

# Transportation

<b>Adopted Amendments</b>				
(\$ in millions)				
	<b>FY 2015 Adopted</b>		<b>FY 2016 Adopted</b>	
	<u>GF</u>	<u>NGF</u>	<u>GF</u>	<u>NGF</u>
<b>2014-16 Current Budget</b> (Chapter 3, 2014 Special Session I)	<b>\$13.2</b>	<b>\$5,747.8</b>	<b>\$69.1</b>	<b>\$6,106.9</b>
Increases	0.0	0.9	0.0	41.5
Decreases	<u>(0.0)</u>	<u>(0.0)</u>	<u>(0.0)</u>	<u>(0.0)</u>
\$ Net Change	0.0	0.9	0.0	41.5
<b>Chapter 665 (HB 1400, as Adopted)</b>	<b>\$13.2</b>	<b>\$5,748.7</b>	<b>\$69.1</b>	<b>\$6,148.4</b>
% Change	0.0%	0.02%	0.0%	0.7%
FTEs	0.00	9,784.00	0.00	9,832.00
# Change	0.00	0.00	0.00	48.00
<i>Note: There were no Central Appropriations reductions within Transportation</i>				

- **Secretary of Transportation**

- **Locally-Owned Bridges.** Provides language directing the Commonwealth Transportation Board to include municipally-owned structurally deficient bridges in its selection of projects being funded with the portion of the “CTB Formula” funds, established pursuant to § 33.2-358 C.(i), *Code of Virginia*, dedicated to structurally deficient bridges. Currently, the *Code* includes municipally-owned primary extensions but fails to include bridges on the same roadway sections.
- **Rail Enhancement Fund Effectiveness.** Includes language directing the Secretary to conduct a comprehensive review and evaluation of the Rail Enhancement Fund and its usage, including the amounts allocated to rail freight and passenger rail projects, as well as an itemization of any outstanding commitments from the Fund. Established by the 2005 General Assembly, the Rail Enhancement Fund guidelines are also to be evaluated to assess the efficacy of the whether any modifications are required to reflect changes in revenue streams and transportation needs.

- **Department of Motor Vehicles**

- *Transportation Network Companies.* Includes a biennial appropriation totaling \$1.0 million NGF to support the implementation of Chapters 2 and 3 of the 2015 Acts of Assembly (HB 1662/SB1025) which establish a legal framework for the operation of Transportation Network Companies in Virginia. The appropriation reflects anticipated revenues from the licensing of TNC provider companies.
- *DMV Selects.* Includes language to remove the cap on compensation to DMV Select Agents for the collection of lawfully levied motor vehicle taxes and fees, including those levied pursuant to Chapter 766 of the 2013 Acts of Assembly (HB 2313).
- *Increase for 2014 Fringe Benefit Cost Increases.* Increases the nongeneral fund appropriation in FY 2016 by \$4.4 million to reflect the costs associated with changes in fringe benefit costs approved by the 2014 General Assembly.
- *Address Increased Costs for Hauling Permits Bridge Support.* Includes an appropriation of \$90,576 NGF each year to address increased costs associated with hauling permit bridge support provided by VDOT.
- *Reflect Increased Costs of Facilities Leases.* Provides an additional \$238,427 NGF the first year and \$923,190 NGF the second year to cover the costs of rent increases for existing DMV facilities.
- *Reflect Increased Mainframe Services Costs.* Increases DMV's information technology appropriation by \$1.6 million NGF each year to reflect increased costs of VITA mainframe services.
- *Lease for New Customer Service Center (CSC) in Williamsburg.* Includes \$1.9 million NGF in FY 2016 to replace a leased CSC in Williamsburg with a new agency-owned facility. This amount covers only the cost of the building and not the purchase of any property.

- **Department of Rail and Public Transportation**

- *WMATA Reporting.* Includes language requiring the Washington Metropolitan Area Transit Authority to submit quarterly reports detailing all actions undertaken to address material weaknesses identified by the Federal Transit Administration's 2014 "Full Scope of Systems Review", as well as provide a copy of audited financial statements for FY 2014 and a plan to remedy any deficiencies identified.

