Plan	61.7	-	-	-	-	61.7
CPR Bonds	-	-	-	-	-	-
GARVEE Bonds	-	-	-	225.2	-	225.2
Other Revenue to Support Bond Programs	-	-	-	-	31.1	31.1
Insurance Premium Revenue	-	-	-	-	156.0	156.0
Local Funding	-	237.9	-	-	-	237.9
Other Sources	114.9	100.6	-	-	170.6	386.1
Federal	-	-	1,026.4	-	-	1,026.4
Transfer to HMOF	14.4	(14.4)	-	-	-	-
<b>Subtotal</b>	<b>\$ 2,123.4</b>	<b>\$ 1,093.2</b>	<b>\$ 1,026.4</b>	<b>\$ 225.2</b>	<b>\$ 393.5</b>	<b>\$ 4,861.8</b>
<b>Pass Through Revenues</b>						
Northern Virginia Transportation Authority Fund					327.2	327.2
Hampton Roads Transportation Fund					168.9	168.9
					<b>496.1</b>	<b>496.1</b>
<b>Grand Total</b>	<b>\$ 2,123.4</b>	<b>\$ 1,093.2</b>	<b>\$ 1,026.4</b>	<b>\$ 225.2</b>	<b>\$ 889.6</b>	<b>\$ 5,357.9</b>

# Commonwealth Transportation Fund

## Fiscal Years 2017 – 2022 Six-Year Financial Plan

### Overview

- ❑ **The Fiscal Years 2017 – 2022 SYFP allocates \$35.1 billion over the period**
- ❑ **Includes \$3.2 billion for the Regions**
- ❑ **Provides \$13.1 billion for Maintenance and Operations**
- ❑ **Provides \$9.4 billion for Construction**

# Commonwealth Transportation Fund

## Fiscal Years 2017 – 2022 Six-Year Financial Plan

### Estimated Revenues (in millions)

	2017	2018	2019	2020	2021	2022	Total	FY 2016-2021	Difference
<b>State Transportation Revenues</b>									
<i>HMO</i>	\$ 2,109.0	\$ 2,056.2	\$ 2,077.1	\$ 2,095.0	\$ 2,116.8	\$ 2,136.9	\$ 12,591.0	\$ 11,824.3	\$ 766.7
TTF net interest	1,165.0	1,196.8	1,227.5	1,257.1	1,289.5	1,318.7	7,454.5	7,453.5	1.0
<i>PTF (From TTF)</i>	191.8	198.3	205.9	224.2	232.3	240.9	1,293.4	1,262.1	31.3
<i>Local and Other Revenues</i>	596.3	442.3	386.5	376.6	380.8	349.2	2,531.6	2,314.8	216.8
<b>Total</b>	<b>4,062.1</b>	<b>3,893.5</b>	<b>3,897.0</b>	<b>3,952.8</b>	<b>4,019.4</b>	<b>4,045.6</b>	<b>23,870.5</b>	<b>22,854.7</b>	<b>1,015.8</b>
<b>Federal Revenues</b>	<b>1,096.8</b>	<b>1,055.6</b>	<b>1,078.7</b>	<b>1,103.7</b>	<b>1,121.9</b>	<b>1,140.4</b>	<b>6,597.2</b>	<b>5,593.7</b>	<b>1,003.4</b>
<b>Total Revenues</b>	<b>5,158.9</b>	<b>4,949.2</b>	<b>4,975.7</b>	<b>5,056.5</b>	<b>5,141.3</b>	<b>5,186.1</b>	<b>30,467.6</b>	<b>28,448.5</b>	<b>2,019.2</b>
<b>Other Financing Sources</b>									
GARVEE Bonds	225.2	120.0	90.0	90.0	98.0	76.3	699.5	998.2	(298.7)
Capital Improvement Bonds	122.9	122.9	61.6	50.0	-	-	357.4	480.3	(122.9)
Route 58	-	-	-	150.9	249.1	-	400.0	400.0	-
<b>Total</b>	<b>348.1</b>	<b>242.9</b>	<b>151.6</b>	<b>290.9</b>	<b>347.1</b>	<b>76.3</b>	<b>1,457.0</b>	<b>1,878.6</b>	<b>(421.6)</b>
<b>Total Operating Revenues and Other Financing Sources</b>	<b>\$ 5,507.1</b>	<b>\$ 5,192.1</b>	<b>\$ 5,127.3</b>	<b>\$ 5,347.4</b>	<b>\$ 5,488.3</b>	<b>\$ 5,262.4</b>	<b>\$ 31,924.6</b>	<b>\$ 30,327.0</b>	<b>\$ 1,597.6</b>
<b>Pass Through Revenues</b>									
Regional Transportation Funds	496.1	511.7	528.1	544.9	562.5	580.3	3,223.6	3,100.5	123.1
<b>Grand Total</b>	<b>\$ 6,003.2</b>	<b>\$ 5,703.8</b>	<b>\$ 5,655.4</b>	<b>\$ 5,892.3</b>	<b>\$ 6,050.8</b>	<b>\$ 5,842.7</b>	<b>\$ 35,148.2</b>	<b>\$ 33,427.5</b>	<b>\$ 1,720.7</b>

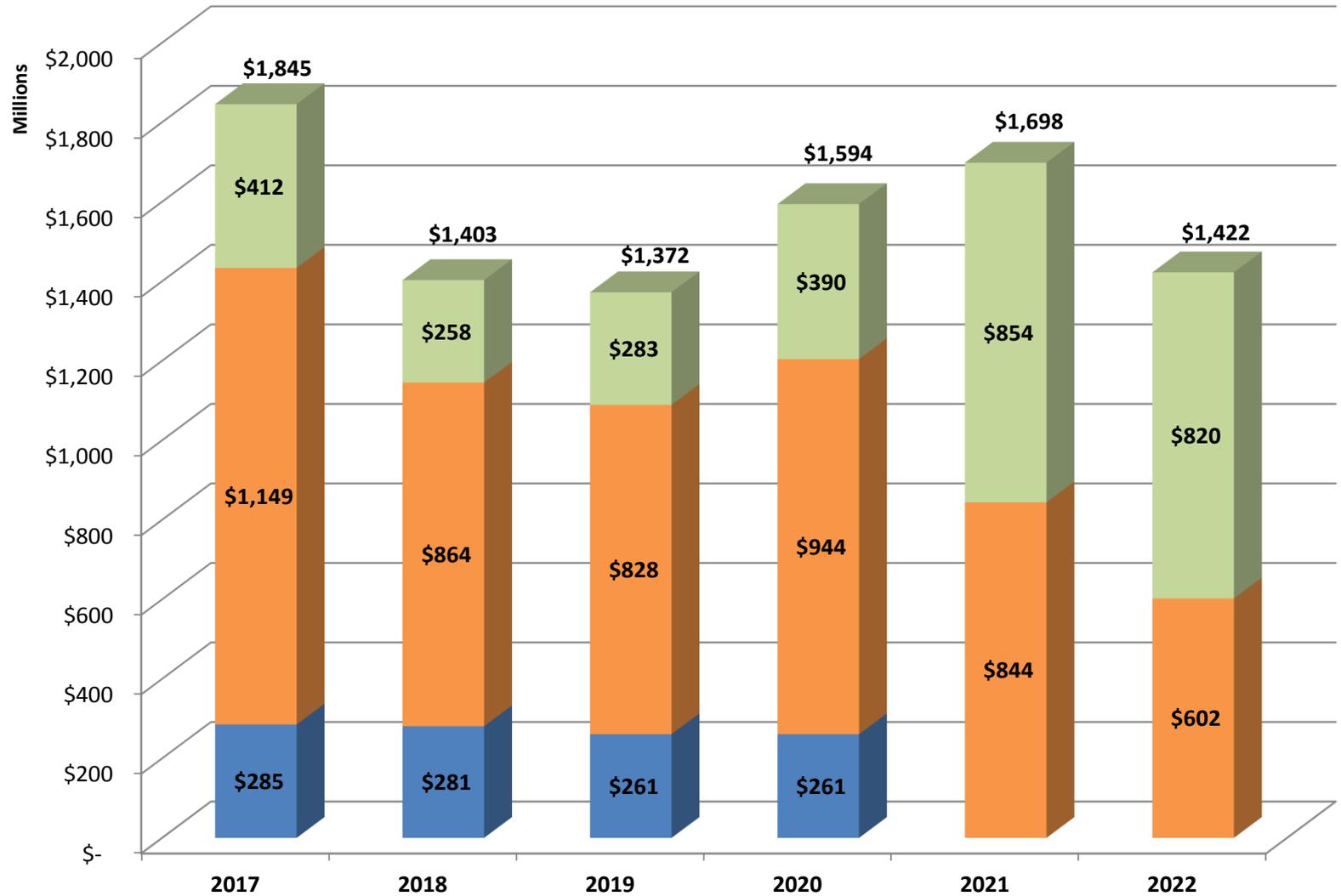
# Commonwealth Transportation Fund

## Fiscal Years 2017 – 2022 Six-Year Financial Plan

### Estimated Allocations (in millions)

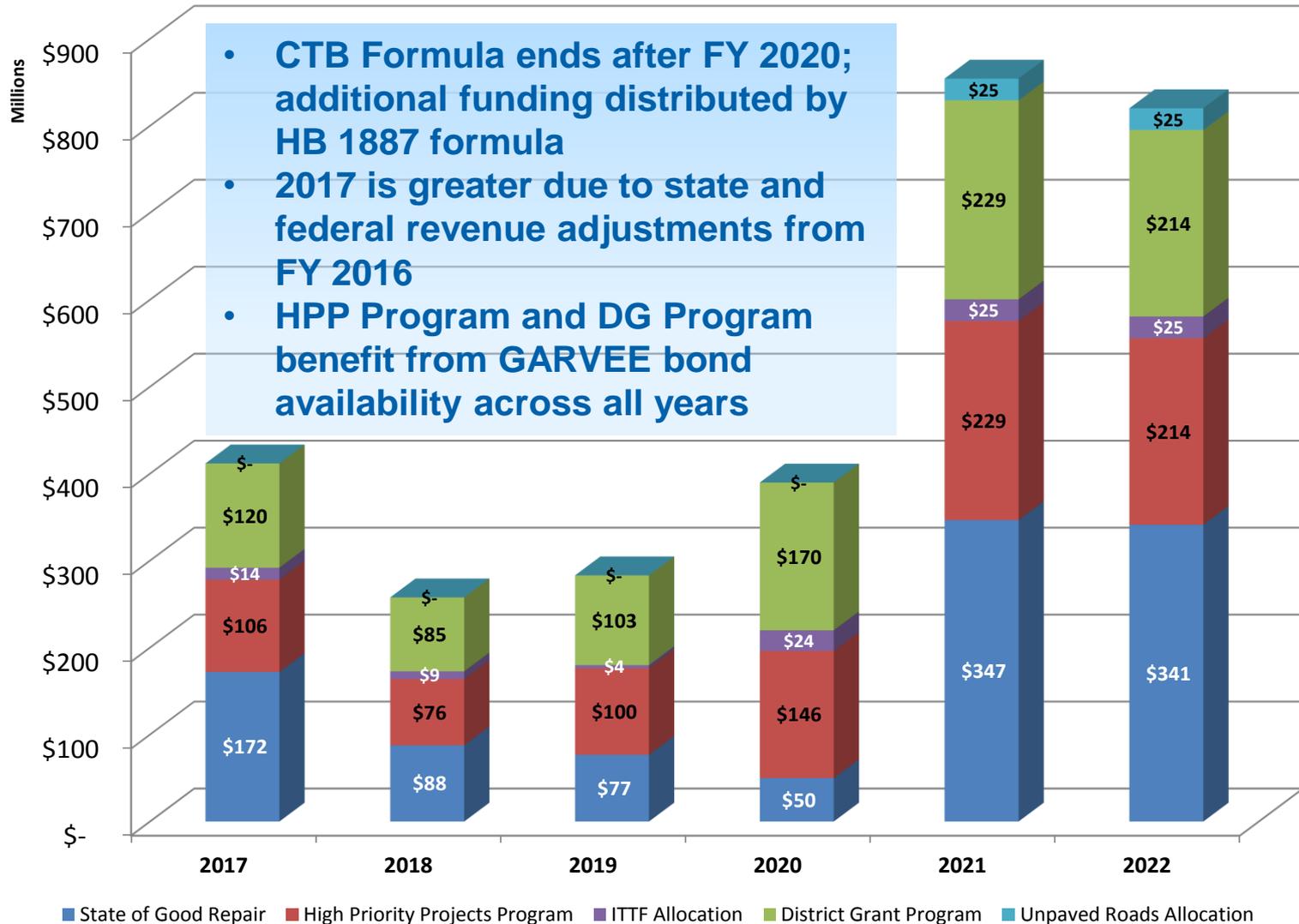
	2017	2018	2019	2020	2021	2022	Total	2016 - 2021 SYFP	Difference
Debt Service	\$ 349.6	\$ 385.5	\$ 423.8	\$ 388.1	\$ 427.9	\$ 438.5	\$ 2,413.5	\$ 2,563.5	\$ (150.0)
Other Agencies & Transfers	52.3	44.9	45.9	46.2	47.3	47.6	284.2	276.0	8.2
Maintenance & Operations	2,111.6	2,165.0	2,198.3	2,164.8	2,207.6	2,251.4	13,098.6	12,606.4	492.2
Tolls, Administration & Other Programs	464.4	500.1	467.6	478.2	489.2	463.4	2,863.0	2,698.1	164.9
Rail and Public Transportation									
Public Transportation	481.0	493.9	461.0	443.0	408.1	417.2	2,704.2	2,788.8	(84.6)
Rail Assistance	88.0	90.8	80.7	83.4	86.1	91.6	520.5	520.2	0.3
Other Programs and Administration	13.4	13.8	14.1	14.5	14.9	15.4	86.0	80.8	5.2
Port Trust Fund	43.0	43.2	44.3	45.4	46.5	47.4	269.8	263.1	6.7
Airport Trust Fund	24.5	24.6	25.3	25.9	26.6	27.1	153.9	148.3	5.5
Commonwealth Space Flight Fund	15.8	15.8	15.8	15.8	15.8	15.8	94.8	47.4	47.4
Construction	<u>1,863.5</u>	<u>1,414.6</u>	<u>1,350.5</u>	<u>1,642.2</u>	<u>1,718.3</u>	<u>1,447.0</u>	<u>9,436.1</u>	<u>8,334.3</u>	<u>1,101.7</u>
<b>Total Operating Programs</b>	<b>\$ 5,507.1</b>	<b>\$ 5,192.1</b>	<b>\$ 5,127.3</b>	<b>\$ 5,347.4</b>	<b>\$ 5,488.3</b>	<b>\$ 5,262.4</b>	<b>\$ 31,924.6</b>	<b>\$ 30,327.0</b>	<b>\$ 1,597.6</b>
Pass Through Programs									
Northern Virginia Transportation Authority Fund	327.2	336.8	347.1	357.6	368.4	379.3	2,116.4	1,995.0	121.4
Hampton Roads Transportation Fund	168.9	174.9	181.0	187.3	194.1	201.0	1,107.2	1,105.5	1.7
<b>Subtotal</b>	<b>496.1</b>	<b>511.7</b>	<b>528.1</b>	<b>544.9</b>	<b>562.5</b>	<b>580.3</b>	<b>3,223.6</b>	<b>3,100.5</b>	<b>123.1</b>
<b>Total</b>	<b>\$ 6,003.2</b>	<b>\$ 5,703.8</b>	<b>\$ 5,655.4</b>	<b>\$ 5,892.3</b>	<b>\$ 6,050.8</b>	<b>\$ 5,842.7</b>	<b>\$ 35,148.2</b>	<b>\$ 33,427.5</b>	<b>\$ 1,720.7</b>

# Distribution of Construction Funding



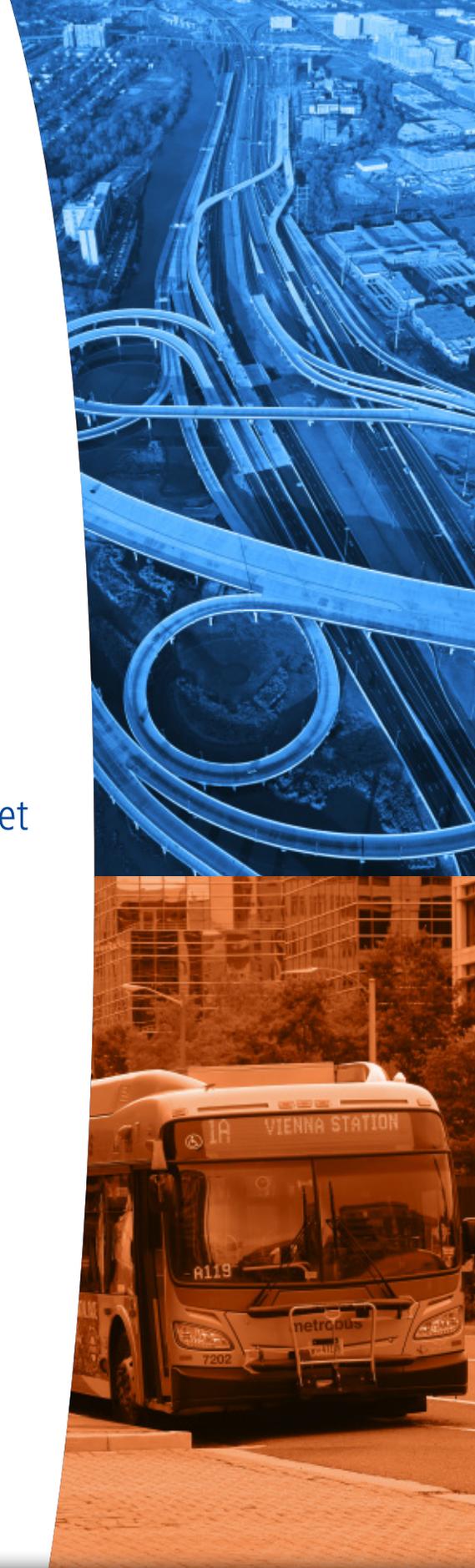
■ Legacy Construction Formula Programs 
 ■ Specialized State and Federal Programs 
 ■ SGR/HPP/DGP

# Distribution of Construction Funding among SGR, HPP, ITTF, DGP, and Unpaved Roads



# Fiscal Year 2017

Commonwealth Transportation Fund Budget  
June 2016





For Further Information Contact:

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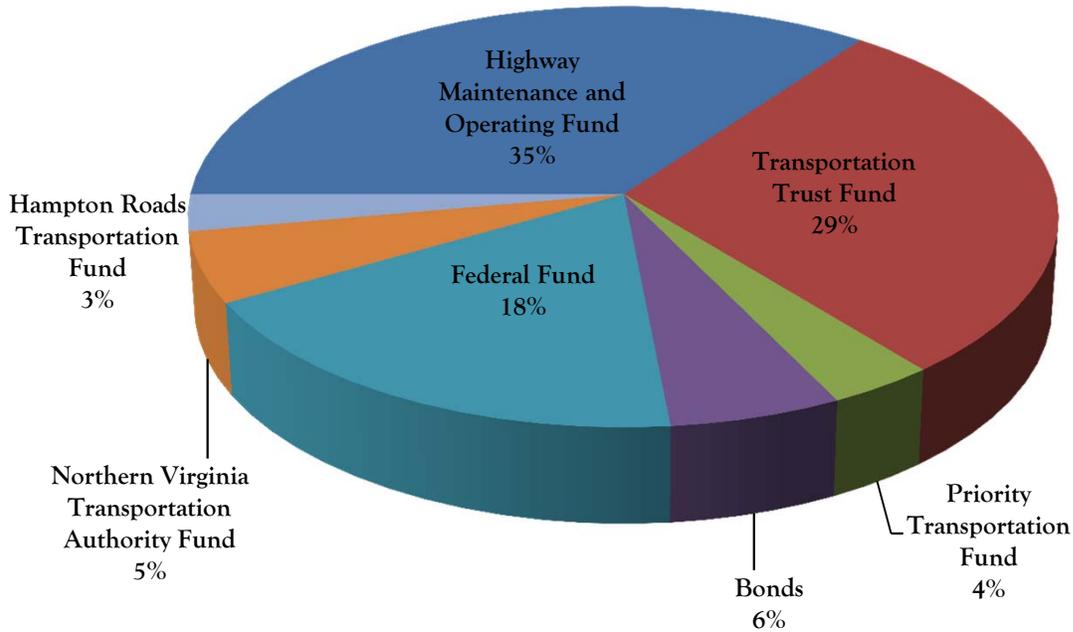




The Fiscal Year 2017 budget for the Commonwealth Transportation Fund (CTF) identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the most recent official state revenue forecast from February 2016 and estimated federal funding. The CTF Budget for FY 2017 totals \$6,003,166,578, a 1.3% increase from the Revised FY 2016 Budget of \$5,893,610,415.

The CTF receives revenues from dedicated state and federal sources. The major state revenues are based on Virginia's official revenue forecast developed by the Department of Taxation. The federal revenues from the Federal Highway Administration and the Federal Transit Administration are estimated by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT). Revenues provided are also from funds collected for regional transportation improvements in Northern Virginia and Hampton Roads. These funds are dedicated to the efforts of the Northern Virginia Transportation Authority and the Hampton Roads Transportation Accountability Commission.

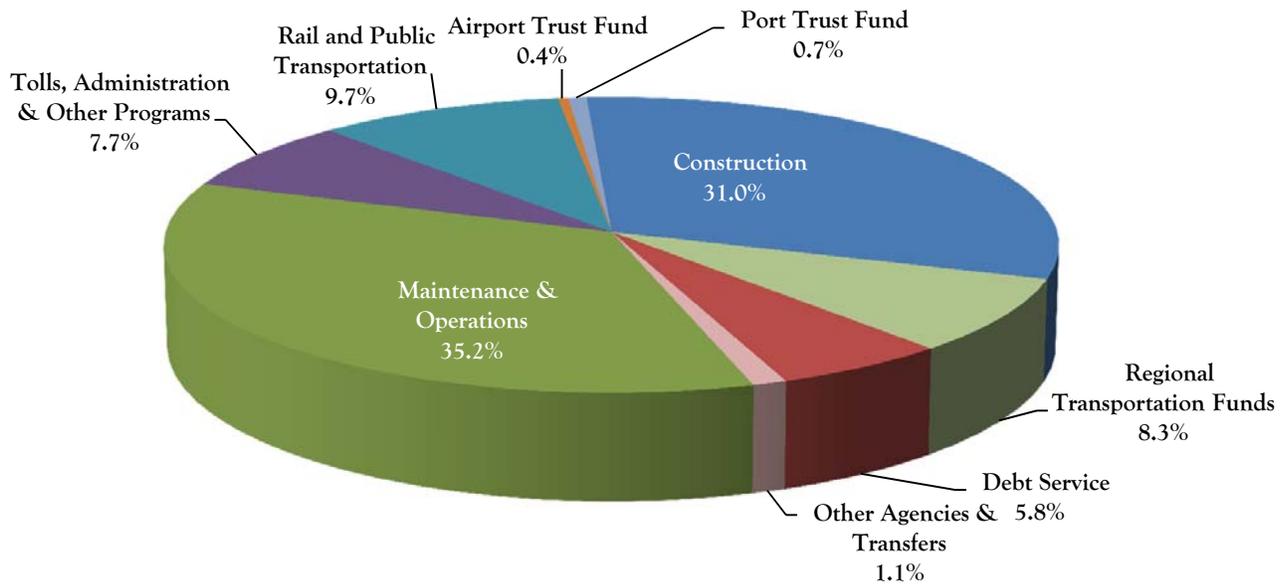
**Commonwealth Transportation Fund  
Total Revenues FY 2017**



<b>Highway Maintenance and Operating Fund</b>	<b>\$2,109,013,032</b>
<b>Transportation Trust Fund</b>	<b>1,737,425,744</b>
<b>Priority Transportation Fund</b>	<b>215,661,599</b>
<b>Bonds</b>	<b>348,122,435</b>
<b>Federal Fund</b>	<b>1,096,843,768</b>
<b>Total Operating Revenues</b>	<b>\$5,507,066,578</b>
<b>Pass Through Revenues</b>	
<b>Northern Virginia Transportation Authority Fund</b>	<b>327,200,000</b>
<b>Hampton Roads Transportation Fund</b>	<b>168,900,000</b>
<b>Subtotal</b>	<b>496,100,000</b>
<b>TOTAL</b>	<b>\$6,003,166,578</b>

The revenues are dedicated to specific funds within the CTF. The revenues for the Highway Maintenance and Operating Fund (HMOF) support highway maintenance, operations and administration. The Priority Transportation Fund (PTF) revenues are dedicated to debt service on the Federal Highway Reimbursement Anticipation Notes (FRANs) and the Commonwealth of Virginia Transportation Capital Projects Revenue Bonds. Federal revenues are used for their defined purposes to support construction, maintenance or transit.

The Transportation Trust Fund revenues are distributed by formula, as defined by the Code of Virginia, to the Construction Fund, the Mass Transit Fund, the Airport Fund and the Port Fund. The 78.7% distributed to the Construction Fund is managed by VDOT. The 14.7% provided to the Mass Transit Fund supports transit operations, capital and special programs and is managed by the DRPT. The Airport Fund's 2.4% is provided to the Aviation Board and the 4.2% to the Port Fund is managed by the Virginia Port Authority.



