



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

Hyatt Regency
Potomac 1 and 11
2799 Jefferson Davis Highway
Arlington, Virginia 22202
May 14, 2019
10:00 a.m.

1. Innovation and Technology Transportation Fund
Cathy McGhee, Director, Research and Innovation
2. Martinsville Southern Connector
Route 220 Environmental Impact Statement
Angel Deem, Virginia Department of Transportation
3. Rail Industrial Access Application-Interchange
Cold Storage Company in Rockingham County
Jeremy Latimer, Virginia Department of Rail and Public Transportation
4. I-66 Commuter Choice Presentation
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
Kate Mattice, Northern Virginia Transportation Commission
5. FY 2020 Revenue Sharing Program Update
Julie Brown, Virginia Department of Transportation
6. Survey Results: #YourSayVA Digital Town Hall on Distracted Driving
Marshall M. Herman, Special Assistant, Secretary of Transportation
Co-Chair, Governor's Executive Leadership Team on Highway Safety
7. Draft FY 2020 – 2025 Commonwealth Transportation Fund
Six-Year Financial Plan
Draft FY 2020 Commonwealth Transportation Fund and VDOT Budgets
Laura Farmer, Virginia Department of Transportation

Agenda
Meeting of the Commonwealth Transportation Board
Workshop Session
May 14, 2019
Page 2

8. Draft Budget Presentation
Steve Pittard, Virginia Department of Rail and Public Transportation
9. Construction Cost Estimating
Garrett Moore, Virginia Department of Transportation
10. Maintenance and Operations Overview
Stephen Brich, Virginia Department of Transportation
Marcie Parker, Virginia Department of Transportation
11. Changes to the Staff Recommended Funding Scenario
Nick Donohue, Deputy Secretary of Transportation
12. Safety Performance Targets and Policy
Nick Donohue, Deputy Secretary of Transportation
Margie Ray, Office Intermodal Planning and Investment
13. Director's Items
Jennifer Mitchell, Virginia Department of Rail and Public Transportation
14. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
15. Secretary's Items
Shannon Valentine, Secretary of Transportation
###



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

Cathy McGhee, PE
Director of Research and Innovation

Innovation and Technology Transportation Fund

The ITTF provides funding specifically for the purposes of funding pilot programs and fully developed initiatives pertaining to high-tech infrastructure improvements with a focus on:

- Reducing congestion
- Improving mobility
- Improving safety
- Providing up-to-date travel data
- Improving emergency response

ITTF projects are guided by the members of the CTB Innovation and Technology Subcommittee

ITTF Project Selection

Projects can be recommended by VDOT, DRPT, or localities

Projects are evaluated based on:

- Contribution to innovation
- Potential for transferability
- Applicability across modes
- Anticipated benefit
- Acceptability of risk

Proposed Projects

Automated Virginia	Infrastructure/Connectivity	Data/Analytics	Cybersecurity	Other
<ul style="list-style-type: none">• Virtual ATMS• I-95 Active Traffic Management• Hanover Specialized Transit• MicroTransit Pilot• Worker Alert	<ul style="list-style-type: none">• Signal Controller Connectivity	<ul style="list-style-type: none">• Regional Multimodal Mobility Program• Data Analytics for Safety• Performance Parking• Customer Service Bots• Arterial Operations Dashboard	<ul style="list-style-type: none">• Cybersecurity Upgrades for Operations	<ul style="list-style-type: none">• I-64 Afton Mountain Safety Improvements• Pilot Program for Innovation• Local Innovations

Proposed Projects

Improve Safety

- Regional Multimodal Mobility Program
- I-95 Active Traffic Management
- Virtual ATM
- I-64 Afton Mountain Safety Improvements
- Data Analytics for Safety
- Worker Alert
- Cybersecurity Upgrades for Operations

Reduce Congestion

- Regional Multimodal Mobility Program
- Performance Parking
- I-95 Active Traffic Management
- Virtual ATM
- Arterial Operations Dashboard
- Signal Controller Connectivity
- I-64 Afton Mountain Safety Improvements

Improve Traveler Information

- Regional Multimodal Mobility Program
- Performance Parking
- I-95 Active Traffic Management
- I-64 Afton Mountain Safety Improvements
- Data Analytics for Safety
- Customer Service Bots

Enhance Emergency Response

- Signal Controller Connectivity
- Data Analytics for Safety
- Worker Alert

Improve Mobility

- Hanover Specialized Transit
- MicroTransit Pilot

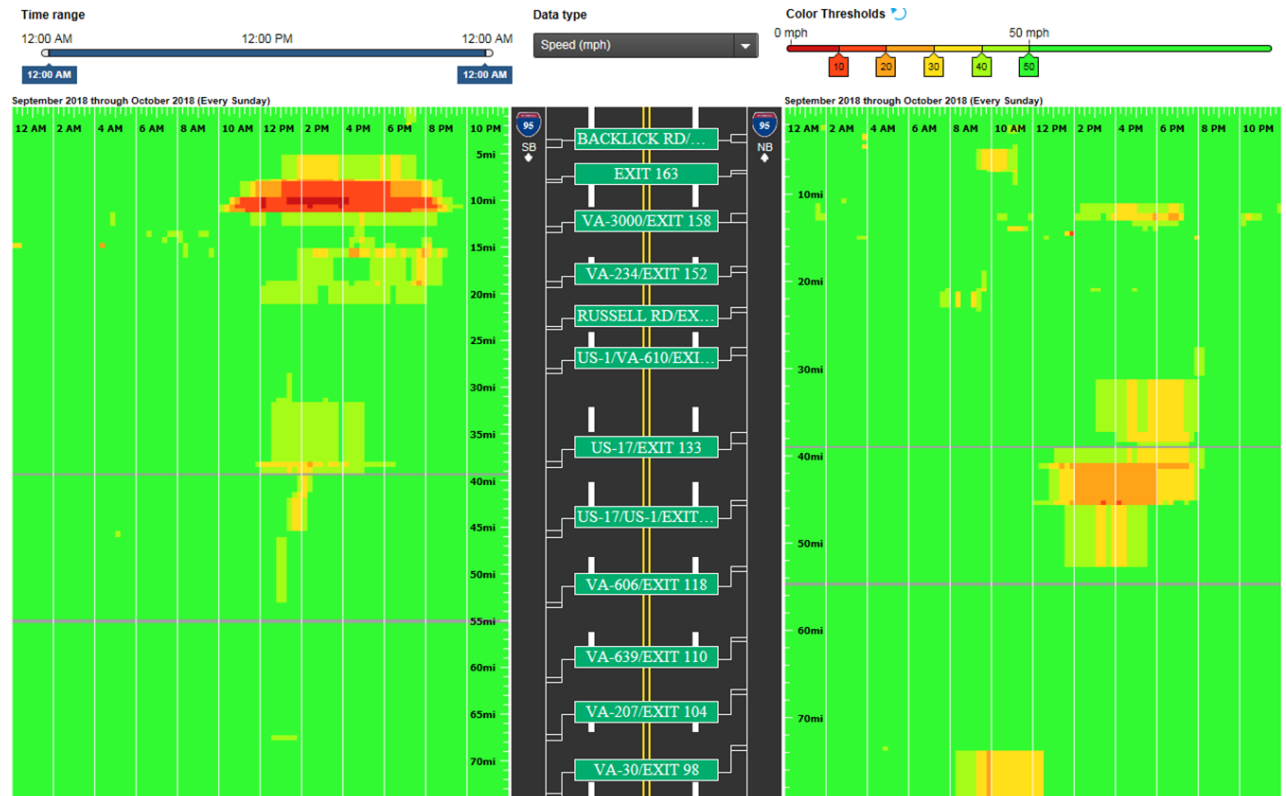
Remaining Projects

- **I-95 Variable Speed Limits**
- **I-64 Afton Mountain Safety and Congestion**
- **Pilot Program for Innovation**
- **Innovation Program for Localities**
- **High Speed Communications for Signals**
- **Cyber Security Upgrades for Operations**
- **I-81 Operational Improvements**

I-95 Operational Improvements



Sept./Oct. Weekdays



Sept./Oct. Sundays

I-95 Variable Speed Limits

- **Active traffic management – experience internationally has shown VSL/speed harmonization to be effective in reducing congestion**
- **Other strategies may be identified through I-95 Corridor Study**
- **Total cost: \$ 15 million**

I-64 Afton Mountain Safety Improvements

- Safety during the PM peak travel westbound is the biggest single concern
- Evaluating a range of potential strategies:
 - ATM designed to mitigate high speeds and speed differentials at the top of the mountain where fog is most likely
 - Speed feedback signs
 - Dynamic signing to alert trucks to travel in the right lane during the PM peak
 - Flashing chevrons, enhanced signs and markings, modified operation of existing fog lights
- Total cost: \$5 million

Pilot Program for Innovation

- **Pilot program in partnership with the Center for Innovative Technology can bridge the gap between VDOT-identified transportation challenges and entrepreneurs who have potential solutions**
- **CTB Subcommittee for Innovation and Technology will help to identify high priority issues to put forward as problem statements**
- **Total cost: \$1.5 million**

Innovation Program for Localities

- Initiative to fund locally identified innovative strategies that meet the goals of the ITTF program
- Working group of VDOT and DRPT staff will prioritize submitted projects on the basis of congestion relief, safety improvement, innovation, and potential for widespread deployment
- Total cost: \$2 million

High-Speed Communications Upgrades for Signalized Intersections

- Real-time monitoring and operations of traffic signals requires reliable communications between the field controllers and the central system
- Currently, approximately 35% of signals statewide have substandard communications
- Effort will leverage a variety of approaches (VDOT fiber, resource sharing, leased lines, etc) to facilitate effective communications with all intersections
- Total cost: \$4.7 million

Cybersecurity Enhancements for Operations Technology

- **Transportation operations is more connected than ever before**
- **Connectivity brings added risks and vulnerabilities**
- **Implementation of appropriate mitigation strategies can limit risk and impact**
- **Total cost: \$2 million**

I-81 Operational Improvements

- The I-81 Corridor Improvement Study identified a number of operational strategies targeted at the non-recurring congestion that is common throughout the corridor
- Signal enhancements to facilitate detours when incidents occur is a key element of the operational improvement plan
 - Real-time signal timing modifications to address diverting traffic patterns
 - Real-time monitoring of conditions for operational improvement and traveler information
- Total cost: \$10 million



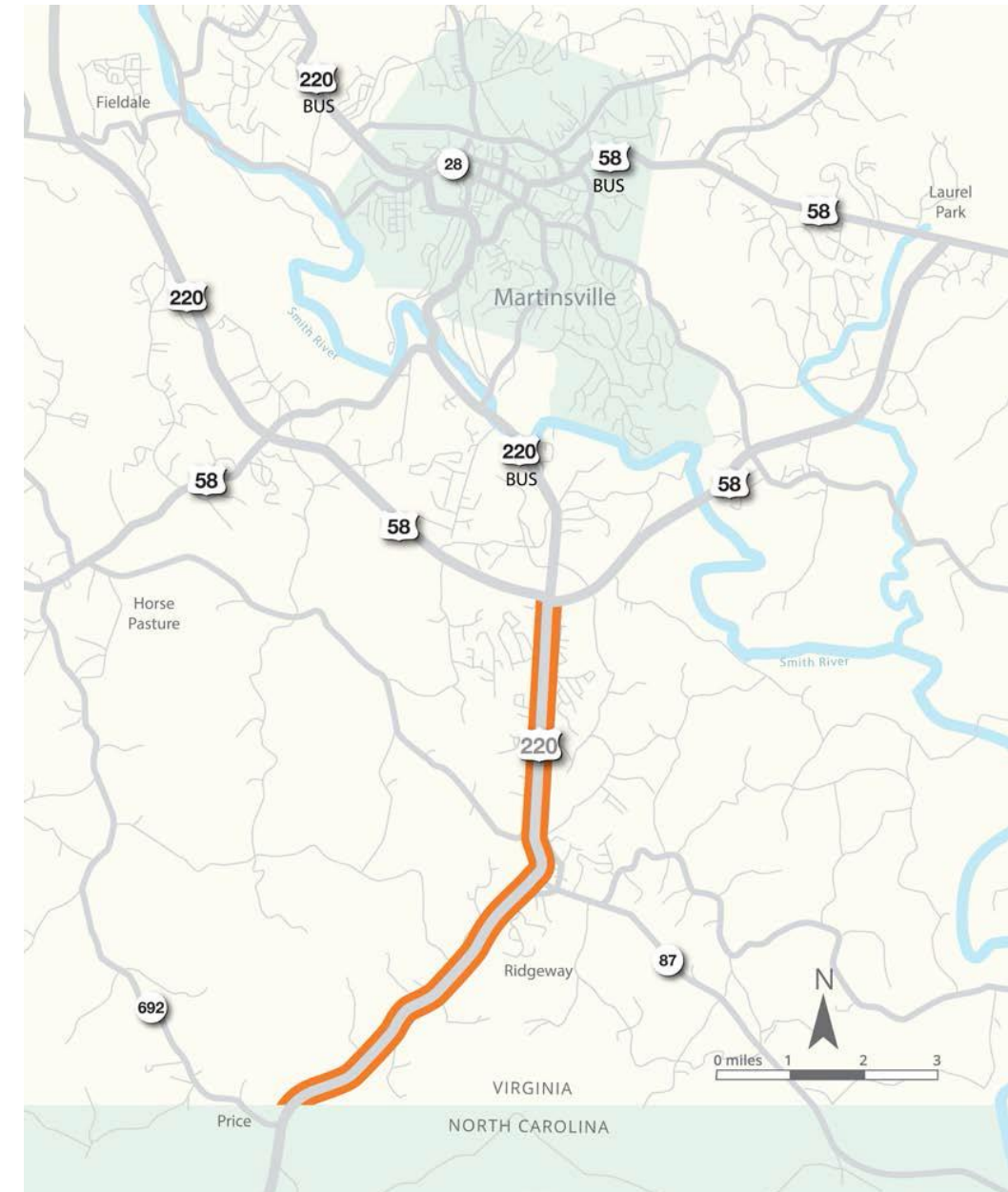
COMMONWEALTH *of* VIRGINIA
Office *of the*
SECRETARY *of* TRANSPORTATION

MARTINSVILLE SOUTHERN CONNECTOR ROUTE 220 ENVIRONMENTAL IMPACT STATEMENT

| Angel Deem, Environmental Division Director
| May 14, 2019

STUDY OVERVIEW

- Study initiated in early 2018 to analyze Improvements to U.S. Route 220 between the North Carolina State line and U.S. 58 south of Martinsville
- FHWA has identified the study as one of three that will comply with the One Federal Decision (OFD) Executive Order
- OFD applies time limits on study activities and results in permits being issued during the study phase



PUBLIC AND AGENCY INVOLVEMENT TO DATE

- **Held two Citizen Information Meetings and two online surveys resulting in over 1,067 survey responses received to date**
- **Maintained monthly meetings with federal, state, and local agencies that have resulted in concurrence on study methods, the Purpose and Need, and alternatives retained for detailed study**
- **Provide a monthly email newsletter to keep interested parties informed on the study schedule (370 subscribers)**
- **Provided written notification to property owners in advance of ongoing field work**

PURPOSE AND NEED

The purpose of the Martinsville Southern Connector Study is to enhance mobility for both local and regional traffic traveling along U.S. Route 220 between the North Carolina state line to the U.S. Route 58 Bypass near Martinsville, Virginia.

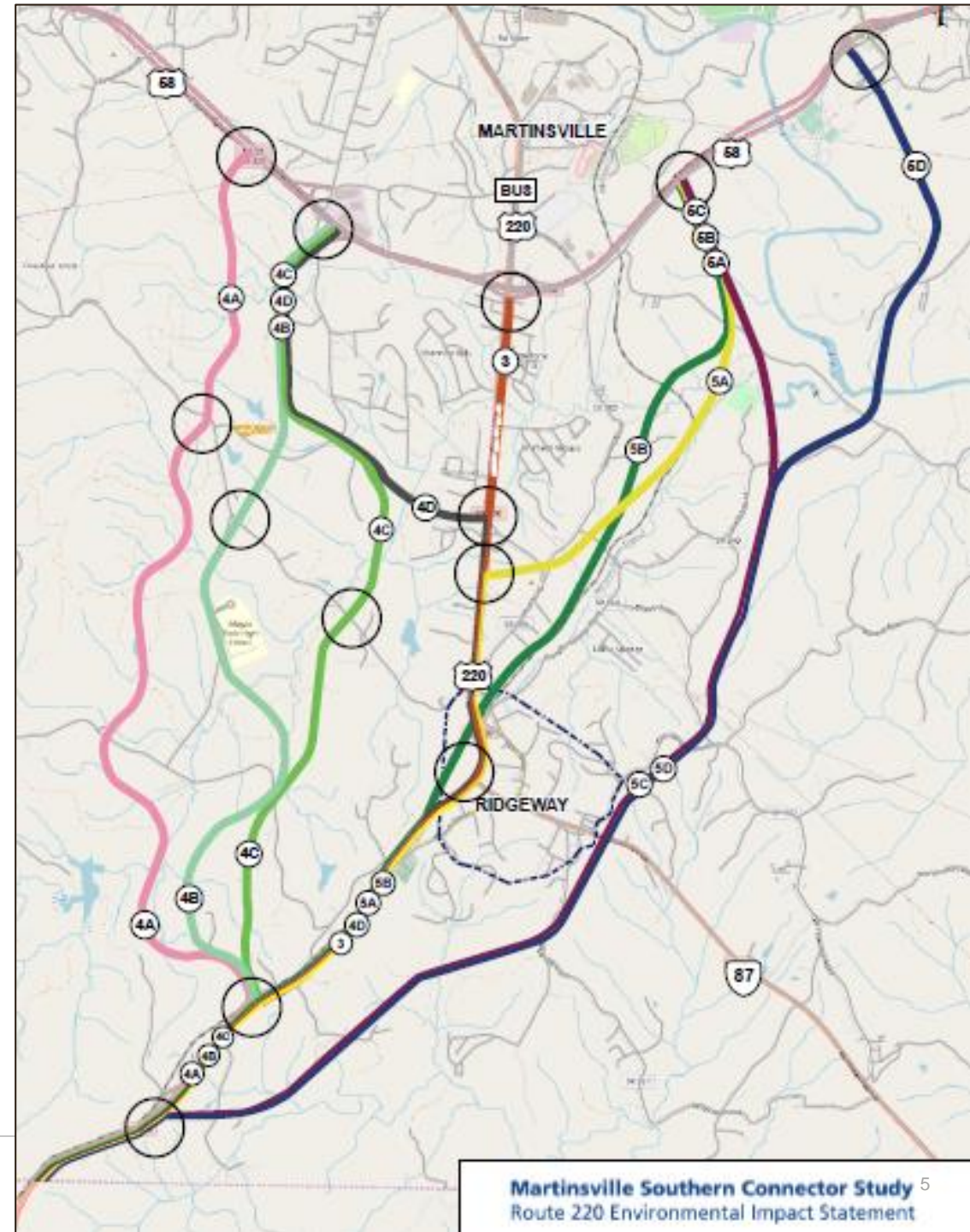
The study will address the following needs:

- Accommodate Regional Traffic
- Accommodate Local Traffic
- Address Geometric Deficiencies and Inconsistencies



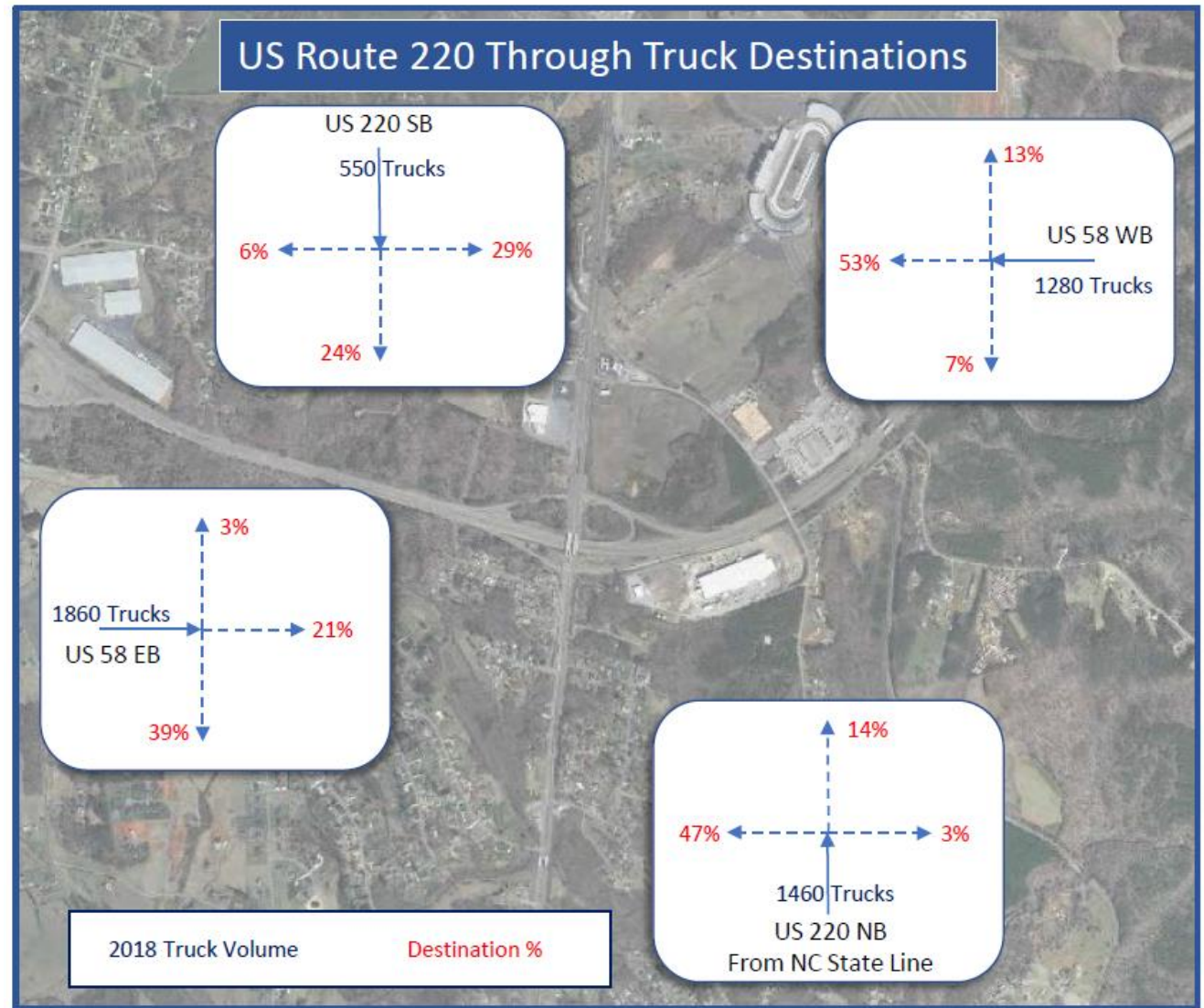
PRELIMINARY OPTIONS

- 11 options, including a No-Build, were initially considered
- All build options assume a limited access facility
- Options included new alignments and “spur” alignments to the east and west of existing Route 220
- Reconstruction of Route 220 was considered
- All options were reviewed with the agencies and presented to the public



TRAFFIC DATA – HOW OPTIONS MAY MEET THE PURPOSE AND NEED

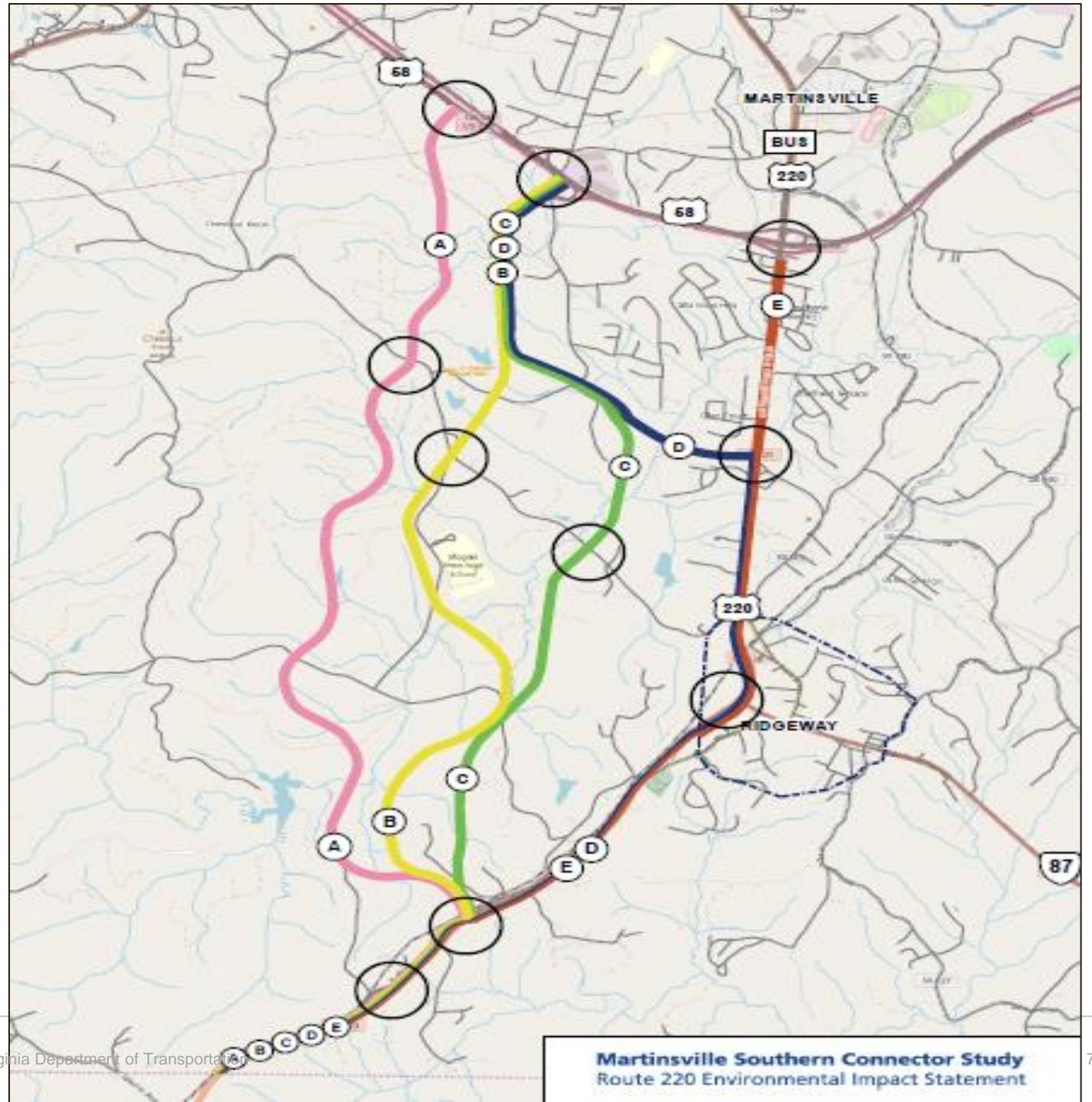
- 64% of trucks from North Carolina travel through the study area
- 47% of trucks from North Carolina are heading to US 58 westbound
- 39% on US 58 eastbound go south on US Route 220 to North Carolina
- Based on traffic data, eastern alignments were not retained for analysis



ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

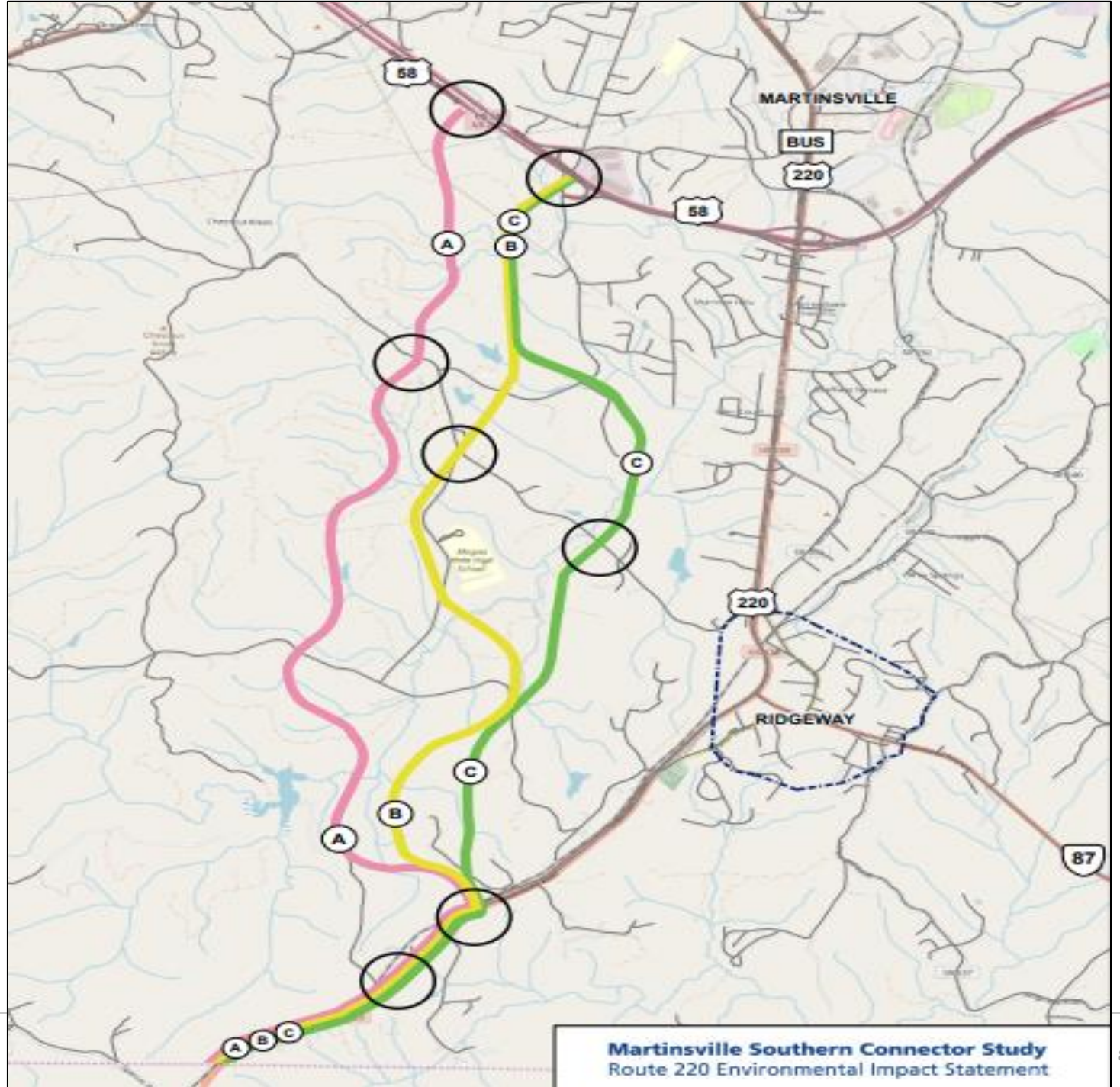
Western Spur Alignment –
Alternative D

220 Reconstruction Alignment –
Alternative E



ALTERNATIVES RETAINED FOR DETAILED STUDY

Western Alignments –
Alternatives A, B & C



ALTERNATIVES RETAINED FOR ANALYSIS

Alternative	Approximate Length	Relocations		Wetlands (acres)*	Streams (linear feet)*
		Residential	Commercial and Other		
A	7.7 miles	17	1	8.2-9.0	26,917-29,608
B	7.3 miles	26	5	5.6-6.1	19,211-21,132
C	7.4 miles	25	4	3.6-3.9	21,338-23,472
D [†]	8.4 miles	56	28	4.3-4.8	15,011-16,512

Preliminary costs to date based on cost per mile averages for typical roadway in Salem District

- Range: \$225M - \$350M
- Costs do not fully account for right of way, bridging, utilities, environmental mitigation, or topography
- Refined cost estimates will be developed on all retained alternatives late spring

* Wetland and stream impacts currently refined through additional field investigations

† VDOT is currently evaluating whether Alternative D can be modified to reduce potential relocations without increasing impacts to other resources.

