



Adopted Fiscal Plan and Capital Budget Fiscal Year 2015

**Serving Chesterfield, Henrico, and
Richmond, Virginia**



Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
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INTRODUCTORY SECTION



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May 13, 2014

Board of Directors
Richmond Metropolitan Authority
Richmond, Virginia

Honorable Members of the Board:

Enclosed is the adopted fiscal year 2015 fiscal plan and capital budget for the Richmond Metropolitan Authority that was approved by the Board of Directors at the May 13, 2014 meeting. This document includes the following changes requested by the Board to the General Manager's proposed budget presented on April 8, 2014:

- Expanded estimated excess balances contributions at page 31 to align with five-year outlook.
- Additional detail of Consulting Engineer expense in Capital Budget section at pages 57-58.
- Personnel complement added at page 100 to provide a detail of budgeted positions and related summary-level presentation at page 9 updated to match.

I appreciate the efforts of staff and our division Directors in the development of this budget. Please contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads 'Angela Gray'.

Angela Gray
General Manager



919 East Main Street, Suite 600, Richmond, Virginia 23219
Telephone 804.523.3300 • Fax 804.523.3330 • www.rmaonline.org

April 3, 2014

Board of Directors
Richmond Metropolitan Authority
Richmond, Virginia

Honorable Members of the Board:

Enclosed for your review and consideration is the fiscal year 2015 adopted operating and capital budgets for the Richmond Metropolitan Authority (RMA or Authority). Plans are provided for each RMA facility, with comparative prior year amounts. This budget document is a critical tool used in RMA's commitment to and realization of its mission. This document also serves as a budgetary linkage as the RMA anticipates the final approval from the Governor and General Assembly allowing for a newly equalized Board and a name change (Richmond Metropolitan Transportation Authority) to take place this July.

As we approach the Authority's 50th anniversary (1966-2016), we appreciate and honor the vision of our regional leaders in establishing an Expressway System that remains a vital transportation link for the region. The Authority was established by an act of the General Assembly in 1966, to plan, finance, build and maintain a much-needed Expressway System to relieve traffic congestion in the City of Richmond. The idea for an Expressway System dates back to the 1940's, as a solution to congestion on narrow City streets from increasing automobile use, the demise of the City's 70 year old street car system in favor of buses, and the rapid growth of the suburban area of Chesterfield and Henrico counties.

Since inception, the Authority has provided a forum for the three jurisdictions to work together for the benefit of the entire metropolitan area. The Expressway System has contributed to the region's continued economic strength, and illustrates the benefits of working together collectively. The City was allocated the majority of Board seats in 1966 when the Authority was formed because it was the only participating jurisdiction that agreed to back the Expressway financing. The City contributed funding through 1992 when a financial restructuring allowed the Expressway System to become fully reliant on user fees. In 2012, the City's contributions to the Expressway were paid back by the Authority with interest (\$62 million).

In March 2013, the Authority's Board unanimously authorized the General Manager to pursue negotiations to transfer City-funded assets to the City of Richmond and report results to the Board. RMA facilities transferred to the City by January 2014 included:

- Expressway Parking Deck
- Second Street Parking Deck
- Carytown Parking Decks

All three parking facilities were constructed at the request of the City, and the other jurisdictions were not involved for their funding. Second Street and Carytown deck projects were undertaken with a plan the facilities would ultimately transfer to the City, and the City provided the financing for the Expressway Parking Deck.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Transmittal Letter

The Diamond baseball stadium was also considered for transfer to the City. It was built in 1984 by the Authority at the request of the jurisdictions on land then valued at \$612,000, given to the Authority by the City. The Diamond was financed with a combination of private funding and bonds issued by the RMA with the moral obligations of all three jurisdictions. The three jurisdictions have provided combined support of \$11 million for debt service and capital since 1985 for the facility. The RMA has planned a final transfer of this facility at the end of December 2014.

With the transfer of these facilities, RMA has positioned itself to focus on its core competency – operation of transportation facilities (including toll roads). The 2014 General Assembly recognized the potential for RMA to serve as a regional authority and voted both to equalize the Board and change the RMA's name to the Richmond Metropolitan Transportation Authority. Beginning July 2014, the City and Counties of Chesterfield and Henrico each will have five members assigned to the Board (with the option of one being an elected official).

This budget document provides one of the best means by which management can plan with the Board of Directors as to how we intend to carry out our mission. Descriptions are included with each fund budget to provide perspective and on-going reference. The budget not only creates a record of RMA revenue and expenses, but it offers the basis for an open dialogue between the staff and the Board. As a political subdivision with fiduciary responsibilities to our bond holders, customers and staff, the budget provides a very important check and balance which is an essential element in our management process. Communication between Board members and the staff has always been one of the greatest strengths of the RMA. We look forward to continuing to build on the foundation established by our past budgets.

The Budget Overview portion of this document provides an overview of significant budgetary items and trends, while detailed budgets by fund are presented in the Operating Budget and Capital Budget sections. The fiscal year 2015 operating budget considers the cost impact of the legislative changes on the Authority's operations, which include the Board size increase and the Authority's name change. The budget also addresses health insurance premium increases, the impact of the transfer of parking facilities on Expressway administrative charges, and the planned transfer of The Diamond facility. The fiscal year 2015 capital budget includes \$3.6 million for routine preservation and capital maintenance needs and \$3.0 million for capital projects, including \$2.1 million for the ongoing Latex Overlay Project.

E-ZPass rates remain uncertain for fiscal year 2015, with VDOT informing member toll facilities that additional time was needed to consider potential fee structure changes. At the time of printing, VDOT had not provided updated rates for fiscal year 2015. The Authority's budget uses the existing 2014 fee structure with an estimated 3% inflation and growth factor. Staff will update the Board with the impact of any rate changes upon notice from VDOT.

As the staffs' role in the FY2015 budget preparation phase comes to a close, I would like to recognize and thank Curtis Doughtie, Director of Finance, for his extraordinary efforts. His leadership and commitment made this budget a reality. Also, I am grateful to Theresa Simmons, Director of Operations, for her hard work to create a comprehensive Long-Range Capital Plan for inclusion in the budget; a capital plan that cohesively outlines projects and costs in a transparent manner serving as a decision making tool for infrastructure asset management for the Board. Finally, Sheryl Johnson, Acting Director of Administration, must be commended for her oversight in this year's health insurance renewal evaluation and stepping up involvement on budget preparation. Each director has shown great team

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Transmittal Letter

spirit and a willingness to find ways to continuously improve our organizational effectiveness and transparency. Staff stands ready to assist the RMA Board in any way necessary and looks forward not only to final budget approval but to implementing this work plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Angela Gray". The signature is fluid and cursive, with the first name "Angela" being more prominent than the last name "Gray".

Angela Gray
General Manager

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Budget Overview

Introduction

The Authority's 2015 Fiscal Plan and Capital Budget outlines a spending plan that covers operations, annual maintenance, and related capital projects of the Expressway System. This document also includes spending plans for the Authority's other operations, The Diamond and Main Street Station.

Budget Overview

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
Revenues:				
Tolls	\$ 36,585,703	\$36,370,800	\$37,787,000	3.9%
Parking	91,225	98,130	52,100	-46.9%
Rentals	487,707	435,004	387,700	-10.9%
Other	563,419	320,800	465,400	45.1%
Support from localities	812,104	1,098,027	978,600	-10.9%
Total revenues	<u>38,540,158</u>	<u>38,322,761</u>	<u>39,670,800</u>	3.5%
Expenses:				
Salaries and benefits	7,126,985	7,541,250	7,644,400	1.4%
Operations	<u>5,973,113</u>	<u>7,030,050</u>	<u>7,114,400</u>	1.2%
Total expenses	<u>13,100,098</u>	<u>14,571,300</u>	<u>14,758,800</u>	1.3%
Net revenue over expenses	25,440,060	23,751,461	24,912,000	4.9%
Debt service	<u>(12,866,646)</u>	<u>(12,868,708)</u>	<u>(12,870,800)</u>	0.0%
Available for Capital	<u>\$ 12,573,414</u>	<u>\$10,882,753</u>	<u>\$ 12,041,200</u>	10.6%

Toll Revenue

Budgeted toll revenue for fiscal year 2015 is projected to increase 3.9% over the prior year budget to \$37.8 million. Compared to projected fiscal year 2014 revenues, the fiscal year 2015 budget estimates 0.9% growth. This increase is driven by continued ridership growth, as Expressway toll rates were last increased in September 2008 and remain unchanged for the next fiscal year.

Salaries and Benefits Expense

The Authority's salaries and benefits are reviewed by the Compensation and Benefits Committee of the Authority's Board of Directors as part of the budget development process. The key drivers of the salaries and benefits budget include salaries and taxes, employee health care costs, retirement benefits, and retiree health care benefits.

The budget incorporates an employee pay adjustment budget including a merit matrix with a maximum merit of 3.0% and a one-time lump sum merit payment of the greater of 1.5% or \$500 for employees with extraordinary performance who are at the top of their respective pay scale. Both of these merit awards are based on employee performance and annual evaluation scores.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Budget Overview

Health care program management remains a key part of the Authority's cost containment efforts. For fiscal year 2015, employee health care costs increased by approximately 7.5%. The Authority continues to offer an affordable high-deductible plan and holds several meetings with employees throughout the year to emphasize the benefits of a healthy lifestyle.

The Authority participates in the Virginia Retirement System (VRS) to provide retirement benefits for eligible employees. VRS establishes the required contribution rates for two-year periods as a percentage of salary based on an actuarial recommendation. The Authority's Board formally certifies the VRS contribution rate every two years. The Authority's portion of the VRS contribution for fiscal year 2015 and 2016 is 7.20%, a slight decrease from a contribution rate of 7.24% for fiscal years 2013 and 2014. Employees are required to contribute an additional 5.0% towards VRS retirement benefits.

The Authority provides retiree health care benefits as part of its overall benefit package. The Authority's Local Finance Board oversees and administers the investment of these Other Post-Employment Benefit (OPEB) funds through a contractual arrangement with VML/VACO Finance, Virginia Pooled OPEB Trust Fund. The Authority's contributions are based on a triennial actuarial study, last completed in January 2014. The Authority's fiscal year 2015 OPEB cost decreased by 12.8% to \$274,400 from the prior year, primarily due to lower than expected premium increases and higher investment returns.

The following table presents the budgeted positions by division for fiscal years 2013 through 2015:

Division	2013 Budget	2014 Budget	2015 Budget	2014 to 2015 Change
Administration	9	9	8	(1)
Finance	5	5	5	-
Operations	124	125	113	(12)
Total	138	139	126	(13)

The position change in Administration is due to the utilization of an outside consultant for public relations after an internal position vacancy. Operations position changes include the elimination of ten positions in Maintenance and Parking after the planned transfer of three parking facilities in fiscal year 2014. The Authority was able to minimize employee job losses by filling vacant toll collection positions with existing maintenance and parking facilities personnel. The remaining two position changes in Operations is due to toll collection position changes, which vary based on the estimated number of full-time and part-time hours needed to cover toll collection efforts on the Expressway.

For additional detail by position, see the Personnel Complement in the Supplemental Information section.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Budget Overview

Operations Expense

Operations Expense	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
Expressway	4,437,269	4,947,180	5,236,000	5.8%
Central Administration	611,830	854,333	883,200	3.4%
Main Street Station	737,752	934,320	885,500	-5.2%
The Diamond	186,262	294,217	109,700	-62.7%
	<u>\$ 5,973,113</u>	<u>\$ 7,030,050</u>	<u>\$ 7,114,400</u>	1.2%

Operations expense increased 1.2% in total from the prior year, with the most significant impact derived from the Expressway fund. Operations in the Expressway fund increased primarily due to the consolidation of toll system providers and anticipated growth in E-ZPass fees. The fiscal year 2015 budget for The Diamond only includes activity from July 1, 2014 through December 31, 2014 based on the planned facility transfer date.

Operations expense in the table above excludes the “Administrative Charge” line item for the Expressway, Main Street Station, and The Diamond. This line item represents the cost allocation of the Central Administration fund to each of the Authority’s operations.

See the Operating Budget section of this document for a detailed fund by fund analysis of the year-to-year budget changes.

Our mission is to build and operate a variety of public facilities and offer public services, especially transportation related, within the Richmond metropolitan area, each of which is operated and financed primarily by user fees. Our efforts are dedicated to the following constituents:

To our customers, we will provide safe, convenient, efficient facilities and excellent customer service while maintaining the lowest feasible costs;

To our employees, we will promote a safe and pleasant work environment, provide an opportunity to advance according to their abilities and fairly compensate based on performance;

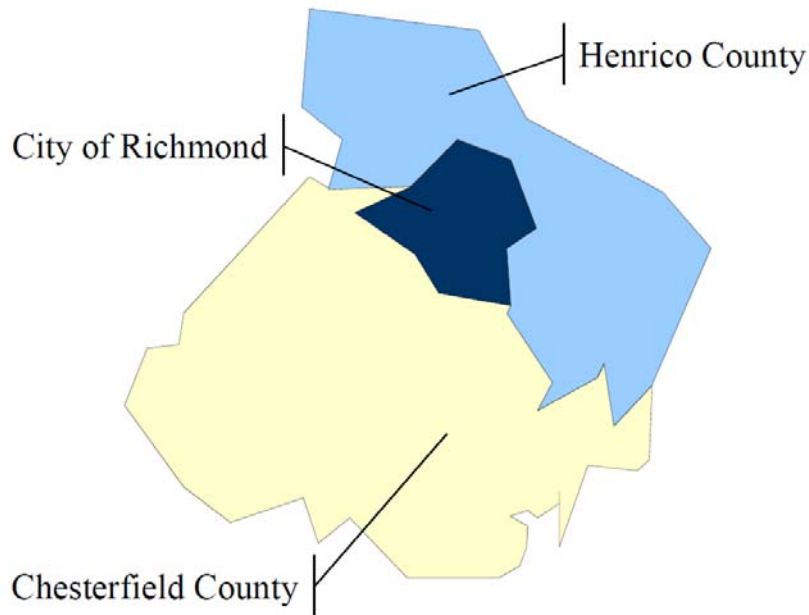
To our bondholders, we will operate in a financially sound and prudent manner and meet all debt payments and other legally imposed requirements to insure the protection of their interest.

Our mission can be accomplished through the sound management of existing projects and consideration of additional projects as approved by the City of Richmond and the Counties of Chesterfield and Henrico. These projects are financed primarily through user fee schedules that offer the lowest possible costs to the public, fairly compensate employees, and offer financial safety to bondholders.



Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
History

The Richmond Metropolitan Authority (the “Authority”) was created in 1966 by an Act of the General Assembly of the Commonwealth of Virginia to plan, finance, build, and maintain a much-needed expressway system to serve the Richmond metropolitan area.



Initially \$2.05 million was borrowed for operating funds, and \$20 million was guaranteed by the City of Richmond to cover the cost of planning, designing and acquiring the right-of-way for an expressway. This initial financial commitment resulted in the City having greater representation on the Authority’s Board of Directors. The Board originally consisted of eleven members, six of whom were appointed by the Mayor of the City of Richmond, with the approval of City Council, and two each by the Boards of Supervisors of the counties of Chesterfield and Henrico. The Commonwealth Transportation Commissioner appointed the eleventh member from the Commonwealth Transportation Board.

In 1969, as construction on the Expressway System continued, the Authority purchased the Boulevard Bridge for \$1.2 million. Soon after, the Authority began making several improvements to the bridge, including the installation of automated toll equipment to provide more efficient toll collection. Many Richmond area natives still refer to the Boulevard Bridge as the “Nickel Bridge” because of its initial five cent toll.

In response to escalating demands for another route to cross the James River, the Authority built the Powhite Parkway. The Parkway opened on Jan. 24, 1973, with approximately 6,000 vehicles utilizing the facility on the first day.

Along with increased accessibility to the downtown area came the need for increased parking facilities. In 1973, the statute that created the Authority was amended to authorize the Authority to provide parking facilities for the Richmond metropolitan area. The City of Richmond provided the land and the Authority borrowed the funds to begin building what was to become the Second Street Parking Deck.

Richmond Metropolitan Authority
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History

Later that year, on July 2, 1973, the Authority introduced the Parham Express Bus Service. The pilot program was introduced in cooperation with the City of Richmond, the County of Henrico, and the Virginia Department of Highways. The service provided a comfortable bus ride over interstate routes between a commuter parking lot in suburban Henrico County and downtown Richmond. Seven buses provided morning and afternoon round trips. Full operation of the bus service was later passed on to the Greater Richmond Transit Company. Nevertheless, the Parham Express Bus Service was the first experiment with express transit in the Richmond area and became the model for future express bus services in the region.



Downtown Expressway Opening Ceremony, 1976

In 1976, the Downtown Expressway, linking Interstates 195 and 95, opened to the public. All connecting ramps and the remaining portions of I-195 were completed in September 1977. When the Downtown Expressway opened, average daily traffic was approximately 8,000 vehicles.



The Diamond

In 1984, another legislative amendment allowed the Authority to construct and own a new baseball stadium to replace the aging Parker Field. The existing ballpark was demolished and replaced with an \$8 million, state of the art baseball stadium called The Diamond. The new stadium was completed before the beginning of the 1985 baseball season.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
History



Expressway Parking Deck

In the late 1980s, at the request of the City of Richmond, feasibility studies were conducted on parking needs in the Carytown district and downtown. As a result, the Authority constructed two, 110-parking space decks in Carytown. The decks opened in early 1991, providing free parking to visitors to the Carytown shopping district. The feasibility study also projected increased demands for parking in the downtown area. At the request of the City, the Authority constructed the Expressway Parking Deck, a 1,000-parking space deck with convenient access to the Downtown Expressway and I-95. The facility opened on Feb. 14, 1992.



Boulevard Bridge

On Aug. 17, 1992, the Authority closed the Boulevard Bridge for extensive renovations. The \$8.3 million project included replacing the concrete deck, which allowed the Authority to widen the lanes and construct a single walkway. The bridge reopened on October 30, 1993.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
History



Powhite Parkway Plaza

In June 1994, the Authority, in conjunction with the Virginia Department of Transportation (VDOT), surveyed drivers on the Downtown Expressway, the Powhite Parkway and the Powhite Parkway Extension regarding support of an Electronic Toll Collection (ETC) system in the Richmond metropolitan area. What followed was the introduction of an ETC system called SmartTag in 1999. This system, later renamed E-ZPass, revolutionized Virginia's toll road system, and is currently used on all of the Authority's and VDOT toll facilities.

As toll collection technology evolved and traffic volume began to grow, the Authority began to look more closely at utilizing technology to increase capacity along the Powhite Parkway. A long-range plan was developed to ease congestion by splitting the existing toll plaza into two separate facilities – one for northbound traffic and one for southbound traffic – and implementing six Open Road Tolling (ORT) or express lanes. The new configuration resulted in an elimination of rush hour delays, allowing motorists to travel at near highway speeds through the toll plazas.

In 2008 the Richmond Braves announced their relocation to Gwinnett County, Georgia, leaving The Diamond. Just one year later, it was announced that the newly minted Richmond Flying Squirrels would make their debut at The Diamond for the 2010 season. The Flying Squirrels immediately built a successful relationship with the community, finishing first or second in Eastern League attendance in each of their first four seasons at The Diamond.

Between 1970 and 1992, the City of Richmond contributed funding for the operation of the Authority's Expressway System. In 1992, the Authority underwent a financial restructuring that allowed the Expressway System to become fully reliant on user fees. In January 2011, the Authority began in-depth discussions with the City of Richmond administration on a plan to pay the City more than \$60 million for its previous financial support. Later that year, the Authority successfully restructured its debt and was able to fully pay the subordinate debt of \$62.3 million. The extended maturity of the debt restructuring resulted in the Authority operating the Expressway System beyond the previously planned end date of 2022.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
History



Downtown Expressway, Express Lanes Opening Ceremony, 2012

The Authority broke ground in June 2011 for construction of the Downtown Expressway ORT Project. This \$15.5 million project opened to traffic in August 2012 and features three westbound ORT or express lanes at the plaza. Similar to the Powhite Parkway express lanes, this project resulted in a significant reduction of rush hour delays. Eastbound customers continue to encounter gates due to roadway configurations on the City streets.

Multiple times since 2007, members of the General Assembly introduced legislation proposing Board reallocation to provide equal representation from each of the Authority's three member jurisdictions, with a goal to encourage greater regional collaboration. Each time these bills failed, although the 2013 session legislation had support from all three jurisdictions.

In 2013, the Authority became more proactive in helping frame an environment for equalizing representation. In March 2013, the Authority's Board unanimously authorized the General Manager to pursue negotiations to transfer City-funded assets to the City of Richmond. These assets included the Expressway Parking Deck, Second Street Parking Deck, and Carytown Parking Decks. The Diamond, which was built at the request of all three jurisdictions on City-donated land, was also considered for ownership transfer. The Authority and the City agreed to transfer the parking facilities to the City during 2013 and 2014. In December 2013, the Authority's Board passed a resolution to transfer The Diamond to the City on January 1, 2015.