<b>Debt Service</b>	<b>\$349,583,100</b>
<b>Other Agencies &amp; Transfers</b>	<b>68,122,057</b>
<b>Maintenance &amp; Operations</b>	<b>2,111,574,016</b>
<b>Tolls, Administration &amp; Other Programs</b>	<b>464,422,437</b>
<b>Rail and Public Transportation</b>	<b>582,403,550</b>
<b>Airport Trust Fund</b>	<b>24,510,004</b>
<b>Port Trust Fund</b>	<b>42,973,756</b>
<b>Construction</b>	<b>1,863,477,658</b>
<b>Total Operating Programs</b>	<b>\$5,507,066,578</b>
<b>Pass Through Programs</b>	
<b>Regional Transportation Funds</b>	<b>496,100,000</b>
<b>TOTAL RECOMMENDED DISTRIBUTIONS</b>	<b>\$6,003,166,578</b>



<b>STATE REVENUE SOURCES</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
<b>Highway Maintenance &amp; Operating Fund (HMOF)</b>			
State Revenue	\$1,919,495,563	\$2,074,343,966	\$154,848,403
Other	14,857,031	34,669,066	19,812,035
<b>Total HMOF</b>	<b>1,934,352,594</b>	<b>2,109,013,032</b>	<b>174,660,438</b>
<b>Transportation Trust Fund (TTF)</b>			
Revenue Available for Modal Distribution	1,005,000,000	997,300,000	(7,700,000)
Interest Earnings	6,837,491	4,779,076	(2,058,415)
Toll Facilities	31,728,350	35,948,250	4,219,900
Local Revenue Sources	238,042,244	201,740,773	(36,301,471)
Project Participation - Regional Entities	234,203,705	37,036,064	(197,167,641)
CPR Bonds	122,900,000	122,900,000	-
GARVEE Bonds	375,000,000	225,222,435	(149,777,565) <sup>1</sup>
Other Trust Fund Revenue	293,052,164	460,621,581	167,569,417
<b>Other Trust Fund Revenue</b>	<b>2,306,763,954</b>	<b>2,085,548,179</b>	<b>(221,215,775)</b>
<b>Priority Transportation Fund (PTF)</b>			
State Revenue	200,642,261	215,661,599	15,019,338
<b>Total PTF</b>	<b>200,642,261</b>	<b>215,661,599</b>	<b>15,019,338</b>
<b>Regional Transportation Funds</b>			
State Revenue	483,524,154	496,100,000	12,575,846
<b>Total Regional Transportation Funds</b>	<b>483,524,154</b>	<b>496,100,000</b>	<b>12,575,846</b>
<b>TOTAL STATE REVENUES</b>	<b>4,925,282,963</b>	<b>4,906,322,810</b>	<b>(18,960,153)</b>
<b>Federal Funding Sources</b>			
Federal Highway Administration (FHWA)	934,043,960	1,062,560,286	128,516,326
Federal Transit Administration (FTA)	34,283,482	34,283,482	-
<b>Total Federal Funding</b>	<b>968,327,442</b>	<b>1,096,843,768</b>	<b>128,516,326</b>
<b>TOTAL COMMONWEALTH TRANSPORTATION FUNDS</b>	<b>\$5,893,610,405</b>	<b>\$6,003,166,578</b>	<b>\$109,556,173</b>



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
<b>Debt Service</b>			
Toll Facilities Debt	\$3,185,850	\$3,188,200	\$2,350
Northern Virginia Transportation District	32,362,697	32,157,615	(205,082)
Oak Grove Connector	2,229,250	1,990,000	(239,250)
Route 28	7,212,819	7,215,019	2,200
Route 58	48,723,700	48,146,950	(576,750)
GARVEE Bonds	64,240,338	90,571,717	26,331,379
FRANs	7,925,392	-	(7,925,392)
CPR Bonds	147,303,405	166,292,743	18,989,338
Other	24,541,323	5,645,937	(18,895,386)
<b>Total Debt Service</b>	<b>337,724,774</b>	<b>355,208,181</b>	<b>17,483,407</b>
<b>Other Agencies &amp; Transfers</b>			
Trust Fund Management	2,950,964	2,783,614	(167,350)
Support to Other State Agencies (excludes DRPT)	58,741,439	60,603,352	1,861,913
Indirect Costs	3,849,441	4,735,091	885,650
<b>Total State Agencies</b>	<b>65,541,844</b>	<b>68,122,057</b>	<b>2,580,213</b>
<b>Maintenance &amp; Operations</b>			
Highway System Maintenance	1,573,950,444	1,674,434,950	100,484,506
Financial Assist. to Localities for Ground Trans. - Cities	362,850,362	371,138,361	8,287,999
Financial Assist. to Localities for Ground Trans. - Counties	64,530,419	66,000,705	1,470,286
<b>Total Maintenance &amp; Operations</b>	<b>2,001,331,225</b>	<b>2,111,574,016</b>	<b>110,242,791</b>
<b>Tolls, Administration &amp; Other Programs</b>			
Ground Transportation System Planning & Research	57,815,730	72,784,885	14,969,155
Environmental Monitoring & Compliance	13,170,831	13,534,237	363,406
Administrative & Support Services	258,127,173	266,051,608	7,924,435
Program Management & Direction	26,122,682	27,001,888	879,206
Toll Facilities Operations	18,194,500	25,212,050	7,017,550
Toll Facility Revolving Account	24,550,000	19,848,000	(4,702,000)
Capital Outlay	39,090,683	39,989,769	899,086
Grant and Loan Programs	6,536,866	-	(6,536,866) <sup>2</sup>
<b>Total Tolls, Administration &amp; Other Programs</b>	<b>443,608,465</b>	<b>464,422,437</b>	<b>20,813,972</b>



DISTRIBUTION OF REVENUE SOURCES	FY 2016	FY 2017	INCREASE (DECREASE)
Transit and Rail Funds			
Share of Modal Distribution (14.7%)	\$147,178,073	149,358,147	\$2,180,074
Transit	84,400,000	77,300,000	(7,100,000)
Surface Transportation Program	25,731,868	26,907,916	1,176,048
Federal Transit Authority (FTA)	34,283,482	34,283,482	-
CMAQ (without State Match)	906,199	2,440,377	1,534,178 <sup>3</sup>
STP Regional (without State Match)	-	-	-
NHPP Statewide with Soft Match	10,008,017	1,393,554	(8,614,463) <sup>3</sup>
NHPP Exempt with Soft Match	2,048,465	1,125,000	(923,465) <sup>3</sup>
STP Statewide with Soft Match	-	4,257,583	4,257,583 <sup>3</sup>
Rail Fund	28,200,000	21,525,000	(6,675,000)
Interest Earnings	1,030,000	1,030,000	-
Motor Fuels Tax to Commonwealth Capital Fund	-	27,800,000	27,800,000
Motor Fuels Tax to transit operations	-	3,100,000	3,100,000
Motor Fuels Tax to transit special programs	-	2,100,000	2,100,000
Metro Matters	50,000,000	50,000,000	-
Transit Capital Bonds	60,000,000	60,000,000	-
Rail Bonds	12,900,000	12,900,000	-
Recordation Taxes for Transit Operating	25,200,000	49,900,000	24,700,000
Intercity Passenger Rail Operating and Capital Fund (IPROC)	56,200,000	51,500,000	(4,700,000)
Mass Transit Fund-Support from Construction	14,171,199	4,610,095	(9,561,104) <sup>3</sup>
Other	855,290	872,396	17,106
<b>Subtotal Mass Transit Fund-Direct Support</b>	<b>553,112,593</b>	<b>582,403,550</b>	<b>29,290,957</b>
Airport Trust Fund			
Share of Modal Distribution (2.4%)	24,029,073	24,385,004	355,931
Interest Earnings	311,844	125,000	(186,844)
<b>Total Airport Trust Fund</b>	<b>24,340,917</b>	<b>24,510,004</b>	<b>169,087</b>
Port Trust Fund			
Share of Modal Distribution (4.2%)	42,050,879	42,673,756	622,877
Interest Earnings	862,372	300,000	(562,372)
<b>Total Port Trust Fund</b>	<b>42,913,251</b>	<b>42,973,756</b>	<b>60,505</b>



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Regional Transportation Programs			
Northern Virginia Transportation Authority Fund	\$314,881,245	\$327,200,000	\$12,318,755
Hampton Roads Transportation Authority Fund	168,642,909	168,900,000	257,091
<b>Total Regional Transportation Programs</b>	<b>483,524,154</b>	<b>496,100,000</b>	<b>12,575,846</b>

Construction			
Dedicated and Statewide Construction	1,061,290,643	-	(1,061,290,643)
Financial Assistance to Localities for Ground Transportation	13,002,204	15,737,329	2,735,125
Interstate System	243,488,438	-	(243,488,438)
Primary System	432,865,588	-	(432,865,588)
Secondary System	120,439,816	-	(120,439,816)
Urban System	75,128,493	-	(75,128,493)
State of Good Repair Program	-	171,957,974	171,957,974
High Priority Projects Program	-	99,567,785	99,567,785
Construction District Grant Programs	-	99,567,783	99,567,783
Specialized State and Federal Programs	-	1,145,288,660	1,145,288,660
Legacy Construction Formula Programs	-	325,733,046	325,733,046
<b>Total Construction</b>	<b>1,946,215,182</b>	<b>1,857,852,577</b>	<b>(88,362,605)</b>

<b>DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS</b>	<b>\$ 5,906,186,251</b>	<b>\$6,003,166,578</b>	<b>\$95,293,069</b>
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**Agency Funding Summary:**

<b>VDOT</b>	\$5,287,414,843	\$5,357,889,363	\$70,474,520
Less Support to Ports	-	-	-
Less Support to DRPT	(14,171,199)	(4,610,095)	9,561,104
<b>VDOT (Net)</b>	<b>5,273,243,644</b>	<b>5,353,279,268</b>	<b>80,035,624</b>
<b>Support to Other Agencies &amp; General Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DRPT</b>	<b>553,112,593</b>	<b>582,403,550</b>	<b>29,290,957</b>
<b>Ports</b>	<b>42,913,251</b>	<b>42,973,756</b>	<b>60,505</b>
<b>Aviation</b>	<b>24,340,917</b>	<b>24,510,004</b>	<b>169,087</b>
<b>Grand Total</b>	<b>\$5,893,610,405</b>	<b>\$6,003,166,578</b>	<b>\$109,556,173</b>

## State Revenue Details

<b>STATE REVENUE SOURCES</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Sales Tax on Motor Fuels	\$839,700,000	\$886,900,000	\$47,200,000
Road Tax	8,500,000	7,900,000	(600,000)
Motor Vehicle Sales & Use Tax	840,000,000	927,200,000	87,200,000
Retail Sales & Use Tax	1,007,300,000	1,049,900,000	42,600,000
International Registration Plan	60,400,000	61,700,000	1,300,000
Motor Vehicle Licenses	244,600,000	246,800,000	2,200,000
Miscellaneous Revenues	15,700,000	17,000,000	1,300,000
Motor Vehicle Rental Tax	35,600,000	39,600,000	4,000,000
Aviation Fuels Tax	2,000,000	2,000,000	-
Recordation Tax	37,900,000	45,400,000	7,500,000
<b>Total</b>	<b>\$3,091,700,000</b>	<b>\$3,284,400,000</b>	<b>\$192,700,000</b>

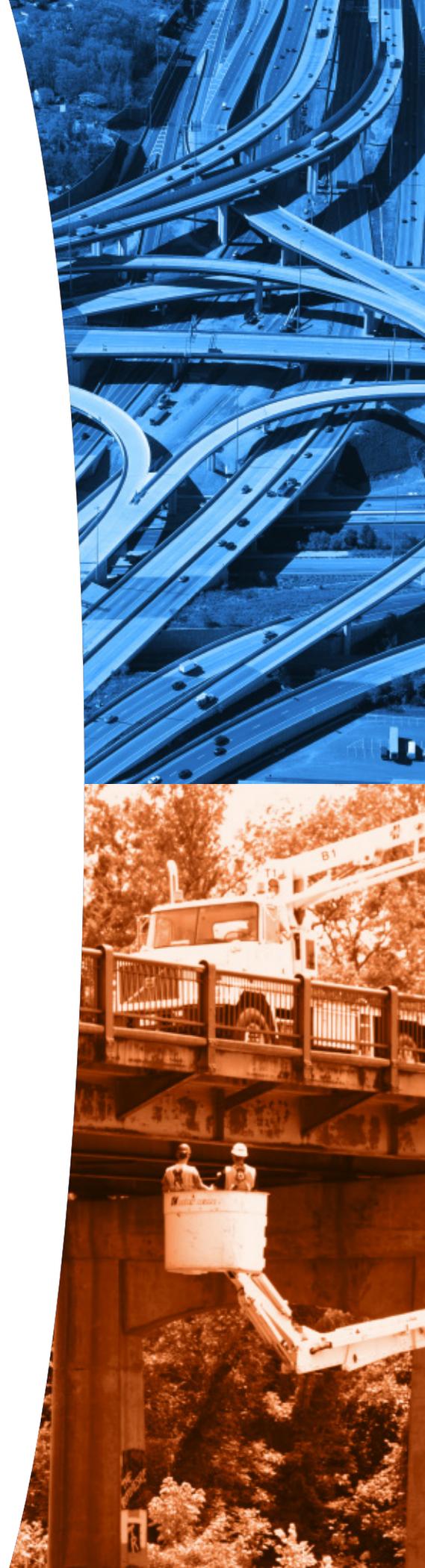
# Endnotes

Endnote Number	Description
1	Adjustment in FY 2017 corresponds to planned use.
2	Interest Earnings for the Highway Maintenance & Operating Fund and the Construction Fund are dedicated to the Transportation Partnership Opportunity Fund (TPOF) and the Virginia Transportation Infrastructure Bank (VTIB). The allocation for TPOF & VTIB is reflected in the Highway Construction Programs, Specialized State and Federal Programs.
3	Represents allocation to projects in the Six-Year Improvement Program (SYIP). This detail will be updated for the Final Recommended Budget.
4	Beginning in FY 2017, the Highway Construction Budget is aligned to new service areas within the program. Construction funding is now dedicated to the State of Good Repair Program, the High Priority Projects Program and the Construction District Grant Program. Other funding streams that are not dedicated to these areas are allocated in the Specialized State and Federal Programs service area. Funding dedicated to the CTB Alternate Formula through FY 2020 will be allocated in the Legacy Construction Formula Program service area.



## **Fiscal Year 2017**

VDOT Annual Budget  
June 2016





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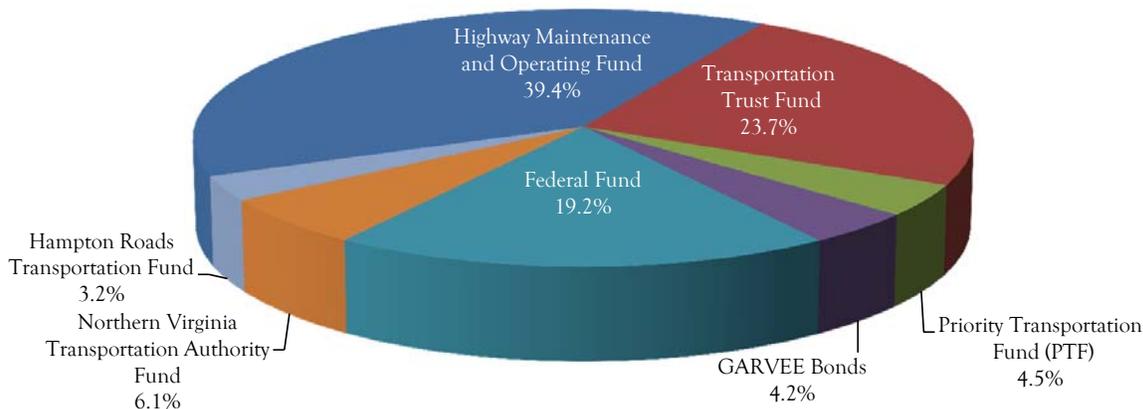
## Overview

The Fiscal Year 2017 (FY 2017) budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the most recent official state revenue forecast from February 2016 and estimated federal funding. The VDOT Budget for FY 2017 totals \$5,357,889,363, a 0.8% increase from the Revised FY 2016 Budget of \$5,317,414,843. The growth over the previous year is primarily driven by additional federal funding and revenue dedicated to the Highway Maintenance and Operating Fund.

VDOT's revenues are provided by dedicated state and federal revenue sources. The major state revenues are estimated by the Department of Taxation and are included in the state's official revenue estimate. VDOT continues to estimate federal revenues based upon information received from Federal Highway Administration (FHWA).

Funding for transportation was addressed during the 2013 General Assembly Session by House Bill 2313 (Chapter 766). Estimated revenues for FY 2016 reflect the third year of implementation of major changes to revenue dedicated to transportation. House Bill 1887 from the 2015 General Assembly Session altered the distribution of some revenue sources. Most of the changes will be effective in FY 2017. The budget also includes the regional revenues provided to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Accountability Commission.

### Sources of Transportation Funds

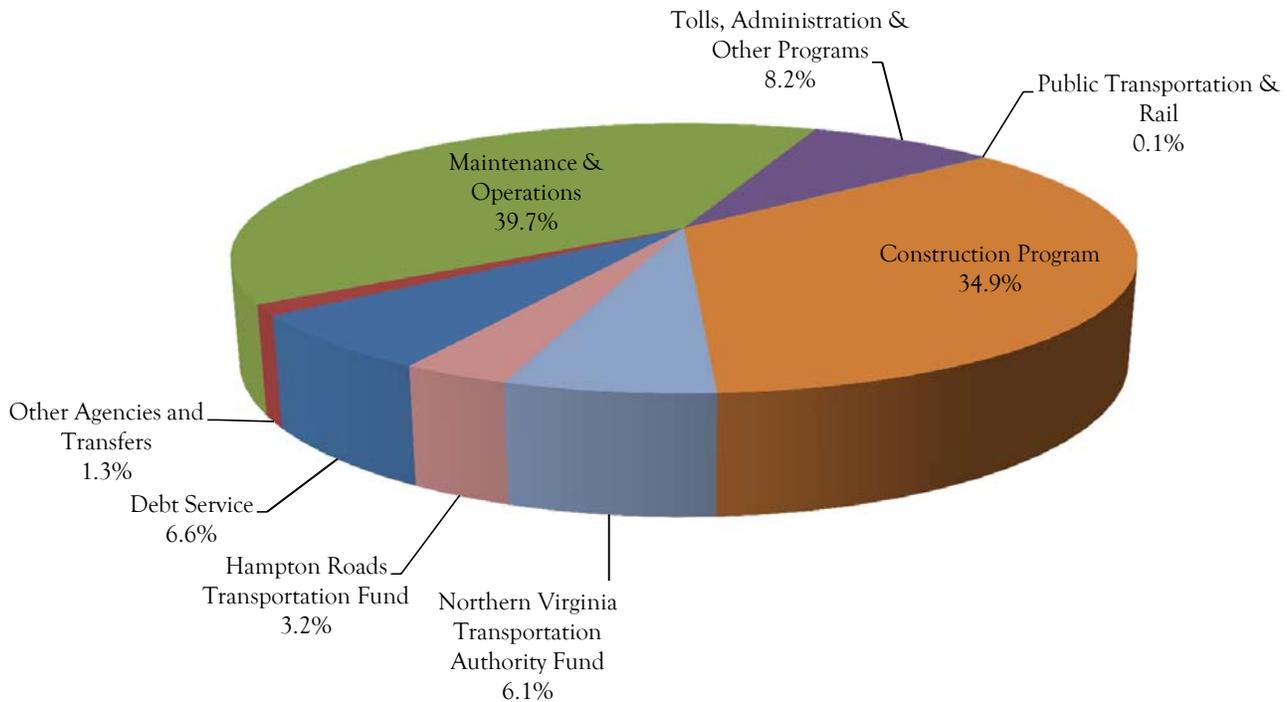


<b>Highway Maintenance and Operating Fund</b>	<b>\$2,109,013,032</b>
<b>Transportation Trust Fund</b>	<b>1,285,456,441</b>
<b>Priority Transportation Fund (PTF)</b>	<b>215,661,599</b>
<b>GARVEE Bonds</b>	<b>225,222,435</b>
<b>Federal Fund</b>	<b>1,026,435,856</b>
<b>Subtotal</b>	<b>\$4,861,789,363</b>
<b>Pass Through Revenues</b>	
Northern Virginia Transportation Authority Fund	327,200,000
Hampton Roads Transportation Fund	168,900,000
<b>TOTAL</b>	<b>\$5,357,889,363</b>

## Overview

VDOT's revenues provide funding for debt service, maintenance, administration and construction. This budget reflects the planned use of the revenues available to the agency and also includes the pass through funds to the regions. The following is a summary of the programs by spending category:

	FY 2016	FY 2017	INCREASE (DECREASE)
Debt Service	\$334,538,924	\$352,019,981	\$17,481,057
Other Agencies and Transfers	65,541,844	68,122,057	2,580,213
Maintenance & Operations	2,014,333,429	2,127,311,345	112,977,916
Tolls, Administration & Other Programs	415,969,633	440,608,749	24,639,116
Public Transportation & Rail	14,171,199	4,610,095	(9,561,104)
Construction Program	1,959,335,660	1,869,117,136	(90,218,524)
<b>Subtotal</b>	<b>\$4,803,890,689</b>	<b>\$4,861,789,363</b>	<b>\$57,898,674</b>
<b>Pass Through Revenues</b>			
Northern Virginia Transportation Authority Fund	314,881,245	327,200,000	12,318,755
Hampton Roads Transportation Fund	168,642,909	168,900,000	257,091
<b>TOTAL</b>	<b>\$5,287,414,843</b>	<b>\$5,357,889,363</b>	<b>\$70,474,520</b>



## Revenues

VDOT's revenues are specifically designated for transportation. Four primary state taxes provide for transportation in Virginia: Sales Tax on Motor Fuels, Motor Vehicle Sales and Use Tax, Motor Vehicle License Fee, and State Sales and Use Tax. The following table summarizes VDOT's FY 2017 revenues.

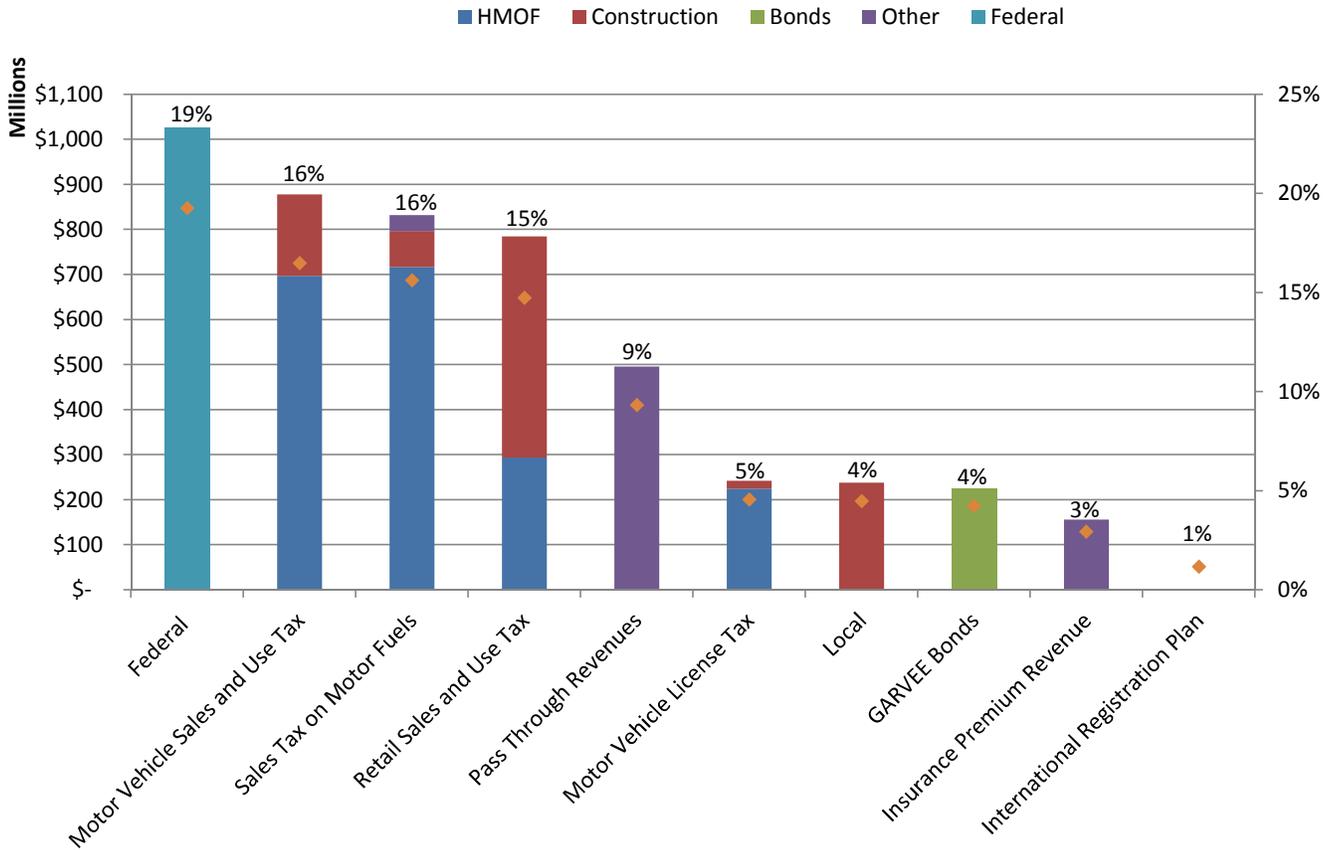
Source	HMOF	Construction*	Federal	Bonds	Other	TOTAL
Sales Tax on Motor Fuels	\$716,800,000	\$79,723,100	\$ -	\$ -	\$35,800,000	\$832,323,100
Motor Vehicle Sales and Use Tax	696,900,000	181,246,100	-	-	-	878,146,100
Motor Vehicle License Tax	224,800,000	17,314,000	-	-	-	242,114,000
Retail Sales and Use Tax	293,900,000	490,851,900	-	-	-	784,751,900
International Registration Plan	61,700,000	-	-	-	-	61,700,000
GARVEE Bonds	-	-	-	225,222,435	-	225,222,435
Other Revenue to Support Bond Programs	-	-	-	-	31,070,647	31,070,647
Insurance Premium Revenue	-	-	-	-	156,000,000	156,000,000
Local	-	237,904,441	-	-	-	237,904,441
Other Sources	114,913,032	100,617,333	-	-	170,590,519	386,120,884
Federal	-	-	1,026,435,856	-	-	1,026,435,856
Transfer to HMOF	14,417,038	(14,417,038)	-	-	-	-
Transfer from Construction Fund for Maintenance Allocation	88,478,815	(88,478,815)	-	-	-	-
<b>Subtotal</b>	<b>\$2,211,908,885</b>	<b>\$1,004,761,021</b>	<b>\$1,026,435,856</b>	<b>\$ 225,222,435</b>	<b>\$393,461,166</b>	<b>\$4,861,789,363</b>
<b>Pass Through Revenues</b>						
Northern Virginia Transportation Authority Fund	-	-	-	-	327,200,000	327,200,000
Hampton Roads Transportation Fund	-	-	-	-	168,900,000	168,900,000
<b>TOTAL</b>	<b>\$2,211,908,885</b>	<b>\$1,004,761,021</b>	<b>\$1,026,435,856</b>	<b>\$225,222,435</b>	<b>\$889,561,166</b>	<b>\$5,357,889,363</b>

\* Includes Highway Share of TTF and other special funds.

\*\* Other Sources includes VDOT Toll Facility Revenue, Cell Tower Lease Revenue, E-Z Pass Operations, Unallocated Balances, Interest and Other Miscellaneous Items.

# Revenues Dedicated to VDOT

This chart illustrates the anticipated revenues of the agency and their relative contribution. Federal revenues are the largest single source followed by the Motor Vehicle Sales and Use Tax.

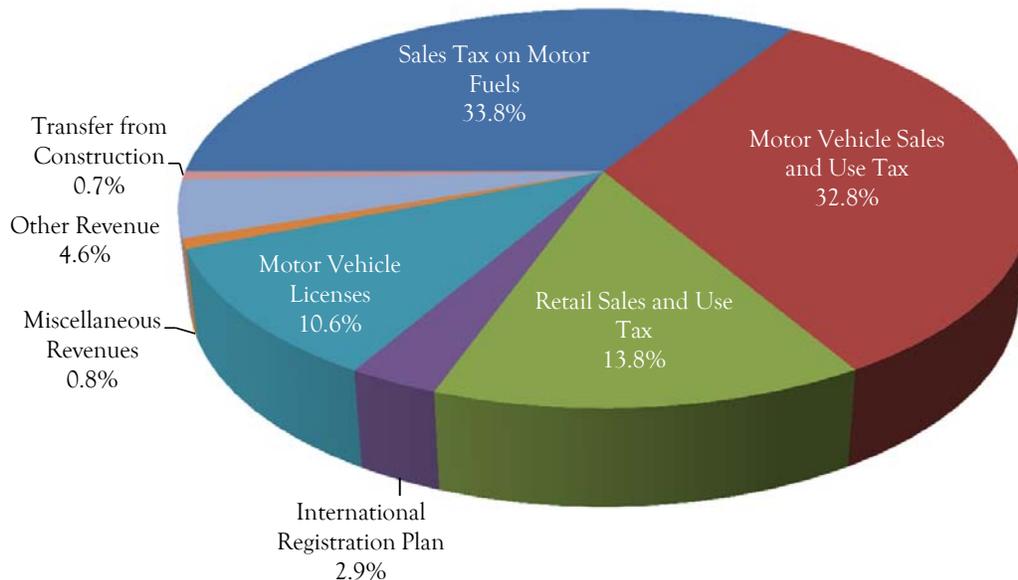


# Highway Maintenance & Operating Fund

The Highway Maintenance and Operating Fund (HMOF) is one of VDOT's major funds. It is funded by dedicated state revenues as listed below. The HMOF is intended to provide for the agency's maintenance, operations and administrative needs. Since Fiscal Year 2002, the HMOF has required transfers from the Construction Fund to cover the budgetary needs of the fund.

HMOF Revenue Sources	FY 2016	FY 2017	Difference
Sales Tax on Motor Fuels	\$678,500,000	\$716,800,000	\$38,300,000
Motor Vehicle Sales and Use Tax	628,300,000	696,900,000	68,600,000
Retail Sales and Use Tax	281,700,000	293,900,000	12,200,000
International Registration Plan	60,400,000	61,700,000	1,300,000
Motor Vehicle Licenses	222,700,000	224,800,000	2,100,000
Miscellaneous Revenues	15,700,000	17,000,000	1,300,000
Other Revenue	47,052,594	97,913,032	50,860,438
<b>Subtotal</b>	<b>\$1,934,352,594</b>	<b>\$2,109,013,032</b>	<b>\$174,660,438</b>
Transfer from Construction	122,488,551	14,417,038	(108,071,513)
Transfer to Construction for MWA	(100,000,000)	-	100,000,000
<b>Total</b>	<b>\$1,956,841,145</b>	<b>\$2,123,430,070</b>	<b>\$166,588,925</b>

**HMOF Revenue Sources, FY 2017**

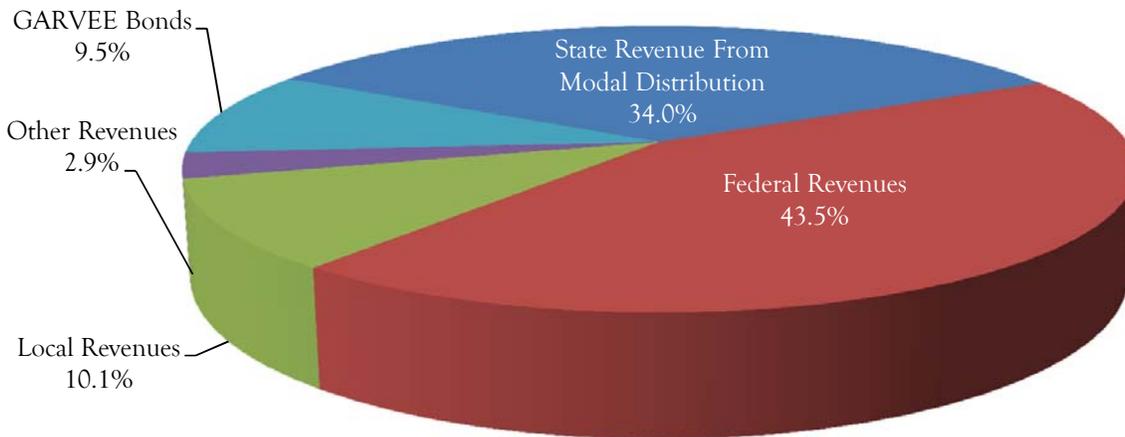


## Transportation Trust Fund - Construction

The Transportation Trust Fund was created by the 1986 Special Session. VDOT manages the 78.7% of the TTF funds dedicated by the Code of Virginia for highway construction. State Revenue from Modal Distribution includes motor vehicle fuels tax, motor vehicle sales tax, and state retail sales and use tax. The following table identifies the construction fund revenues by major source.