BASIS FOR RECOMMENDATION OF THE PREFERRED ALT

- **VDOT's recommendation will be based on how each alternative meets the Purpose and Need, while balancing cost and impacts**
- **VDOT will consider public comment before taking its recommendation to the federal agencies**
- **The recommendation brought to CTB will be informed by public review and have achieved concurrence from the federal agencies**
- **Concurrence by USACE implies the recommended preferred alternative can successfully advance through the permitting process**

TIMELINE TO IDENTIFY PREFERRED ALTERNATIVE

- 1. August 15, 2019: Public hearing on recommended Preferred Alternative**
- 2. August 2019: Federal agency concurrence on recommended Preferred Alternative**
- 3. September 2019: Brief CTB on results of study and public comment**
- 4. October 2019: CTB action to identify preferred alternative**

STEPS THAT WILL FOLLOW CTB ACTION

- **October 2019** **CTB action to identify preferred alternative**
- **December 2019** **Draft EIS documenting preferred alternative**
- **January 2020** **Public hearing to present Draft EIS**
- **December 2020** **Final EIS**
- **Early 2021** **FHWA Record of Decision/USACE permit issued**

QUESTIONS, COMMENTS, DISCUSSION





Virginia Department of Rail and Public Transportation

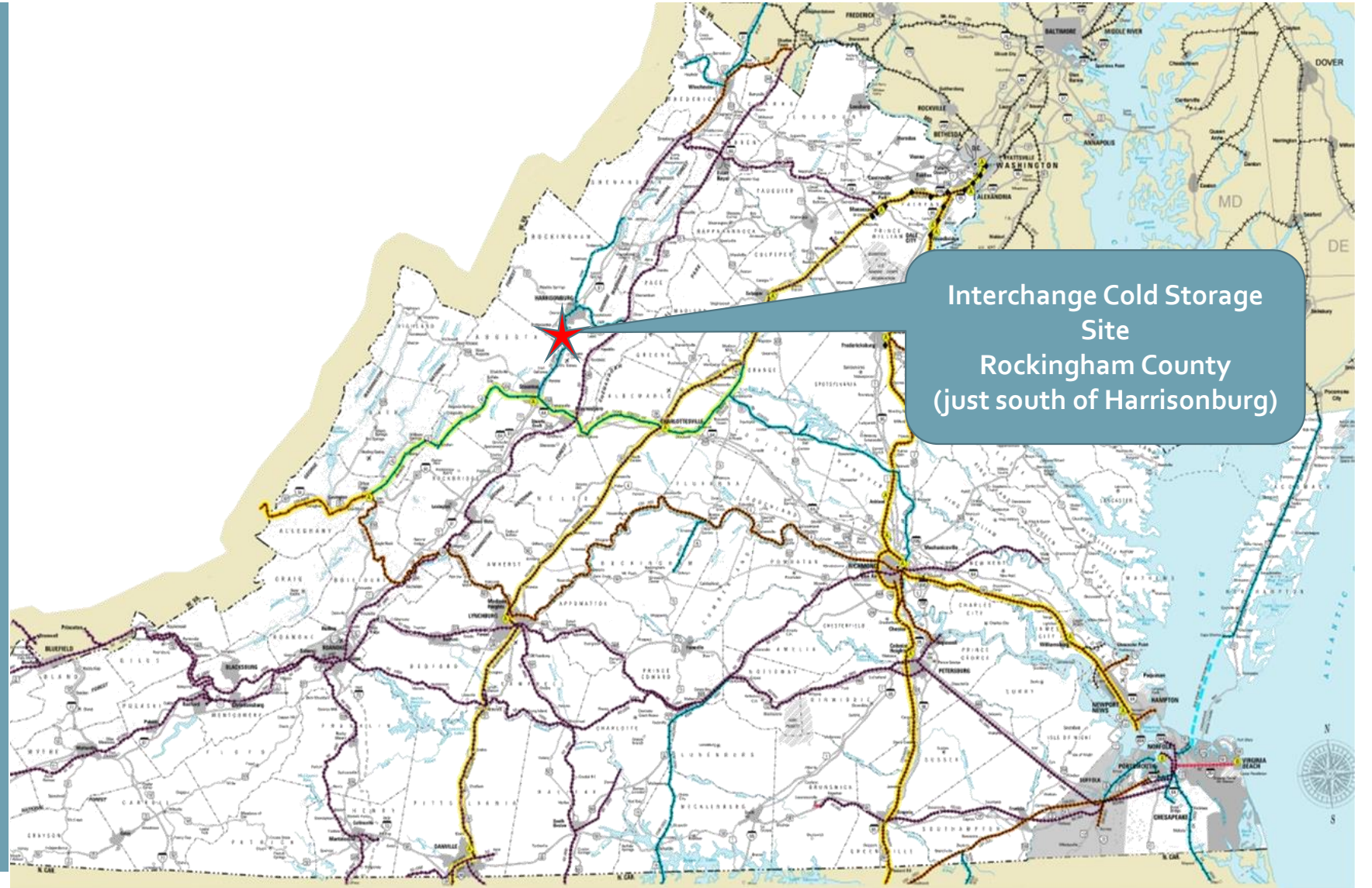
Rail Industrial Access Program Application Briefing

InterChange Cold Storage, LLC
Rockingham County

Jeremy Latimer
Director of Rail
Transportation Programs

Project Location:

InterChange Cold Storage, LLC
Rockingham County



Project Location:

InterChange Cold Storage, LLC
Rockingham County



Project Overview & Background

- InterChange Cold Storage, LLC is a semi-automated, cold storage distribution facility.
- This new facility will serve area manufacturers as well as the Port of Virginia.
- The facility will be served by Shenandoah Valley Railroad.



Application Summary

- Application for \$450,000 in Rail Industrial Access Funds
 - Applicant will provide minimum 30% match
 - \$41.6M Total Estimated Capital Expenditure
 - New spur connecting to a shortline railroad
 - Approximately \$1.1M Rail Project Cost
 - Capital expenditures outside the \$450,000 grant will be paid for by the applicant
 - Cost overruns responsibility of applicant



Public Benefits

- Public Benefits:
 - Initial 104 railcars annual commitment
 - Anticipated increase after buildout allows additional rail users
 - 354 trucks off of Virginia highways annually
 - 88 new jobs associated with new facility
 - 35% of outbound shipping will be by rail
- Application scores 73 of 100 points
 - Minimum 50 points needed to be recommended to CTB
- Minimum threshold will be 10 new carloads



Questions?

Jeremy Latimer

jeremy.latimer@drpt.virginia.gov

www.drpt.virginia.gov

804-786-4440



I-66 COMMUTER CHOICE PROGRAM



Proposed Projects for FY2020 Funding

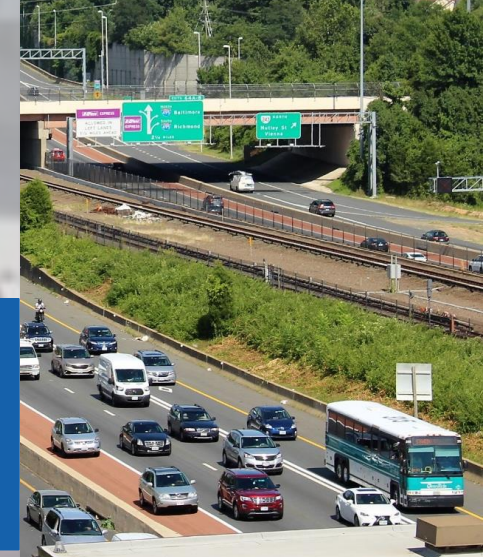
Presentation to the Commonwealth Transportation Board | May 14, 2019



Kate Mattice
Executive Director



Jennifer Debruhl
Chief of Public Transportation



Commuter Choice Program Background

- Transform 66 Agreement
- Commuter Choice Goals and Eligible Projects
- Project Selection Process
- Program Accomplishments to Date

FY2020 Proposed Program

- Changes for FY2020
- FY2020 Projects Scores and Funding Requests

Next Steps

COMMUTER CHOICE BACKGROUND





Investing in Multimodal Solutions

Memorandum of Agreement between the Commonwealth and Northern Virginia Transportation Commission (signed 2017)

- Uses toll revenues from I-66 Inside the Beltway for transit and other improvements that can benefit those paying the tolls
- Branded as “I-66 Commuter Choice” Program
- Funding must be used for eligible projects (geography, project type) and must benefit the toll payers
- Project must meet improvement goals of moving more people, providing transportation options
- Each project is evaluated for performance before selection *and* after implementation

Initiated on Toll Day One (December 2017); Now in third round of funding

Northern Virginia Transportation Commission

- Plans and selects multimodal improvements
- Monitors and reports effectiveness of projects
- Develops annual report to CTB on project selections
- Analyzes transit performance along the corridor
- Provides outreach and marketing of transportation options in the corridor

Commonwealth Transportation Board

- Has final approval on projects identified by NVTC
- Receives annual report from NVTC on project selections
- Receives project performance report from NVTC after year 5

VDOT

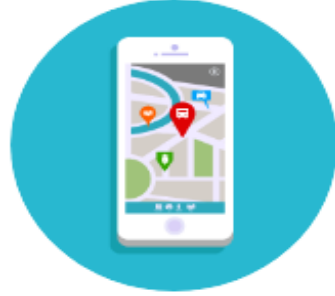
- Manages the design, construction, maintenance, and operations of I-66 Inside the Beltway tolls
- Provides annual revenue forecasts to NVTC
- Provides quarterly payments to NVTC for selected projects

DRPT

- Reviews projects for eligibility in coordination with OAG (Meeks test)
- Participates in staff working groups
- Provides technical guidance
- Makes final recommendation to CTB and includes approved projects in SYIP



Reduce Roadway Congestion



Increase Travel Options



Move More People



Enhance Transportation Connectivity



Improve Transit Service



New or Enhanced Local Bus Service (capital and operating)



New or Enhanced Commuter Bus Service (capital and operating)



Park & Ride Lot(s) and Access



Roadway Improvements (Corridor Management & ITS)



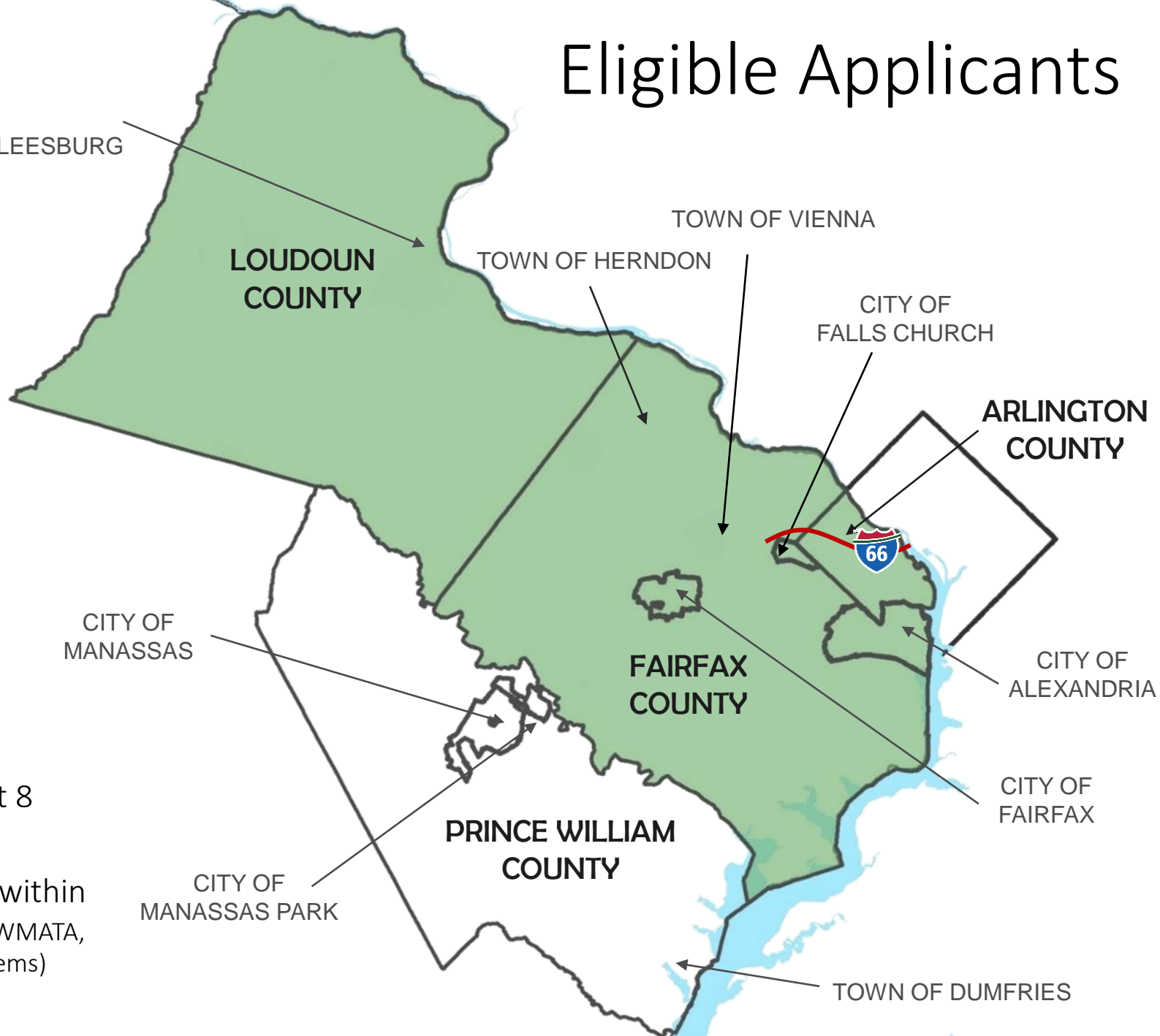
Transportation System Management (TSM) and Transportation Demand Management (TDM)



Vanpool / Carpooling

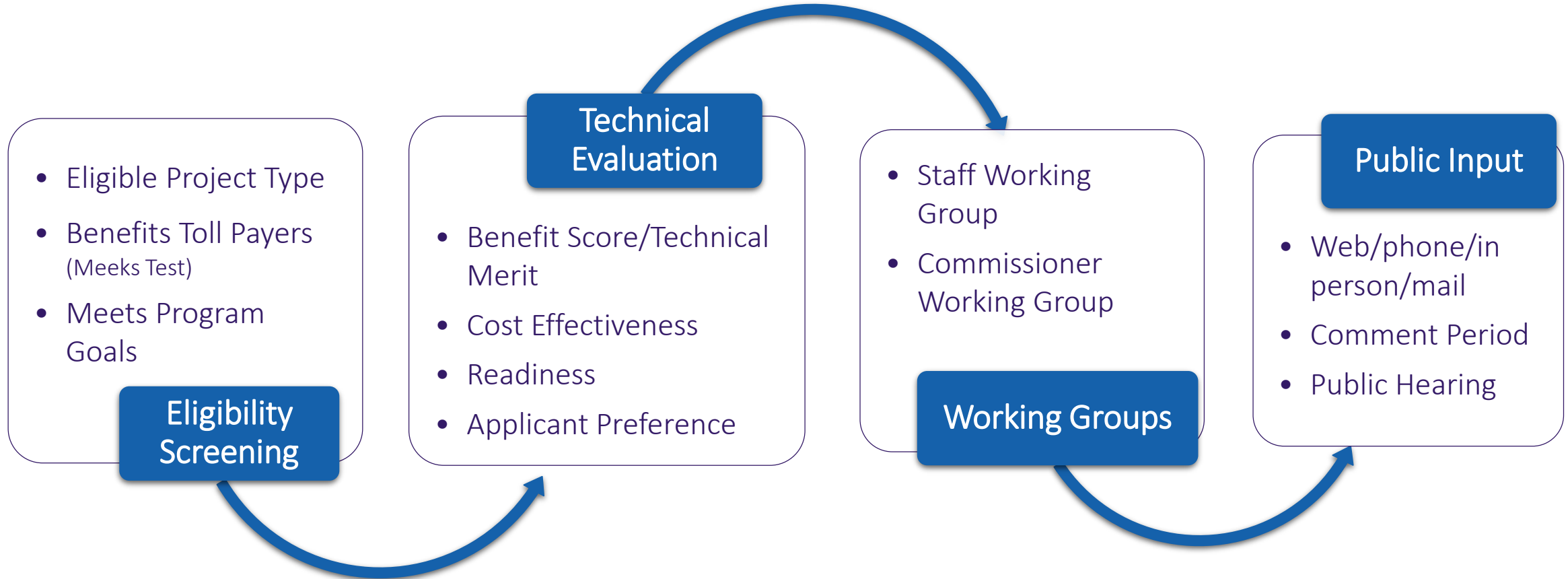
Eligible Applicants

TOWN OF LEESBURG

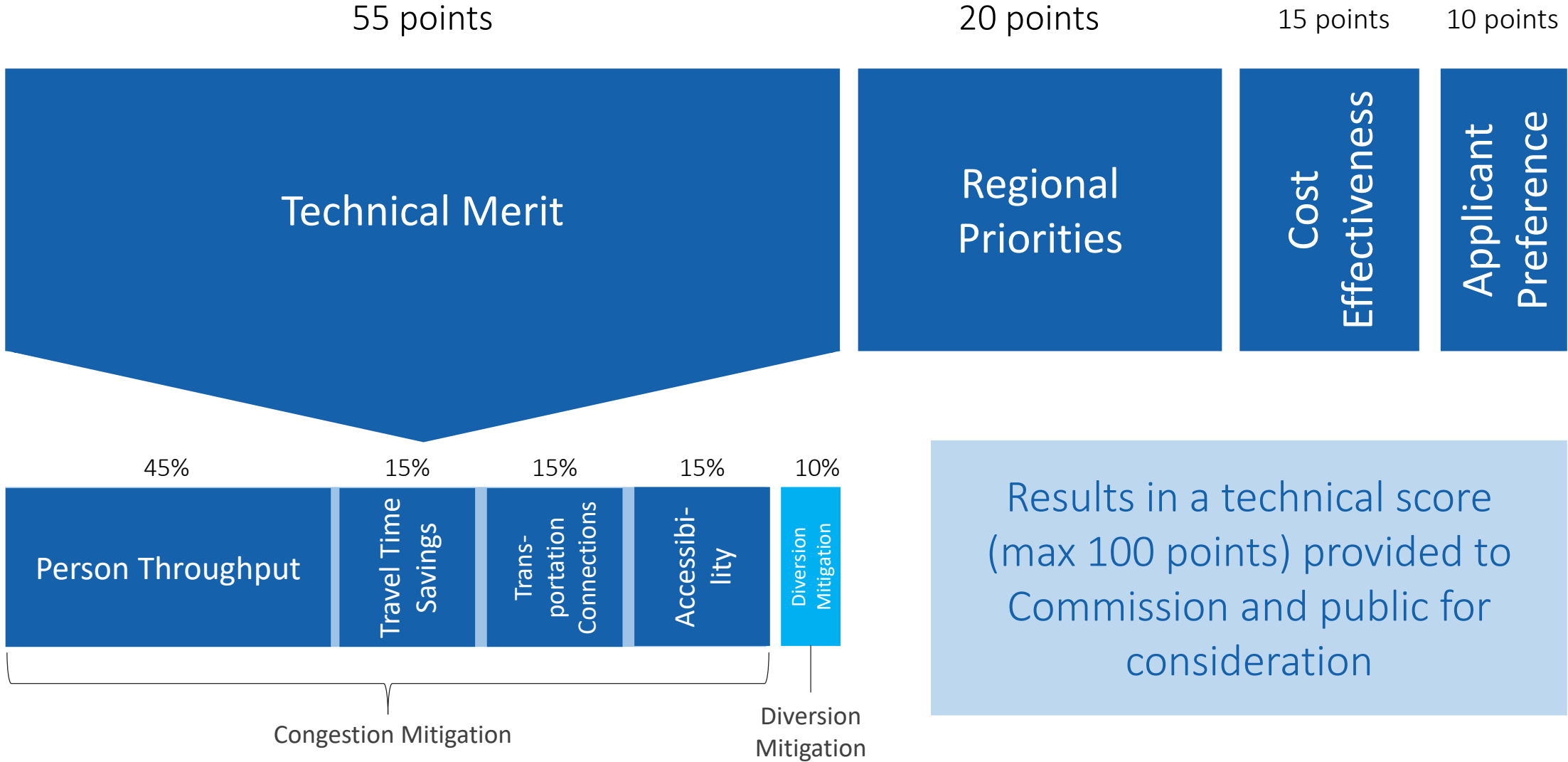


Eligible Applicants:

- ✓ Virginia Planning District 8 jurisdictions
- ✓ Public Transit providers within Planning District 8 (VRE, WMATA, PRTC/OmniRide, local bus systems)



NVTC project selection timeline is set to align with development of SYIP (Fall call for projects, winter evaluation, spring presentation to CTB)



25 Projects (\$22M)

- Funded four new express bus routes and increased service on five existing routes
 - Helped construct new Park and Ride Lot
 - Set up Capital Bikeshare near Metro
 - Supported four county-wide TDM programs and funded transit screens
 - Funded major ADA/bus stop upgrades
- ✓ **Estimated to move +7,000 people daily** through the corridor in the morning peak period
 - ✓ **Connects 32 activity centers** across Northern Virginia and the District of Columbia



FY2020 PROGRAM HIGHLIGHTS



Set regional priorities to maximize moving more people with fewer vehicles

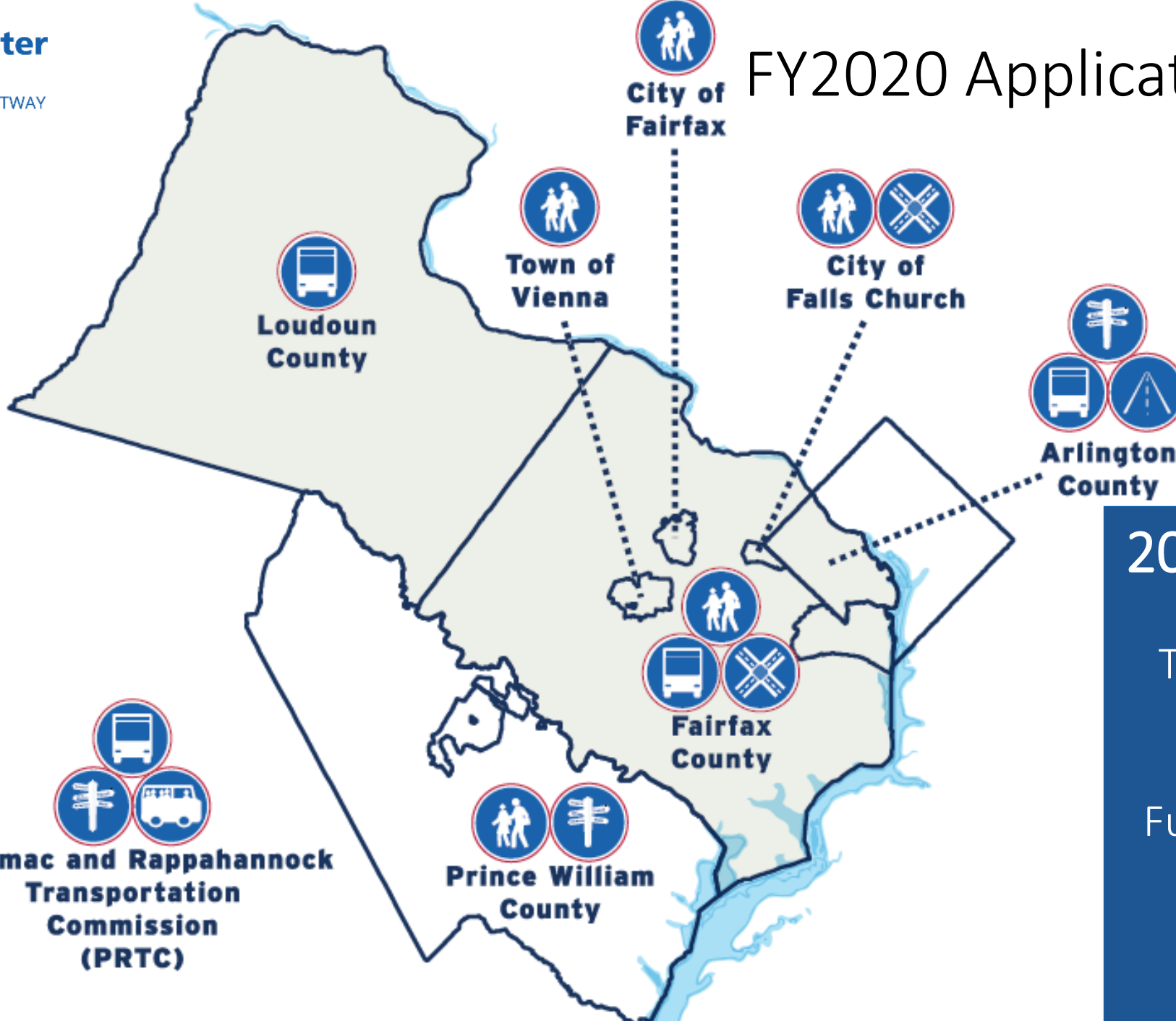
- Moving more people
- Maximizing cost effectiveness
- Maximizing transit operating funding
- Reducing single occupancy vehicle use
- Improving transportation network connectivity

Reexamined evaluation criteria

- Refined person throughput measure to provide more granularity
- Expanded quantitative scoring to provide a single score for each project

Increased public engagement

- Targeted social media efforts and additional public meetings



Applicants requested funds to support projects in the following categories:

-  ACCESS TO TRANSIT
-  NEW OR ENHANCED BUS SERVICE
-  INTERSECTION SAFETY
-  ROADWAY OPERATIONS
-  TRANSPORTATION DEMAND MANAGEMENT (TDM)
-  VANPOOL OR CARPOOL

20 Applications

Total Requested:
\$32 million

Funding Available:
\$20 million

New and Enhanced Bus Service

Arlington/Metrobus 3Y service from East Falls Church to Farragut Square (DC)

- Total Score: 95
- Funding request: \$1,040,000

Fairfax Connector service from Stringfellow to Constitution Center (DC)

- Total Score: 73
- Funding Request: \$4,326,000

Fairfax Connector service from Government Center to DC

- Total Score: 95
- Funding Request: \$1,939,500

Loudoun County Transit service from Stone Ridge to Pentagon

- Total Score: 72
- Funding Request: \$1,257,226

Loudoun County Transit service from Stone Ridge to DC

- Total Score: 94
- Funding Request: \$532,031

Loudoun County Transit service from Purcellville to DC

- Total Score: 64
- Funding Request: \$949,482

- ✓ Nine (9) new or expanded bus services
- ✓ Includes capital and up to two years operating funding
- ✓ Scores range from 64 - 95
- ✓ Total request: \$17,011,739

PRTC/OmniRide service from Gainesville to Pentagon

- Total Score: 84
- Funding request: \$4,671,700

PRTC/OmniRide service from Haymarket to Rosslyn

- Total Score: 78
- Funding Request: \$776,700

PRTC/OmniRide service from Gainesville to DC

- Total Score: 85
- Funding Request: \$1,519,100

TDM/Vanpool/Carpool Programs

Arlington TDM Expanded Outreach

- Total Score: 64
- Funding request: \$1,350,000

Prince William County New Outreach

- Total Score: 76
- Funding Request: \$200,000

PRTC/OmniRide Slug-Line (Dynamic Carpool) Campaign

- Total Score: 73
- Funding Request: \$287,800

- ✓ Three (3) new or expanded outreach programs to commuters and employers to market and promote transit, carpooling and vanpooling options
- ✓ Includes program and outreach costs
- ✓ Scores range from 64 - 76
- ✓ Total request: \$1,837,800

Intersection/Roadway Operations

Arlington County Lee Highway HOV/Bus-Only Lane in Rosslyn

- Total Score: 58
- Funding Request: \$1,500,000

Arlington County Lee Highway/Washington Blvd Intersection Improvements

- Total Score: 48
- Funding Request: \$400,000

Arlington County Vehicle Detection on Lee Highway

- Total Score: 51
- Funding Request: \$300,000

Falls Church Intersection Improvements

- Total Score: 42
- Funding Request: \$1,500,000

- ✓ Four (4) projects to improve roadway operations and safety
- ✓ Helps to address diversion and aid vehicle movement
- ✓ Scores range from 42 - 58
- ✓ Total request: \$3,700,000

City of Fairfax Bikeshare Implementation

- Total Score: 51
- Funding request: \$1,085,000

Fairfax County Trail Access to Vienna Metro

- Total Score: 47
- Funding Request: \$3,000,000

Prince William County Trail Access to VRE (Broad Run)

- Total Score: 41
- Funding Request: \$4,882,800

Town of Vienna Bikeshare Implementation

- Total Score: 56
- Funding Request: \$550,000

- ✓ Four (4) projects to improve access to transit stations
- ✓ Linkages to Metrorail and VRE stations
- ✓ Scores range from 41 - 56
- ✓ Total request: \$9,517,800

FY2020 Applications: Project Scores and Funding Requests

Applicant	FY2020 I-66 Commuter Choice Application Title	Application Score (Max 100 Points)	Funding Request
NVTC	Program Administration/Oversight, Marketing/Outreach	-	\$ 800,000
Arlington County	Enhanced Bus Service on Metrobus 3Y: Lee Highway-Farragut Square	95	\$ 1,040,000
Fairfax County	Enhanced Bus Service from Government Center to D.C.	95	\$ 1,939,500
Loudoun County	Enhanced Bus Service from Stone Ridge to D.C.	94	\$ 532,031
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to D.C.	85	\$ 1,519,100
PRTC (OmniRide)	Enhanced Bus Service from Gainesville to Pentagon	84	\$ 4,671,700
PRTC (OmniRide)	New Bus Service from Haymarket to Rosslyn	78	\$ 776,700
Prince William County	New TDM Outreach to the I-66 Corridor	76	\$ 200,000
Fairfax County	New Bus Service from Stringfellow to Constitution Center	73	\$ 4,326,000
PRTC (OmniRide)	I-66 Slug Line Campaign	73	\$ 287,800
Loudoun County	New Bus Service from Stone Ridge to Pentagon	72	\$ 1,257,226
Loudoun County	New Bus Service from Purcellville to D.C.	69	\$ 949,482
Arlington County	Expanded TDM Outreach to the I-66 Corridor	64	\$ 1,350,000
Arlington County	Lee Highway HOV & Bus-Only Lane in Rosslyn	58	\$ 1,500,000
Town of Vienna	Bike Share Implementation	56	\$ 550,000
Arlington County	Vehicle Presence Detection Enhancements on Lee Highway	51	\$ 300,000
City of Fairfax	Bike Share Implementation	51	\$ 1,085,000
Arlington County	Lee Hwy and Washington Blvd Intersection Improvements	48	\$ 400,000
Fairfax County	Trail Access to Vienna Metrorail Station	47	\$ 3,000,000
City of Falls Church	N Washington St & Gresham Pl Intersection Improvements	42	\$ 1,500,000
Prince William County	Residency Road Trail Access to VRE Broad Run Station	41	\$ 4,882,800
TOTAL FUNDING REQUEST			\$32,867,339

\$20M
available for
funding

Potential
projects for
funding
(pending public
comment and
Commission approval)

- Targeted Social Media
- Open Houses, Public Hearings,
- Online Comment Form, Dedicated Voicemail
- Comment Period from April 5 – May 15th



Commute along I-66?
We're accepting your comments on proposed transit and multimodal projects until May 15.



Commuter
Choice



Commuter
Choice

Commute along I-66? Let's talk choices!

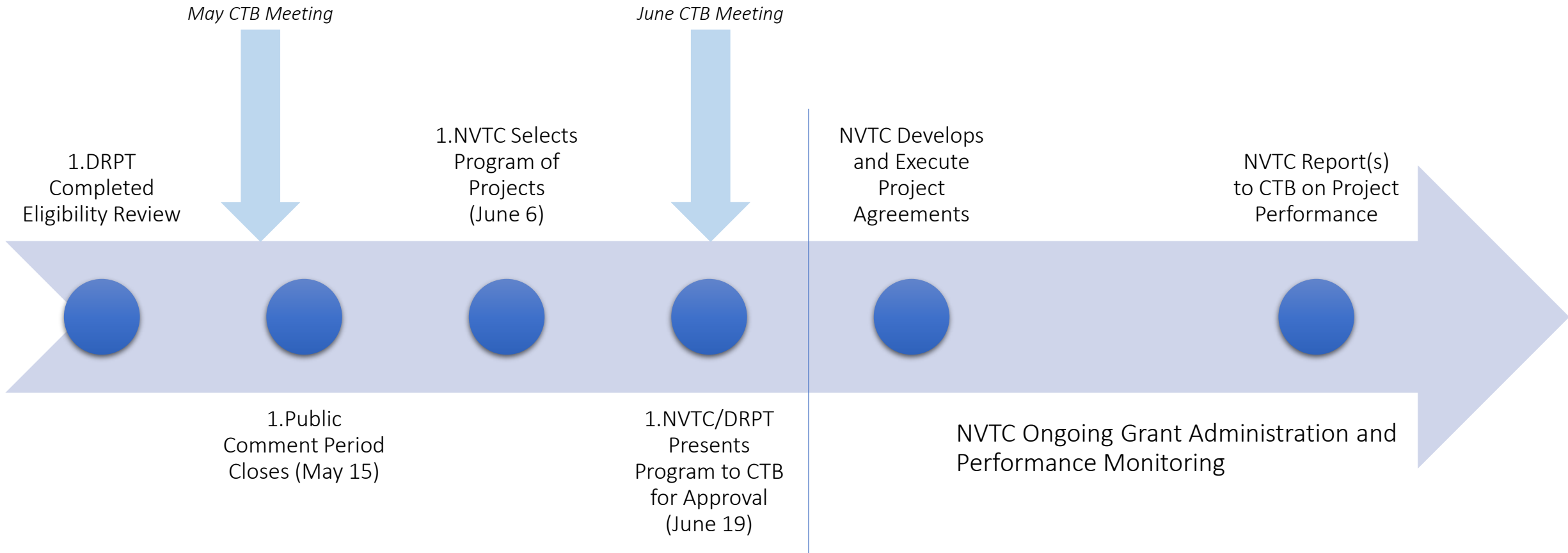
TELL US WHAT YOU THINK OF THE PROJECT APPLICATIONS!

Submit comments by:

- Attending an Open House and submitting your comments in person.
- Using the web form at <https://bit.ly/CommuterChoiceComment>
- Sending an email to comment@commuterchoice.org
- Leaving a voice message at (703) 239-4719



Next Steps



US-29 EXI 72
5 MILES 8 MINUTES

Questions





Virginia Department of Transportation

FY 2020 REVENUE SHARING PROGRAM UPDATE

Fiscal Year Allocation and Re-distribution of De-allocated Funding

 Russ Dudley, Assistant Director, Local Assistance Division

May 14, 2019

Revenue Sharing

Two Actions for June

- **FY20 Allocation**
 - Projects Selected June 2018
 - VA Code Requires Annual Allocation of Revenue Sharing funds by CTB; FY19/20 Funds Programmed; FY19 Allocated
 - FY20 Programmed Funds need to be Allocated by CTB (transition to a biennial application/selection cycle creates this need)
- **FY19 De-allocation Redistribution; Recommendation for Action**
 - Annual De-allocation Process
 - Revenue Sharing Guide – Supplemental Allocations
 - Backfill Priority 2 Projects provided Pro-rated Allocation

Revenue Sharing FY19 and FY20 Allocation Priority Re-Cap

Revenue Sharing Guidelines Funding Priorities:

- **First, Existing Revenue Sharing Projects;**
- **Second, Projects that will accelerate a Project in Locality's CIP or meet a need in VTRANS;**
- **Third, Projects that Address Deficient Pavement or Bridges;**
- **Fourth, Other eligible requests.**

If funds are depleted prior to completely funding all projects within a priority in accordance with allocation rules, funding will be pro-rated across the priority

Revenue Sharing FY19 and FY20 Application Review

Budget available for FY19 & FY20 applications	\$ 200,000,000
January 2018 De-Allocated funds available	\$ 15,766,253
Total available for FY19 & FY20 applications	\$ 215,733,253
Total requests for FY19 and FY20 (Insufficient funds to fund all priorities)	\$ 258,694,968

JUNE 2018 CTB Approval:

Funded Priority 1 requests at 100%

Funded Priority 2 requests up to first \$1M per locality;
pro-rated requests over \$1M at ~92%

Insufficient funding available for Priority 3 or other requests

Revenue Sharing FY19 De-Allocation Re-Cap

- **January 2019 CTB deallocation approval:
116 projects totaling \$16,899,465**
- **Funds were returned to Revenue Sharing balance entry for redistribution by the CTB**
- **Per Revenue Sharing Guidelines, the CTB may elect to provide supplemental allocations, within the policy's guidelines, during non-application years should additional or deallocated funding become available.**

Revenue Sharing Annual Approval

- **Presenting to you today:**
 - List of projects that were “programmed” for FY20 that need your approval – Attachment “A”
 - List of projects in Priority 2 that were pro-rated as part of the FY19 & FY20 program; includes column indicating if pro-rated amount is still needed – Attachment “B”*
- **For June Action:**
 - Resolution to Allocated funding Programmed for FY20
 - Resolution to re-distribute de-allocated funds to fully fund pro-rated Priority 2 Projects

**Note that some localities have already used surplus funding to backfill the pro-rated amount on certain projects and are now funded to original requested amount*



Governor's
EXECUTIVE LEADERSHIP TEAM
— — — — — *on* — — — — —
HIGHWAY SAFETY



#YOURSAYVA DIGITAL TOWN HALL ON DISTRACTED DRIVING

Survey Results

Marshall M. Herman

Special Assistant

Office of the Secretary of Transportation

May 14, 2019

Background

In December 2018, Governor Northam announced Executive Directive Two establishing the Executive Leadership Team on Highway Safety.

