Transportation

HB 29: Transportation

- The majority of caboose bill changes for Transportation agencies reflect the Governor's September 2009 reduction plan
  - Nongeneral transportation funds were not used to help backfill the general fund shortfall
  - Plan reverted $13.2 million of the GF appropriation for the Route 58 Corridor Development Fund at VDOT and instead used Fund balances for a portion of the debt service
  - Retained $3.2 million GF in uninsured motor fee revenues that had been directed to DMV
  - Reverted about $600,000 GF from the Port Authority and $500,000 GF from DRPT which were offset by administrative savings within those 2 agencies

HB 29: Transportation

- Also reflected in the caboose bill is the reforecast of the nongeneral fund revenues available to VDOT
  - The reduction of $152.4 million reflects both the August and December Commonwealth Transportation Fund re-forecasts
- Similarly, the caboose bill spreads among the VDOT programs the $359.9 million NGF revenue reduction included in Chapter 781
  - The reduction resulting from the February 2009 reforecast had been included in an agency management savings item and was not spread among the VDOT items pending Commonwealth Transportation Board action
  - One policy change reflected is a one-year redirection within VDOT of the $7.0 million NGF traditionally dedicated to the rail, road, and recreational access programs

HB 30: Transportation Overview

- The total biennial appropriation for transportation agencies is $8.1 billion, which includes $81.9 million GF and $8.0 billion NGF
  - This represents a reduction of $851.0 million over the Chapter 781 base
  - However, $519.0 million of the reduction is the transfer of funds that had been appropriated for the Dulles Corridor Rail Project
    - This reflects the transfer of this project, and thus the funding, to the Metropolitan Washington Airports Authority
  - Exclusive of this accounting transfer, the net biennial reduction totals $332.0 million, or about 4%

HB 30: VDOT

- Reduces VDOT's NGF revenues by $259.5 million in FY 2011 and $244.6 million in FY 2012 to reflect changes in the transportation revenue forecast
  - The most recent forecast assumes a revenue reduction of 3.0% in FY 2010 (which reduces the base), but presumes CTF growth of 3.3% in FY 2011 and 2.5% in FY 2012
- Also reflected is a reduction in VDOT's MEL from 8,350 to 7,500
  - Language adopted by the General Assembly last year assumed VDOT would reduce is full-time equivalent employees to 7,500 by the end of the current biennium to meet its "Blueprint" for achieving budgetary savings
- Other actions designed to reflect VDOT's re-engineering efforts include a realignment of the maintenance budget
  - Previously, VDOT distributed state maintenance funds among the 3 Interstate, Primary and Secondary Systems
  - The proposed budget separates infrastructure-type maintenance expenditures (which are still suballocated by system) from operational activities like traffic management, roadside maintenance and snow removal
- Adjusts the biennial cash-flow of funding for the Route 58 Corridor Development Program by reducing the FY 2011 GF appropriation from $40.0 to $28.0 million, and providing the difference in the second year
  - A similar action is taken within the Department of Accounts' aid to localities item for the Northern Virginia Transportation District Program

HB 30: DRPT

- Includes a series of amendments to reflect the revised transportation revenue forecast and the transfer of the Dulles Corridor Rail Project
  - In total, DRPT appropriations are reduced by $405.4 million NGF over the biennium
  - This includes a base adjustment removing $519.0 million for the Dulles Rail project offset by NGF increases of $41.7 million in FY 2011 and $71.9 million in FY 2012
  - The increases include revenue forecast reductions which are offset by the transfer of funding for regional STP and CMAQ funds traditionally included in VDOT’s budget as well as the appropriation of Transportation Capital Projects Bond proceeds
- Also transferred from VDOT is the $3.0 million each year dedicated to the Rail Industrial Access Program
  - Although DRPT manages the program, in the past the funds have been appropriated in VDOT
- Proposes 2 language items relating to the Governor Kaine’s Sub-Cabinet on Community Investment
  - The first requires the CTB to give priority to projects that include complementary land use commitments when selecting projects to be funded with the Capital Projects bonds
  - The second states that following the 3-year pilot project, additional direct rail service will not be continued along the Route 29 corridor unless the areas around the stations have been designated as urban development areas

HB 30: Other Transportation Agencies

- Actions impacting the Department of Motor Vehicles include:
  - Continuing the transfer to the GF of the $3.2 million in revenues from the Uninsured Motorists Fee that had been used for DMV's computer systems upgrade
    - This action was included in the September 2009 reduction plan
    - The multi-year systems redesign is between phases and the schedule can be adjusted to reflect the changing revenue availability
  - A 10% annual reduction in the mobile home sales and use tax revenues distributed to localities. This generates $500,000 each year for the GF
- Budget reflects the proposed transfer of the Towing and Recovery Operations Board from Transportation to the Secretariat of Public Safety
  - The Superintendent of the State Police chairs the Towing Board
- Also included is a NGF reduction for the Secretary of Transportation's Office as a result of eliminating one of the two Deputy Secretaries of Transportation