Construction Fund Revenue Sources	FY 2016	FY 2017	Difference
State Revenue From Modal Distribution	\$790,275,766	\$801,961,350	\$11,685,584
Federal Revenues	895,349,411	1,026,435,856	131,086,445
Local Revenues	471,390,659	237,904,441	(233,486,218)
Other Revenues	232,591,994	67,791,083	(164,800,911)
GARVEE Bonds	375,000,000	225,222,435	(149,777,565)
<b>Total</b>	<b>\$2,764,607,830</b>	<b>\$2,359,315,165</b>	<b>(\$405,292,665)</b>

**Construction Fund Revenue by Source,  
FY 2017**



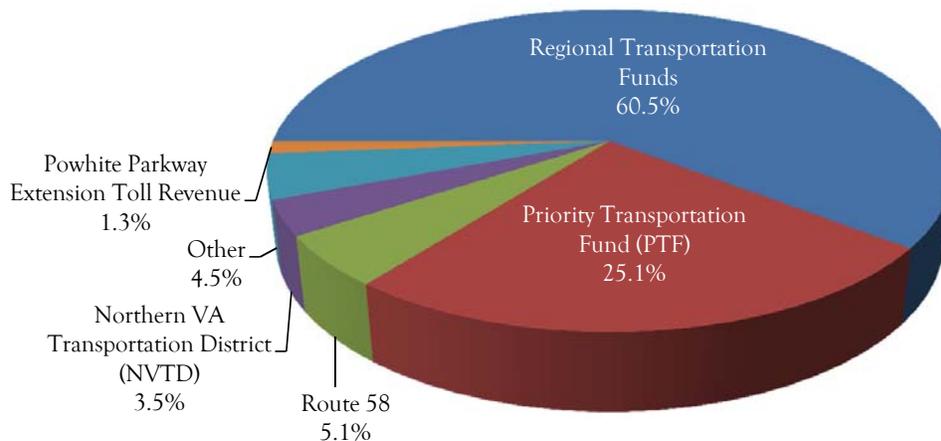
## Other Fund Revenues

In addition to the two major state funds, VDOT manages a number of special funds. Each special fund receives dedicated revenues to be used to support the mission of the program.

Other Fund Revenues	FY 2016	FY 2017	Difference
Regional Transportation Funds	\$483,524,154	\$496,100,000	\$12,575,846
Powhite Parkway Extension Toll Revenue	10,050,000	10,100,250	50,250
Coleman Bridge Toll Revenue	6,628,350	6,000,000	(628,350)
FRANs	260	-	(260)
Northern VA Transportation District (NVTD)	28,110,009	15,489,301	(12,620,708)
Oak Grove	2,515,964	1,537,732	(978,232)
Priority Transportation Fund (PTF)	200,642,261	215,661,599	15,019,338
Transportation Partnership Opportunity Fund	2,943,414	2,609,954	(333,460)
Route 58	40,461,972	47,892,613	7,430,641
Route 28	7,212,819	7,215,019	2,200
Other	28,165,850	55,884,051	27,718,201
<b>Total</b>	<b>\$810,255,053</b>	<b>\$858,490,519</b>	<b>\$48,235,466</b>

<b>Total Construction Major Sources (page 10)</b>	2,542,807,196	2,359,315,165	(183,492,031)
<b>Transfer to HMOF</b>	(122,488,551)	(14,417,038)	108,071,513
<b>Transfer from HMOF for MWAA</b>	100,000,000	-	(100,000,000)
<b>Total Construction Fund</b>	<b>\$3,330,573,698</b>	<b>\$3,203,388,646</b>	<b>(\$127,185,052)</b>

### Other Fund Revenue, FY 2017





# VDOT Program Descriptions & Allocations

## Summary of Allocations by Program

The following table summarizes VDOT's budget by the major budgetary programs.

	FY 2016	FY 2017	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$13,170,831	\$13,534,237	\$363,406
Ground Transportation Planning and Research (602)	57,815,730	72,784,885	14,969,155
Highway Construction Programs (603)	1,959,335,660	1,869,117,136	(90,218,524)
Highway System Maintenance (604)	1,573,950,444	1,674,434,950	100,484,506
Commonwealth Toll Facilities (606)	41,228,350	48,248,250	7,019,900
Financial Assistance to Localities (607)	923,907,139	948,976,395	25,069,256
Non-Toll Supported Transportation Debt Service (612)	334,538,924	352,019,981	17,481,057
Administrative and Support Services (699)	258,127,173	266,051,608	7,924,435
VDOT Capital Outlay (998)	39,090,683	39,989,769	899,086
Grant and Loan Programs	6,536,866	-	(6,536,866)
Support to Other State Agencies	65,541,844	68,122,057	2,580,213
Support to DRPT Programs	14,171,199	4,610,095	(9,561,104)
Support to Ports	-	-	-
<b>Total</b>	<b>\$5,287,414,843</b>	<b>\$5,357,889,363</b>	<b>\$70,474,520</b>

## Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

**Environmental Monitoring and Compliance for Highway Projects (514008)** - To provide efforts to evaluate, monitor and maintain the quality of the state's natural resources as part of a balanced consideration of environmental and transportation needs. VDOT's wetland mitigation program is funded in this service area.

**Environmental Monitoring Program Management and Direction (514009)** - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

<b>ENVIRONMENTAL MONITORING &amp; EVALUATION (514)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Environmental Monitoring & Compliance for Highway Projects (514008)	\$10,588,817	\$10,888,957	\$300,140
Environmental Monitoring Program Management (514009)	2,582,014	2,645,280	63,266
<b>TOTAL ENVIRONMENTAL MONITORING &amp; EVALUATION</b>	<b>\$13,170,831</b>	<b>\$13,534,237</b>	<b>\$363,406</b>
TTF	13,170,831	13,534,237	363,406

## Ground Transportation Planning & Research (602)

Ground Transportation Planning and Research is comprised of:

Ground Transportation System Planning (602001) - To provide efforts to lead and plan a comprehensive system of ground transportation, including the planning of particular ground transportation projects through surveying, mapping and studies. These studies are the basis for decisions on proposed highway plans, programs and projects, as well as other travel modes and routes throughout Virginia.

Ground Transportation System Research (602002) - To provide efforts devoted to the planning and delivery of a comprehensive ground transportation research, development, consulting and technology transfer program covering the areas of transportation system operations, maintenance, structural design and construction, materials and specifications, safety, environmental stewardship, finance and policy.

Ground Transportation Program Management and Direction (602004) - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

<b>PLANNING &amp; RESEARCH (602)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Ground Transportation System Planning (602001)	\$53,064,943	\$58,541,924	\$5,476,981
Ground Transportation System Research (602002)	1,079,867	10,440,699	9,360,832
Ground Transportation Program Management (602004)	3,670,920	3,802,262	131,342
<b>TOTAL PLANNING &amp; RESEARCH</b>	<b>\$57,815,730</b>	<b>\$72,784,885</b>	<b>\$14,969,155</b>
HMOF	4,047,290	13,669,660	9,622,370
CONSTRUCTION	35,551,090	38,577,132	3,026,042
FEDERAL	18,217,350	20,538,093	2,320,743

## Highway Construction Programs (603)

For FY 2017, the funding made available for distribution is distributed via the Commonwealth Transportation Board Formula outlined in the Code of Virginia, § 33.2-358. Funding is also available for distribution to the following programs: State of Good Repair Program, High Priority Projects Program, and the Construction District Grant Program.

The FY 2016 Budget Recommendations include additional revenue anticipated from localities for project participation as well as revenue from the regional entities for VDOT administered projects.

The budget also contains a significant application of Toll Credits that are used as "soft match" to meet the nonfederal share matching requirements. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.

<b>CONSTRUCTION (603)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Dedicated and Statewide Construction (603002)	\$1,061,290,643	\$ -	(\$1,061,290,643)
Interstate Construction (603003)	243,488,438	-	(243,488,438)
Primary Construction (603004)	432,865,588	-	(432,865,588)
Secondary Construction (603006)	120,439,816	-	(120,439,816)
Urban Construction (603007)	75,128,493	-	(75,128,493)
State of Good Repair Program (603020)	-	171,957,974	171,957,974
High Priority Projects Program(603021)	-	119,895,765	119,895,765
Construction District Grant Programs (603022)	-	119,895,763	119,895,763
Specialized State and Federal Programs (603023)	-	1,145,288,660	1,145,288,660
Legacy Construction Formula Program (603024)	-	285,077,086	285,077,086
Construction Management (603015)	26,122,682	27,001,888	879,206
<b>TOTAL CONSTRUCTION</b>	<b>\$1,959,335,660</b>	<b>\$ 1,869,117,136</b>	<b>(\$90,218,524)</b>
CONSTRUCTION	1,003,103,864	870,413,153	(132,690,711)
FEDERAL	557,580,097	680,735,836	123,155,739
NVTD	1,747,312	-	(1,747,312)
PTF	20,872,141	49,348,000	28,475,859
OAK GROVE	286,714	-	(286,714)
FRANS	5,260	-	(5,260)
ROUTE 28	2,000	-	(2,000)
ROUTE 58	738,272	7,000,000	6,261,728
TPOF	-	2,591,014	2,591,014
BONDS	-	31,070,647	
VTIB	-	2,736,051	2,736,051
GARVEE BONDS	375,000,000	225,222,435	(149,777,565)

\*Beginning in FY 2017, the Highway Construction Budget is aligned to new service areas within the program. Construction funding is now dedicated to the State of Good Repair Program, the High Priority Projects Program and the Construction District Grant Program. Other funding streams that are not dedicated to these areas are allocated in the Specialized State and Federal Programs service area. Funding dedicated to the CTB Alternate Formula through FY 2020 will be allocated in the Legacy Construction Formula Program service area. The following pages detail each construction service area.

## Highway Construction Programs (603)

### STATE OF GOOD REPAIR PROGRAM (603020)

The purpose of the State of Good Repair Program service area is to allocate funds to state of good repair purposes for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of pavement on the Interstate System and primary state highway system determined to be deteriorated by the Board, including municipality-maintained primary extensions. (Code of Virginia §33.2-369)

<b>STATE OF GOOD REPAIR PROGRAM (603020)</b>	<b>FY 2017</b>
<b>TOTAL STATE OF GOOD REPAIR</b>	<b>171,957,974</b>
CONSTRUCTION	101,590,684
FEDERAL	70,367,290

### HIGH PRIORITY PROJECTS PROGRAM (603021)

The purpose of the High Priority Projects Program service area is to allocate funds to the established program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to Code of Virginia §33.2-353. From funds allocated to this program, the Board shall allocate funds to the Innovation and Technology Transportation Fund, provided that the allocation shall not exceed \$25 million annually. (Code of Virginia §33.2-370)

<b>HIGH PRIORITY PROJECTS PROGRAM (603021)</b>	<b>FY 2017</b>
<b>TOTAL HIGH PRIORITY PROJECTS</b>	<b>\$119,895,765</b>
CONSTRUCTION	2,930,549
FEDERAL	27,980,675
GARVEE	88,984,541

### CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

The purpose of the Construction District Grant Programs service area is to allocate funds to the established grant program in each highway construction district to fund projects and strategies that address a need in the Statewide Transportation Plan developed pursuant to Code of Virginia §33.2-353. In accordance with §33.2-359, the Commonwealth Transportation Board shall allocate funds to improve nonsurface treated secondary highways that carry 50 or more vehicles per day. This allocation shall not exceed \$25 million annually. (Code of Virginia, §33.2-371)

<b>CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)</b>	<b>FY 2017</b>
<b>TOTAL CONSTRUCTION DISTRICT GRANT</b>	<b>\$119,895,763</b>
CONSTRUCTION	83,103,927
FEDERAL	35,109,122
GARVEE	1,682,714

\* The amounts provided for High Priority Projects Program and the Construction District Grant Program are reduced to transfer funding to the Maintenance Program, representing 45% of the funds released from the Route 460 Improvements Project. These transfers are planned through FY 2019.

## Highway Construction Programs (603)

### SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

The purpose of the Specialized State and Federal Programs service area is to allocate funds to State and Federal Construction Programs that are not components of the other funding distributions. The Federal programs that are exempt from the distribution process are outlined in § 33.2-214.1. of the Code of Virginia (Statewide prioritization process for project selection). These include Congestion Mitigation and Air Quality (CMAQ) funding, Regional Surface Transportation Program funding, and Safety funding. Through FY 2020, some federal funding continues in this distribution category to meet project commitments. The service area will also allocate previously programmed GARVEE bonds, other bond programs, and the state and local components of Revenue Sharing.

<b>SPECIALIZED STATE AND FEDERAL (603023)</b>	<b>FY 2017</b>
CMAQ & State Match	\$37,511,478
I-66 Inside the Beltway	25,000,000
NHPP & Soft Match	65,591,952
NHPP Bridge & Soft Match	10,127,005
NHPP APD	-
NHPP Exempt & Soft Match	14,540,765
Open Container	20,795,408
Participating Project Costs	40,000,000
Previously Programmed Garvee Bonds	134,555,180
Project Participation from HRTAC	29,036,064
Project Participation from NVTAs	8,000,000
PTF for MWAAs	25,000,000
Revenue Sharing	300,000,000
Safety & Soft Match	53,122,502
STP Bridge & Soft Match	45,000,000
STP BROS & Soft Match	15,258,197
STP Regional & State Match	103,042,439
STP Statewide & Soft Match	23,065,722
STP 5-200K & Soft Match	19,618,689
STP <5K & Soft Match	36,139,288
Tele Fees	10,367,377
TPOF/CPR Balance	31,070,647
Other	98,445,947

### **TOTAL SPECIALIZED STATE AND FEDERAL (60323)**

**\$1,145,288,660**

Construction	447,278,772
Federal	470,708,996
GARVEES	134,555,180
PTF	34,348,000
Bonds	31,070,647
VTIB	2,736,051
TPOF	2,591,014

## Highway Construction Programs (603)

### LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)

The purpose of the Legacy Construction Formula Programs service area is to allocate funds to the Commonwealth Transportation Board Alternate Formula outlined in the Code of Virginia, §33.2-358 C. Funding available for the purposes outlined is planned through FY 2020. The service area will also have appropriation to support spending of prior-year allocations of formula distributed funding.

<b>LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)</b>		<b>FY 2017</b>
CTB Formula		\$285,077,086
<b>TOTAL LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)</b>		<b>\$285,077,086</b>
CONSTRUCTION		\$208,507,333
FEDERAL		76,569,753

The Commonwealth Transportation Board authorized \$325,733,046 for the CTB Alternate Formula distribution. The difference between the amount authorized and the amount allocated above represents the previously unprogrammed balances that was available for House Bill 2 Distribution. Those funds are reflected in the High Priority Projects Program and the Construction District Grant Program.

### CONSTRUCTION MANAGEMENT (603015)

The purpose of the construction management program is to provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

<b>CONSTRUCTION MANAGEMENT (603015)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
<b>TOTAL CONSTRUCTION MANAGEMENT</b>	<b>\$26,122,682</b>	<b>\$27,001,888</b>	<b>\$879,206</b>
TTF	26,122,682	27,001,888	879,206

## Highway System Maintenance (604)

The maintenance program consists of:

**Interstate Maintenance (604001)** - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

**Primary Maintenance (604002)** - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

**Secondary Maintenance (604003)** - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

**Transportation Operations Services (604004)** - To improve mobility, safety, travel time reliability and security on the transportation system through the deployment of a variety of operational strategies including regional smart traffic centers, emergency services, traveler services, congestion management and traffic signalization optimization.

**Highway Maintenance Program Management and Direction (604005)** - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

<b>HIGHWAY SYSTEM MAINTENANCE (604)</b>	<b>FY 2016</b>	<b>FY 2017*</b>	<b>INCREASE (DECREASE)</b>
Interstate Maintenance (604001)	\$332,135,404	\$327,947,288	(\$4,188,116)
Primary Maintenance (604002)	452,796,575	515,968,338	63,171,763
Secondary Maintenance (604003)	543,417,236	574,681,876	31,264,640
Transportation Operations Services (604004)	170,056,169	177,119,539	7,063,370
Highway Maintenance Program Management & Direction (604005)	75,545,060	78,717,909	3,172,849
<b>TOTAL HIGHWAY SYSTEM MAINTENANCE</b>	<b>\$1,573,950,444</b>	<b>\$1,674,434,950</b>	<b>\$100,484,506</b>
HMOF	1,333,307,444	1,453,651,255	120,343,811
FEDERAL	240,643,000	220,783,695	(19,859,305)

\* The amount recommended for FY 2017 includes transfers from the funds allocated to the High Priority Projects Program and the Construction District Grant Program, representing a share of 45% of the allocations released from the Route 460 Improvements Project. These transfers are planned through FY 2019.

## Commonwealth Toll Facilities (606)

Revenues collected from toll facilities contribute to Virginia's safe and effective transportation system. Currently, the following toll facilities operate in Virginia: George P. Coleman Toll Facility, Powhite Parkway Extension, Dulles Toll Road, Dulles Greenway, Chesapeake Bay Bridge-Tunnel, Chesapeake Expressway, Downtown Expressway/Powhite Parkway, the Boulevard Bridge, Pocahontas Parkway, 495 Express Lanes, South Norfolk Jordan Bridge, Downtown Tunnel/Midtown Tunnel/Martin Luther King Extension Project, and the 95 Express Lanes. Of these facilities, two are currently owned and operated by VDOT: Powhite Parkway Extension Toll Road in Chesterfield County and George P. Coleman Bridge in Gloucester County. The remaining toll facilities are operated by other entities.

**Toll Facility Acquisition and Construction (606001)** -To provide for efforts to acquire and construct ground transportation toll facilities. For FY 2017 this is an estimate for what is needed for Interstate 66 Inside the Beltway toll facility.

**Toll Facility Debt Service (606002)** -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. The remaining state-owned facility collecting tolls to pay debt service on outstanding bonds is the George P. Coleman Bridge located between Gloucester and York counties. The bonds issued to finance the Powhite Parkway Extension have been retired, but the toll revenues are needed to repay the outstanding debts of the facility owed to VDOT and Chesterfield County.

**Toll Facility Maintenance and Operation (606003)** - To provide for the operational costs of the two toll facilities operated by VDOT: the George P. Coleman Bridge and the Powhite Parkway Extension Toll Road. All operating costs associated with that facility are to be paid out of the revenues generated by that facility. Customer service and toll collection are toll facilities' main operations.

**Toll Facilities Revolving Fund (606004)** - To provide a method to finance and/or refinance existing and potential toll facilities. Funds allocated from the Toll Facilities Revolving Account intended for planned or operating toll facilities are considered advance funding and are expected to be repaid to the Toll Facilities Revolving Account.

<b>COMMONWEALTH TOLL FACILITIES (606)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Acquisition & Construction (606001)	\$ -	\$12,300,000	\$12,300,000 <sup>7</sup>
Debt Service (606002)	\$3,185,850	3,188,200	\$2,350
Maintenance & Operations (606003)	13,492,500	12,912,050	(580,450)
Toll Facilities Revolving (606004)	24,550,000	19,848,000	(4,702,000) <sup>7</sup>
<b>TOTAL TOLL FACILITIES</b>	<b>\$41,228,350</b>	<b>\$48,248,250</b>	<b>(\$5,280,100)</b>
POWHITE	10,050,000	10,100,250	50,250
COLEMAN	6,628,350	6,000,000	(628,350)
TOLL FACILITIES REVOLVING	24,550,000	32,148,000	7,598,000

## Financial Assistance to Localities (607)

**Financial Assistance to Localities consists of:**

**Financial Assistance for City Road Maintenance (607001)** - To provide monetary support to localities for capital improvements and/or maintenance of roads and/or transportation facilities. Direct financial assistance is provided to 84 cities and towns to maintain, operate, and improve their arterial and collector roads and local streets. The level of assistance to the respective local governments for maintenance expenditures is based on the number of qualifying lane-miles in each locality and available funding.

**Financial Assistance for County Road Maintenance (607002)** - Provide monetary support in lieu of maintenance services to localities for road maintenance and upkeep where such localities have elected to maintain their own highway systems. Currently, Henrico and Arlington maintain their own roads.

**Financial Assistance for Planning, Access Roads, and Special Projects (607004)** - To manage and distribute funding for recreational and industrial access programs and the Metropolitan Planning federal grant program. The Recreational Access Program provides funding for roads and bikeways to new or expanding non-federal, non-commercial public parks and historic sites. Access roads for qualifying airports and industrial sites, and access tracks for qualified rail users are provided through VDOT's Industrial, Airport, and Rail Access Fund. The Metropolitan Planning Grants are federal funds available to support activities undertaken by Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans and transportation improvement programs.

**Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)** - To transfer state regional tax revenues to the Northern Virginia Transportation Authority to fund local and regional transportation projects.

**Distribution of Hampton Roads Transportation Fund Revenues (607007)** - To transfer state regional tax revenues to the Hampton Roads Transportation Accountability Commission to fund local and regional transportation projects.

<b>FINANCIAL ASSISTANCE TO LOCALITIES (607)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Financial Assistance for City Road Maintenance (607001)	\$362,850,362	\$371,138,361	\$8,287,999
Financial Assistance for County Road Maintenance (607002)	64,530,419	66,000,705	1,470,286
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	13,002,204	15,737,329	2,735,125
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	314,881,245	327,200,000	12,318,755
Distribution of Hampton Roads Transportation Fund Revenues (607007)	168,642,909	168,900,000	257,091
<b>TOTAL FINANCIAL ASSISTANCE TO LOCALITIES</b>	<b>\$923,907,139</b>	<b>\$948,976,395</b>	<b>\$25,069,256</b>
HMOF	427,380,781	437,139,066	9,758,285
CONSTRUCTION	6,333,578	7,970,814	1,637,236
FEDERAL	6,668,626	7,766,515	1,097,889
NORTHERN VIRGINIA REGIONAL FUND	314,881,245	327,200,000	12,318,755
HAMPTON ROADS REGIONAL FUND	168,642,909	168,900,000	257,091

## Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

**Highway Transportation Improvement District Debt Service (612001)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special tax districts. There is currently only one such district, the State Route 28 Highway Transportation Improvement District in Fairfax and Loudoun counties.

**Designated Highway Corridor Debt Service (612002)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special designated highway corridors. The Commonwealth Transportation Board has issued transportation revenue bonds for the U.S. Route 58 Corridor Development Program, the City of Chesapeake Oak Grove Connector Project, and the Northern Virginia Transportation District (NVTD) Program.

**Federal Highway Revenue Anticipation Notes Debt Service (612003)** - To provide for the debt service requirements of the Federal Highway Reimbursement Anticipation Notes (FRANs) sold to finance transportation improvements in the Commonwealth. The bonds were retired in FY 2016.

**Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements under the Commonwealth Transportation Capital Projects Bond Act.

**Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)** - To provide for the debt service requirements of the bonds sold as Federal Transportation Grant Anticipation Revenue bonds (GARVEEs).

<b>Non-Toll Supported Transportation Debt Service (612)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
Highway Transportation Improvement Debt Service (612001)	\$7,212,819	\$7,215,019	\$2,200
Designated Highway Corridor Debt Service (612002)	83,315,647	87,919,646	4,603,999
Federal Highway Reimbursement Anticipation Notes Debt Service (612003)	7,925,392	-	(7,925,392)
Capital Projects Bonds/Reserve (612004)	147,303,405	166,292,743	18,989,338
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	64,240,338	90,571,717	26,331,379
Other	24,541,323	20,856	(24,520,467)
<b>TOTAL NON-TOLL SUPPORTED DEBT SERVICE</b>	<b>\$334,538,924</b>	<b>\$352,019,981</b>	<b>\$17,481,057</b>
FRANS	7,925,392	-	(7,925,392)
NVTD	32,362,697	35,489,301	3,126,604
OAK GROVE	2,229,250	2,537,732	308,482
ROUTE 28	7,212,819	7,215,019	2,200
PTF	24,541,323	20,856	(24,520,467)
CPR BONDS	147,303,405	166,292,743	18,989,338
ROUTE 58	48,723,700	49,892,613	1,168,913
FEDERAL	64,240,338	90,571,717	26,331,379

## Administrative & Support Services (699)

Administrative and Support Services is comprised of:

**General Management and Direction (699001)** - To provide for the general administrative management, direction and support activities of VDOT. This includes, but is not limited to, accounting services, human resources, succession planning, health and safety services, procurement, facilities management, management studies, policy analysis, process improvements, performance management, internal auditing, innovative financing, financial planning services and oversight of compensation programs for all VDOT employees.

**Information Technology Services (699002)** - To provide for administrative management, direction and infrastructure support for tasks including, but not limited to, automated data processing services for citizens and visitors to the Commonwealth, Virginia's legislative bodies, other state and local government agencies as well as its own Department of Transportation employees.

**Facilities and Grounds Management Services (699015)** - To provide physical plant maintenance needs to VDOT facilities. This maintenance work is considered ordinary or routine nature and includes the cost of labor, equipment and materials to make minor repairs to utilities such as plumbing, heating, and electrical; and the maintenance of driveways, parking lots, and yards. The service area also funds small renovation/alteration projects that cost no more than \$10,000.

**Employee Training and Development (699024)** - To provide Employee Training and Development services to VDOT. This includes traditional classroom training and related development activities and tuition reimbursement.

<b>ADMINISTRATIVE &amp; SUPPORT SERVICES (699)</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
General Management & Direction (699001)	\$138,377,128	\$142,662,181	\$4,285,053
Information Technology Services (699002)	88,817,504	88,723,194	(94,310)
Facilities and Grounds Management Services (699015)	15,649,647	16,235,764	586,117
Employee Training & Development (699024)	15,282,894	18,430,469	3,147,575
<b>TOTAL ADMINISTRATIVE &amp; SUPPORT SERVICES</b>	<b>\$258,127,173</b>	<b>\$266,051,608</b>	<b>\$7,924,435</b>
HMOF	249,289,519	259,147,219	9,857,700
CONSTRUCTION	837,654	864,389	26,735
FEDERAL	8,000,000	6,040,000	(1,960,000)

## VDOT Capital Outlay (998)

Capital Outlay funding is provided to support the agency's building and renovation needs as well as Maintenance Reserve needs. This funding may be used for acquisition of real property (including buildings or plant) or machinery or equipment, new construction, and improvements related to state-owned real property, buildings, plant, machinery or equipment (including plans therefore), as defined in the *Code of Virginia*. All capital outlay projects must be approved by the Governor and General Assembly via the Six-Year Capital Improvement Plan and the Biennial Budget. VDOT receives direction from the Department of Planning and Budget and the Department of General Services on the development and execution of the Capital Outlay Program.

VDOT CAPITAL OUTLAY (998)	FY 2016	FY 2017	INCREASE (DECREASE)
<b>TOTAL VDOT CAPITAL OUTLAY</b>	<b>\$39,090,683</b>	<b>\$39,989,769</b>	<b>\$899,086</b>
CONSTRUCTION	39,090,683	39,989,769	899,086

## Support to Other State Agencies

VDOT provides funding to other agencies to cover support activities and services related to the transportation programs.

<b>SUPPORT TO OTHER STATE AGENCIES</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>INCREASE (DECREASE)</b>
<b>Transportation Appropriation to Other Agencies</b>			
Department of Education	\$243,919	\$263,327	\$19,408
Marine Resources Commission	313,768	313,768	-
Secretary of Transportation	832,014	888,357	56,343
Department of State Police	7,424,304	7,795,519	371,215
Department of Minority Business Enterprise	1,453,283	1,535,130	81,847
Department of Historic Resources	100,000	109,835	9,835
Department of Emergency Management	1,170,639	1,170,639	-
Department of Motor Vehicles	13,054,872	21,161,150	8,106,278 <sup>9</sup>
Virginia Port Authority	3,950,023	-	(3,950,023) <sup>10</sup>
Department of Treasury	185,187	185,187	-
Virginia Liaison Office	143,375	151,884	8,509
Virginia Commercial Space Flight Authority	15,800,000	15,800,020	20
Virginia Port Authority - Ch. 2, item 454, D.	3,100,000	-	(3,100,000)
Office of the State Inspector General	1,778,333	1,851,627	73,294
<b>SUBTOTAL</b>	<b>49,549,717</b>	<b>51,226,443</b>	<b>1,676,726</b>
<b>Transfers to the General Fund</b>			
Department of General Services	362,854	362,854	-
Department of Agriculture & Conservation Services	97,586	97,586	-
Chesapeake Bay Initiatives	7,416,469	7,416,469	-
Indirect Costs	3,849,441	4,735,091	885,650
Department of Taxation	2,765,777	2,783,614	17,837
<b>SUBTOTAL</b>	<b>14,492,127</b>	<b>15,395,614</b>	<b>903,487</b>
<b>Transfers to Other Agencies</b>			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	-
<b>SUBTOTAL</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>-</b>
<b>TOTAL SUPPORT TO OTHER STATE AGENCIES</b>	<b>\$65,541,844</b>	<b>\$68,122,057</b>	<b>\$2,580,213</b>
HMOF	42,816,111	48,301,685	5,485,574
CONSTRUCTION	22,710,335	19,801,432	(2,908,903)
GENERAL FUND	-	-	-
TOLL FACILITIES REVOLVING	-	-	-
TPOF	15,398	18,940	3,542



The following table summarizes VDOT's budget by major program and major fund.