In addition, he announced team's first official initiative and kicked off of the #YourSayVA Digital Town Hall on Distracted Driving.



Purpose

The purpose of the online survey was to allow Virginians to share their thoughts on distracted driving and other unsafe driving behaviors with the Governor's Executive Leadership Team on Highway Safety.

Survey and Response

The survey consisted of 11 questions:

- **Six questions allowed respondents to select a response from options provided**
- **Five were open ended, which allowed respondents to provide unstructured feedback.**

Survey and Response

There were 2,084 responses received (December 4-31, 2018).

Participants voluntarily responded after they were made aware of the survey through media coverage, outreach by the Governor's Executive Leadership Team on Highway Safety and their safety partners, news releases, and social media posts about the #Digital Town Hall.

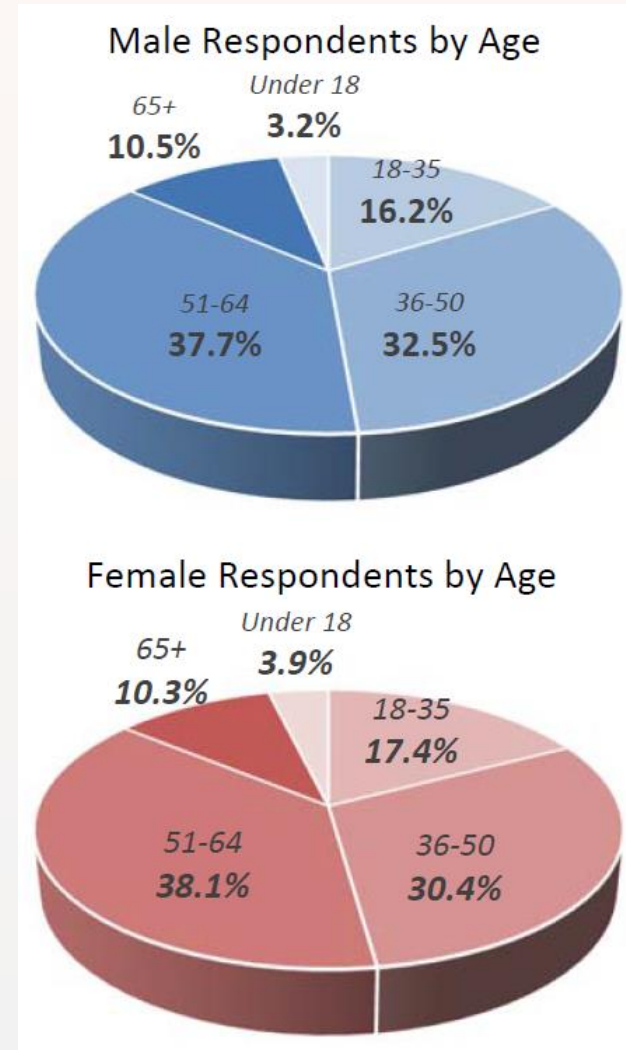
Summary of Survey Responses: Questions 1-6

Survey Question	Percent of Total Respondents							
Respondent Perceptions								
Ranking of Risky Behaviors*	Highest	2 nd	3 rd	4 th	5 th	6 th	Lowest	Trend
Distracted Driving	49.2%	17.1%	14.1%	9.3%	5.1%	2.7%	2.6%	
Drunk Driving	24.2%	24.5%	18.4%	14.7%	10.4%	4.6%	3.2%	
Aggressive Driving	10.8%	19.3%	16.9%	17.8%	17.9%	11.4%	5.9%	
Not Wearing a Seatbelt	5.9%	4.9%	5.3%	6.3%	8.7%	18.2%	50.6%	
Speeding	4.7%	9.6%	12.7%	9.7%	14.5%	28.3%	20.5%	
Drugged Driving	3.2%	18.9%	20.6%	20.5%	18.4%	13.6%	4.8%	
Drowsy Driving	2.0%	5.8%	12.0%	21.7%	25.0%	21.3%	12.3%	
Seriousness of Distracted Driving	Very Serious	→		→		→		Not Serious
	80.4%	13.3%	4.9%	0.8%	0.6%			
Respondent Reported Actions								
Phone Use Frequency as a Driver	Never	←		←		←		Frequently
	21.7%	44.2%	20.6%	5.7%	7.7%			
Asked Driver to Stop Using Phone as a Passenger	Yes	No						
	70.1%	29.9%						

* Behaviors listed in order of being ranked as most serious

Questions 1 and 2: Demographics of Respondents

- **52.8% male**
- **47.2% female**
- **More than 68% between the ages of 36 and 64**
- **Nearly 17% were in the 18 to 35 age range**



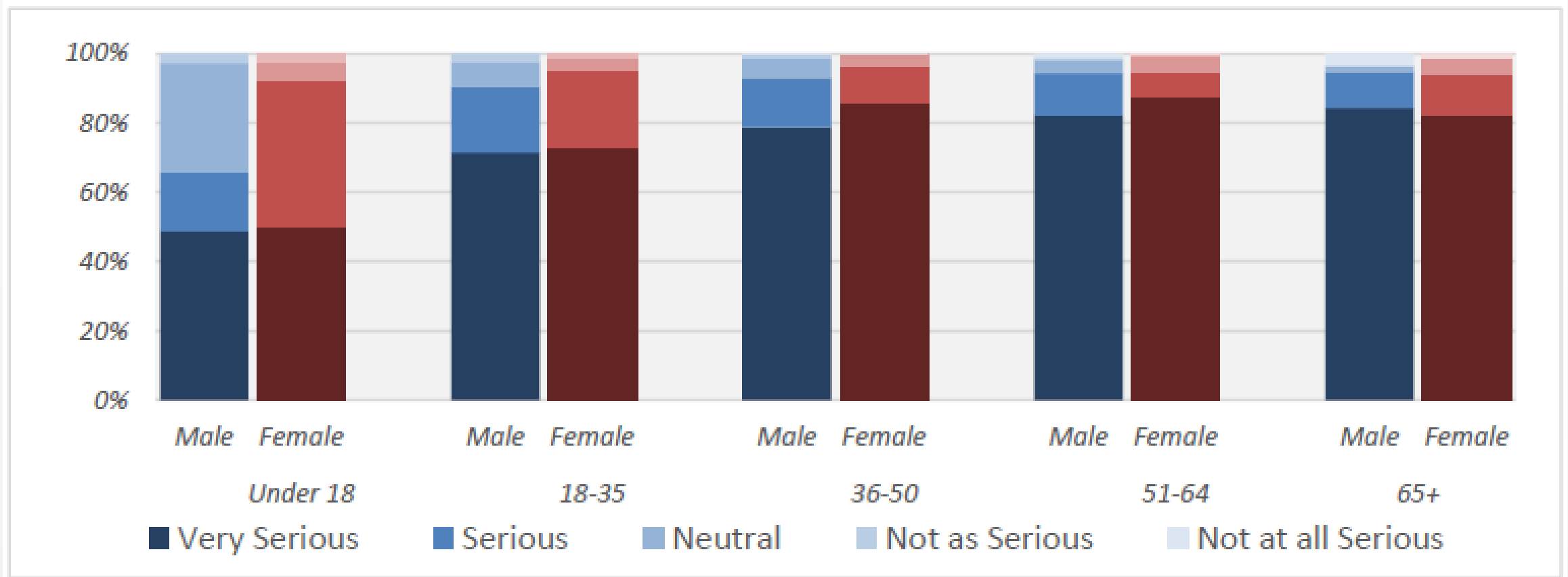
Question 3

Highway safety issues ranked (1 = most serious; 7 = least serious):

1. Distracted driving
2. Drunk driving
3. Aggressive driving
4. Drugged driving
5. Drowsy driving
6. Speeding
7. Not wearing seatbelts

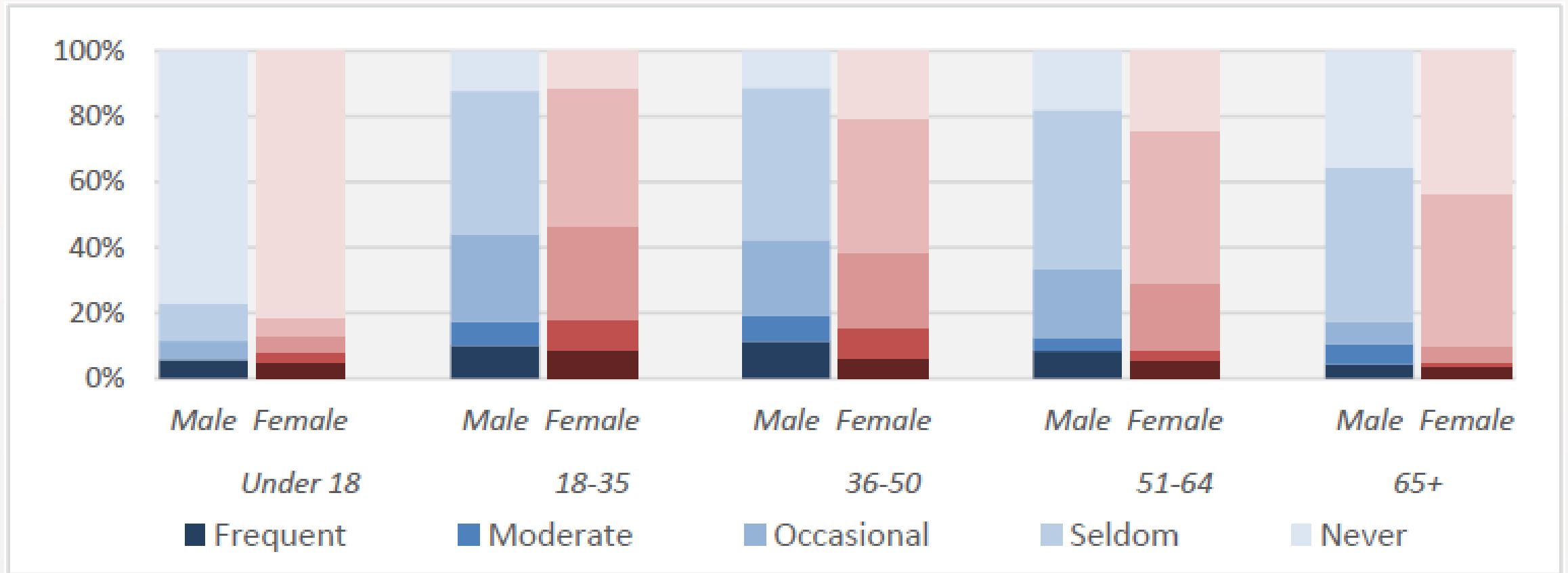
Question 4

How serious of a problem do you think distracted driving is?



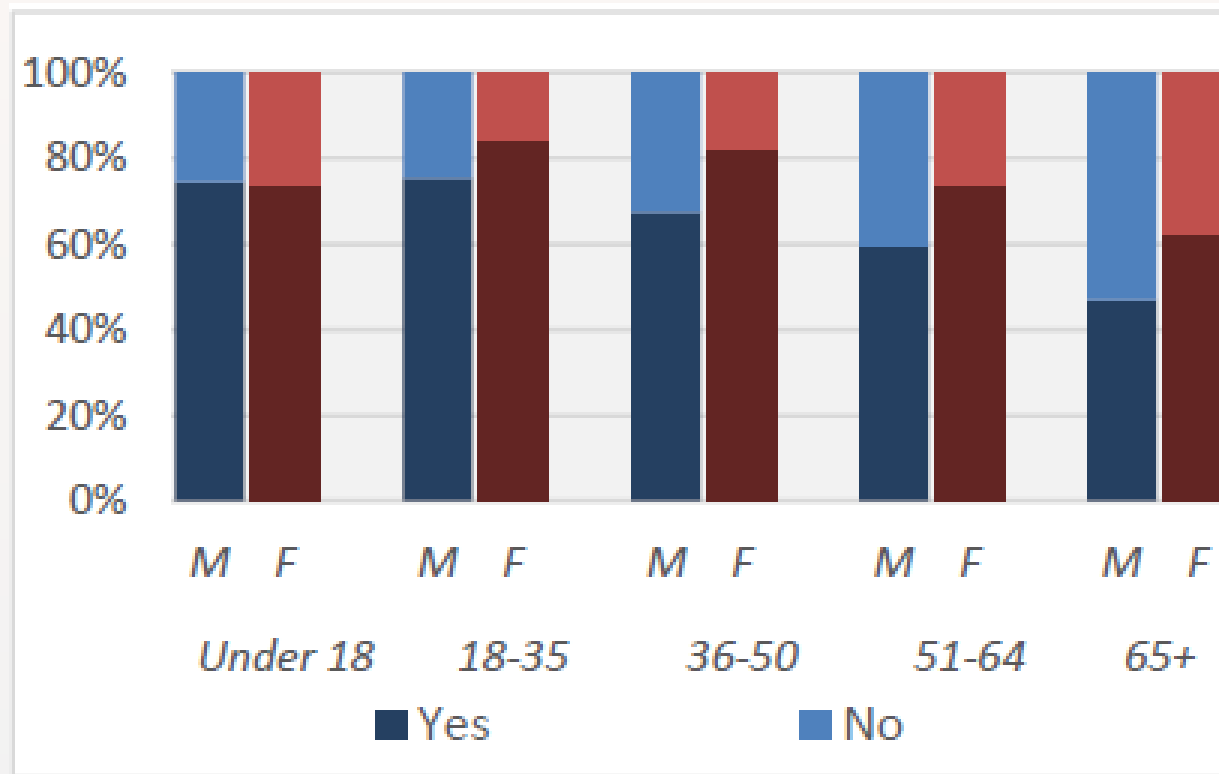
Question 5

How frequently do you use your phone while driving?



Question 6

As a passenger, have you ever asked a driver to put away a phone while driving?



Summary of Survey Responses: Questions 7-12

Respondents were able answer five open-ended questions without restriction.

This allowed for unstructured feedback.

Question 7

Why do you think people interact (text, email, use apps) with phones while driving?

- Phone
- Text
- Drive
- Addict/need/want
- Time
- Feel
- Multitask
- Instant
- Connect
- Boredom
- Respond
- Miss
- Wait
- Habit
- Communicate/call
- Business/work

Question 8

If you talk on or use your phone in any way (either handheld or hands-free) while driving, what would influence you to stop?

- **Driving**
- **Hands/hands-free/handheld**
- **Law/illegal/enforcement**
- **Ticket/fine/penalty**
- **Accident/crash**
- **Emergency**
- **Terms related to individuals**

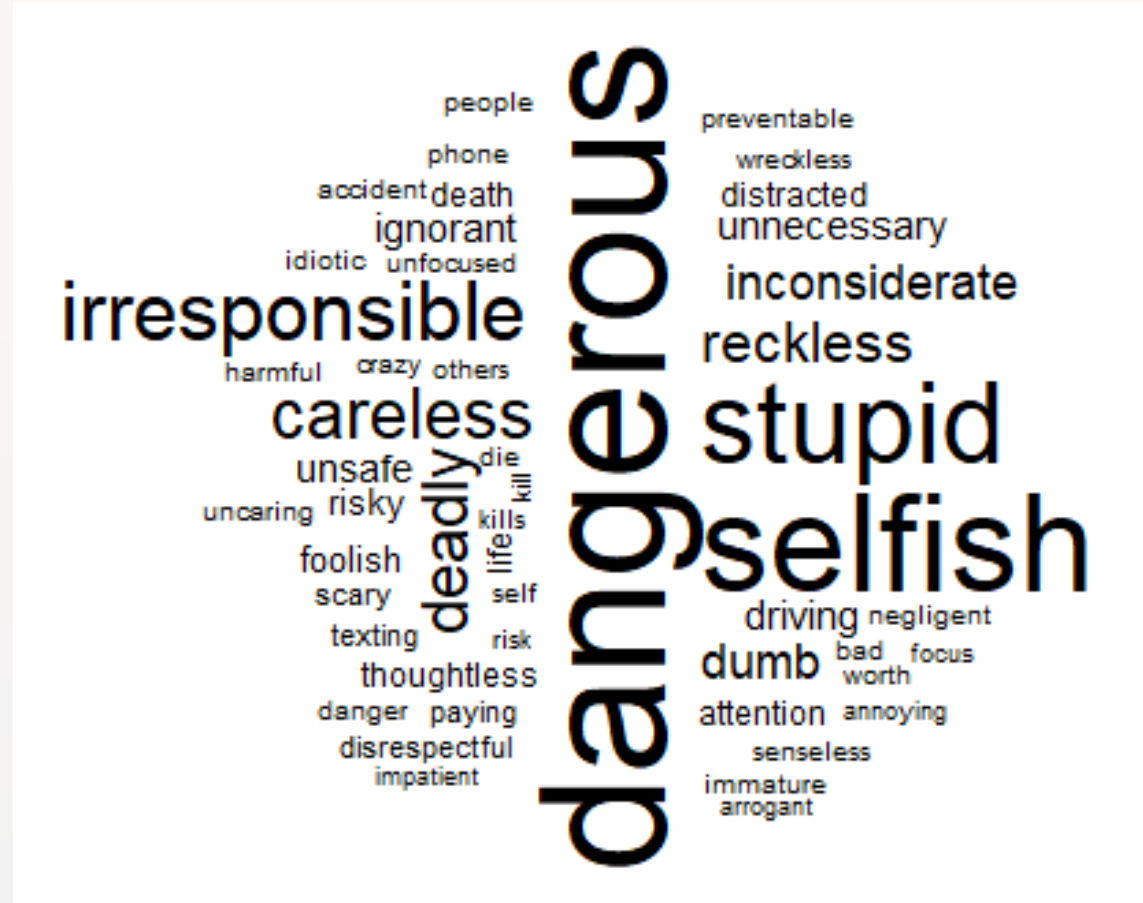
Question 10

What suggestions do you have to encourage people to proactively minimize/eliminate distractions while driving?

- **Suggestions covered the spectrum of affecting internal behavior to offering external dis-incentives or incentives, to use of technology, to enhancing education and advertisement to denying that anything will work.**

Question 11

What are three words you would use to describe the act of driving distracted?



Summary of Survey Responses: Questions 7-12

From this assessment, three points stood out:

1. Respondents overwhelmingly considered family members to have the most influence on driver behavior.
2. “Dangerous” was the most used word when respondents described distracted driving.
3. Survey responses indicated that there is a belief that drivers are addicted to their phones.

Lessons Learned

- **Structure of certain questions**
- **Open-ended questions resulted in time consuming assessment**

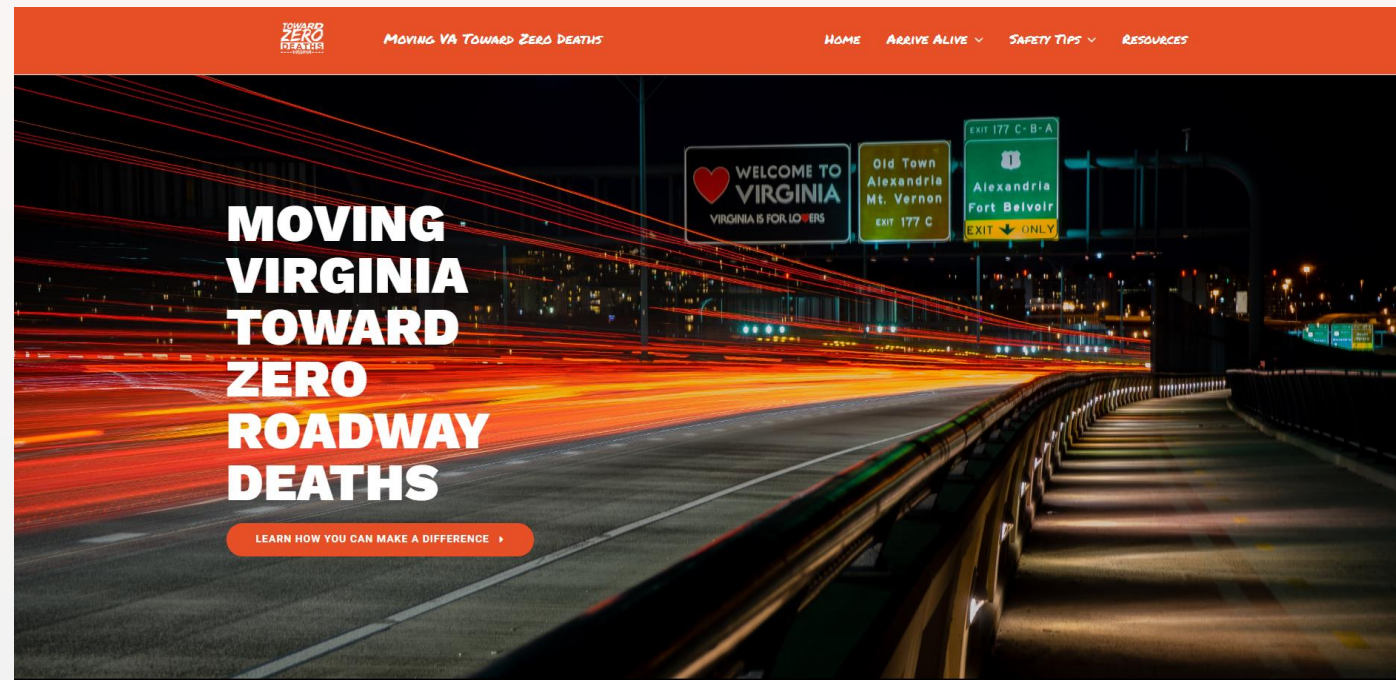
The Governor's Executive Leadership Team on Highway Safety will work closely with survey experts at the Virginia Tech Transportation Institute in future Digital Town Halls.

Moving Forward

The Governor's Executive Leadership Team on Highway Safety will use the data from this survey to make informed decisions on future campaigns.

Assessment Document

Complete results of the #YourSayVA Digital Town Hall on Distracted Driving are posted on Virginia's Toward Zero Deaths website at www.TZDVA.org.



THANK YOU

Marshall M. Herman

Special Assistant

Office of the Secretary of Transportation

May 14, 2019



Draft FY 2020 – 2025 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

Draft FY 2020 CTF and VDOT Budgets

Laura Farmer, Acting Chief Financial Officer

May 14, 2019

Commonwealth Transportation Fund (CTF)

Draft Fiscal Years 2020 – 2025 Six-Year Financial Plan Overview

- ❑ **The Six-Year Financial Plan (SYFP) identifies the planned funding for allocation to Highways, Transit, Ports and Aviation**
 - Builds upon prior SYFP
 - Reflects impact of HRTAC’s commitment to Hampton Roads Bridge-Tunnel Expansion Project (HRBT)
- ❑ **The Preliminary Fiscal Years 2020 – 2025 SYFP allocates \$42.3 billion to Transportation programs**
- ❑ **Includes the use of \$734.5 million of GARVEE and CPR Bonds**
- ❑ **Transfers \$3.1 billion to the two Transportation Regions**
- ❑ **Dedicates \$13.7 billion for Maintenance and Operations**
- ❑ **Provides \$14.2 billion for Construction, inclusive of \$3.5 billion from HRTAC for HRBT and \$1.46 billion for Interstate 81 Corridor and Statewide Interstate Improvements**

Revenue Estimate Updates

- **State Revenue Updates during FY 2020 – FY 2025 period**

Reflects updates related to Statewide and Regional Revenue Estimates provided in HB 2718/SB 1716.

- Interstate 81 Corridor Improvement Fund and Program
- Northern Virginia Transportation Authority
- Statewide Interstate Improvement Fund

- **Federal revenue is based on Federal FY 2019 apportionments and assumed Obligation Authority levels for the year provided under the FAST Act – No change**

Annual Formula Obligation Authority provided through September 30, 2019. August Redistribution will be needed to fulfill budgeted commitments.

- **Additional federal funding from the Federal Appropriations Act totaling \$70.8 million for the Highway Infrastructure Program**

Commonwealth Transportation Fund

Draft Fiscal Years 2020 – 2025 Six-Year Financial Plan

Estimated Revenues (in millions)

	2020	2021	2022	2023	2024	2025	Total	FY 2019-2024	Difference
State Transportation Revenues									
HMO	\$ 2,065.6	\$ 2,099.6	\$ 2,125.1	\$ 2,140.8	\$ 2,159.1	\$ 2,188.3	\$12,778.5	\$ 12,741.7	\$ 36.8
TTF net interest	1,316.3	1,386.6	1,445.5	1,469.0	1,489.9	1,512.6	8,619.7	7,943.9	675.8
PTF (From TTF)	216.3	236.1	236.5	245.6	254.5	254.5	1,443.5	1,392.5	51.0
Local & Regional Project Participation/Revenue	860.1	1,402.1	877.3	707.9	583.9	453.3	4,884.7	1,645.1	3,239.6
Other Revenue	450.8	351.4	395.0	402.9	419.7	395.2	2,415.0	1,410.6	1,004.4
Total	4,909.2	5,475.7	5,079.4	4,966.2	4,907.0	4,803.8	30,141.3	25,133.7	5,007.7
Federal Revenues	1,175.4	1,109.7	1,127.7	1,146.1	1,164.8	1,183.8	6,907.6	6,756.1	151.5
Total Revenues	6,084.5	6,585.4	6,207.1	6,112.3	6,071.9	5,987.7	37,048.9	31,889.8	5,159.1
Other Financing Sources									
GARVEE Bonds	101.2	98.0	76.3	100.0	125.0	134.0	634.5	586.2	48.3
Capital Improvement Bonds	50.0	50.0	-	-	-	-	100.0	161.6	(61.6)
Route 58	150.9	249.1	-	195.7	-	-	595.7	595.7	-
Total	302.1	397.1	76.3	295.7	125.0	134.0	1,330.2	1,343.5	(13.3)
Total Operating Revenues and Other Financing Sources	\$ 6,386.7	\$ 6,982.5	\$ 6,283.4	\$ 6,408.0	\$ 6,196.9	\$ 6,121.7	\$38,379.1	\$ 33,233.3	\$ 5,145.8
Pass Through Revenues									
Regional Transportation Funds	485.8	503.9	520.5	531.0	540.6	551.7	3,133.5	2,901.2	232.3
WMATA Capital Fund Revenue	133.6	134.4	135.1	135.6	136.3	136.3	811.1	818.1	(7.0)
Grand Total	\$ 7,006.0	\$ 7,620.8	\$ 6,939.0	\$ 7,074.6	\$ 6,873.7	\$ 6,809.6	\$42,323.8	\$ 36,952.6	\$ 5,371.1

Local, Regional and Other Revenue

Local and Regional Project Participation/Revenue

Source	Six-Year Estimate (in millions)
Regional Entity - HRTAC	\$ 3,906.8
Revenue Sharing - Local Share	600.0
Estimated Locality Participation	360.0
Local Match (DRPT)	5.5
Designated Local Revenues for NVTD	4.9
City of Chesapeake	4.5
Coal Severance Tax Roads	3.0
	<u>\$ 4,884.7</u>

Other Revenue

Source	Six-Year Estimate (in millions)
Interstate 81 Corridor Improvement Fund	\$ 857.3
General Fund Transfers for Debt Service	363.0
VDOT Toll Facility Revenue	355.8
Concession Payments for Transit Support	185.8
E-ZPass Virginia	220.2
I-95/Fredericksburg Extension Concession	107.9
Miscellaneous Revenue	313.3
Interest Earnings	11.6
	<u>\$ 2,415.0</u>

Commonwealth Transportation Fund

Draft Fiscal Years 2020 – 2025 Six-Year Financial Plan

Estimated Allocations (in millions)

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total	2019 - 2024 SYFP	Difference
Debt Service	\$ 388.5	\$ 409.4	\$ 412.2	\$ 433.7	\$ 462.8	\$ 503.2	\$ 2,609.8	\$ 2,485.6	\$ 124.3
Other Agencies & Transfers	59.2	50.3	50.6	51.8	52.0	53.3	317.3	308.2	9.07
Maintenance & Operations	2,186.1	2,208.4	2,239.3	2,289.8	2,339.2	2,387.6	13,650.4	13,469.4	181.0
Administration & Other Programs	472.4	520.5	509.2	491.2	501.0	513.0	3,007.4	2,851.8	155.6
Toll Programs	79.7	90.1	93.6	99.7	102.3	104.2	569.6	551.5	18.2
Rail and Public Transportation	559.5	576.3	560.1	567.2	589.4	538.1	3,390.7	3,652.2	(261.6)
Public Transportation	-	-	-	-	-	-	-	-	-
Rail Assistance	-	-	-	-	-	-	-	-	-
Other Programs and Administration	-	-	-	-	-	-	-	-	-
Port Trust Fund	42.9	44.6	45.3	46.1	46.9	47.6	273.4	268.4	5.0
Airport Trust Fund	24.5	25.5	25.8	26.3	26.7	27.2	155.9	153.1	2.8
Commonwealth Space Flight Fund	15.8	15.8	15.8	15.8	15.8	-	79.0	94.8	(15.8)
Construction ⁽¹⁾	2,537.9	3,021.5	2,311.4	2,366.6	2,040.7	1,927.5	14,205.6	9,278.4	4,927.2
Total Operating Programs	\$ 6,366.7	\$ 6,962.5	\$ 6,263.4	\$ 6,388.0	\$ 6,176.9	\$ 6,101.7	\$ 38,259.1	\$ 33,113.3	\$ 5,145.8
Pass Through Programs									
WMATA Capital Fund	153.6	154.4	155.1	155.6	156.3	156.3	931.1	938.1	(7.0)
Northern Virginia Transportation Authority Fund	284.1	297.1	309.8	316.7	322.9	330.0	1,860.6	1,703.2	157.4
Hampton Roads Transportation Fund	201.7	206.8	210.7	214.3	217.7	221.7	1,272.9	1,198.0	74.9
Subtotal	639.4	658.3	675.6	686.6	696.9	708.0	4,064.6	3,839.3	225.3
Total	\$ 7,006.0	\$ 7,620.8	\$ 6,939.0	\$ 7,074.6	\$ 6,873.7	\$ 6,809.6	\$ 42,323.8	\$ 36,952.6	\$ 5,371.1

⁽¹⁾ Allocations include funds previously programmed for rail and public transportation. Distribution to Public Transportation and Rail Assistance will be updated with the Final SYIP Recommendations in June 2019.

Programmatic Changes/Updates

Additional support for Virginia Commercial Space Flight Authority provided in the Appropriation Act, Chapter 854

\$7.5 million total from the Transportation Trust Fund in FY 2020

- \$5,000,000 to the Commonwealth Space Flight Fund to improve existing waterfront facilities for multimodal unmanned vehicle test operations, including small barge and research vessel access, and for the removal of trees adjacent to the existing airfield
- \$2,500,000 to the Commonwealth Space Flight Fund for completion of launch pad LC-2.