In the 2014 General Assembly session, legislation was again introduced to equalize representation on the Authority's Board. In addition to equalization, the legislation included the following: increase Board membership from eleven to sixteen, with five members from each jurisdiction and one member appointed from the Commonwealth Transportation Board; require certain actions of the Authority to receive approval from the local governing bodies and the Richmond Mayor, including debt issuance; allow the governing body of each locality to appoint one of its own elected members to the Authority's Board; and change the Authority's name to the Richmond Metropolitan Transportation Authority. This legislation passed with near unanimity and becomes effective July 1, 2014.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
History

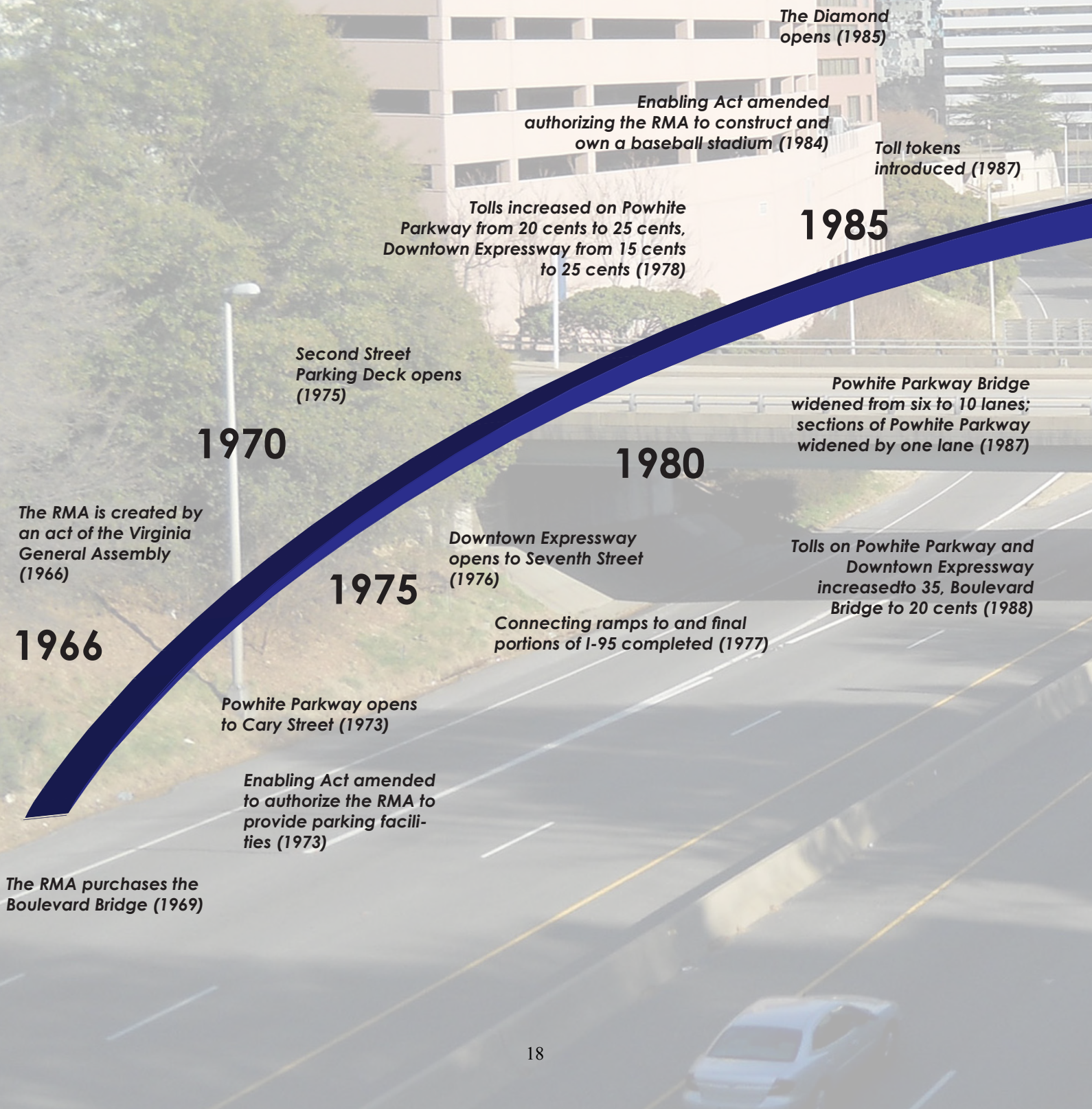


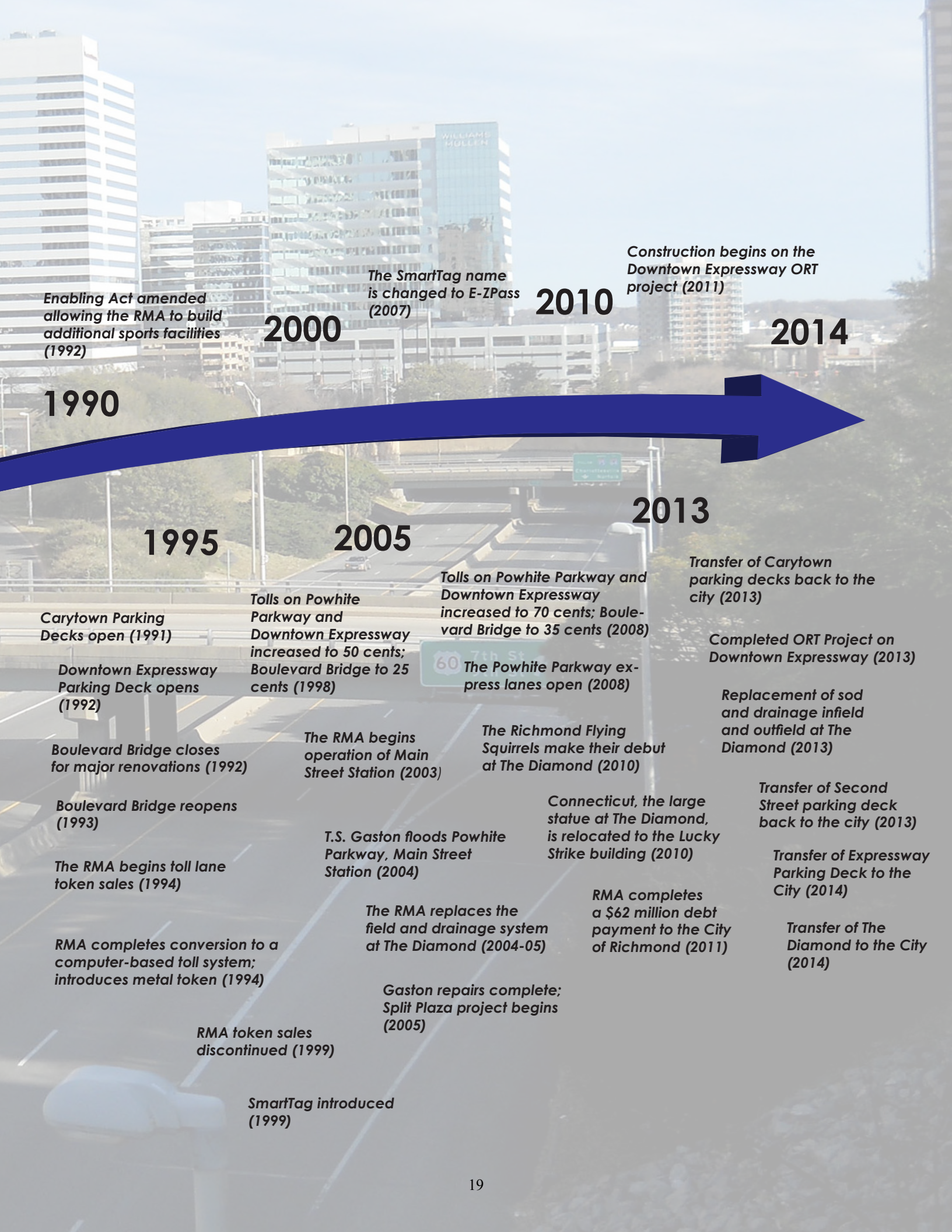
Downtown Expressway and City of Richmond

The Authority's Expressway System continues to provide a vital urban transportation link for the Richmond metropolitan area. Annual Expressway System traffic has grown from 16.9 million transactions in 1976 to over 56 million transactions in 2013.

The Authority remains a flexible vehicle for future regional initiatives and is committed to working with its member jurisdictions to meet transportation demands both today and in the future.

KEY DATES ON THE RMA TIMELINE





Enabling Act amended allowing the RMA to build additional sports facilities (1992)

1990

1995

Carytown Parking Decks open (1991)

Downtown Expressway Parking Deck opens (1992)

Boulevard Bridge closes for major renovations (1992)

Boulevard Bridge reopens (1993)

The RMA begins toll lane token sales (1994)

RMA completes conversion to a computer-based toll system; introduces metal token (1994)

RMA token sales discontinued (1999)

SmartTag introduced (1999)

2000

Tolls on Powhite Parkway and Downtown Expressway increased to 50 cents; Boulevard Bridge to 25 cents (1998)

The RMA begins operation of Main Street Station (2003)

T.S. Gaston floods Powhite Parkway, Main Street Station (2004)

The RMA replaces the field and drainage system at The Diamond (2004-05)

Gaston repairs complete; Split Plaza project begins (2005)

2005

The SmartTag name is changed to E-ZPass (2007)

2010

Tolls on Powhite Parkway and Downtown Expressway increased to 70 cents; Boulevard Bridge to 35 cents (2008)

The Powhite Parkway express lanes open (2008)

The Richmond Flying Squirrels make their debut at The Diamond (2010)

Connecticut, the large statue at The Diamond, is relocated to the Lucky Strike building (2010)

RMA completes a \$62 million debt payment to the City of Richmond (2011)

Construction begins on the Downtown Expressway ORT project (2011)

2013

Transfer of Carytown parking decks back to the city (2013)

Completed ORT Project on Downtown Expressway (2013)

Replacement of sod and drainage infield and outfield at The Diamond (2013)

Transfer of Second Street parking deck back to the city (2013)

Transfer of Expressway Parking Deck to the City (2014)

Transfer of The Diamond to the City (2014)

2014

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Principal Officials

Board of Directors



Mr. David A. Brat
Henrico County



Mr. Carlos M. Brown, Chairman
City of Richmond



Mr. A. Dale Cannady
Chesterfield County



Mr. Roger Cole
Department of Transportation



Mr. Virgil R. Hazelett
Henrico County



Mr. Pierce Homer
City of Richmond



Mr. Darius A. Johnson
City of Richmond



Ms. Betty Jolly
City of Richmond



Mr. Michael Schewel
City of Richmond



Ms. Marilyn West
City of Richmond



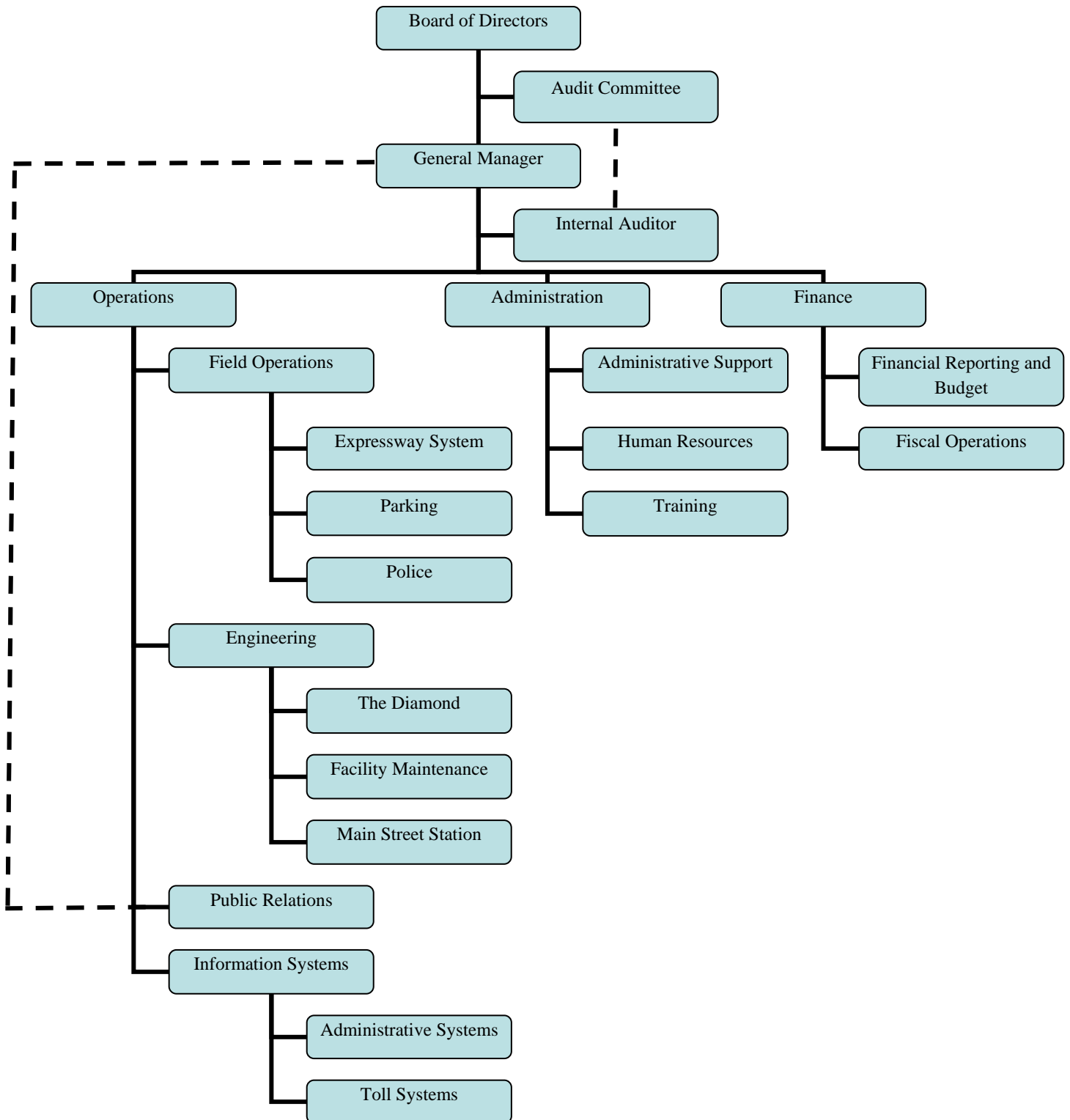
Mr. Charles R. White
Chesterfield County

Management and General Counsel

General Manager
Director of Operations
Director of Finance
Acting Director of Administration
Secretary and General Counsel

Ms. Angela Gray
Ms. Theresa Simmons
Mr. Curtis Doughtie
Ms. Sheryl Johnson
Mr. Eric Ballou

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Organizational Chart



OPERATING BUDGET SECTION

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Fund Structure, Basis of Accounting and Budgeting, and Budget Process

Fund Structure

The Authority is a self-supporting entity, depending solely on the revenues derived from operations and proceeds from the issuance of revenue bonds. The resolutions authorizing the issuance of bonds prohibit the commingling of funds between the Authority's different operations (i.e. tolls generated from the Expressway System cannot be used to support any of the Authority's other facilities).

The Authority administers three enterprise funds: Expressway, The Diamond Stadium, and Main Street Station. The Authority also maintains two sub-funds: Repair and Contingency and Central Administration. All funds and sub-funds are included in the Authority's annual audited financial statements.

For the purposes of this budget, any individual fund which constitutes at least 10% of the total revenues or expenses of the Authority's overall budget is considered a major fund. Using this measure, the Expressway Fund is the only major fund of the Authority.

Basis of Accounting and Budgeting

The "basis of accounting" and "basis of budgeting" determine when revenues and expenses are recognized for the purposes of financial reporting and budget control. All funds of the Authority are accounted for in the Authority's annual audited financial statements and annual budget using the accrual basis of accounting. Under the accrual basis of accounting, revenue is recognized when earned and becomes measurable. Expenses are recognized when an obligation to pay is incurred.

Budget Process

Many aspects of the budget development process occur throughout the fiscal year. Each month, the Authority prepares budget-to-actual and other financial reports for staff and the Board of Directors. Continual monitoring of the current year activity identifies any budget adjustments necessary.

The General Manager may authorize adjustments to the adopted budget as requested by a Director between individual line items within the expense categories of salaries and benefits, operating, and capital. Board approval is needed to increase the total budgeted expense per fund or transfer budget authorization between expense categories (salaries and benefits, operating, and capital).

Section 701 of the Authority's 2011 Amended and Restated Bond Resolution requires a budget for the Expressway fund to be adopted no less than 30 days prior to the beginning of each fiscal year. In accordance with Section 708 of the 2011 Resolution, the Authority is required to engage a Traffic and Revenue Consultant for the purpose of preparing and certifying a schedule of tolls for the forthcoming budget year considered sufficient to pay operating expenses, debt service, and maintenance and repairs on the Expressway System as certified by the Authority's Consulting Engineers.

The Authority sends monthly traffic and revenue data to the Traffic and Revenue Consultant throughout the year. In January, the Authority coordinates with the Traffic and Revenue Consultant to provide an updated current fiscal year projection and next fiscal year estimate.

Throughout January and February, Directors review the current fiscal year activity and determine the level of spending needed for the next fiscal year. Budget requests are provided to Finance for further evaluation and to compile into budgets by fund. Directors hold several budget review retreats as budget

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Fund Structure, Basis of Accounting and Budgeting, and Budget Process

estimates are revised and finalized. The Finance Committee, Operations Committee, and Compensation and Benefits Committee of the Board of Directors meet to discuss significant budget items.

During March, budget amounts are finalized and the draft budget document is prepared. The draft document is reviewed by staff, Directors, and the General Manager. The document is finalized in March and presented to the Board as a proposed budget in April. The Board reviews the proposed budget and adjustments are made if necessary before formal Board adoption in May.

Fiscal Year 2015 Budget Development Calendar

Date	Action
January 8, 2014	Finance coordinates with Traffic and Revenue Consultant to provide an updated current fiscal year projection and next fiscal year revenue estimate.
January 24, 2014	Initial budget overview with Executive Staff (Directors and General Manager), including review of budget calendar and required items.
February 7, 2014	Traffic and Revenue Consultant provides initial estimate of traffic and revenue projections.
February 14, 2014	Directors provide initial budget requests to Finance.
February 21, 2014	Capital plan estimates reviewed by Operations, Finance, and Consulting Engineer.
February 27, 2014	Initial budget retreat with Executive Staff.
March 5, 2014	Compensation and Benefits Committee meeting to consider salary and benefit changes.
March 13, 2014	Traffic and Revenue Consultant provides draft certificate of Expressway toll revenue.
March 17, 2014	Second budget retreat with Executive Staff.
March 19, 2014	Budget draft completed.
March 25, 2014	Budget workshop held with Finance Committee and Operations Committee to review budget draft.
April 1, 2014	Proposed budget document complete.
April 8, 2014	Proposed budget presented to Board with comment period prior to adoption.
May 13, 2014	Budget adopted by Board.

Revenue Sources

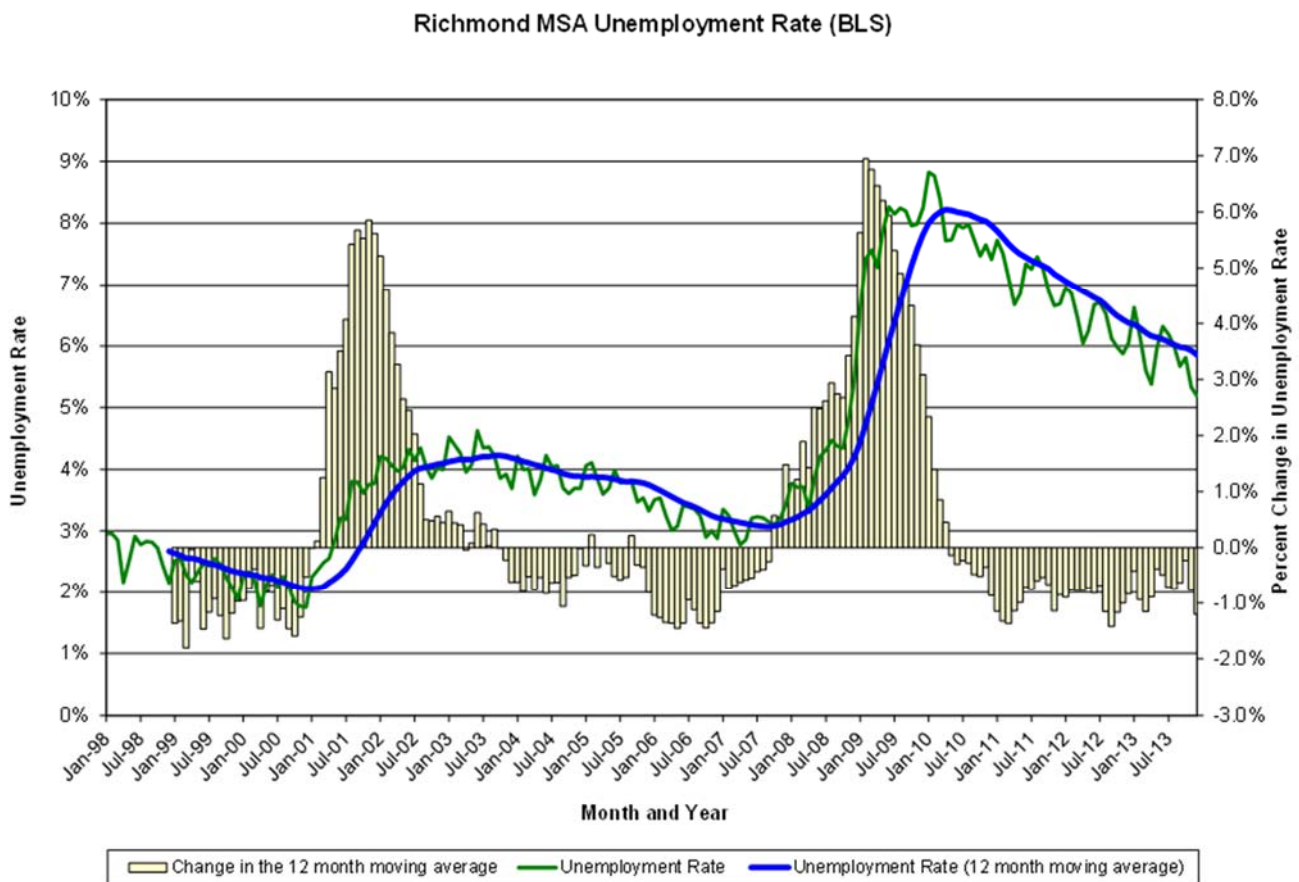
Toll revenue from the Expressway System represents over 90% of the Authority's total revenue and is considered the Authority's only major revenue source. The Authority's Traffic and Revenue Consultant, Jacobs, Inc., prepares an annual traffic and revenue forecast, which is summarized below. The Authority uses this traffic and revenue forecast as the basis for the toll revenue budget.

Economic Conditions

The Authority's Expressway System traffic levels are closely related to area employment, which directly impacts the number of daily commuter trips. The unemployment rate for the Richmond Metropolitan Service Area (MSA) from the Bureau of Labor Statistics from January 1998 to December 2013 is presented in **Figure 1**, the most recently available data. The green line represents the unemployment rate by month, fluctuating based on seasonal variations of employment. The blue line is the 12 month moving average of the unemployment rate, essentially smoothing the curve to present a full picture of the Richmond economy while removing the seasonal movement.

In general, since the end of recession in 2009 the unemployment rate has decreased slightly to the late 2013 rate of just below 6 percent, indicating a steady, slow recovery.

