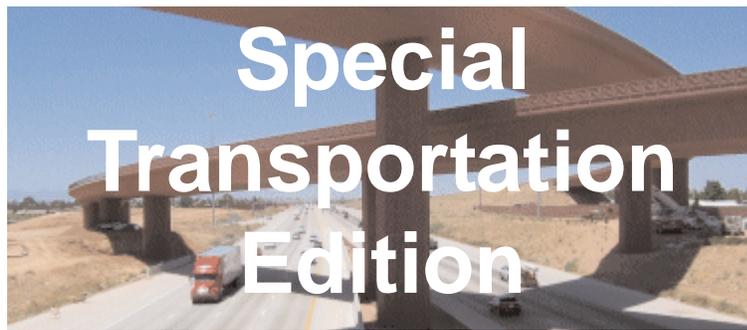


April 27, 2011



New transportation improvement plan released for public comment



By Larry Land
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Last week the Commonwealth Transportation Board (CTB) released for public comment the DRAFT 2012-2017 Six-Year Transportation Improvement Program (SYIP). Upon the conclusion of the public comment period, the proposed SYIP is scheduled for final approval by CTB during its June 15 meeting in Richmond.

A brief report summarizing this plan is also available at VDOT's website.

At a proposed spending level of \$11.2 billion, the DRAFT SYIP for the FY 2012-2017 represents a \$3.4 billion increase of over the SYIP approved by CTB last year (covering FY 2011-2016). Table 1 (right) illustrates how proposed expenditures will be allocated among the modal categories of highways, public transit, and rail. Table 1 also illustrates contributions from these two important debt instruments authorized by the 2011 General Assembly: Grant Anticipation Revenue Vehicle (GARVEE) bonds and deposits into the newly created Virginia Transportation Infrastructure Bank (VTIB).

While a small part of the funding increase for the SYIP has been made possible through slightly improved proceeds from the fuels tax, the half-cent sales tax and other revenue sources dedicated to transportation, the most substantial portion of the increase is from the authorization by the 2011 General Assembly of additional debt. Two chief debt instruments for the proposed SYIP include \$1.1 billion in GARVEE bonds (partially shown on Table 1) and a deposit of \$283 million into VTIB (also shown on Table 1). According to the McDonnell Administration, this deposit of \$283 million into VTIB was facilitated through the discovery in an audit (conducted last year) of additional funds held in reserve in VDOT accounts by the previous Administration. Another very important component of the DRAFT SYIP's funding package (not identified in Table 1) is the authorization by the 2011 General Assembly of \$1.8 billion in capital project revenue (CPR) bonds.

The transportation funding package for the DRAFT SYIP is also comprised of several diverse sources of federal financial assistance. These transportation-related federal sources include contributions from the Congestion Mitigation and Air Quality

Table 1

	Approved SYIP for FY 2011-2016	Proposed SYIP for FY 2012-2017	Change from previous year
Highway Construction	\$5.7 B	\$8.1 B	\$2.4 B
Rail & Public Transportation	\$2.1 B	\$2.3 B	\$0.2B
Total	\$7.8 B	\$10.4 B	\$2.6 B
GARVEE Debt	\$0.0 B	\$0.5 B	\$0.5 B
VA Trans. Infrastructure Bank: Grants, Loans	\$0.0 B	\$0.3 B	\$0.3 B
Total	\$7.8 B	\$11.2 B	\$3.4 B

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program (CMAQ), the federal surface transportation program (STP), national highway system allocations, the federal bridge replacement program, and allocations from federal maintenance program for the interstate system.

Altogether, The DRAFT SYIP dedicates \$8.1 billion for Virginia's highway system. As Table 2 (right) shows, this is a \$2.4 billion increase over last year's approved plan. Table 2 also shows how the funding for Virginia's interstate, primary, secondary and urban highways broken down by category.

The DRAFT SYIP budgets a total of \$453.2 million for the secondary system. Table 3 (below) illustrates the projected expenditure of this sum for each fiscal year covered under the DRAFT SYIP.

Table 3

Secondary Highways, Allocations by Fiscal Year (in 000's)						
FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total
\$99,855	\$113,555	\$82,711	\$65,536	\$45,039	\$46,552	\$453,248

As Table 4 (Page 3) illustrates, only \$64.7 million of the \$453.2 million programmed for the secondary system is from the statutory formula allocations. As Table 4 also shows, the majority of funds for construction projects in the secondary system will be derived from a mix of capital project revenue bonds, various types of state matching funds, and a suite of diverse federal revenue sources.

Upon this writing, VDOT has not released a county-by-county break-down showing how funds for projects in the secondary system will be distributed under the DRAFT SYIP.