Programmatic Changes for VDOT

Based on General Assembly Actions

- Growth rate for personal services within program areas adjusted to accommodate the combined pay increase for classified employees from 4 percent to 5 percent (change from Budget Bill to Appropriation Act)
- Removed assumptions for one-time bonus payment to classified employees (change from Budget Bill to Appropriation Act)

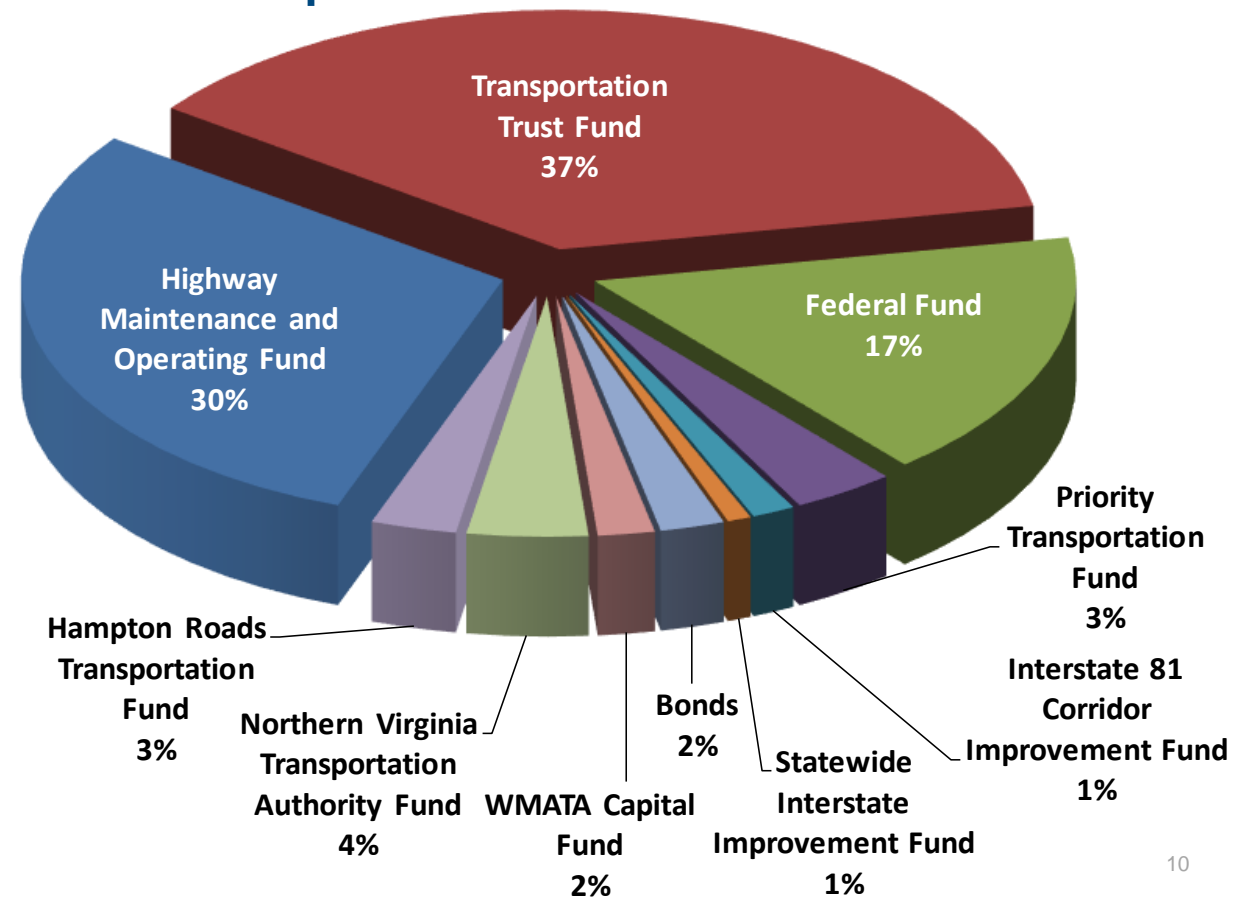
Other Adjustments

- Additional costs for Cardinal Financial System (\$2 million in administrative costs, one-time adjustment in FY 2020)
- Additional support for anticipated Information Technology costs (\$3 million in administrative costs, one-time adjustment in FY 2020)

Commonwealth Transportation Fund FY 2020 Draft Budget

- FY 2020 CTF Revenues total \$7.0 billion, 14 percent increase over the FY 2019 Budget
- Pass Through Revenues represent 7 percent of total budget
- Increase reflects HRTAC's contribution for the construction of the HRBT Expansion Project, I-81 Corridor Improvement Fund, and the Statewide Interstate Improvement Fund

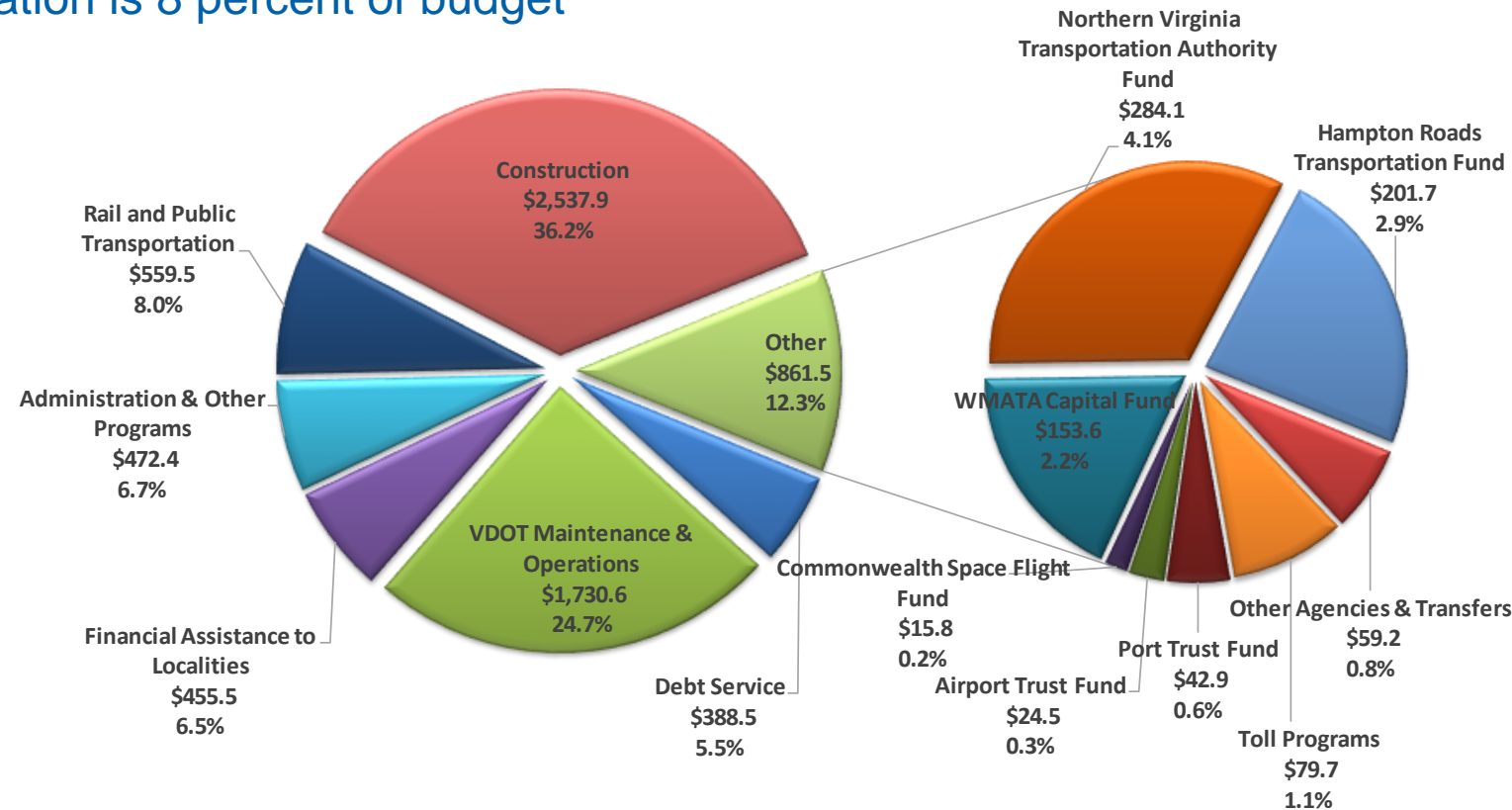
Revenue	Total Estimate
Highway Maintenance and Operating Fund	\$2,065.6
Transportation Trust Fund	2,596.0
Federal Fund	1,175.4
Priority Transportation Fund	241.6
Interstate 81 Corridor Improvement Fund	100.9
Statewide Interstate Improvement Fund	55.9
Bonds	151.2
Total Operating Revenues	\$6,386.7
Pass Through Revenue	
WMATA Capital Fund	133.6
Northern Virginia Transportation Authority Fund	284.1
Hampton Roads Transportation Fund	201.7
Subtotal	\$619.4
Total	\$7,006.0



FY 2020 Draft Recommended Allocations

- Highway Maintenance, including VDOT maintained and Locality Maintained, represents 31 percent of budget
- Highway Construction represents 36 percent of the total with support of regional / local funding
- Funding for Rail and Public Transportation is 8 percent of budget

Excluding regional pass-through revenue and local revenue supported project funding, Construction represents 30 percent of the adjusted total. Highway Maintenance is 40 percent.



FY 2020 Draft VDOT Recommended Allocations

- **VDOT budget up by 17 percent, primarily due to HRTAC's commitment to HRBT Expansion Project and the estimated revenue for I-81 and Interstate Improvements.**
- **Maintenance Programs reflects impact of base reduction before growth**
- **Support to DRPT Programs reflects start of 395 Transit Payments and planned commitment to Atlantic Gateway Projects**

	(in millions)		
	FY 2019	Recommended FY 2020	Increase (Decrease)
VDOT Programs			
Environmental Monitoring and Evaluation (514)	\$ 24.2	\$ 23.5	\$ (0.7)
Ground Transportation Planning and Research (602)	75.2	77.7	2.5
Highway System Acquisition and Construction (603)	1,730.6	2,548.7	818.1
Highway System Maintenance (604)	1,724.2	1,730.6	6.5
Commonwealth Toll Facilities (606)	80.9	82.9	2.1
Financial Assistance to Localities (607)			
VDOT Programs	472.4	471.3	(1.1)
Regional Programs	471.5	485.8	14.3
Non-Toll Supported Transportation Debt Service (612)	390.5	402.4	11.9
Administrative and Support Services (699)	279.8	297.6	17.8
VDOT Capital Outlay (998)	10.0	30.0	20.0
Total VDOT Programs	\$ 5,259.2	\$ 6,150.5	\$ 891.4
Support to Other State Agencies	67.5	75.0	7.5
Support to DRPT Programs	31.9	56.7	24.8
TOTAL	\$ 5,358.6	\$ 6,282.3	\$ 923.7
TOTAL OPERATING BUDGET (Net Regional Programs)	\$ 4,887.1	\$ 5,796.5	\$ 909.4

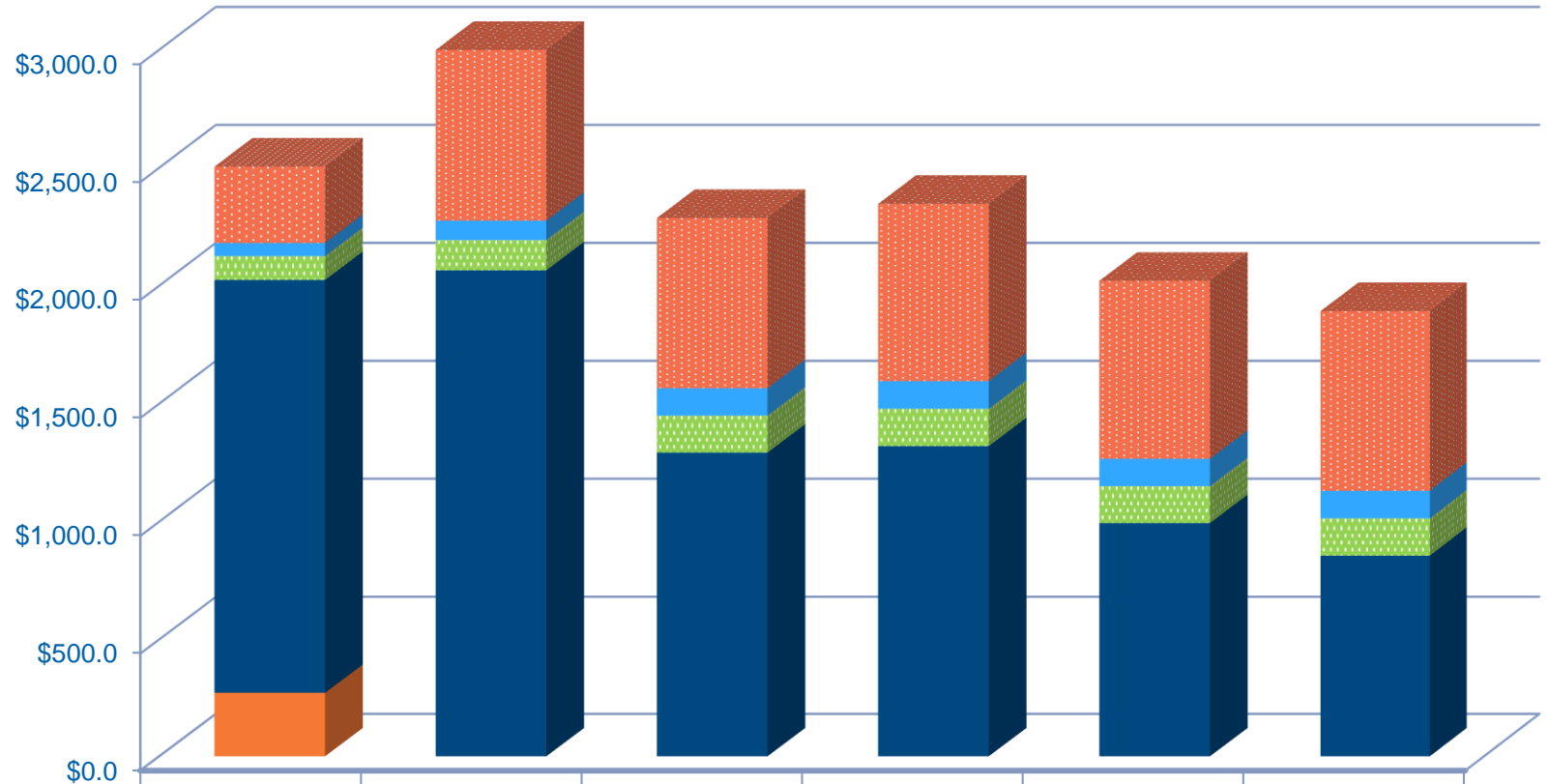
Assumptions for Highway Construction Programs

Based on the updated revenue and programmatic assumptions noted:

- The adjustments to State of Good Repair reflect an estimated \$2.5 million reduction over the six-year period.
 - SGR's formula allocation for FY 2020 is equivalent to the value provided in previous assumptions due to exercising the formula prior to FY 2021.
- The adjustments to SMART SCALE categories reflect an additional \$62.6 million available, primarily due to the addition of the Federal HIP funding.

Preliminary Construction Funding Available

(in millions)



	2020	2021	2022	2023	2024	2025
State of Good Repair/High Priority/District Grant Programs	\$323.7	\$723.8	\$721.6	\$751.0	\$754.3	\$761.4
Statewide Interstate Improvements	\$55.9	\$82.1	\$116.1	\$117.7	\$116.0	\$117.1
I-81 Improvements	\$100.9	\$128.0	\$156.5	\$157.8	\$156.3	\$157.8
Specialized State and Federal Programs	\$1,752.7	\$2,065.6	\$1,292.8	\$1,320.4	\$994.1	\$856.2
Legacy Construction Formula Programs	\$271.9	\$-	\$-	\$-	\$-	\$-

Fiscal Year 2020

Commonwealth Transportation Fund Budget
May 2019
Draft



DRAFT

Virginia Department of Transportation

Financial Planning Division

1221 E. Broad Street, 4th Floor

Richmond, VA 23219

Telephone: (804) 786-3096

Internet Address: <http://www.virginiadot.org/projects/reports-budget.asp>

DRAFT


DRAFT

Table of Contents

Commonwealth Transportation Fund Revenues.....	7
Commonwealth Transportation Fund Recommended Distributions.....	9
Summary of Revenues.....	10
Summary of Recommended Allocations.....	11

DRAFT

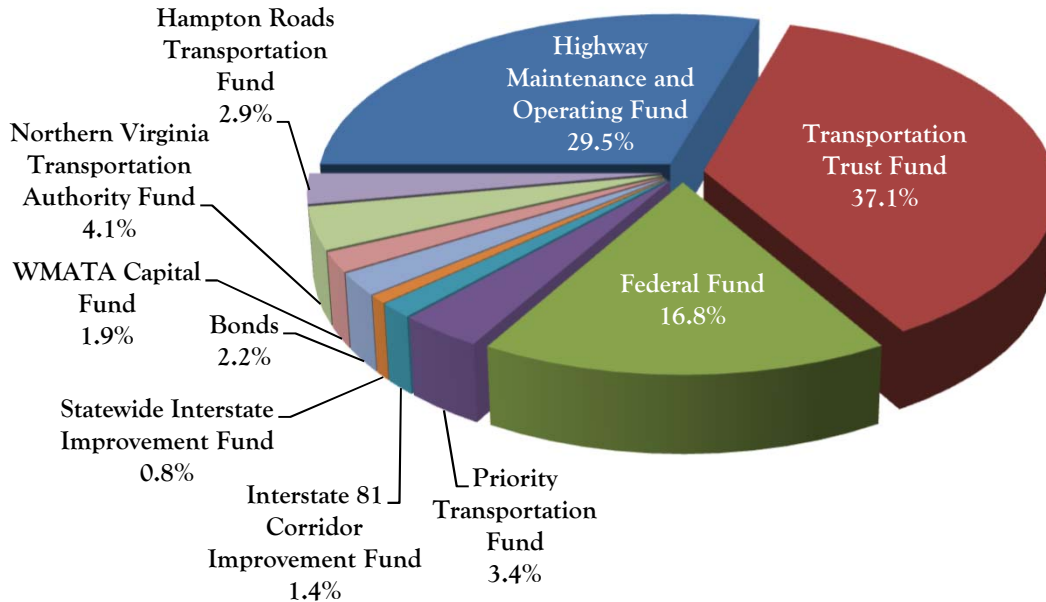
DRAFT



The Fiscal Year 2020 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 December 2018 and estimated federal funding. The CTF Budget for FY 2020 totals \$7,006,049,862, a 14.0% increase from the FY 2019 Budget of \$6,147,102,297. This increase is primarily due to the inclusion of Hampton Roads Transportation Accountability Commission's contribution for the Hampton Roads Bridge-Tunnel Expansion Project. The budget also includes the additional funds provided for Interstate 81 Improvements, Northern Virginia Transportation Authority and Statewide Interstate Improvements via House Bill 2718/Senate Bill 1716 (2019 Session).

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.

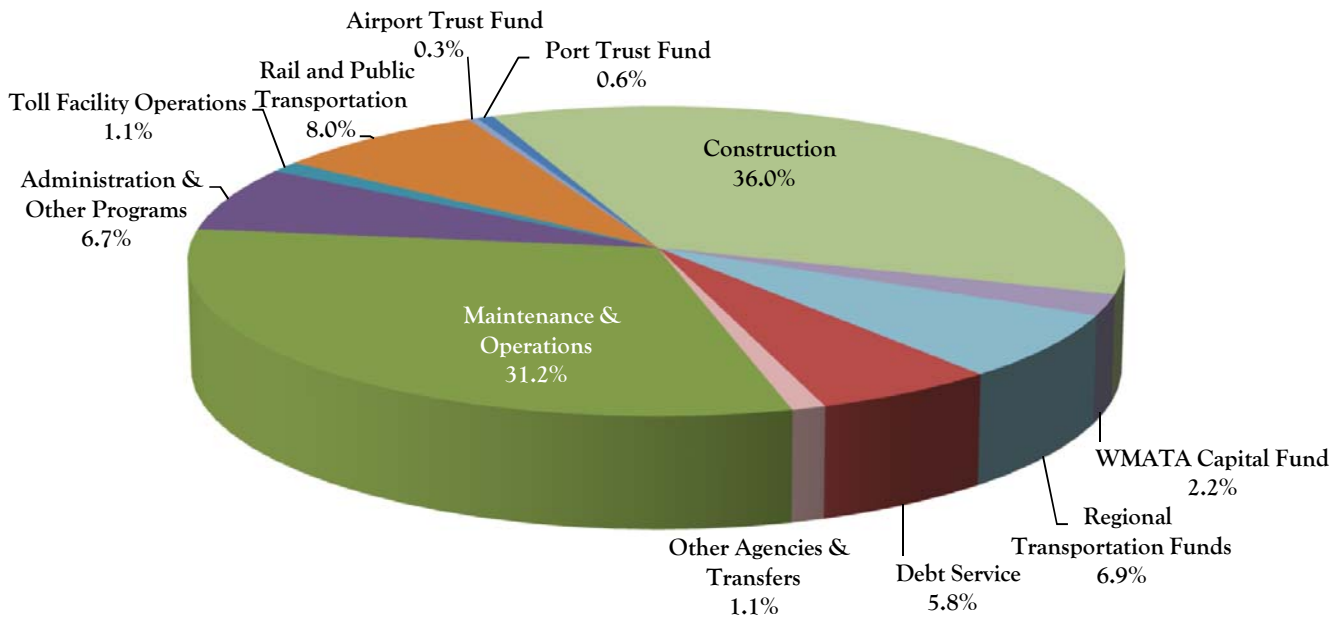
**Commonwealth Transportation Fund
Total Revenues FY 2020**



Highway Maintenance and Operating Fund	\$2,065,612,623
Transportation Trust Fund	2,596,022,565
Federal Fund	1,175,377,808
Priority Transportation Fund	241,636,098
Interstate 81 Corridor Improvement Fund	100,900,000
Statewide Interstate Improvement Fund	55,900,000
Bonds	151,205,768
Total Operating Revenues	\$6,386,654,862
Pass Through Revenues	
WMATA Capital Fund	133,595,000
Northern Virginia Transportation Authority Fund	284,100,000
Hampton Roads Transportation Fund	201,700,000
Subtotal	619,395,000
TOTAL	\$7,006,049,862

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 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.



Debt Service	\$405,591,695
Other Agencies & Transfers	75,024,911
Maintenance & Operations	2,186,132,440
Administration & Other Programs	472,412,112
Toll Facility Operations	79,744,830
Rail and Public Transportation	559,535,810
Airport Trust Fund	24,463,724
Port Trust Fund	42,892,766
Construction	2,520,856,574
Total Operating Programs	\$6,366,654,862
Pass Through Programs	
WMATA Capital Fund	153,595,000
Regional Transportation Funds	485,800,000
TOTAL RECOMMENDED DISTRIBUTIONS	\$7,006,049,862



STATE REVENUE SOURCES	FY 2019	FY 2020	INCREASE (DECREASE)
Highway Maintenance & Operating Fund (HMOF)			
State Revenue	\$2,085,841,023	\$2,065,612,623	(\$20,228,400)
Total HMOF	2,085,841,023	2,065,612,623	(20,228,400)
Transportation Trust Fund (TTF) and Other State Revenue			
Revenue Available for Modal Distribution	1,021,600,000	1,025,700,000	4,100,000
Interest Earnings	1,977,730	1,981,579	3,849
Toll Facilities	80,876,667	82,935,430	2,058,763
Local Revenue Sources	151,509,185	171,403,918	19,894,733
Project Participation - Regional Entities	284,441,132	696,434,369	411,993,237 ¹
CPR Bonds	61,632,863	50,000,000	(11,632,863) ²
GARVEE Bonds	85,693,244	101,205,768	15,512,524 ²
Route 58 Bonds	-	150,908,817	150,908,817 ²
I-66 Outside the Beltway Concession Fee Payment/Interest	18,012,329	12,174,466	(5,837,863)
Concession Fee/Contribution - I-95/Fredericksburg Extension Project	-	107,880,000	107,880,000 ³
Interstate 81 Corridor Improvement Fund	-	100,900,000	100,900,000 ⁴
Statewide Interstate Improvement Fund	-	55,900,000	55,900,000 ⁴
Other Trust Fund Revenue	371,498,316	346,603,986	(24,894,330)
Total TTF and Other Revenue	2,077,241,466	2,904,028,333	826,786,867
Priority Transportation Fund (PTF)			
State Revenue	235,206,263	241,636,098	6,429,835
Total PTF	235,206,263	241,636,098	6,429,835
Pass Through Revenues			
Revenue Dedicated to WMATA Capital Fund	134,520,000	133,595,000	(925,000)
State Revenue for Regional Entities	471,500,000	485,800,000	14,300,000 ⁵
Total Pass Through Revenues	606,020,000	619,395,000	13,375,000
TOTAL STATE REVENUES	\$5,004,308,752	5,830,672,054	826,363,302
Federal Funding Sources			
Federal Highway Administration (FHWA)	1,103,733,168	1,130,744,944	27,011,776
Federal Transit Administration (FTA)	39,060,377	44,632,864	5,572,487
Total Federal Funding	1,142,793,545	1,175,377,808	32,584,263
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$6,147,102,297	\$7,006,049,862	\$858,947,565



DISTRIBUTION OF REVENUE SOURCES	FY 2019	FY 2020	INCREASE (DECREASE)
Debt Service			
Toll Facilities Debt	\$3,194,200	\$3,190,600	\$ (3,600)
Northern Virginia transportation District	31,576,190	22,372,340	(9,203,850)
Oak Grove Connector	1,992,750	1,990,750	(2,000)
Route 28	8,639,519	8,639,519	-
Route 58	41,025,250	36,393,250	(4,632,000)
GARVEE Bonds	117,188,318	123,804,416	6,616,098
CPR Bonds	187,706,263	192,136,098	4,429,835
Other	2,341,496	17,064,722	14,723,226
Total Debt Service	393,663,986	405,591,695	11,927,709
Other Agencies & Transfers			
Trust Fund Management	2,933,496	2,933,496	-
Support to Other State Agencies (excludes DRPT)	59,252,555	66,752,555	7,500,000 ⁶
Indirect Costs	5,338,860	5,338,860	-
Total State Agencies	67,524,911	75,024,911	7,500,000
Maintenance & Operations			
Highway System Maintenance	1,724,151,935	1,730,614,607	6,462,672
Financial Assist. to Localities for Ground Transportation - Cities	387,532,142	386,411,838	(1,120,304)
Financial Assist. to Localities for Ground Transportation - Counties	69,295,633	69,105,995	(189,638)
Total Maintenance & Operations	2,180,979,710	2,186,132,440	5,152,730 ⁷
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	75,153,449	77,685,632	2,532,183 ⁸
Environmental Monitoring & Compliance	24,211,863	23,494,379	(717,484)
Administrative and Support Services	279,817,017	297,615,020	17,798,003 ⁸
Program Management and Direction	42,834,638	43,617,081	782,443 ⁸
Toll Facilities Operations	41,532,467	43,294,830	1,762,363
Toll Facility Revolving Account	36,150,000	36,450,000	300,000
Capital Outlay	10,000,000	30,000,000	20,000,000 ⁹
Total Tolls, Administration & Other Programs	509,699,434	552,156,942	42,457,508



DISTRIBUTION OF REVENUE SOURCES	FY 2019	FY 2020	INCREASE (DECREASE)
Transit and Rail Funds			
Share of Modal Distribution	\$150,112,045	149,074,683	(\$1,037,362)
Transit	82,500,000	99,300,000	16,800,000
Surface Transportation Program	27,804,775	27,116,263	(688,512)
Federal Transit Authority (FTA)	39,060,377	44,632,864	5,572,487
CMAQ (without State Match)	20,255,949	-	(20,255,949) ¹⁰
STP Regional (without State Match)	11,339,971	-	(11,339,971) ¹⁰
Rail Fund	21,850,000	21,600,000	(250,000)
Interest Earnings	1,210,000	1,460,000	250,000
Motor Fuels Tax to Commonwealth Mass Transit Fund	33,600,000	33,700,000	100,000
Metro Matters	50,000,000	50,000,000	-
Transit Capital Bonds	11,632,863	-	(11,632,863)
Rail Bonds	-	-	-
Recordation Taxes for Transit Operating	48,200,000	38,900,000	(9,300,000)
Intercity Passenger Rail Operating and Capital Fund (IPROC)	55,000,000	56,200,000	1,200,000
Mass Transit Fund-Support from Construction	11,898,982	4,000,000	(7,898,982) ¹⁰
Priority Transportation Fund for Atlantic Gateway	32,700,000	32,700,000	-
Other	907,641	852,000	(55,641)
Subtotal Transit and Rail Funds	598,072,603	559,535,810	(38,536,793)
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	134,520,000	133,595,000	(925,000)
Transfer from NVTDFund for WMATA Capital Fund	20,000,000	20,000,000	-
Subtotal WMATA Capital Fund	154,520,000	153,595,000	(925,000)
Airport Trust Fund			
Share of Modal Distribution (2.4%)	24,508,089	24,338,724	(169,365)
Interest Earnings	125,000	125,000	-
Total Airport Trust Fund	24,633,089	24,463,724	(169,365)
Port Trust Fund			
Share of Modal Distribution (4.2%)	40,893,859	42,592,766	1,698,907
Interest Earnings	300,000	300,000	-
Total Port Trust Fund	41,193,859	42,892,766	1,698,907



DISTRIBUTION OF REVENUE SOURCES	FY 2019	FY 2020	INCREASE (DECREASE)
Pass Through Revenue Allocations			
Northern Virginia Transportation Authority Fund	\$280,400,000	\$284,100,000	\$3,700,000
Hampton Roads Transportation Authority Fund	191,100,000	201,700,000	10,600,000
Total Regional Transportation Programs	471,500,000	485,800,000	14,300,000
Construction			
Financial Assistance to Localities for Ground Transportation	15,551,924	15,747,373	195,449
State of Good Repair Program	80,458,179	40,082,305	(40,375,874)
High Priority Projects Program	136,304,809	142,346,528	6,041,719
Construction District Grant Programs	154,788,814	141,266,528	(13,522,286)
Specialized State and Federal Programs	1,112,290,604	1,909,536,800	797,246,196
Legacy Construction Formula Programs	203,925,079	271,877,040	67,951,961
Total Construction	1,703,319,409	2,520,856,574	817,537,165
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS			
	\$6,147,102,297	\$7,006,049,862	\$858,947,565
Agency Funding Summary:			
VDOT	\$5,358,586,432	\$6,282,262,562	\$923,676,130
Less Support to DRPT	(31,898,982)	(56,700,000)	(24,801,018)
VDOT (Net)	5,326,687,450	6,225,562,562	898,875,112
DRPT	752,592,603	713,130,810	(39,461,793)
Ports	43,189,155	42,892,766	(296,389)
Aviation	24,633,089	24,463,724	(169,365)
Grand Total	\$6,147,102,297	\$7,006,049,862	\$858,947,565

State Revenue Details

STATE REVENUE SOURCES	FY 2019	FY 2020	INCREASE (DECREASE)
State Tax on Motor Fuels	\$ 891,500,000	\$ 903,000,000	\$ 11,500,000
Road Tax	12,100,000	11,900,000	(200,000)
Retail Sales & Use Tax	1,073,600,000	1,115,500,000	41,900,000
Motor Vehicle Sales and Use Tax	916,100,000	921,300,000	5,200,000
International Registration Plan	67,600,000	65,000,000	(2,600,000)
Motor Vehicle Licenses	258,600,000	261,300,000	2,700,000
Miscellaneous Revenues	17,900,000	17,900,000	-
Motor Vehicle Rental Tax	42,100,000	43,500,000	1,400,000
Aviation Fuels Tax	1,900,000	2,000,000	100,000
Recordation Tax	43,600,000	43,600,000	-
Total	\$ 3,325,000,000	\$ 3,385,000,000	\$ 60,000,000

DRAFT

Endnotes

Endnote Number	Description
1	Adjusted expectations on project participation from the regional entities from previous fiscal year. The significant increase is driven by the Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel Expansion Project.
2	Planned use of bond proceeds.
3	The concession fund revenue represents funds provided and anticipated from the Interstate 95/Frederickburg Extension Project.
4	Reflects the impact of House Bill 2718/Senate Bill 1716 from the 2019 session, dedicating regional and statewide revenue to the Interstate 81 Corridor Improvement Fund and the Statewide Interstate Improvement Fund.
5	Reflects an updated revenue estimate and the impact of House Bill 2718/Senate Bill 1716 from the 2019 session, dedicating a portion of the statewide revenue increase to the Northern Virginia Transportation Authority.
6	Adjustments include allocation for the Virginia Commercial Space Flight Authority that was included in Chapter 854, the 2019 Appropriation Act.
7	Allocation update reflects a planned base program reduction for both VDOT Maintenance and Operations and Financial Assistance to Localities in FY 2020. VDOT Maintenance and Operations Program also reflects the planned use of additional federal revenue in FY 2020.
8	Program growth and additional administrative costs requiring additional allocation.
9	Planned increase in Capital Outlay investment in FY 2020. Funding levels are planned to be restored to the previous program levels in subsequent fiscal years.
10	Represents allocation to projects in the Six-Year Improvement Program (SYIP).
11	The decrease from FY 2019 was planned based on availability of funds when this distribution to State of Good Repair was put in place prior to fiscal year 2021.
12	Adjustments based on revenue available for Smart Scale Distribution.
13	Increase reflects the Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel. The total amount of \$441 reflects the FY 2019 and 2020 estimated contributions for the project. New funding is also provided for the Interstate 81 Corridor Improvement Program and the Statewide Interstate Improvement Program. These additional programs add \$156.8 million to the Construction Program.
14	Planned increase in funds available for CTB Alternate Formula distribution.



Fiscal Year 2020

VDOT Annual Budget

May 2019

Draft



DRAFT

Table of Contents

Overview.....	5
Revenues.....	7
Highway Maintenance and Operating Fund Revenues.....	9
Transportation Trust Fund Revenues.....	10
Other Funds Revenues.....	11
VDOT Allocations.....	14
Environmental Monitoring and Evaluation.....	15
Ground Transportation Planning and Research.....	16
Highway Construction Programs.....	17
• State of Good Repair Program.....	18
• High Priority Projects Program.....	18
• Construction District Grant Programs.....	18
• Specialized State and Federal Programs.....	19
• Legacy Construction Formula Programs.....	19
• Highway Construction Program Management.....	20
Highway System Maintenance.....	21
Commonwealth Toll Facilities.....	22
Financial Assistance to Localities.....	23
Non-Toll Supported Transportation Debt Service.....	24
Administrative and Support Services.....	25
VDOT Capital Outlay.....	26
Support to Other State Agencies.....	27
Budget by Program and Fund.....	28
VDOT Budget Schedule for Fiscal Year 2020.....	29
Appendix I - Powhite Parkway Extension.....	31
Appendix I - Coleman Bridge.....	32
Appendix I - I-66 Inside the Beltway.....	33
Appendix I - I-64 Express Lanes.....	34
Index: Acronyms and Terminology.....	35
Endnotes.....	36

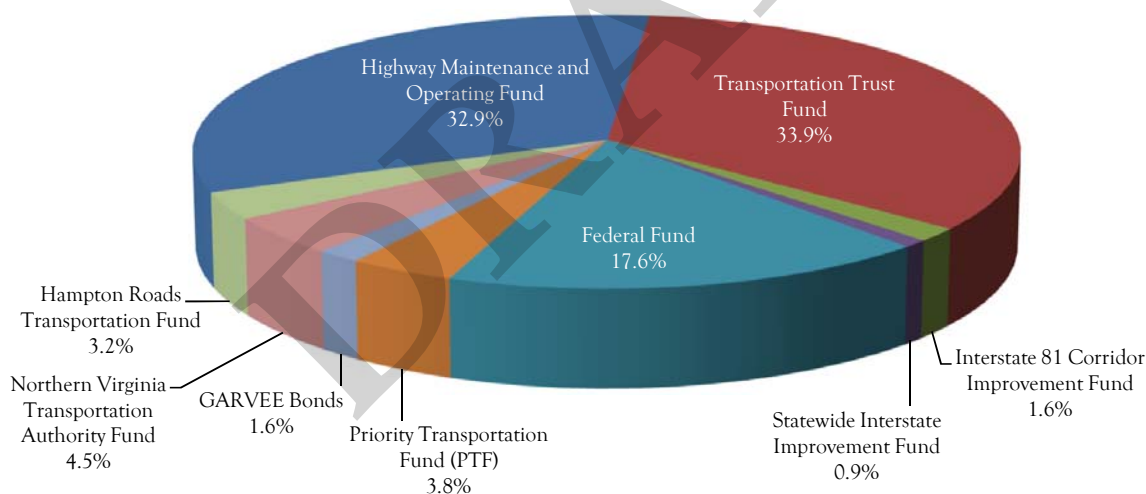
DRAFT

Overview

The Fiscal Year 2020 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 December 2018 and estimated federal funding. The VDOT Budget for FY 2020 totals \$6,282,262,562 a 17% increase from the FY 2019 Budget of \$5,358,586,432. The increase is primarily related to the additional of Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel Expansion Project. The increase also reflects the implementation of House Bill 2718 and Senate Bill 1716 from the 2019 General Assembly Session. The estimated regional and statewide revenue available and its allocation to the Interstate 81 Corridor Improvement Fund and Program, Northern Virginia Transportation Authority, and the Statewide Interstate Improvement 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). 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

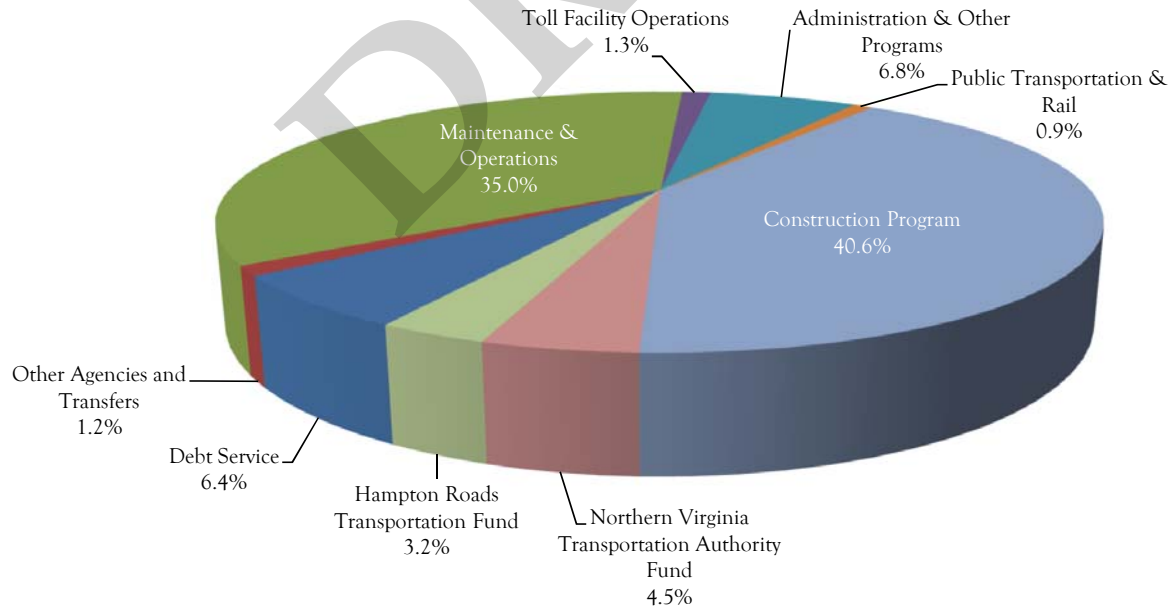


Highway Maintenance and Operating Fund	\$2,065,612,623
Transportation Trust Fund	2,127,579,392
Interstate 81 Corridor Improvement Fund	100,900,000
Statewide Interstate Improvement Fund	55,900,000
Federal Fund	1,103,628,681
Priority Transportation Fund (PTF)	241,636,098
GARVEE Bonds	101,205,768
Subtotal	\$5,796,462,562
Pass Through Revenues	
Northern Virginia Transportation Authority Fund	284,100,000
Hampton Roads Transportation Fund	201,700,000
TOTAL	\$6,282,262,562

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 2019	FY 2020	INCREASE (DECREASE)
Debt Service	\$390,469,786	\$402,401,095	\$11,931,309
Other Agencies and Transfers	67,524,911	75,024,911	7,500,000
Maintenance & Operations	2,196,531,634	2,201,879,813	5,348,179
Toll Facility Operations	80,876,667	82,935,430	2,058,763
Administration & Other Programs	389,182,329	428,795,031	39,612,702
Public Transportation & Rail	31,898,982	56,700,000	24,801,018
Construction Program	1,730,602,123	2,548,726,282	818,124,159
Subtotal	\$4,887,086,432	\$5,796,462,562	\$909,376,130
Pass Through Revenues			
Northern Virginia Transportation Authority Fund	280,400,000	284,100,000	3,700,000
Hampton Roads Transportation Fund	191,100,000	201,700,000	10,600,000
TOTAL	\$5,358,586,432	\$6,282,262,562	\$923,676,130



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 2019 revenues.