Figure 1: Richmond MSA Unemployment Rate, January 2008-December 2013

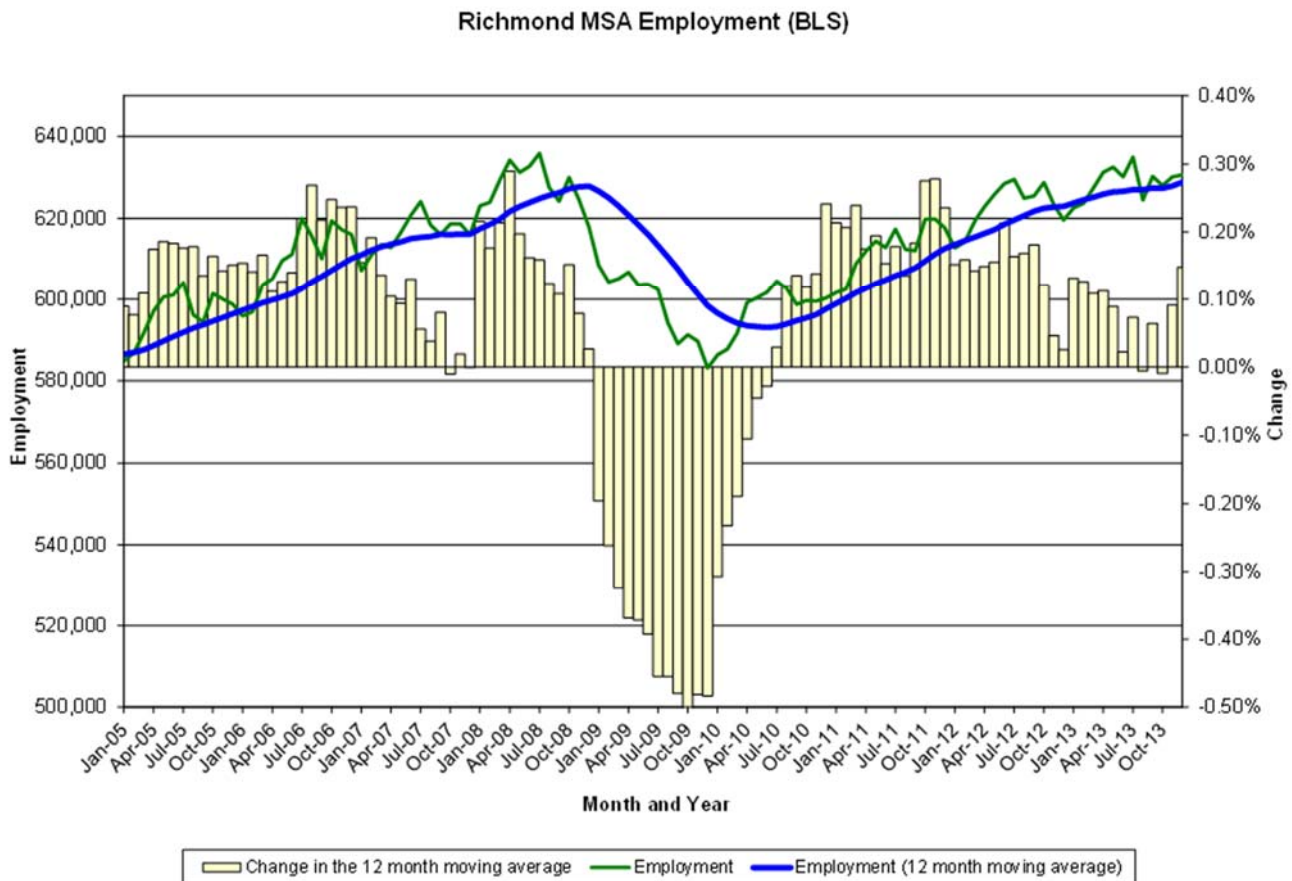


Jacobs, Inc. advises “while the unemployment rate indicates the direction of the economy,” the Richmond MSA employment levels (**Figure 2**) are a “more appropriate economic indicator” to correlate

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Revenue Sources and Underlying Assumptions

to the Authority's traffic. Although employment levels for the Richmond MSA had retreated to 2005/2006 levels by June 2010, for the next 37 months through August 2013 employment increased. This slow, steady recovery was interrupted by very small decreases in August and October 2013 that caused the 12 month moving average to decrease for the first time since the beginning of the recovery. This flattening of employment in the Summer and Fall of 2013 present reasons to remain conservative in the estimates of traffic and toll revenue in the coming months and fiscal year.

Figure 2: Richmond MSA Total Employment Levels, January 2005-December 2013

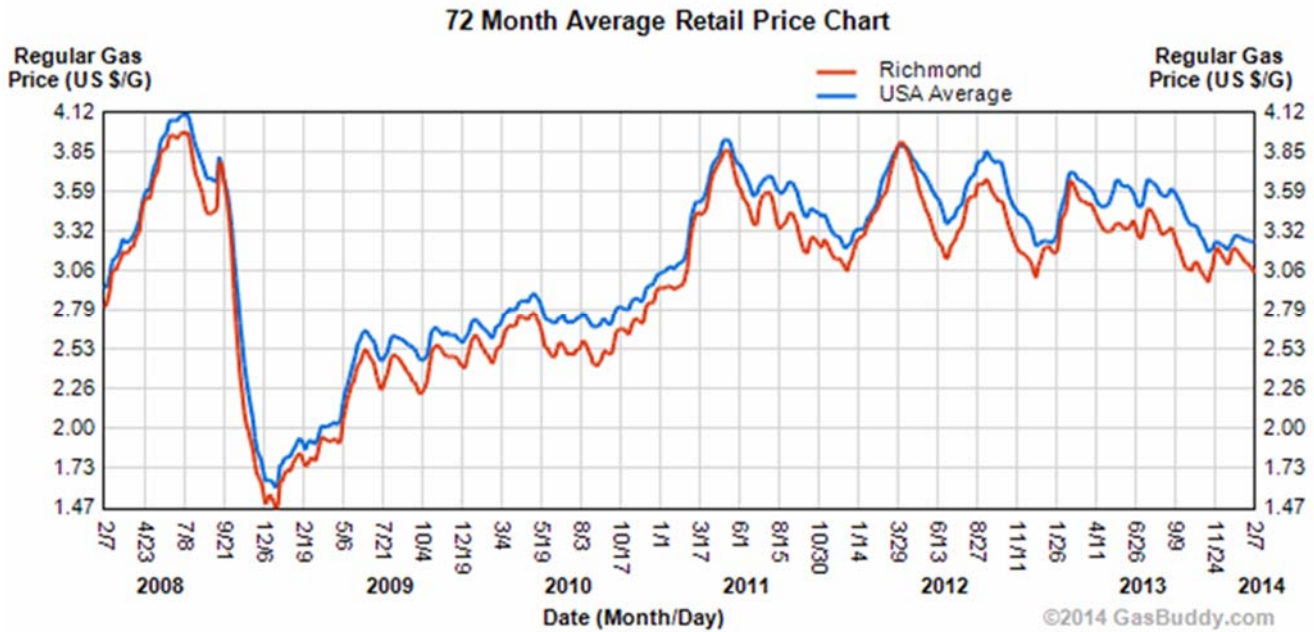


Gas Prices

The Authority requested Jacobs, Inc. consider the potential impacts of continued high fuel prices for the fiscal year 2015 traffic projections. Fuel prices are illustrated for past 72 months at **Figure 3**. Jacobs estimates that gas prices would have to increase substantially higher than that of the summer of 2008 to have a negative impact on the fiscal year 2015 forecast. Furthermore, those higher gas prices would have to be sustained for over the course of many months for people to begin changing behavior. If those two things occur, it is estimated that the Expressway System could lose between 5 and 10% of traffic as compared to what is forecasted.

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Revenue Sources and Underlying Assumptions

Figure 3: Gas Prices, Last 72 Months



Even in the event of a 10% loss in toll revenue in fiscal year 2015, it is projected by Jacobs, Inc. that all debt service coverage requirements would be satisfied with no toll increase required. In an extreme case of a 25% loss in revenue, the Authority would still have sufficient revenues to pay its required debt service.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Long-Term Financial Plan

Overview

The Authority's management works closely with its Traffic and Revenue Consultant (Jacobs, Inc.), Engineering Consultant (HNTB), and Financial Advisor (Davenport) to develop long range forecasts that incorporate historical trends and assumptions regarding future traffic patterns, customer service demands, maintenance costs, debt requirements, and the impact of technology enhancements. These forecasts serve as the foundation for evaluating the Authority's ability to maintain safety, customer service, and contractual commitments to customers and bondholders.

Five Year Outlook

	2014	2015	2016	2017	2018	2019
Tolls	\$ 36,949,000	\$ 37,292,000	\$ 37,641,000	\$ 37,993,000	\$ 43,364,000	\$ 43,953,000
Other	883,600	994,000	1,018,850	1,044,321	1,070,429	1,097,190
Total revenue	37,832,600	38,286,000	38,659,850	39,037,321	44,434,429	45,050,190
Operating expense	11,931,774	13,121,000	13,645,840	14,191,674	14,759,341	15,349,715
Net rev. over exp.	25,900,826	25,165,000	25,014,010	24,845,647	29,675,088	29,700,475
Debt service	12,868,708	12,870,800	12,871,883	12,866,408	14,869,121	14,868,971
Available for capital	\$ 13,032,118	\$ 12,294,200	\$ 12,142,127	\$ 11,979,239	\$ 14,805,967	\$ 14,831,504
Projected DSCR	2.01	1.96	1.94	1.93	2.00	2.00

The five year outlook includes fiscal year 2014 projected actuals and estimated budgets for fiscal years 2015-2019. Toll revenue estimates are provided by Jacobs, Inc. and other revenue and operating expense are estimated by the Authority.

Toll Rates and Debt Issuance

The Authority's toll rates remain unchanged for fiscal year 2015, with the next scheduled increase in fiscal year 2018. The Authority has no immediate plans to issue additional debt.

Debt Service Coverage Ratio

Debt service coverage ratio (DSCR) is an important consideration in the Authority's long-term financial planning efforts. The amount by which the DSCR exceeds 1.0 illustrates the potential cash funding for the Expressway Capital Plan, minimizing the need for future debt issuance. The Authority's bond resolution requires a DSCR of 1.20; a ratio below this level could place the Authority's bonds in a default status. The Authority's financial policies set an internal DSCR goal of at least 1.50.

The Authority projects its fiscal year 2014 DSCR at 2.01, which compares favorably to the 1.86 estimate included in the 2014 fiscal year budget. For fiscal year 2015, Jacobs, Inc. indicates, based on total estimated revenues of \$38.3 million and expenses of \$13.1 million, "all debt service coverage requirements will be satisfied and no additional toll increase will be required." As illustrated in the five year outlook, the Authority will continue to meet its DSCR requirements for the foreseeable future.

Credit Rating

The confidence of financial markets in the Authority's performance is best illustrated through its credit rating. In October 2011, the Authority received bond ratings on its Series 2011-D Expressway revenue refunding bonds from the three major credit rating agencies: Fitch, Moody's, and Standard & Poor's.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Long-Term Financial Plan

This was the first time the Authority sought credit ratings from all three agencies. In April 2014, Fitch upgraded the Authority's initial rating from A- with a positive outlook at A with a stable outlook, citing the Authority's stable commuter traffic profile, rate making flexibility, limited debt needs, and healthy infrastructure as key rating drivers. The Authority's initial 2011 ratings from Moody's and Standard & Poor's have since been affirmed: Moody's at A1 rating with a stable outlook (March 2013), and Standard & Poor's at A+ rating with a stable outlook (February 2014).

The Authority's projected DSCR and credit ratings are comparable to other entities that rely on revenue bonds to fund their capital as shown in the table below:

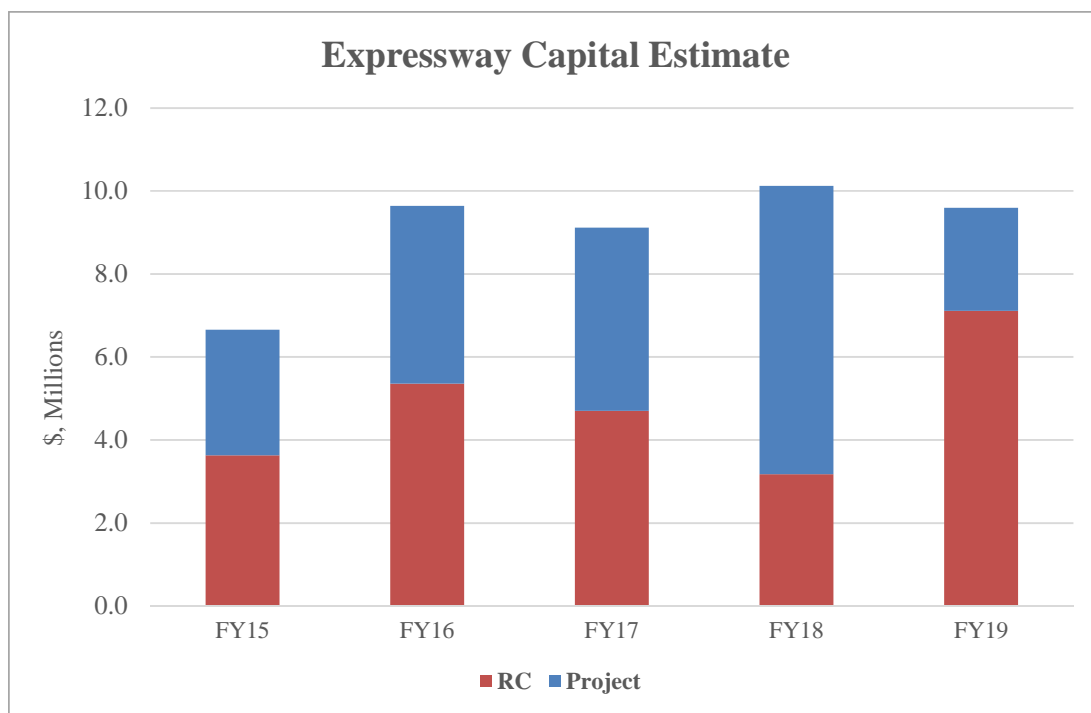
Revenue Bond Issuer	Ratings			DSCR
	Moody's	S&P	Fitch	
Richmond Metropolitan Authority	A1	A+	A	2.01
Participating Jurisdictions, Water & Sewer Utilities				
Chesterfield, VA	Aaa	AAA	AAA	5.30
Henrico, VA	Aa1	AAA	AAA	2.18
Richmond, VA	NR	NR	NR	1.33
Other Local Entities				
Capital Region Airport Commission	A2	NR	A-	1.88
Greater Richmond Convention Center	NR	NR	A+	1.82
Toll Agencies:				
Bay Area Toll Authority, CA	Aa3	AA	AA-	2.04
Delaware River Port Authority, DE	A3	A-	NR	2.07
Florida Department of Transportation, FL	Aa3	AA-	AA-	1.70
Harris County Toll Road Authority, TX	Aa3	NR	NR	2.73
Illinois State Toll Highway Authority, IL	Aa3	AA-	AA-	1.12
Kansas Turnpike Authority, KS	Aa3	AA-	NR	2.13
Main Turnpike Authority, ME	Aa3	AA-	AA-	1.71
Maryland Transportation Authority, MD	Aa3	AA-	AA-	2.83
Massachusetts Department of Transportation, MA	Aa2	AA+	AA-	3.56
New York State Bridge Authority, NY	Aa3	AA-	AA-	1.72
New York State Thruway Authority, NY	Aa3	A+	AA	1.82
Ohio Turnpike Commission, OH	Aa3	AA	AA	2.81
Oklahoma Turnpike Authority, OK	Aa3	AA-	AA-	1.64
Pennsylvania State Turnpike Commission, PA	Aa3	A+	A+	3.55
Triborough Bridget & Tunnel Authority, NY	Aa3	AA-	AA-	2.36
West Virginia Parkways Authority, WV	Aa3	AA-	NR	4.27

NR – Not rated or unavailable

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Long-Term Financial Plan

Capital Budget Overview

The Expressway Capital Budget includes all Expressway System preservation and capital maintenance expenses (R&C), as well as major capital improvement projects (Project). Capital estimates for the next five years are:



Average estimated R&C expenses for the next five fiscal years are \$4.8 million while average estimated Project expenses are \$4.2 million, for a total estimated average of \$9.0 million. Based on projected revenue available for capital, the Authority expects to fully fund the Capital Budget from operations over this five year period.

See the Capital Budget section of this document for additional information.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Long-Term Financial Plan

Excess Balances Overview

For budgetary purposes, fund balance or fund equity is defined as the cumulative difference between revenues and expenses over time. For the Authority's Expressway System, this cumulative difference is best represented by the Excess Balances fund.

After making required payments to fund operations, debt service and related reserves, and the Capital Plan, any remaining revenue is transferred to Excess Balances at fiscal year-end. The Excess Balances fund represents the only reserve available for the operation of the Authority's Expressway System with capital assets valued in excess of \$250 million. The Excess Balances fund also provides a manner to accumulate funding for long-term future capital needs. Any use of Excess Balances requires Board approval.

Projected Contributions to Excess Balances

Contributions to Excess Balances are based on cash balances on hand at fiscal year-end and may differ from budget projections due to actual results and the timing of cash receipts and payments. Projected Excess Balances contributions for the current and next five fiscal years are:

	2014	2015	2016	2017	2018	2019
Available for capital	\$ 13,032,118	\$ 12,294,200	\$ 12,142,127	\$ 11,979,239	\$ 14,805,967	\$ 14,831,504
Estimated capital	(6,659,398)	(9,644,878)	(9,120,681)	(10,126,466)	(9,591,940)	(7,749,773)
Projected contribution	<u>\$ 6,372,720</u>	<u>\$ 2,649,322</u>	<u>\$ 3,021,446</u>	<u>\$ 1,852,773</u>	<u>\$ 5,214,027</u>	<u>\$ 7,081,731</u>
Cumulative contribution	\$ 6,372,720	\$ 9,022,042	\$ 12,043,488	\$ 13,896,261	\$ 19,110,288	\$ 26,192,019

Projected Available in Excess Balances

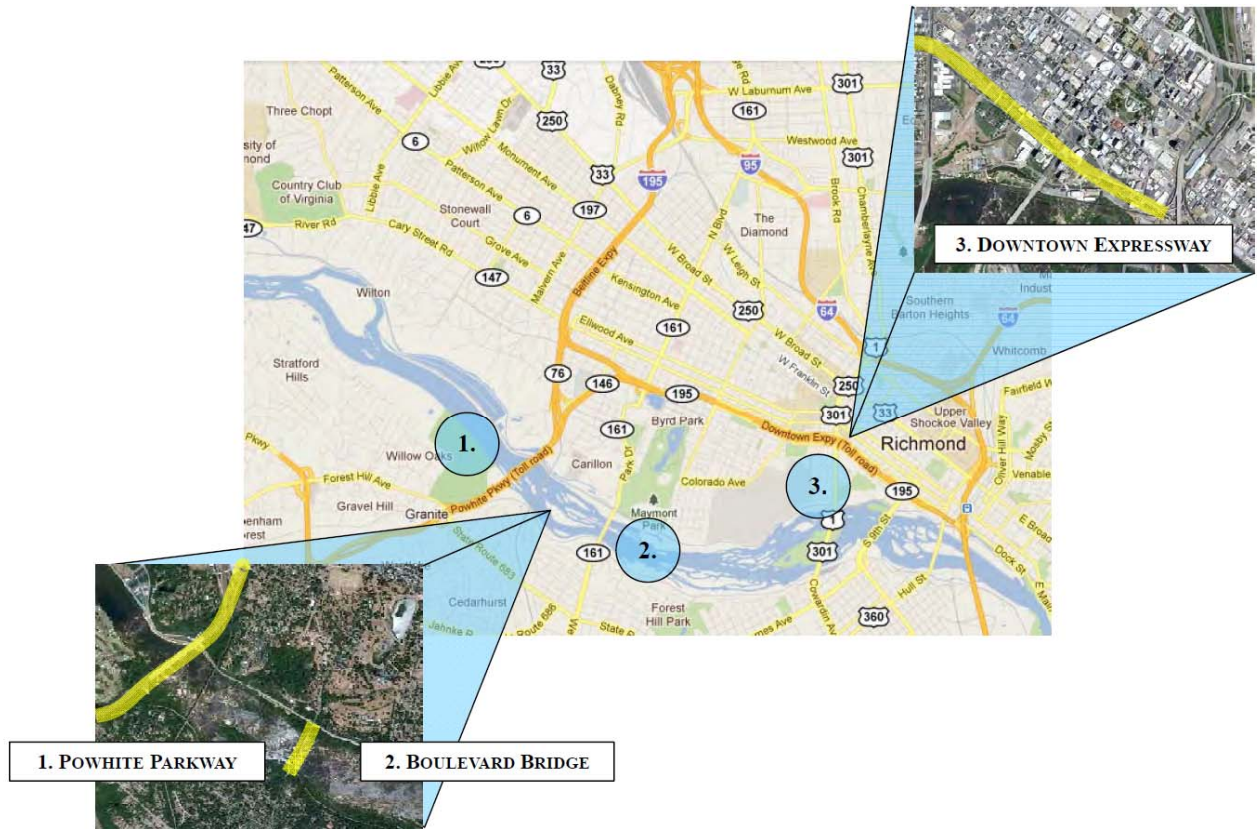
Based on the projected contributions to Excess Balances as noted above, projected beginning and ending balances in the Excess Balances fund for the current and next five fiscal years are:

	2014	2015	2016	2017	2018	2019
Beginning balance	\$ 14,873,051	\$ 21,245,771	\$ 23,895,093	\$ 26,916,539	\$ 28,769,312	\$ 33,983,339
Projected contribution	6,372,720	2,649,322	3,021,446	1,852,773	5,214,027	7,081,731
Projected balance	<u>\$ 21,245,771</u>	<u>\$ 23,895,093</u>	<u>\$ 26,916,539</u>	<u>\$ 28,769,312</u>	<u>\$ 33,983,339</u>	<u>\$ 41,065,070</u>

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway

Description

The Expressway fund is used to account for ongoing Expressway System operations. Comprised of the Powhite Parkway, Downtown Expressway, and Boulevard Bridge, the Expressway System contains over 50 lane miles of roads and 36 bridges.



Powhite Parkway – Opening in 1973, the Powhite Parkway provides the only high speed crossing of the James River located in the geographical center of the region. It links expressways running north-south and east-west through the heart of the metropolitan area.

Downtown Expressway – Opening in 1976, the Downtown Expressway connects the Powhite Parkway to downtown Richmond and Interstate 95. The Downtown Expressway extends 2.5 miles from the Meadow Street Ramp in the west to I-95 in the east. The continuation of the Downtown Expressway to the west of Meadow Street is maintained by VDOT and offers a connection to I-195 to the north and the Powhite Parkway to the south.