On April 20, when CTB held its most recent meeting, Gov. Robert F. McDonnell appeared before that body to praise both the DRAFT SYIP and legislation (chiefly, HB 2527, Howell, W.J., and SB 1446, Wampler) passed by the 2011 General Assembly to jump start major progress toward completing long-delayed transportation construction projects.

Examples of the type of projects (about 900 of them) to be expedited through this initiative are listed on Page 3. (As of this writing, the full list of these 900-plus projects has not been released.)

Over the next month, CTB will hold four public meetings to solicit public comments about the DRAFT SYIP for FY 2012-2017.

Here is the schedule of public meetings.

(Host districts are bolded)

• **Hampton Roads**

April 27--6 p.m.

Hampton Roads Planning District Commission, 723 Woodlake Drive, Chesapeake, VA 23320

• **Northern Virginia**

May 4--7 p.m.

VDOT District Office, Potomac Conference Center, 4975 Alliance Drive, Suite 1N201, Fairfax, VA 22030

• **Salem, Bristol, Lynchburg, Staunton**

May 12--6 p.m.

Salem District Auditorium, 731 Harrison Avenue, Salem, VA 24153

• **Richmond, Culpeper, Fredericksburg**

May 18--6 p.m.

VDOT Central Office Auditorium, 1221 East Broad St., Richmond, VA 23219

Table 2

	Last Year's Plan, (FY 2011-2016)	This Year's DRAFT Plan, (FY 2011-2017)	Change
Interstate highways	\$1.4 B	\$1.4 B	\$0.0 B
Primary highways	\$1.2 B	\$1.9 B	\$0.7 B
Secondary highway system	\$0.3 B	\$0.4 B	\$0.1 B
Urban system	\$0.3 B	\$0.8 B	\$0.5 B
Federal Maintenance	\$1.4 B	\$1.4 B	\$0.0 B
MPO	\$0.4 B	\$0.1 B	(\$0.3 B)
Safety, Enhancement, Rail, others	\$0.7 B	\$2.1B	\$1.4 B
Total	\$5.7 B	\$8.1 B	\$2.4 B

Examples of the Projects Included in DRAFT SYIP

Table 4

Projects in the Interstate System

- Northern Virginia District: Widening of I-66 from Gainesville to Haymarket and the Mark Center Ramp.
- Salem District: Phase II of the Route 581 Valley View Interchange and the I-81 Exit 150 Connector Road.
- Richmond District: Widening I-64 from Route 288 to Route 623.
- Staunton District: Improving the I-64 Exit 91 Interchange and Bridge and modifying the I-81 Exit 310 Interchange.

Projects in the Primary System

- Northern Virginia District: Improvements to the Route 1/123 Interchange, relocating and widening Route 7 and Belmont Bridge Road Overpass.
- Fredericksburg District: Reconstruction of Route 17.
- Lynchburg District: Improvements to Odd Fellows Road and Route 501 passing lanes.
- Bristol and Salem Districts: Route 58 corridor developments.
- Richmond District: Replacing Route 360 Bridge and widening Route 10.

Projects in Secondary and Urban Systems

- Hampton Roads District: Replacing Lesner Bridge, widening Lynnhaven Parkway, and improvements to Holland Road and Witch Duck Road.
- Salem District: Improvements to Route 460 Southgate Avenue Intersection, improvements to the Route 779 Interchange and Bridge over Tinker Creek, and reconstruction of Route 687.
- Staunton District: Bridge replacements on Routes 759, 761 and 921 and Erickson Avenue.
- Bristol District: Replacing the bridge on Route 670 in Washington County and improving Route 11 Lee Highway.
- Richmond District: Widening Route 711 Huguenot Trail.

Secondary System, Funding Allocation Summary (000's)							
	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Totals
Capital Project Revenue Bonds (approved by 2011 GA)	\$25,121	\$45,967	\$18,391	\$0	\$0	\$0	\$89,478
Bonus OA State Match	\$314	\$0	\$0	\$0	\$0	\$0	\$314
Bridge Replacement funds	\$27,590	\$20,374	\$20,412	\$22,579	\$20,853	\$25,883	\$137,693
Congestion Mitigation Air Quality (CMAQ) Federal	\$5,298	\$3,099	\$5,071	\$4,932	\$2,493	\$1,297	\$22,191
CMAQ State Match	\$1,324	\$775	\$1,268	\$1,233	\$623	\$324	\$5,548
Federal Surface Transportation Program (STP)	\$2,731	\$7,361	\$9,276	\$8,277	\$3,575	\$328	\$31,549
Hwy Safety Improvements, federal	\$6,875	\$4,393	\$2,185	\$0	\$0	\$0	\$13,452
Hwy Safety Improvements, state match	\$764	\$488	\$243	\$0	\$0	\$0	\$1,495
Federal Minimum Guarantee	\$1,047	\$0	\$0	\$738	\$0	\$0	\$1,785
Regional STP (Federal)	\$9,689	\$10,786	\$6,210	\$7,357	\$564	\$1,188	\$33,796
Regional STP, (state match)	\$1,922	\$2,697	\$1,553	\$1,839	\$141	\$297	\$8,449
State Secondary Formula	\$11,337	\$10,681	\$10,681	\$10,681	\$10,681	\$10,681	\$64,742
"Soft match" federal	\$7,842	\$6,934	\$7,422	\$7,899	\$6,107	\$66,553	\$42,757
Total	\$99,855	\$113,555	\$82,711	\$65,536	\$45,039	\$46,552	\$453,248