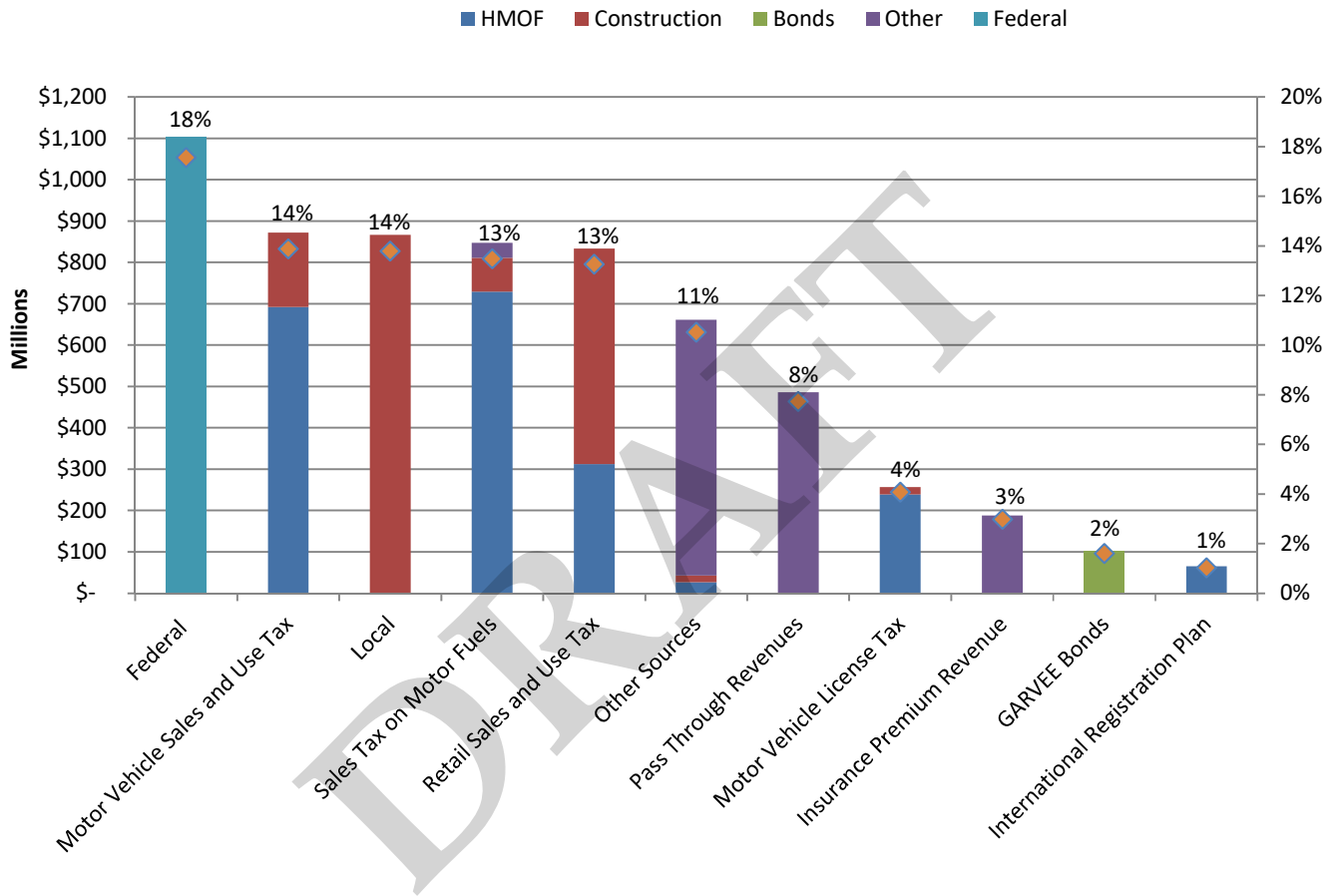
Source	HMOF	Construction*	Federal	Bonds	Other	TOTAL
Sales Tax on Motor Fuels	\$729,700,000	\$81,139,700	\$ -	\$ -	\$36,500,000	\$847,339,700
Motor Vehicle Sales and Use Tax	692,200,000	180,301,700	-	-	-	872,501,700
Motor Vehicle License Tax	239,000,000	17,550,100	-	-	-	256,550,100
Retail Sales and Use Tax	312,700,000	520,836,600	-	-	-	833,536,600
International Registration Plan	65,000,000	-	-	-	-	65,000,000
Pass Through Revenues	-	-	-	-	485,800,000	485,800,000
GARVEE Bonds	-	-	-	101,205,768	-	101,205,768
Insurance Premium Revenue	-	-	-	-	188,000,000	188,000,000
Local		866,986,287	-	-	-	866,986,287
Other Sources	27,012,623	15,776,463	-	-	618,924,640	661,713,726
Federal	-	-	1,103,628,681	-	-	1,103,628,681
Transfer to HMOF	133,825,794	(133,825,794)	-	-	-	-
Transfer from Construction Fund for Maintenance Allocation	-	-	-	-	-	-
Subtotal	\$2,199,438,417	\$1,548,765,056	\$1,103,628,681	\$ 101,205,768	\$843,424,640	\$5,796,462,562
Pass Through Revenues						
Northern Virginia Transportation Authority Fund	-	-	-	-	284,100,000	284,100,000
Hampton Roads Transportation Fund	-	-	-	-	201,700,000	201,700,000
TOTAL	\$2,199,438,417	\$1,548,765,056	\$1,103,628,681	\$101,205,768	\$1,329,224,640	\$6,282,262,562

* Includes Highway Share of TTF and other special funds.

** Other Sources includes regional and statewide revenue dedicated to the Interstate 81 Corridor and Statewide Interstate Improvements, 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 Motor Vehicle Sales and Use Tax.

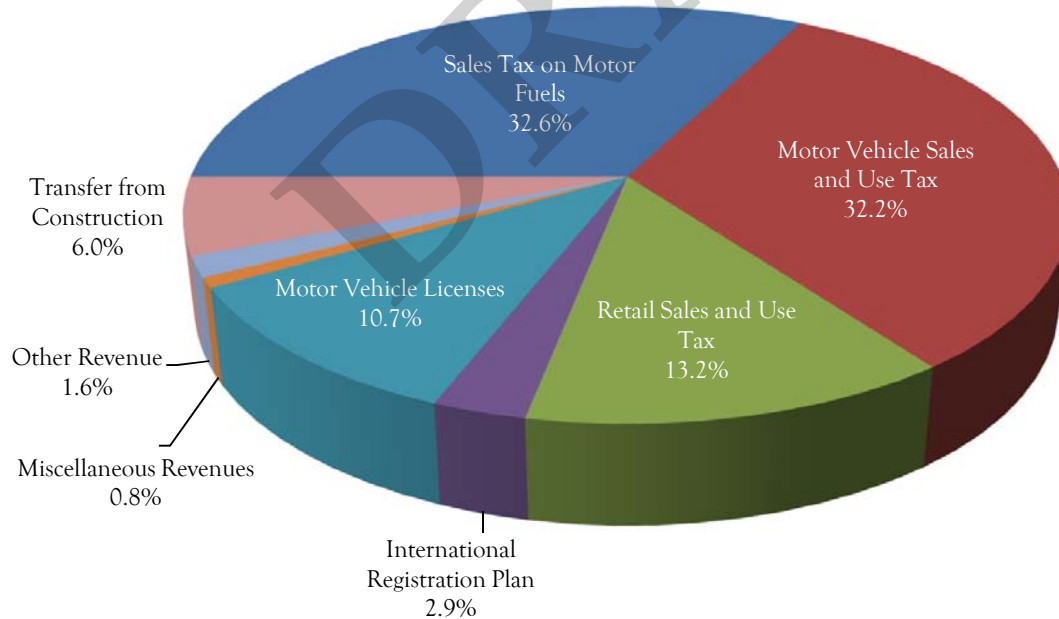


Highway Maintenance & Operating Fund

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 2019	FY 2020	Difference
Sales Tax on Motor Fuels	\$724,400,000	\$729,700,000	\$5,300,000
Motor Vehicle Sales and Use Tax	715,700,000	692,200,000	(23,500,000)
Retail Sales and Use Tax	292,700,000	312,700,000	20,000,000
International Registration Plan	64,200,000	65,000,000	800,000
Motor Vehicle Licenses	236,700,000	239,000,000	2,300,000
Miscellaneous Revenues	17,200,000	17,900,000	700,000
Other Revenue	34,941,023	9,112,623	(25,828,400)
Subtotal	\$2,085,841,023	\$2,065,612,623	(\$20,228,400)
Transfer from Construction	181,785,364	133,825,794	(47,959,570)
Total	\$2,267,626,387	\$2,199,438,417	(\$68,187,970)

HMOF Revenue Sources, FY 2020

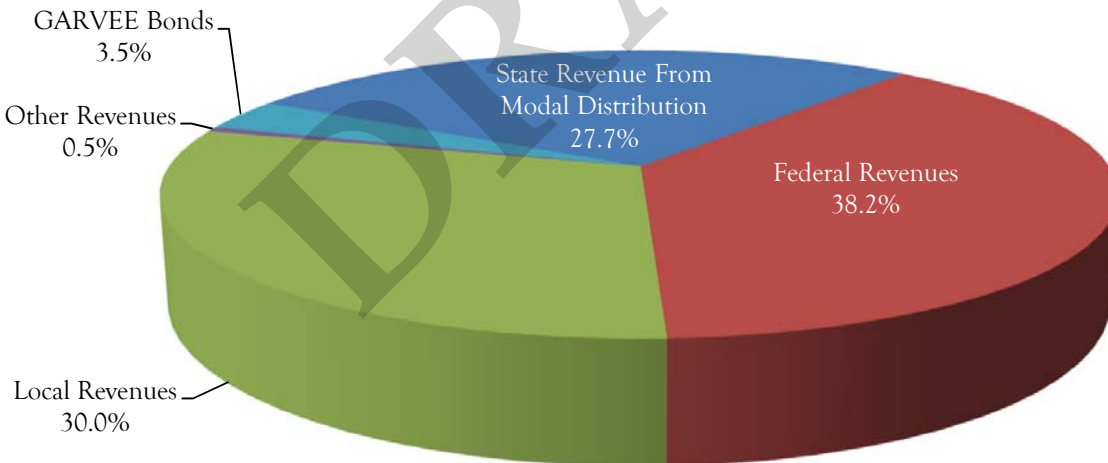


Transportation Trust Fund - Construction

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 2019	FY 2020	Difference
State Revenue From Modal Distribution	\$806,115,486	\$800,561,718	(\$5,553,768)
Federal Revenues	1,044,332,473	1,103,628,681	59,296,208
Local Revenues	435,042,676	866,986,287	431,943,611
Other Revenues	19,938,336	15,042,845	(4,895,491)
GARVEE Bonds	85,693,244	101,205,768	15,512,524
Total	\$2,391,122,215	\$2,887,425,299	\$496,303,084

**Construction Fund Revenue by Source,
FY 2020**



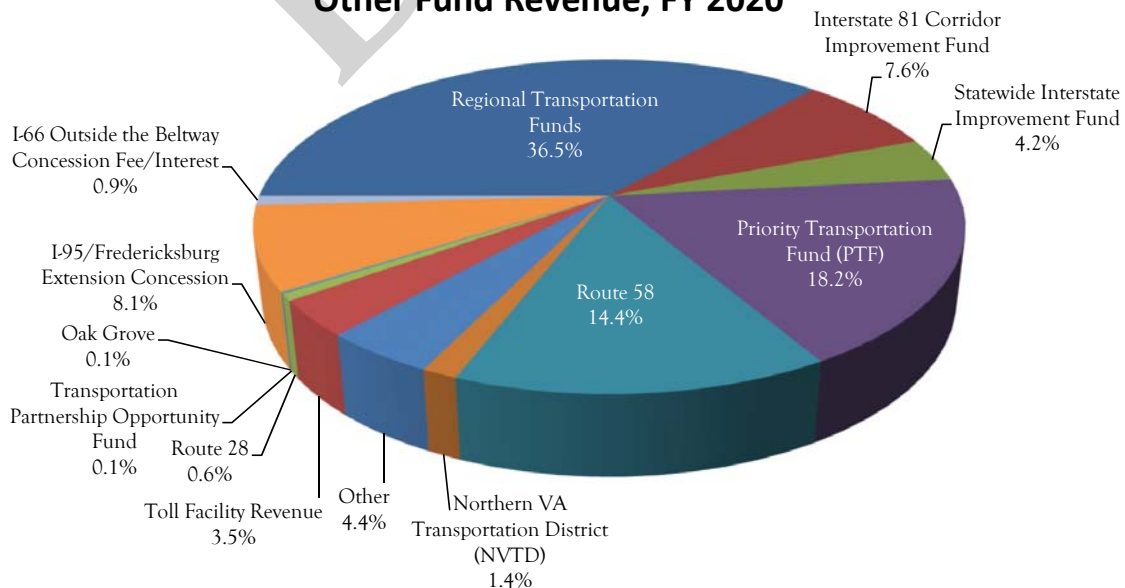
Other Fund Revenues

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 2019	FY 2020	Difference
Regional Transportation Funds	\$471,500,000	\$485,800,000	\$14,300,000 ³
Interstate 81 Corridor Improvement Fund	-	100,900,000	100,900,000 ⁴
Statewide Interstate Improvement Fund	-	55,900,000	55,900,000 ⁴
Powhite Parkway Extension Toll Revenue	11,000,000	11,000,000	-
Coleman Bridge Toll Revenue	6,000,000	6,000,000	-
I-66 Inside the Beltway Toll Revenue	25,316,667	27,848,300	2,531,633
I-64 Express Lanes Toll Revenue	2,410,000	1,637,130	(772,870)
Northern VA Transportation District (NVTD)	28,139,720	18,345,009	(9,794,711) ⁵
Oak Grove	1,577,771	1,593,244	15,473
Priority Transportation Fund (PTF)	202,506,263	241,636,098	39,129,835 ⁶
Transportation Partnership Opportunity Fund	717,577	718,860	1,283
Route 58	48,218,195	191,264,295	143,046,100 ⁷
Route 28	8,639,519	8,639,519	-
I-66 Outside the Beltway Concession Fee/Interest	18,012,329	12,174,466	(5,837,863)
I-95/Fredericksburg Extension Concession	-	107,880,000	107,880,000 ⁸
Other	57,585,153	57,887,719	302,566
Total	\$881,623,194	\$1,329,224,640	\$447,601,446

Total Construction Major Sources (page 10)	2,391,122,215	2,887,425,299	496,303,084
Transfer to HMOF	(181,785,364)	(\$133,825,794)	47,959,570
Total Construction Fund	\$3,090,960,045	\$4,082,824,145	\$991,864,100

Other Fund Revenue, FY 2020



DRAFT

DRAFT

VDOT Program Descriptions & Allocations

Summary of Allocations by Program

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

	FY 2019	FY 2020	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$24,211,863	\$23,494,379	(\$717,484)
Ground Transportation Planning and Research (602)	75,153,449	77,685,632	2,532,183
Highway Construction Programs (603)	1,730,602,123	2,548,726,282	818,124,159
Highway System Maintenance (604)	1,724,151,935	1,730,614,607	6,462,672
Commonwealth Toll Facilities (606)	80,876,667	82,935,430	2,058,763
Financial Assistance to Localities (607)	943,879,699	957,065,206	13,185,507
Non-Toll Supported Transportation Debt Service (612)	390,469,786	402,401,095	11,931,309
Administrative and Support Services (699)	279,817,017	297,615,020	17,798,003
VDOT Capital Outlay (998)	10,000,000	30,000,000	20,000,000
Support to Other State Agencies	67,524,911	75,024,911	7,500,000
Support to DRPT Programs	31,898,982	56,700,000	24,801,018
Total	\$5,358,586,432	\$6,282,262,562	\$923,676,130

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.

Municipal Separate Storm Sewer System Compliance Activities (514010) - To provide efforts to address storm water discharges, including the related operational and maintenance activities, to meet Total Maximum Daily Load reduction targets. VDOT's current Municipal Separate Storm Sewer System (MS4) permit requires VDOT to reduce its pollutant load allocation to the Chesapeake Bay.

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2019	FY 2020	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$6,722,931	6,876,404	\$153,473
Environmental Monitoring Program Management (514009)	3,293,882	3,356,739	62,857
Municipal Separate Storm Sewer System Compliance Activities (514010)	14,195,050	13,261,236	(933,814)
TOTAL ENVIRONMENTAL	\$24,211,863	\$23,494,379	(\$717,484)
TTF	24,211,863	23,494,379	(717,484)

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.

PLANNING & RESEARCH (602)	FY 2019	FY 2020	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	\$61,573,678	63,887,284	\$2,313,606
Ground Transportation System Research (602002)	9,500,838	9,606,334	105,496
Ground Transportation Program Management (602004)	4,078,933	4,192,014	113,081
TOTAL PLANNING & RESEARCH	\$75,153,449	\$77,685,632	\$2,532,183
HMOF	12,557,058	12,872,227	315,169
CONSTRUCTION	42,268,389	44,166,713	1,898,324
FEDERAL	20,328,002	20,646,692	318,690

Highway Construction Programs (603)

For FY 2020, 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 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.

CONSTRUCTION (603)	FY 2019	FY 2020	INCREASE (DECREASE)
State of Good Repair Program (603020)	\$80,458,179	\$40,082,305	(\$40,375,874) ¹¹
High Priority Projects Program(603021)	136,304,809	142,346,528	6,041,719 ¹²
Construction District Grant Programs (603022)	154,788,814	141,266,528	(13,522,286) ¹²
Specialized State and Federal Programs (603023)	1,112,290,604	1,909,536,800	797,246,196 ¹³
Legacy Construction Formula Program (603024)	203,925,079	271,877,040	67,951,961 ¹⁴
Construction Management (603015)	42,834,638	43,617,081	782,443 ¹⁰
TOTAL CONSTRUCTION	\$1,730,602,123	\$2,548,726,282	\$818,124,159
CONSTRUCTION	955,976,453	1,386,567,586	430,591,133
FEDERAL	646,988,722	607,754,421	(39,234,301)
I-81 CORRIDOR IMPROVEMENT FUND	-	100,900,000	100,900,000
STATEWIDE INTERSTATE IMPROVEMENT FUND	-	55,900,000	55,900,000
PTF	14,800,000	16,800,000	2,000,000
TPOF	696,222	697,505	1,283
BONDS	8,000,000	158,408,817	150,408,817
VTIB	435,153	437,719	2,566
GARVEE BONDS	85,693,244	101,205,768	15,512,524
CONCESSION FEE FUND	18,012,329	120,054,466	102,042,137

*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 FY 2020 recommendation represents the last year for this formula to be used. 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)

STATE OF GOOD REPAIR PROGRAM (603020)	FY 2019	FY 2020	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR	\$80,458,179	40,082,305	(\$40,375,874)
CONSTRUCTION	39,909,558	1,282,059	(38,627,499)
FEDERAL	40,548,621	38,800,246	(1,748,375)

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)

HIGH PRIORITY PROJECTS PROGRAM (603021)	FY 2019	FY 2020	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	\$136,304,809	142,346,528	\$6,041,719
CONSTRUCTION	18,503,562	34,197,279	15,693,717
FEDERAL	100,871,704	57,546,365	(43,325,339)
GARVEE	16,929,543	50,602,884	33,673,341

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)

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2019	FY 2020	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT	\$154,788,814	141,266,528	(\$13,522,286)
CONSTRUCTION	84,022,329	33,117,279	(50,905,050)
FEDERAL	56,083,322	57,546,365	1,463,043
GARVEE	14,683,163	50,602,884	35,919,721

* 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 2021.

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. Anticipated funding from regional entities for projects is also allocated in this service area.

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2019	FY 2020	INCREASE (DECREASE)
CMAQ & State Match	\$34,041,434	46,954,858	\$12,913,424
I-66 Inside the Beltway	4,500,000	4,500,000	-
NHPP & Soft Match	31,891,488	32,133,275	241,787
NHPP Bridge & Soft Match	8,772,808	10,000,000	1,227,192
NHPP APD	14,087,967	22,663,325	8,575,358
NHPP Exempt & Soft Match	15,582,169	15,658,824	76,655
Open Container	12,811,307	11,741,724	(1,069,583)
Participating Project Costs	40,000,000	60,000,000	20,000,000
Previously Programmed GARVEE Bonds	54,080,538	-	(54,080,538)
Project Participation from HRTAC	264,441,132	255,370,517	(9,070,615)
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	-	441,063,852	441,063,852
Project Participation from NVTVA	20,000,000	-	(20,000,000)
Route 58 Bonds	-	150,908,817	150,908,817
Revenue Sharing	200,000,000	200,000,000	-
Safety & Soft Match	53,122,502	53,122,502	-
STP Bridge & Soft Match	43,000,000	46,000,000	3,000,000
STP BROS & Soft Match	15,353,046	14,863,203	(489,843)
STP Regional & State Match	102,714,728	119,318,608	16,603,880
STP Statewide & Soft Match	31,404,550	16,649,711	(14,754,839)
STP 5-200K & Soft Match	12,324,904	7,931,767	(4,393,137)
STP <5K & Soft Match	35,005,683	36,703,940	1,698,257
Tele Fees	10,100,544	10,050,918	(49,626)
I-66 Outside the Beltway Concession Fee/Interest Earnings	18,012,329	12,174,466	(5,837,863)
I-95/Fredericksburg Extension Concession	-	107,880,000	107,880,000
Interstate 81 Corridor Improvements	-	100,900,000	100,900,000
Statewide Interstate Improvements	-	55,900,000	55,900,000
Other	91,043,475	77,046,493	(13,996,982)
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	\$1,112,290,604	\$1,909,536,800	\$797,246,196
CONSTRUCTION	566,781,287	1,005,963,657	439,182,370
FEDERAL	449,485,075	450,374,636	889,561
I-81 CORRIDOR IMPROVEMENT FUND	-	100,900,000	100,900,000
STATEWIDE INTERSTATE IMPROVEMENT FUND	-	55,900,000	55,900,000
GARVEES	54,080,538	-	(54,080,538)
PTF	14,800,000	16,800,000	2,000,000
CONCESSION FEE FUND	18,012,329	120,054,466	102,042,137
OTHER BOND PROGRAMS/FUNDS	8,000,000	158,408,817	150,408,817
VTIB	435,153	437,719	2,566
TPOF	696,222	697,505	1,283

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.

LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)	FY 2019	FY 2020	INCREASE (DECREASE)
CTB Formula	\$203,925,079	271,877,040	\$67,951,961
TOTAL LEGACY CONSTRUCTION FORMULA PROGRAMS (603024)	\$203,925,079	\$271,877,040	\$67,951,961
CONSTRUCTION	203,925,079	268,390,231	64,465,152
FEDERAL	-	3,486,809	3,486,809

The Commonwealth Transportation Board authorized \$271,877,040 for the CTB Alternate Formula distribution. The difference between the amount authorized and the amount allocated above represents the previously unprogrammed balance that was available for Smart Scale 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.

CONSTRUCTION MANAGEMENT	FY 2019	FY 2020	INCREASE
TOTAL CONSTRUCTION MANAGEMENT	\$42,834,638	\$43,617,081	\$782,443
TTF	42,834,638	43,617,081	782,443

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.

HIGHWAY SYSTEM MAINTENANCE (604)	FY 2019	FY 2020*	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$358,268,884		
Primary Maintenance (604002)	532,553,519		
Secondary Maintenance (604003)	608,009,381		
Transportation Operations Services (604004)	148,056,155		
Highway Maintenance Program Management & Direction (604005)	77,263,996		
TOTAL HIGHWAY SYSTEM MAINTENANCE	\$1,724,151,935	\$1,730,614,607	\$6,462,672
HMOF	1,479,426,214	1,431,966,898	(47,459,316)
FEDERAL	244,725,721	298,647,709	53,921,988

* The amounts recommended for FY 2020 include 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 2021.

The distribution by service area will be provided for in the final recommended budget.

Commonwealth Toll Facilities (606)

Revenues collected from toll facilities contribute to Virginia's safe and effective transportation system. Of these facilities, four are currently owned and operated by VDOT: Powhite Parkway Extension Toll Road in Chesterfield County, George P. Coleman Bridge in Gloucester County, I-66 Inside the Beltway and I-64 Express Lanes.

Toll Facility Acquisition and Construction (606001) -To provide for efforts to acquire and construct ground transportation toll facilities.

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 four toll facilities operated by VDOT: the George P. Coleman Bridge and the Powhite Parkway Extension Toll Road, I-66 Inside the Beltway facility and I-64 Express Lanes. 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.

COMMONWEALTH TOLL FACILITIES (606)	FY 2019	FY 2020	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ -	\$ -	\$ -
Debt Service (606002)	3,194,200	3,190,600	(3,600)
Maintenance & Operations (606003)	41,532,467	43,294,830	1,762,363
Toll Facilities Revolving (606004)	36,150,000	36,450,000	300,000
TOTAL TOLL FACILITIES	\$80,876,667	\$82,935,430	\$2,058,763
POWHITE	11,000,000	11,000,000	-
COLEMAN	6,000,000	6,000,000	-
I-66 INSIDE THE BELTWAY	25,316,667	27,848,300	2,531,633
I-64 EXPRESS LANES	2,410,000	1,637,130	(772,870)
TOLL FACILTIES REVOLVING	36,150,000	36,450,000	300,000

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.

FINANCIAL ASSISTANCE TO LOCALITIES (607)	FY 2019	FY 2020	INCREASE (DECREASE)
Financial Assistance for City Road Maintenance (607001)	\$387,532,142	386,411,838	(\$1,120,304) ¹⁵
Financial Assistance for County Road Maintenance (607002)	69,295,633	69,105,995	(189,638) ¹⁵
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	15,551,924	15,747,373	195,449
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	280,400,000	284,100,000	3,700,000 ³
Distribution of Hampton Roads Transportation Fund Revenues (607007)	191,100,000	201,700,000	10,600,000 ³
TOTAL FINANCIAL ASSISTANCE TO LOCALITIES	\$943,879,699	\$957,065,206	\$13,185,507
HMOF	456,827,775	455,517,833	(1,309,942)
CONSTRUCTION	7,950,214	7,971,930	21,716
FEDERAL	7,601,710	7,775,443	173,733
NORTHERN VIRGINIA REGIONAL FUND	280,400,000	284,100,000	3,700,000
HAMPTON ROADS REGIONAL FUND	191,100,000	201,700,000	10,600,000

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.

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).

Non-Toll Supported Transportation Debt Service (612)	FY 2019	FY 2020	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$8,639,519	\$8,639,519	\$0
Designated Highway Corridor Debt Service (612002)	76,935,686	77,821,062	885,376
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	187,706,263	192,136,098	4,429,835
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	117,188,318	123,804,416	6,616,098
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	\$390,469,786	\$402,401,095	\$11,931,309
NVTD	32,139,720	22,372,340	(9,767,380)
OAK GROVE	2,577,771	2,593,244	15,473
ROUTE 28	8,639,519	8,639,519	0
CPR BONDS	187,706,263	192,136,098	4,429,835
ROUTE 58	42,218,195	52,855,478	10,637,283
FEDERAL	117,188,318	123,804,416	6,616,098

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.

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2019	FY 2020	INCREASE (DECREASE)
General Management & Direction (699001)	\$147,188,104	152,820,183	\$5,632,079
Information Technology Services (699002)	96,813,415	110,952,111	14,138,696
Facilities and Grounds Management Services (699015)	17,169,363	17,645,600	476,237
Employee Training & Development (699024)	18,646,135	16,197,126	(2,449,009)
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	\$279,817,017	\$297,615,020	\$17,798,003
HMOF	278,881,071	296,647,190	17,766,119
CONSTRUCTION	935,946	967,830	31,884

10,
16

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 2019	FY 2020	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY	\$10,000,000	30,000,000	\$20,000,000
CONSTRUCTION	10,000,000	30,000,000	20,000,000

Support to Other State Agencies

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

SUPPORT TO OTHER STATE AGENCIES	FY 2019	FY 2020	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies			
Department of Education	\$270,419	\$270,419	\$0
Marine Resources Commission	313,786	313,786	-
Secretary of Transportation	916,840	916,840	-
Department of State Police	8,185,295	8,185,295	-
Department of Minority Business Enterprise	1,592,572	1,592,572	-
Department of Historic Resources	115,642	115,642	-
Department of Emergency Management	1,212,509	1,212,509	-
Department of Motor Vehicles	14,036,504	14,036,504	-
Department of Treasury	185,187	185,187	-
Virginia Port Authority	2,550,023	2,550,023	-
Virginia Liaison Office	157,576	157,576	-
Virginia Commercial Space Flight Authority (From Highway Construction Fund)	15,800,000	15,800,000	-
Virginia Commercial Space Flight Authority (From Transportation Trust Fund)	-	7,500,000	7,500,000
Office of the State Inspector General	1,930,362	1,930,362	-
SUBTOTAL	47,266,715	54,766,715	7,500,000
Transfers to the General Fund			
Department of General Services	388,254	388,254	-
Department of Agriculture & Conservation	97,586	97,586	-
Chesapeake Bay Initiatives	10,000,000	10,000,000	-
Indirect Costs	5,338,860	5,338,860	-
Department of Taxation	2,933,496	2,933,496	-
SUBTOTAL	18,758,196	18,758,196	-
Transfers to Other Agencies			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	-
SUBTOTAL	1,500,000	1,500,000	-
TOTAL SUPPORT TO OTHER STATE AGENCIES	\$67,524,911	\$75,024,911	\$7,500,000
HMOF	47,434,269	47,434,269	-
CONSTRUCTION	20,069,287	27,569,287	7,500,000
TPOF	21,355	21,355	-

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)	\$ -	\$23,494,379	\$ -	\$ -	\$ -	\$23,494,379
Ground Transportation Planning & Research (602)	12,872,227	44,166,713	20,646,692	-	-	77,685,632
Highway Construction Programs (603)	-	1,386,567,586	607,754,421	101,205,768	453,198,507	2,548,726,282
Highway System Maintenance (604)	1,386,966,898	-	343,647,709	-	-	1,730,614,607
Commonwealth Toll Facilities (606)	-	-	-	-	82,935,430	82,935,430
Financial Assistance to Localities (607)	455,517,833	7,971,930	7,775,443	-	485,800,000	957,065,206
Non-Toll Supported Transportation Debt Service (612)	-	-	123,804,416	-	278,596,679	402,401,095
Administrative and Support Services (699)	296,647,190	967,830	-	-	-	297,615,020
VDOT Capital Outlay (998)	-	30,000,000	-	-	-	30,000,000
Support to Other State Agencies	47,434,269	27,569,287	-	-	21,355	75,024,911
Support to DRPT Programs	-	24,000,000	-	-	32,700,000	56,700,000
TOTAL	\$2,199,438,417	\$1,544,737,725	\$1,103,628,681	\$101,205,768	\$1,333,251,971	\$6,282,262,562

* - Other includes I-81 Corridor Improvement Fund, Statewide Interstate Improvement Fund, Tolls, PTF, Route 58, Route 28, Oak Grove, TPOF, Concession Fund Interest and Regional Transportation Funds.