Boulevard Bridge – Purchased in November 1969, the Boulevard Bridge was the first acquisition for the Authority. The steel truss bridge was built in 1925 to improve connectivity of the Westover Hills neighborhood south of the river to areas north of the river.

Electronic Toll Collection and E-ZPass

Electronic Toll Collection (ETC) provides an electronic means for patrons to pay toll charges without using coins or currency. Patrons attach an electronic signal device, known as a transponder, to their windshield to automatically deduct the toll charges as they drive through a toll plaza. The Authority accepts ETC payments via E-ZPass.

The Authority contracts with the Virginia Department of Transportation's (VDOT) Customer Service Center (CSC) for the day-to-day operation of the E-ZPass Virginia program. Services provided by the CSC include electronic toll transaction processing and violation processing, as well as customer account management and inquiries.

Funding of the CSC is accomplished through a fee structure tailored by VDOT to recover the costs of operations. The transaction processing fee for toll facilities has two components: a percentage of revenues collected and a fixed fee per toll transaction processed. Violation processing costs utilize the same fee structure with additional costs for license plate lookups and enforcement efforts.

In July 2012, VDOT revised the fee structure by assessing customers a monthly transponder maintenance fee (between 50 cents to \$1) for new transponders while reducing the transaction processing fee charged to toll facilities. Legislation passed in the 2014 General Assembly session (SB 156) directs VDOT to develop and implement a plan to eliminate the monthly transponder maintenance fee charged to customers. VDOT informed member toll facilities that additional time was needed to consider these potential fee structure changes. At the time of printing this document, VDOT had not provided updated rates for fiscal year 2015; therefore, the Authority's budget uses the existing fee structure of 1.478% of revenue collected and \$0.0335 per transaction processed, plus an estimated 3% inflation and growth factor for the fiscal year 2015 budget.

Since its initial implementation on the Authority's Expressway System in 1999, customers continue to migrate towards ETC via E-ZPass. E-ZPass utilization has steadily increased in each of the past five years from 55.5% in 2009 to 62.0% in 2013. During peak morning and afternoon hours on the Powhite Parkway and Downtown Expressway, E-ZPass usage exceeds 70%.

Significant Budgetary Changes

- Toll revenue increased \$1.3 million or 3.6%, primarily due to continued ridership growth, as Expressway toll rates were last increased in September 2008 and remain unchanged for the next fiscal year. Compared to projected fiscal year 2014 revenues, the fiscal year 2015 budget estimates 0.9% growth. See the Revenue Sources and Underlying Assumptions portion of this document for additional information on toll revenue projections.
- Salaries and benefits increased \$159,000 or 3.0% in fiscal year 2015, primarily due to budgeted merit increases and health care premium increases. See the Budget Overview portion of this document for additional salaries and benefits information.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway

Significant Budgetary Changes (continued)

- Administration costs increased by \$242,000 or 7.6% primarily due to an increase in administrative charges and legal services. Administrative charges represent the Expressway's share of Central Administration costs; due to the recent parking facility transfers and the expected transfer of The Diamond, the Expressway fund is absorbing a higher percentage of the total Central Administration budget as compared to prior years. Administrative costs also increased due to an estimated \$50,000 increase in legal services as a result of potential legislative impacts of changes to special conservators of the peace, which the Authority uses on its Expressway System.
- Toll collection costs increased by \$240,000 or 7.0%, primarily due to toll system maintenance costs associated with the transition of toll system providers for the Powhite ORT lanes. Upon completion of this project, a single toll system provider will be used across all Expressway facilities, providing future cost savings and operational efficiencies.
- A one-time facility transfer contingency was added to the fiscal year 2014 budget for potential cost impacts from the planned transfer of certain parking facilities. The transfer of these facilities was completed in fiscal year 2014.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Annual Toll Revenue and Expressway Expense Certificate

Overview

In accordance with Section 708 of the 2011 bond resolution, the Authority is required to engage a Traffic and Revenue Consultant for the purpose of preparing and certifying a schedule of tolls for the forthcoming budget year considered sufficient to pay operating expenses, debt service, and maintenance and repairs on the Expressway System as certified by the Authority's Consulting Engineers. The Authority has contracted with Jacobs, Inc. as Traffic and Revenue Consultant and with Howard, Needles, Tammen, and Bergendoff (HNTB) as Consulting Engineers.

Certificate

	2014 Adjusted Budget	2014 Projected Actual	2015 Adopted Budget
Toll Revenues (1)	\$ 35,985,000	\$ 36,949,000	\$ 37,292,000
Other Revenues (2)	739,200	883,600	994,000
Total Revenues	<u>36,724,200</u>	<u>37,832,600</u>	<u>38,286,000</u>
 Operating Expenses (2)	 <u>12,813,629</u>	 <u>11,931,774</u>	 <u>13,121,000</u>
 Available for Debt Service and Capital	 23,910,571	 25,900,826	 25,165,000
Required Debt Service	<u>12,868,708</u>	<u>12,868,708</u>	<u>12,870,800</u>
Available for Capital	<u>\$ 11,041,863</u>	<u>\$ 13,032,118</u>	<u>\$ 12,294,200</u>

(1) Projected as estimated by Jacobs, Inc.

(2) Projected as estimated by the Authority

Approved as to Revenue Estimates
Jacobs, Inc.



Approved as to Expenses
HNTB Corporation



Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway Fund Budget

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
<u>Revenue</u>				
Toll Revenue	\$ 36,165,060	\$ 35,985,000	\$ 37,292,000	3.6%
ORT Penalty Revenue	355,079	325,800	440,000	35.1%
Court Violations	65,564	60,000	55,000	-8.3%
Parking Lot Rentals	45,116	46,400	49,000	5.6%
Interest	542,475	300,000	450,000	50.0%
Administrative Recovery	6,567	7,000	-	-100.0%
Miscellaneous Income	1,014	-	-	N/A
	<u>\$ 37,180,875</u>	<u>\$ 36,724,200</u>	<u>\$ 38,286,000</u>	4.3%
<u>Salaries & Benefits</u>				
Salaries	\$ 3,482,838	\$ 3,731,990	\$ 3,801,300	1.9%
Social Security Tax	261,802	285,497	290,800	1.9%
Retirement - Employer Contribution	223,746	256,573	263,500	2.7%
Group Life Insurance	33,441	39,858	41,000	2.9%
Medical - Employer Contribution	747,071	895,379	950,500	6.2%
Unemployment Benefits	7,562	7,500	7,500	0.0%
Disability Insurance	1,990	2,289	2,800	22.3%
Uniforms	14,151	16,500	37,500	127.3%
Employee Mileage	21,256	25,500	25,500	0.0%
	<u>\$ 4,793,857</u>	<u>\$ 5,261,086</u>	<u>\$ 5,420,400</u>	3.0%
<u>Operations: Administration</u>				
Administrative Charge	\$ 2,206,675	\$ 2,269,205	\$ 2,464,600	8.6%
Office Supplies	12,463	14,000	14,000	0.0%
Utilities	128,143	154,000	160,000	3.9%
Telecommunication	19,653	16,800	17,000	1.2%
Data Communication	41,755	40,000	44,600	11.5%
Office Equipment - Purchases	1,470	6,627	1,500	-77.4%
Office Equipment - Maintenance	3,793	5,500	4,000	-27.3%
Computer Hardware	36,644	34,000	36,300	6.8%
Computer Software	4,227	4,600	3,000	-34.8%
Computer Services Agreements	40,274	47,200	37,000	-21.6%
Building and Janitorial Services	15,342	16,000	16,000	0.0%
Travel	17,727	25,000	25,000	0.0%
Dues and Subscriptions	19,358	23,000	23,000	0.0%
Publicity	54	-	-	N/A
Miscellaneous	1,037	8,000	2,000	-75.0%
Insurance	325,290	352,275	353,700	0.4%
Trustee Services	26,240	29,000	28,000	-3.4%
Banking Services	6,605	7,500	7,500	0.0%
Traffic and Revenue Consultant	42,250	33,150	34,300	3.5%
Accounting & Audit Services	71,628	85,000	91,500	7.6%
Legal Services	15,856	25,000	75,000	200.0%
	<u>\$ 3,036,484</u>	<u>\$ 3,195,857</u>	<u>\$ 3,438,000</u>	7.6%

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway Fund Budget

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
<u>Operations: Toll Collection</u>				
E-ZPass Fees - Transaction Processing	\$ 1,546,613	\$ 1,557,900	\$ 1,606,800	3.1%
E-ZPass Fees - Video Enforcement	523,005	645,000	660,000	2.3%
Armored Car Service	95,167	100,000	105,000	5.0%
Coin Counting	150,449	165,700	174,300	5.2%
Toll System Maintenance - Transcore	205,923	223,624	102,000	-54.4%
Toll System Maintenance - TRMI	401,161	535,500	785,000	46.6%
Toll System Equipment - Parts and Supplies	130,856	184,304	220,000	19.4%
Gate Claims	1,871	2,000	2,000	0.0%
Materials and Supplies	3,910	4,500	4,500	0.0%
Materials and Supplies - Traffic Control	5,157	5,000	5,000	0.0%
	<u>\$ 3,064,112</u>	<u>\$ 3,423,528</u>	<u>\$ 3,664,600</u>	7.0%
<u>Operations: Maintenance</u>				
Materials and Supplies - Grounds & Buildings	\$ 28,339	\$ 45,000	\$ 45,000	0.0%
Materials and Supplies - Roadways	36	1,500	2,000	33.3%
VDOT - Annual Road Maintenance	360,000	370,000	360,000	-2.7%
Vehicles - Operation and Maintenance	73,385	83,500	80,000	-4.2%
Grounds and Buildings - Contractual Services	61,757	69,500	69,500	0.0%
Equipment Purchase - Radio System	-	5,000	1,000	-80.0%
Equipment Maintenance - Radio System	18,364	19,000	19,000	0.0%
Equipment Maintenance - Grounds & Buildings	1,467	3,500	3,500	0.0%
Asset Management Software	-	-	18,000	N/A
	<u>\$ 543,348</u>	<u>\$ 597,000</u>	<u>\$ 598,000</u>	0.2%
Operations, Subtotal	<u>\$ 6,643,944</u>	<u>\$ 7,216,385</u>	<u>\$ 7,700,600</u>	6.7%
Facility Transfer Contingency	-	336,158	-	-100.0%
Total Expenses	<u>\$ 11,437,801</u>	<u>\$ 12,813,629</u>	<u>\$ 13,121,000</u>	2.4%
Available for Debt Service and Capital	\$ 25,743,074	\$ 23,910,571	\$ 25,165,000	5.2%
Required Debt Service	(12,866,646)	(12,868,708)	(12,870,800)	0.0%
Available for Capital	<u>\$ 12,876,428</u>	<u>\$ 11,041,863</u>	<u>\$ 12,294,200</u>	11.3%

Description

The Central Administration sub-fund is used to accumulate and allocate central administration expenses. This includes costs associated with the General Manager and the Executive Directors responsible for the following functions:

- Operations
 - Field Operations
 - Engineering
 - Public Relations
 - Information Systems
- Administration
 - Administrative Support
 - Human Resources
 - Training
- Finance
 - Reporting and Budget
 - Fiscal Operations

Costs are allocated to the other funds as an Administrative Charge. Any assets or liabilities remaining in the sub-fund at year-end are reflected in the Expressway Fund totals for financial reporting.

Significant Budgetary Changes

- Rent increased \$40,000 or 23.2% primarily due to potential costs associated with renegotiating or exploring other office lease options. The current central administration office lease expires in June 2015.
- The accounting system replacement project was completed in fiscal year 2014. Related ongoing hosting and service costs of \$24,000 are included in the Computer Service Agreements line item. The new accounting system is cloud-hosted and will reduce the Authority's long-term computer hardware costs.
- The HR/Time & attendance system replacement is a similar project to the accounting system replacement project and is expected to be completed during fiscal year 2015.
- Increases in branding, Director's fees, Board expenses, and a portion of the legal services increase are a direct result of the legislative changes from the 2014 General Assembly session which expanded the Authority's Board size from eleven to sixteen members and changed the Authority's name.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Central Administration Fund Budget

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
<u>Salaries & Benefits</u>				
Salaries	\$ 1,420,002	\$ 1,315,377	\$ 1,310,600	-0.4%
Social Security Tax	99,234	96,417	96,000	-0.4%
Retirement - Employer Contribution	148,165	133,518	124,900	-6.5%
Group Life Insurance	16,417	18,231	16,800	-7.8%
Medical - Employer Contribution	219,792	249,900	265,100	6.1%
Unemployment Benefits	-	1,000	1,000	0.0%
Disability Insurance	8,928	11,118	11,200	0.7%
Pay for Performance	2,000	10,000	-	-100.0%
OPEB Trust	304,000	314,700	274,400	-12.8%
	<u>\$ 2,218,538</u>	<u>\$ 2,150,261</u>	<u>\$ 2,100,000</u>	-2.3%
<u>Operations: Administration</u>				
Office Supplies	\$ 16,535	\$ 17,000	\$ 17,000	0.0%
Telecommunication	16,629	24,300	24,200	-0.4%
Data Communication	26,987	23,000	20,500	-10.9%
Rent - Building and Equipment	166,040	173,270	213,500	23.2%
Office Equipment - Purchases	2,686	3,600	2,000	-44.4%
Office Equipment - Maintenance	10,300	11,200	11,200	0.0%
Computer Hardware	14,107	19,000	10,500	-44.7%
Computer Software	7,565	8,800	4,000	-54.5%
Computer Service Agreements	38,471	56,550	69,700	23.3%
Accounting System Replacement	-	45,000	-	-100.0%
HR, Time, & Attendance System Replacement	-	-	16,000	N/A
Payroll Systems & Services	14,947	16,900	16,900	0.0%
Postage	4,369	5,000	5,000	0.0%
Travel	674	800	800	0.0%
Vehicles - Operation and Maintenance	-	500	500	0.0%
Dues and Subscriptions	6,576	10,000	7,000	-30.0%
Miscellaneous	5,162	7,300	6,000	-17.8%
Banking Services	2,816	3,100	3,600	16.1%
Legal Services	142,072	80,000	140,000	75.0%
Public Relations	9,213	50,000	50,000	0.0%
RMA Branding	-	44,000	73,000	65.9%
Directors' Fees	7,800	8,000	12,000	50.0%
Board Expenses	15,579	18,000	25,900	43.9%
Tuition Assistance	405	7,300	32,800	349.3%
Safety Program	491	500	500	0.0%
Personnel - Recruiting and Selection	5,535	4,800	4,800	0.0%
Personnel - Employee Relations	10,751	16,030	10,000	-37.6%
Personnel - Training	14,488	19,700	5,500	-72.1%
Personnel - Other	71,632	32,300	32,300	0.0%
Contractual Services	-	75,000	68,000	-9.3%
Project Proposal	-	73,383	-	-100.0%
	<u>\$ 611,830</u>	<u>\$ 854,333</u>	<u>\$ 883,200</u>	3.4%
Facility Transfer Contingency	-	14,310	-	-100.0%
Total Expenses	<u><u>\$ 2,830,368</u></u>	<u><u>\$ 3,018,904</u></u>	<u><u>\$ 2,983,200</u></u>	-1.2%

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
The Diamond Fund



Description

The Diamond, built in 1984 to replace the aging Parker Field, provides a home for minor league baseball in the metropolitan area. Prior to construction, the City of Richmond and the neighboring counties of Chesterfield and Henrico agreed to absorb any shortfall in operating revenue and debt repayment. There is no outstanding bonded indebtedness remaining on the facility.

The Authority owns the facility and monitors day-to-day operations to control facility costs for the regional partners. Under the terms of a Moral Obligation Agreement with the City of Richmond, and the counties of Chesterfield and Henrico, the Authority submits information to each of the localities annually showing the estimated difference between net revenues available to the Authority from the Stadium Facility, and the operating cost and reserve fund requirements with respect to The Diamond. In addition, pursuant to the Moral Obligation Agreement, the City of Richmond may appropriate to the Authority the estimated total taxes payable with respect to admission tickets sold for events held at the facility.

At its December 2013 meeting, the Authority's Board voted to transfer the facility to the City of Richmond on January 1, 2015. Upon conveyance, neither the Authority nor the counties of Chesterfield and Henrico have any future funding obligations.

Significant Budgetary Changes

Based on the planned transfer date noted above, the Authority's fiscal year 2015 budget includes a half fiscal year budget for operations. The Authority's budget includes \$50,000 for maintenance needs prior to the planned facility transfer date.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
The Diamond Fund Budget

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
STADIUM				
<u>Revenue</u>				
Stadium Rental	\$ 169,445	\$ 172,334	\$ 76,200	-55.8%
Superbox Rental	24,083	22,000	7,500	-65.9%
Parking	64,725	70,000	30,800	-56.0%
Admission Taxes	121,000	116,000	112,000	-3.4%
Miscellaneous	-	2,000	-	-100.0%
	<u>\$ 379,253</u>	<u>\$ 382,334</u>	<u>\$ 226,500</u>	-40.8%
<u>Expenses: Operations</u>				
Administrative Charges	\$ 96,254	\$ 97,994	\$ 72,700	-25.8%
Insurance	15,516	16,979	8,700	-48.8%
Banking Services	1,482	500	500	0.0%
Office Supplies	-	500	-	-100.0%
Utilities	7,635	7,900	4,500	-43.0%
Telecommunications	667	400	600	50.0%
Legal Services	11,299	25,000	25,000	0.0%
Accounting & Audit Services	2,027	2,150	2,000	-7.0%
Miscellaneous	-	2,000	2,000	0.0%
	<u>\$ 134,880</u>	<u>\$ 153,423</u>	<u>\$ 116,000</u>	-24.4%
<u>Expenses: Maintenance</u>				
Salary Allocation, Maintenance and Security	\$ 10,208	\$ 10,758	\$ 4,400	-59.1%
General Maintenance	48,517	174,000	50,000	-71.3%
	<u>\$ 58,725</u>	<u>\$ 184,758</u>	<u>\$ 54,400</u>	-70.6%
Total Operating and Maintenance Expenses	<u>\$ 193,605</u>	<u>\$ 338,181</u>	<u>\$ 170,400</u>	-49.6%
Additional Capital Maintenance	84,977	39,900	-	-100.0%
Net Revenues over Expenses	<u><u>\$ 100,671</u></u>	<u><u>\$ 4,253</u></u>	<u><u>\$ 56,100</u></u>	1219.1%
Capital reserve requirement of 75% expense budget, excluding capital maintenance, memo only	\$ 145,204	\$ 253,636	\$ 127,800	-49.6%
PARKING LOT (NON-STADIUM EVENT USE)				
<u>Revenue</u>				
Rental of Parking Lot	\$ 26,500	\$ 28,130	21,300	-24.3%
<u>Expenses</u>				
Contractual Services	\$ 3,934	\$ 14,130	12,000	-15.1%
Net Revenues over Expenses	<u><u>\$ 22,566</u></u>	<u><u>\$ 14,000</u></u>	<u><u>\$ 9,300</u></u>	-33.6%



Description

In June 2003, the City of Richmond completed the renovation of Main Street Station and related parking lots. Upon completion of the renovation, the Authority was requested by the City to provide management services for both the station and parking facilities. The City agreed to pay all operating expenses in excess of revenues associated with the Authority's management of the facility. The Authority is not responsible for any facility debt and the facility remains property of the City.

Operating revenue has consisted of parking, rental for events, and the office space lease (12,203 square feet). Starting May 2010, the City's Economic and Community Development Department began leasing available office space. During fiscal year 2013, the City elected to take control of facility parking and retain parking revenues. Redirecting parking revenue from the Authority, previously used to offset facility operating cost, increases the financial support necessary from the City.

The Authority invoices the City and recognizes non-operating revenue for City support to the extent operating expenses exceed operating revenue. The Authority submits monthly financial reports and annual budgets and financial statements to the City. The Authority's operation of the facility is subject to annual renewals of the operating agreement.

Operating Objectives

- Provide the City of Richmond with facility management services that exceed expectations.
- Continue to manage the operating budget so that expenses do not exceed necessity, and streamline and institute cost savings measures where possible.
- Utilize, whenever possible, minority business in the Central Virginia Area.
- Bring in maximum event revenue.
- Maintain the facility in the best possible condition.
- Continue to increase Amtrak ridership.
- Provide exceptional customer service to tenants.
- Improve facility safety.
- Meet Federal Transit Administration (FTA) and City maintenance expectations by adhering to the Maintenance Oversight Plan.
- Work closely with the City's parking operations contractor.

Train Shed Renovation Project

As reported in the fiscal year 2014 budget, the Authority's Board was advised at their March 2012 Board meeting that a \$28.9 million project is planned to renovate the attached train shed building. Construction was expected to begin in fiscal year 2014, however delays have pushed the construction start date back to fiscal year 2015.

Based on preliminary information, it is estimated annual utility costs for the completed shed and head house could rise by approximately \$1 million. The projected utility cost increase is based on the facility having five times the current conditioned building space after construction. It is unclear at this time if sufficient additional revenue streams generated by the facility have been identified to offset this funding requirement. The additional utility expense along with expanded maintenance and operational expenses could require corresponding increases to on-going annual City support beginning in fiscal year 2016. This preliminary estimate assumes no additional tenant revenue, as the City is still in the process of finalizing construction plans and considering potential tenant space opportunities.