- *Evaluation of Paratransit Services.* Includes language requiring the Department to assess the feasibility, costs and liabilities of increasing utilization of private operators and independent contractors, including transportation network companies, to improve the delivery of paratransit services to disabled populations.
- *Adjust NGF Appropriation to Reflect Adopted FY 2015-20 Six-Year Financial Plan.* Increases the DRPT Commonwealth Transportation Fund appropriation by \$68.1 million to reflect the Six-Year Improvement Program adopted by the Commonwealth Transportation Board in June, 2014 as well as the revenue reforecast completed in November, 2014.

- **Department of Transportation**

- *Secondary Road Construction and Maintenance Allocations.* Includes language directing the Department to publish for each construction district a report on the amount of money expended for secondary road construction and maintenance, as well as a calculation of what would be spent if funds were distributed using local population estimates. The report is also required to provide an assessment of the Department's secondary road performance targets for each construction district.
- *Transfer of HRTAC Funding.* Includes language authorizing the transfer of tax revenues deposited to the Hampton Roads to Transportation Fund to the Hampton Roads Transportation Accountability Commission for both regional transportation projects and administrative expenses of the Commission.
- *Adjust Appropriations to Reflect Adopted FY 2015-20 Six-Year Financial Plan.* Reduces the VDOT NGF appropriation by \$1.7 million the first year and by \$59.3 million the second year to reflect the assumptions included in the Commonwealth Transportation Board's Six-Year Financial Plan adopted in June, 2014.
- *Adjust Appropriations to Reflect Fall Revenue Reforecast.* Contains a second series of nongeneral fund revenue adjustments to align the department's appropriation with the revised revenue forecast completed in November, 2014. In total, the forecast adjustments reduce second year NGF appropriations by \$42.8 million, largely in the HMOF and the two regional transportation accounts. VDOT applied a 7 percent reduction to its administrative programs to help reduce the impact of the lower than anticipated revenues.
- *Provide for Appropriation of Prior Year Balances in FY 2016.* Increases the NGF appropriation for highway acquisition and construction by \$51.5 million the second year to reflect unallocated FY 2015 revenues expected to be spent in FY 2016.

- **Motor Vehicle Dealer Board**

- *Adjust NGF Appropriation and Positions to Reflect Transfer of Authority from DMV.* Provides an increase in the Board’s NGF appropriation of \$144,278 the second year and 2.0 FTE positions to reflect the transfer of authority over dealers of recreational vehicles, trailers and motorcycle to the Board from the Department of Motor Vehicles pursuant to legislation adopted by the 2015 General Assembly.

- **Virginia Port Authority**

- *Increase Authorized Positions to Implement VIT/VPA Reorganization Efforts.* Includes an NGF appropriation increase of \$16.3 million and 69.0 FTE positions in FY 2016, reflecting the implementation of a reorganization of Virginia International Terminals and the Virginia Port Authority. Staff from the VIT operating arm of the ports will be shifted to the VPA in an effort to streamline port operations.
- *Authorize Extension or Modification of Portsmouth Terminal Lease.* Includes language in Part 2 of the budget (Item C-40.10) which authorizes the VPA to extend or renew its operating lease on a marine terminal in Portsmouth for up to 50 years and allow for the conversion of this operating lease to a capital lease. Because of the impact of capital leases on the Commonwealth’s debt capacity, the language requires that such action be approved by the Secretaries of Transportation and Finance.
- *Modify Uses of Previously Authorized Commonwealth Port Fund Bonds.* Includes language in Part 2 of the budget (Item C-40.20) authorizing the use of Commonwealth Port Fund bond proceeds originally authorized for the construction of the expansion of Craney Island for improvement projects at other port facilities. Approximately \$68.0 million of the authorization remains unissued.