Budget Comparison Schedule for FY 2020

Revenues

Revenue provided by the General Fund of the Commonwealth	\$40,000,000
Taxes	3,328,157,525
Rights and privileges	414,357,327
Sale of property and commodities	-
Interest, dividends, and rents	173,270,813
Fines, forfeitures, court fees	-
Penalties, and escheats	6,000,000
Receipts from localities and private sector	966,655,369
Federal grants and contracts	1,103,628,681
Toll revenues	73,848,300
Other	110,320,503
Total Revenues	<u>6,216,238,518</u>

Other Financing Sources

Other financing sources	(35,181,724)
Bond proceeds	101,205,768
Note proceeds	-
Transfers from other state agencies and General Fund	-
Transfers in	-
Total Other Financing Sources	<u>66,024,044</u>

Total Revenues and Other Sources	<u><u>\$6,282,262,562</u></u>
---	--------------------------------------

Budget Comparison Schedule for FY 2020

Expenditures

Administrative and support services	\$297,615,020
Ground transportation system planning and research	77,685,632
Highway system acquisition and construction	2,548,726,282
Highway system maintenance	1,730,614,607
Financial assistance to localities	957,065,206
Environmental monitoring and compliance	23,494,379
Toll facility operations and construction	82,935,430
Capital outlay	30,000,000
Debt Service	402,401,095
Total Expenditures	<u>6,150,537,651</u>

Other Financing Uses

Other financing uses	
Transfers to other state agencies and General Fund	131,724,911
Transfers out	-
Total Other Financing Uses	<u>131,724,911</u>

Total Expenditures and Other Uses **\$6,282,262,562**

**Revenues and Other Sources Over (Under)
Expenditures and Other Uses** **\$ -**

Appendix I - Powhite Parkway Extension (0436) FY 2020

FY 2020 ESTIMATED REVENUE

Toll Revenues	\$ 11,000,000
TOTAL ESTIMATED REVENUES	\$ 11,000,000
Toll Facility Revolving Account Loan Repayment	1,438,906
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 9,561,094

FY 2020 EXPENDITURE BUDGET

Revenue Fund	
Operations	6,875,137
Maintenance Replacement Fund	1,397,957
Estimated Interest Payment to Chesterfield County	1,288,000
TOTAL ESTIMATED EXPENDITURES	\$ 9,561,094

Details of Operating Expenditures	ALLOCATION FY 2019	RECOMMENDED FY 2020	INCREASE (DECREASE)
Personal Services	\$ 1,457,180	\$ 1,470,482	\$ 13,302
Contractual Services	1,414,955	1,269,955	(145,000)
Supplies and Materials	59,550	65,300	5,750
Transfer Payments	1,988,000	2,125,000	137,000
Continuous Charges	70,100	72,100	2,000
Property and Improvements	-	-	-
Equipment	1,535,500	1,872,300	336,800
Obligations			-
TOTAL - Operating Expenditures	\$ 6,525,285	\$ 6,875,137	\$ 349,852

Appendix I - Coleman Bridge (0782) FY 2020

FY 2020 ESTIMATED REVENUE

Toll Revenues \$ 6,000,000

TOTAL ESTIMATED REVENUES \$ 6,000,000

Add: FY 2019 Cash Balance from Maintenance Replacement Fund **808,820**

TOTAL ESTIMATED REVENUE AVAILABLE \$ 6,808,820

FY 2020 EXPENDITURE BUDGET

Revenue Fund

Debt Service

Principal 2,685,000

Interest 275,000

Subtotal - Debt Service \$ 2,960,000

Operations 3,040,000

Maintenance Replacement Fund 808,820

TOTAL ESTIMATED EXPENDITURES \$ 6,808,820

Details of Operating Expenditures	ALLOCATION FY 2019	RECOMMENDED FY 2020	INCREASE (DECREASE)
Personal Services	\$ 531,198	\$ 563,076	\$ 31,878
Contractual Services	1,363,800	1,408,900	45,100
Supplies and Materials	72,050	79,550	7,500
Transfer Payments	250,000	373,426	123,426
Continuous Charges	81,280	81,000	(280)
Property and Improvements	-	-	-
Equipment	646,805	534,048	(112,757)
Obligations	-	-	-
TOTAL - Operating Expenditures	<u><u>\$ 2,945,133</u></u>	<u><u>\$ 3,040,000</u></u>	<u><u>\$ 94,867</u></u>

Appendix I - I-66 Inside the Beltway (0446) FY 2020

FY 2020 ESTIMATED REVENUE

Toll Revenues	\$ 27,848,300
TOTAL ESTIMATED REVENUES	\$ 27,848,300
Toll Facility Revolving Account Loan Repayment	-
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 27,848,300

FY 2020 EXPENDITURE BUDGET

Revenue Fund	
Operations	26,348,300
Maintenance Replacement Fund	1,500,000
TOTAL ESTIMATED EXPENDITURES	\$ 27,848,300

Details of Operating Expenditures	ALLOCATION FY 2019	RECOMMENDED FY 2020	INCREASE (DECREASE)
Personal Services	\$ 712,000	\$ 553,768	\$ (158,232)
Contractual Services	4,830,001	8,893,237	4,063,236
Supplies and Materials	-	8,000	8,000
Transfer Payments	17,274,666	16,893,295	(381,371)
Continuous Charges	-	-	-
Property and Improvements	-	-	-
Equipment	-	-	-
Obligations	-	-	-
TOTAL - Operating Expenditures	\$ 22,816,667	\$ 26,348,300	\$ 3,531,633

Appendix I - I-64 Express Lanes (0447) FY 2020

FY 2020 ESTIMATED REVENUE

Toll Revenues \$ 1,637,130

TOTAL ESTIMATED REVENUES \$ 1,637,130

Add: FY 2019 Cash Balance **403,109**

TOTAL ESTIMATED REVENUE AVAILABLE \$ 2,040,239

FY 2020 EXPENDITURE BUDGET

Revenue Fund
Operations 2,040,239

Maintenance Replacement Fund -

TOTAL ESTIMATED EXPENDITURES \$ 2,040,239

Details of Operating Expenditures	ALLOCATION FY 2019	RECOMMENDED FY 2020	INCREASE (DECREASE)
Personal Services	\$ 280,299	\$ 312,339	\$ 32,040
Contractual Services	1,487,701	1,161,600	(326,101)
Supplies and Materials	3,000	1,300	(1,700)
Transfer Payments	639,000	565,000	(74,000)
Continuous Charges	-	-	-
Property and Improvements	-	-	-
Equipment	-	-	-
Obligations	-	-	-
TOTAL - Operating Expenditures	<u><u>\$ 2,410,000</u></u>	<u><u>\$ 2,040,239</u></u>	<u><u>\$ (369,761)</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
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	Toll Facilities Revolving Account
TPOF	Transportation Partnership Opportunity Fund
TTF	Transportation Trust Fund

Endnotes

Endnote

Number Description

1	The local revenue estimate is driven by project participation from localities and anticipated revenue from regional entities for VDOT administered projects. The significant increase is driven by the Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel Expansion Project.
2	Based on FY 2020 planned use of bonds.
3	Reflects an updated revenue estimate and the impact of House Bill 2718/Senate Bill 1716 from the 2019 session, dedicating a portion of the statewide revenue increase to the Northern Virginia Transportation Authority.
4	Reflects the impact of House Bill 2718/Senate Bill 1716 from the 2019 session, dedicating regional and statewide revenue to the Interstate 81 Corridor Improvement Fund and the Statewide Interstate Improvement Fund.
5	The decreased revenue represents the use of the Northern Virginia Transportation District fund balance to meet the fund's commitments.
6	Planned increase in allocation of PTF funds in FYs 2019 and 2020 for Atlantic Gateway Projects.
7	The increased revenue estimate reflects the planned use of bond proceeds.
8	The concession fund revenue represents funds provided and anticipated from the Interstate 95/Frederickburg Extension Project.
9	Support to DRPT Programs includes associated state match on projects in the SYIP and the \$20 million transfer from the Northern Virginia Transportation District Fund.
10	Additional allocations in FY 2020 provide for program growth, alignment of administrative funding, and additional administrative costs.
11	The decrease from FY 2019 was planned based on availability of funds when this distribution to State of Good Repair was put in place prior to fiscal year 2021.
12	Adjustments based on revenue available for Smart Scale Distribution.
13	Increase reflects the Hampton Roads Transportation Accountability Commission's contribution to the Hampton Roads Bridge-Tunnel. The total amount of \$441 reflects the FY 2019 and 2020 estimated contributions for the project. New funding is also provided for the Interstate 81 Corridor Improvement Program and the Statewide Interstate Improvement Program. These additional programs add \$156.8 million to the Construction Program.
14	Planned increase in funds available for CTB Alternate Formula distribution.
15	Allocation update reflects a planned base program reduction for both VDOT Maintenance and Operations and Financial Assistance to Localities in FY 2020. VDOT Maintenance and Operations Program also reflects the planned use of additional federal revenue in FY 2020.
16	Additional allocations necessary for Carinal Financial System, anticipated personal services costs and Virginia Information Technology Agency (VITA) cost increases.
17	Planned increase in Capital Outlay investment in FY 2020. Funding levels are planned to be restored to the previous program levels in subsequent fiscal years.
18	Adjustments include allocation for the Virginia Commercial Space Flight Authority that was included in Chapter 854, the 2019 Appropriation Act.



Virginia Department of Rail and Public Transportation

DRPT
FY 2020
Draft Budget

Steve Pittard
CFO
May 14, 2019

FY 2020 Budget Development Basis

- Based on anticipated cash outlays for FY 2020
- SYIP based on allocations of revenues to projects
 - Not necessarily based on timing of cash expenditures
- Major differences between budget and SYIP
 - Federal funds (small urban 5307; Flexible STP) allocated by CTB; grantee contracts with FTA and records all financial transactions
 - Capital project development lag

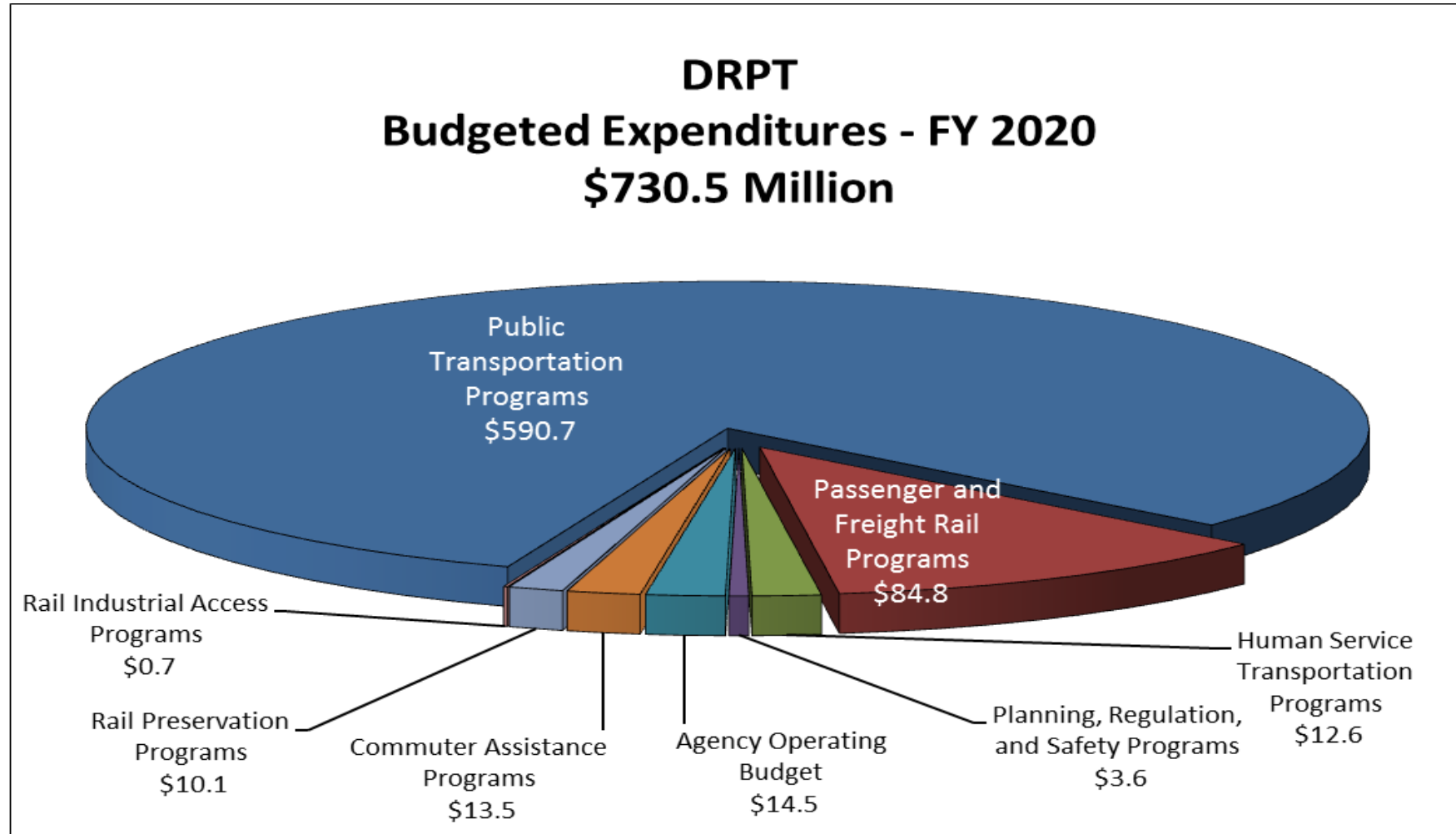
Reconciliation of SYIP Allocations to Budget – FY 2020

(\$ in millions)

Total Six Year Improvement Plan Allocations	\$	879.3
<u>Adjustments:</u>		
Federal Funds Allocations with Grantee FTA Contracting		(30.0)
Agency Operating Budget		14.5
Rail Industrial Access - Not in Annual SYIP		0.7
Current Year Allocations / Expenditures in Future Budgets		
Transit Projects		(47.2)
Rail Projects		(86.8)
Total Budgeted Expenditures	\$	730.5

Budgeted Expenditures – FY 2020

\$730.5 Million



Budget FY 2020 vs. FY 2019

	(\$ in millions)		
	<u>Adopted FY 2019</u>	<u>Draft FY 2020</u>	<u>Increase / (Decrease)</u>
Public Transportation Programs	\$ 631.6	\$ 590.7	\$ (40.9)
Other Programs	27.2	29.7	2.5
Rail Assistance Programs	120.1	95.6	(24.5)
Agency Operating Budget	14.6	14.5	(0.1)
Total Public Transportation Pgm	<u>\$ 793.5</u>	<u>\$ 730.5</u>	<u>\$ (63.0)</u>

Public Transportation Programs Budget FY 2020 vs FY 2019

	(\$ in millions)		
	<u>Adopted FY 2019</u>	<u>Draft FY 2020</u>	<u>Increase / (Decrease)</u>
Operating Assistance	\$ 105.9	\$112.1	\$ 6.2
Capital Assistance	138.8	113.1	(25.7)
Special Programs	4.2	5.3	1.1
WMATA Assistance	241.0	208.5	(32.5)
Dedicated Funding	141.7	151.7	10.0
Total Public Transportation Pgm	<u>\$ 631.6</u>	<u>\$590.7</u>	<u>\$ (40.9)</u>

Public Transportation Programs - Decrease of \$40.9 M

- Capital Assistance
 - Decrease mainly due to completion of Richmond BRT project
- WMATA Assistance
 - Decrease of \$32.5M due to timing of prior year capital projects of \$37M in FY 2019 offset by an increase of \$4M (2.7%) in the 53.5% for FY 2020
- Dedicated Funding – WMATA
 - Increase of \$10M due to timing of disbursements under new program; FY 2019 budget includes 11 months of the budgeted total of \$154M; FY 2020 includes 1 month of actual total of \$121M for FY 2019 and 11 months of \$154M for FY 2020

Rail Assistance Programs – Decrease of \$24.5 M

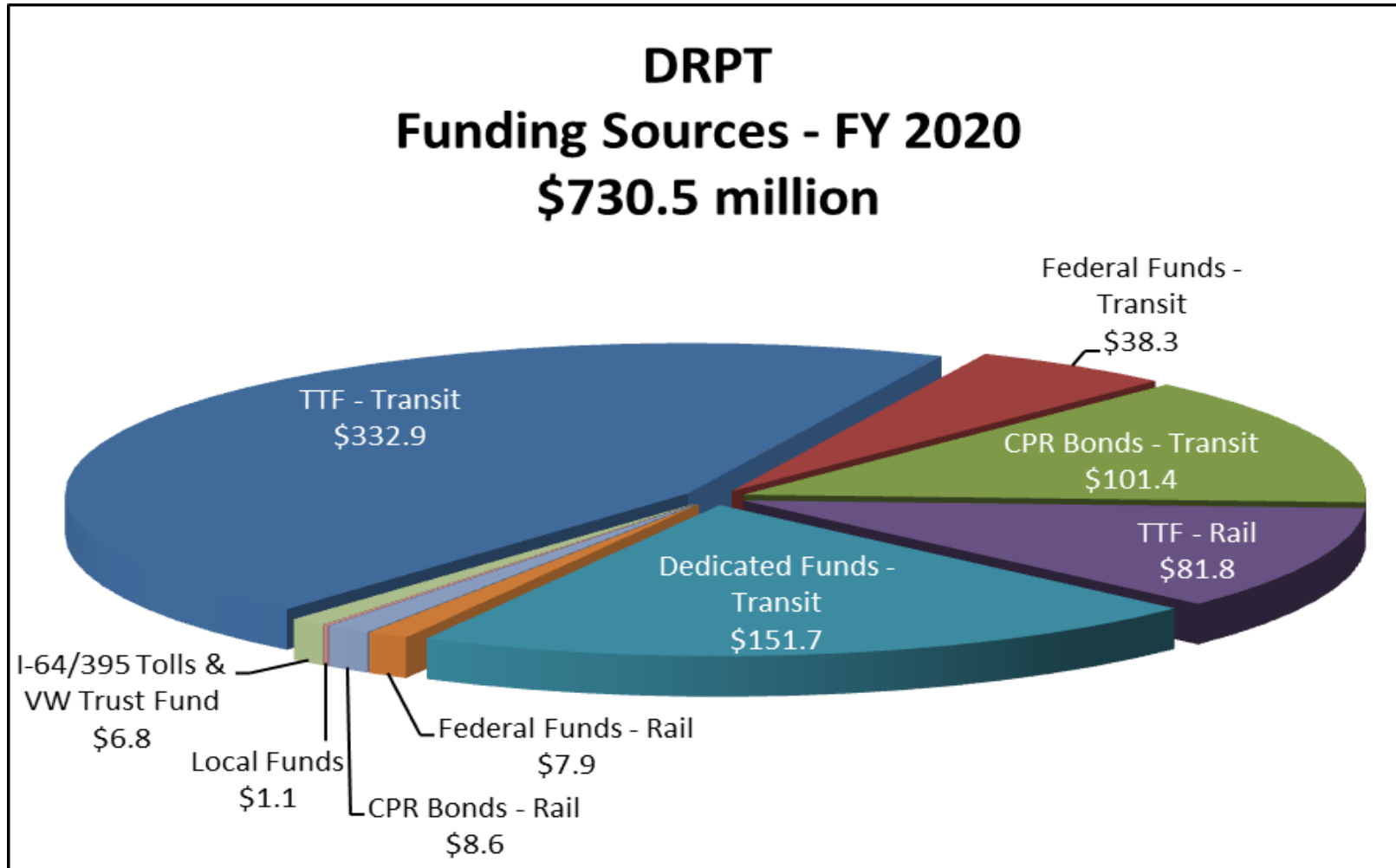
- Decrease in estimated expenditures due to Acca Yard and Lynchburg to Roanoke projects winding down
- Estimated Expenditures also impacted by the timing of project startup, primarily Atlantic Gateway

DRPT Administrative Budget

- Combined Project Management and Administrative Budget
 - \$14.5M for FY 2020 vs. \$14.6M for FY 2019
 - Overhaul the transit operating and capital programs in FY 2019
 - Provide technical consultant assistance in managing the complex Atlantic Gateway railway project
 - 2.0 % of total proposed budget of \$730.5M

DRPT Funding Sources – FY 2020

\$730.5 Million





Virginia Department of Rail and Public Transportation

Questions?

Steve Pittard

CFO

May 14, 2019



Virginia Department of Rail and Public Transportation

Annual Budget Fiscal Year 2020



DRAFT

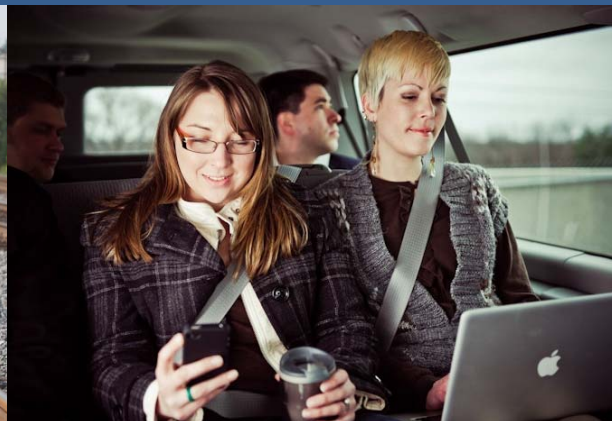
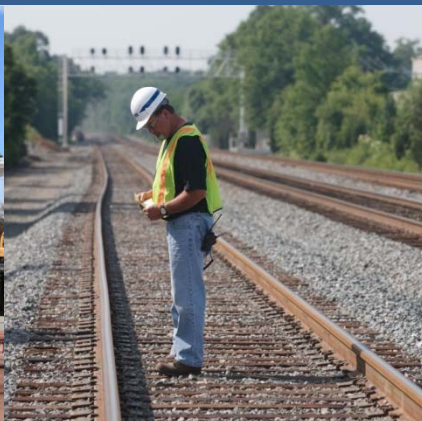
TABLE OF CONTENTS

Summary of Programs.....3

Annual Budget Statement.....16



SUMMARY OF PROGRAMS

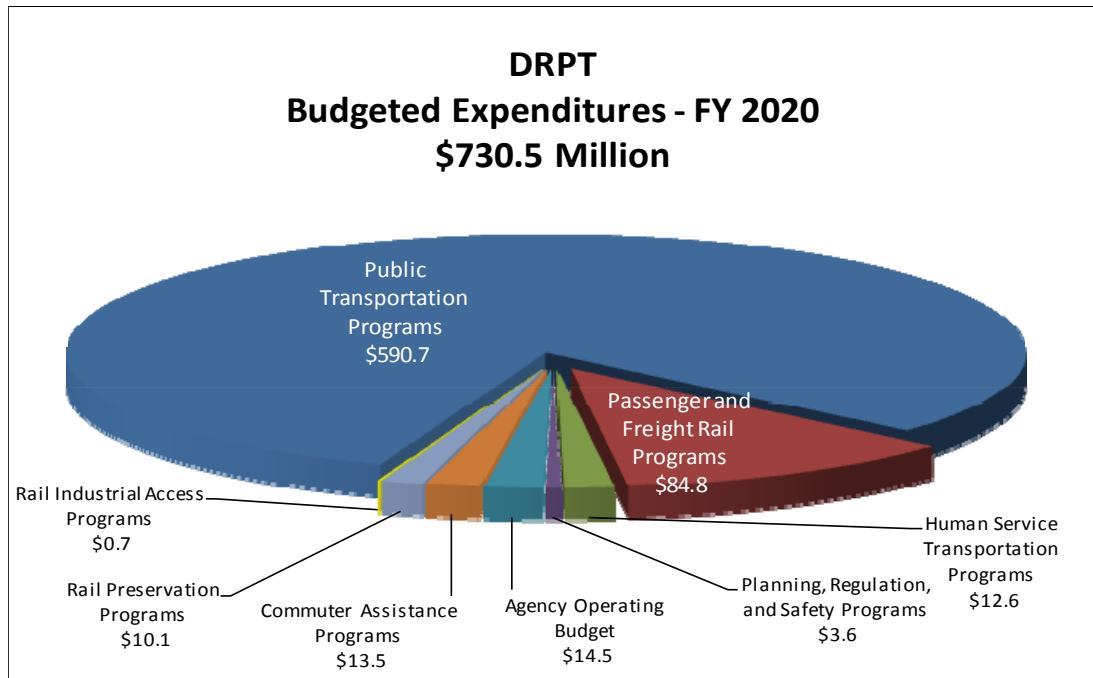


Summary of FY 2020 Budget

In FY 2020, DRPT will invest \$730.5 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.

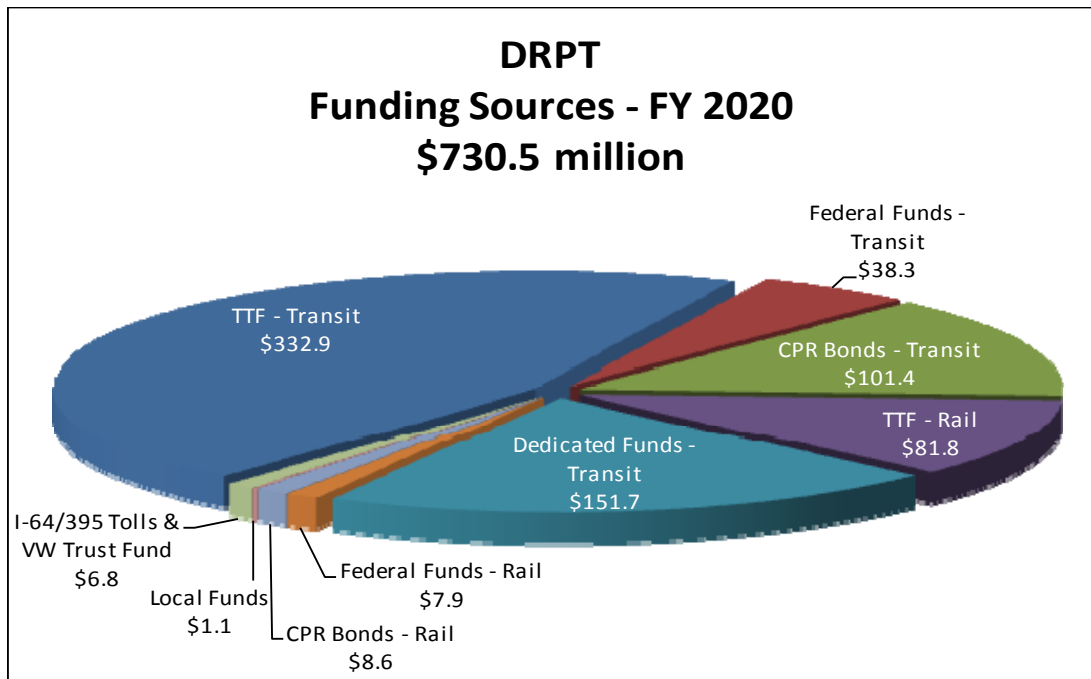
Expenditures for FY 2020 are estimated to be \$63.0 less than FY 2019 primarily due to several large capital projects being completed in FY 2019. These projects include the Greater Richmond Bus Rapid Transit project, WMATA capital assistance projects allocated prior to the dedication of a percentage share of the mass transit trust fund, and the ACCA Yard and Lynchburg to Roanoke projects winding down. These decreases were partially offset by an increase of \$9.2 million in the estimated expenditures for WMATA Assistance for FY 2020 and by a \$10.0 million increase in Dedicated WMATA Capital Funds due to the timing of collection of the new revenues in FY 2019.

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 changes is included in the specific program sections of this document.



The chart depicts the FY 2020 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 annual estimated revenues for each funding source; rather, the funding source is derived from over 2,000 projects included in the cash flow projections used to estimate the budgeted expenditures. Additional information concerning the DRPT FY 2020 funding sources can be found on page 18.



FY 2020 Service Area Budget Highlights

Agency Operating Budget

The DRPT program management and administrative budget decreased 0.7% or \$0.1 million as a result of the decrease in the forecast of recordation tax revenues in FY 2020. Over the past several years, the rail and transit programs managed by DRPT have grown significantly. This growth has been accompanied by increased demand by the General Assembly for accountability over the funds in these programs. The agency operating budget will be used to develop and expand the program oversight requested by the General Assembly over state transit funding as well as to provide technical consultant assistance in managing the complex Atlantic Gateway railway project.

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, Atlantic Gateway, and I-95 and I-81 rail corridor programs including planning of the Long Bridge expansion.

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 will focus on measuring person throughput (rather than vehicle) and redirect toll revenue collected on highways to critical transit projects.

Virginia statute authorizes the Commonwealth Transportation Board (CTB) to approve up to 3.5% per year of the Mass Transit Trust Fund (MTTF), Rail Enhancement Fund, and Rail Preservation Fund (§33.2-1604) to be used to support the DRPT costs of project development, project administration, and project compliance. Starting in FY 2018, Appropriation Act language allows the CTB to allocate up to 5.0% of the IPROC Fund towards these efforts.

In FY 2020, \$14.5 million of the available revenues 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 footnotes of the budget statement at the end of this document. Despite the increase in demands on the agency, the DRPT operating budget still only represents 2.0% of the \$730.5 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). Chapter 854 of the 2018 Acts of Assembly established a separate allocation for the Washington Metropolitan Area Transit Authority (WMATA) and set allocation percentages for our Operating, Capital, and Special programs in FY 2019 and beyond. It also streamlined the funding by making all state funding subject to new allocation percentages and mandated that all state funding, excluding CPR bonds, be deposited in the MTTF. It is important to note that these bills did not create additional transportation revenues. Instead, they built on the new revenues generated by HB 2313 in 2013 by changing the distribution of existing revenues.

The legislation consolidated the revenues that are deposited into the MTTF so that they no longer are earmarked to a specific program (see the below list). Instead, all of the revenues deposited in the MTTF are now allocated using the newly calculated program percentages. The revenues deposited into the MTTF are as follows:

- \$.03 of the state recordation tax (§58.1-815.4)
- 3.7% of the motor vehicle fuel tax (§58.1-2289)
- 14.7% of the 1986 Special Session Revenues (formula allocation §33.2-1526)
- 60% of the 0.125% addition to the general sales and use tax passed by the 2013 General Assembly (formula allocation §58.1-638.3)

As is evident, the funding sources are derived from various economic sectors. This serves to mitigate large swings in annual revenues. Beginning in FY 2019, these funds were distributed in accordance with the *Code of Virginia* and specific Appropriations Act language as follows:

- Up to 3.5% of the MTTF to support costs of project development, project administration, and project compliance per §33.2-1604
- \$1.2 million (current Appropriation Act language) of the MTTF for state safety oversight
- \$1.5 million (current Appropriations Act language) of the MTTF for paratransit capital projects and enhanced transportation services for the elderly and disabled

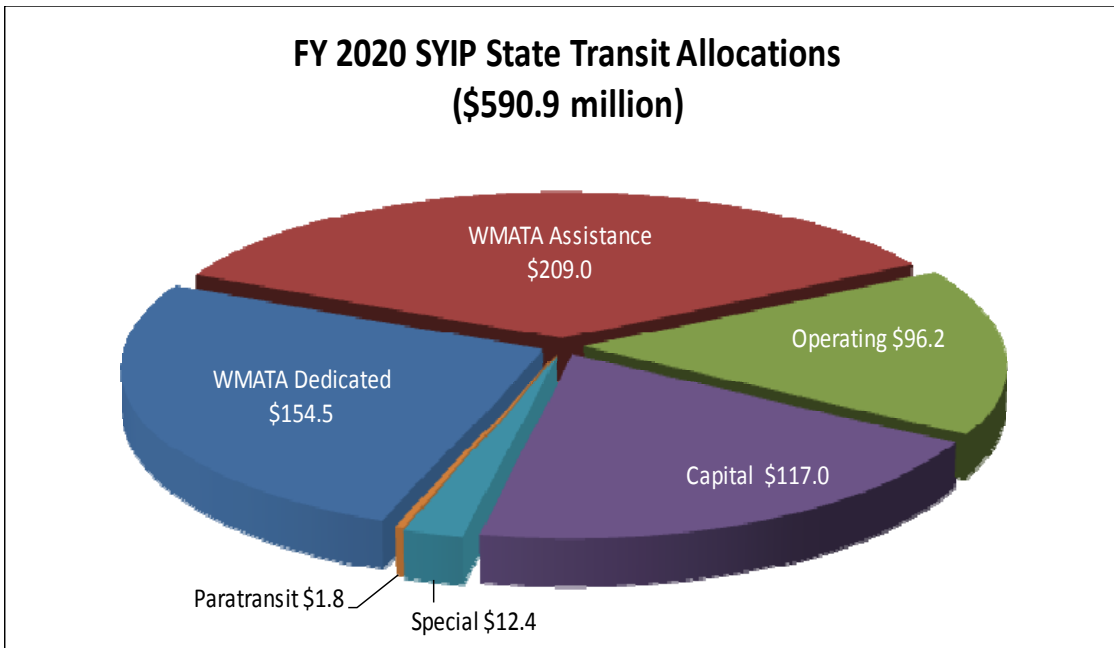
The remaining funds are allocated by statute (§33.2-1526.1) with a minimum of 31.0% for state operating assistance grants, 12.5% awarded as capital assistance grants, 53.5% for distribution to WMATA for capital purposes and operating assistance, and the balance of up to 3.0% awarded as special projects grants subject to CTB approval.

The MTCF is made up of the CPR bonds authorized under Chapter 896 of the 2007 Acts of Assembly allocated to transit capital. The major revenue source for these bond authorizations is the tax on insurance premiums.

In the Six Year Improvement Program (SYIP) for FY 2020, the CPR bonds represent approximately 43.0% of the state transit capital assistance. Beginning in FY 2019, these bond funds completed the 10 year period under the original bond authorization and the \$60 million annual amount available ended. By the close of FY 2021 when the WMATA state of good repair funding grant ends, the state transit capital assistance program will lose an additional \$50 million of annual bond funding.

In 2018, the General Assembly directed the CTB to develop a separate prioritization process for state of good repair projects and major expansion projects. The process for state of good repair projects shall be based upon transit asset management principles, including federal requirements for Transit Asset Management pursuant to 49 U.S.C. § 5326 while the process for major expansion projects shall be based on Smart Scale factors. Over 85% 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.

The FY 2020 SYIP allocation of the state transit revenues for public transportation is depicted in the following chart. This chart represents FY 2020 SYIP allocations only, which vary from the 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 2020 allocation of \$590.9 million of state transit revenues in the SYIP represents an increase of \$71.7 million from FY 2019. Capital projects increased \$56.4 million primarily for allocations for Crystal City Metrorail station improvements and Potomac Yard station access and transit way improvements related to the Amazon headquarters arrival. WMATA Assistance and the transit Operating Assistance allocations increased \$4.7 million and \$4.5 million, respectively, due to moderate increases in revenue. For the current year, DRPT allocated \$71.2 million of anticipated bond proceeds to transit capital in the SYIP with an emphasis placed on replacement vehicles and infrastructure. This includes an allocation of \$50.0 million in WMATA Assistance to match the federal funds WMATA is receiving under the federal state of good repair program.

WMATA Assistance Funds

Chapter 854 of the 2018 Acts of Assembly establishes a separate allocation of the Mass Transit Trust Fund (53.5%) for WMATA that can be used for capital or operating purposes. The budgeted state assistance provided to WMATA decreased by \$32.5 million for FY 2020. An increase of \$9.2 million in allocated revenues for FY 2020 is offset by \$41.7 million of capital assistance projects from the prior allocation process that were to be completed in FY 2019. In FY 2018 and prior years, WMATA received a share of the funds available for the operating and capital assistance based on program allocation guidance. Under this new process, greater oversight responsibility is required of the Northern Virginia Transportation Commission for these state funds dedicated to WMATA.

Public Transportation Operating Funds

The budgeted FY 2020 transit operating expenditures increased \$6.2 million. This was due to a \$4.1 million increase in estimated revenues and a \$2.1 million use of

reserves for transition assistance which is explained below. Section 33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate thirty-one percent of the Commonwealth Mass Transit Trust Fund to support operating costs of transit providers and that the CTB shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding. Such measures and their relative weight shall be evaluated every three years.

