



An Introduction to Transportation in Virginia

Virginia Association of Counties
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Today's Topics

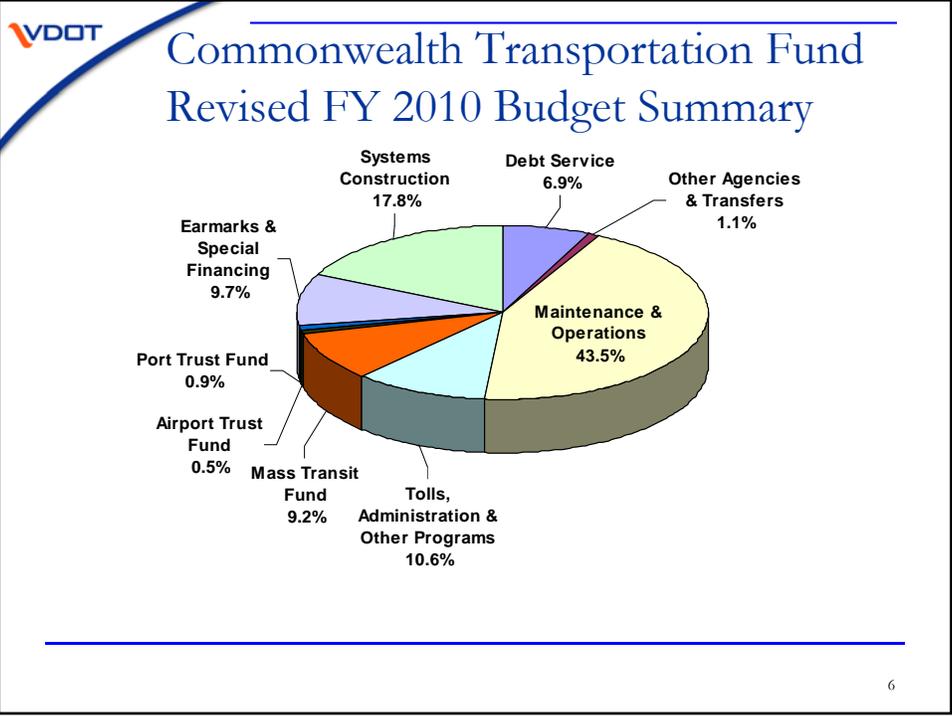
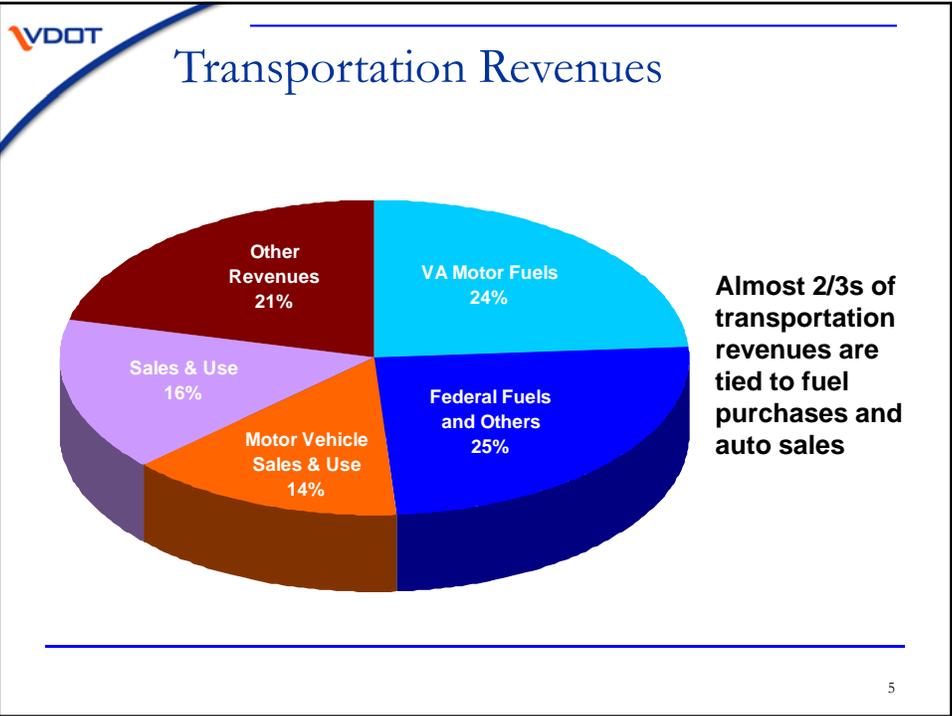
- Virginia's Organization and Programs
- Transportation Finance
- Today's Economic Climate
- VDOT's Organization and Relationship with Localities
- Local Programs
- Future considerations

