


**Proposed
Final FY 2014 - 2019
Six-Year Improvement Program**

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Proposed Final FY 2014 - 2019 Six-Year Improvement Program

- The proposed Final Six-Year Improvement Program for FY 2014-2019 totals \$15.7 billion for VDOT, DRPT and the \$1.3 billion new regional funding for Hampton Roads Planning District #23.
- This is a 38% increase over the FY 2013-2018 Six-Year Improvement Program, or \$ 4.3 billion.
- The Northern Virginia Planning District #8 new regional funding of \$1.9 billion will only be included on a project by project basis and is not currently reflected in the SYIP.
- However when the \$1.9 billion new regional revenue from Northern Virginia is added to the value of the SYIP for FY 2014-2019, the total new revenue as a result of HB 2313 is \$17.6 billion, an increase of \$6.2 billion or 54% over the FY 2013-2018 SYIP.

Proposed Final FY 2014-2019 Six-Year Improvement Program

- Federal revenue estimates were reduced as a result of information received from FHWA recently and the State Revenue estimates were reduced by the Department of Taxation which impacted both the CTB Formula and the Original State Construction Formula funding distribution.
- Funding was included in the proposed Final SYIP for the additional GARVEE debt capacity in the amount of \$240 million in FY 2018 and 2019.
- The GARVEE Balance Entry is \$411 million, \$140 million reserved for the Pound Connector and \$271 million for contingency on existing PPTA projects.
- In addition the balance of the Toll Facilities Revolving Fund not already committed to projects was added to the proposed Final SYIP in the amount of \$85 million. These funds replaced other funds on Rt 460 PPTA Project which were then distributed to other projects in the SYIP.

Proposed Final Six-Year Improvement Program

	Approved FY 2011- 2016 Program	Approved FY 2012- 2017 Program	Approved FY 2013- 2018 Program	Draft FY 2014- 2019 Program	Final FY 2014- 2019 Program	Change
Highway Construction	\$5.7 b	\$8.3 b	\$9.0 b	\$11.1 b	\$11.5 b	\$0.4 b
Rail & Public Transportation	\$2.1 b	\$2.3 b	\$2.4 b	\$3.0 b	\$2.9 b	(\$0.1) b
Hampton Roads Trans Fund				\$1.3 b	\$1.3 b	\$0.0 b
Total Final SYIP	\$7.8 b	\$10.6 b	\$11.4 b	\$15.4 b	\$15.7 b	\$0.3 b
NOVA Transportation Fund				\$1.9 b	\$1.9 b	\$0.0 b
Total With Regional Funds		\$10.6 b	\$11.4 b	\$17.3 b	\$17.6 b	\$0.3 b

Changes from Draft to Final FY 2014-2019 SYIP

Sources		Uses	
SYIP Sources	Amount	SYIP Sources	Amount
State Revenue	\$ (15,413,000)	CTB Formula	\$ (12,555,000)
Federal Revenue/Open Container	\$ 9,186,000	Original Formula	\$ (19,065,000)
Federal Grants	\$ 5,280,000	Federal for Construction	\$ (35,183,000)
GARVEE Bonds	\$ 240,000,000	Federal for Maintenance	\$ 30,392,000
Toll Facilities Revolving Fund	\$ 85,000,000	GARVEE Debt Service	\$ 35,464,000
Local Funds / Accounts Receivable	\$ 117,603,000	GARVEE Bonds	\$ 240,000,000
		Local Funds for Projects	\$ 117,603,000
		Toll Facilities Revolving Fund	\$ 85,000,000
Total	\$441,656,000		\$441,656,000



Proposed Final FY 2014-2019 Six-Year Improvement Program

<i>Estimated (in millions)</i>		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	Total
Total Funds Available for Construction		\$ 195.6	\$ 287.9	\$ 436.3	\$ 564.8	\$ 584.3	\$ 604.8	\$ 2,673.7
CPR Bonds		161.2	-	-	(13.6)	(13.6)	(13.6)	120.4
Total Funds Available for Formula Distribution		34.4	287.9	436.3	578.4	597.9	618.4	2,553.3
CTB Formula Distribution		34.4	287.9	436.3	500.0	500.0	500.0	2,258.6
State		1.7	187.9	376.3	423.4	432.5	437.2	1,859.0
Federal		32.7	100.0	60.0	76.6	67.5	62.8	399.6
25 percent to bridge reconstruction and rehabilitation;	25.00%	8.6	72.0	109.1	125.0	125.0	125.0	564.6
25 percent to advancing high priority projects statewide;	25.00%	8.6	72.0	109.1	125.0	125.0	125.0	564.6
25 percent to reconstructing deteriorated interstate and primary system pavements	25.00%	8.6	72.0	109.1	125.0	125.0	125.0	564.6
15 percent to projects undertaken pursuant to the PPTA	15.00%	5.2	43.2	65.4	75.0	75.0	75.0	338.8
5 percent to paving unpaved roads carrying more than 200 vehicles per day	5.00%	1.7	14.4	21.8	25.0	25.0	25.0	112.9
5 percent to smart roadway technology.	5.00%	1.7	14.4	21.8	25.0	25.0	25.0	112.9
Construction Formula								
State		-	-	-	78.4	97.9	118.4	294.7
Federal		-	-	-	-	-	-	-
Construction Formula Total		-	-	-	78.4	97.9	118.4	294.7
Unpaved	5.67%	-	-	-	4.4	5.6	6.7	16.7
Primary	40.00%	-	-	-	29.6	36.9	44.7	111.2
Secondary	30.00%	-	-	-	22.2	27.7	33.5	83.4
Urban	30.00%	-	-	-	22.2	27.7	33.5	83.4

Proposed Final FY 2014-2019 Six-Year Improvement Program

GARVEE Funding on projects in FY 2014–2019:

• DT/MT/MLK PPTA Oversight	\$ 33.7 million
• I-66/Rt 28 Interchange Improvements	\$ 37.9 million
• Rt 460 PPTA	\$(85.0) million**
• I-495 Express Lanes Shoulder Widening	\$ 17.0 million

GARVEE Balance Entry:

• Previous	\$174,367,973***
• Additional Capacity	\$240,000,000
• Rt 460 PPTA Reduction	\$ 85,000,000
• Uses	<u>\$(88,579,038)</u>
	\$410,788,935***

** Toll Facilities Revolving Funds replaced the GARVEEs.

***\$140 million reserved for Pound

Proposed Final Highway Program

	Approved FY 2011- 2016	Approved FY 2012- 2017	Approved FY 2013- 2018	Draft FY 2014- 2019	Proposed Final FY 2014- 2019	Change
Interstate	\$1.4 b	\$1.4 b	\$1.7 b	\$2.1 b	\$2.1 b	\$0.0 b
Primary	\$1.2 b	\$2.0 b	\$2.8 b	\$3.5 b	\$3.5 b	\$0.0 b
Secondary	\$0.3 b	\$0.5 b	\$0.6 b	\$0.9 b	\$1.0 b	\$0.1 b
Urban	\$0.3 b	\$0.8 b	\$0.7 b	\$0.7 b	\$0.7 b	\$0.0 b
Federal Maintenance	\$1.4 b	\$1.4 b	\$1.8 b	\$1.3 b	\$1.4 b	\$0.1 b
MPO	\$0.4 b	\$0.1 b	\$0.1 b	\$0.1 b	\$0.0 b	(\$0.1) b
Safety, TAP, Rev Sharing, Other	\$0.7 b	\$2.1 b	\$1.3 b	\$2.5 b	\$2.8 b	\$0.3 b
Total	\$5.7 b	\$8.3 b	\$9.0 b	\$11.1 b	\$11.5 b	\$0.4 b

Example of Highway Projects Funded between the Draft and the Final FY 2014-2019 SYIP

- **UPC 78828 I-66 Spot Improvement II (CN Phase)**
- **UPC T14229 I-495 Shoulder Widening (PE, RW, CN)**
- **UPC 97529 & 105064 Rt 606 Widening Dulles Loop (Portion Locally Funded)**
- **UPC T14862 Rt 234 Balls Ford Road Interchanges (PE Phase)**
- **UPC 82135 Bridge Deck Replacement and Widening Rt 7 over Dulles Access Road (CN Phase)**
- **UPC 104418 Gloucester Parkway Extension (Locally Funded)**
- **UPC 103665 Rt 5 Virginia Capital Trail (Park Phase)**
- **UPC 105057 Meadowville Phase II Bridge (PE Phase)**
- **UPC 104862 Rt 288/360 Interchange Area Improvements (PE Phase)**
- **UPC 103344 Hampton Roads Bridge Tunnel Switchgear Installation (CN Phase)**
- **UPC 103391 Rt 642 Reconstruction Old Cape Charles Road**
- **UPC 103316 I-395 4th Lane Southbound (PE Phase)**

CTB Priorities for the Final FY 2014-2019 SYIP Update

- Fund deficits on underway project phases
- Maximize use of federal funds to meet federal strategy
- Fund underway project phases as well as project phases that start in the current federal fiscal year
- Fund deficient bridges and paving projects
- Fund ADHS planned projects with an average of 4% of total federal maintenance and construction funds over six years
- Fund deficient bridges with an average of 13% of total federal maintenance and construction funds over six years
- Increase funding for preliminary engineering
- Support development of PPTAs
- Allocate funds consistent with how they will be obligated and expended
- Redirect inactive balances on projects

Regional Revenue Hampton Roads Transportation Fund

- **HB 2313 specified the creation of a Hampton Roads Transportation Fund to be used solely for new construction projects on new or existing roads, bridges, and tunnels in the localities comprising the Planning District #23 as approved by the Hampton Roads Transportation Planning Organization (HRTPO).**
- **The Bill did not direct these funds to be distributed to the HRTPO, only to be deposited into the Hampton Roads Transportation Fund monthly. Per discussions with the State Secretary of Finance, these funds will be segregated from other transportation funds by the designation of a unique program code to be used by VDOT to program and spend the funds on projects at the direction of the HRTPO.**
- **Therefore, the Hampton Roads Transportation Fund revenue of \$1.3 billion has been captured in the Final Six-Year Improvement Program for FY 2014-2019 on a balance entry until the specific projects are identified by the HRTPO.**

Regional Revenue Northern Virginia Transportation Authority Fund

- **HB 2313 specified the creation of a Northern Virginia Transportation Authority (NVTA) Fund for Planning District #8.**
- **The Bill specifically requires the State Comptroller to deposit the new regional revenue into this fund and thereafter be distributed to the NVTA, \$1.9 billion over six years.**
- **30% of the revenues received by the NVTA shall be distributed on a pro rata basis, with each locality's share being the total of such fee and taxes received by NVTA that are generated or attributable to the locality divided by the total of such fee and taxes received by the NVTA.**
- **Used for additional urban or secondary road construction; for other capital improvements that reduce congestion; for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by NVTA; or for public transportation purposes.**

Regional Revenue Northern Virginia Transportation Authority Fund

- The remaining 70% of the revenues shall be used by NVTA solely to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan or (ii) mass transit capital projects that increase capacity.
- Because HB 2313 specifically directs the state to distribute the new revenues deposited into the Fund to NVTA, the Six-Year Improvement Program would only reflect any NVTA projects that are to be administered by VDOT/DRPT or that have VDOT or DRPT funds on a project as well as the new revenue from the Fund.