Significant Budgetary Changes

- The fiscal year 2014 budget anticipated greater impacts to the event rental revenue due to the train shed renovations; due to the project delay, fiscal year 2015 revenues are expected to be similar to the projected 2014. The 2014 adjusted budget includes adjusted expense estimates for related event rental expenses.
- Salaries and benefits costs were reduced by 4.5% primarily due to employee turnover.
- Administration costs decreased by \$82,000 or 13.0%, primarily due to revised utility costs as provided by the City for the estimated impact during the shed renovation.
- Buildings and grounds costs increased by \$33,000 or 7.6% primarily due to expected cost increases for security, custodial, and landscaping contracts, which all expire in fiscal year 2014. The City also revised estimated plumbing and electrical contractual services costs during the shed renovation, resulting in an \$18,500 increase in cost.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Main Street Station Fund Budget

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
<u>Revenue</u>				
Office Rent	\$ 105,000	\$ 145,000	\$ 145,000	0.0%
Event Rental Fees	144,063	49,270	110,000	123.3%
Parking	20,700	-	-	N/A
Miscellaneous Income	13,363	11,800	15,400	30.5%
Subtotal	283,126	206,070	270,400	31.2%
Contribution from the City	691,104	982,027	866,600	-11.8%
	<u>\$ 974,230</u>	<u>\$ 1,188,097</u>	<u>\$ 1,137,000</u>	-4.3%
<u>Salaries & Benefits</u>				
Salaries	\$ 85,294	\$ 89,809	\$ 83,500	-7.0%
Social Security	7,108	6,870	6,400	-6.8%
Retirement - Employer Contribution	7,299	7,707	7,200	-6.6%
Group Life Insurance	1,021	1,174	1,100	-6.3%
Medical - Employer Contribution	13,384	23,345	24,800	6.2%
Disability Insurance	421	523	600	14.7%
Uniforms	-	275	300	9.1%
Vehicles - Employee Mileage	63	200	100	-50.0%
	<u>\$ 114,590</u>	<u>\$ 129,903</u>	<u>\$ 124,000</u>	-4.5%
<u>Operations: Administration</u>				
Administrative Charge	\$ 121,888	\$ 123,874	\$ 127,500	2.9%
Office Supplies	1,699	2,000	2,000	0.0%
Utilities	249,278	424,600	350,000	-17.6%
Telecommunication	2,181	2,300	2,800	21.7%
Data Communication	4,670	4,000	4,400	10.0%
Office Equipment	281	-	500	N/A
Computer Hardware	-	500	1,500	200.0%
Computer Software	718	1,000	200	-80.0%
Computer Services Agreements	1,236	1,150	1,100	-4.3%
Publicity	2,077	4,000	4,000	0.0%
Contract Advertising	-	6,000	-	-100.0%
Security System	3,051	2,000	2,000	0.0%
Miscellaneous	1,662	2,500	2,500	0.0%
Insurance	5,786	6,300	6,400	1.6%
Banking Services	6,186	11,500	7,500	-34.8%
Accounting & Audit Services	4,831	5,100	6,400	25.5%
Legal Services	493	5,250	5,300	1.0%
	<u>\$ 406,037</u>	<u>\$ 602,074</u>	<u>\$ 524,100</u>	-13.0%

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Main Street Station Fund Budget

	2013 Audited Actuals	2014 Adjusted Budget	2015 Adopted Budget	% Change
<u>Operations: Event Rentals</u>				
Event Security Expenses	\$ 19,941	\$ 14,370	\$ 14,300	-0.5%
Event Custodial Expenses	11,616	8,800	8,800	0.0%
	<u>\$ 31,557</u>	<u>\$ 23,170</u>	<u>\$ 23,100</u>	-0.3%
 <u>Operations: Buildings & Grounds</u>				
Maintenance Supplies	\$ 2,772	\$ 3,300	\$ 3,300	0.0%
Janitorial Supplies	6,523	9,450	9,500	0.5%
Contractual Services - Biennial Inspection	-	25,000	-	-100.0%
Contracting Services - Landscaping	24,326	16,000	18,200	13.8%
Contractual Services - HVAC	34,887	41,000	41,000	0.0%
Contractual Services - Elevator	20,197	10,000	10,000	0.0%
Contractual Services - Generator	1,396	2,550	2,500	-2.0%
Contractual Services - Pest Control	6,791	10,000	10,000	0.0%
Contractual Services - Sprinkler System	9,845	6,000	6,000	0.0%
Contractual Services - Plants	1,060	800	800	0.0%
Contractual Services - Security	173,683	170,000	193,000	13.5%
Contractual Services - Custodial	99,166	96,150	110,000	14.4%
Contractual Services - Trash Removal	1,993	2,200	2,500	13.6%
Contractual Services - Miscellaneous	10,273	21,000	21,000	0.0%
On-Demand Services - Plumbing	5,176	3,500	7,000	100.0%
On-Demand Services - Electric	23,650	15,000	30,000	100.0%
Clock Tower Maintenance	308	1,000	1,000	0.0%
	<u>\$ 422,046</u>	<u>\$ 432,950</u>	<u>\$ 465,800</u>	7.6%
 Operations, Subtotal	<u>\$ 859,640</u>	<u>\$ 1,058,194</u>	<u>\$ 1,013,000</u>	-4.3%
 Total Expenses	<u>\$ 974,230</u>	<u>\$ 1,188,097</u>	<u>\$ 1,137,000</u>	-4.3%
 Net Revenues over Expenses	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	N/A

CAPITAL BUDGET SECTION

Overview

The Expressway Capital Budget includes all Expressway System preservation and capital maintenance expenses, as well as new construction projects. The Capital Budget is incorporated into the Authority's Long-Term Financial Plan in order to project future debt coverage ratios, potential toll rate changes, and identify financing needs.

Condition Assessments and Facility Inspections

The Authority utilizes its independent Consulting Engineer, HNTB, to perform condition assessments and facility inspections. Pavement condition assessments and fracture critical bridge elements inspections are performed annually while other bridge elements are inspected on a biennial basis. HNTB uses these condition assessments and inspections to identify required and recommended maintenance needs. The Capital Budget is developed by the Authority based on these recommendations.

Expense Grouping

Expenses within the Capital Budget are grouped into two broad categories: Repair & Contingency (R&C) and Projects. R&C expenses are routine preservation and capital maintenance expenses required to maintain facilities at or above established condition levels. R&C items include protective coatings, inspections, signage, and routine annual maintenance of roads and bridges. Project expenses are major capital improvements, such as the recent Downtown Expressway ORT Project and the Powwhite Bridge Overlay Project.

Available Funding

The Capital Budget must be compared to estimated available revenues to ensure that funding is sufficient. The Authority's goal is to have balances on hand as of June 30th to fully fund the next fiscal year's needs. The Authority projects fiscal year 2014 operations will fully fund the fiscal year 2015 Capital Budget.

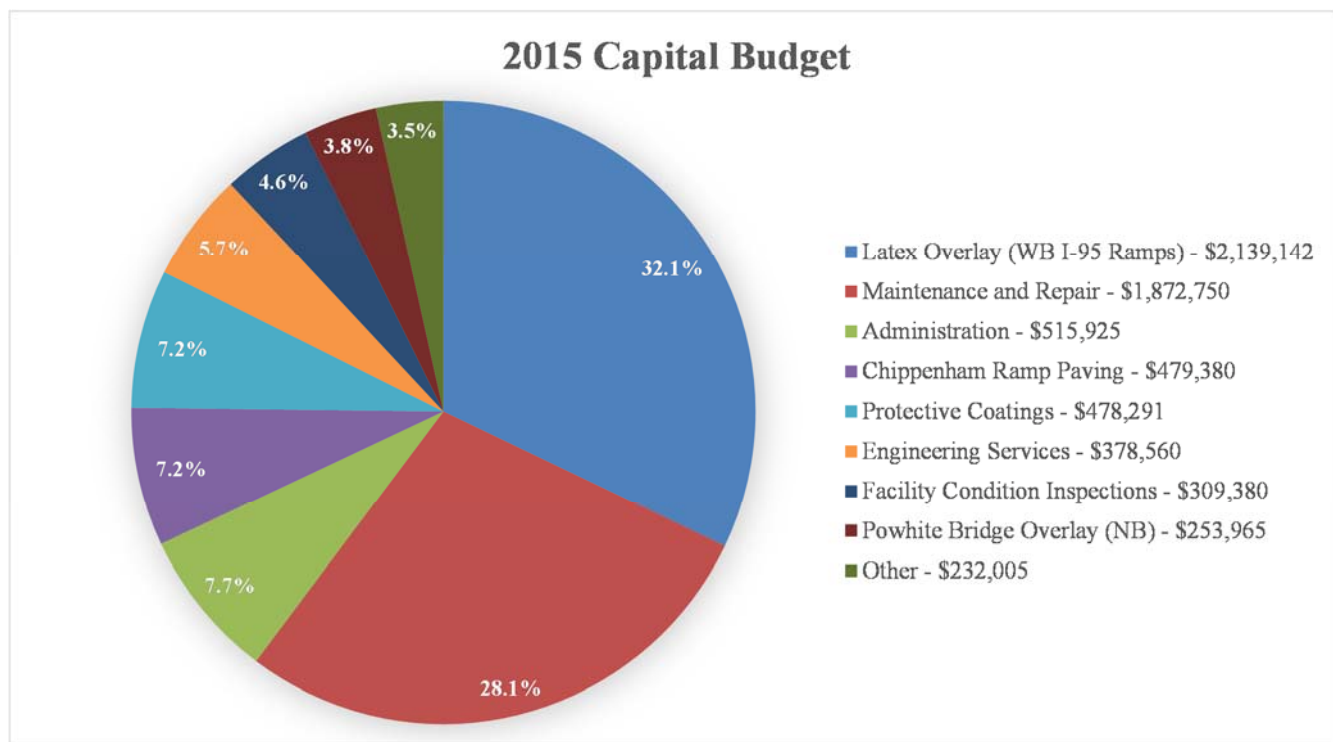
Required capital funding deposits are certified by HNTB during the budget process for the next three fiscal years. Based on information available in May 2013, HNTB recommended total deposits of \$10.1 million to fully fund the 2016 Capital Budget. The 2016 Capital Budget has since been revised to total \$9.6 million. With projected revenue available for capital for fiscal year 2015 at \$12.3 million, the Authority expects to fully fund the 2016 Capital Budget from fiscal year 2015 operations.

Any difference between the revenues available for capital and capital funding deposits are transferred to the Excess Balances Fund at fiscal year-end. The Excess Balances Fund represents the only reserve available for the operation of the Authority's Expressway System and provides a manner to accumulate funding for long-term future capital needs. See the Long-Term Financial Plan portion of this document for additional information on the Excess Balances Fund.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway Capital Budget Summary

Fiscal Year 2015 Budget

Approximately 60.2% of the Authority's \$6.7 million fiscal year 2015 Capital Budget consists of the Latex Overlay Project (\$2.1 million) and routine Maintenance and Repair (\$1.9 million). Maintenance and Repair covers a wide range of general repair and maintenance needs. For fiscal year 2015, the Maintenance and Repair budget includes approximately \$1.1 million for concrete and pavement repairs and \$30,000 for signage upgrades in anticipation of the Authority's name change as approved in the 2014 General Assembly.



Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway Capital Budget Summary

Budget Changes

After the end of the fiscal year and again during the budget process, the Capital Budget is evaluated to identify the impact of timing, scope, or cost changes. The fiscal year 2015 estimate as shown in the prior year requires certain adjustments to determine the budget allocation needed for the upcoming fiscal year.

Fiscal Year 2015	Original Budget	Adjustments	Adjusted Budget
Repair and Contingency:			
Facility Condition Inspections	\$ 108,593	\$ 200,787	\$ 309,380
Maintenance and Repair	1,785,149	87,601	1,872,750
Protective Coatings	475,219	3,072	478,291
Engineering Services	108,160	270,400	378,560
Administration	515,925	-	515,925
Expressway Support Fleet	75,712	3,247	78,959
Subtotal	<u>3,068,758</u>	<u>565,107</u>	<u>3,633,865</u>
Projects:			
Powwhite Bridge Overlay (NB)	-	253,965	253,965
Latex Overlay (WB I-95 Ramps)	648,969	1,490,173	2,139,142
Chippenham Ramp Paving	479,380	-	479,380
Debris Removal	-	88,150	88,150
Roadside Enhancement	-	64,896	64,896
Subtotal	<u>1,128,349</u>	<u>1,897,184</u>	<u>3,025,533</u>
Total Capital Plan	<u>\$ 4,197,107</u>	<u>\$ 2,462,291</u>	<u>\$ 6,659,398</u>

The \$2.5 million increase for fiscal year 2015 is primarily due to the timing shift of the Latex Overlay Project from fiscal year 2016 to fiscal year 2015 and the timing shift of synchronizing the Underwater Pier inspections and Debris Removal Project.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway Capital Budget Summary

Short-Term Outlook

The Authority's Capital Budget for the next three fiscal years consists of:

	2015	2016	2017
	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>
Repair and Contingency:			
Facility Condition Inspections	\$ 309,380	\$ 236,221	\$ 116,986
Maintenance and Repair	1,872,750	2,750,949	2,505,048
Protective Coatings	478,291	1,328,063	1,009,202
Engineering Services	378,560	393,702	409,450
Administration	515,925	536,560	558,023
Expressway Support Fleet	<u>78,959</u>	<u>110,237</u>	<u>102,948</u>
Subtotal	<u>3,633,865</u>	<u>5,355,732</u>	<u>4,701,657</u>
 Projects:			
Powhite Bridge Overlay (NB)	253,965	-	-
Latex Overlay (WB I-95 Ramps)	2,139,142	1,327,829	-
Chippenham Ramp Paving	479,380	-	-
Latex Overlay (EB I-95 Ramps)	-	2,893,825	1,692,902
Interoperability	-	-	703,553
Mill Overlay, DTE Connector	-	-	823,463
Overlay, City St. Bridges	-	-	1,128,914
Debris Removal	88,150	-	-
Roadside Enhancement	<u>64,896</u>	<u>67,492</u>	<u>70,192</u>
Subtotal	<u>3,025,533</u>	<u>4,289,146</u>	<u>4,419,024</u>
Total Capital Plan	<u><u>\$ 6,659,398</u></u>	<u><u>\$ 9,644,878</u></u>	<u><u>\$ 9,120,681</u></u>

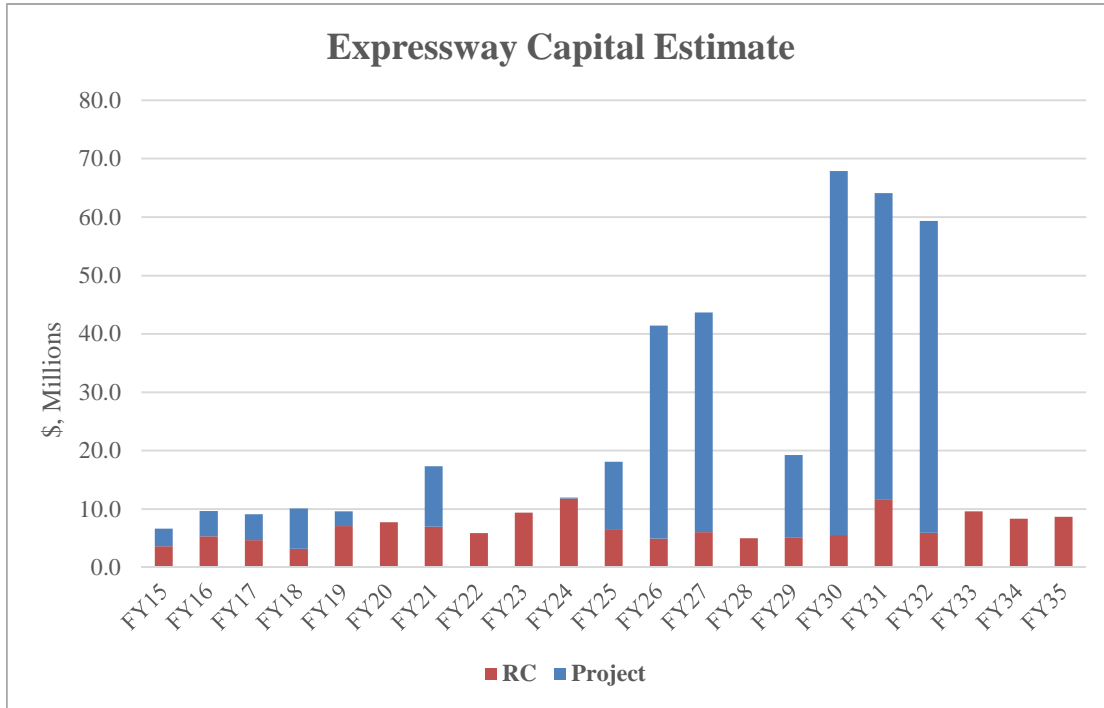
Immediate capital needs include routine protective coatings in fiscal year 2016 and the continuation of the Latex Overlay Project in fiscal years 2016 and 2017. Fiscal year 2017 includes approximately \$0.7 million for the Authority to implement interoperability standards related to the Moving Ahead for Progress in the 21st Century (MAP-21) legislation.

Any future timing, scope, or cost changes to the fiscal year 2016 estimate above will be outlined in next year's budget document.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway Capital Budget Summary

Long-Term Outlook

While long-term capital costs can be difficult to predict, the Authority's Capital Budget extends to twenty years to provide a glimpse of future capital needs:



While R&C expenses remain relatively consistent, Project expenses fluctuate as shown above. Approximately \$10.3 million in fiscal year 2021 and \$14.0 million in 2029 are for technology upgrades associated with toll system replacements. The largest Project costs include the superstructure replacements at Forest Hill (2025), Powhite Bridge (2026-2027) and I-95 ramps (2031-2032), and the total replacement of the Boulevard Bridge (2030).

The Authority continues to evaluate and refine the cost and scope of its long-term capital needs. A wide range of factors, including technology upgrades, legislative mandates, condition assessments, and facility inspections can have a significant impact on future costs.

Detailed Capital Budget

The Authority continues to improve its Capital Budget by disclosing additional layers of detail not previously presented in this document. This additional detail is included in this document for fiscal years 2014-2035 on the following pages.

The *Executive Summary* includes a summary of costs by category and provides a graphical overview of costs by year and a cumulative total.

The *Bridge Maintenance Summary* includes costs for each of the Authority's 36 bridges by category and in total for fiscal years. The *Bridge Maintenance Summary: Fiscal Year Bridge Summary Report* includes a detailed view of expenses by bridge for each fiscal year.

The *Asset Summary Report* shows costs by asset type (bridge, pavement, roadside, etc.) by fiscal year.

A bridge summary page is also included for each of the Authority's 36 bridges. These summary pages include the following:

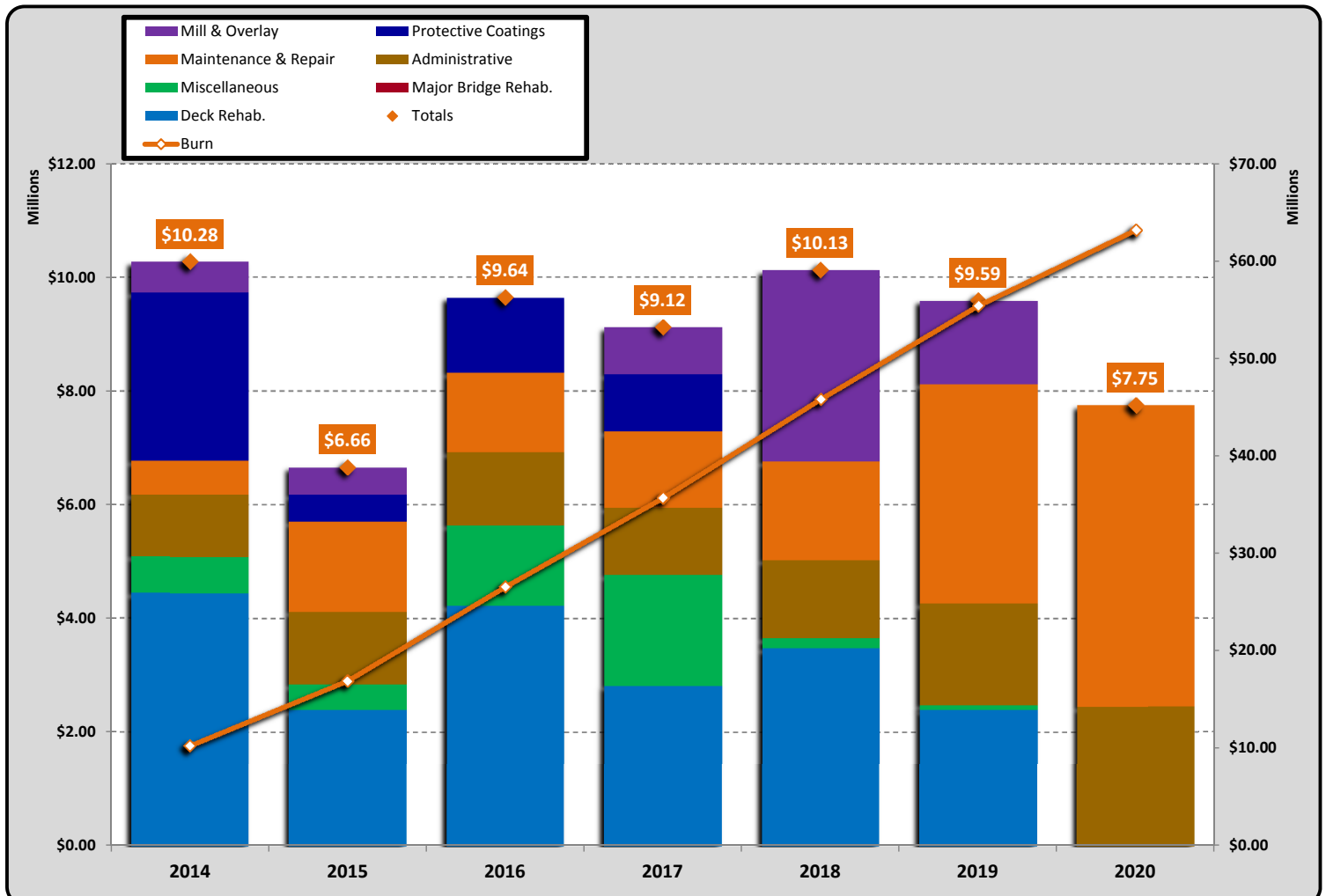
- Bridge Data – name, structure size, last inspection date, year built, number of lanes
- Condition Rating –deck, superstructure, substructure, and overall condition
- Location map and elevation view of bridge
- Detailed capital needs by bridge

The Authority continues to develop this detail for future presentation, with plans to include asset summary sheets in the fiscal year 2016 budget document.