The Commonwealth has . . .

- Responsibility for managing the third largest highway system in country – more than 57,000 miles;
 - Most states have limited or no involvement in “local” roads
- The deepest shipping channel on the East Coast;
- One of the largest international airports in the US; and
- One of the fastest growing commuter rail systems

Virginia’s Transportation Agencies





VDOT's Budget (FY 2010 Revised)

- Federal and state law as well as CTB guidance dictate the spending priorities and distribution of VDOT's budget

\$257 million	Debt service
\$1,630 million	Road maintenance (includes city and county street payments)
\$459 million	Support to other agencies, tolls, administration and other programs
\$362 million	Special financing and earmarks
\$669 million	Highway systems construction
\$3,377 million	Total VDOT revised annual budget

- *The current Appropriation Act states:*

The maintenance of existing transportation assets to ensure the safety of the public shall be the first priority in budgeting, allocation, and spending. The highway share of the Transportation Trust Fund shall be used for highway maintenance and operation purposes prior to its availability for new development, acquisition, and construction.

Maintenance and Operations Funding

Asset Investments

- Maintenance and rehabilitation of pavements, bridges, tunnels, and repair or replacement of guardrail, pavement markings, signals, signs, and ITS technology

Services

- Ordinary maintenance of roadway, bridge, traffic and safety, drainage, and roadside assets, such as ditch cleaning, bridge washing, pot-hole patching, mowing
- Regular repair and replacement of minor assets such as pipes, fences, sidewalks, and sound walls
- Operations services such as snow removal, incident response, facility operations, rest areas, signal timing, traveler information

Highway Systems Construction Funding

- CTB allocates funding to interstate and primary projects
- County Boards of Supervisors to local secondary roads
- City Councils to local urban streets
- Federal law drives earmarks

Interstate & Primary Construction

- The Code requires that of the four highway systems, interstate system projects be funded first.
- CTB has discretion to allocate Federal interstate funds on statewide project needs.
- Next, law requires that 5.67% of remaining funding be allocated for unpaved secondary roads with 50 or more vehicles per day.
- Of the remaining amount, 40% is allocated among the nine construction districts based on:
 - 70% by primary vehicle miles of travel (VMT)
 - 25% by primary lane miles
 - 5% needs factor
- CTB allocates funding to specific primary projects within each district.

Secondary System – Board of Supervisors Select Projects

- After interstate and unpaved roads, out of the remaining funding, 30% is distributed by formula to each county based on:
 - 80% by population – latest population estimate
 - 20% by land area
 - Historically, this funding included federal and state dollars – federal funds can only be used on qualifying roads

Urban System City Councils Select Projects

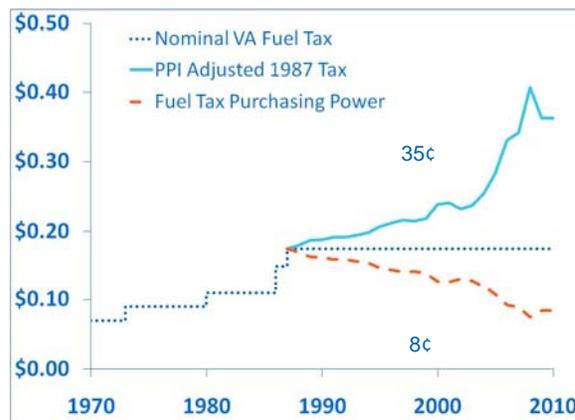
- Lastly, the remaining 30% is allocated to each city and town with more than 3,500 residents strictly on latest population estimate from the Weldon Cooper Center.
- Historically, this funding included federal and state dollars – federal funds can only be used on qualifying roads