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ -	\$13,534,237	\$ -	\$ -	\$ -	\$13,534,237
Ground Transportation Planning & Research (602)	13,669,660	38,577,132	20,538,093	-	-	72,784,885
Highway System Acquisition and Construction (603)	-	870,413,153	680,735,836	225,222,435	92,745,712	1,869,117,136
Highway System Maintenance (604)	1,365,172,440	88,478,815	220,783,695	-	-	1,674,434,950
Commonwealth Toll Facilities (606)	-	-	-	-	48,248,250	48,248,250
Financial Assistance to Localities (607)	437,139,066	7,970,814	7,766,515	-	496,100,000	948,976,395
Non-Toll Supported Transportation Debt Service (612)	-	-	90,571,717	-	261,448,264	352,019,981
Administrative and Support Services (699)	259,147,219	864,389	6,040,000	-	-	266,051,608
VDOT Capital Outlay (998)	-	39,989,769	-	-	-	39,989,769
Grant and Loan Programs	-	-	-	-	-	-
Support to Other State Agencies	48,301,685	19,801,432	-	-	18,940	68,122,057
Support to DRPT Programs	-	4,610,095	-	-	-	4,610,095
<b>TOTAL</b>	<b>\$ 2,123,430,070</b>	<b>\$ 1,084,239,836</b>	<b>\$ 1,026,435,856</b>	<b>\$ 225,222,435</b>	<b>\$ 898,561,166</b>	<b>\$5,357,889,363</b>

\* - Other includes tolls, PTF, Route 58, Route 28, Oak Grove, TPOF, and Regional Transportation Funds.

## Budget Comparison Schedule for FY 2017

### Revenues

Revenue provided by the General Fund of the Commonwealth	\$40,000,000
Taxes	3,172,761,100
Rights and privileges	320,747,405
Sale of property and commodities	-
Interest, dividends, and rents	14,172,992
Fines, forfeitures, court fees	-
Penalties, and escheats	4,900,000
Receipts from localities and private sector	229,377,064
Federal grants and contracts	1,026,435,856
Toll revenues	27,748,250
Other	207,587,089
Total Revenues	<u>5,043,729,756</u>

### Other Financing Sources

Other financing sources	57,866,525
Bond proceeds	256,293,082
Note proceeds	-
Transfers from other state agencies and General Fund	-
Transfers in	-
Total Other Financing Sources	<u>314,159,607</u>

**Total Revenues and Other Sources** \$5,357,889,363

## Budget Comparison Schedule for FY 2017

<b>Expenditures</b>	
Administrative and support services	\$266,051,608
Ground transportation system planning and research	72,784,885
Highway system acquisition and construction	1,869,117,136
Highway system maintenance	1,674,434,950
Financial assistance to localities	948,976,395
Environmental monitoring and compliance	13,534,237
Toll facility operations and construction	48,248,250
Capital outlay	39,989,769
Debt Service	352,019,981
<b>Total Expenditures</b>	<u>5,285,157,211</u>
 <b>Other Financing Uses</b>	
Other financing uses	-
Transfers to other state agencies and General Fund	72,732,152
Transfers out	-
<b>Total Other Financing Uses</b>	<u>72,732,152</u>
 <b>Total Expenditures and Other Uses</b>	 <u><u>\$5,357,889,363</u></u>
 <b>Revenues and Other Sources Over (Under) Expenditures and Other Uses</b>	 <u><u>\$ -</u></u>

## Index: Acronyms and Terminology

Term	Description
BROS	Bridge Off-System
CMAQ	Congestion Mitigation and Air Quality
CPR	Capital Projects Revenue Bonds
CTB Formula	The <i>Code of Virginia</i> calls for the Allocation of funds among highway systems (§ 33.2-358). The section was updated during the 2012 General Assembly session with the addition of the CTB Formula. Through FY 2020, up to \$500 million of funds available may be distributed in the following manner: 25% Bridge, 25% High Priority Projects, 25% Interstate and Primary and Primary Extension Pavements, 15% Public-Private Transportation Act Projects, 5% Unpaved roads, and 5% to Smart Roadway Technology.
DRPT	Department of Rail and Public Transportation
FHWA	Federal Highway Administration
FRANs	Federal Reimbursement Anticipation Notes
GARVEE	Federal Grant Anticipation Revenue Bonds
HMOF	Highway Maintenance and Operating Fund
MWAA	Metropolitan Washington Airports Authority
NHPP	National Highway Performance Program
NHPP APD	National Highway Performance Program dedicated to the Appalachian Development Program
NHPP Bridge	National Highway Performance Program dedicated to Bridges
NVTD	Northern Virginia Transportation District
Oak Grove	City of Chesapeake Oak Grove Connector Project Bonds
PTF	Priority Transportation Fund
Soft Match	The budget contains a significant application of Toll Credits that are used as "soft match" to meet the nonfederal share matching requirements. Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.
STP	Surface Transportation Program
STP Bridge	Surface Transportation Program dedicated to Bridges
STP Regional	Federal allocation that is to be used in urbanized areas with population greater than 200,000 – This portion is to be divided among those areas based on their relative share of population
STP Statewide	Surface Transportation Program suballocation that may be used in any area of the State
STP Under 200,000	Federal allocation that is to be used in areas with population greater than 5,000 but no more than 200,000
STP Under 5,000	Federal allocation that is to be used in areas with population of 5,000 or less
TAP	Transportation Alternatives Program
Tele Fees	Allocation of revenue from Public Rights-of-Way Use Fee to a provider of telecommunications service
Toll Facilities Revolving	Toll Facilities Revolving Account
TPOF	Transportation Partnership Opportunity Fund
TTF	Transportation Trust Fund

# Endnotes

Endnote Number	Description
1	Reflects additional revenue provided by House Bill 2313 of the 2013 General Assembly Session. The Motor Vehicle Sales and Use Tax increases by 0.05 percent on July 1, 2015.
2	The local revenue estimate is driven by project participation from localities and anticipated revenue from regional entities for VDOT administered projects.
3	Based on FY 2017 planned use.
4	Increased funding from FY 2016 represents the restoration of funding for Research Incentives and Implementation. The program used previously provided balances during FY 2016. Additionally, the program increased as a result of updating the revenue estimate for State Planning and Research (SPR) and the associated state match.
5	Decrease is primarily due to the decrease in planned allocations of Federal Transportation Grant Anticipation Revenue Notes (GARVEE bonds) and anticipated local and regional funding.
6	Increased allocation represents normal program growth based on PPI and one-time increase to reflect a 45% share of the released 460 allocations. This share of the increase is planned over fiscal years 2017 - 2019.
7	The increased allocation represents budget authority needed to support the construction of I-66 Inside the Beltway Toll Facility. The FY 2016 budget in Service Area 606004 also included an allocation of current balances of Toll Facility Revolving Account allocations to support Preliminary efforts for I-66 Inside the Beltway. Additional allocations in 606004 are provided to support E-ZPass Operations and Violation Enforcement Services.
8	The allocation for Grant and Loan Programs (Transportation Partnership Opportunity Fund and Virginia Transportation Infrastructure Bank) is now reflected in the Highway Construction Programs, Specialized State and Federal Programs allocation.
9	Increased capital outlay expenditures for DMV Weigh Stations in FY 2017.
10	End of support to Virginia Port Authority for Barge Service in FY 2017.



# Proposed Final FY 2017 – 2022 Six-Year Improvement Program

John Lawson, CFO VDOT  
June 13, 2016

# Highlights

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**Fund full consensus scenario to \$1.7B preliminary estimate (\$883M District Grant Program and \$833 High Priority Projects Program)**

**Provide \$88M for I-66 Inside the Beltway Widening (UPC 108424) from GARVEES allocated prior to implementation of HB1887 construction programs**

**Allocates \$132M from FY 2022**

**Provides for I-66 Inside the Beltway and replaces the \$44M reduction in funds distributed through HB 1887 to the HPP and DGP program through FY 2021**

**Will be offset by addition of approximately \$150M of additional GARVEEs in FY 2022 – 2023**

**Continue special programs after sunset of CTB Formula in FY2020**

**Allocate \$99.9M total through FY 2022 from High Priority Projects Program for ITTF**

**Allocate \$25M per year from District Grant Program in FY 2021 and FY 2022 for Unpaved Roads Program**

# Highlights

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## **Revenue Sharing Program maintain at \$100M**

**\$150M state share in FY 2017**

**\$100M state share each year FY 2018 through FY 2022; had planned to reduce to \$50M state share after FY 2019**

## **Pre-HB2/HB1887 allocations remain the same as previous SYIP**

**Optional CTB Formula**

**Federal fund sources not subject to formula (e.g., dedicated bridge funds)**

## **New construction formula fully implemented by FY 2021**

**State of Good Repair – 45 percent**

**High-Priority Projects Program – 27.5 percent**

**Highway Construction District Grant Programs – 27.5 percent**

**Working to consolidate remaining 40/30/30 formula funds on active projects to comply with new Appropriations Act language**

# Proposed Final FY 2017 – 2022 SYIP

	Draft FY 2017 - 2022	Proposed Final FY 2017 – 2022	Change
Highway Construction	\$10.9 billion	<b>\$10.7 billion</b>	<b>-\$0.2 billion</b>
Rail & Public Transp.	\$ 3.7 billion	\$ 3.7 billion	\$0.0 billion
Total SYIP*	\$14.6 billion	<b>\$14.4 billion</b>	<b>-\$0.2 billion</b>

- **Highway Construction Program (FY 2017 – 2022) \$10.7 billion**
  - Provides funding to more than 3,200 projects
  - Current program includes \$1.1 billion to be provided by others

\*(excludes debt service)

# Historical Comparison of SYIPs

(in billions)

	Revised FY 2015- 2020	FY 2016- 2021	Proposed Final 2017- 2022	Change
Highway Construction	\$10.0	\$9.9	\$10.7	\$0.8
Rail & Public Transp.	\$3.2	\$3.4	\$3.7	\$0.3
<b>Total SYIP*</b>	<b>\$13.2</b>	<b>\$13.3</b>	<b>\$14.4</b>	<b>\$1.1</b>

\*(excludes debt service)

# Proposed Final FY 2016 – 2021 SYIP Statistics

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- **501 new projects added to the SYIP, including**
  - 104 HB2
  - 75 SGR
  - 145 Revenue Sharing
  - 50 MPO
  - 105 HSIP
  - 13 ITTF
- **711 projects removed from the SYIP (completed or cancelled)**
- **381 projects received an allocation increase**
- **148 projects with reduced allocations**

**\*Statistics include changes since the Final FY 2016 SYIP was adopted that have been approved by the CTB**

# Summary of Funds Subject to HB 2 and New Formula Distributions

(in millions)

	Total HB2 Round 1
Total Available for HB 2	\$1,684.3
Less Funds for Unpaved Roads from District Grant Program	(\$25.0)
Less Funds for ITTF from High Priority Projects	(\$74.9)
Balance Required to Fully Fund Consensus Scenario from FY2022	\$131.8
<b>Funds for District Grant Program</b>	<b>\$883.1</b>
<b>Funds for High Priority Projects</b>	<b>\$833.1</b>
<b>Total HB2 Round 1</b>	<b>\$1,716.2</b>

# Funds Available for HB 2

(in millions)

HB 1887 Grant Programs	Percentage	Round 1 Total
District Grant Program		
Bristol	7.0%	\$62.2
Culpeper	6.2%	\$54.9
Fredericksburg	6.9%	\$60.5
Hampton Roads	20.2%	\$178.0
Lynchburg	7.1%	\$63.1
Northern Virginia	20.7%	\$183.1
Richmond	14.4%	\$127.4
Salem	9.6%	\$84.9
Staunton	7.8%	\$68.9
High Priority Projects Program (Statewide)		\$833.1
<b>Total</b>	<b>100.0%</b>	<b>\$1,716.2</b>

# State of Good Repair Funding Distribution

(in millions)

District	Percentage	VDOT Bridges	Local Bridges	VDOT Pavements	Local Pavements	6-Year Total
Bristol	11.7%	\$78.7	\$16.0	\$25.8	\$2.5	\$123.0
Culpeper	6.0%	\$28.4	\$17.0	\$15.8	\$1.9	\$63.1
Fredericksburg	12.1%	\$97.8	\$3.8	\$22.9	\$2.5	\$127.0
Hampton Roads	14.8%	\$59.1	\$46.6	\$10.9	\$38.9	\$155.5
Lynchburg	7.6%	\$50.4	\$2.4	\$23.2	\$4.0	\$80.0
Northern Virginia	10.6%	\$67.7	\$1.1	\$30.0	\$12.2	\$111.0
Richmond	17.4%	\$119.2	\$11.0	\$45.9	\$7.3	\$183.5
Salem	12.1%	\$85.1	\$11.4	\$26.7	\$3.8	\$127.0
Staunton	7.9%	\$62.8	\$5.8	\$10.7	\$3.3	\$82.6
Rest Areas & Balance						\$21.1
<b>Total</b>	<b>100.0%</b>	<b>\$649.2</b>	<b>\$115.1</b>	<b>\$211.9</b>	<b>\$76.4</b>	<b>\$1,073.8</b>

# Funds Programmed for HB2 and SGR

(in millions)

	HB2 %	HB2 Round 1	SGR %	SGR	Total
<b>District Programs</b>		<b>\$883.1</b>		<b>\$1,052.7</b>	<b>\$1,935.7</b>
<i>Bristol</i>	7.1%	62.2	11.7%	123.0	185.2
<i>Culpeper</i>	6.2%	54.9	6.0%	63.1	118.0
<i>Fredericksburg</i>	6.9%	60.5	12.1%	127.0	187.5
<i>Hampton Roads</i>	20.2%	178.0	14.8%	155.5	333.5
<i>Lynchburg</i>	7.1%	63.1	7.6%	80.0	143.1
<i>NOVA</i>	20.7%	183.1	10.6%	111.0	294.1
<i>Richmond</i>	14.4%	127.4	17.4%	183.5	310.9
<i>Salem</i>	9.6%	84.9	12.1%	127.0	211.9
<i>Staunton</i>	7.8%	68.9	7.9%	82.6	151.5
<b>Statewide (High Priority) Program</b>		<b>\$833.1</b>		<b>\$21.1</b>	<b>\$854.2</b>
<b>Total</b>	<b>100.0%</b>	<b>\$1,716.2</b>	<b>100.0%</b>	<b>\$1,073.8</b>	<b>\$2,790.0</b>

# DRPT

## FY 2017 – 2022 SYIP / Budget Update

Steve Pittard, CFO  
June 13, 2016

# Transit SYIP by Program

## Draft vs. Final

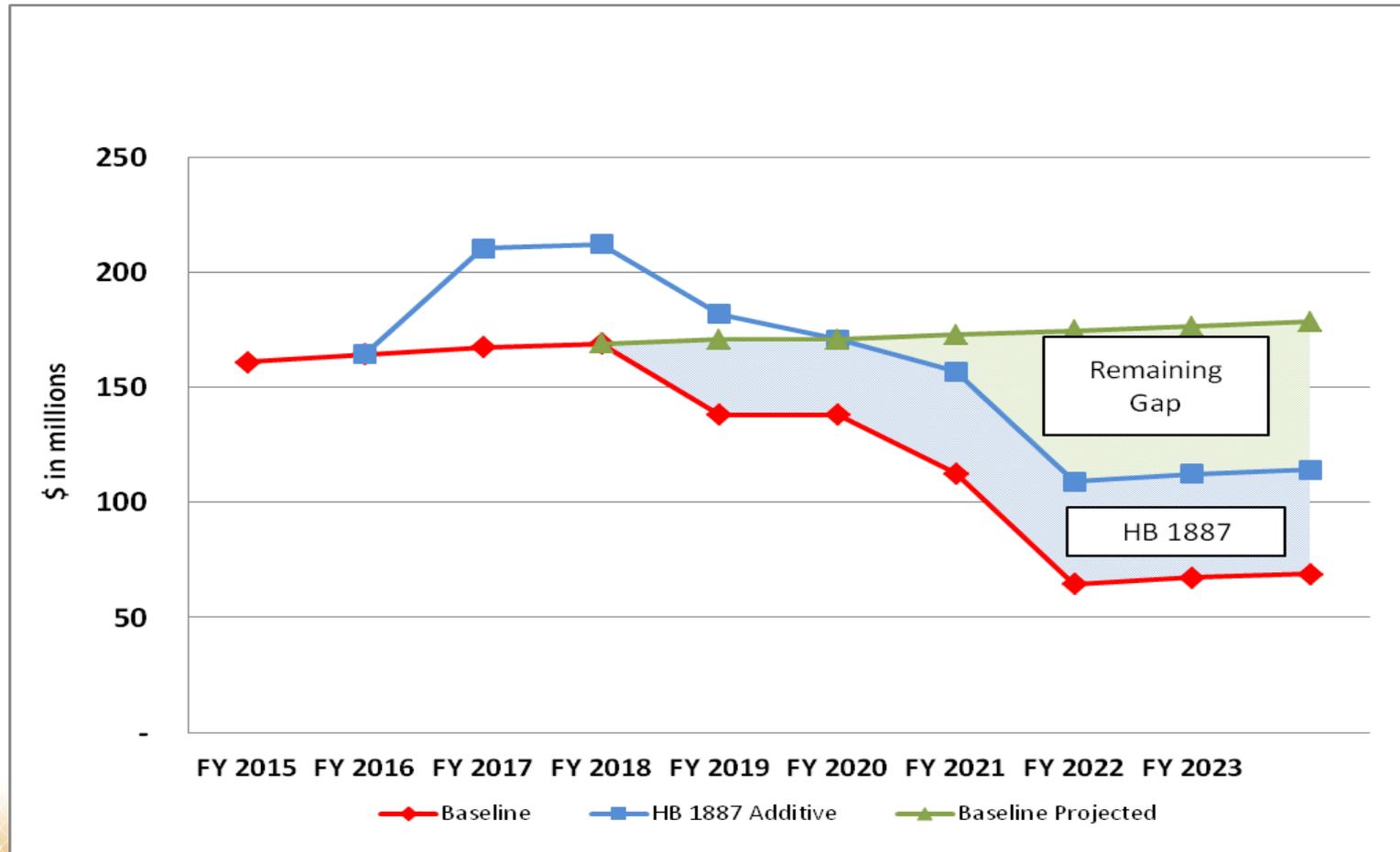
(\$ in millions)

	Draft FY 17 - 22	Final FY 17 - 22	Change
Operating	\$ 1,390	\$ 1,390	\$ -
Capital	1,467	1,474	7
Other	62	64	2
<b>Total</b>	<b>\$ 2,919</b>	<b>\$ 2,928</b>	<b>\$ 9</b>

# Final SYIP – Transit Updates

- Recommend addition of \$3.2 M to fully fund the Transit Reserve balance
- Operating allocation recalculated due to better expense and performance data
- Recommend adding \$1.0 M Safe Track TDM grant
- Addition of CMAQ/RSTP projects in out years
- Other technical changes

# Projected Transit Capital Revenues Impact of HB1887



# Study of Transit Capital Program

- HB 1359 - 2016 General Assembly Session
  - Establishes an Advisory Board
    - *Examine the impacts of the revenue reduction caused by the expiration of the 2007 Capital Project Revenue bonds*
    - *Identify possible sources of replacement revenue*
    - *Develop methodologies for further prioritization of transit capital funds (considering HB2 factors)*
  - 1<sup>st</sup> meeting – June 16, 2016 (VDOT auditorium)
  - Required completion date – August 1, 2017

# Rail SYIP by Program

## Draft vs. Final

(\$ in millions)

	Draft FY 17 - 22	Final FY 17 - 22	Change
<b>Passenger &amp; Freight</b>	\$ 771	\$ 771	\$ -
<b>Rail Preservation</b>	28	28	-
<b>Total</b>	\$ 799	\$ 799	\$ -

# DRPT Administrative Budget

- Combined Project Management and Administrative Budget
  - \$13.4 million for FY 2017 vs. \$12.1 million for FY 2016
    - New funding in 2007, 2013, 2015 – new programs to manage and increased accountability
    - Increase in staffing
  - 1.8 % of total proposed budget of \$733 M
- Funding Sources: §33.2-1604 of the Code of Virginia allows the CTB to approve up to 3.5% of the MTTF, REF, IPROC, and Rail Preservation funds

# Questions?



Virginia Department of Rail and Public Transportation

# Annual Budget Fiscal Year 2017



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# SUMMARY OF PROGRAMS

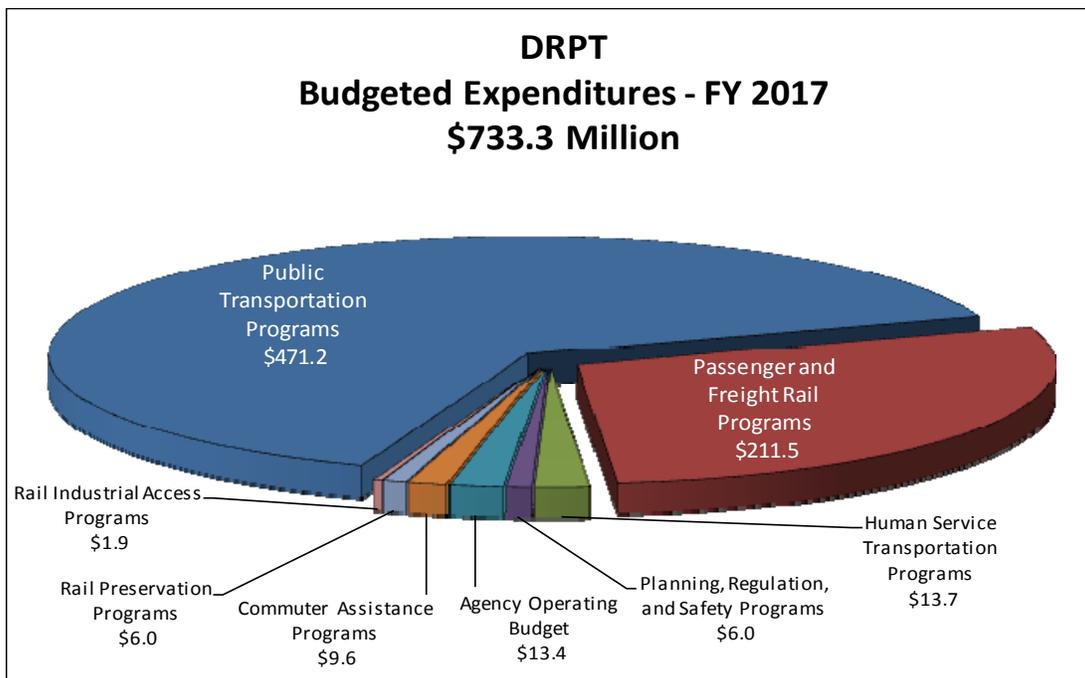


# Summary of FY 2017 Budget

In FY 2017, DRPT will invest \$733.3 million in state, federal, and local resources towards improving rail and public transportation capacity and service across the Commonwealth of Virginia.

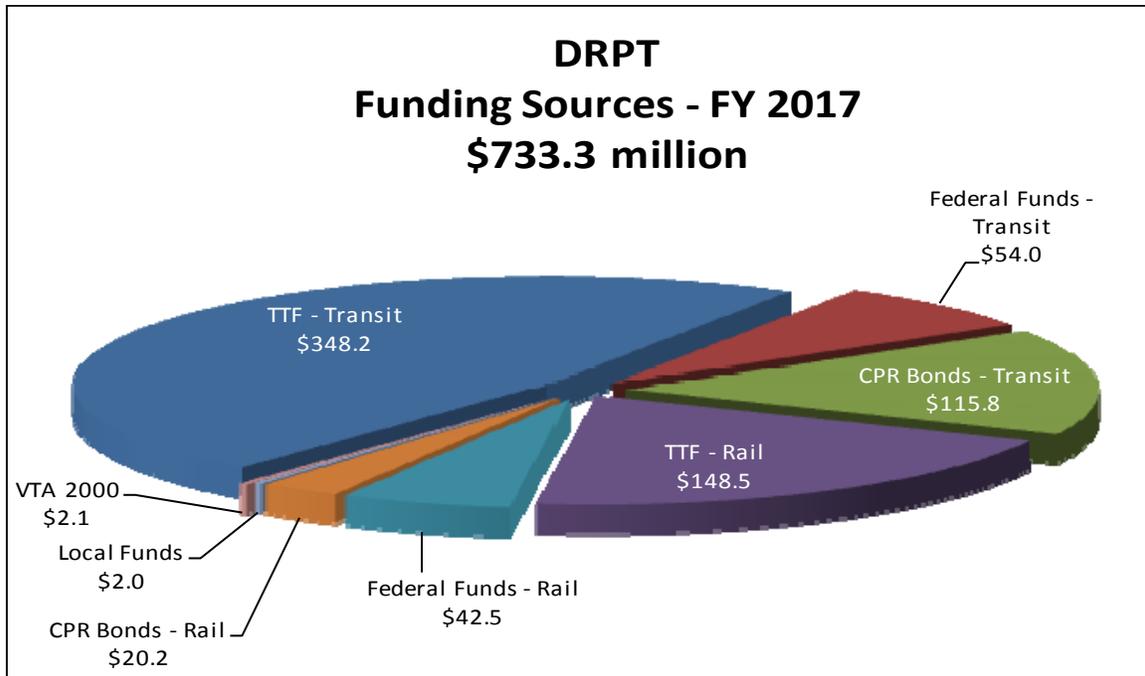
The overwhelming majority of these funds are directed to a variety of grant recipients, including: public transportation providers, local and regional government entities, freight railroads, and Amtrak. Over 50% of these funds are dedicated to capital improvement projects.

FY 2017 expenditures are estimated to be \$71.1 million more than FY 2016 due to a \$25.0 million increase in the Public Transportation Operating Assistance program and a \$45.2 million increase in Passenger and Freight Rail Programs. Timing, both in terms of the lifecycle of capital projects as well as scheduled drawdown of grant funds, account for the variations in the year over year budgeted expenditures. Additional detail on these increases is included in the specific program sections of this document.



The above chart depicts the FY 2017 DRPT budget across the agency's eight service areas. The budgeted expenditures for each service area are discussed in more detail later in this report.

The chart below depicts the source of funds for DRPT's annual budgeted expenditures. It is not based on the estimated revenues for each funding source. Additional information concerning the DRPT FY 2017 funding sources can be found on page 18.



## FY 2017 Service Area Budget Highlights

### Agency Operating Budget

The DRPT program management and administrative budget increased 10.7% in FY 2017 due to increased requirements for program oversight. This continues a trend that began in FY 2008, when transportation funding in Virginia shifted towards promoting an increased multimodal approach to the Commonwealth's transportation investments.

The nature of the large-scale projects that DRPT now manages is highly diverse in their scope and service, changing dramatically over the last 15 years. Examples of these projects include: DC2RVA Tier II Environmental Impact Statement (EIS), Richmond Bus Rapid Transit (BRT), Dulles Corridor Metrorail, Arkendale to Powell's Creek Third Track, Virginia Beach Light Rail extension, and I-95 and I-81 rail corridor programs.

DRPT is also currently completing studies on future transportation demand management (TDM) strategies in the heavily congested I-66 and I-395 corridors, which will for the first time refocus on measuring person throughput (rather than vehicle) and redirect toll revenue collected on highways to critical transit projects.

Over the last five years, the rail and transit programs have received a significant increase in funding from the General Assembly. Not only was new funding added to existing programs, new programs like IPROC were created, and demands for accountability were increased like performance based transit operating allocations and HB2 prioritization. For example, the adoption of HB 2313 in FY 2013 increased the amount of annual funding dedicated to transit while mandating performance based transit operating allocations and prioritization within transit capital allocations.

Virginia statute authorizes the Commonwealth Transportation Board (CTB) to approve up to 3.5% per year of the Mass Transit Trust Fund, Rail Enhancement Fund, Rail Preservation Fund, and the Intercity Passenger Rail Operating and Capital (IPROC) Fund to be used to support the DRPT costs of project development, project administration, and project compliance (Section 33.2-1604).