Executive Summary by Category & Fiscal Year (2014-2020)

Printed on: 4/2/2014

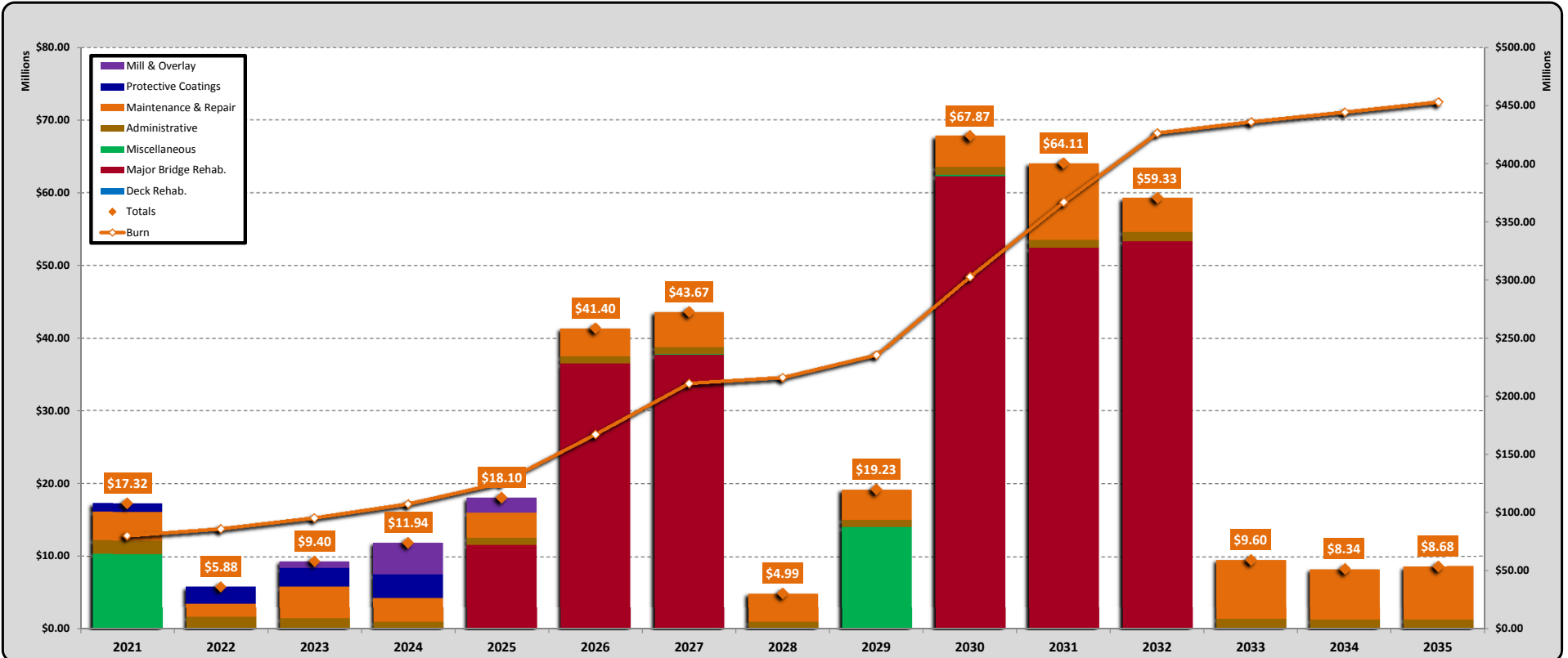
Category	2014-2020 Totals	2014	2015	2016	2017	2018	2019	2020
Deck Rehab.	\$ 19,756,738	\$ 4,442,755	\$ 2,393,107	\$ 4,221,654	\$ 2,821,816	\$ 3,479,627	\$ 2,397,779	\$ -
Maintenance & Repair	\$ 15,791,405	\$ 586,542	\$ 1,580,720	\$ 1,395,971	\$ 1,336,945	\$ 1,725,287	\$ 3,860,551	\$ 5,305,390
Protective Coatings	\$ 5,771,904	\$ 2,956,348	\$ 478,291	\$ 1,328,063	\$ 1,009,202	\$ -	\$ -	\$ -
Mill & Overlay	\$ 6,683,913	\$ 545,777	\$ 479,380	\$ -	\$ 823,463	\$ 3,367,521	\$ 1,467,770	\$ -
Major Bridge Rehab.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Toll Systems & Services</i>	<i>\$ 916,345</i>	<i>\$ 214,430</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 701,915</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Debris</i>	<i>\$ 187,308</i>	<i>\$ -</i>	<i>\$ 88,150</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 99,157</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Roadway Enhancement Project</i>	<i>\$ 351,498</i>	<i>\$ -</i>	<i>\$ 64,896</i>	<i>\$ 67,492</i>	<i>\$ 70,192</i>	<i>\$ 72,999</i>	<i>\$ 75,919</i>	<i>\$ -</i>
<i>Sign</i>	<i>\$ 314,912</i>	<i>\$ 22,880</i>	<i>\$ 292,032</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Under Water</i>	<i>\$ 2,523,081</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 1,354,978</i>	<i>\$ 1,168,103</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Misc.</i>	<i>\$ 417,145</i>	<i>\$ 405,582</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 1,638</i>	<i>\$ 3,407</i>	<i>\$ 5,820</i>	<i>\$ 697</i>
Miscellaneous	\$ 4,710,289	\$ 642,893	\$ 445,078	\$ 1,422,470	\$ 1,941,848	\$ 175,563	\$ 81,740	\$ 697
<i>Expressway Admin.</i>	<i>\$ 3,918,186</i>	<i>\$ 496,080</i>	<i>\$ 515,923</i>	<i>\$ 536,560</i>	<i>\$ 558,023</i>	<i>\$ 580,343</i>	<i>\$ 603,557</i>	<i>\$ 627,699</i>
<i>Vehicles</i>	<i>\$ 668,400</i>	<i>\$ 97,760</i>	<i>\$ 78,957</i>	<i>\$ 110,237</i>	<i>\$ 102,948</i>	<i>\$ 80,299</i>	<i>\$ 111,348</i>	<i>\$ 86,851</i>
<i>GEC & Inspection only</i>	<i>\$ 5,867,975</i>	<i>\$ 507,520</i>	<i>\$ 687,941</i>	<i>\$ 629,924</i>	<i>\$ 526,436</i>	<i>\$ 717,825</i>	<i>\$ 1,069,195</i>	<i>\$ 1,729,134</i>
Administrative	\$ 10,454,561	\$ 1,101,360	\$ 1,282,821	\$ 1,276,721	\$ 1,187,406	\$ 1,378,468	\$ 1,784,100	\$ 2,443,685
	\$ 63,168,809	\$ 10,275,675	\$ 6,659,398	\$ 9,644,878	\$ 9,120,681	\$ 10,126,466	\$ 9,591,940	\$ 7,749,773



Executive Summary

by Category & Fiscal Year (2021-2035)

Category	2021-2035 Totals	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Deck Rehab.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance & Repair	\$ 76,067,105	\$ 3,912,027	\$ 1,885,433	\$ 4,392,012	\$ 3,393,017	\$ 3,528,737	\$ 3,986,623	\$ 4,839,042	\$ 3,969,350	\$ 4,128,124	\$ 4,293,249	\$ 10,517,496	\$ 4,643,578	\$ 8,184,415	\$ 7,055,884	\$ 7,338,120
Protective Coatings	\$ 9,264,550	\$ 1,153,156	\$ 2,331,527	\$ 2,580,234	\$ 3,199,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mill & Overlay	\$ 7,294,258	\$ -	\$ -	\$ 929,545	\$ 4,350,978	\$ 2,013,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Major Bridge Rehab.	\$ 253,944,009	\$ -	\$ -	\$ -	\$ -	\$ 11,656,087	\$ 36,476,411	\$ 37,635,685	\$ -	\$ -	\$ 62,320,599	\$ 52,449,791	\$ 53,405,436	\$ -	\$ -	\$ -
Toll Systems & Services	\$ 24,311,627	\$ 10,264,268	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,047,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debris	\$ 705,202	\$ 101,274	\$ -	\$ -	\$ 125,466	\$ -	\$ -	\$ 141,132	\$ -	\$ -	\$ 158,754	\$ -	\$ -	\$ 178,577	\$ -	\$ -
Roadway Enhancement Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sign	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Under Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Misc.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 25,016,829	\$ 10,365,542	\$ -	\$ -	\$ 125,466	\$ -	\$ -	\$ 141,132	\$ -	\$ 14,047,359	\$ 158,754	\$ -	\$ -	\$ 178,577	\$ -	\$ -
Expressway Admin.	\$ 13,071,547	\$ 652,807	\$ 678,920	\$ 706,077	\$ 734,320	\$ 763,692	\$ 794,240	\$ 826,010	\$ 859,050	\$ 893,412	\$ 929,149	\$ 966,314	\$ 1,004,967	\$ 1,045,166	\$ 1,086,972	\$ 1,130,451
Vehicles	\$ 2,381,414	\$ 90,326	\$ 125,251	\$ 130,261	\$ 135,472	\$ 140,891	\$ 146,526	\$ 152,388	\$ 158,483	\$ 164,822	\$ 171,415	\$ 178,272	\$ 185,403	\$ 192,819	\$ 200,532	\$ 208,553
GEC & Inspection only	\$ 2,849,545	\$ 1,149,598	\$ 861,104	\$ 666,110	\$ -	\$ -	\$ -	\$ 77,925	\$ -	\$ -	\$ -	\$ -	\$ 94,808	\$ -	\$ -	\$ -
Administrative	\$ 18,302,506	\$ 1,892,731	\$ 1,665,275	\$ 1,502,448	\$ 869,792	\$ 904,583	\$ 940,767	\$ 1,056,323	\$ 1,017,533	\$ 1,058,234	\$ 1,100,564	\$ 1,144,586	\$ 1,285,178	\$ 1,237,985	\$ 1,287,504	\$ 1,339,004
Totals	\$ 389,889,258	\$ 17,323,456	\$ 5,882,235	\$ 9,404,239	\$ 11,938,884	\$ 18,103,144	\$ 41,403,800	\$ 43,672,181	\$ 4,986,883	\$ 19,233,717	\$ 67,873,165	\$ 64,111,874	\$ 59,334,192	\$ 9,600,976	\$ 8,343,388	\$ 8,677,124



Bridge Maintenance Summary

Printed on: 4/2/2014

Activity Incidence Status by Bridge						
RMA #	Name	Complete	Active	Pending	Scheduled	Total
BR04	SB Powhite Parkway over Chippenham Parkway	-	-	-	9	9
BR05	Norfolk Southern RR over Powhite Parkway	-	-	-	5	5
BR06	Forest Hill Ave over Powhite Parkway	-	-	-	14	14
BR08 NB	NB Powhite (Rte. 76) over James River	-	-	-	19	19
BR08 SB	SB Powhite (Rte. 76) over James River	-	-	-	23	23
BR09 N	CSX RR over NB Powhite PW N	-	-	-	11	11
BR09 S	CSX RR over NB Powhite PW S	-	-	-	8	8
BR10 N	CSX RR over WB DTE Connector N	-	-	-	10	10
BR10 S	CSX RR over WB DTE Connector S	-	-	-	10	10
BR11	NB I95 Connector (Rte. 76) over WB DTE Connector	-	-	-	12	12
BR12	Douglasdale road over DTE connector	-	-	-	17	17
BR13	Douglasdale road over I-195 Connector	-	-	-	11	11
BR17	Ramp NB PW PKWY/I95 Connector over NB I-195	-	-	-	13	13
BR36	Maplewood Ave over DTE Connector (Rte. 146)	-	-	-	9	9
BR37	Grant Street over DTE Connector (RTE. 146)	-	-	-	9	9
BR46	Allen Ave. over DTE Connector (Rte 195)	-	-	-	11	11
BR47	Randolph Street over DTE Connector (Rte 195)	-	-	-	10	10
BR48	Harrison Street over DTE Connector (Rte 195)	-	-	-	12	12
BR49	Cherry Street over DTE Connector (Rte 195)	-	-	-	10	10
BR50	Laurel Street over DTE Connector (Rte 195)	-	-	-	13	13
BR51	Belvidere Street over DTE Connector (Rte 195)	-	-	-	10	10
BR54	2nd Street over DTE Connector (Rte 195)	-	-	-	14	14
BR55	3rd Street over DTE Connector (Rte 195)	-	-	-	13	13
BR56	4th Street over DTE Connector (Rte 195)	-	-	-	12	12
BR57	5th Street over DTE Connector (Rte 195)	-	-	-	10	10
BR58	7th Street over DTE Connector (Rte 195)	-	-	-	10	10
BR60	10th Street over DTE Connector (Rte 195)	-	-	-	13	13
BR61	WB DTE (Rte. 195) over South 12th Street	-	-	-	6	6
BR62	Ramp from WB DTE to 11th over 12th Street	-	-	-	7	7
BR63	WB DTE over Virginia St. and South 14th St.	-	-	-	10	10
BR64	Ramp - SB I95 to WB DTE (RTE I95) over E Cary street & CSX	-	-	-	21	21
BR65	Ramp - NB I95 to WB DTE (Rte I-95) over CSX	-	-	-	7	7
BR66	EB DTE over Virginia, S 14th, Sth 12th & CSX RR	-	-	-	13	13
BR67	Ramp - EB DTE to NB I-95 over Dock, E Cary, E Main & CSX RR	1	-	-	17	18
BR68	Ramp EB DTE to SB I95 over James River	-	-	-	19	19
BB	Boulevard Bridge	-	-	-	30	30
36 Total Bridges		1	-	-	448	449

Activity Rollup Totals by Bridge						
Deck	Substructure	Superstructure	Utilities & Electrical	Coatings	Cost Estimate	
\$ 423,065	\$ 6,956	\$ -	\$ -	\$ 146,777	\$ 576,798	
\$ 5,006	\$ -	\$ 18,771	\$ -	\$ 646,133	\$ 669,909	
\$ 87,620	\$ 3,975	\$ 11,656,087	\$ 819	\$ 659,360	\$ 12,407,860	
\$ 3,845,202	\$ 257,801	\$ 37,638,373	\$ -	\$ 66,632	\$ 41,808,008	
\$ 10,807	\$ 2,100,378	\$ 36,476,411	\$ -	\$ 2,771,008	\$ 41,358,604	
\$ 3,718	\$ 11,620	\$ 13,479	\$ -	\$ 445,182	\$ 474,000	
\$ -	\$ -	\$ 17,270	\$ -	\$ 445,182	\$ 462,451	
\$ 3,179	\$ -	\$ 9,886	\$ -	\$ 379,700	\$ 392,766	
\$ 501	\$ 375	\$ 11,763	\$ -	\$ 379,700	\$ 392,340	
\$ 267,258	\$ 7,448	\$ 26,877	\$ -	\$ 259,197	\$ 560,779	
\$ 470,598	\$ 155,347	\$ -	\$ 2,910	\$ 275,700	\$ 904,555	
\$ 338,073	\$ 39,946	\$ -	\$ 263	\$ 422,103	\$ 800,385	
\$ 623,633	\$ 52,256	\$ 12,044	\$ 468	\$ 206,537	\$ 894,938	
\$ 233,647	\$ 59,206	\$ -	\$ 2,278	\$ 289,660	\$ 584,791	
\$ 318,899	\$ 29,715	\$ -	\$ -	\$ 275,958	\$ 624,572	
\$ 228,179	\$ 38,373	\$ -	\$ 365	\$ -	\$ 266,918	
\$ 346,140	\$ 52,258	\$ -	\$ 39	\$ -	\$ 398,437	
\$ 368,778	\$ 4,062	\$ -	\$ 3,042	\$ 565,275	\$ 941,157	
\$ 141,528	\$ 77,996	\$ -	\$ 395	\$ 290,473	\$ 510,392	
\$ 208,421	\$ 55,512	\$ -	\$ -	\$ 254,031	\$ 517,964	
\$ 809,815	\$ 5,692	\$ -	\$ -	\$ 463,431	\$ 1,278,937	
\$ 518,766	\$ 66,461	\$ -	\$ -	\$ 185,244	\$ 770,471	
\$ 339,318	\$ 9,997	\$ -	\$ 351	\$ 22,737	\$ 372,402	
\$ 326,169	\$ -	\$ 261	\$ -	\$ 18,189	\$ 344,620	
\$ 307,286	\$ 6,022	\$ -	\$ -	\$ 18,189	\$ 331,498	
\$ 226,961	\$ 4,696	\$ -	\$ 633	\$ 18,189	\$ 250,479	
\$ 170,944	\$ 80,053	\$ 860	\$ -	\$ 18,189	\$ 270,047	
\$ -	\$ 46,489	\$ -	\$ -	\$ 242,409	\$ 288,898	
\$ 136,020	\$ 10,436	\$ -	\$ -	\$ 235,169	\$ 381,625	
\$ 1,188,157	\$ 15,629	\$ 349	\$ -	\$ 670,462	\$ 1,874,597	
\$ 686,354	\$ 13,039	\$ 26,224,896	\$ 3,000	\$ 590,468	\$ 27,517,756	
\$ 1,171,456	\$ -	\$ 26,246,397	\$ -	\$ 438,720	\$ 27,856,573	
\$ 2,236,098	\$ -	\$ 2,558	\$ -	\$ 26,260	\$ 2,264,916	
\$ 1,268,570	\$ 17,075	\$ 26,750,446	\$ -	\$ 21,883	\$ 28,057,975	
\$ 556,098	\$ 1,240,805	\$ 26,720,575	\$ -	\$ 525,972	\$ 29,043,450	
\$ 16,087	\$ 89,887	\$ 62,454,373	\$ -	\$ 94,349	\$ 62,654,696	
\$ 17,882,350	\$ 4,559,507	\$ 254,281,676	\$ 14,562	\$ 12,368,467	\$ 289,106,563	

Fiscal Year Totals		
Year	Scheduled Bridges	Cost Estimate
2014	14	\$ 6,333,372
2015	29	\$ 3,260,676
2016	31	\$ 6,346,901
2017	26	\$ 4,754,152
2018	26	\$ 3,578,015
2019	21	\$ 2,484,078
2020	12	\$ 267,156
2021	16	\$ 782,196
2022	16	\$ 1,083,763
2023	29	\$ 2,470,141
2024	24	\$ 3,313,552
2025	1	\$ 11,656,087
2026	1	\$ 36,476,411
2027	2	\$ 37,763,829
2028	0	\$ -
2029	0	\$ -
2030	2	\$ 62,464,743
2031	2	\$ 52,449,791
2032	2	\$ 53,405,436
2033	1	\$ 162,143
2034	0	\$ -
2035	0	\$ -
2036	0	\$ -
2037	0	\$ -
2038	0	\$ -
2039	0	\$ -
2040	0	\$ -
NA	4	\$ 54,121
		\$ 289,106,563

Bridge Maintenance Summary:

Fiscal Year BRIDGE SUMMARY REPORT

Printed On: 4/2/2014

RMA #	Name	Values							
		Sum of 2014	Sum of 2015	Sum of 2016	Sum of 2017	Sum of 2018	Sum of 2019	Sum of 2020	2014-2020 Total
BB	Boulevard Bridge	\$ -	\$ 72,334	\$ 233,721	\$ 28,041	\$ -	\$ -	\$ -	\$ 334,096
BR04	SB Powhite Parkway over Chippenham Parkway	\$ -	\$ 32,988	\$ 66,057	\$ 137,020	\$ 291,635	\$ -	\$ 23,029	\$ 550,729
BR05	Norfolk Southern RR over Powhite Parkway	\$ -	\$ 16,731	\$ 33,219	\$ -	\$ 6,605	\$ 17,172	\$ 279,636	\$ 353,362
BR06	Forest Hill Ave over Powhite Parkway	\$ 163	\$ 912	\$ 784	\$ 26,438	\$ 64,117	\$ -	\$ -	\$ 92,413
BR08 NB	NB Powhite (Rte.76) over James River	\$ 3,590,608	\$ 515,083	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,105,691
BR08 SB	SB Powhite (Rte.76) over James River	\$ 2,704,375	\$ 80,038	\$ 995,835	\$ 295,654	\$ 90,032	\$ -	\$ -	\$ 4,165,935
BR09 N	CSX RR over NB Powhite PW N	\$ -	\$ -	\$ 4,858	\$ 23,960	\$ -	\$ -	\$ -	\$ 28,818
BR09 S	CSX RR over NB Powhite PW S	\$ -	\$ -	\$ -	\$ -	\$ 4,797	\$ 12,473	\$ -	\$ 17,270
BR10 N	CSX RR over WB DTE Connector N	\$ -	\$ 530	\$ 2,149	\$ -	\$ 2,885	\$ 7,502	\$ -	\$ 13,065
BR10 S	CSX RR over WB DTE Connector S	\$ -	\$ -	\$ -	\$ -	\$ 3,511	\$ 9,128	\$ -	\$ 12,639
BR11	NB I95 Conector (Rte.76) over WB DTE Connector	\$ 4,254	\$ 23,758	\$ -	\$ 85,374	\$ 178,718	\$ -	\$ 2,532	\$ 294,635
BR12	Douglasdale road over DTE connector	\$ -	\$ 83,655	\$ 166,093	\$ 150,127	\$ 318,514	\$ 37,196	\$ 135,190	\$ 890,776
BR13	Douglasdale road over I-195 Connector	\$ -	\$ 132,099	\$ 262,506	\$ 99,625	\$ 207,223	\$ -	\$ 24,743	\$ 726,195
BR17	Ramp NB PW PKWY/I95 Connector over NB I-195	\$ -	\$ -	\$ 51,877	\$ 345,622	\$ 470,155	\$ -	\$ -	\$ 867,654
BR36	Maplewood Ave over DTE Connector (Rte. 146)	\$ -	\$ 89,976	\$ 180,601	\$ 9,661	\$ 72,086	\$ 165,123	\$ 46,301	\$ 563,749
BR37	Grant Street over DTE Connector (RTE. 146)	\$ 4,119	\$ 22,999	\$ 72,963	\$ 179,148	\$ 103,110	\$ 215,326	\$ 3,061	\$ 600,725
BR46	Allen Ave. over DTE Connector (Rte 195)	\$ -	\$ -	\$ -	\$ -	\$ 78,591	\$ 168,437	\$ -	\$ 247,028
BR47	Randolph Street over DTE Connector (Rte 195)	\$ -	\$ -	\$ -	\$ -	\$ 107,921	\$ 226,032	\$ 17,252	\$ 351,206
BR48	Harrison Street over DTE Connector (Rte 195)	\$ -	\$ 1,165	\$ 4,728	\$ -	\$ 114,411	\$ 232,519	\$ 6,159	\$ 358,981
BR49	Cherry Street over DTE Connector (Rte 195)	\$ -	\$ -	\$ 1,175	\$ 5,797	\$ 36,699	\$ 95,419	\$ 21,878	\$ 160,968
BR50	Laurel Street over DTE Connector (Rte 195)	\$ 8,709	\$ 48,631	\$ 66,938	\$ 164,356	\$ 66,664	\$ 139,929	\$ -	\$ 495,227
BR51	Belvidere Street over DTE Connector (Rte 195)	\$ -	\$ 1,567	\$ 135,214	\$ 316,385	\$ 261,363	\$ 546,220	\$ -	\$ 1,260,748
BR54	2nd Street over DTE Connector (Rte 195)	\$ 11,923	\$ 66,579	\$ 47,027	\$ 115,481	\$ 163,792	\$ 342,933	\$ -	\$ 747,734
BR55	3rd Street over DTE Connector (Rte 195)	\$ 686	\$ 3,830	\$ -	\$ 110,218	\$ 234,932	\$ -	\$ -	\$ 349,666
BR56	4th Street over DTE Connector (Rte 195)	\$ -	\$ -	\$ -	\$ 99,833	\$ 214,334	\$ 2,673	\$ 9,590	\$ 326,430
BR57	5th Street over DTE Connector (Rte 195)	\$ 816	\$ 4,559	\$ -	\$ 94,578	\$ 213,355	\$ -	\$ -	\$ 313,308
BR58	7th Street over DTE Connector (Rte 195)	\$ -	\$ -	\$ -	\$ 72,477	\$ 152,527	\$ 2,083	\$ 5,203	\$ 232,290
BR60	10th Street over DTE Connector (Rte 195)	\$ 131	\$ 729	\$ -	\$ -	\$ 77,600	\$ 173,398	\$ -	\$ 251,857
BR61	WB DTE (Rte. 195) over South 12th Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,417	\$ 12,417
BR62	Ramp from WB DTE to 11th over 12th Street	\$ 811	\$ 4,530	\$ -	\$ -	\$ 42,438	\$ 90,515	\$ 8,162	\$ 146,456
BR63	WB DTE over Virginia St. and South 14th St.	\$ -	\$ 771,674	\$ 407,172	\$ 25,288	\$ -	\$ -	\$ -	\$ 1,204,134
BR64	Ramp - SB I95 to WB DTE (RTE I95) over E Cary street & CSX	\$ -	\$ 442,522	\$ 234,823	\$ 21,047	\$ -	\$ -	\$ -	\$ 698,393
BR65	Ramp - NB I95 to WB DTE (Rte I-95) over CSX	\$ 3,266	\$ 788,421	\$ 401,271	\$ -	\$ -	\$ -	\$ -	\$ 1,192,958
BR66	EB DTE over Virginia, S 14th, Sth 12th & CSX RR	\$ -	\$ 5,932	\$ 1,495,450	\$ 735,275	\$ -	\$ -	\$ -	\$ 2,236,656
BR67	Ramp - EB DTE to NB I-95 over Dock, E Cary, E Main & CSX RR	\$ 3,266	\$ 29,665	\$ 882,747	\$ 417,696	\$ -	\$ -	\$ -	\$ 1,333,373
BR68	Ramp EB DTE to SB I95 over James River	\$ 245	\$ 19,770	\$ 599,693	\$ 1,195,053	\$ -	\$ -	\$ -	\$ 1,814,760
Grand Total		\$ 6,333,372	\$ 3,260,676	\$ 6,346,901	\$ 4,754,152	\$ 3,578,015	\$ 2,484,078	\$ 595,152	\$ 27,352,345