Today's Climate

Purchasing Power of State Fuel Tax

The purchasing power of the fuel tax has eroded since the last tax increase in 1987

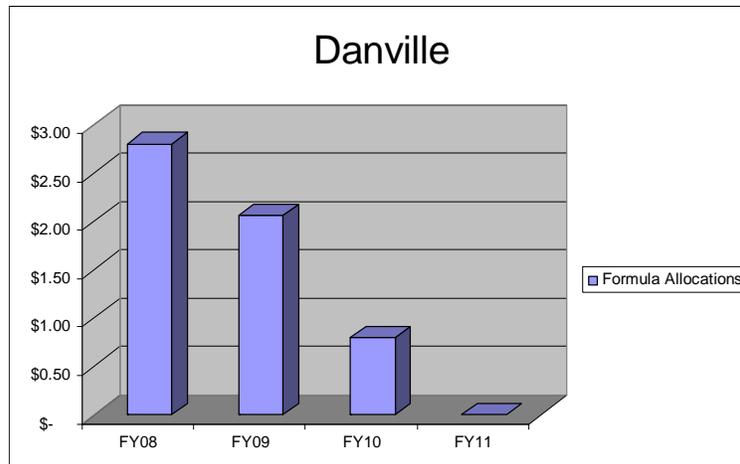
Fuel tax would need to double to reach 1987 purchasing power



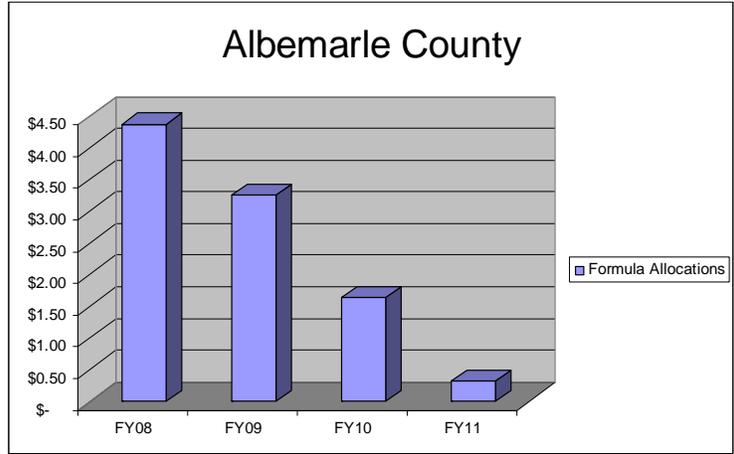
Transportation Revenue Forecast Reductions (Six Year Estimates)

Spring 2008	\$1.11 billion
February 2009	<u>\$2.57 billion</u>
Through FY 2009	<u>\$3.68 billion</u>
August 2009	\$0.88 billion
November 2009	<u>\$0.05 billion</u>
FY 2010 Revisions	<u>\$0.93 billion</u>
Total	\$4.61 billion