In FY 2017, \$13.4 million (3.5%) of the available balance of these funds will be needed to support these programs' ongoing administrative costs. A complete list of these estimated administrative costs is included in the budget statement at the end of this document. Despite the increase in demands on the agency, the DRPT operating budget still only represents 1.8% of the \$733.3 million of total funds administered.

## Public Transportation Programs

The state funding for Public Transportation is comprised of revenues from the Mass Transit Trust Fund (MTTF) and the Mass Transit Capital Fund (MTCF).

The MTTF is made up of the 14.7% of the 1986 Special Session Revenue, the state recordation tax dedicated to public transportation operating assistance in Chapter 896 of the 2007 Acts of Assembly, Chapter 766 of the 2013 Acts of Assembly (HB 2313) that dedicated 60% of the 0.125% addition to the general sales and use tax, and a portion of the motor vehicle fuel tax from Chapter 684 of the 2015 Acts of Assembly (HB 1887). As is evident, the funding sources are derived from various economic sectors which mitigate large swings in annual revenues.

The annual revenues of the Mass Transit Trust funds are distributed in accordance with the Code of Virginia and specific Appropriations Act language. The distribution for the Mass Transit Trust Fund is as follows:

- Up to 3.5% of the MTTF to support costs of project development, project administration, and project compliance per §33.2-1604
- \$1.5 million (current Appropriations Act language) of the MTTF for paratransit capital projects and enhanced transportation services for the elderly and disabled
- Dedicated \$0.02 of the state recordation tax to the MTTF (§58.1-815.4.) for state operating assistance grants
- Dedicated .35% of motor vehicle fuel tax to transit operations per §58.1-2289
- Dedicated .24% of motor vehicle fuel tax to special programs per §58.1-2289

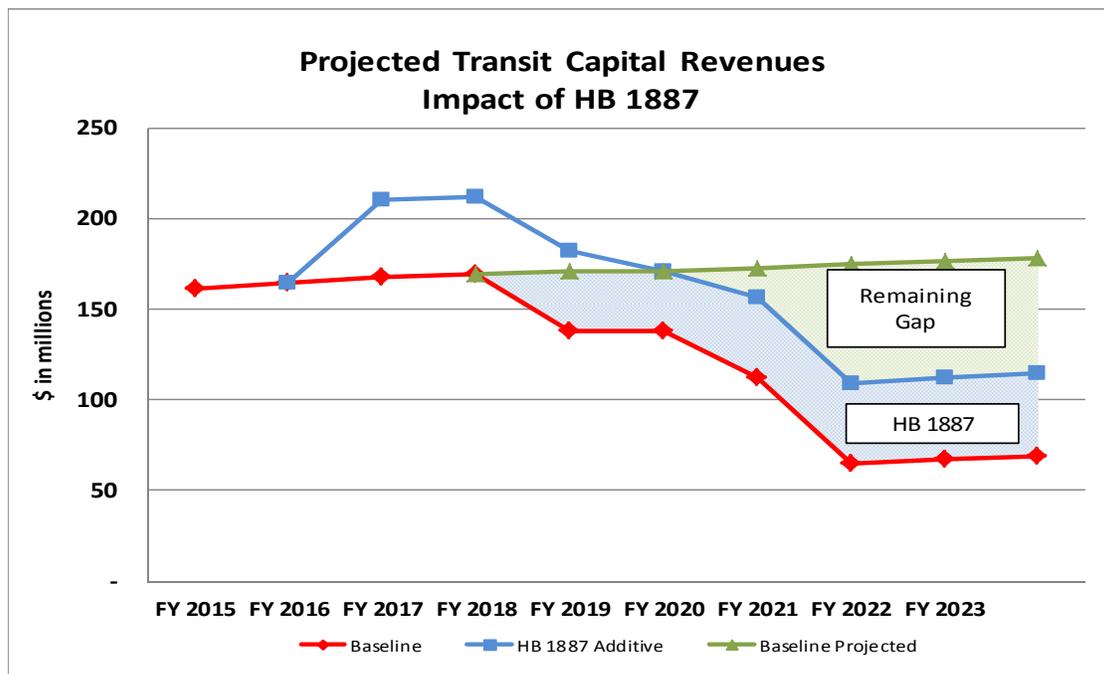
The remaining portion of the 14.7% share and the 2013 Chapter 766 share of the Transportation Trust Fund dedicated to the Mass Transit Trust Fund is allocated by statute (§58.1-638) with a minimum of 72% for state operating assistance grants, 25% awarded as capital assistance grants, and the balance of up to 3% awarded as special projects grants subject to CTB approval.

The MTCF is made up of the state recordation tax and motor vehicle fuel tax from Chapter 684 of the 2015 Acts of Assembly (HB 1887), and the CPR bonds authorized under Chapter 896 of the 2007 Acts of Assembly allocated to transit capital. The underlying revenue source for these bond authorizations is the tax on insurance premiums.

The annual revenues of the Mass Transit Capital funds are distributed in accordance with Chapter 684 of the 2015 Acts of Assembly (HB 1887). It is important to note that HB 1887 did not create additional transportation revenues. It builds on the new revenues generated by HB 2313 in 2013 by changing the distribution of existing revenues. The distribution for the Mass Transit Capital Fund is as follows:

- Dedicated 3.11% of motor vehicle fuel tax to transit capital per §58.1-2289
- Dedicated \$.01 of the state recordation tax to transit capital

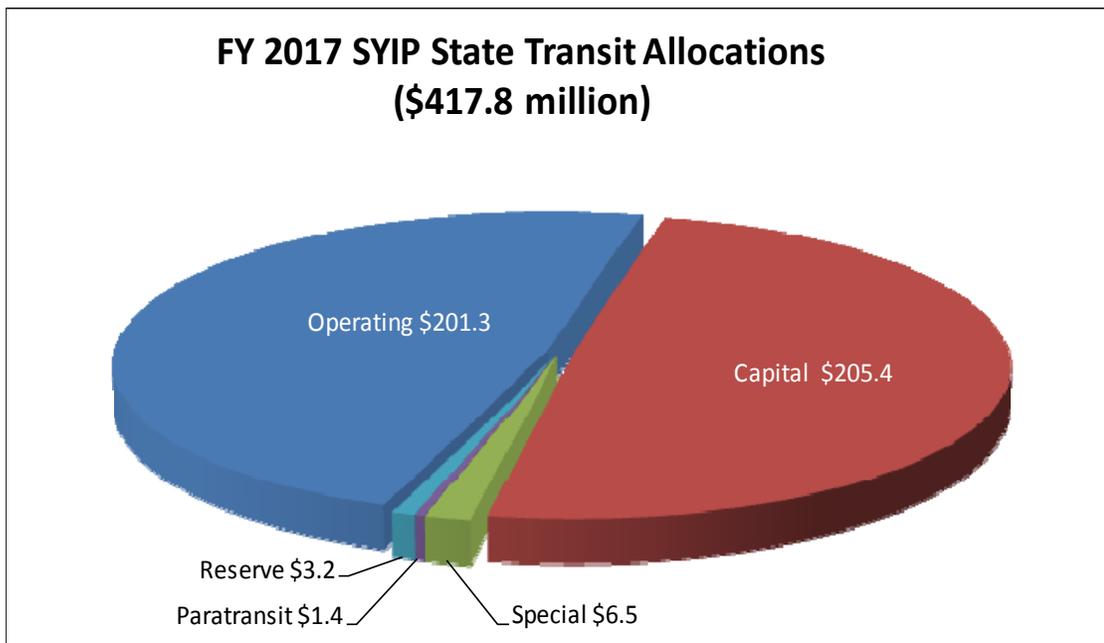
In the Six Year Improvement Program (SYIP) for FY 2017, the CPR bonds represent approximately one half of the state transit capital assistance. Beginning in FY 2019, these bond funds will complete the 10 year period under the original bond authorization. By the close of FY 2020 when the WMATA state of good repair funding grant ends, the state transit capital assistance program will no longer have the bond funding that provided an average of \$110 million annually.



As a result of HB 1887 of the 2015 General Assembly session, approximately \$43 million annually of funding was authorized to be shifted from several other modes of transportation to the transit capital program starting in FY 2017. The chart on the preceding page depicts the precipitous drop in state transit capital funding due to the expiring CPR bonds, the positive impact of the additional HB1887 funding, and the remaining projected funding gap in this program. Over 90% of the transit capital program has historically been utilized for maintenance of existing assets which highlights the importance of finding a solution to this problem.

In 2016, the General Assembly further directed DRPT to examine new revenue sources for its transit capital funding program, as well as establish prioritization strategies for these sources. The Transit Capital Project Revenue Advisory Board (TCPBAB) created through HB 1359 is tasked with seeking new transit capital revenues prior to the 2018 expiration of existing CPR bonds currently dedicated to transit capital. TCPBAB must also prioritize funds for state of good repair as well as consider HB2 like prioritization of capital funds for transit expansion.

The FY 2017 SYIP allocation of the state transit revenues for public transportation is depicted in the following chart. This chart represents FY 2017 SYIP allocations only, which vary to budgeted amounts in this report due to the timing of expenditures versus allocations of funds. For more information, see Note 1 on page 19.



The FY 2017 allocation of \$417.8 million of state transit revenues in the SYIP represents an increase of \$58.2 million over FY 2016. Operating allocations increased mainly due to an increased carryover and capital allocations increased due to the capital funds provided from HB 1887. For the current year, DRPT allocated \$106.6 million of anticipated bond proceeds in the SYIP with an emphasis placed on replacement vehicles and infrastructure. This includes an allocation of \$50 million to match the federal funds WMATA is receiving under the federal state of good repair program.

## Public Transportation Operating Funds

During the 2013 session of the General Assembly, transit received new funding in HB 2313, and the transit allocation process was amended to add performance based metrics for transit operating funding. §58.1-638.A.4 of the Code of Virginia directs that the first \$115.2 M of state grants for public transportation operating expenses from the MTTF revenues [72% of \$160 million] be awarded on the basis of the annual operating cost of a given transit provider expressed as a percentage of the total annual amount of operating expenses for all providers. (§58.1-638.A)

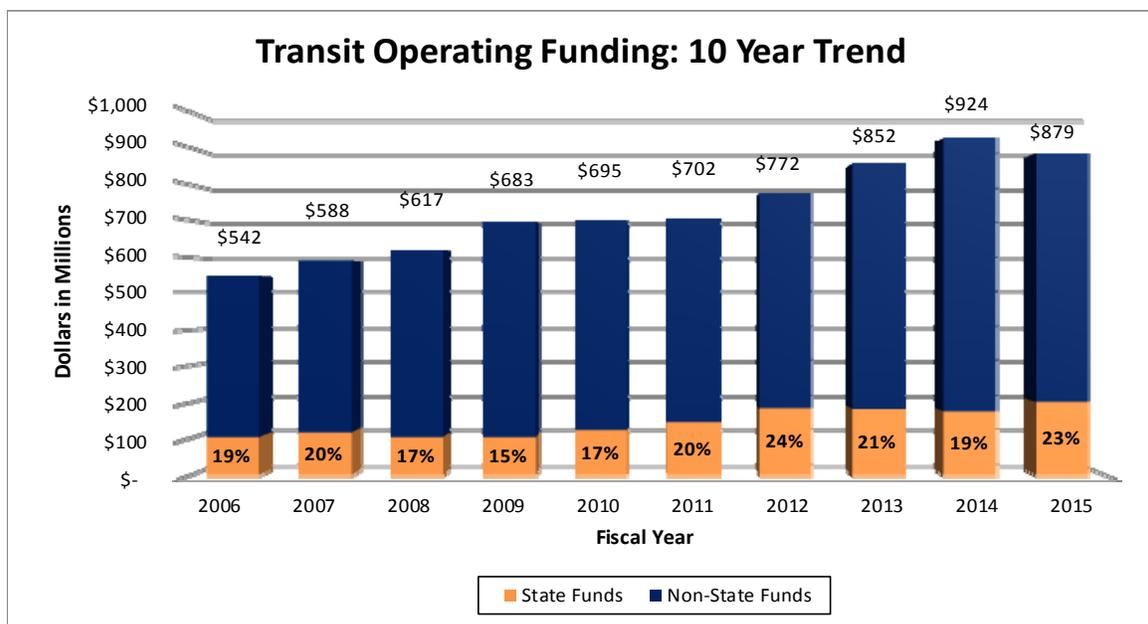
State law also required performance-based allocations of state transit operating assistance above the \$115.2 million threshold beginning in FY 2014. The Transit Service Delivery Advisory Committee (TSDAC) was created to advise DRPT on the performance based distribution of funding to promote more efficient transit operations. TSDAC's recommended factors for the performance-based operating assistance allocation model and their associated weightings are as follows:

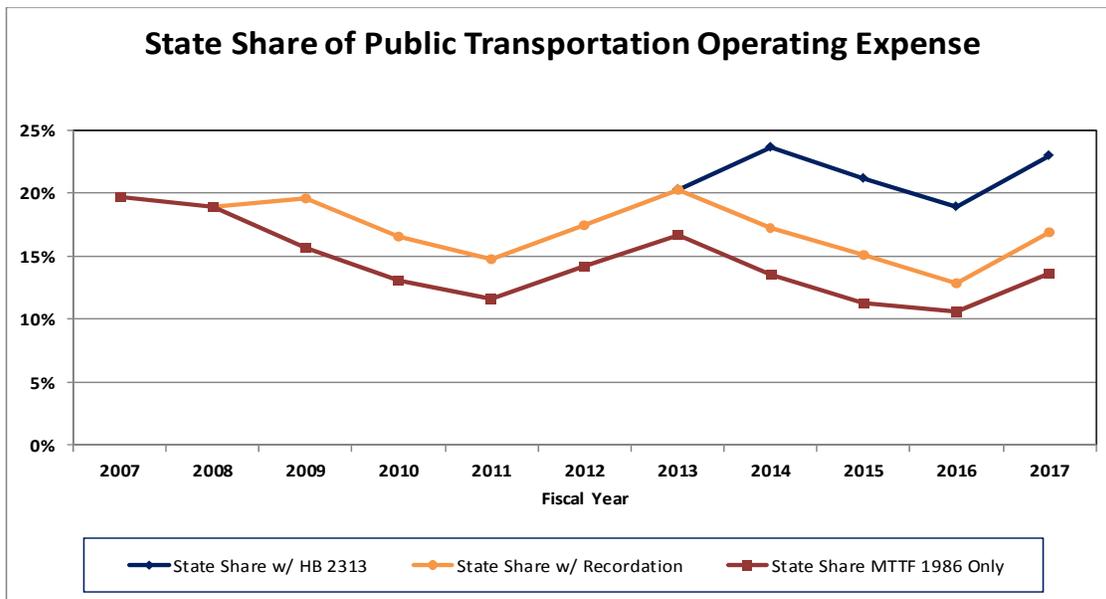
**Net Cost per Passenger (50%):** Total operating costs less depreciation and any operating income derived from a source other than taxpayers, divided by ridership.

**Customers per Revenue Hour (25%):** Ridership divided by revenue hours.

**Customers per Revenue Mile (25%):** Ridership divided by revenue miles.

The overall state share of transit operating expenditures for FY 2017 is 22.8% versus 19.1% for FY 2016. The increase is mainly due to a significant decrease (\$60 million) in expenses for WMATA compared to the prior year and additional revenues available for allocation in FY 2017. The following chart provides a history of the state's participation in the cost of transit operations in the Commonwealth.





The state share of transit operating costs has struggled to maintain a 20% level over the past ten years. As seen in the chart that breaks the state share of operating costs into revenue source, the state share of transit operating assistance would have only been approximately 14% this year without the two revenue streams added in FY 2009 and FY 2014. This is very concerning and is a harbinger of future needs for more state assistance as transit operations within Virginia continue to expand.

The majority of the \$25.0 million increase in Public Transportation Operating Funds included in the FY 2017 budget results from a shortfall of \$11.8 million in FY 2014 that caused the FY 2016 transit operating budget to be reduced. In addition, \$10.5 million of additional revenues are included in FY 2017 allocations from FY 2015 when revenues exceeded the allocated estimate.

### Public Transportation Capital Funds

State capital program grants from the MTTF are awarded to public transportation capital projects deemed to be eligible, reasonable, and appropriate. These capital grants are funded based on the total cost of the project. TSDAC and DRPT recommended a three tiered capital allocation methodology which was approved by the CTB on December 4, 2013. The three tiers are described below with state matching percentages of Tier 1 – 68%, Tier 2 – 34 %, and Tier 3 – 17% which were used for FY 2016 and are proposed for FY 2017.

**Tier 1: Replacement and Expansion Vehicles:** Activities eligible for funding under this tier include acquisition of rolling stock for either replacement or expansion purposes. Other eligible activities include items that would be installed on a vehicle as part of a major fleet-wide conversion/upgrade or considered a part of the initial acquisition.

**Tier 2: Infrastructure or Facilities:** Activities eligible for funding under this tier include the construction of infrastructure or facilities for transit purposes, such as maintenance facilities, bus shelters, administrative buildings, or guideway infrastructure.

**Tier 3: Other:** Activities eligible under this category include all other transit-related capital items.

**Debt service:** Funds allocated for debt service and lease payments will be included in the tier that applies to the underlying capital asset that is being financed.

In FY 2017, the budget for public transportation capital expenditures is \$252.0 million – a \$9.6 million increase from FY 2016. The projects to be supported by these funds and the applicable federal funds managed by DRPT are summarized in the table below:

<b>Public Transportation Capital Projects for FY 2017</b>						
	Replacement Transit Vehicles	Expansion Transit Vehicles	Vehicles for Elderly & Disabled Services	Service Support Vehicles	Transit Facility Construction or Renovation	Transit Facility Planning or Design
Bristol District	20	0	2	4	0	0
Culpeper District	4	0	4	3	0	0
Fredericksburg District	2	0	3	0	0	0
Hampton Roads District	27	3	26	1	2	4
Lynchburg District	7	4	4	6	2	0
Northern Virginia District	352	3	175	122	31	9
Richmond District	25	0	25	1	1	2
Salem District	25	1	10	7	2	1
Staunton District	8	1	10	0	0	0
Multi - District	40	1	4	1	3	0
<b>Statewide Totals</b>	<b>510</b>	<b>13</b>	<b>263</b>	<b>145</b>	<b>41</b>	<b>16</b>

### Public Transportation Special Program Funds

The Special Programs budget is estimated at \$2.1 million for FY 2017. These funds are used to award discretionary grants for public transportation demonstration projects, technical assistance projects, and public transportation training and internships.

### **Commuter Assistance Programs**

The Commuter Assistance Programs budget includes \$4.7 million of MTTF funds for FY 2017 to support Transportation Demand Management (TDM) projects. The budget also includes Federal Highway Administration (FHWA) funds of \$3.7 million and the related state match of \$1.2 million for projects included in the VDOT SYIP that

DRPT will administer, such as the Arlington County Commuter Services program, Hampton Roads Transit TRAFFIX program, Telework, RideFinders, and various Transportation Management Plans.

The TDM program is a discretionary grant program that provides state funds to support up to 80% of the costs of TDM projects and other special projects that are designed to reduce single occupant vehicle travel. These funds are used to support vanpooling, ridesharing, and marketing and promotional efforts across the Commonwealth that encourage travel in shared ride modes. The distribution of grants for FY 2017 is shown in the below table.

<b>Commuter Assistance Projects for FY 2017</b>			
	Transportation Demand Management Agencies	Special TDM Projects	Total
Bristol District	0	0	0
Culpeper District	2	0	2
Fredericksburg District	3	0	3
Hampton Roads District	0	0	0
Lynchburg District	0	0	0
Northern Virginia District	6	3	9
Richmond District	1	0	1
Salem District	1	0	1
Staunton District	2	0	2
<b>Statewide Totals</b>	<b>15</b>	<b>3</b>	<b>18</b>

### **Human Service Transportation Programs**

The Human Service Transportation Programs budget is estimated at \$13.7 million for FY 2017. Human service transportation programs are operated by local government social service agencies or private non-profit human service agencies for the benefit of their clients. These clients are elderly or disabled individuals and economically disadvantaged children who are enrolled to receive publicly funded social services.

Human service transportation differs from public transportation in that it is designed to serve the very specific needs of human service agency clients and in most cases, service is restricted to the clients of those agencies who often have no other transportation service available to them. It is not open to the general public. The funding for this program comes from the Federal Transit Administration (\$10.3 million), local provider match (\$0.9 million), Transportation Capital Projects bond proceeds (\$0.3 million), and MTTF funds for enhanced transportation services for the elderly and disabled (\$2.2 million). The breakdown by district of the 263 vehicles purchased through this program is included in the Public Transportation Capital Projects table on page 11.

## **Planning, Regulation, and Safety Programs**

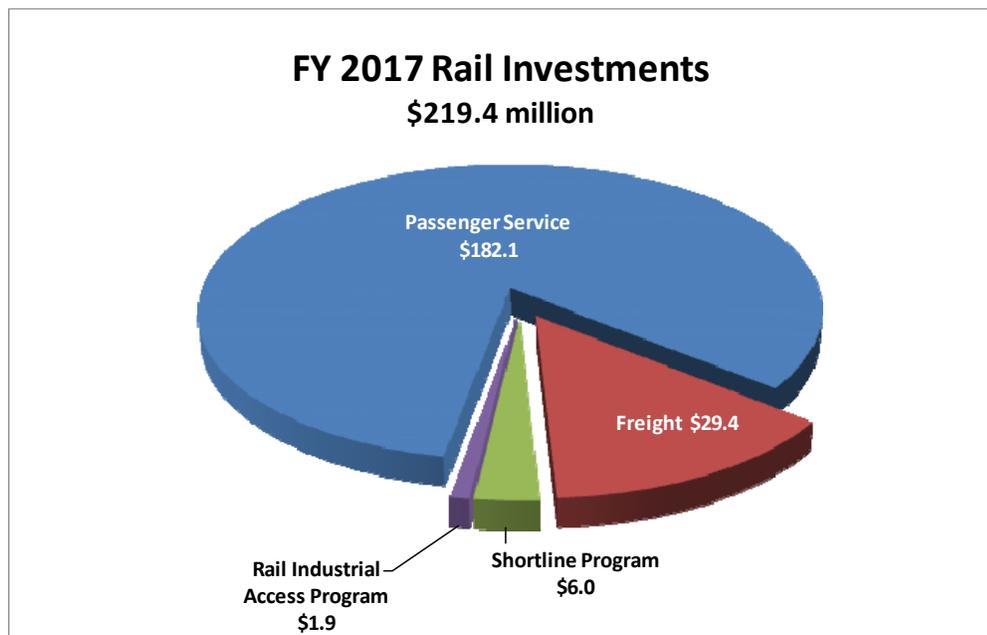
DRPT's FY 2017 budget includes \$6.0 million estimated expenditures for Planning, Regulation, and Safety Programs, which include long-term planning and regional corridor studies. The budget for these programs consists of the FTA 5303/5304 planning and FTA Job Access and Reverse Commute funds of \$4.4 million, MTTF state match allocations of \$0.5 million, and \$1.1 million in projects administered by DRPT with state funding allocated through VDOT's SYIP.

## Passenger and Freight Rail Programs

DRPT's FY 2017 budget for all rail service areas includes \$219.4 million of expenditures for rail improvements in Virginia. The increase in the Passenger and Freight Rail programs is due to the extension of passenger rail service from Lynchburg to Roanoke, which is entering a project phase that will require much larger outlays.

The Lynchburg to Roanoke extension is estimated to have expenditures of \$56.4 million in FY 2017 compared to \$25.0 million in FY 2016. Additionally, the Acca Yard Improvements project is starting in FY 2017 and the anticipated cash outlay is \$28.5 million. These increases are offset by a decrease in expenditures for the Virginia Avenue Tunnel project. DRPT's portion of this project was substantially completed in FY 2016.

The distribution of anticipated expenditures falls into four categories as displayed in the following chart:



Funding for DRPT's rail programs is supported through eleven federal, state and local funding sources:

### Federal

- Federal Railroad Administration (FRA) grant funds of \$14.5 million;
- American Recovery and Reinvestment Act (ARRA) funds of \$28.0 million;
- Federal Highway Administration (FHWA) funds of \$0.7 million;

## State

- Rail Enhancement Funds (REF) of \$22.1 million;
- Transportation Capital Projects Revenue (CPR) Bond funds of \$20.2 million;
- Shortline Railway and Development funds of \$2.4 million;
- Rail Industrial Access (RIA) funds of \$1.9 million;
- Intercity Passenger Rail Operating and Capital (IPROC) funds of \$119.4 million;
- VDOT Transfers of \$7.2 million;
- VTA 2000 funds of \$2.1 million; and
- Local Match of \$0.9 million.

The IPROC fund was created by the General Assembly in FY 2011. In 2013, the General Assembly dedicated 40% of a 0.125% increase in the general sales and use tax to the fund which amounts to approximately \$50 million annually. These funds are used to support the operating and capital needs for the six regional intercity passenger trains as well as capital costs for the expansion of intercity passenger rail. The trains operate in the Northeast Corridor and originate from Lynchburg, Norfolk, Richmond (2), and Newport News (2).

## Transportation Bond Funds

Chapter 896 of the 2007 Acts of Assembly provides for CPR bonds to be issued annually with a minimum of 4.3% of the proceeds going to either the REF or the Shortline Railway Preservation and Development Fund. For FY 2017, planned expenditures from these bond proceeds are \$16.7 million for joint passenger and rail infrastructure improvements and \$3.5 million for improvement to the tracks of shortline railroads.

## **Rail Preservation Program**

As part of the Rail Preservation Program, the Shortline Railway Preservation and Development Fund will support 21 projects for Virginia's shortline railroads in FY 2017. These Rail Preservation projects consist primarily of bridge and track upgrades, yard improvements, siding enhancements, and tie and rail replacement, as well as the related ballast, tamping, and surfacing of existing rail lines operated by the shortline railroads in Virginia. These projects are funded through the annual Transportation Trust Fund allocation and related interest revenues, and the CPR bonds.

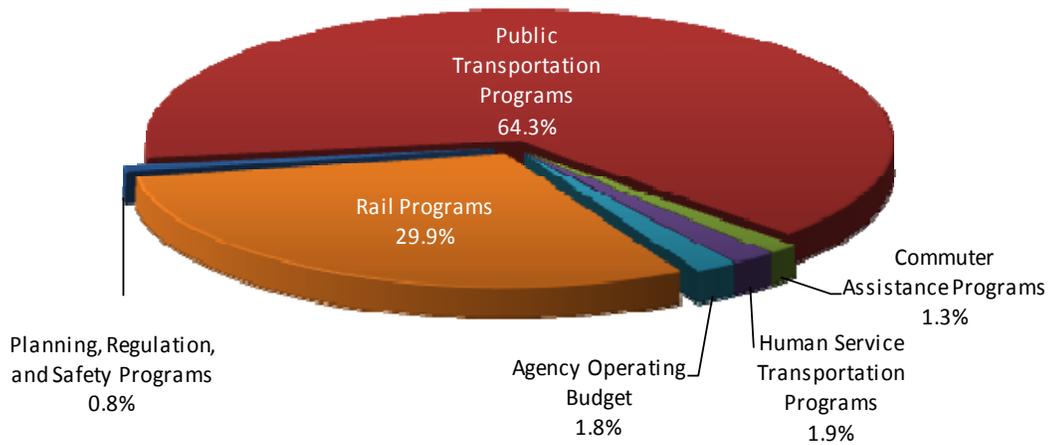
## **Rail Industrial Access Program**

This program funds the construction of industrial access railroad tracks. These projects are funded through the Transportation Trust Fund as they are approved by the CTB.

