

**Virginia Department of Transportation
Draft Six Year Improvement Program
FY 2011 - 2016**

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May 19, 2010

Total Draft Revised Six-Year Improvement Program

	Approved FY 2008- 2013 Program	Approved FY 2009- 2014 Program	Revised FY 2009- 2014 Program	Approved FY 2010- 2015 Program	Revised FY 2010- 2015 Program	Proposed FY 2011- 2016 Program
Highway Construction	\$8.6 b	\$7.9 b	\$6.0 b	\$5.4 b	\$5.5 b	\$5.6 b
Rail & Public Transportation	\$2.9 b	\$2.7 b	\$2.9 b	\$2.0 b	\$2.1 b	\$2.1 b
Total	\$11.5 b	\$10.6 b	\$8.9 b	\$7.4 b	\$7.6 b	\$7.7 b

Principles for the Draft FY 2011-2016 Highway SYIP

- **Fund deficits on underway project phases**
- **Maximize use of federal funds to meet federal strategy**
- **Fund underway project phases as well as project phases that start in FFY 2011**
- **Fund deficient bridges and paving projects**

Highway Program Development

- **Actions taken to date in the SYIP updates to deal with reduced state revenues since the adopted FY 2008-2013 SYIP**
 - **Reduced all available state funds from projects**
 - **Restricted funding to projects obligated, or going to be obligated in the current FFY or the phase is underway**
 - **Eliminated state formula distributions for unpaved roads, primary, secondary and urban systems**
 - **Eliminated federal STP formula distribution to individual localities and regions, concentrating STP funds on underway projects, bridges, and paving**
 - **Elimination of the bond component of revenue sharing in FY 2012**

Federal Revenue Reserve

- **In the update of the FY 2009-2014 Six-Year Improvement Program we initiated a Federal Revenue Reserve to prevent us from over programming Federal dollars during the uncertainty of the economy and the lack of a new Authorization.**
- **The current value of the Federal Reserve in the Revised FY 2010-2015 SYIP is \$627 million.**
- **We indicated in the update of the SYIP for FY 2011-2016 we would review the Federal revenue reserve if and when Congress approves a longer term continuing resolution.**

Federal Revenue Reserve

- **Congress approved the continuing resolution for federal transportation funding through December 31, 2010.**
- **With the continuing resolution the previous \$8 billion in rescissions that took place when SAFETEA-LU expired on September 30, 2009 were rescinded.**
- **The funding levels were returned to FFY2009 levels meaning we could un-reserve the \$103 million we had not obligated of estimated Federal revenue for FY 2010.**

Highway Program Summary

- **Releasing the Federal Revenue Reserve for FY 2010 we were able to:**
 - Partially fund 3 of the 5 ARRA contingency projects (I-66 Paving, I-581 at Elm Avenue, and Route 50 Courthouse)
 - Fund a portion of VDOT project development costs on Mid-Town Tunnel PPTA
 - Fund 164 Median Rail project administered by VPA
 - Make special program funds available for allocation (Enhancement, CMAQ, and RSTP)
- **Provided out year funding for deficient bridges and pavements – projects to be determined at a later date**
 - Interstate bridge priorities – \$134.1 M in FY15-16
 - Interstate paving priorities - \$101.5 M in FY16
 - Primary bridge priorities - \$25.5 M in FY16
 - Primary paving priorities - \$25.5 M in FY16
- **Reviewed un-obligated balances on HSIP and RSTP/CMAQ projects for federal strategy purposes to maximize federal funding**
 - Considering restructuring HSIP program beginning in FY12 to focus funding on STARS projects and eliminate the funding cap per project
 - Considering programming CMAQ funds centrally beginning in FY12

Highway Program

	Approved FY 2008- 2013	Approved FY 2009- 2014	Revised FY 2009- 2014	Approved FY 2010- 2015	Revised FY 2010- 2015	Proposed FY 2011- 2016
Interstate	\$2.1 b	\$2.1 b	\$1.4 b	\$1.3 b	\$1.4 b	\$1.4 b
Primary	\$2.0 b	\$1.6 b	\$1.3 b	\$1.0 b	\$1.1 b	\$1.0 b
Secondary	\$1.3 b	\$1.0 b	\$0.6 b	\$0.5 b	\$0.3 b	\$0.3 b
Urban	\$1.1 b	\$0.8 b	\$0.5 b	\$0.4 b	\$0.3 b	\$0.3 b
Federal Maintenance	\$0.9 b	\$1.0 b	\$1.2 b	\$1.2 b	\$1.3 b	\$1.4 b
MPO	\$0.6 b	\$0.6 b	\$0.5 b	\$0.5 b	\$0.6 b	\$0.5 b
Safety, Enh, Rail, Other	\$0.6 b	\$0.8 b	\$0.5 b	\$0.5 b	\$0.5 b	\$0.7 b
Total	\$8.6 b	\$7.9 b	\$6.0 b	\$5.4 b	\$5.5 b	\$5.6 b

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