Impact to Local Programs



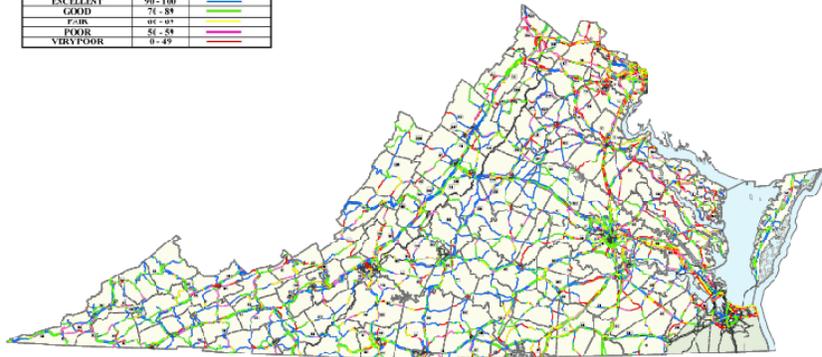
Impact to Local Programs



System Needs

INTERSTATE AND PRIMARY PAVEMENT CONDITION - 2008
\$1 Billion in immediate needs

PAVEMENT CONDITION	CREATING COLOR SCHEME
EXCELLENT	92 - 100
GOOD	71 - 89
FAIR	00 - 69
POOR	51 - 59
VERY POOR	0 - 49

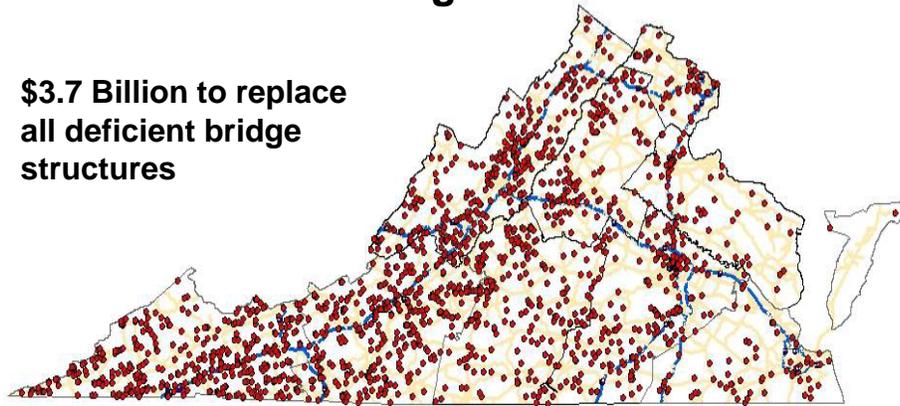


Discrete pavement sections (1) are maintained by VDOT
 2) routes with other sections (not stated)
 Note: Data was collected between December 2007 and March 2008

System Needs

Commonwealth Priorities: Deficient Bridges

**\$3.7 Billion to replace
all deficient bridge
structures**

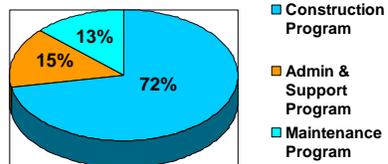


The Blueprint

■ 3 Parts to Blueprint

- Six-Year Program
- Organization/Staffing
- Services/Programs

Reductions by Program
Over 6 years



An Agency:

that will be smaller, providing its services differently and proportioned differently

A Business:

that values partnerships and does not replicate every function and service throughout the organization

Analysis of Employee Notices

GEOGRAPHIC AREA	STAGE 2 (640 NOTICES)	STAGE 3 (680 NOTICES)	CUMULATIVE (1,320 NOTICES)
CENTRAL OFFICE	128	30	158
RICHMOND	68	65	133
BRISTOL	76	75	151
SALEM	60	85	145
LYNCHBURG	71	65	136
HAMPTON ROADS	50	90	140
FREDERICKSBURG	46	60	106
CULPEPER	45	60	105
STAUNTON	47	60	107
NOVA	49	90	139

VDOT's Organization and Relationship with Localities

VDOT's Organization

- ~ 180 Area Headquarters
 - Primary location of maintenance/operations workforce and equipment
- 42 Residency Offices and 3 District Satellite Offices Statewide
 - Oversees maintenance, operations and emergency response
 - VDOT currently closing 15 residency offices and changing role of the residency

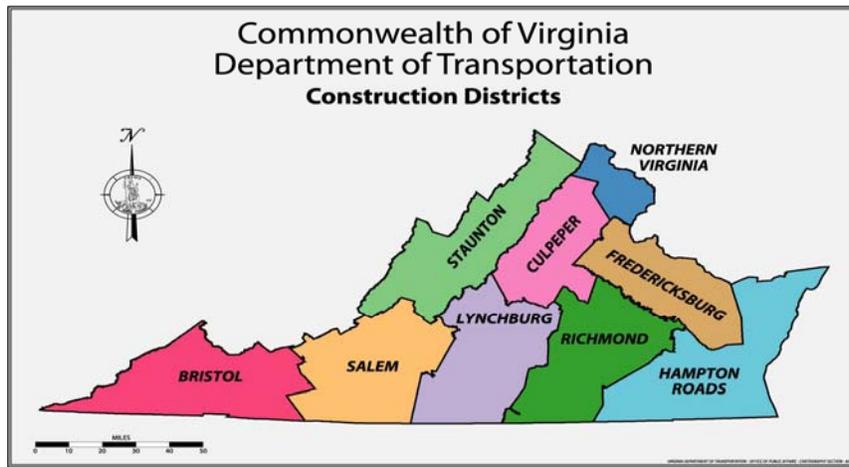
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VDOT's Organization