Reminder: Deadline approaches to submit new Revenue Sharing proposals

By Larry Land
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Last month VDOT sent to all local government chief executive officers a memorandum about the Revenue Sharing Program that will go into effect in FY 2012.

By this Friday, April 29, VDOT is requesting that localities interested in applying for revenue sharing funds submit the following information to VDOT's Local Assistance Division:

- A resolution outlining the local government's request to participate in the Revenue Sharing Program. The resolution must also express support of the projects proposed for funding under the Revenue Sharing Program.
- A Detailed Designation of Funds Form (i.e. application) for each project, which provides detailed project information. VDOT is requesting that the form be submitted electronically, followed by the submission of signed paper copies.

This information should be submitted through the locality's local VDOT representative.

VDOT's application for Revenue Sharing funds has been updated and is available at www.virginiadot.org/business/local-assistance.asp. The form has a revision date of March 1, 2011.

VDOT is currently in the process of revising its Revenue Sharing Guidelines. These revisions are scheduled for final approval by the Commonwealth Transportation Board (CTB) during its next scheduled meeting on May 18 in Richmond. According to VDOT's March 17 memo, the revised guidelines will not have any changes in the types of projects eligible for revenue sharing funds. Applications submitted by local governments should first focus on projects covered under the first million dollars requested, and then additional projects beyond the first million dollars if adequate funding is available.

Starting July 1, the revenue sharing program will also change in accordance with key transportation legislation that passed the 2011 General Assembly (HB 2527, Howell and SB 1446, Wampler). This legislation requires the following changes to Revenue Sharing Program:

- Eliminates the previous priority tiers with prioritization now given "to allocations that will accelerate projects in the Commonwealth Transportation Six-Year Improvement Plan or the locality's capital plan."
- Increases the maximum allocation CTB may make to the Revenue Sharing Program to \$200 million.
- Increases the maximum equivalent matching allocation the CTB may make to any county, city, or town up to \$10 million. Currently, the statutory limit for the matching allocation is \$1 million.
- Provides that the funds allocated by the CTB for the Revenue Sharing Program will be distributed and administered in accordance with revenue sharing guidelines established by CTB.
- Eliminates the requirement that the matching funds come from the locality's general fund. Matching funds must be additional funds provided by the locality, but the legislation no longer specifies which account should serve as the source for the funding.

CTB is expected to make final decisions on revenue sharing allocations during its June meeting. Questions pertaining to VDOT's revenue sharing program may be directed to Debbi Webb-Howells at (804)786-1519 or by e-mail at Debbi.Webb-Howells@VDOT.virginia.gov; or Michael A. Estes at (804)786-2745, email: Michael.Estes@VDOT.virginia.gov.



VDOT land use regulations get a second look

By Ted McCormack
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Responding to concerns voiced by counties, developers and others, the 2011 General Assembly enacted SB 1426, patroned by Sen. Phillip Puckett, requiring the Commonwealth Transportation Board (CTB) and the Virginia Department of Transportation (VDOT) to re-examine three sets of land use regulations enacted over the past five years.

SB 1426 directed VDOT to review and adopt any appropriate revisions prior to Jan. 1, 2012 to regulations on transportation impact analysis (beginning at 24VAC30-155), and secondary street acceptance (beginning 24VAC 30-92).

In addition, VDOT will also consider changes to the access management regulations in so far as their impact on entrances to family subdivisions of land.

As part of that review, VDOT is soliciting public comment on each of the regulations through two of its website: (www.virginiadot.org/projects/landuse.asp) and (www.virginiadot.org/projects/accessmgt/default.asp)

VDOT staff wants to hear about the parts of the regulations that work as well as those that don't work and specific examples of both are encouraged as are all suggestions for improvements to the rules.