# ANNUAL BUDGET STATEMENT

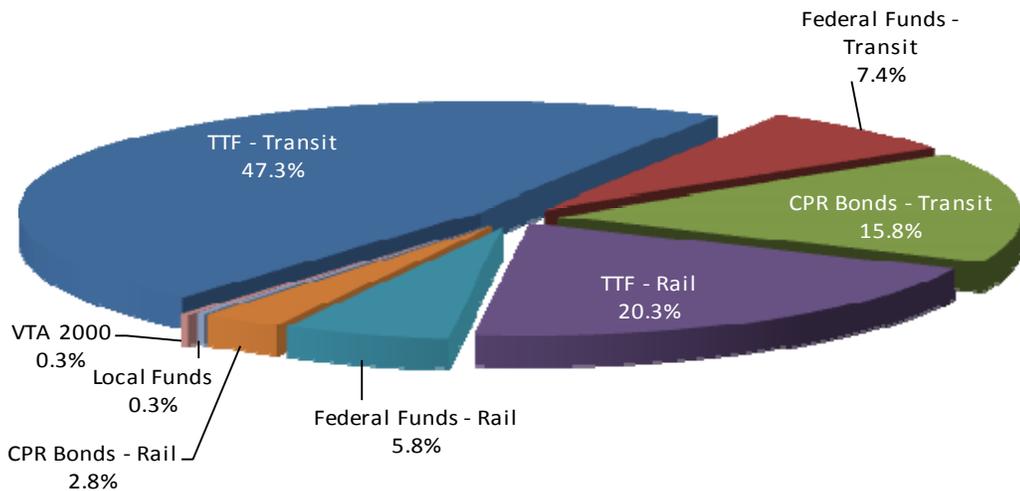


## DRPT Budgeted Expenditures - FY 2017



	(\$ in millions)			
	Adopted FY 2016	Recommended FY 2017	Increase / (Decrease)	Percentage Change
<b>Public Transportation Programs</b>				
Operating Assistance [Notes 1, 2]	\$ 192.1	\$ 217.1	\$ 25.0	13.0%
Capital Assistance [Notes 1, 3]	242.4	252.0	9.6	4.0%
Special Programs [Note 4]	1.9	2.1	0.2	10.5%
<b>Total</b>	<b>436.4</b>	<b>471.2</b>	<b>34.8</b>	<b>8.0%</b>
<b>Commuter Assistance Programs [Note 5]</b>	14.6	9.6	(5.0)	-34.2%
<b>Human Service Transportation Pgm [Note 6]</b>	8.0	13.7	5.7	71.3%
<b>Planning, Regulation, &amp; Safety Pgm [Note 7]</b>	6.1	6.0	(0.1)	-1.6%
<b>Total Transit Programs</b>	<b>465.1</b>	<b>500.5</b>	<b>35.4</b>	<b>7.6%</b>
<b>Rail Preservation Programs [Notes 1, 8]</b>	16.6	6.0	(10.6)	-63.9%
<b>Rail Industrial Access [Note 9]</b>	2.1	1.9	(0.2)	-9.5%
<b>Passenger and Freight Rail Programs [Notes 1, 10]</b>	166.3	211.5	45.2	27.2%
<b>Total Rail Programs</b>	<b>185.0</b>	<b>219.4</b>	<b>34.4</b>	<b>18.6%</b>
<b>Agency Operating Budget [Note 11]</b>	12.1	13.4	1.3	10.7%
<b>Agency Total</b>	<b>\$ 662.2</b>	<b>\$ 733.3</b>	<b>\$ 71.1</b>	<b>10.7%</b>

## DRPT Funding Sources - FY 2017



	(\$ in millions)			
	Adopted FY 2016	Recommended FY 2017	Increase / (Decrease)	Percentage Change
<b>TRANSPORTATION TRUST FUND</b>				
1986 Special Session Revenue (14.7%) [Notes 2, 3, 4, 5, 6, 7, 11]	\$ 151.5	\$ 147.9	\$ (3.6)	-2.4%
2013 Chapter 766 Revenue for Transit [Notes 2, 3, 4, 5, 6, 7, 11]	86.7	76.2	(10.5)	-12.1%
2015 Chapter 684 Revenue for Transit [Notes 2, 3, 4, 5, 6, 7, 11]	-	47.6	47.6	
Recordation Tax [Notes 2, 11]	25.2	30.2	5.0	19.8%
Rail Preservation Program [Notes 1, 8, 11]	5.2	2.6	(2.6)	-50.0%
Rail Industrial Access [Note 9]	2.1	1.9	(0.2)	-9.5%
Rail Enhancement [Notes 10, 11]	42.5	22.8	(19.7)	-46.4%
2013 Chapter 766 Revenue for IPROC [Notes 10, 11]	48.0	121.2	73.2	152.5%
Special Programs - VDOT Transfers [Notes 2, 3, 5, 7]	29.1	46.3	17.2	59.1%
<b>Total</b>	<b>390.3</b>	<b>496.7</b>	<b>106.4</b>	<b>27.3%</b>
<b>BOND PROCEEDS - Transit Capital and Rail [Notes 1, 3, 8, 10]</b>	<b>166.6</b>	<b>136.0</b>	<b>(30.6)</b>	<b>-18.4%</b>
<b>FEDERAL REVENUE</b>				
American Recovery and Reinvestment Act (ARRA) [Note 10]	35.3	28.0	(7.3)	-20.7%
Flexible STP [Note 3]	6.5	-	(6.5)	-100.0%
FHWA Funding (CMAQ/RSTP) [Notes 3, 5, 10]	6.7	9.1	2.4	35.8%
Federal Transit Administration [Notes 2, 3, 6, 7]	38.3	44.9	6.6	17.2%
Federal Railroad Administration [Note 10]	14.5	14.5	-	0.0%
<b>Total</b>	<b>101.3</b>	<b>96.5</b>	<b>(4.8)</b>	<b>-4.7%</b>
<b>LOCAL REVENUES [Notes 3, 6, 10]</b>	<b>1.6</b>	<b>2.0</b>	<b>0.4</b>	<b>25.0%</b>
<b>TRANSFERS FROM OTHER AGENCIES</b>				
VDOT - VTA 2000 Transfers [Note 10]	2.4	2.1	(0.3)	-12.5%
<b>TOTAL SOURCES</b>	<b>\$ 662.2</b>	<b>\$ 733.3</b>	<b>\$ 71.1</b>	<b>10.7%</b>

## Footnotes to the FY 2017 Annual Budget

(1) The budgeted amounts in this report include anticipated expenditures on all of the projects and grants that DRPT manages for FY 2017 and the revenue sources to cover these anticipated expenditures. A cash basis of accounting is utilized to develop the budgeted amounts. Therefore, the budgeted amounts will not agree to allocations in the SYIP due to the timing of cash expenditures versus allocations of funds. The actual cash outlays of many capital projects may lag behind the related allocation of resources by as much as five years. For example, DRPT will allocate Transportation Capital Projects Revenue bond proceeds of \$106.6 million (as authorized in Code of Virginia §33.2-365) for transit capital in FY 2017, but \$115.8 million is expected to be expended on those projects during FY 2017. The differences between the FY 2017 SYIP allocations and budgeted expenditures are as follows:

<b>Total Six Year Improvement Plan Allocations</b>	<b>\$ 695.5</b>
<b>Federal Funds Allocations with Grantee FTA Contracting</b>	(42.3)
<b>VDOT Revenues to be spent in future years</b>	(8.6)
<b>Agency Operating Budget</b>	13.4
<b>Prior Year Allocations in Current Year Budget</b>	
<b>Transit Revenue and Bond Allocations</b>	7.6
<b>Rail Revenue and Bond Allocations</b>	65.8
<b>Rail Industrial Access</b>	1.9
<b>Total Budgeted Expenditures</b>	<b>\$ 733.3</b>

It is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of almost 2,000 projects in order to estimate cash basis expenditures each year. Based on this operating format for DRPT, a variance of up to 15% would not be unreasonable. Ultimately, the goal for DRPT will be to work with our project partners to attain a variance of 10% or less by each year end.

(2) The budgeted expenditure line item entitled Public Transportation Programs - Operating Assistance increased by \$25.0 million from FY 2016 to FY 2017. The majority of the increase is due to reflecting a FY 2014 shortfall of \$11.8 million in the FY 2016 SYIP which reduced revenues available. There were excess revenues in FY 2015 so the operating carryover amount reflected in the FY 2017 SYIP is \$10.5 million higher in FY 2017 compared to FY 2016. The Operating Assistance line is made up of MTTF operating allocations of \$171.5 million, recordation taxes of \$30.2 million, and \$15.2 million in federal assistance through the FTA 5311 Rural Assistance program and the FTA Jobs Access and Reverse Commute (JARC) program. Additionally, \$0.2 million in projects administered by DRPT with state matching funds allocated through VDOT's Six-Year Improvement Program is included in this service area.

(3) Public Transportation Programs - Capital Assistance consists of \$80.0 million of MTTF allocations, \$115.4 million of Transportation Capital Projects bond proceeds, \$15.0 million of FTA funding, and \$0.2 million of local funds. Additionally, \$41.4 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match) is included in this Service Area.

***DRPT Footnotes to the FY 2017 Annual Budget (Continued)***

**(4)** Public Transportation Programs – Special Programs consists of MTTF allocations of \$2.1 million.

**(5)** The budgeted Commuter Assistance Programs line item decreased by \$5.0 million from FY 2016 to FY 2017. This increase was mainly due to a decrease in the Arlington County Commuter Assistance program and the PRTC Vanpool program. Commuter Assistance Programs includes Mass Transit Trust Funds of \$4.7 million. Additionally, \$4.9 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, Telework and related state match) is included in this service area.

**(6)** Human Service Transportation Programs includes \$10.3 million of FTA Job Access and Reverse Commute awards, FTA 5311 awards, and FTA 5310 awards. The match to these federal awards consists of \$2.2 million of MTTF State matching funds for the paratransit capital projects and enhanced transportation services for the elderly and disabled, Transportation Capital Projects Bond proceeds of \$0.3 million, as well as \$0.9 million of local match to the FTA 5310 funds.

**(7)** Planning, Regulation, and Safety Programs consists of the FTA 5303/5304 planning funds and FTA Job Access and Reverse Commute funds of \$4.4 million, MTTF state match allocations of \$0.5 million, and \$1.1 million in projects administered by DRPT with state funding allocated through VDOT's SYIP.

**(8)** The 2006 General Assembly passed legislation (§33.2-1602) to establish the Shortline Railway Preservation and Development fund. The fund was created to support the retention, maintenance, and improvement of shortline railways in Virginia and to assist with the development of railway transportation facilities. The source of funding for the Shortline Railway Preservation fund is the Transportation Trust Fund of \$2.4 million. The additional \$3.6 million of planned expenditures is funded by Transportation Capital Projects Bond proceeds allocated by the CTB.

**(9)** The Rail Industrial Access Program funds construction of industrial access railroad tracks. The activities budgeted in this line item consist of Transportation Trust Fund allocations of \$1.9 million.

**(10)** The budgeted Passenger and Freight Rail Programs line item of \$211.5 million represents an increase of \$45.2 million from FY 2016 to FY 2017. The increase results primarily from the Lynchburg to Roanoke extension which is entering a project phase in FY 2017 that will require much larger outlays than in FY 2016. The Lynchburg to Roanoke extension is estimated to have expenditures of \$56.4 million in FY 2017 compared to 25 million in FY 2016. The Richmond to Petersburg Improvements project is starting in FY 2017 and the anticipated cash outlay is \$28.5 million. These increases are offset by a decrease in expenditures for the Virginia Avenue Tunnel project. DRPT's portion of this project was substantially completed in FY 2016.

The source of funding to cover these expenditures includes \$22.1 million from the Rail Enhancement Fund which is comprised of the state portion of vehicle rental taxes collected in the Transportation Trust Fund. Additionally, this line item includes Federal High Speed Rail funds of \$14.5 million, American Recovery and Reinvestment Act funds of \$28.0 million, bond proceeds of \$16.7 million, Intercity Passenger Rail Operating and Capital funds of \$119.4 million, VTA 2000 funds of \$2.1 million, Federal Highway Administration (FHWA) funds of \$0.6 million, VDOT Transfers of \$7.2 million, and local matching funds of \$0.9 million.

**DRPT Footnotes to the FY 2017 Annual Budget (Continued)**

(11) The CTB is authorized by §33.2-1604 of the Code of Virginia to approve up to 3.5% per year of the Mass Transit Trust Fund, Rail Enhancement Fund, Rail Preservation Fund, and the Intercity Passenger Rail Operating and Capital Fund to support costs of project development, project administration, and project compliance. DRPT has determined that 3.5% (\$13.4 million) of the available balance of the aforementioned funds for FY 2017 will be needed to support the ongoing costs of these programs. The DRPT operating budget represents only 1.8% of the total \$733.3 million FY 2017 budget.

<b>Major Components of Agency Operating Budget</b>	
Payroll and Fringe Benefits	\$ 7,650,450
Operations Program Support	3,052,285
Central Service Agencies Indirect Costs	765,000
Information Technology Costs	417,000
Travel and Training	345,600
Finance Program Support	340,000
Attorney Services	300,000
Rent	265,000
Other Program and Project Management Initiatives	228,525
<b>Total</b>	<b>\$ 13,363,860</b>
<b>Source of Funding for Agency Operating Budget</b>	
Mass Transit Trust Fund	\$ 10,701,060
Intercity Passenger Rail Operating and Capital Fund	1,814,750
Rail Enhancement Fund	707,000
Rail Preservation Fund	141,050
<b>Total</b>	<b>\$ 13,363,860</b>

(12) In order to provide comparative data to the FY 2016 budget, certain reclassifications were made to FY 2016 line items



# **FY 2017 Local Payments Update**

June 13, 2016

Julie Brown

Local Assistance Division

## FY17 Program Approvals on the action agenda:

- FY17 Maintenance Payments to Cities and Certain Towns
  - Urban Maintenance Program Overview
  - Urban Inventory Reconciliation Overview
  - FY17 Urban Payment Rates
- FY17 Maintenance Payments to Arlington and Henrico Counties
  - County Maintenance Program Overview
  - FY17 County Payment Rates

# Urban Maintenance Program

## Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/ deletions

## Payment - General

- Payments based on moving lane miles (available to peak-hour traffic)
- CTB approves payment amounts to localities
- Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
- Payments to localities made quarterly

## Payment Categories – Based on Functional Classifications

1. Principal and Minor Arterial Roads
2. Collector Roads and Local Streets

## Urban Maintenance Inventory System (UMIS) Reconciliation Overview

- The Urban Conversion Project (UCP) included reconciling all Urban Maintenance Inventory System (UMIS) Data for all 84 municipalities
- Reconciliation required;
  - Comparing data between VDOT's Roadway Network System (RNS) and UMIS (Accomplished by consultant contract for phase I and Local Assistance Division for phase II)
  - Reviewing inventory and determining if errors or omissions exists
  - Correcting the data in VDOT's UMIS system and the RNS
- Notified all 84 municipalities of reconciliation efforts
- Provided detailed reconciliation documentation to localities allowing them the opportunity to review and aid in reconciliation efforts
- Mileage adjustments as a result of reconciliation was reduction of 535.68 lane miles

# Proposed FY17 Urban Local Maintenance Payments

- Urban (84 Cities and Towns)
  - Overall Urban Budget ≈ \$371M
  - Payment Rates:
    - Principal and Minor Arterial Roads = \$20,717 per lane mile
    - Collector Roads and Local Streets = \$12,161 per lane mile
  - Arterial Lane Miles: 6,269
  - Collector/ Local Miles: 19,655
- Overweight Permit Fee Revenue
  - FY17 Distribution ≈ \$205,827
    - Equivalent to \$6.78 per lane mile

# County (Arlington/ Henrico) Maintenance Program

- **Eligibility Requirements:**
  - Established by Code Section: 33.2-366
  - These counties maintain their own systems of local roads
  - Annual submission of additions/ deletions provided by county
  - Annual arterial inspection not required
  
- **Payment - General**
  - No differential in payment rates based on Functional Classifications
  - CTB approves payment amounts to localities
  - Annual growth rate is based upon the base rate of growth for VDOT's Maintenance Program
  - Payments to localities made quarterly

# Proposed FY17 County Local Maintenance Payments

- County (Arlington and Henrico)
  - Overall Arlington/ Henrico Budget ≈ \$66M
    - Arlington = \$18,332,926
    - Henrico = \$47,637,591
  - Payment Rates:
    - Arlington = \$18,807 per lane mile
    - Henrico = \$13,685 per lane mile
  - County Lane Miles: 4,436
    - Arlington = 975 lane miles
    - Henrico = 3,481 lane miles



# **FY 2017**

## **Local Payments Update**

June 13, 2016

Julie Brown

Local Assistance Division



*Multimodal Solutions - 495 to Haymarket*

## **Commonwealth Transportation Board Procurement and HOV-2 to HOV-3 to HOT-3 Conversion**

June 13, 2016

Susan Shaw, P.E., Megaprojects Director  
Virginia Department of Transportation



Multimodal Solutions - 495 to Haymarket

# Project Map



TRANSFORM 66





Multimodal Solutions - 495 to Haymarket

# 50-Year Partnership

## Roles and Responsibilities

	Public Partners	Private Partner
<b>Funding</b>	Not to Exceed \$600 M	Debt and Equity Supported by toll revenues
<b>Transit</b>	Administer program	Provide annual payments
<b>Design, Construct, and Right of Way</b>	Oversight	Primary responsibility
<b>Operate and Maintain</b>	<ul style="list-style-type: none"> <li>General purpose lanes</li> <li>Snow removal all lanes</li> </ul>	Express Lanes
<b>Public Outreach</b>	Communications and outreach during project development and construction	Express lanes information campaign



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## Procurement Features

- Draft contract documents have been publicly available for review and comment and have been revised based upon public input and feedback during the procurement process
  - Term Sheet – August 17, 2015
  - Draft contract documents posted to the VAP3 Website
    - December 17, 2015
    - January 5, 2016
    - May 16, 2016 (Final Draft, 30 day public comment period)
- Major business terms are consistent with those presented to the CTB on January 19, 2016, with Developer retaining risk for:
  - ✓ Higher than anticipated HOV use
  - ✓ Extension of Metro after 10 years of operation
  - ✓ Other corridor enhancements by VDOT with exception of constructing an additional general purpose lane
  - ✓ Lower than expected toll revenues
- Alternative Technical Concepts (ATC) and Innovative Finance Concepts are under consideration, with an emphasis on innovation and increasing value to the public



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# Public Comment on Procurement Documents

- 3 Public Hearings on May 23, 24, 25
  - 183 Attending
  - 22 Speakers
- Public Comments - Procurement
  - Maintain a public finance option
  - Concern about contract length of 50 years
    - Giving up control to private sector
    - Accommodating new technologies
  - Concern about protecting public during right of way acquisition process
  - Uncertainty of right of way acquisition timing
  - Audit and oversight rights of the Department
  - Concern about commitment to transit payment
  - Public protection in the event of Developer default



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## Procurement Next Steps

Date	Activity
June 24, 2016	Issue Final RFP
July 2016	Receive Technical Proposals
August 2016	Receive Financial Proposals
September 2016	Selection of Best Value Proposal
October 2016	CTB briefing
November 2016	Execution of Comprehensive Agreement
April 2017	Financial Close

Schedule supports the Appropriations Act (Chapter 780, 2016) requirement for the Secretary of Transportation to report by October 31, 2016 to the House Appropriations and Senate Finance Committees on the outcome of the negotiations and whether the parties were able to deliver the project in a manner that meets all of the terms published.



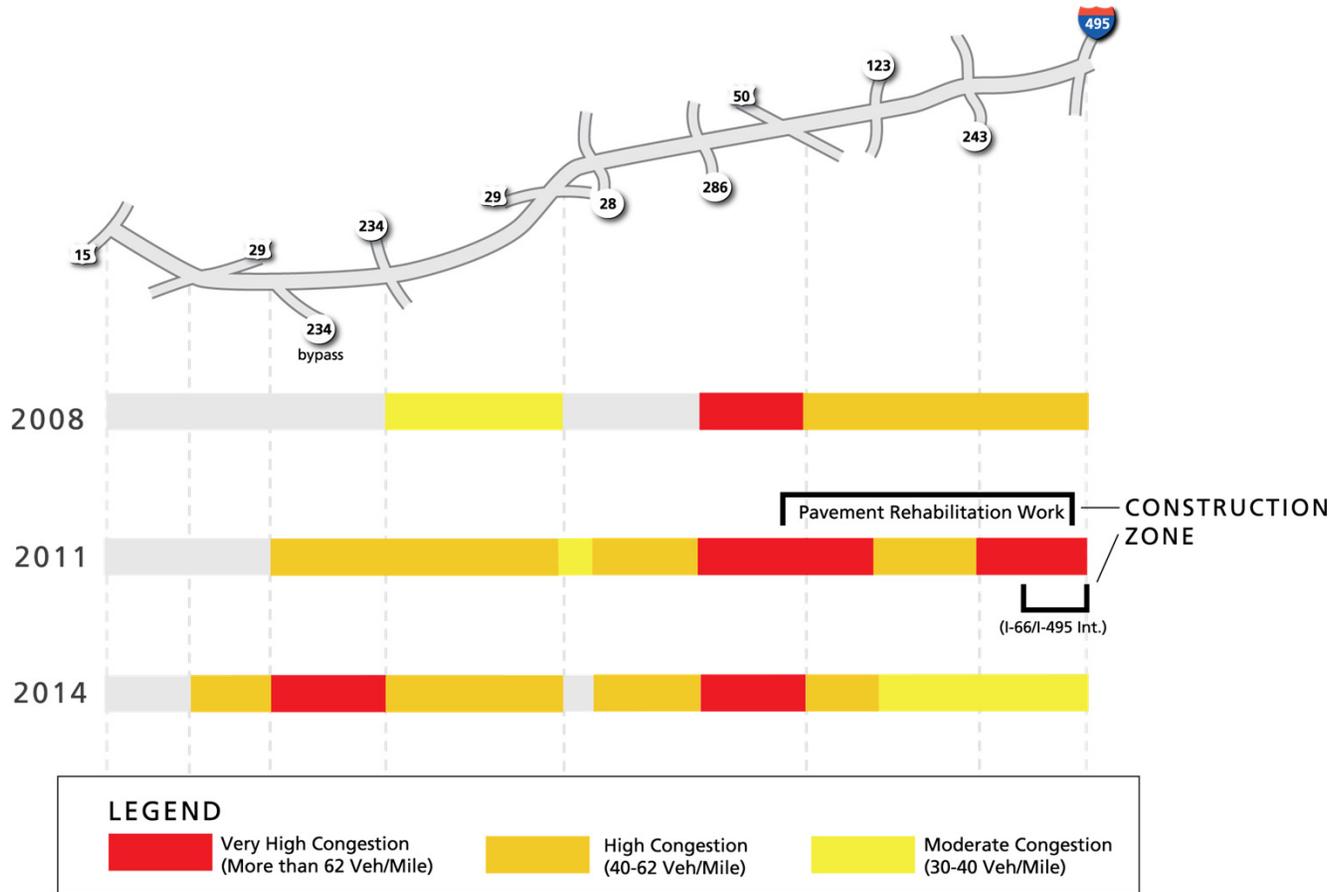
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# HOV-2 TO HOV-3 TO HOT-3 CONVERSION



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# Congestion Trend on Eastbound HOV Lane (Weekdays 5:30-9:30 AM)

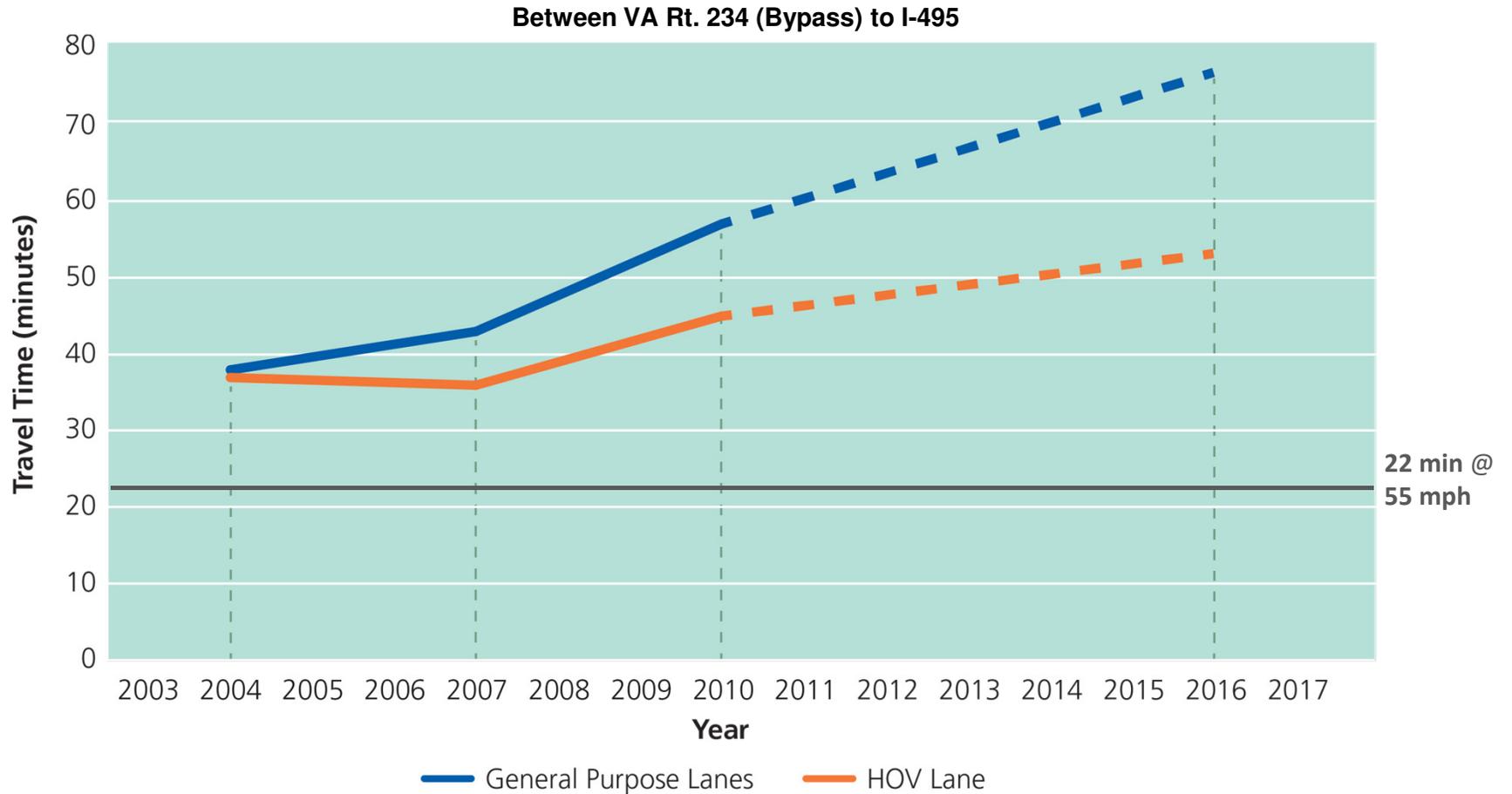


Sources: Traffic Quality on the Metropolitan Washington Area Freeway System reports, Skycomp (2008, 2011, 2014)



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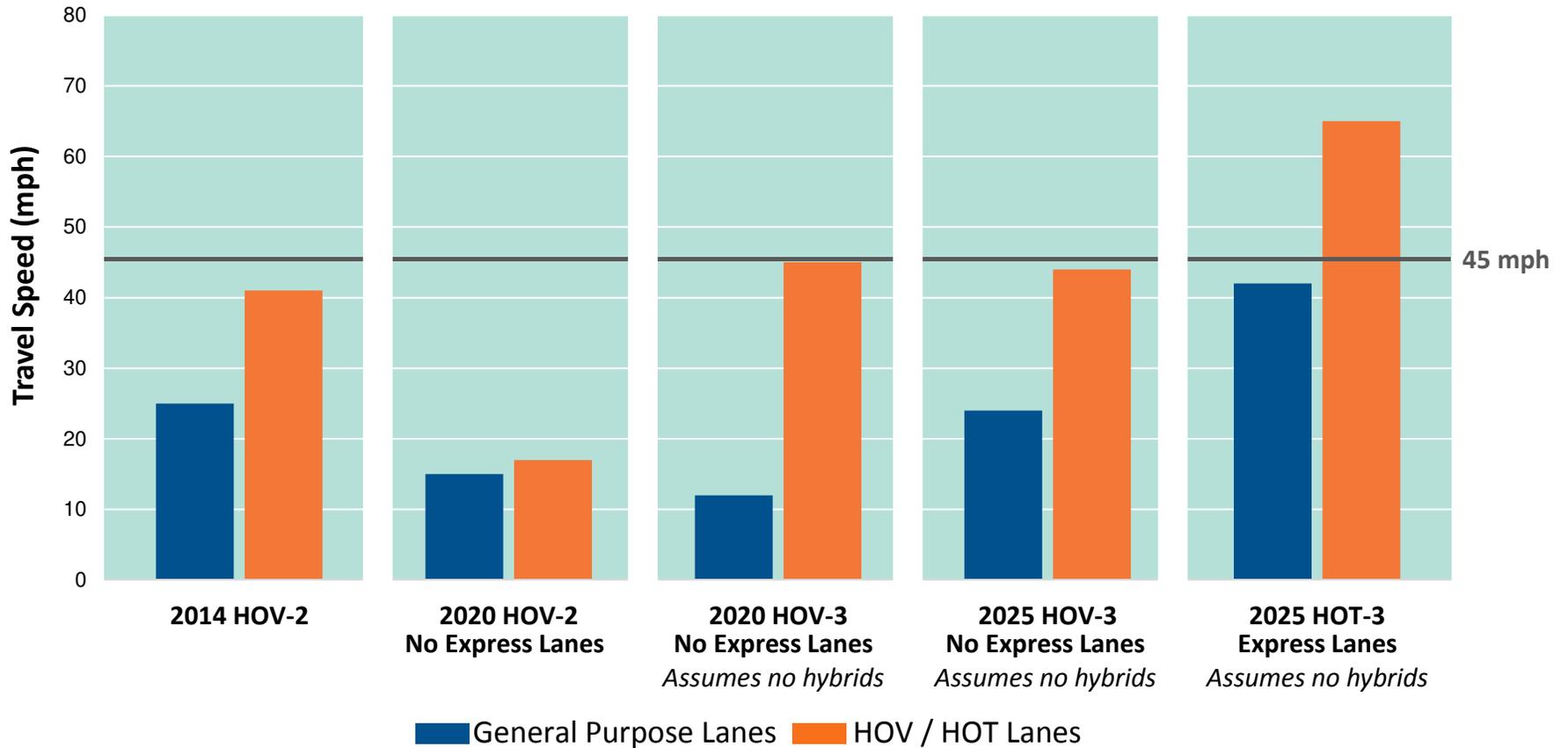
# Eastbound Travel Times Trend (Weekdays 5:00-10:00 AM)