- 9 District Offices serve as primary contact for County Administrators and Board of Supervisors
 - E.g. development of secondary construction plan for 1-4 Counties
 - Coordination of land development
 - Special funding submittals
- Central Office
 - Policy and Oversight for Statewide programs
 - E.g. - Local Assistance Division
 - Special funding programs
 - VACO/VML Liaison

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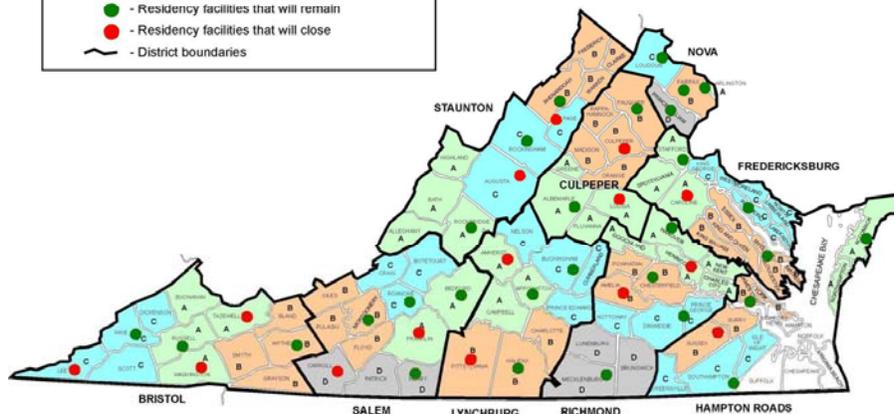
Construction Districts



Organizational Alignment

AGENCY CONSOLIDATION

LEGEND	
A B C D	- Denotes potential residencies within each district
● (Green)	- Residency facilities that will remain
● (Red)	- Residency facilities that will close
—	- District boundaries



Secondary Road Program BOS/VDOT Partnership

- Board of Supervisors:
 - Identifies new projects
 - Establishes project priorities
- VDOT:
 - Facilitates project delivery (VDOT or locally administered)

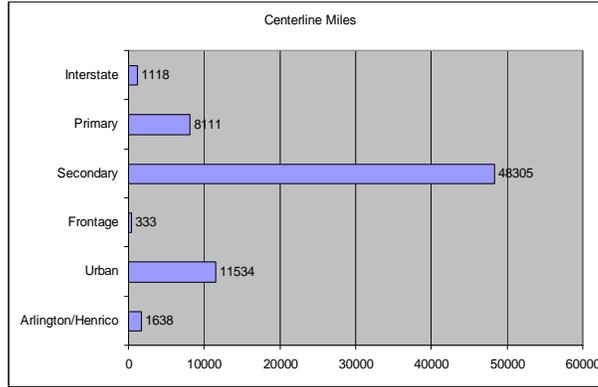
Secondary Road Program Development

- VDOT meets with County BOS/Staff
 - Jointly identifies projects
 - Jointly develops financial plan
- VDOT/County hold joint public hearing (typically in the fall and winter)

Maintenance of the Secondary System

- Area Headquarters (~ 180 statewide)

- Drainage
- Roadside
- Pavement
- Bridges
- Emergency Response



- Needs based budgets distributed to Districts

Special Local Programs

- Revenue Sharing
- Access Programs
- Enhancement
- Rural Rustic Roads
- National Scenic Byways
- Local Partnership Team
- Devolution
- Forest Highways
- Public Lands Highways Discretionary
- Coal Severance
- Locally Administered Projects
- Safe Routes to School
- Highway Safety