ASSET SUMMARY REPORT

Fiscal Year (2014-2020)

Printed On: 5/13/2014

Asset Type	Structure Category	Treatment Type	Consultant Services Type	Values							
				Sum of 2014	Sum of 2015	Sum of 2016	Sum of 2017	Sum of 2018	Sum of 2019	Sum of 2020	2014-2020 Total
Bridge	Substructure			\$ 61,598	\$ 449,677	\$ 1,297,993	\$ 1,369,841	\$ 182,172	\$ 136,717	\$ 243,634	\$ 3,741,633
	Superstructure			\$ 11,152	\$ 92,724	\$ 130,009	\$ 34,837	\$ 25,018	\$ 41,722	\$ 204	\$ 335,667
	Utilities & Elect			\$ -	\$ -	\$ -	\$ 1,638	\$ 3,407	\$ 5,820	\$ 697	\$ 11,562
	Deck			\$ 3,556,246	\$ 2,331,602	\$ 3,783,517	\$ 2,445,091	\$ 3,367,418	\$ 2,299,817	\$ 22,620	\$ 17,806,312
	Coatings			\$ 2,704,375	\$ 386,672	\$ 1,135,382	\$ 902,745	\$ -	\$ -	\$ -	\$ 5,129,174
Bridge Total				\$ 6,333,372	\$ 3,260,676	\$ 6,346,901	\$ 4,754,152	\$ 3,578,015	\$ 2,484,078	\$ 267,156	\$ 27,024,349
Pavement	Concrete Patches			\$ 26,372	\$ 147,265	\$ -	\$ -	\$ -	\$ 1,391,851	\$ -	\$ 1,565,487
	Crack Seal			\$ 6,586	\$ 47,624	\$ 44,525	\$ 3,920	\$ 4,025	\$ -	\$ -	\$ 106,681
	Mill & Overlay			\$ 477,750	\$ 449,540	\$ -	\$ 577,910	\$ 3,005,133	\$ -	\$ -	\$ 4,510,333
	Patching			\$ 26,056	\$ 152,101	\$ 33,440	\$ 53,777	\$ 122,741	\$ 158,564	\$ -	\$ 546,677
Pavement Total				\$ 536,764	\$ 796,530	\$ 77,964	\$ 635,607	\$ 3,131,899	\$ 1,550,415	\$ -	\$ 6,729,178
Roadside				\$ 667,863	\$ 624,752	\$ 650,946	\$ 604,422	\$ 881,586	\$ 2,946,082	\$ 4,593,094	\$ 10,968,745
Roadside Total				\$ 667,863	\$ 624,752	\$ 650,946	\$ 604,422	\$ 881,586	\$ 2,946,082	\$ 4,593,094	\$ 10,968,745
RMA				\$ 593,840	\$ 659,776	\$ 714,289	\$ 731,162	\$ 733,642	\$ 790,824	\$ 714,551	\$ 4,938,083
RMA Total				\$ 593,840	\$ 659,776	\$ 714,289	\$ 731,162	\$ 733,642	\$ 790,824	\$ 714,551	\$ 4,938,083
Toll Sys				\$ 156,000	\$ -	\$ -	\$ 701,915	\$ -	\$ -	\$ -	\$ 857,915
Toll Sys Total				\$ 156,000	\$ -	\$ -	\$ 701,915	\$ -	\$ -	\$ -	\$ 857,915
Consulting Services			Engineering	\$ 207,629	\$ 296,389	\$ 382,229	\$ 222,273	\$ 292,727	\$ 191,822	\$ 199,495	\$ 1,792,564
			GEC	\$ 345,280	\$ 378,560	\$ 393,702	\$ 409,450	\$ 425,829	\$ 885,723	\$ 1,184,339	\$ 4,022,883
			Inspections	\$ 162,240	\$ 309,381	\$ 236,221	\$ 116,986	\$ 291,997	\$ 183,471	\$ 544,796	\$ 1,845,092
			Construction Monitoring	\$ 1,272,688	\$ 333,335	\$ 842,625	\$ 944,713	\$ 790,772	\$ 559,524	\$ 246,342	\$ 4,990,000
Consulting Services Total				\$ 1,987,836	\$ 1,317,665	\$ 1,854,778	\$ 1,693,423	\$ 1,801,324	\$ 1,820,541	\$ 2,174,972	\$ 12,650,539
Grand Total				\$ 10,275,675	\$ 6,659,398	\$ 9,644,878	\$ 9,120,681	\$ 10,126,466	\$ 9,591,940	\$ 7,749,773	\$ 63,168,809



ASSET SUMMARY REPORT

Fiscal Year (2021-2035)

Printed On: 5/13/2014

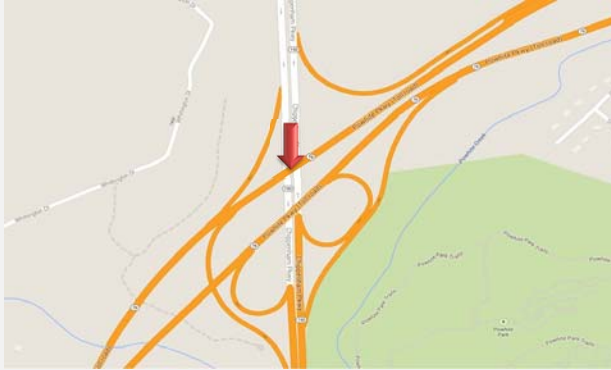
Asset Type	Structure Category	Treatment Type	Consultant Services Type	Values																
				Sum of 2021	Sum of 2022	Sum of 2023	Sum of 2024	Sum of 2025	Sum of 2026	Sum of 2027	Sum of 2028	Sum of 2029	Sum of 2030	Sum of 2031	Sum of 2032	Sum of 2033	Sum of 2034	Sum of 2035	2012-2035 Total	
Bridge	Substructure			\$ 268,523	\$ -	\$ -	\$ 113,920	\$ -	\$ -	\$ 128,144	\$ -	\$ -	\$ 144,145	\$ -	\$ -	\$ 162,143	\$ -	\$ -	\$ 816,874	
	Superstructure			\$ -	\$ -	\$ -	\$ -	\$ 11,656,087	\$ 36,476,411	\$ 37,635,685	\$ -	\$ -	\$ 62,320,599	\$ 52,449,791	\$ 53,405,436	\$ -	\$ -	\$ 253,944,009		
	Utilities & Elect			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	Deck			\$ 27,917	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,917		
	Coatings			\$ 485,756	\$ 1,083,763	\$ 2,470,141	\$ 3,199,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,239,293		
Bridge Total				\$ 782,196	\$ 1,083,763	\$ 2,470,141	\$ 3,313,552	\$ 11,656,087	\$ 36,476,411	\$ 37,763,829	\$ -	\$ -	\$ 62,464,743	\$ 52,449,791	\$ 53,405,436	\$ 162,143	\$ -	\$ -	\$ 262,028,093	
Pavement		Concrete Patches		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Crack Seal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Mill & Overlay		\$ -	\$ -	\$ 929,545	\$ 4,350,978	\$ 2,013,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,294,258		
		Patching		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Pavement Total				\$ -	\$ -	\$ 929,545	\$ 4,350,978	\$ 2,013,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,294,258		
Roadside				\$ 3,828,513	\$ 2,471,670	\$ 4,502,105	\$ 3,393,017	\$ 3,528,737	\$ 3,986,623	\$ 4,839,042	\$ 3,969,350	\$ 4,128,124	\$ 4,293,249	\$ 10,517,496	\$ 4,643,578	\$ 8,184,415	\$ 7,055,884	\$ 7,338,120	\$ 76,679,922	
Roadside Total				\$ 3,828,513	\$ 2,471,670	\$ 4,502,105	\$ 3,393,017	\$ 3,528,737	\$ 3,986,623	\$ 4,839,042	\$ 3,969,350	\$ 4,128,124	\$ 4,293,249	\$ 10,517,496	\$ 4,643,578	\$ 8,184,415	\$ 7,055,884	\$ 7,338,120	\$ 76,679,922	
RMA				\$ 743,133	\$ 804,171	\$ 836,338	\$ 869,792	\$ 904,583	\$ 940,767	\$ 978,397	\$ 1,017,533	\$ 1,058,234	\$ 1,100,564	\$ 1,144,586	\$ 1,190,370	\$ 1,237,985	\$ 1,287,504	\$ 1,339,004	\$ 15,452,961	
RMA Total				\$ 743,133	\$ 804,171	\$ 836,338	\$ 869,792	\$ 904,583	\$ 940,767	\$ 978,397	\$ 1,017,533	\$ 1,058,234	\$ 1,100,564	\$ 1,144,586	\$ 1,190,370	\$ 1,237,985	\$ 1,287,504	\$ 1,339,004	\$ 15,452,961	
Toll Sys				\$ 10,264,268	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,047,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,311,627	
Toll Sys Total				\$ 10,264,268	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,047,359	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,311,627	
Consulting Services		Engineering		\$ 265,776	\$ 265,305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 531,081	
		GEC		\$ 1,012,741	\$ 498,159	\$ 518,085	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,028,986		
		Inspections		\$ 136,857	\$ 362,945	\$ 148,024	\$ -	\$ -	\$ -	\$ 77,925	\$ -	\$ -	\$ -	\$ -	\$ 94,808	\$ -	\$ -	\$ 820,559		
		Construction Monitoring		\$ 289,972	\$ 396,222	\$ -	\$ 11,546	\$ -	\$ -	\$ 12,988	\$ -	\$ -	\$ 14,609	\$ -	\$ -	\$ 16,433	\$ -	\$ -	\$ 741,770	
Consulting Services Total				\$ 1,705,347	\$ 1,522,631	\$ 666,110	\$ 11,546	\$ -	\$ -	\$ 90,913	\$ -	\$ -	\$ 14,609	\$ -	\$ 94,808	\$ 16,433	\$ -	\$ -	\$ 4,122,397	
Grand Total				\$ 17,323,456	\$ 5,882,235	\$ 9,404,239	\$ 11,938,884	\$ 18,103,144	\$ 41,403,800	\$ 43,672,181	\$ 4,986,883	\$ 19,233,717	\$ 67,873,165	\$ 64,111,874	\$ 59,334,192	\$ 9,600,976	\$ 8,343,388	\$ 8,677,124	\$ 389,889,258	

Bridge Data				Condition Rating	
Feature Intersected:	Chippenham Parkway (Route 150)	Year Built:	1972	Deck:	7
Number of Span(s):	2	Travel Lanes:	4	Superstructure:	6
Structure Length (ft):	203.70	Over Water:	N	Substructure:	6
Structure Width (ft):	61	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	12,400				
Latest Inspection:	October 31, 2013				
Fracture Critical Features:	N/A				

Notes: 0

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	41
Operational (Tons):	68

Location MapElevation View

RMA # BR04

Category	Activity Detail
Abutment	North abutment backwall spall
Deck	Delamination. Repair header spall exposed rebar
	Pavement line marking
Joint	Deck joint sealing
Overlay	Overlay
Pier	Cap delamination - Repair spalling & rebar corrosion
	Column - crack, remove concrete, prep and repair
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

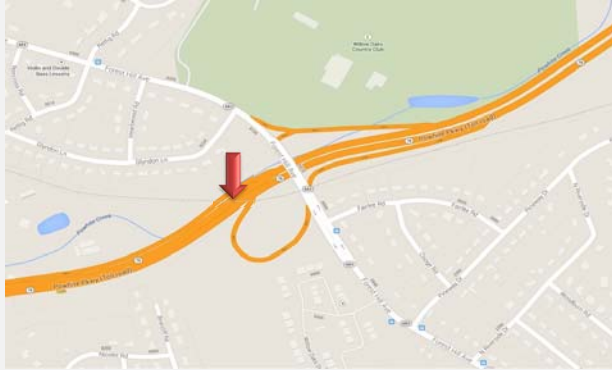
Bridge Data				Condition Rating	
Feature Intersected:	Powhite Parkway (Route 76)	Year Built:	1972	Deck:	7
Number of Span(s):	6	Travel Lanes:	N/A	Superstructure:	6
Structure Length (ft):	437.10	Over Water:	1 Span	Substructure:	7
Structure Width (ft):	26	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	11,600				
Latest Inspection:	November 4, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N/A
Structurally Deficient:	N/A

Load Rating (HS-20)	
Inventory (Tons):	NA
Operational (Tons):	NA

Notes:

0

Location MapElevation View

RMA # BR05

Category	Activity Detail
Joint	Deck joint sealing @ piers 3 & 5 - investigate
Steel	Prep and paint - corrosion at pier ends below joints
Vegetation	Cut back vegetation
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

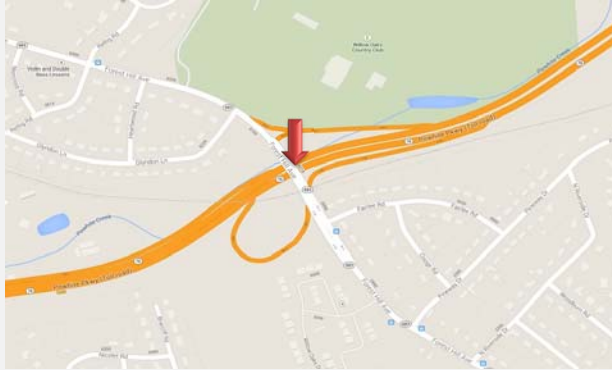
Bridge Data				Condition Rating	
Feature Intersected:	Powhite Parkway (Route 76) and Powhite Creek	Year Built:	1972	Deck:	6
Number of Span(s):	4	Travel Lanes:	4	Superstructure:	7
Structure Length (ft):	250.90	Over Water:	N	Substructure:	7
Structure Width (ft):	67	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	16,700				
Latest Inspection:	October 9, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	62
Operational (Tons):	104

Notes:

0

Location MapElevation View

RMA # BR06

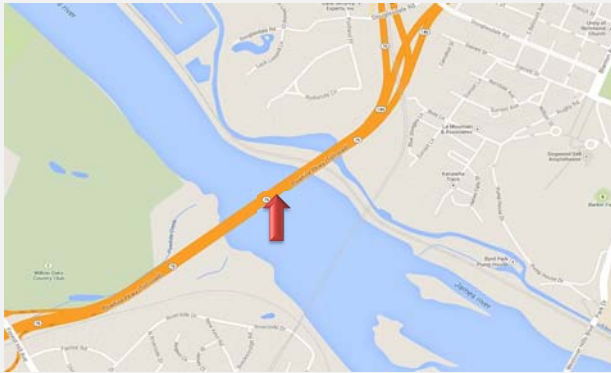
Category	Activity Detail
Abutment	West side - Slope protection erosion - place stone/riprap
Deck	Clean scuppers
	Deck soffit underside - map cracking, efflorescence
	Failed surfacing spot/patch repairs (20%)
	Pedestrian approach walkway settlement
	Repair cracked curb (other)
	West abutment nosing patch repairs
Joint	Isolated seal replacement
	Re-seal longitudinal joint
Pier	Pier caps 1 & 2 concrete repairs
Utilities	re-connect conduits
Electrical	Re-fix 3 junction box covers @ east & West abutments
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	James River, Kanawha Canal & CSX RR	Year Built:	1972	Deck:	5
Number of Span(s):	18	Travel Lanes:	5	Superstructure:	6
Structure Length (ft):	1,971.00	Over Water:	Y	Substructure:	6
Structure Width (ft):	72	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	142,241				
Latest Inspection:	November 4, 2013				
Fracture Critical Features:	N/A				

Notes:	Piers near RR: P14 & P15
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NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	44
Operational (Tons):	74

Location MapElevation View

RMA # BR08 NB

Category	Activity Detail
Abutment	Apply protective acrylic coating
Deck	Cracks/spalls adjacent repair
	Deck/pavement marking
	Surface spalls adjacent joints
Joint	Deck joint sealing
Lighting	Replace access covers
	Restore to working order
Overlay	Overlay budgeted 2014
Parapet	Re-align
	Repair railing
Pier	Apply protective acrylic coating top of pier caps
	FRP Wrap
	Minor/moderate spalls and delaminations
	Remedial repairs to cracked bearing seats and pier top
	Remove debris
Steel	distorted girders
	replace/tighen bolts
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.



Richmond
Metropolitan
Authority

SB James River Bridge

RMA Bridge # BR08 SB

VDOT Bridge # 1825

Bridge Data				Condition Rating	
Feature Intersected:	James River, Kanawha Canal & CSX RR	Year Built:	1972	Deck:	6
Number of Span(s):	18	Travel Lanes:	5	Superstructure:	6
Structure Length (ft):	1,971.00	Over Water:	Y	Substructure:	5
Structure Width (ft):	72	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	142,241				
Latest Inspection:	November 4, 2013				
Fracture Critical Features:	N/A				

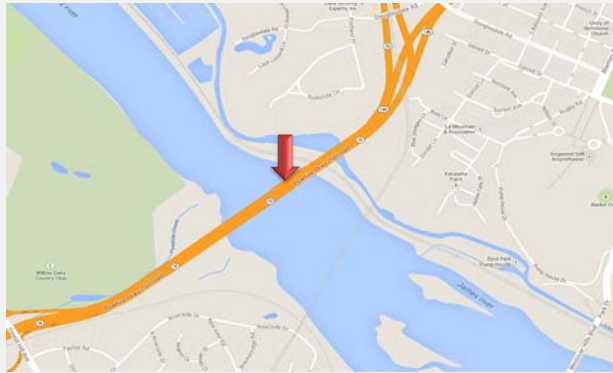
NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	44
Operational (Tons):	74

Notes:

Piers near RR: P14 & P15

Location Map



Elevation View



RMA # BR08 SB

Category	Activity Detail
Abutment	Acrylic coating
Bearings	Anchor bolts - Missing bolts at Pier 14, Pier 9, lose bolt Pier 11
Deck	Replace striping
	Underside spalls
Joint	Deck joint sealing
Lighting	Replace access covers, restore lighting
Parapet	Concrete - cracking
	Replace electrical box cover
	Replace railing connections
	Spall
Pier	Acrylic coating
	Footings - underwater inspection in 2015
	Pier cap surface cracking
	Remedial repairs to cracked bearing seats and pier top
	Remove fallen branches/trees
	Powwhite Bridge Footing Repair (B8 NB and SB)
Steel	distorted girders
	Prep/paint girder ends at joints incl. bearing plates
Vegetation	Debris Removal Contract 2014
	Debris Removal Contract 2017
	Debris Removal Contract 2020
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

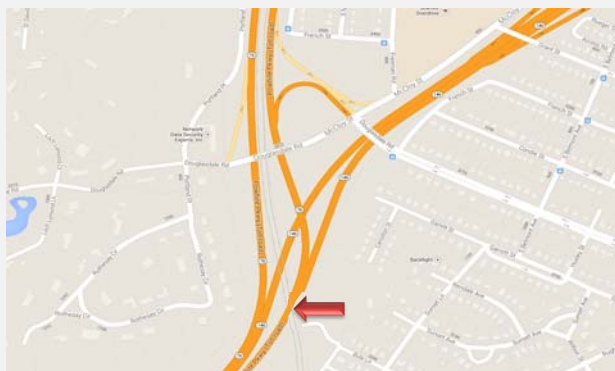
Bridge Data				Condition Rating	
Feature Intersected:	NB Powhite Parkway (Route 76)	Year Built:	1973	Deck:	0
Number of Span(s):	1	Travel Lanes:	N/A	Superstructure:	6
Structure Length (ft):	168.70	Over Water:	N	Substructure:	7
Structure Width (ft):	18	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	6,900				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	Twin Through Girders				

Notes:	0
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NBIS	
Functionally Obsolete:	N/A
Structurally Deficient:	N/A

Load Rating (HS-20)	
Inventory (Tons):	NA
Operational (Tons):	NA

Location Map



Elevation View



RMA #	BR09 N
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Category	Activity Detail
Abutment	Wing Wall - Spalling/exposed rebar
Bearings	Bearings - Minor surface rust - clean off
	South Abut, east bearing - repair cracked weld
Deck	Clear plugged drains
	Pack rust & section loss floorbeam/deck pan - re-seal
Steel	Clean out deck pan drains
	Pins - U/T testing
	Repair damaged web stiffeners
	Replace missing connection bolts
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