Sources: Performance of High Occupancy Vehicle Facilities on Freeways in the Washington Region, MWCOG (2004, 2007, 2010)

# Eastbound AM Speeds

Average Speed between VA Rt. 234 (Bypass) and I-495 on Eastbound AM



Source: Tier 2 Environmental Assessment Transportation Technical Report Results



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## Conversion of HOV-2 to HOV-3

- VDOT has provided an opportunity for public review and comment
  - Published notice of its intent to change the existing designation to HOV-3 when the Express Lanes open to traffic
  - Notified General Assembly members representing districts that touch or are directly impacted
  - Held public hearings on May 23, 24, and 25, 2016
- Quantitative traffic data analyses demonstrate that changing the designation to HOV-3:
  - Is in the public interest by providing improved travel times and reduced vehicle miles traveled.
  - Results in improved travel speeds
  - Is beneficial to comply with the federal Clean Air Act through reduced vehicle miles traveled

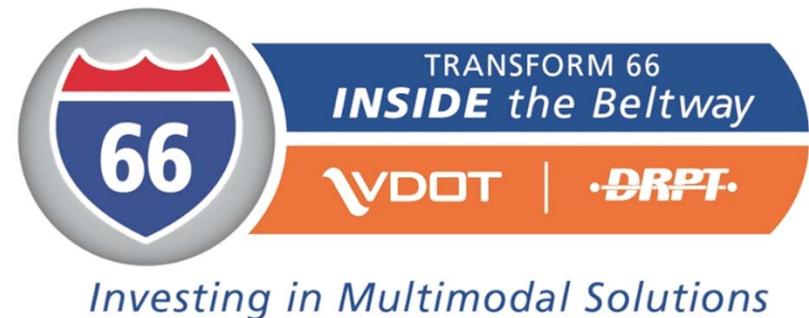


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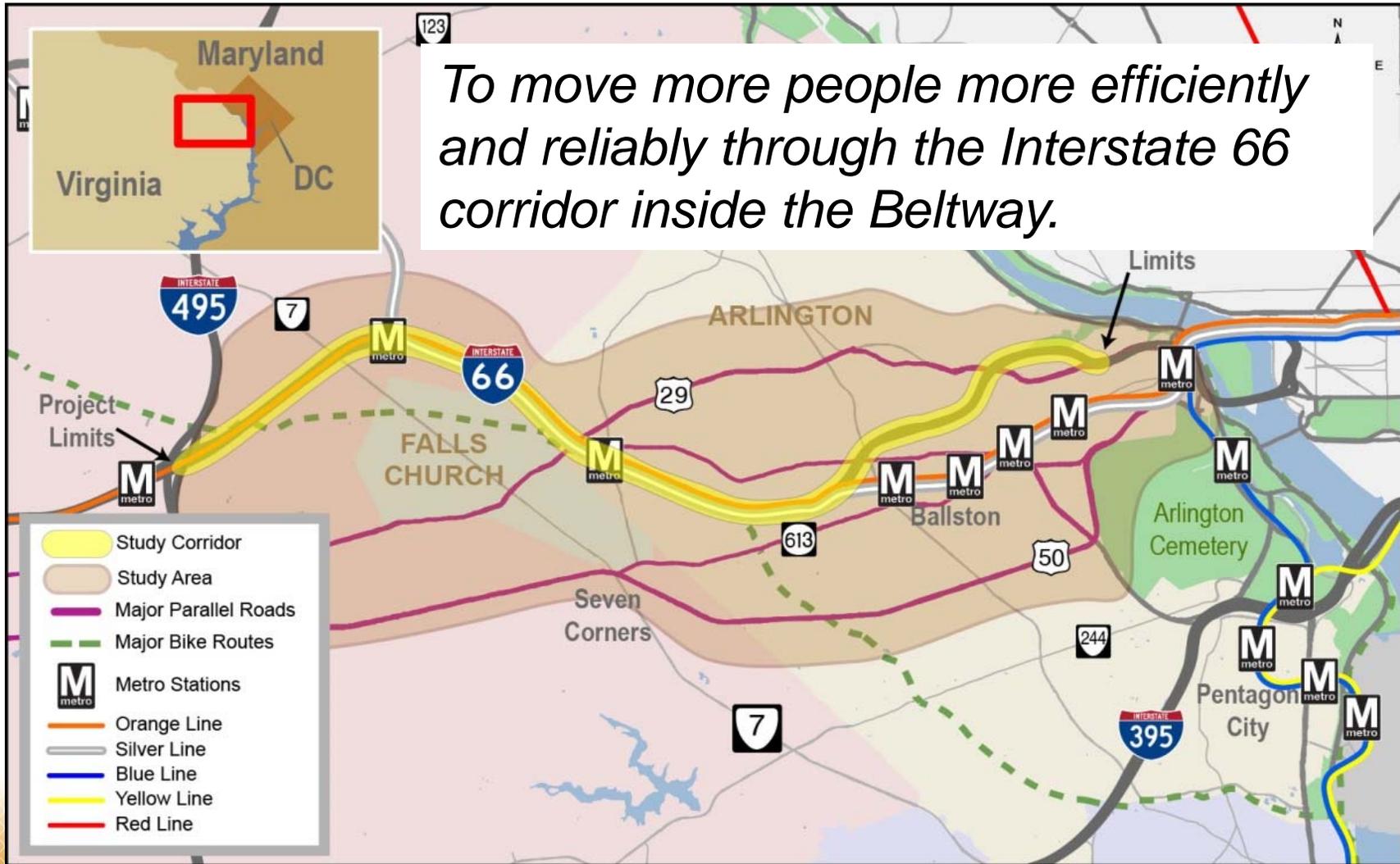
## Project Milestones

Activities	Dates
Consideration of Alternative Technical Concepts (ATCs)	March-May 2016
Tier 2 Final Environmental Assessment	May-June 2016
Public Hearing on Final Draft RFP & HOV-2 to HOV-3 Conversion	May 23, 24 and 25, 2016
Selection of Private Partner	Fall 2016
Early Work and Public Information Meetings	October 2016-April 2017
Design Public Hearing	Early 2017
Construction Start	2017
Open to Traffic	Late 2020

# Transform 66 Multimodal Project NVTC Approved Components



# Transform 66 Multimodal Project Corridor



# Initial Multimodal Program

- ✓ Benefit the toll payers
  - ✓ Be legally eligible
  - ✓ Meet the Transform 66 Improvement goals
    - Move more people
    - Enhance transportation connectivity
    - Improve transit service
    - Reduce roadway congestion
    - Increase travel options
- ✓ Be obligated or implemented by Toll Day One
    - Target Summer 2017
  - ✓ Have components selected by NVTC and submitted to CTB for approval by July 1
  - ✓ Make \$10 million available for initial project
    - \$5 million identified in MOA
    - \$5 million additional funds identified by CTB at May 17 meeting

# Technical Evaluation Measures

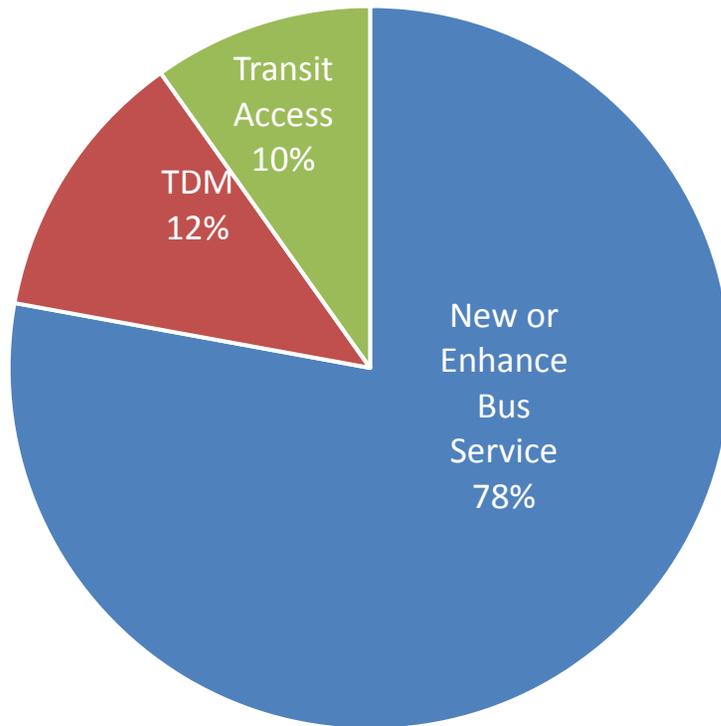
Supports Transform 66 Improvement Goals:

- ✓ Move more people
- ✓ Enhance transportation connectivity
- ✓ Improve transit service
- ✓ Reduce roadway congestion
- ✓ Increase travel options

Evaluation Category	Evaluation Criteria	Max Points
<b>Congestion Relief</b>	Person Throughput <i>(move more people)</i>	45
	Peak Period Travel Time	15
	Connectivity <i>(complete transportation network/ connect modes)</i>	15
	Accessibility <i>(provide access to opportunities)</i>	15
<b>Diversion Mitigation</b>	Mitigate impact of trips that may divert as a result of toll and/or HOV restrictions	10
<b>Total Benefit Score</b>		<b>100</b>
<b>Cost Sharing</b>	% of costs requested	
<b>Cost Effectiveness Score</b>	$\frac{\text{Total Benefit Score} \times \$1\text{M}}{\text{Funding Request}}$	

# Approved List of Components

Composition of Funding Requests



- ✓ *10 components with a total request for funding of \$9.8 million*
- ✓ *Ready by toll day one*
- ✓ *New bus operations connecting Prince William, Loudoun and Fairfax counties to D.C.*
- ✓ *Enhanced bus operations serving the corridor in Arlington and Falls Church*
- ✓ *Improved transit access projects serving Arlington and Falls Church*
- ✓ *Traveler information and incentives for Loudoun and Arlington riders*

# Benefits of Approved Components

Moves 1,800+ more people daily

Saves 370,000+ hours of travel delay per year

Connects 20 activity centers across the region

Balances long- and short-haul bus trips

Provides connections to key destinations

Addresses improved transit access

Provides three new bus routes

Increases service on two existing routes

Allows the corridor to operate more efficiently

# List of Multimodal Components Approved by NVTC

Component Name	Applicant	Total Funding Request	Total Benefit Score	Benefit Score Rank*	Cost Effectiveness Rank*
Loudoun County Transportation Demand Management	Loudoun	\$623,000	92	1	5
Fairfax Connector Express Service from Government Center to Foggy Bottom	Fairfax	\$3,336,836	80	3	14
Stone Ridge Enhanced Transit	Loudoun	\$1,940,939	75	4	11
PRTC Gainesville to Pentagon Commuter Service	PRTC	\$887,900	75	4	8
Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring	Arlington	\$1,000,000	70	5	9
Peak Period Service Expansion to ART Bus Route 55	Arlington	\$450,000	70	5	3
Bus Stop Consolidation and Accessibility Improvements	Arlington	\$462,000	65	6	6
Expanded Transit Access, Bike Share	Falls Church	\$500,000	60	7	7
Expanded TDM Outreach to the I-66 Corridor	Arlington	\$350,000	52	8	4
Multimodal Real-Time Transportation Information Screens	Arlington	\$250,000	48	9	2
	<b>Total</b>	<b>\$9,800,675</b>			

\* Rank of Components Seeking Funding



# Loudoun County Transportation Demand Management

## Loudoun County



Transportation  
Demand  
Management

**Proposed Opening:**  
July 1, 2017

**Funds Requested:**  
\$623,000



- Funds one year of TDM operations, incentives and marketing
- Provides reduced fares for Loudoun County Transit commuter buses
- Expands Rideshare Rewards carpool program
- Reimburses fuel costs for new vanpools
- Serves 900 new transit, carpool and vanpool riders



Virginia Department of Rail and Public Transportation

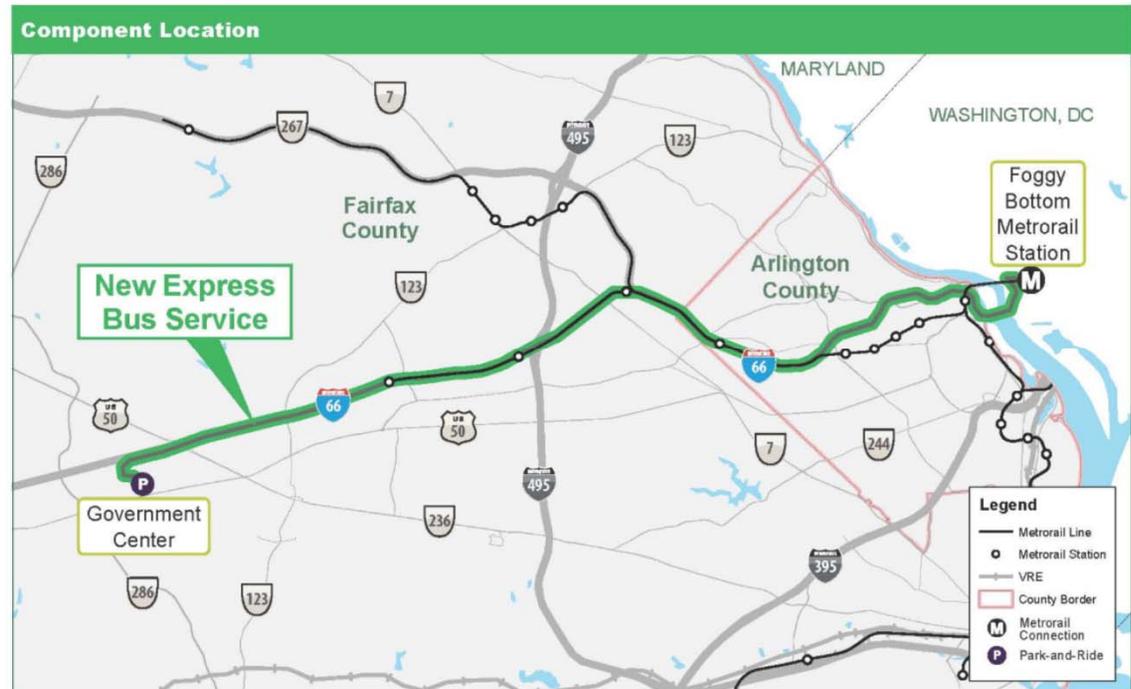
# Fairfax Connector Express Service from Government Center to State Dept/Foggy Bottom Fairfax County



New Bus  
Service

**Proposed Opening:**  
July 1, 2017

**Funds Requested:**  
\$3,336,836



- Funds the purchase of six buses and two years of service operation
- Provides 10 new bus trips in the AM and PM peak periods
- Serves 280 daily riders



Virginia Department of Rail and Public Transportation

# Loudoun County Stone Ridge Enhanced Transit

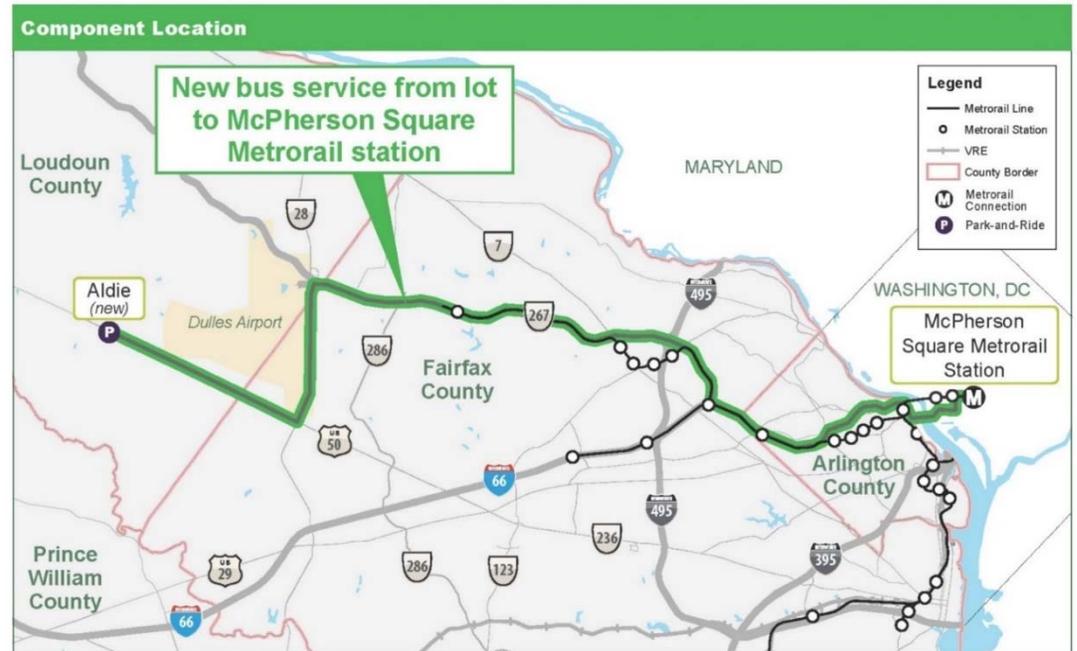
## Loudoun County



New Bus Service

**Proposed Opening:**  
July 1, 2017

**Funds Requested:**  
\$1,940,939



- Funds construction of 250-space park-and-ride lot in Aldie, two buses and two years of service operation
- Adds four new bus trips in both the AM and PM peak periods
- Serves 320 daily riders
- Saves riders up to 40 minutes per trip, compared to a non-tolled, single-occupancy vehicle trip

# PRTC Gainesville to Pentagon Commuter Service

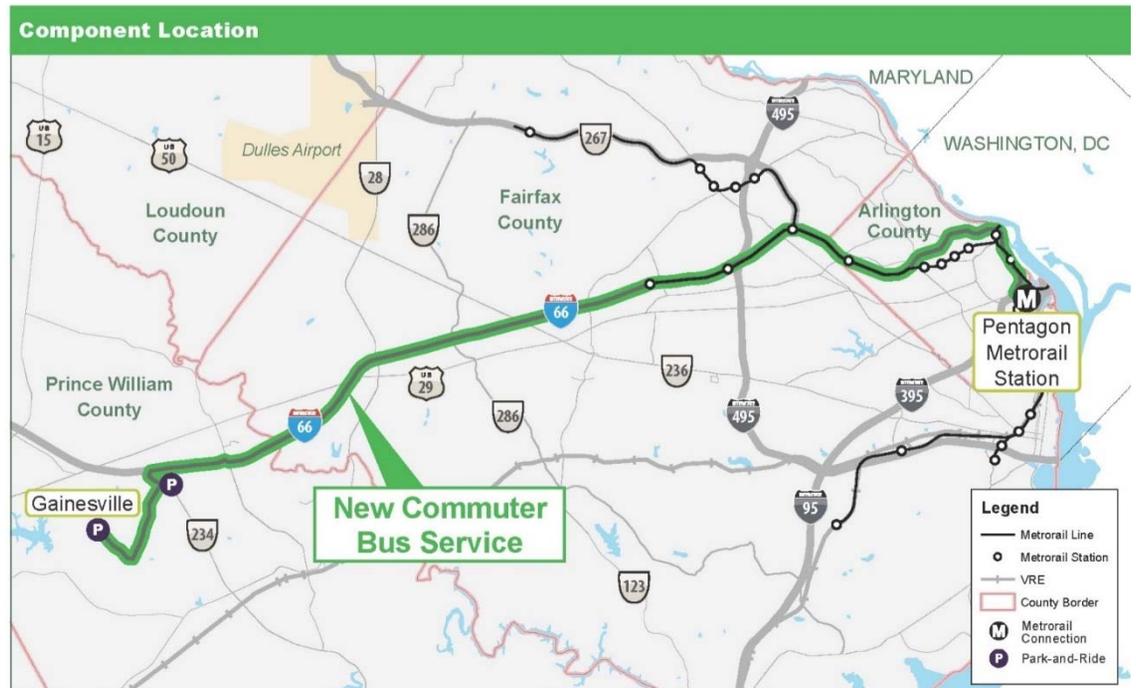
Potomac and Rappahannock Transportation Commission (PRTC)



New Bus Service

**Proposed Opening:**  
December 12, 2016

**Funds Requested:**  
\$887,900



- Funds 2.5 years of service operation, route marketing, communication, and lease of 110 park-and-ride lot spaces
- Serves 255 daily riders
- Saves riders more than 15 minutes per trip, when compared to a transit trip via PRTC's Linton Hall Metro Direct Service and Metrorail

# Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd-Dunn Loring Arlington County



Enhanced  
Bus Service

**Proposed Opening:**  
August 31, 2016

**Funds Requested:**  
\$1,000,000



- Improves route frequency from 15 to 10-minute service in AM and PM peak periods
- Funds two years of enhanced peak-period service operation
- Serves 250 new, daily riders, increasing ridership to 1,090 daily
- Connects three jurisdictions and four MWCOG-identified activity centers



Virginia Department of Rail and Public Transportation

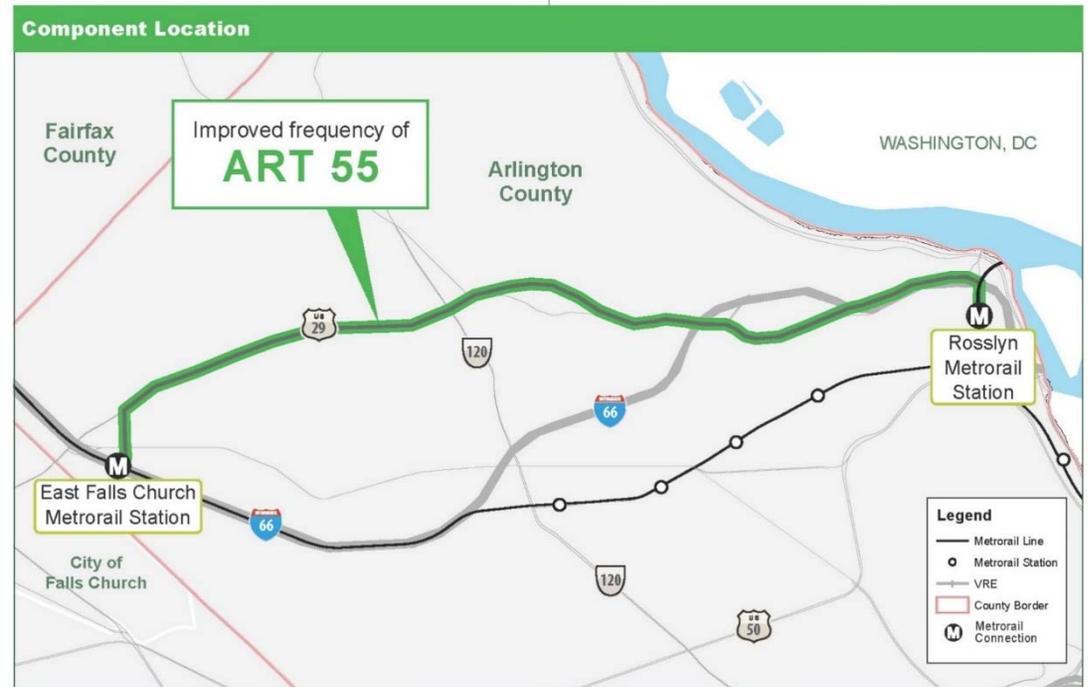
# Peak Period Service Expansion to ART Bus Route 55 Arlington County



Enhanced  
Bus Service

**Proposed Opening:**  
July 1, 2017

**Funds Requested:**  
\$450,000



- Funds the rehab of six buses and two years of enhanced peak-period service operation
- Improves peak-period frequency to 12 minutes during AM and PM peak periods
- Adds 3.5 round trips daily
- Serves 250 new daily riders, increasing ridership to 1,300



Virginia Department of Rail and Public Transportation

# Bus Stop Consolidation and Accessibility Improvements Arlington County



Enhanced  
Bus Service

**Proposed Opening:**  
October 1, 2018

**Funds Requested:**  
\$462,000



- Consolidates underutilized and closely spaced bus stops
- Reduces travel times - increases new bus riders by 15 percent
- Improves 30 bus stops by adding ADA-compliant pedestrian facilities (sidewalks, curb ramps and crosswalks) and passenger amenities (shelters, benches, lighting, customer information)



Virginia Department of Rail and Public Transportation

# Expanded Transit Access through Capital Bikeshare

## City of Falls Church



Access to  
Transit

**Proposed Opening:**  
March 1, 2017

**Funds Requested:**  
\$500,000



- Funds operation of up to 16 bike share stations
- Provides first-mile/last-mile solution
- Enhances access to Metrorail stations and increases Metrorail ridership by 450 trips per day
- Bike share expands access to Metrorail for non-motorized travelers from 6 to 15 square miles



Virginia Department of Rail and Public Transportation

## Expanded TDM Outreach to the I-66 Corridor Arlington County



Transportation  
Demand  
Management

**Proposed Opening:**  
January 1, 2017

**Funds Requested:**  
\$350,000



- Maximizes the use of multimodal transportation options
- Provides outreach and education services to employers and residents
- Promotes carpool and vanpool initiatives
- Removes 1,800 single-occupant car trips per day in the corridor



Virginia Department of Rail and Public Transportation

# Multimodal Real-Time Transportation Information Screens

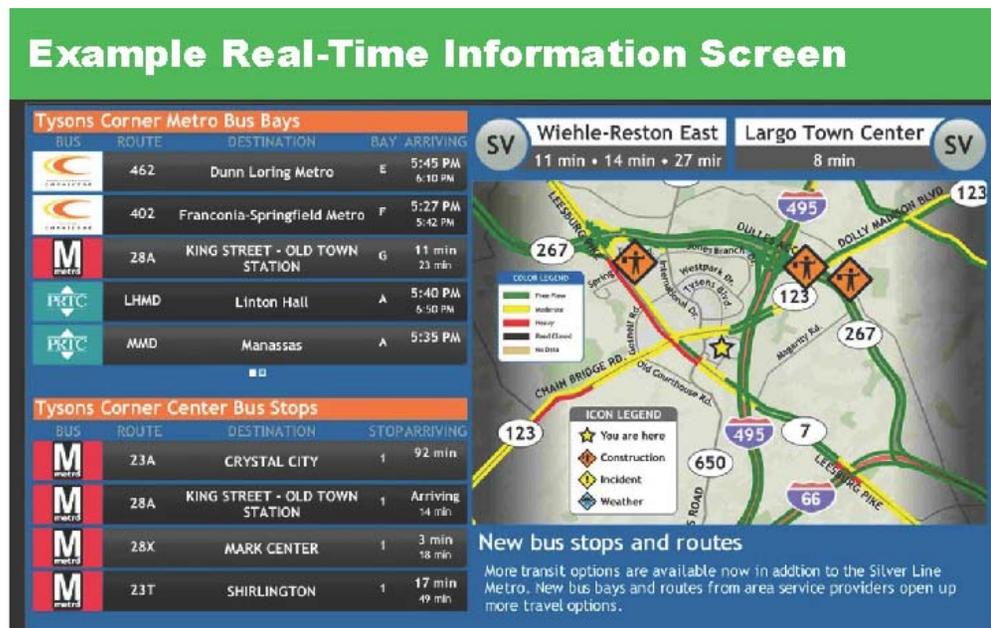
Arlington County



Transportation Demand Management

**Proposed Opening:**  
January 1, 2017

**Funds Requested:**  
\$250,000

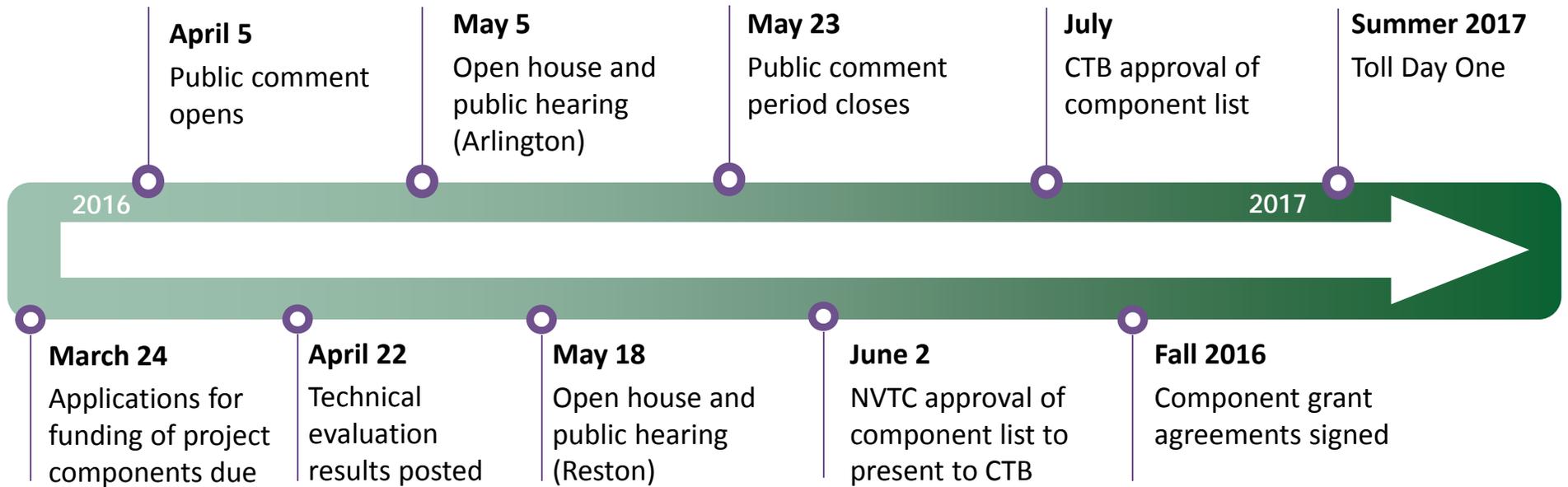


- Funds the purchase of 50 real-time transportation information screens to be placed at key business and transportation locations
- Provides dynamic information on transit arrivals, travel times to locations on I-66, toll rates for I-66 HOT lanes, Capital Bikeshare and Zipcar availability, and delays or emergencies
- Attracts 870 new Metrorail trips per day



Virginia Department of Rail and Public Transportation

# Timeline and Next Steps



*QUESTIONS?*

# WMATA SafeTrack Update



# WMATA SafeTrack Overview

SafeTrack is a massive, comprehensive, holistic effort to address safety recommendations and rehabilitate the Metrorail system on an accelerated basis by **expanding ALL available maintenance windows.**

- 3 years of work accelerated into approximately 1 year
- Includes expansion of track-work hours on weeknights, weekends, midday hours and during certain rush hours — both above ground and in tunnels
- Improves safety and achieves state of good repair of basic track structure and advances critical NTSB/FTA work
- Includes line segment shutdowns of less than one month
- Uses contractors to augment existing workforce

# SafeTrack: New ROW Access Plan

- **Reallocates access to tracks for passenger trains and safety work**
  - **WEEKNIGHT:** Expand maintenance time by allowing crews to start at 8PM on weeknights (adds 2 hours of productive time nightly)
  - **MIDDAYS:** Conduct certain types of maintenance between AM and PM rush hours 10AM-3PM Mon-Fri
  - **WEEKENDS:** Expand weekend maintenance by closing system at midnight on Friday and Saturday nights (adds 6 hours/week)
  - **Midnight closings started Friday, June 3**
- **Moratorium on extended hours**
  - **Avoid deferring/rescheduling maintenance** by placing a **one-year moratorium on new requests for early openings or late closings**. Will re-evaluate once system is in state of good repair.
- **Safety Surges**
  - **Maximize efficiency of work that requires long-duration outages** through continuous single tracking or line-segment shutdowns where buses replace trains.