The language of SB 1462 exempts these revisions from the requirements of the Administrative Process Act, so the process is on a "fast track".

VDOT will use multiple methods to collect public input in conjunction with this effort. A general notice has been published in The Virginia Register of Regulations and posted on the Virginia Regulatory Town Hall to solicit public comments related to these regulations. VDOT will accept Town Hall comments through May 31, 2011.

VDOT will also conduct at least one public hearing to receive input on the proposed revisions to traffic impact analysis and secondary street acceptance. This hearing will be held after the Town Hall input process and will be announced on the Town Hall site and this website. Using this approach, VDOT and the CTB will offer two separate periods to submit feedback on these regulations.



County Connections will keep you updated on all the latest transportation news. Stay tuned.

Corridors of Statewide Significance (CoSS)

By Larry Land
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Last month, David Tyeryar, Virginia's Deputy Secretary of Transportation, sent a letter to "local planning partners" about the eleven Corridors of Statewide Significance (CoSS) identified by the Commonwealth Transportation Board (CTB).

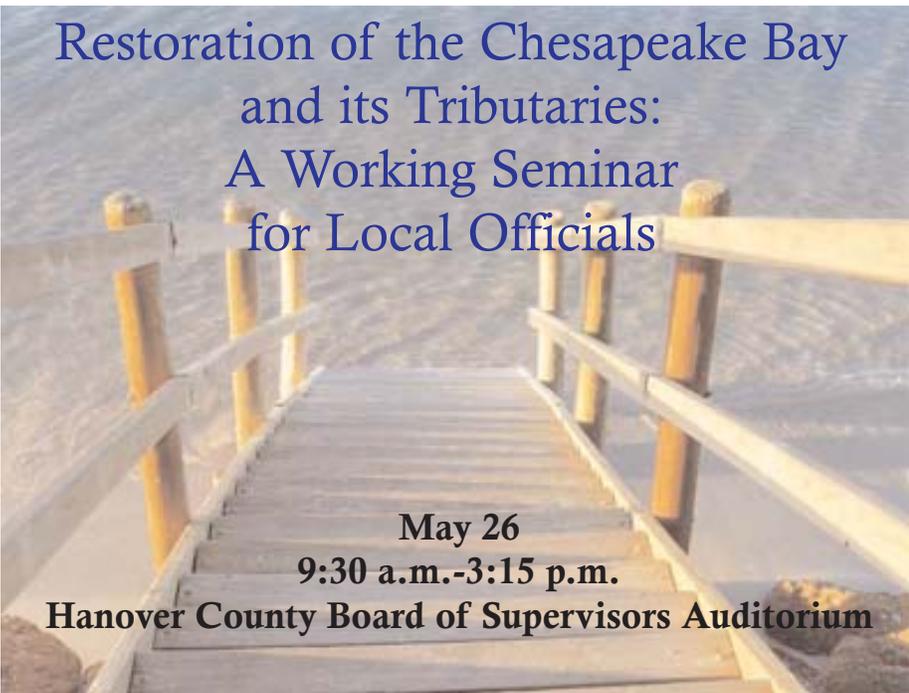


These corridors include major roadways, rail lines, airports, ports and transit services across Virginia that are par to the Statewide Transportation Plan adopted by CTB in December, 2009.

Information about the CoSS and the Statewide Transportation Plan (VTrans2035) is available at www.vtrans.org. A report on each of the eleven CoSS can be found at this site. These reports were developed as part of the Statewide Transportation Plan update and were intended to serve as a foundation for further studies on each corridor.

According to Tyeryar's letter, CoSS were "identified by transportation planning professionals including representatives for state transportation agencies, metropolitan planning organizations (MPOs) and planning district commissions (PDC) and then verified by the public and stakeholders at numerous public meetings."

Tyeryar's letter also advises localities of the importance of them being notified about the location of CoSS in order to comply with relate provisions of the Code of Virginia, which requires: "each local government through which one or more of the designated corridors of statewide significance traverses, shall, at a minimum, not such corridor or corridors on the transportation plan map included in its comprehensive plan for information purposes at the next regular update of the transportation plan map. (Section 15.2-2232)"



Restoration of the Chesapeake Bay and its Tributaries: A Working Seminar for Local Officials

May 26
9:30 a.m.-3:15 p.m.

Hanover County Board of Supervisors Auditorium

This seminar offers an opportunity for local officials to better familiarize themselves with the science behind the program, the history of the Chesapeake Bay Program, and innovative approaches that might help localities improve the quality of nearby rivers and streams.

[Click here for an information flyer, registration form and a preliminary agenda.](#)

[Click here to register online.](#)



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