Revenue Sharing Program

- Incentive program that can be used for construction, reconstruction or improvement projects
- Applied for by localities on a project specific basis annually
- Locality provides 50/50 match to state allocation
- Maximum allocation available annually is \$1,000,000 per locality
- FY11 funding level = \$15 M in state funds proposed
- Application Deadline – March (typically)

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Access Roads Programs Economic Development, Airport, and Recreational

- Provides funds for upgrading existing roads or constructing new roads serving new or expanding economic development sites, public use airports, and recreational/historical sites
- Locality applies for and Commonwealth Transportation Board approves project specific allocations
- Application Deadline – open

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Enhancement Program

- Federal program – provides funding for qualifying non-highway projects
- Allocations made by CTB on an individual project basis through application process
- Project sponsors provide 20% match to federal funds (and for all costs in excess of allocation)
- Required match can be met through in-kind services, donated property, etc.
- Locality administers project under agreement
- Application Deadline – December 1st annually

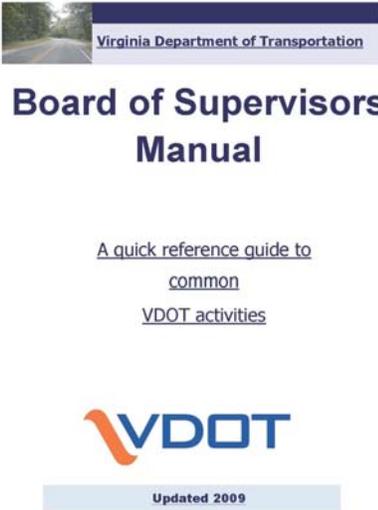
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Rural Rustic Road Program

- Candidate projects:
 - low density development area
 - < 1500 vehicles per day traffic volume
 - roads with minimal safety issues
- Program goal is to leave trees, vegetation, side slopes and drainage undisturbed to maximum extent possible without compromising public safety
- Over 570 projects completed since program began in 2003

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The cover of the Board of Supervisors Manual features a photograph of a road winding through a wooded area. The text on the cover includes the Virginia Department of Transportation logo, the title 'Board of Supervisors Manual', a subtitle 'A quick reference guide to common VDOT activities', and the VDOT logo with 'Updated 2009' below it.

Available Resources

http://www.virginiadot.org/business/resources/local_assistance/2009_BOS_Manual.pdf



Board of Supervisors Manual Other Topics of Interest

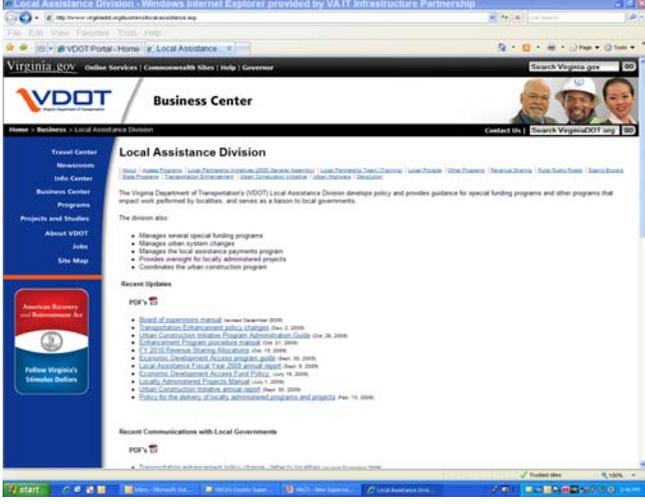
- Speed limits
- Traffic Calming
- Snow removal
- Devolution
- Naming bridges and highways
- Subdivision street standards
- Traffic signals

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VDOT

Available Resources

<http://www.virginiadot.org/business/local-assistance.asp>



Your Local VDOT Office!

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VDOT

Future Considerations

- FY10 state transportation revenues are hovering at FY05 levels
- Maintenance needs are eclipsing available resources
- Urban and Secondary formula allocations have been essentially removed from the six-year program
- Your relationship with VDOT will change
- VDOT's ability to respond to your needs will be impacted
- VDOT has improved project delivery performance

We're in this together. . .

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