The Department of Rail and Public Transportation (DRPT) has worked in consultation with the Transit Service Delivery Advisory Committee (TSDAC) and other stakeholders to develop the necessary policies and procedures to implement a performance based state transit operating allocation. The TSDAC adopted the following policy objectives to guide their deliberations: promoting fiscal responsibility, incentivizing efficient operations, supporting robust transit service, rewarding higher patronage, promoting mobility, supporting a social safety net, and utilizing data that exists for all agencies.

The CTB adopted the allocation policy for transit operating funding to begin in FY 2020 based on performance factors as follows:

System Sizing Metrics:

Bus Systems:

- Operating Cost (60% for FY 2020 and 50% thereafter)
- Ridership (20% for FY 2020 and 30% thereafter)
- Revenue Vehicle Hours (10%)
- Revenue Vehicle Miles (10%)

Commuter Rail Systems:

- Passenger Miles Traveled (33%)
- Revenue Vehicle Hours (33%)
- Revenue Vehicle Miles (33%)

Performance Adjustment:

All Systems:

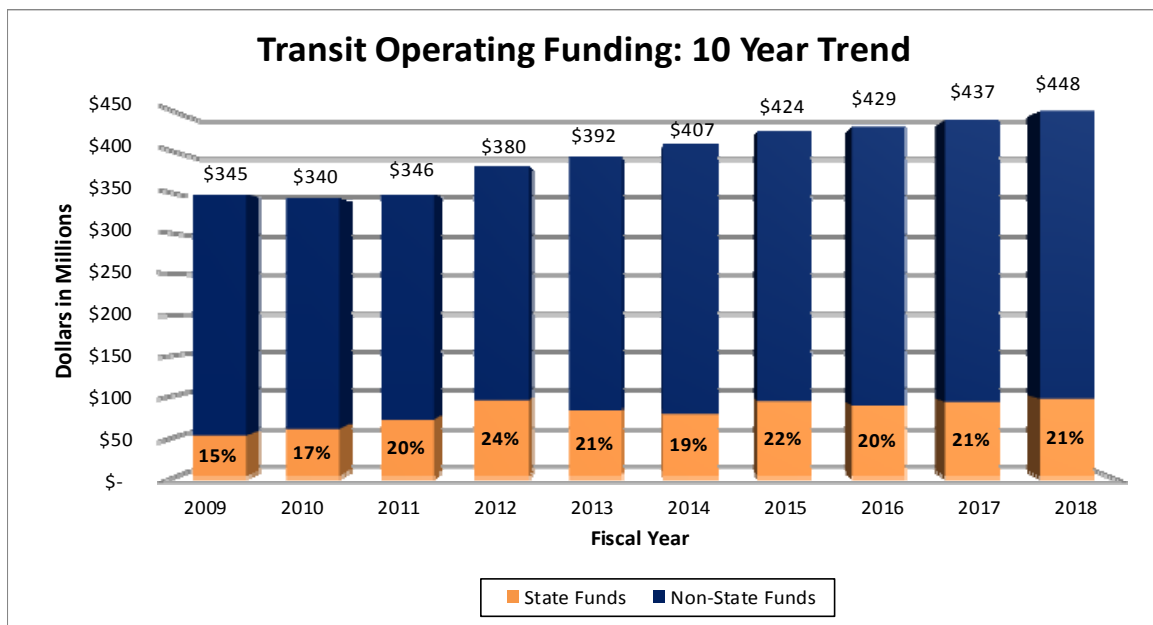
- Passengers per Revenue Vehicle Hour (20%)
- Passengers per Revenue Vehicle Mile (20%)
- Operating Cost per Revenue Vehicle Hour (20%)
- Operating Cost per Revenue Vehicle Mile (20%)
- Operating Cost per Passenger (20%)

In order to ensure an even distribution of funding, the share of state operating assistance is to be capped at 30% of an agency's operating cost. Unallocated balances remaining after applying the cap are run through the performance based formula to ensure full allocation of the available operating funding. Agencies that receive an increase in state assistance as a result of the performance based formula are encouraged to invest the increased allocation into sustaining and expanding service options.

Supplemental transition assistance is provided only in FY 2020 to any mass transit provider that receives a reduction in operating assistance as a direct result of the implementation of the performance based allocation methodology. The impact is

determined by comparing the FY 2020 allocations under the prior formula to the FY 2020 allocations under the new formula. The CTB approved up to \$3.0 million to be used for transition assistance of which \$2.1 million was needed.

The overall state share of transit operating expenditures for FY 2020 is 20.7% which is unchanged from prior year. The following chart provides a history of the state's participation in the cost of transit operations in the Commonwealth. Prior years in the chart have been restated to exclude operating payments made to WMATA. In FY 2019 and beyond funding for WMATA operating and capital are reported as WMATA Assistance funds.



Public Transportation Capital Funds

Section 33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate twelve and one-half percent of the Commonwealth Mass Transit Trust Fund for capital purposes distributed utilizing the transit capital prioritization process established by the Board pursuant to Section 33.2-214.4 of the *Code of Virginia*. Capital program grants from the MTTF are funded based on the total cost of the project. Effective July 1, 2019, capital projects are prioritized in three different categories:

State of Good Repair (SGR): capital projects or programs to replace or rehabilitate an existing asset. SGR is based on transit asset management principles, including federal requirements for Transit Asset Management. Projects are prioritized based on asset condition score and service impact score.

Minor Enhancement (MIN): Projects or programs to add capacity, new technology, or a customer enhancement meeting the following criteria:

- Project cost is up to \$2 million, OR
- For expansion vehicles, a minor enhancement entails a fleet increase of no more than 5 vehicles or less than 5% of the fleet size, whichever is greater.

Minor enhancement projects are prioritized solely on service impact scores.

Major Expansion (MAJ): Projects or programs that add, expand, or improve service with a cost exceeding \$2 million or for expansion vehicles, an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater. Projects are prioritized based on the following SMART SCALE factors:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use

In FY 2020, the budget for public transportation capital expenditures is \$113.1 million – a \$25.7 million decrease from FY 2019. This decrease is mainly attributable to the completion of the Greater Richmond Bus Rapid Transit project. The projects to be supported by these funds and the applicable federal funds managed by DRPT are summarized on the following chart:

Public Transportation Capital Projects for FY 2020						
	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	14	0	11	3	0	0
Culpeper District	2	0	4	0	0	0
Fredericksburg District	4	0	4	0	0	0
Hampton Roads District	15	0	16	9	2	0
Lynchburg District	6	0	6	0	1	0
Northern Virginia District	11	5	2	4	1	1
Richmond District	3	0	17	9	0	0
Salem District	7	1	11	4	0	2
Staunton District	2	0	12	2	0	0
Multi - District	29	2	3	6	0	0
Statewide Totals	93	8	86	37	4	3

Public Transportation Special Program Funds

The Special Programs budget is estimated at \$5.3 million for FY 2020. These funds are used to award discretionary grants for public transportation demonstration projects, technical assistance projects, and public transportation training and internships, as well as to fund the state safety oversight program for fixed guideway systems.

Public Transportation Dedicated Funds

Chapter 854 of the 2018 Acts of Assembly established the WMATA Capital Fund. It also established a Restricted and Non-Restricted account within the WMATA Capital Fund. Monies in the Restricted Account may be used for capital purposes other than for the payment of, or security for, debt service on bonds or other indebtedness of WMATA. Monies in the Non-Restricted account may be used for capital purposes including the payment of debt service on bonds or other indebtedness. The expected revenues dedicated to the WMATA Capital Fund are estimated at \$154.5 million and are broken down as follows:

Restricted Account - for capital purposes excluding debt service

- \$20.0 million of local recordation tax
- \$10.9 million of statewide motor vehicle rental tax

Non-Restricted Account – for capital purposes including debt service

- \$44.1 million of NVTC grantor's tax
- \$22.3 million of NVTC regional gas taxes
- \$30.1 million of 2% NVTC transient occupancy tax
- \$27.1 million of NVTA 30% local taxes or other local contributions

This funding is contingent on Maryland and the District of Columbia taking action to provide dedicated funding to WMATA. The percentage of funding provided by the Commonwealth shall be proportional to the amount of funding provided by the District of Columbia and Maryland relative to their respective share of WMATA funding each fiscal year.

Commuter Assistance Programs

The Commuter Assistance Programs budget of \$13.5 million includes \$3.9 million of MTTF funds for FY 2020 to support Transportation Demand Management (TDM) projects. The budget also includes Federal Highway Administration (FHWA) funds of \$6.2 million and the related state match of \$3.4 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 2020 is shown in the following table.

Commuter Assistance Projects for FY 2020			
	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	1	1
Lynchburg District	1	2	3
Northern Virginia District	5	8	13
Richmond District	1	3	4
Salem District	2	2	4
Staunton District	2	0	2
Multi - District	0	3	3
Statewide Totals	16	19	35

Human Service Transportation Programs

The Human Service Transportation Programs budget is estimated at \$12.6 million for FY 2020. 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 (\$8.5 million), local provider match (\$0.7 million), CPR bond proceeds (\$1.1 million), and MTTF funds for enhanced transportation services for the elderly and disabled (\$2.3 million). The breakdown by district of the 86 vehicles purchased through this program is included in the Public Transportation Capital Projects table on page 11.

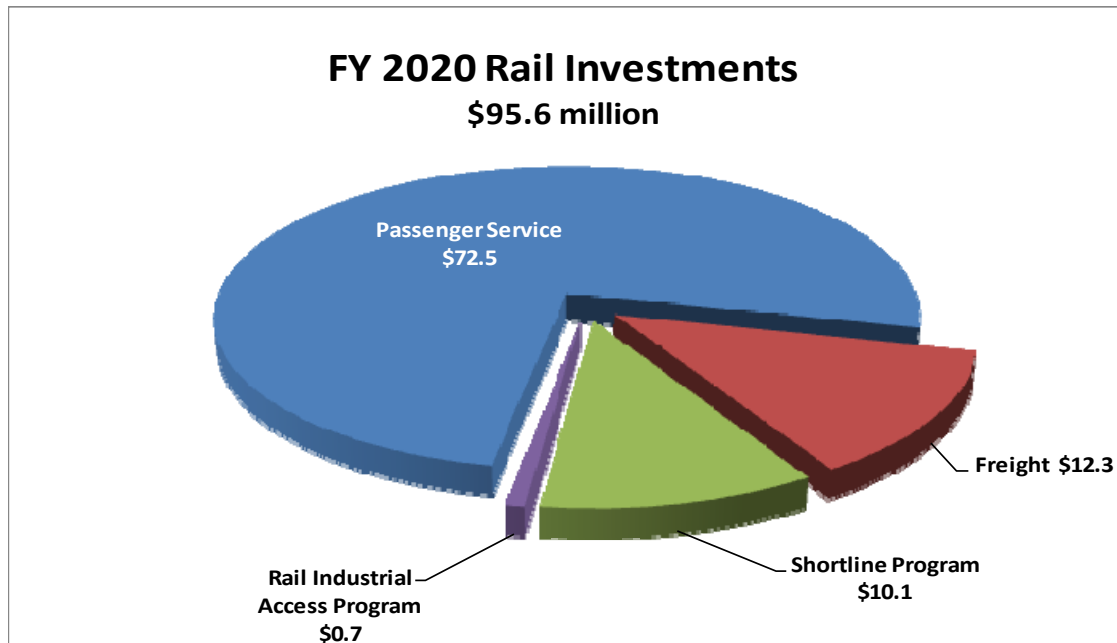
Planning, Regulation, and Safety Programs

DRPT's FY 2020 budget includes \$3.6 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 funds of \$3.2 million, MTTF state match allocations of \$0.3 million, and FHWA funding of \$0.1 million.

Passenger and Freight Rail Programs

DRPT's FY 2020 budget for all rail service areas includes \$95.6 million of expenditures for rail improvements in Virginia. These estimated program expenditures decreased by \$24.5 million when compared to FY 2019. This is mainly due to the winding down of the Acca Yard and Lynchburg to Roanoke projects.

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



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

Federal

- Federal Railroad Administration (FRA) grant funds of \$6.0 million;
- Federal Highway Administration (FHWA) funds of \$1.9 million;

State

- Intercity Passenger Rail Operating and Capital (IPROC) funds of \$51.4 million;
- Rail Enhancement Funds (REF) of \$18.9 million;
- Transportation Capital Projects Revenue (CPR) Bond funds of \$8.6 million;
- Shortline Railway and Development funds of \$7.1 million;
- VDOT Transfers of \$0.6 million;
- Rail Industrial Access (RIA) funds of \$0.7 million; and
- Local Match of \$0.4 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 \$56 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 Richmond, Roanoke, Newport News (2), and Norfolk (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. The final bond allocation for rail was made in FY 2018. For FY 2020, budgeted expenditures from prior year's bond proceeds are \$5.6 million for joint passenger and freight rail infrastructure improvements and \$3.0 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 2020. 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.

The Appropriation Act allows the CTB to allocate up to 20% of the annual revenue of the Rail Enhancement Fund to the Shortline Railway Preservation and Development Fund. The Appropriation Act also states that the Director of DRPT shall administer and expend the funds subject to the approval of the CTB and according to the authority of the Shortline Railway Preservation Fund rules. DRPT is recommending transferring \$2.5 million in the FY 2020 Six Year Improvement Program.

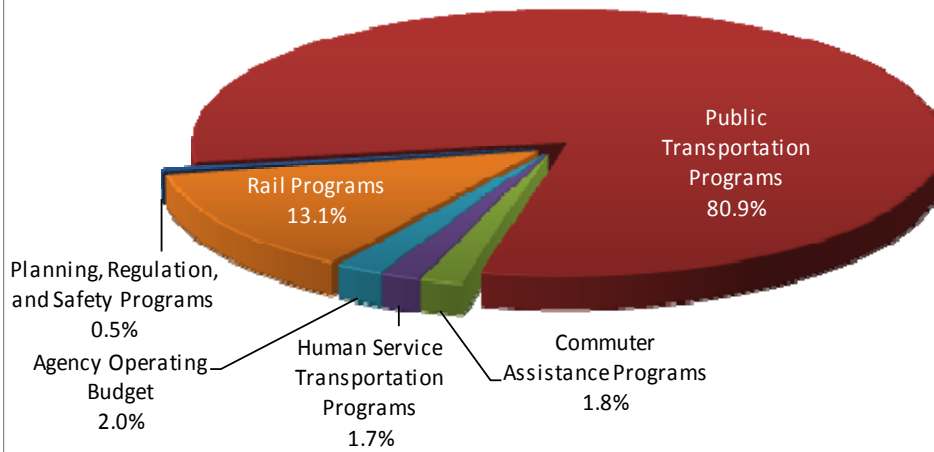
Rail Industrial Access Program

This program funds the construction of industrial access railroad tracks for the purpose of connecting industries to the rail network and creating jobs. These projects are funded through the Transportation Trust Fund as they are approved by the CTB.

ANNUAL BUDGET STATEMENT

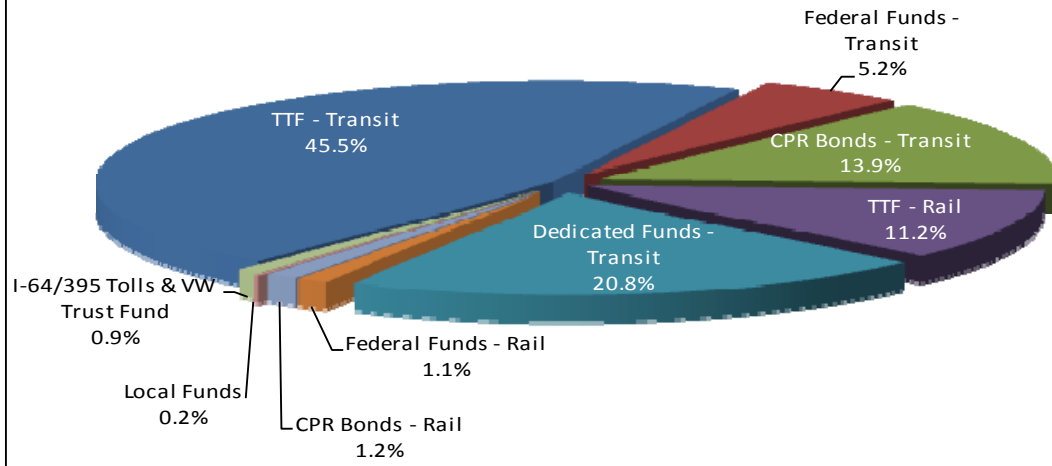


DRPT Budgeted Expenditures - FY 2020



	(\$ in millions)			
	Adopted FY 2019	Recommended FY 2020	Increase / (Decrease)	Percentage Change
Public Transportation Programs				
Operating Assistance [Notes 2, 4]	\$ 105.9	\$ 112.1	\$ 6.2	5.9%
Capital Assistance [Notes 1, 2, 5]	138.8	113.1	(25.7)	-18.5%
Special Programs [Notes 2, 6]	4.2	5.3	1.1	26.2%
WMATA Assistance [Note 2]	241.0	208.5	(32.5)	-13.5%
Dedicated Funding [Note 3]	141.7	151.7	10.0	7.1%
Total	631.6	590.7	(40.9)	-6.5%
Commuter Assistance Programs [Note 7]	10.8	13.5	2.7	25.0%
Human Service Transportation Pgm [Note 8]	12.0	12.6	0.6	5.0%
Planning, Regulation, & Safety Pgm [Note 9]	4.4	3.6	(0.8)	-18.2%
Total Transit Programs	658.8	620.4	(38.4)	-5.8%
Rail Preservation Programs [Note 10]	12.6	10.1	(2.5)	-19.8%
Rail Industrial Access [Note 11]	1.3	0.7	(0.6)	-46.2%
Passenger and Freight Rail Programs [Note 12]	106.2	84.8	(21.4)	-20.2%
Total Rail Programs	120.1	95.6	(24.5)	-20.4%
Agency Operating Budget [Note 13]	14.6	14.5	(0.1)	-0.7%
Agency Total	\$ 793.5	\$ 730.5	\$ (63.0)	-7.9%

DRPT Funding Sources - FY 2020



	(\$ in millions)			
	Adopted FY 2019	Recommended FY 2020	Increase / (Decrease)	Percentage Change
TRANSPORTATION TRUST FUND				
1986 Special Session Revenue (14.7%) [Notes 4, 5, 6, 7, 8, 9, 13]	\$ 162.6	\$ 153.4	\$ (9.2)	-5.7%
2013 Chapter 766 Revenue for Transit [Notes 4, 5, 6, 7, 8, 9, 13]	88.1	86.2	(1.9)	-2.2%
2015 Chapter 684 Revenue for Transit [Notes 4, 5, 6, 7, 8, 9, 13]	45.8	34.5	(11.3)	-24.7%
Recordation Tax [Notes 4, 13]	32.0	39.8	7.8	24.4%
Rail Preservation Program [Notes 10, 13]	6.9	7.2	0.3	4.3%
Rail Industrial Access [Note 11]	1.3	0.7	(0.6)	-46.2%
Rail Enhancement [Notes 12, 13]	39.6	19.7	(19.9)	-50.3%
2013 Chapter 766 Revenue for IPROC [Notes 12, 13]	50.0	54.2	4.2	8.4%
Special Programs - VDOT Transfers [Notes 4, 5, 6, 7, 12]	20.4	19.0	(1.4)	-6.9%
Total	446.7	414.7	(32.0)	-7.2%
2018 CHAPTER 854 DEDICATED FUNDING - Transit [Note 3]	141.7	151.7	10.0	100.0%
BOND PROCEEDS - Transit Capital and Rail [Notes 5, 8, 10, 12]	155.7	110.0	(45.7)	-29.4%
FEDERAL REVENUE				
FHWA Funding (CMAQ/RSTP) [Notes 5, 7, 12]	3.5	8.2	4.7	134.3%
Federal Transit Administration [Notes 4, 5, 8, 9]	34.4	32.0	(2.4)	-7.0%
Federal Railroad Administration [Note 12]	8.3	6.0	(2.3)	-27.7%
Total	46.2	46.2	-	0.0%
LOCAL REVENUES [Notes 8, 12]	1.7	1.1	(0.6)	-35.3%
TRANSFERS FROM OTHER AGENCIES				
VDOT VTA 2000 Transfers [Note 12]	1.5	-	(1.5)	-100.0%
VDOT I-64/I-395 Tolls Transfers [Note 5]	-	6.0	6.0	
DEQ VW Trust Fund Transfers [Note 5]	-	0.8	0.8	
TOTAL SOURCES	\$ 793.5	\$ 730.5	\$ (63.0)	-7.9%

Footnotes to the FY 2020 Annual Budget

(1) The budgeted amounts in this report include anticipated expenditures on all of the projects and grants that DRPT manages for FY 2020 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 Passenger and Freight Rail Projects of \$171.8 million in FY 2020, but \$84.8 million is expected to be expended on Passenger and Freight rail projects during FY 2020. The differences between the FY 2020 SYIP allocations and budgeted expenditures are as follows:

Total Six Year Improvement Plan Allocations	\$ 879.3
Federal Funds Allocations with Grantee FTA Contracting	(30.0)
Agency Operating Budget	14.5
Rail Industrial Access	0.7
Current Year Allocations in Future Budgets	
VDOT Revenues to be spent in future years	(88.9)
Transit Revenue and Bond Allocations	(33.6)
Rail Revenue and Bond Allocations	(11.5)
Total Budgeted Expenditures	\$ 730.5

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) Funds are allocated by statute (§33.2-1526.1) with 53.5% for distribution to WMATA for capital purposes and operating assistance, a minimum of 31.0% for state operating assistance grants, 12.5% awarded as capital assistance grants, and the balance of up to 3.0% awarded as special projects grants subject to CTB approval. WMATA Assistance in FY 2019 includes \$159.0 million of MTTF funds and \$49.5 million of transit bond funds.

(3) Chapter 854 of the 2018 Acts of Assembly establishes dedicated capital funding for WMATA. Expected revenues for FY 2020 are \$154.5 million. This includes \$20.0 million of local recordation tax, \$10.9 million of statewide motor vehicle rental tax, \$44.1 million of NVTC grantor's tax, \$22.3 million of NVTC regional gas taxes, \$30.1 million of 2% NVTC transient occupancy tax, and \$27.1 million of NVTA 30% local taxes or other local contributions. It is estimated that only \$151.7 million of the total \$154.5 million allocated will be disbursed in FY 2020 due to the timing of collection of revenues.

DRPT Footnotes to the FY 2020 Annual Budget (Continued)

(4) The budgeted expenditure line item entitled Public Transportation Programs - Operating Assistance increased by \$6.2 million from FY 2019 to FY 2020. This was due to an increase in estimated revenues and use of reserves for supplemental transition assistance in FY 2020. The Operating Assistance line is made up of MTTF operating allocations of \$95.8 million and \$16.2 million in federal assistance through the FTA 5311 Rural Assistance program. Additionally, \$0.1 million in projects administered by DRPT with state matching funds allocated through VDOT's Six Year Improvement Program is included in this service area.

(5) Public Transportation Programs - Capital Assistance decreased by \$25.7 million which is related primarily to the Greater Richmond Bus Rapid Transit project. This line item consists of \$36.6 million of MTTF allocations, \$50.8 million of Transportation Capital Projects bond proceeds, \$4.1 million of FTA funding, \$5.0 million of I-395 toll funds, \$1.0 million of I-64 toll funds, and \$0.8 million of VW Trust funds. Additionally, \$14.8 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.

(6) Public Transportation Programs – Special Programs consists of MTTF allocations of \$5.2 million and \$0.1 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.

(7) The budgeted Commuter Assistance Programs line item increased by \$2.7 million from FY 2019 to FY 2020. Commuter Assistance Programs includes Mass Transit Trust Funds of \$3.9 million and FHWA funding of \$6.2 million. Additionally, \$3.4 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.

(8) The budgeted Human Service Transportation Programs line item increased by \$0.6 million from FY 2019 to FY 2020. Funding includes \$8.5 million of FTA 5310 and 5311 awards. The match to these federal awards consists of \$2.3 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 \$1.1 million, as well as \$0.7 million of local match to the FTA 5310 funds.

(9) Planning, Regulation, and Safety Programs consists of the FTA 5303/5304 planning funds of \$3.2 million, MTTF state match allocations of \$0.3 million, and FHWA funds of \$0.1 million.

(10) 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 \$7.1 million. The additional \$3.0 million of planned expenditures is funded by Transportation Capital Projects Bond proceeds allocated by the CTB.

(11) 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 \$0.7 million.

(12) The budgeted Passenger and Freight Rail Programs line item of \$84.8 million represents a decrease of \$21.4 million from FY 2019 to FY 2020. This is mainly due to the winding down of the Acca Yard and Lynchburg to Roanoke projects. The source of funding to cover these expenditures includes \$18.9 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 \$6.0 million, bond proceeds of \$5.6 million, Intercity Passenger Rail Operating and Capital funds of \$51.4 million, Federal Highway Administration (FHWA) funds of \$1.9 million, VDOT Transfers of \$0.6 million, and local matching funds of \$0.4 million.

DRPT Footnotes to the FY 2020 Annual Budget (Continued)

(13) 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, and Rail Preservation Fund to support costs of project development, project administration, and project compliance. Starting in FY 2018, Appropriation Act language allows the CTB to allocate up to 5% of 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. DRPT has determined that the 3.5% and 5.0% (\$14.5 million) of the available balance of the aforementioned funds for FY 2020 will be needed to support the ongoing costs of these programs. The DRPT operating budget represents only 2.0% of the total \$730.5 million FY 2020 budget.

Major Components of Agency Operating Budget	
Payroll and Fringe Benefits	\$ 8,440,000
Operations Program Support	2,225,000
Central Service Agencies Indirect Costs	970,000
Information Technology Costs	747,000
Finance Program Support	690,000
Rent	475,000
Travel and Training	263,000
Office Expansion	50,000
Attorney Services	380,000
Other Program and Project Management Initiatives	252,009
Total	\$ 14,492,009
Source of Funding for Agency Operating Budget	
Mass Transit Trust Fund	\$ 10,739,159
Intercity Passenger Rail Operating and Capital Fund	2,842,500
Rail Enhancement Fund	770,000
Rail Preservation Fund	140,350
Total	\$ 14,492,009



CONSTRUCTION CONTRACT ESTIMATING

Adjusted path forward

Issue

- **Recent Bids much higher than estimates – out of range**
- **Impact on Six Year Plan**
- **Opportunity to look at process that had not been changed and adjust it to changed circumstances / situation**
 - **Process/Error**
 - **Market**
 - **Downstream adjustment to shift in project development.**
 - People → Workforce Development
 - Process → System – Lessons learned and Training
 - Tools → Estimating Guide and focus tools for Risk/Complexity

SMART SCALE has changed how we do business

- **Normal project development (old)**
 - As design progresses more information available
 - Scope, schedule, and budget likely to change
- **SMART SCALE changed process**
 - **Scope**
 - **Schedule**
 - **Estimates**
 - All set with limited design – really before design – no survey
- **VDOT develop and implement downstream change for new cost estimating system**
- **Legacy**

Initial Review

- **Internal Review of each Project involved**
- **Discussions with Industry & project drill downs**
 - **Partner with industry – no one in Virginia more experienced**
- **Contact with External National Experts – *new ground***
- **Queries to other state DOTs**
- **Identified Initial Findings**
 - **What we think we know**
- **Identified Immediate Actions**
 - **Immediate efforts without complete information**
- ***Establishing a long term plan – flexible to adjust as we find out more or firm up findings***

Initial Findings

- **Error**
- **Process**
- **Market**
 - **Labor**
 - **Equipment**
 - **Materials – asphalt binder rising**
 - **Environmental**
 - **Selective in bidding**
 - Downstream impact when under construction – importance of incentives
- **People – Experience and Training**
- **Capturing Risk and Complexity**

Success – Level of Accuracy

Available references/history for best practices and remedial actions.

- **NCHRP 574**
 - National Cooperative Highway Research Program
 - 2006 baseline – starting point
 - Develop current and new ground with national experts

Define how accurate to be successful.

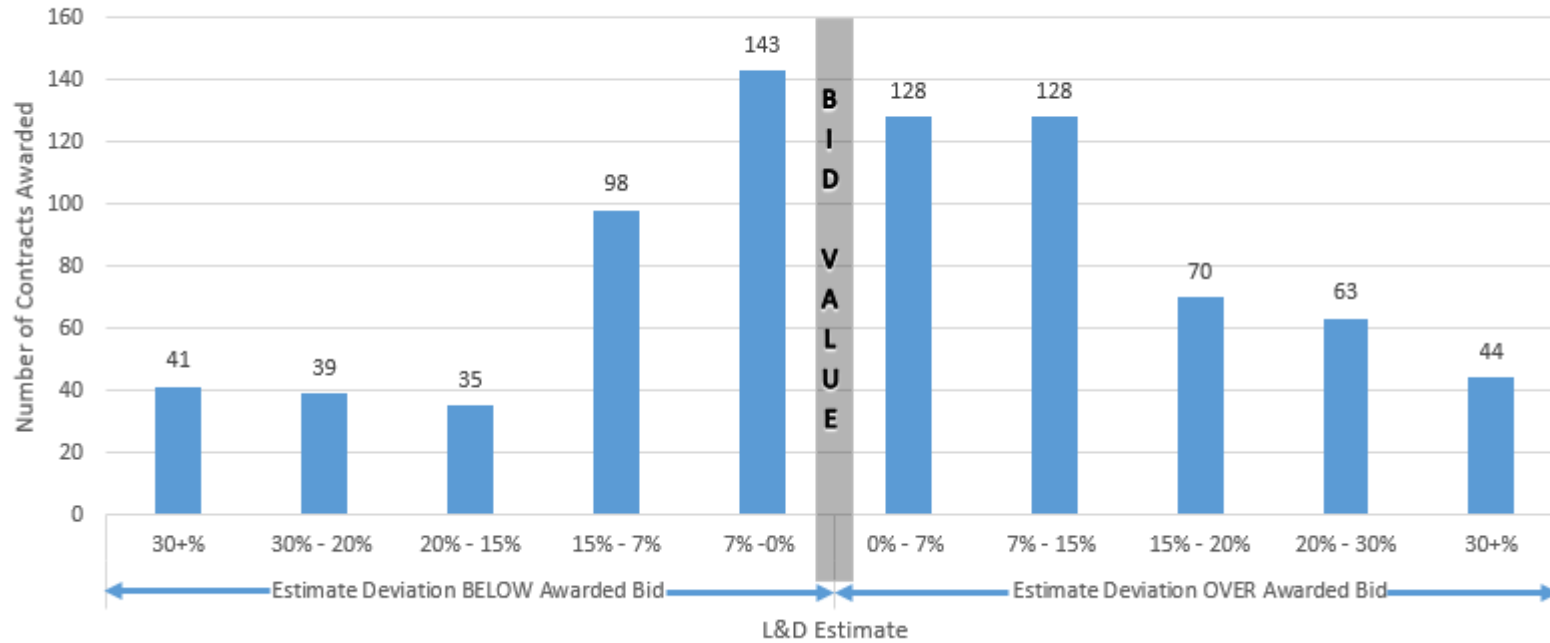
Accuracy to be successful

Examples(DB):

- **Tight bids (8% between 3 bidders)***
 - I 64 widening MM 200-205 \$43.4M to \$46.9M
- **Medium Spread (15% between 3 bidders)**
 - I 95 Southern Terminus Extension @ Garrisonville \$31.1 M to \$35.6M
- **Medium Spread (19% between 3 bidders)**
 - I 64 Peninsula Segment III, \$138.7M to \$165.6M
- **High Spread (61% between 3 bidders)**
 - Route 29 Solutions, \$116.7M to \$188.0M

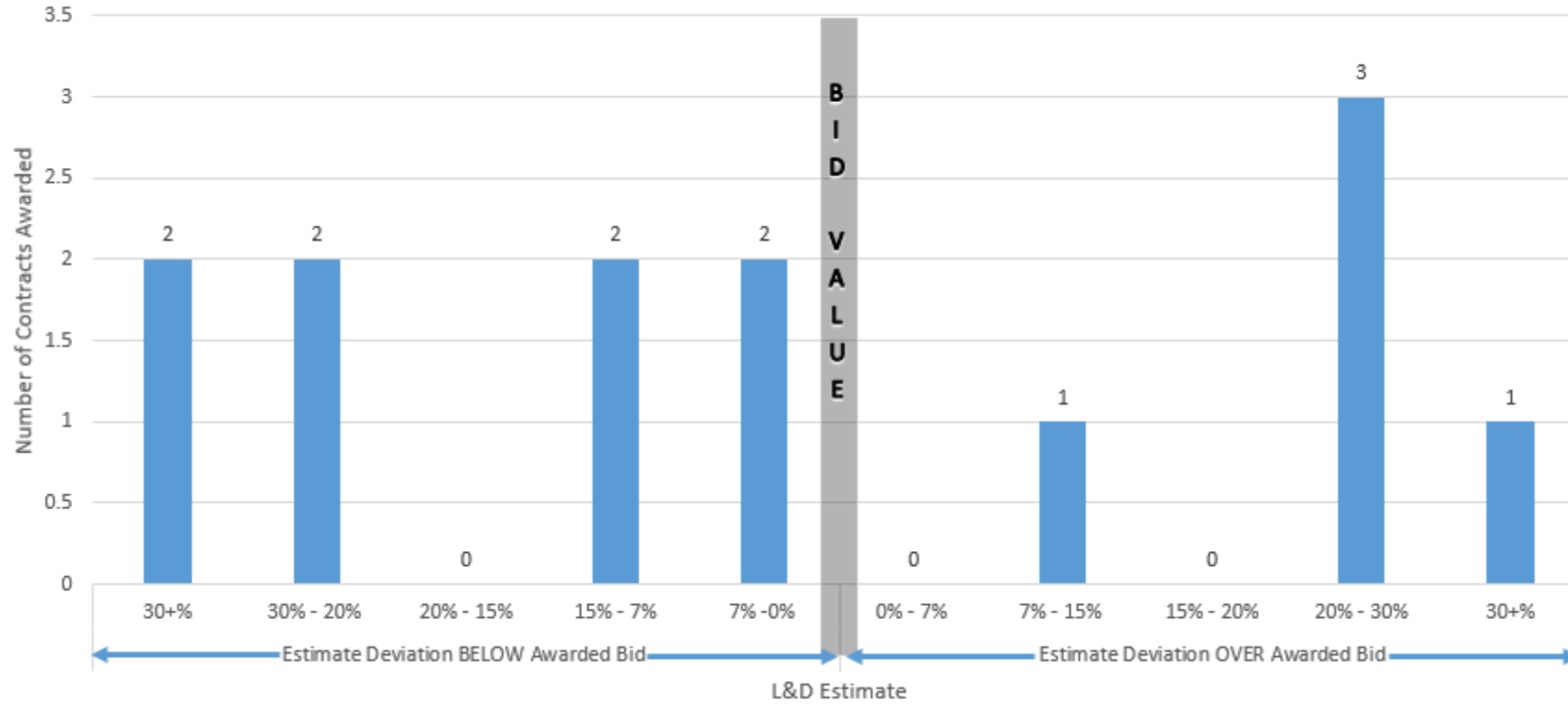
* % calculated before rounding

Design Bid Build - January 2017 - April 2019 L&D Estimate to Bid Comparison



Total Design Bid Build January 2017 - April 2019 Awards	L&D Estimate	Estimate Deviation BELOW Awarded Bid					Estimate Deviation OVER Awarded Bid				
		30+%	30% - 20%	20% - 15%	15% - 7%	7% - 0%	0% - 7%	7% - 15%	15% - 20%	20% - 30%	30+%
Contracts - 789	L&D Estimate	41	39	35	98	143	128	128	70	63	44

Design Build - January 2017 - April 2019 L&D Estimate to Bid Comparison



		Estimate Deviation BELOW Awarded Bid					Estimate Deviation OVER Awarded Bid				
Total Design Build January 2017 - April 2019 Awards	L&D Estimate	30+%	30% - 20%	20% - 15%	15% - 7%	7% - 0%	0% - 7%	7% - 15%	15% - 20%	20% - 30%	30+%
Contracts - 13		2	2	0	2	2	0	1	0	3	1

Action Plan Forward

Immediate

Long Term

Initial

Error, Process, People and Training/Tools:

- Ensure procedures followed
- Peer review to include experienced construction personnel
- Personal brief to and review by district engineer – cost reduction
- Feedback loop

Market and Risk:

- Increased use of *notification* in procurement if may exceed threshold
- Full use of designer's contingency and options in procurement
- Increased use of options
 - Higher local standard
 - Value that should be in, but may not be affordable
- Careful use of more recent or forward looking numbers - *tradeoff*

Long term

There are other examples to learn from.

