What House Bill 1887 Means for Staunton District?

Highway Allocation Formula. The bill revises the highway allocation formula to:

Get money back to the districts. Since 2011 all highway funding has been discretionary at the statewide level – the Staunton district was not guaranteed any funds. This bill provides funds to improve roadways as well as fix aging bridges and pavements.

Increase transparency. The old the distribution of highway funds is opaque with local communities and elected officials often were unable to follow the flow of funds. This bill reduced the number of pots from more than 10 to 3 and focuses on key needs with: 45% to fix bridges and pavements, 27.5% to districts for district grant programs, and 27.5% for key statewide needs.

How does the new formula work?

Funds for state of good repair (SGR) projects will be distributed based on a priority ranking system that takes into consideration the number and costs of structurally deficient bridges, and the mileage and costs to replace deteriorated pavements. The CTB must approve the priority ranking system, and VDOT must publish a ranking of bridge and pavement projects annually. No district may receive more than 17.5% of funds under this program and no less than 5.5%. The SGR contains a "pop-up penalty" for fiscal years VDOT does not meet secondary pavement targets. CTB may set aside SGR funds, up to 20%, to improve these pavements.

The construction district grant program will provide funds to each district that can only be used for projects recommended by the district's local governments. The funds provided to your construction district grant programs will be based on the percentage share your district received under the old "primary-secondary-urban" formula. For example, if a district received 10% of all monies in the "primary-secondary-urban" formula then it would receive 10% of the construction district grant program. Project evaluations will be district specific, based on your district's House Bill 2 prioritization process. CTB must set aside up to $25M annually for unpaved roads.

High priority projects will be selected on a statewide basis using the House Bill 2 prioritization process.

What does Staunton district receive under this new formula distribution?

State of Good Repair* (FY21)	Construction District Grants (FY16-20)	Construction District Grant Program (FY21)
$24.0 M	$16.5 M	$14.1 M

What else does HB1887 do?

Increase CTB Independence. It eliminates the ability of the Governor to remove CTB members, except for cause. Previously members of the CTB serve at the pleasure of the Governor. These changes will allow the CTB to serve as the policy board overseeing the allocation of funds.

Transit funding needs. The bill re-directs a portion of increased funds from all other modes of transportation to provide much needed funding to replace aging buses. Transit is the only mode of transportation that on a programmatic basis had more money before the 2013 revenue package than it will in 2020.

Virginia Transportation Infrastructure Bank. It provides $7-10M annually for the Bank to help local communities leverage resources to advance key projects. The bill also provides $3-5M annually for the existing Transportation Partnership Opportunity Fund to address transportation needs of economic development projects.

Unpaved Roads and Smart Roadway Technology. The bill continues to provide funding for unpaved roads (based on share with 50 vehicles per day) and smart roadway technology projects.

* Illustrative based on current conditions

Today's Distribution

Transportation Trust Fund (TTF) - Construction

Transfer to HMOF (Crossover)

Federal Funding for Maintenance program

State Funding - Pre Formula

- *Support to Other Agencies*
- *Revenue Sharing, Rail Programs*
- *Debt Service*
- *Capital Outlay*

Federal Funding - Pre Formula

Specialized Federal Programs

Supplement Maintenance Program

GARVEE Debt Service

Federal Funding Remaining

§ 33.2-358. Allocation of funds among highway systems.

CTB Formula—Up to $500 million through FY 2020

- 25% Bridge
- 25% High Priority Projects
- 25% Interstate, Primary and Primary Extension Pavements
- 15% Public-Private Transportation Act Projects
- 5% Unpaved roads
- 5% to Smart Roadway Technology

Optional 10% for Rail Projects

Remaining Construction Funds

Interstate Allocation
Federal and Applicable State Match

5.67% Unpaved Roads

Remaining Construction Funds

Primary System (District) 40%		Secondary System (County) 30%		Urban System (City/Town) 30%	
Bristol	10.2%	Bristol	7.3%	Bristol	2.6%
Culpeper	8.5%	Culpeper	6.7%	Culpeper	2.6%
Fredericksburg	9.9%	Fredericksburg	8.6%	Fredericksburg	1.0%
Hampton Roads	8.0%	Hampton Roads	5.4%	Hampton Roads	51.1%
Lynchburg	9.1%	Lynchburg	6.8%	Lynchburg	4.9%
NoVA	20.3%	NoVA	30.5%	NoVA	11.5%
Richmond	15.4%	Richmond	17.2%	Richmond	10.4%
Salem	10.3%	Salem	9.4%	Salem	8.9%
Staunton	8.3%	Staunton	8.0%	Staunton	6.9%

House Bill 1887 Distribution, FY 2021

Transportation Trust Fund (TTF) - Construction

Transfer to HMOF (Crossover)

Federal Funding for Maintenance Program

State Funding - Pre Formula

- *Support to Other Agencies*
- *Revenue Sharing, Rail Programs*
- *Debt Service*
- *Capital Outlay*

Federal Funding - Pre Formula

Specialized Federal Programs

Supplement Maintenance Program

GARVEE Debt Service

Federal Funding Remaining

§ 33.2-358. Allocation of funds among highway systems.

Remaining Construction Funds

State of Good Repair Purposes
(Statewide Allocation based on Needs)
45%

High Priority Projects
(Statewide Allocation—HB 2)
27.5%

Construction District Grant Program
(District Allocation—HB 2)
27.5%

Bristol	7.1%
Culpeper	6.2%
Fredericksburg	6.9%
Hampton Roads	20.2%
Lynchburg	7.1%
NoVA	20.7%
Richmond	14.4%
Salem	9.6%
Staunton	7.8%