	Dates <i>Fechas</i>	Impacted Lines <i>Líneas afectadas</i>	Impacted Stations <i>Estaciones afectadas</i>	Type of Surge <i>Tipo de trabajo en las vías</i>
1.	6/4 – 6/16	OR SV	East Falls Church - Ballston-MU	Single Tracking/ <i>Una sola vía</i>
2.	6/18 - 7/3	OR BL SV	Eastern Market - Minnesota Ave/Benning Rd	Closed/ <i>Cerrado</i>
3.	7/5 – 7/11	YL BL	National Airport - Braddock Rd	Closed/ <i>Cerrado</i>
4.	7/12 – 7/18	YL BL	National Airport - Pentagon City	Closed/ <i>Cerrado</i>
5.	7/20 – 7/31	OR SV	East Falls Church - Ballston-MU	Single Tracking/ <i>Una sola vía</i>
6.	8/1 – 8/7	RD	Takoma - Silver Spring	Single Tracking/ <i>Una sola vía</i>
7.	8/9 – 8/18	RD	Twinbrook - Shady Grove	Single Tracking/ <i>Una sola vía</i>
8.	8/20 – 9/5	YL BL	Franconia-Springfield - Van Dorn St	Single Tracking/ <i>Una sola vía</i>
9.	9/9 – 10/20	OR	West Falls Church - Vienna	Single Tracking/ <i>Una sola vía</i>
10.	10/10 – 11/1	RD	NoMa-Gallaudet U - Ft Totten	Closed/ <i>Cerrado</i>
11.	11/2 – 11/11	OR SV	East Falls Church - West Falls Church	Single Tracking/ <i>Una sola vía</i>
12.	11/12 – 12/6	GR YL	College Park-U of Md - Greenbelt	Single Tracking/ <i>Una sola vía</i>
13.	12/7 – 12/24	BL	Rosslyn - Pentagon	Closed/ <i>Cerrado</i>
14.	1/2 – 1/13 1/22 – 2/3	YL BL	Braddock Rd - Huntington/Van Dorn St	Single Tracking/ <i>Una sola vía</i>
15.	3/6 – 3/19	OR SV	East Falls Church - West Falls Church	Single Tracking/ <i>Una sola vía</i>

# SafeTrack Safety Surges

Using surges makes more resources available to advance underground work on nights/weekends

Used when work requires continuous long-duration track outage

Primarily above ground where longer-duration outages most needed (e.g. tie replacement)

Type of work that cannot be achieved via weekends or “early outs” alone

Many riders will be impacted during rush hour service; encouraged to use alternate travel options if possible

Shuttle buses will serve closed stations; transit service maintained at all times, although service levels will be reduced significantly

Will require regional coordination, resources, communication and shared pain

# WMATA Mitigation Efforts

- Most Surges will have additional Metro buses dedicated to providing alternative service
- Additional 8-car trains on lines where capacity reduced
- Encourage riders to use alternate travel modes, teleworking and/or travel outside rush-hour periods
- Additional customer support staff at selected stations
- Jurisdictional input/support, including VDOT, for Safety Surges (e.g. traffic control, parking restrictions, bus support, HOV restrictions, etc.)
- Robust public outreach effort — visit [wmata.com/safetrack](http://wmata.com/safetrack) for information
- OPM/business community support (e.g. telework)
- Strategically positioned extra trains & personnel to respond quickly to issues

# Commonwealth Mitigation Efforts

Executive Directive 8 was signed by Governor McAuliffe on May 25, 2016

“The Virginia Department of Rail and Public Transportation shall coordinate with the Washington Metropolitan Area Transit Authority and other providers of transit service in Northern Virginia to increase bus transit service available to transit riders to mitigate the impact of the Washington Metropolitan Area Transit Authority’s SafeTrack program.”

DRPT has been actively coordinating mitigation efforts with WMATA, NVTC and local NOVA transit systems since SafeTrack was announced on May 6.

# DRPT Mitigation Efforts

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DRPT has supported the development of local transit system bus service mitigation plans and will monitor transit ridership and mitigation plan effectiveness

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DRPT actively participates in weekly regional SafeTrack coordination calls with WMATA, NVTC, VDOT, VDEM, State Police, MWAA, NOVA transit systems, regional police and fire departments and the Pentagon

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DRPT is calculating funding needs and identifying funding options for transit and demand management measures during SafeTrack

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# NOVA Mitigation - Transit

Transit systems providing varying levels of supplemental bus service

- **Arlington** is deploying larger buses on impacted routes and has temporarily created more bus capacity on streets at several affected Metrorail stations
- **Fairfax Connector** has added new supplemental express bus service to the Pentagon from Reston and Vienna
- **DASH** assisting with new free shuttle bus service between Braddock Road, Crystal City & Pentagon City via the recently completed CCPY Metroway
- **Loudoun County Transit** is adding supplemental commuter service to DC
- **PRTC** is adjusting run times on MetroDirect services to maximize ridership
- **VRE** is promoting its Manassas Line as an alternative to the Metro Orange Line and is directing commuters to stations with excess parking capacity

# NOVA Mitigation - General

- All NOVA jurisdictions asking employers to allow/encourage telework, flexible work schedules and alternative commuting options
- Most NOVA transit systems have set up their own SafeTrack web sites or added links to WMATA SafeTrack web site ([www.wmata.com/safetrack](http://www.wmata.com/safetrack))
- Many NOVA jurisdictions dispatching employees to affected Metrorail stations as customer service ambassadors
- VDOT supporting WMATA command center at Ballston Metrorail station during Surge #1
- Increased marketing of vanpool and carpool programs
- Encouragement of slugging as a commuting alternative
- Capital Bikeshare adding capacity to its NOVA stations

# Virginia SafeTrack Schedule

## 15 Total Safety Surges

- 10 Safety Surges in Virginia (3 in MD & 2 in DC)
  - 7 Virginia Safety Surges will be Single-Tracking
  - 3 Virginia Safety Surges will be Track Closures
- Surges involving track closures in MD & DC will also significantly affect Virginia commuters
- Surges vary in length
  - Longest Virginia surge will be Surge #9, which will include 42 days of continuous single-tracking between Vienna and West Falls Church on Orange Line from September 9 – October 20



# Safety Surges in Virginia

## Surge #1 – East Falls Church to Ballston

- June 4-16, 2016 (13 days of continuous single-tracking)
- Orange and Silver Lines affected

## Surge #3 – National Airport to Braddock Road

- July 5-11, 2016 (7 days of line segment shutdown)
- Blue and Yellow Lines affected

## Surge #4 – National Airport to Pentagon City

- July 12-18, 2016 (7 days of line segment shutdown)
- Blue and Yellow Lines affected

# Safety Surges in Virginia

## Surge #5 – East Falls Church to Ballston

- July 20-31, 2016 (12 days of continuous single-tracking)
- Orange and Silver Lines affected

## Surge #8 – Franconia-Springfield to Van Dorn

- Aug 20 – Sept 5, 2016 (17 days of continuous single-track)
- Blue and Yellow Lines affected

## Surge #9 – West Falls Church to Vienna

- Sept 9 – Oct 20, 2016 (42 days of continuous single-track)
- Orange Line affected

# Safety Surges in Virginia

## Surge #11 – E Falls Church to W Falls Church

- Nov 2-11, 2016 (10 days of continuous single-tracking)
- Orange and Silver Lines affected

## Surge #13 – Rosslyn to Pentagon

- Dec 7-24, 2016 (18 days of line segment shutdown)
- Blue Line affected

# Safety Surges in Virginia

## Surge #14 – Braddock Rd. to Huntington/ Van Dorn St.

- January 2-13, 2017 (12 days of continuous single-track)
- Jan 22 – Feb 3, 2017 (13 days of continuous single-track)
- Blue and Yellow Lines affected

## Surge #15 – E Falls Church to W Falls Church

- March 6-19, 2017 (14 days of continuous single-tracking)
- Orange and Silver Lines affected



# VTrans2040

VTrans Multimodal Transportation Plan (VMTP)

Nick Donohue, OIPI Director

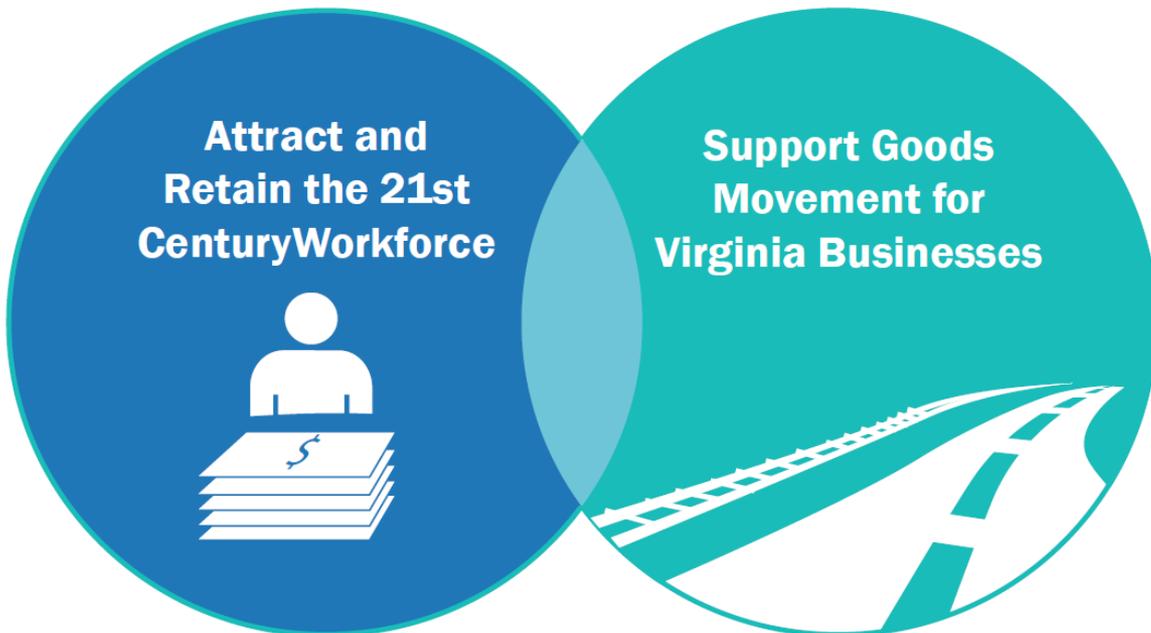
March 15, 2016



# VTrans & VMTP Framework

“Demographic and market studies consistently show that workers in the 21<sup>st</sup> century economy prefer walkable communities that are served by rail and public transit, as well as roads. If we want to cultivate this work force, which we need to do, we need to get ahead of these trends.”

Governor McAuliffe  
June 18, 2014



# Past and Present Elements of VTrans2040

## VTrans Vision Document

- Vision
- Guiding Principles
- Goals
- Objectives
- Trends

[www.vtrans.org/vtrans2040.asp](http://www.vtrans.org/vtrans2040.asp)

Completed  
&  
Adopted by CTB

## VTrans Multimodal Transportation Plan

- 2025 Needs Assessment
- 2025 Recommendations
- 2040 Scenario Analysis
- 2040 FAST Compliant Freight Element

Completed & Adopted by CTB



# Needs Synthesis & Recommendations Process

March through June

1. Summarize Needs

2. Consolidate Needs

3. Prepare Executive Summary

4. Evaluate Needs Relative to Goals

5. Summary of Priority Needs

6. Identify Recs

7. Evaluate Recs

8. VMTP Recommendations

May through September

Regional Forums

## Needs Synthesis

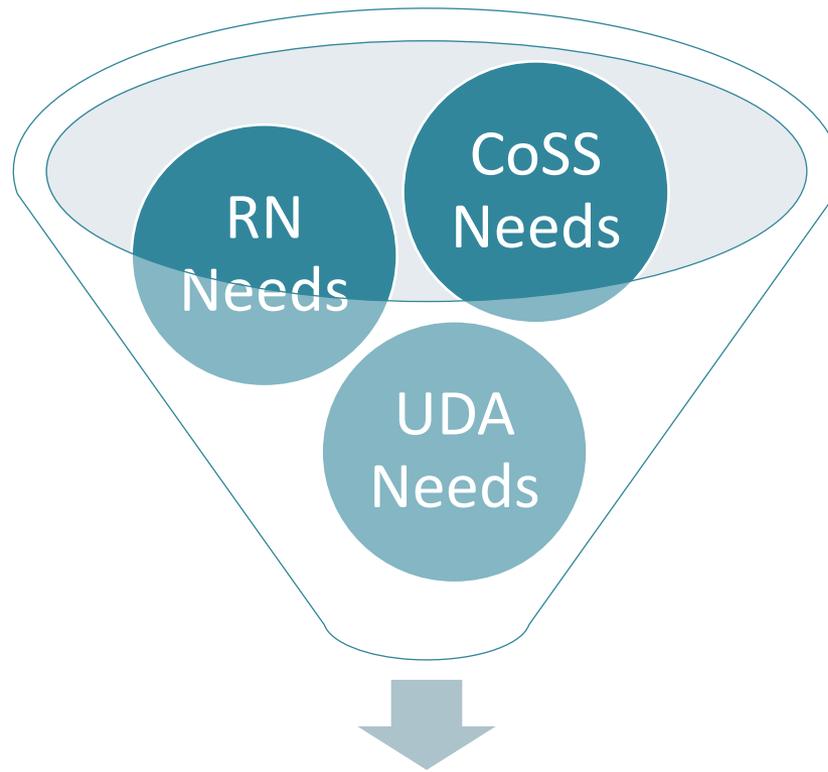
*Instrumental in linking the VTrans goals with the consolidated needs*

## Recommendations

*Recommendations will include new and existing project concepts, plus broad policy and programmatic direction*



# Needs Synthesis Overview



**Consolidated Cross-Geography Needs**



# Summarize & Consolidate Needs

- Create packages of aggregate, multimodal regional specific needs

Market	Summarized Needs
Regional Network	<b>I-81 corridor reliability</b>
	Arterial network reliability
	Roadway operations and management
	Walkability in activity centers
CoSS	Safety related to inadequate climbing lanes and merge areas
	Rail capacity bottlenecks
	<b>US 11 speed and capacity limitations to serve as a I-81 reliever</b>
	<b>Limited transit connections between regional centers</b>
UDAs	<b>Transit amenities and connected bicycle and pedestrian systems</b>
	Intersection design, complete streets, and bicycle and pedestrian systems

Consolidated Needs
<b>I-81 corridor reliability and ability for US 11 to serve as a parallel highway</b>
Arterial network reliability, capacity, and operations
Walkability, improved intersection design, complete streets, and bicycle and pedestrian systems in activity centers
Safety related to inadequate climbing lanes and merge areas
Rail capacity bottlenecks
<b>Limited transit connections between regional centers and transit amenities within centers</b>



# Prioritizing Needs

## Consolidated Needs



**Relationship to VTrans Goals** (informed by data)

Ongoing, Led by OIPI Team



**VTrans Goals** (informed by stakeholders)

Survey and Regional Forums, Largely Complete



**Regional Priority** (informed by stakeholders)

Regional Forums and Outreach, Largely Complete



**Prioritized “Tiered” Needs**



# Relationship to Vtrans Goals



## Economic Competitiveness & Prosperity

**5 point criteria:** presence of freight bottlenecks (top statewide and by district), poor reliability and high AADT, significant delay



## Accessible & Connected Places

**5 point criteria:** auto and transit accessibility scores, connectivity and redundancy, mode choice or multimodal access



## Safety for All Users

**5 point criteria:** reference a safety need, top 20 district need, top 200 fatal or severe crash locations, non-motorized safety need



## Healthy & Sustainable Communities

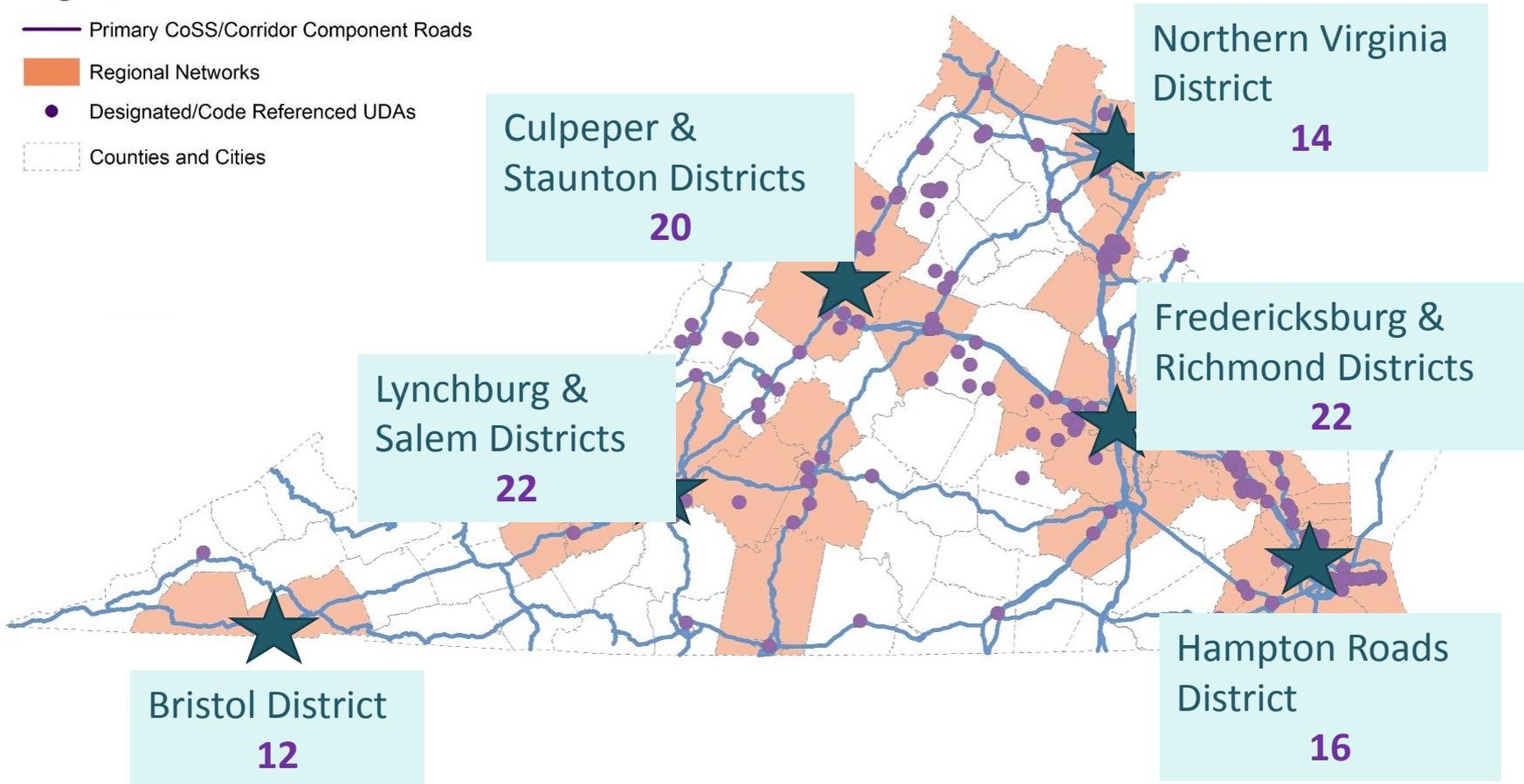
**5 point criteria:** support a designated UDA, reference TDM or mode choice, walkable/bikeable place need, area of air quality concern



# Regional Forum Review Attendance

## Legend

-  Primary CoSS/Corridor Component Roads
-  Regional Networks
-  Designated/Code Referenced UDAs
-  Counties and Cities

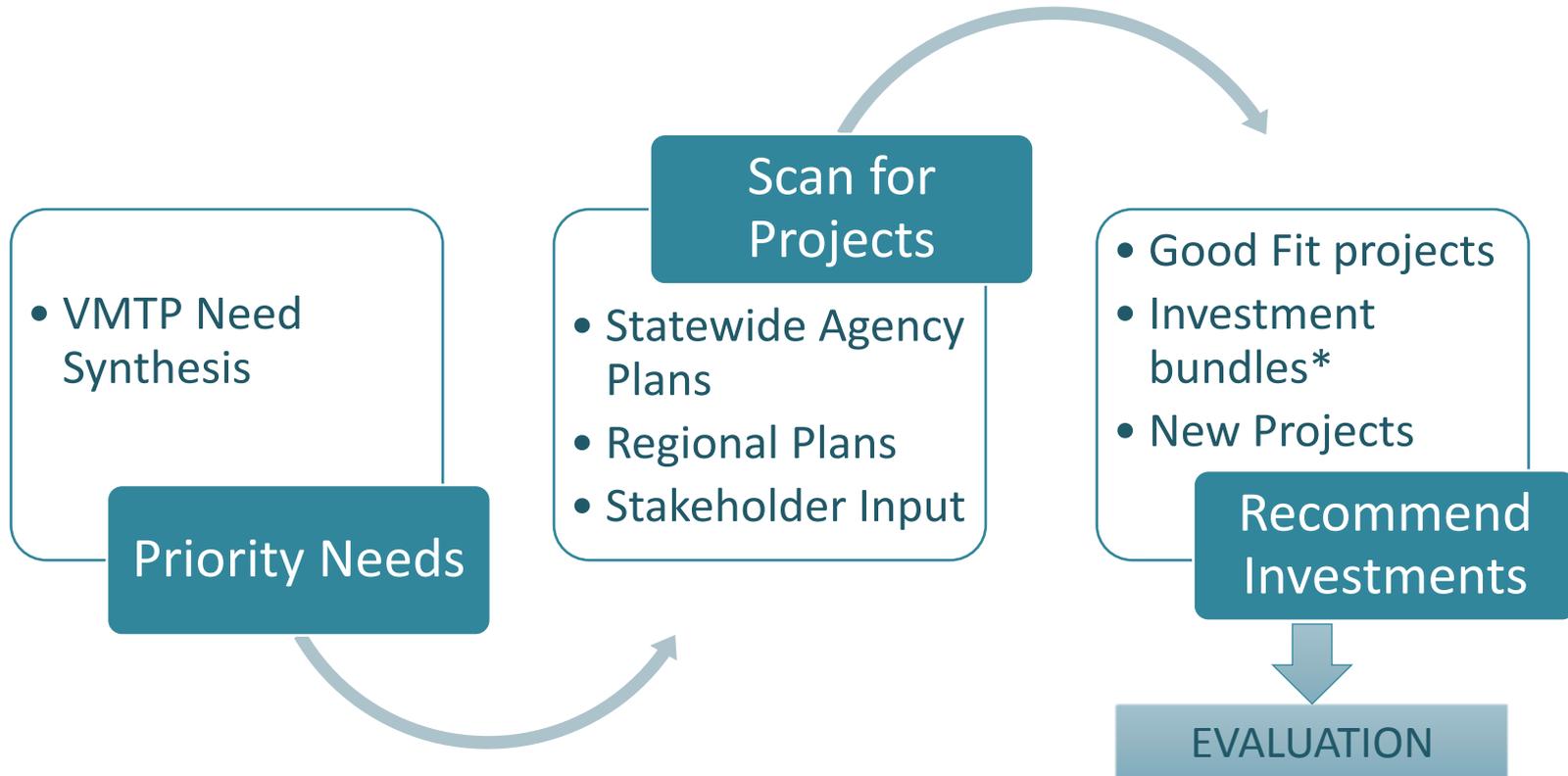


Attendees = Excluding MMWG, local POCs, & consultants



# Identify Recommendations

## Focus on Priority Needs



\*Types of projects that may apply in multiple areas AND packages of complementary investments in a given area.



# VMTP Recommendations

## Project Concepts

- Project concept details to include:
  - Summary of priority need being addressed
  - Location, detailed description
  - Source (including reference to recent studies)
  - Planning-level cost estimate
  - Qualitative assessment of HB2 factor benefits
- Details developed in coordination with VDOT and/or DRPT and local partners

**Outcome: Inform future HB2 applications and other funding program applications, or identify funding need for further planning or PE**



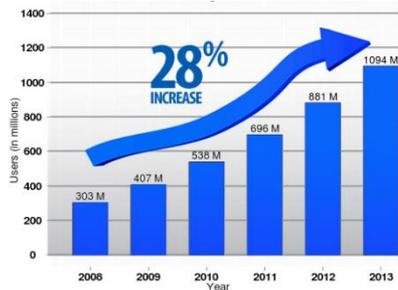
# VTrans2040 Scenarios

- How can we consider the impact of major trends on future transportation demand and costs?
  - Identify key drivers of future travel
  - Create scenarios
  - Study the relationships between the drivers and key outcomes

What Trends are Most Impactful to Transportation?



**UNDERSTAND**



How might Trends interact to affect future transportation demand and costs?



**EXPLORE**



# Simplified Scenario Process



How are the results used?

**Resilience Test:**  
Which policies produce optimal results under ALL possible scenarios?

**Responsiveness Test:**  
Over time, which scenario is getting closest to reality? Which policies best respond to this scenario?

What will the results help inform?

“Stress test” of 2040 Baseline Projections

Inform Agency Business Plans

Inform VMTP Policy Recommendations

Inform MPO Long Range Planning

# Scenario Outcomes

- Trends will be linked to outcomes based on research
- Outcomes will include high-level measures of system needs and costs
  - Vehicle Miles Traveled
  - Passenger Mode Share
  - Freight Mode Share
  - User Costs
- Collectively the scenarios will establish a range of future outcomes
- Comparing outcomes will provide insight into investment needs and policy needs for common threads across scenarios



# Sources of Input for the 2040 Scenario Analysis

- 2015 Fall meetings provided input on the trend drivers
- Multimodal Advisory Committee and agency reps providing input on draft scenarios
- Extensive research and economic models will provide many of the key input-output relationships
- Focus groups and an expert panel will provide input on technology factors that have much uncertainty
- MAC, online web tool and 2016 fall meetings will relate scenario outputs to implications and policy recommendations