- **Task Group to overhaul estimating and establish system**
 - Current procedures to System
- **External review by national experts**
- **External review spot checks**
- **Request peer exchange through AASHTO with DOTs with best record**
- **Revision to practice and guidance**
- **Guide Manual/Training**

Examples of Bids

- **29 solutions**
 - spread
- **Tight bid examples**
- **Looking for opportunity for the right situation – how do we inform CTB?**
 - **Options**
 - Telegraph Avenue example
 - 29/215 example

How we handle risk?

- **Contract completion dates**
 - Discussed with industry
 - A + B bidding – in addition to incentive
- **Pushing value**
 - Bid options reduce chances of exceeding bids.
- **Reduce risk/complexity when possible**
 - When not possible - focused methods to price in Risk/Complexity and other potential cost increase drivers.

How to handle price inflation/deflation?

- Possible move to materials + local labor & and real estate indexes.
- Backwards look every 2 years to change forecast with actual change (+ or -)
- Combined with evaluation of forecast trend line – abrupt change at end of trend line hard to reliably forecast
- Examples for labor – not just boom/growth vice recession
 - Silver Line wind down
 - 495 Maryland/Virginia Buildup
 - CBBT peak to wind down
 - HRBT Buildup – High rise and I 64 Buildup – peak – wind down

Issues

- **Policy for handling adjustments**
- **CTB member stated concern of over reaction.**
 - **Contingency upon contingency.**

Questions





MAINTENANCE AND OPERATIONS PROGRAM OVERVIEW

 Stephen C. Brich, P.E., Commissioner of Highways

May 14, 2019

Background and Comprehensive Review

- **2018 – CTB presentations**
 - **April – Performance Measures – baseline data**
 - Focused on minimal portion of inventory
 - **June - Pavement and Bridge background**
 - **July – Special Structures background**
 - **September – Asset Condition and System Performance Targets Approved**
 - **October – Special Structures Report Overview**
 - **December – Special Structures Report Approval**
- **2019 – Session of General Assembly – HB 2784 – The Robert O. Norris Bridge and Statewide Special Structures Fund**
 - **Comprehensive review**
 - Current conditions and performance targets of pavements and bridges
 - Current investment strategies of HMOF and SGR Program
 - Recommend sustainable performance over 20-year period
 - Develop an investment strategy, including a plan to fund Special Structures

Maintenance and Operating Fund

\$2.1 billion annually

Locality Maintenance Payments

\$450 million annually

VDOT Maintenance and Operations Program

\$1.7 billion annually

Maintenance Activities—80%

Pavements

\$420
million

128,500 miles



Bridges

\$215
million

21,100 (VDOT 19,500)



Routine Maintenance

Roadside

\$190
million



Traffic Items

\$150
million



Other Maintenance

\$385
million



Operations Activities—20%

Special Structures Operations

\$50
million



25

Ferries

\$15
million



7

Traffic Operations Centers
& SSP

\$95
million



5

Snow and Ice Removal

\$220
million



Distribution of Work

State Force Work

37%

Team of

5,000

Outsourced Work

63%

Note: Funding and Activities based on previous three fiscal year averages (FY 2016 – FY 2018); numbers are rounded to the nearest \$5 million

Maintenance and Operations Program Sustainability

- Pavements
- Bridges
- Special Structures
- Routine Maintenance (best practices)
- Operations



Maintenance and Operations Program

- **Dynamic Maintenance Needs**
- **Emergencies**
 - **Snow and Ice**
 - **Storm Events**
 - **Debris**
 - **Unexpected**

Need To Retain Flexibility



Tentative Timeline

Description	Date
<ul style="list-style-type: none">Pavement Overview<ul style="list-style-type: none">FindingsPotential Performance Target Recommendation	June 2019
<ul style="list-style-type: none">Bridge Overview<ul style="list-style-type: none">FindingsPotential Performance Target Recommendation	July 2019
<ul style="list-style-type: none">Special Structures, Routine Maintenance and Operations Overview<ul style="list-style-type: none">FindingsPotential Performance Target Recommendation	September 2019
<ul style="list-style-type: none">Comprehensive Review Overview<ul style="list-style-type: none">Pavement, Bridge, Special Structure and Operations Performance Measure Approval (state)Recommended investment strategies for State of Good Repair Program and Maintenance and Operations Program	October 2019
<ul style="list-style-type: none">Comprehensive Review Approval	November 2019



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

SMART SCALE Round 3

Recommended Modifications to Staff Scenario



Funding is now available from other sources for several projects recommended for funding

- **\$30.3M for Berry Hill Connector Road (HPP)**
 - Route 58 Corridor Development Fund
- **\$27.9M for Crystal City Metro (HPP)**
 - Transit capital and CMAQ funds
- **\$6.6M for Pentagon City-Crystal City-Potomac Yard Transitway (HPP)**
 - Transit capital

\$91.7M from increase in revenue estimates over the six-year window – divided 50/50 between HPP and DGP

Proposed Distribution of High Priority Project Funds



District	Unprogrammed DGP	Total Additional DGP	Total Additional HPP	Total Remaining to Program for R3
Bristol	\$2,072,013	\$3,065,968	\$9,412,956	\$14,550,938
Culpeper	\$881,022	\$2,884,618	\$8,738,122	\$12,503,763
Fredericksburg	\$702,268	\$3,193,510	\$9,594,980	\$13,490,758
Hampton Roads	\$1,047,923	\$9,137,143	\$27,708,160	\$37,893,226
Lynchburg	\$2,637,350	\$3,241,516	\$9,825,044	\$15,703,910
Northern Virginia	\$268,319	\$9,591,961	\$29,221,918	\$39,082,199
Richmond	\$198,323	\$6,762,796	\$20,254,284	\$27,215,403
Salem	\$2,126,672	\$4,373,658	\$13,122,803	\$19,623,133
Staunton	\$765,260	\$3,588,303	\$10,797,201	\$15,150,764
Total	\$10,699,151	\$45,839,475	\$138,675,467	\$195,214,093

Proposed Modifications - Bristol



- **Swap funding for US Rte. 11 / SR 660 Roundabout South (\$3.6M DGP) for US Rte 11 / SR 660 Roundabout North (\$3.6M HPP) in Smyth County**
- **Fund with DGP**
 - \$0.7M Hillman Highway & Old Eleven Drive Intersection Improvements in Town of Abingdon
 - \$0.8M College Avenue Traffic Signal Synchronization in Town of Bluefield
 - \$4.1M SR 89 at SR 613 Realignment in Grayson County
 - \$1.3M US 58 Alt and US 23 NB Off-Ramp Modification in the City of Norton

Proposed Modifications – Bristol continued



- **Fund with HPP**
 - \$2.8M Lee Highway and Euclid Avenue Roundabout in City of Bristol
 - \$0.8M Russell Road & Poplar Street Intersection Improvements in Town of Abingdon
 - \$4.5M US Route 52 Intersection Safety Enhancements in Bland County

Proposed Modifications - Culpeper



- **Unfund**
 - Rte. 29/Freemans Ford Road Alternative Intersection due to cancellation by Fauquier County BOS (\$7.1M DGP)
- **Fund with DGP**
 - \$3.0M Rte. 29 & Rte. 662 (Shelby Rd.) Intersection Improvements in Madison County
 - \$5.9M Preston Ave. & Grady Ave Intersection Improvements in the City of Charlottesville
- **Fund with HPP and remaining DGP**
 - \$8.8M US 250/Route 20 Intersection Improvement in Albemarle County

Proposed Modifications - Fredericksburg



- **Unfund**
 - New Commuter Parking Lot on Route 3 submitted by FRED Transit (\$5.1M HPP)
- **Fund with HPP**
 - Fund Harrison Rd. & Salem Church in Spotsylvania County (\$6.1M HPP)
 - Swap Rte. 3 STARS Study Improvements (\$6.4M HPP) for Rte. 3 STARS Study and I-95 off-ramp improvement submitted by GWRC for a reduced amount of \$9.2M HPP due to additional funding provided by FAMPO
- **Fund US Rte. 1/Fall Hill Avenue Intersection Improvements in City of Fredericksburg using \$3.6M DGP + \$3.6M HPP**

Proposed Modifications – Fredericksburg continued



- **Fund Rte. 1/Enon Road Intersection and Roadway Improvements using \$2.3M HPP and \$2.1M DGP**
- **Fund next safety projects based on rank using DGP**
 - Route 206 and Route 218 Right Turn Lane in King George County (\$2M)
 - Kilmarnock Right Turn Lane in Lancaster County (\$1.1M)
 - Expanded Turn Lane for Flat Iron Road in Westmoreland County (\$1.0M)
 - Route 360/619 in Richmond County (\$1.3M)

Proposed Modifications – Hampton Roads



- **Fund Existing Cost Increases on Round 1 and 2 Projects**
 - \$11.0M for Laskin Road Projects in the City of Virginia Beach
 - \$330K DGP for Stone Road in Northampton County
 - \$157K DGP for Rte. 13 Industrial Park Traffic Light
- **Fund with DGP**
 - \$3.7M Victory Blvd Enhancement App 2: Poquoson Segment in the City of Poquoson
 - \$6.0M Mt Pleasant Road/Great Bridge Bypass Interchange Improvement in the City of Chesapeake
 - \$8.8M Little Back River Peak Directional & Two Way Left Turn Lane in the City of Hampton
- **Fund with HPP**
 - \$4.1M Seaboard Coastline Trail Segment 1 in Suffolk
 - \$1.1M Median crossover to Rte. 13 in Northampton
 - \$3.2M Rte. 460 at Rte. 258 Turn Lane Improvements in Isle of Wight

Proposed Modifications – Lynchburg



- **Fund through other means**
 - Southern Virginia Mega Center in the City of Danville (\$30.9M HPP)
- **Unfund**
 - \$6.1M Langhorne and Vassar Roundabout
- **Fund Rte. 221 Intersection Improvements in City of Lynchburg using \$8.2M HPP and \$8.5M DGP**
- **\$3.4M Route 58 WBL from Airport Dr to Kentuck Rd in the City of Danville using DGP**

Proposed Modifications – Northern Virginia



- **Fund through other means**
 - Crystal City Potomac Yard Transitway Southern Extension submitted by Arlington Transit (\$6.6M HPP)
 - Crystal City Metro East Entrance submitted by Arlington Transit (reduce from \$52.9M to \$25M HPP)
- **Fund with HPP**
 - DASH Zero Emission Fleet Expansion to a reduced amount based on corrected cost (\$12M HPP)
 - South Elden Street Corridor Improvements in Town of Herndon (\$16.0M HPP)
- **Fund with DGP**
 - Intersection Improvements at Old Bridge Rd and Occoquan Rd in Prince William County (11.8M DGP)

Proposed Modifications – Richmond



- **Fund with DGP**
 - \$2.5M Jude's Ferry Road & Rte. 60 in Powhatan County
 - \$3.5M Intersection Improvements at Rte. 460 & Queen Street in Prince George County
- **Fund with HPP**
 - \$3.3M Rte. 1 (Falling Ck. Wayside - Food Lion) Bike/Ped Improvement in Chesterfield County
 - \$4.9M Shockoe Bottom BRT Station Pedestrian Safety/Streetscape submitted by GRTC
- **Fund W. Broad Street Pedestrian and Transit Improvements in Henrico County (\$9.8 HPP+\$1.0M DGP)**

Proposed Modifications – Salem



- **Fund with DGP**
 - \$2.1M Claudville Hwy Intersection Improvement in Patrick County
 - \$2.0M E. Stuart Drive Sidewalk Project - Phase II in the City of Galax
- **Fund with HPP**
 - Rte. 419 and Rte. 220 Diverging Diamond Interchange in Roanoke County using \$10.1M HPP+\$1.6M DGP – Roanoke TPO has approved up to an additional \$7M to fully fund the project
- **Fund Camp Jaycee Road (Route 697) Intersection at US460 using \$2.9M HPP+ \$0.8M DGP in Bedford County**

Proposed Modifications – Staunton



- **Unfund**
 - Rte. 254 – Rte. 640 Intersection Safety Project in August County for \$1.2M DGP
- **Fund**
 - \$0.9M US 33 & Rt 620 Turn Lanes in Rockingham County
 - \$2.5M Shenandoah Co. / Oranda Road Park and Ride Expansion in Shenandoah County
 - \$4.3M Woodrow Wilson Complex Short Term Access Improvements in Augusta County
 - \$7.6M Fund US 33 (Market Street) and I-81 Exit 247 Improvements submitted by Harrisonburg-Rockingham MPO
 - \$0.9M I-81 Exit 313 Bridge Capacity Improvement submitted by Win-Fred MPO using an additional \$3.3M in non SMART SCALE funds from recently completed I-81 Exit 310 and 313 study projects

Next Steps



- **Votes on modifications to staff recommended scenario at action meeting**
- **Votes on Final SYIP at June meeting**

Concerns Expressed about SMART SCALE in NOVA



“...January set of recommendations are so biased against roads that there is no doubt the statutory directive ... [identifying projects for funding based on bang for the buck] ... has been tossed out the window”

Bang for the Buck on Congestion Relief



Project	Congestion Score per \$10M in Requested Funding*	Recommended for SMART SCALE
I-95 SB Auxiliary Lane (exit 160 to 158)	11.2	N – Funded with 95 Concession \$
Fairfax Blvd/Warwick Ave Intersection Improvements	10.8	Y
Transit Signal Priority on Major Corridors	5.9	Y
West End Transitway	5.3	Y
Crystal City-Potomac Yard Transitway Southern Extension	2.7	Y
Richmond Highway Bus Rapid Transit	2.2	Y
DASH Fleet Expansion	1.9	N
Route 1 / Route 123 Interchange Improvements	1.9	N
Crystal City Metro Second Entrance	1.7	Y
Route 7 Widening (Route 9 to Dulles Greenway)	1.5	N

* Scores without the Hampton Roads Bridge Tunnel

Bang for the Buck on Congestion Relief



- Seven of top 10 ‘bang for the buck’ congestion projects are funded
- Crystal City Metro Second Entrance had 92% of the congestion benefits per dollar spent, so why was it selected?

	Safety	Access	Enviro	Econ Dev	Land Use	Cong	Final Score
Crystal City Metro	0.03	0.32	1.03	0.24	3.78	1.71	7.11
Route 1/ Route 123 Interchange	0.04	0.21	0.26	0.01	0.10	1.85	2.46
DASH Fleet Expansion	0.06	0.31	0.84	0.09	3.25	1.92	6.47

Concerns Expressed about SMART SCALE in NOVA



Prince William, a fast-growing county with some of the most congested roads in Virginia. The staff recommended scenario did not recommend any funding for the County this Round. That alone is overwhelming evidence that the system is rigged.

Transportation Needs are Regional not Local



- **Majority of residents in Northern Virginia commute outside their home jurisdiction for work**
 - 62.5% of Prince William County residents
 - 53.9% of Loudoun residents
- **Transportation needs do not start and stop at the county line**

Transportation Needs are Regional not Local



- **Construction funds used to be distributed to guarantee each jurisdiction a set amount of funding annually**
- **In 2015 after hours of debate, the General Assembly eliminated these programs in favor of a new formula**
 - Allowed for full funding of larger projects
 - Ensured the ‘best bang the buck’ projects in each district and statewide

Secondary vs. SMART SCALE



	Secondary Program	SMART SCALE (Rd2 + Rd3)	Delta
Loudoun	~\$18M	\$80M+	\$60M+
Prince William	~\$22M	~\$50M	\$28M+

Concerns Expressed about SMART SCALE in NOVA



Biggest gripe is when good road projects that will fix congestion are passed over for projects whose potential is primarily economic development, there is proof we do not have an objective, fair and transparent ranking system that adheres to the will of the General Assembly.

Bang for the Buck on Congestion Relief



Project	Congestion Score per \$10M in Requested Funding*	Recommended for SMART SCALE
I-95 SB Auxiliary Lane (exit 160 to 158)	11.2	N – Funded with 95 Concession \$
Fairfax Blvd/Warwick Ave Intersection Improvements	10.8	Y
Transit Signal Priority on Major Corridors	5.9	Y
West End Transitway	5.3	Y
Crystal City-Potomac Yard Transitway Southern Extension	2.7	Y
Richmond Highway Bus Rapid Transit	2.2	Y
DASH Fleet Expansion	1.9	N
Route 1 / Route 123 Interchange Improvements	1.9	N
Crystal City Metro Second Entrance	1.7	Y
Route 7 Widening (Route 9 to Dulles Greenway)	1.5	N

* Scores without the Hampton Roads Bridge Tunnel

Concerns Expressed about SMART SCALE in NOVA



“My office has worked with Loudoun and Prince William counties to come up with a revised scoring that more closely follows the General Assembly’s original instructions, prioritizing congestion relief while funding a fair mix of roads and transit”

What If Congestion were 65% of the Score ?



Delegate LaRock requested staff run a revised score for Round 3 using the following assumptions:

- **No Hampton Roads Bridge Tunnel**
- **Change the following weights of factors in Area Type A**
 - Congestion 65% up from 45%
 - Accessibility 7.5% down from 15%
 - Land Use 7.5% down from 20%

What If Congestion were 65% of the Score ?



Top 12 projects in Northern Virginia are essentially unchanged

- **West End Transitway is #5 up from #10**
- **Richmond Highway BRT is #8 up from #13**
- **Crystal City Metro is #9 – no change**
- **95 SB Auxiliary Lane is #2 up from #14**

Why Didn't Highway Projects In NOVA Score Better?



Over the last 4 years, more than \$4.5 billion has been programmed to major regional highway projects

- \$2.4B for 66 Outside the Beltway
- \$500M for 395 Express Lanes
- \$500M for 95 Express Lanes
- \$550M for 495 Express Lanes
- \$300M for Route 7
- \$200M for Route 234 and Balls Ford Road
- \$125M for 66 Inside the Beltway

Concluding Thoughts



Taking politics out of project selection and using objective criteria is not easy

Some years a jurisdiction may win, while in other years they may not

This does not mean the system is inherently broken

No process is perfect and we should always look for opportunities to improve



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Transportation Performance Management Safety Measures

Nick Donohue

Deputy Secretary of Transportation

Margie Ray

Performance Management Manager

May 14, 2019



Virginia Department of Rail and Public Transportation

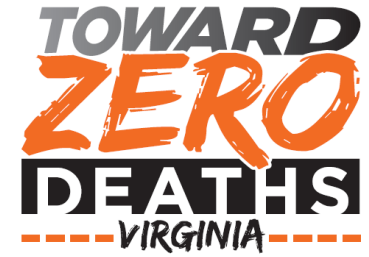


Safety Performance Management

2020 Safety Targets

- **Completed an analysis of behavioral programs and other external risk factors**
- **Updated prediction model with observed 2018 results to determine future baseline conditions**
- **Continued evaluation of project investments for consideration of changes and modifications to current proposed projects included in SYIP and future investment strategies resulting in policy recommendations**
- **Developed draft policy for Board consideration**

DMV Highway Safety Office Spending (2019 Dollars)



HSO Behavioral Programs

- Impaired Drivers (Alcohol)
- Occupant Protection
- Speed Control
- Pedestrian and Bicyclist
- Young Drivers
- Training and Education
- Statewide (Proportional)*
- All Behavioral Programs (Total)

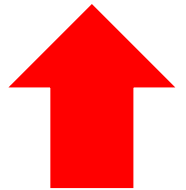


* Includes statewide spending applied proportionally by annual population in each District.

Findings from Fatality Model Refinement

Increases fatal crashes -

- District Monthly VMT growth
- Increasing local functional class percent of VMT
- Increasing young population (15-24)
- Increasing aging population (75 plus)



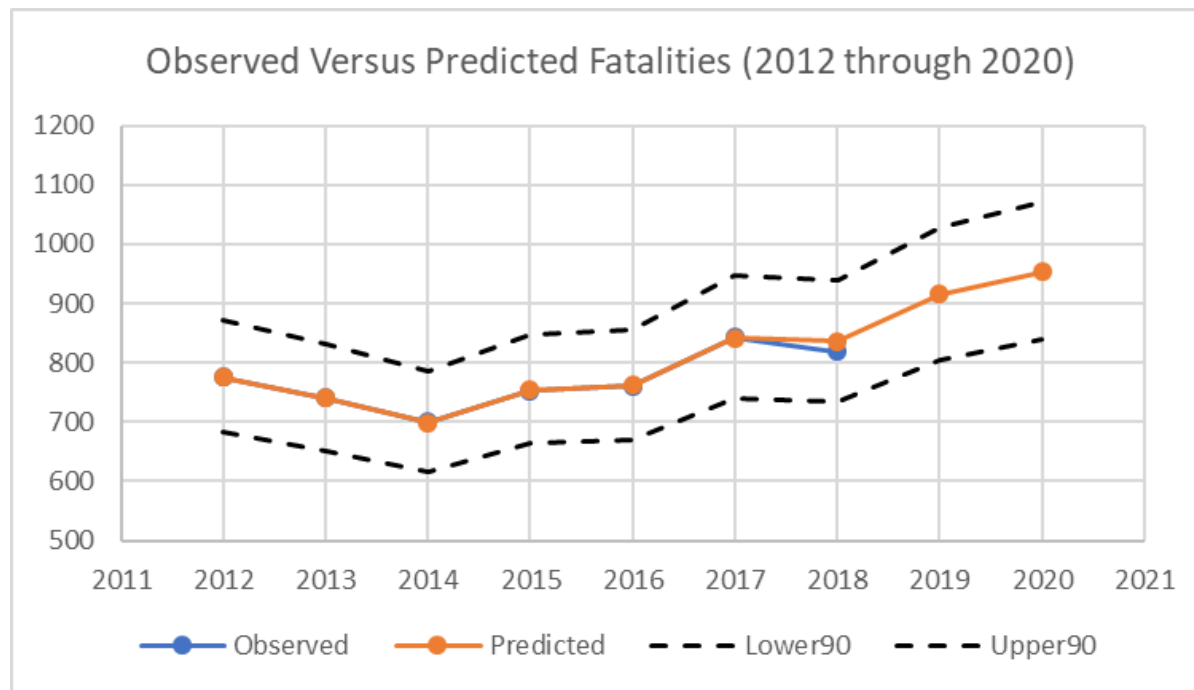
Decreases fatal crashes-

- Increased Emergency & Incident Management Spending
- Increased Highway Maintenance Spending
- Increased Behavioral Program Spending



Baseline Prediction – Fatalities

- Compares predicted to observed crashes
- 2019 prediction – 915 fatalities
- 2020 prediction – 954 fatalities



Expected Benefits of Projects

Analysis of Spot and Corridor Projects

- Reviewed 119 SMART SCALE and HSIP projects constructed or to be completed between January 2018 and March 2020
 - 37 SMART SCALE projects = \$193.7 M
 - 30 + 52 = 82 HSIP* projects = \$170 + 71.1 M = \$241.1 M
- Project influence areas consistent with SMART SCALE safety scoring methodology
- Crash years 2010-2018**

Projects	F+SI Crashes	F People	SI People	F Ped/Bike People	SI Ped/Bike People
119	426+547=973	76	1,196	9	57

*Several HSIP projects are larger corridor projects with a small portion of HSIP funds

**January 2018 – March 2019 projects used 2010-2017 crash data

Spot and Corridor Projects Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
2010-2018 Totals	76	1,196	9	57
Final Projection (w/ Factors)	65	1,067	6	46
Reduction	11 (1.2 / Yr)	129 (14.3 / Yr)	3 (0.3 / Yr)	11 (1.2 / Yr)
Percent of Total	14%	11%	31%	18%

Expected Benefits of Projects

Analysis of Hybrid Projects

- Reviewed 18 hybrid projects constructed or to be completed between January 2018 and March 2020
 - 1 SMART SCALE project = \$4.1 M
 - 11 + 6 = 17 HSIP projects = \$9.8 + 11.9 M = \$21.7 M
- Project influence areas consistent with SMART SCALE safety scoring methodology
- Crash years 2010-2018*

Projects	F+SI Crashes	F People	SI People	F Ped/Bike People	SI Ped/Bike People
18	295+35=320	57	361	1	9

*January 2018 - March 2019 projects used 2010-2017 crash data

Hybrid Projects

Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
2010-2018 Totals	57	361	1	9
Final Projection (w/ Factors)	51	333	1	8
Reduction	6 (0.7 / Yr)	28 (3.1 / Yr)	0 (0 / Yr)	1 (0.1 / Yr)
Percent of Total	10%	8%	0%	8%

Expected Benefits of Projects

Analysis of Systemic HSIP Projects

- **Low cost improvements systemically spread on network at intersections and curves or on the pavement**
 - 14 + 26 HSIP projects = \$16.5 + 25 M = \$41.5 M
- **HSIP projects constructed between January 2018 and March 2020**
- **Crash years 2010-2018***

Projects	F+SI Crashes	F People	SI People	F Ped/Bike People	SI Ped/Bike People
40	1,649	128	2,241	15	114

*January 2018 - March 2019 projects used 2010-2017 crash data

Systemic Projects Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
2010-2018 Totals	128	2,241	15	114
Final Projection (w/ Factors)	113	1,986	13	86
Reduction	15 (1.7 / Yr)	255 (28.3 / Yr)	2 (0.2 / Yr)	28 (3.1 / Yr)
Percent of Total	12%	11%	13%	25%

All Projects Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
Spot/Corridor (w/Factors)	76	1,196	9	57
Reduction	11 (1.2 / Yr)	129 (14.3 / Yr)	3 (0.3 / Yr)	11 (1.2 / Yr)
Hybrid (w/Factors)	57	361	1	9
Reduction	6 (0.7 / Yr)	28 (3.1 / Yr)	0 (0 / Yr)	1 (0.1 / Yr)
Systemic (w/Factors)	128	2,241	15	114
Reduction	15 (1.7 / Yr)	255 (28.3 / Yr)	2 (0.2 / Yr)	28 (3.1 / Yr)
Total Expected Reductions	32 (3.6 / Yr)	412 (45.8 / Yr)	5 (0.6 / Yr)	40 (4.4 / Yr)

Results - 2020 Data-Driven Targets

Combining the baseline predictions with the expected project benefits to establish data-driven targets

Description	F People	F Rate	SI People	SI Rate	F & SI Ped/Bike People
2020 Model Target	954	1.08	7,520	8.52	714
Expected Project Reductions	3.6	---	47.4	---	3.4
Proposed 2020 Targets	950 ↑	---	7,473 ↓	---	711 ↓
Current CTB Approved 2019 Targets	840	0.94	7,689	8.75	714

Highway Safety Improvement Program Investment Policy – Key Points

- **VDOT in consultation with OIPI to develop Implementation Plans to include:**
 - **Prioritized categories of systemic/hybrid safety improvements with established goals and schedules for completion**
 - **A process for selection of projects**
 - **A process for distribution of funds**
- **Approximately 80% of funds be allocated to systemic/hybrid safety improvements to advance established goals**
- **Remaining approximately 20% available annually beginning in FY2025**

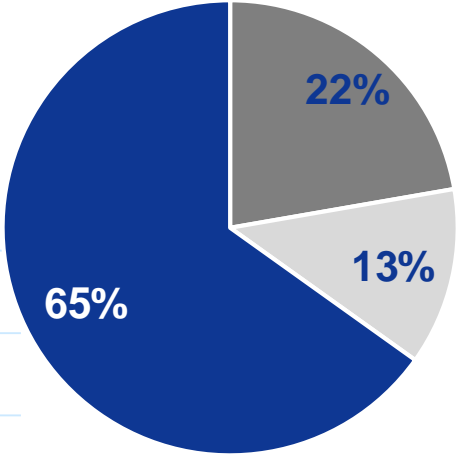
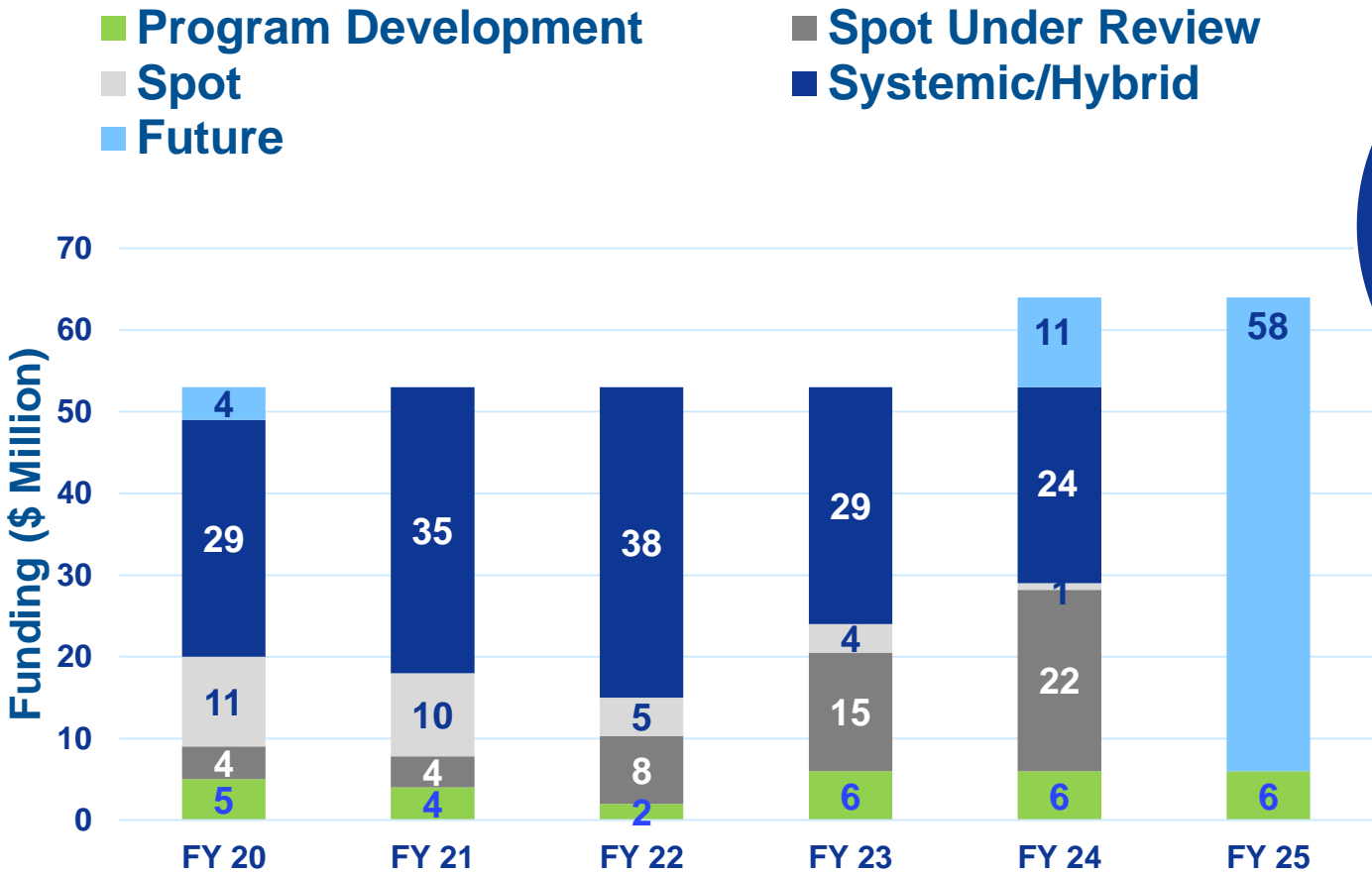
Highway Safety Improvement Program Investment Policy

- **For remaining ~20%, VDOT Commissioner would, based on effectiveness of improvements, recommend whether to:**
 - **Use for spot improvements,**
 - **Use funds to advance completion of systemic safety improvement goals, or**
 - **Advance a combination of spot and systemic safety improvements**
- **VDOT and OIPI will report back to the Board on Implementation Plan progress and if updates to the policy are needed**
- **Open Container, High Risk Rural Roads and Rail Crossings funds are excluded from the Policy**

Highway Safety Improvement Program Investment Policy - Transition

- **Recommend removal of proposed HSIP projects included in draft SYIP**
- **Review existing projects with possible recommendations to:**
 - **Delay or cancel spot improvement projects that have not yet started, and**
 - **Identify opportunities to optimize funding, where possible, in order to accelerate the Policy**
- **Beginning with FY2021 SYIP, reserve ~20% annually in FY2025 and FY2026 for full implementation of the Policy**

HSIP Funding FY20-FY25



Next Steps

- **June: Action item on adoption of CY20 safety performance targets**
- **June: Action item on adoption of HSIP Project Prioritization Policy**
- **Report back to CTB on recommendations for amendment to SYIP if determined appropriate**
 - **Coordinate with individual CTB members and applicant if changes are recommended**



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

Hyatt Regency
Potomac 1 and 11
2799 Jefferson Davis Highway
Arlington, Virginia 22202
May 14, 2019
10:00 a.m.

13. Director's Items
Jennifer Mitchell, Virginia Department of Rail and Public Transportation

This item does not have a presentation associated with it.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

Hyatt Regency
Potomac 1 and 11
2799 Jefferson Davis Highway
Arlington, Virginia 22202
May 14, 2019
10:00 a.m.

14. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

This item does not have a presentation associated with it.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

Hyatt Regency
Potomac 1 and 11
2799 Jefferson Davis Highway
Arlington, Virginia 22202
May 14, 2019
10:00 a.m.

15. Secretary's Items

Shannon Valentine, Secretary of Transportation

This item does not have a presentation associated with it.