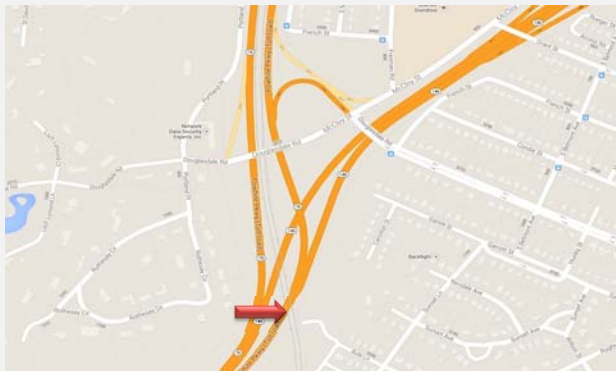
Bridge Data				Condition Rating	
Feature Intersected:	NB Powhite Parkway (Route 76)	Year Built:	1973	Deck:	0
Number of Span(s):	1	Travel Lanes:	N/A	Superstructure:	6
Structure Length (ft):	168.70	Over Water:	N	Substructure:	6
Structure Width (ft):	18	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	6,900				
Latest Inspection:	November 4, 2013				
Fracture Critical Features:	Twin Through Girders				

Notes: 0


NBIS	
Functionally Obsolete:	N/A
Structurally Deficient:	N/A

Load Rating (HS-20)	
Inventory (Tons):	NA
Operational (Tons):	NA

Location Map



Elevation View



RMA # BR09 S

Category	Activity Detail
Steel	Arrest cracks steel deck pan to wing plates - East abutment - monitor
	Arrest cracks steel deck pan to wing plates - West abutment - monitor
	Grind laminar defects bottom flange interior floorbeams, paint
	Loss of section bottom flange/lower web
	Replace missing connection bolts
Coatings	U/T pins
	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

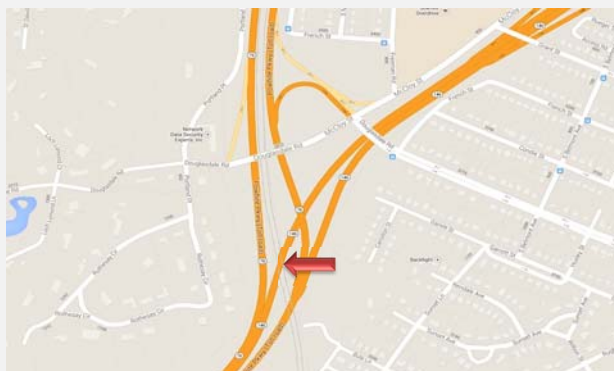
Bridge Data				Condition Rating	
Feature Intersected:	WB DTE Connector (Route 146)	Year Built:	1973	Deck:	0
Number of Span(s):	1	Travel Lanes:	N/A	Superstructure:	6
Structure Length (ft):	150.90	Over Water:	N	Substructure:	7
Structure Width (ft):	18	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	6,200				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	Twin Through Girders				

Notes:	0
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NBIS	
Functionally Obsolete:	N/A
Structurally Deficient:	N/A

Load Rating (HS-20)	
Inventory (Tons):	NA
Operational (Tons):	NA

Location Map



Elevation View



RMA #	BR10 N
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Category	Activity Detail
Deck	Clear clogged drains
	Pack rust & section loss floorbeam/deck pan - clean, re-seal
Steel	Arrest cracks steel deck pan to wing plates - West abutment
	Hinge nut - gap between nut washer and steel
	Loss of section bottom flange/lower web
	Replace loose connection bolts
	Replace missing connection bolts
	U/T pins
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

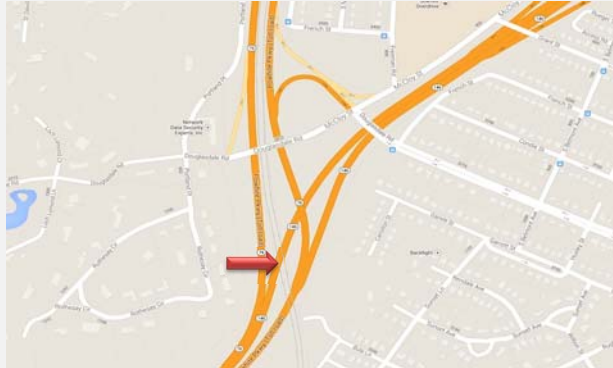
Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	WB DTE Connector (Route 146)	Year Built:	1973	Deck:	0
Number of Span(s):	1	Travel Lanes:	N/A	Superstructure:	6
Structure Length (ft):	150.90	Over Water:	N	Substructure:	7
Structure Width (ft):	18	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	6,200				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	Twin Through Girders				

Notes: 0

NBIS	
Functionally Obsolete:	N/A
Structurally Deficient:	N/A
Load Rating (HS-20)	
Inventory (Tons):	NA
Operational (Tons):	NA

Location Map



Elevation View



RMA # BR10 S

Category	Activity Detail
Bearings	Tighten loose bolts at bearings
Deck	Clear clogged drains
Steel	Arrest cracks steel deck pan to wing plates - West abutment
	Arrest cracks steel deck pan to wing plates - weld seal - East abutment
	Loss of section bottom flange/lower web - maintain integrity of coating
	Pack rust trough to steelwork - apply weld
	Replace loose bolt
	U/T pins
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	WB DTE Connector (Route 146)	Year Built:	1975	Deck:	6
Number of Span(s):	3	Travel Lanes:	3	Superstructure:	5
Structure Length (ft):	193.20	Over Water:	N	Substructure:	6
Structure Width (ft):	42	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	8,200				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	53
Operational (Tons):	87

Notes:

0

Location Map



Elevation View



RMA # BR11

Category	Activity Detail
Abutment	South abutment delamination
Deck	Patching - spalls and gouges
	Patching adjacent to nosing 3ft
	Re-apply deck marking
Joint	Deck joint sealing
Overlay	Overlay
Parapet	Northeast guardrail impact damage
Pier	Delamination adjacent Pier 1 - shotcrete repair
	Repair bearing seat
Steel	Section loss beam 1 pier 1 - schedule repair for 2014
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

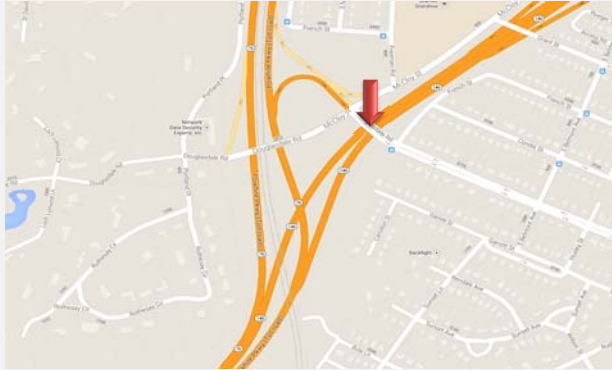
Bridge Data				Condition Rating	
Feature Intersected:	DTE Connector (Route 146)	Year Built:	1975	Deck:	6
Number of Span(s):	4	Travel Lanes:	5	Superstructure:	7
Structure Length (ft):	173.50	Over Water:	N	Substructure:	7
Structure Width (ft):	76	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	13,200				
Latest Inspection:	October 8, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	54
Operational (Tons):	90

Notes:

0

Location MapElevation View

RMA # BR12

Category	Activity Detail
Abutment	Spall below joint
	Surface coat acrylic
Barrier	Replace section of bent barrier tube
Deck	Patch deck spalls
	Repair cracked concrete at joints
	Replace settled sidewalk approach
Joint	Deck joint sealing
Overlay	Overlay
Pier	Clear debris
	Pier 1 cap side delamination
	Pier 2 cap underside minimal concrete cover
	Pier 3 delamination
	Surface coat acrylic
Signage	Provide bolts for bridge mounted sign structure
Electrical	Replace cover to Pier mounted junction box
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	I-195 Beltline Connector, Powhite Parkway (Rte. 76) and CSX Railroad	Year Built:	1972	Deck:	5
Number of Span(s):	6	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	302.60	Over Water:	N	Substructure:	6
Structure Width (ft):	40	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	12,200				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	65
Operational (Tons):	108

Notes:*Piers near RR: P2 & P3***Location Map****Elevation View**

RMA # BR13

Category	Activity Detail
Abutment	East abutment bearing seat crack
Bearings	Prep and paint -assume 10 of 42 bearings local repair
Deck	Northwest sidewalk approach walkway subsidence
	Patch deck spalls
	Re-seal deck
Lighting	Replace cover & instal bolts on utility plate
Overlay	Overlay
Pier	Pier 3, 4 & 5 side cracks delamination, efflorescence
Vegetation	Remove encroaching branches
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

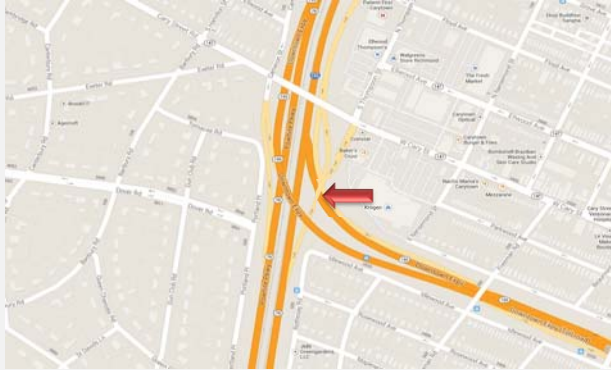
Bridge Data				Condition Rating	
Feature Intersected:	NB I-195 and ramp to Floyd Avenue	Year Built:	1972	Deck:	5
Number of Span(s):	4	Travel Lanes:	2	Superstructure:	5
Structure Length (ft):	274.60	Over Water:	N	Substructure:	6
Structure Width (ft):	VARIABLES	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	10,000				
Latest Inspection:	November 4, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	41
Operational (Tons):	68

Notes:

0

Location MapElevation View

RMA # BR17

Category	Activity Detail
Abutment	Apply protective acrylic coating
Barrier	Repair damaged attenuator
	Replace section of bent barrier tube
Deck	Deck spall repairs
	Patch nosing
Joint	Deck joint sealing
	N Abutment sliding plate - seal hole
Lighting	Replace cover
Overlay	Overlay
Pier	Apply protective acrylic coating
Steel	Retrofit steelwork at Pier 3
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	DTE Connector (Route 146)	Year Built:	1975	Deck:	7
Number of Span(s):	2	Travel Lanes:	1	Superstructure:	6
Structure Length (ft):	163.40	Over Water:	N	Substructure:	6
Structure Width (ft):	44	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	7,100				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

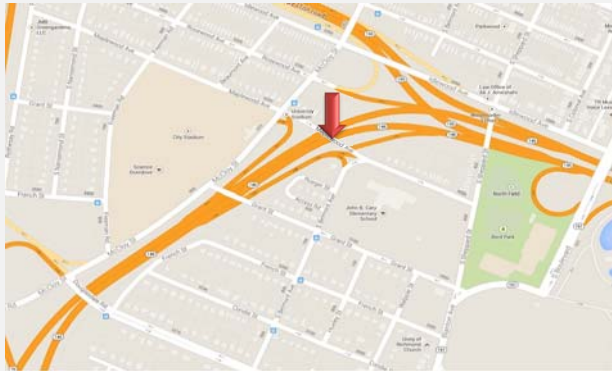
NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	66
Operational (Tons):	110

Notes:

0

Location Map



Elevation View



RMA # BR36

Category	Activity Detail
Abutment	Apply protective acrylic coating
	North abutment hauch delamination, exposed rebar
Deck	Northwest approach sidewalk subsidence
Lighting	Replace covers
Overlay	Overlay
Pier	Apply protective acrylic coating
	Pier spall - shotcrete
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

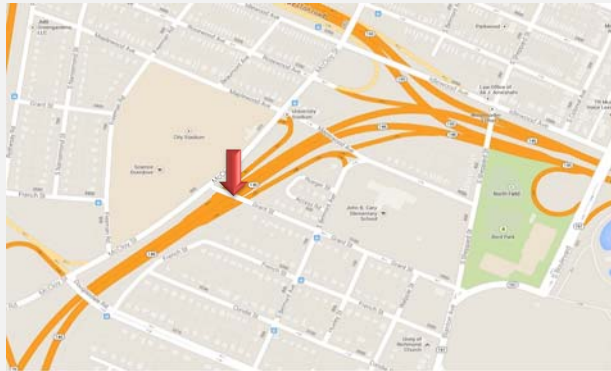
Bridge Data				Condition Rating	
Feature Intersected:	DTE Connector (Route 146), DTE On-Ramp at McCloy Street, DTE Off-Ramp	Year Built:	1975	Deck:	6
Number of Span(s):	3	Travel Lanes:	2	Superstructure:	6
Structure Length (ft):	252.00	Over Water:	N	Substructure:	6
Structure Width (ft):	54	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	13,600				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	44
Operational (Tons):	73

Notes:

0

Location Map



Elevation View



RMA # BR37

Category	Activity Detail
Abutment	Clear debris
Deck	Pavement line marking
	Seal with waterproofing agent
Overlay	Overlay
Pier	Clear debris
	Shotcrete and acrylic coating repair - patch
Utilities	Replace missing conduit strap
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

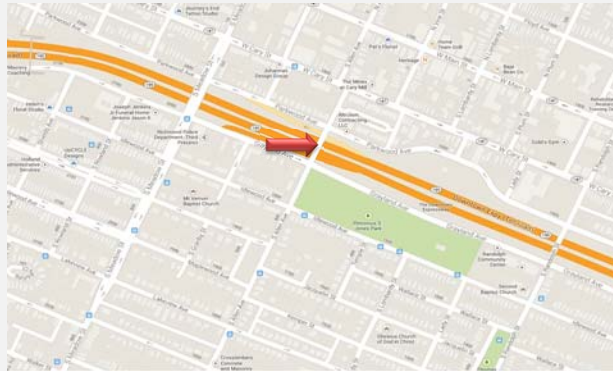
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195), DTE Off-Ramp at Meadow Street, DTE Off-Ramp at Grayl	Year Built:	1975	Deck:	6
Number of Span(s):	2	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	213.20	Over Water:	N	Substructure:	6
Structure Width (ft):	40	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	8,700				
Latest Inspection:	October 31, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	49
Operational (Tons):	81

Notes:

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Location Map



Elevation View



RMA # BR46

Category	Activity Detail
Abutment	Apply protective acrylic coating backwall, seat + 4 ft height front wall
	Clear debris from shelf
	Shotcrete patching
Deck	Approach sidewalk subsidence seal gap
	Deck spall repairs
	Transverse cracking - Reseal deck
Overlay	Overlay
Pier	Apply protective acrylic coating
Electrical	Replace bridge mount sign bolt
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	5
Number of Span(s):	2	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	193.50	Over Water:	N	Substructure:	7
Structure Width (ft):	46	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	9,000				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	50
Operational (Tons):	80

Notes:	0
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Location Map



Elevation View



RMA #	BR47
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Category	Activity Detail
Abutment	Apply protective acrylic coating
Deck	2" Sidewalk settlement - repair tripping hazard
	Deck spall repairs
Joint	Deck joint sealing
	Patch nosing
Overlay	Overlay
Pier	Apply protective acrylic coating
Signage	Replace missing nut
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

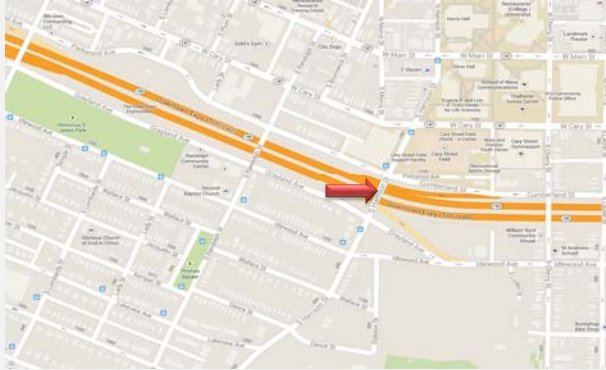
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195), DTE On-Ramp at Cumberland Street, DTE Off-Ramp at Id	Year Built:	1975	Deck:	6
Number of Span(s):	2	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	204.00	Over Water:	N	Substructure:	6
Structure Width (ft):	60	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	12,200				
Latest Inspection:	October 31, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	44
Operational (Tons):	74

Notes:

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Location MapElevation View

RMA # BR48

Category	Activity Detail
Barrier	Straighten rail bend at NW end
Deck	Deck repairs along joints
	Repair sidewalk approach
	Repair spalls
	Seal between edge sidewalk and approach slab
Joint	Abutment deck joint sealing
	Pier deck joint sealing
Overlay	Overlay
Pier	Spalls - shotcrete repair
Electrical	Install strengthening plate to bridge mounted sign support
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	6
Number of Span(s):	2	Travel Lanes:	1	Superstructure:	7
Structure Length (ft):	149.70	Over Water:	N	Substructure:	7
Structure Width (ft):	48	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	7,200				
Latest Inspection:	October 11, 2013				
Fracture Critical Features:	N/A				

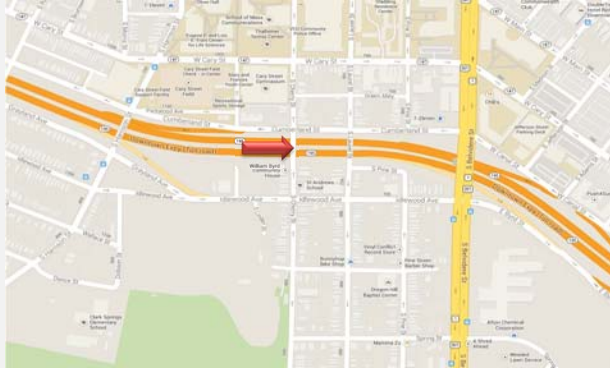
NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	78
Operational (Tons):	131

Notes:

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Location Map



Elevation View



RMA # BR49

Category	Activity Detail
Abutment	Apply protective acrylic coating
Deck	Approach sidewalk - local repair
	Overlay
	Prep & seal between edge of approach slabs and sidewalk curbs
	Repairs to approach sidewalks (tripping hazard)
Joint	Patch nosing
Lighting	Replace damaged luminaire
Pier	Apply protective acrylic coating
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

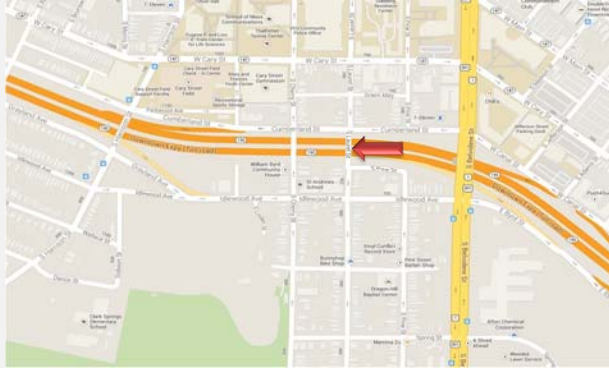
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	6
Number of Span(s):	3	Travel Lanes:	1	Superstructure:	6
Structure Length (ft):	193.40	Over Water:	N	Substructure:	6
Structure Width (ft):	48	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	10,600				
Latest Inspection:	October 11, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	71
Operational (Tons):	119

Notes: 0

Location Map



Elevation View



RMA # BR50

Category	Activity Detail
Abutment	Apply protective acrylic coating
	North abutment - Spall repair (2)
	South abutment - map cracking and efflorescence
Deck	Seal approach slab to curb corners
	Soffit damage to SIP forms - remove forms for visual inspection
Joint	Deck joint sealing
	Patch nosing - north abutment
Overlay	Overlay (2017 or 2018)
Pier	Apply protective acrylic coating
Utilities	broken utility hanger
	replace bent conduit connection
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195), DTE Off-Ramp at 2nd Street, DTE On-Ramp at Canal Street	Year Built:	1975	Deck:	6
Number of Span(s):	3	Travel Lanes:	7	Superstructure:	6
Structure Length (ft):	271.00	Over Water:	N	Substructure:	7
Structure Width (ft):	104	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	28,300				
Latest Inspection:	October 31, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	47
Operational (Tons):	79

Notes:

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Location MapElevation View

RMA # BR51

Category	Activity Detail
Abutment	South abutment backwall spall repair
Deck	Patch deck spalls
	Seal approach slab to curb corners
Joint	Deck joint sealing
Lighting	Replace damaged units
Overlay	Overlay
Pier	Pier 2 cap underside delaminated area
Vegetation	Removal/cut back at NW end
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

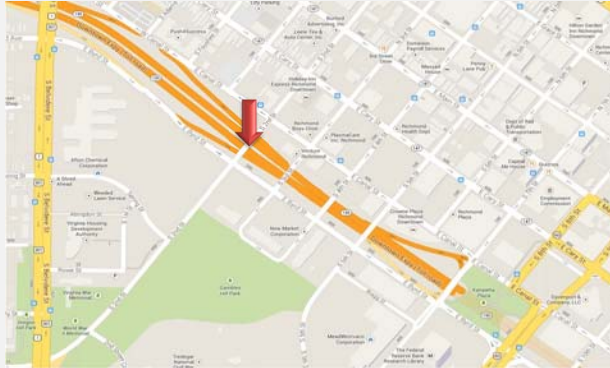
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195), DTE On-Ramp at 2nd Street, DTE Off-Ramp at Canal Street	Year Built:	1975	Deck:	5
Number of Span(s):	3	Travel Lanes:	4	Superstructure:	7
Structure Length (ft):	252.90	Over Water:	N	Substructure:	6
Structure Width (ft):	56	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	14,200				
Latest Inspection:	October 31, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	37
Operational (Tons):	62

Notes:

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Location MapElevation View

RMA # BR54

Category	Activity Detail
Abutment	Apply protective acrylic coating
	Repair deck approach mastic surfacing @ interface along backwall
	Shotcrete repairs and apply protective acrylic coating
Deck	Patch nosing
	Replace settled sidewalk approach
	Replace temp deck repairs Deck spall repairs
Joint	Deck joint sealing
Overlay	Overlay
Pier	Apply protective acrylic coating
	Pier 2 cap delamination - shotcrete and apply protective coating
Utilities	Corroded Utility pipes through backwall - re-sleeve
Vegetation	Removal/cut back at NW end
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	5
Number of Span(s):	2	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	204.80	Over Water:	N	Substructure:	6
Structure Width (ft):	54	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	11,100				
Latest Inspection:	October 9, 2013				
Fracture Critical Features:	N/A				

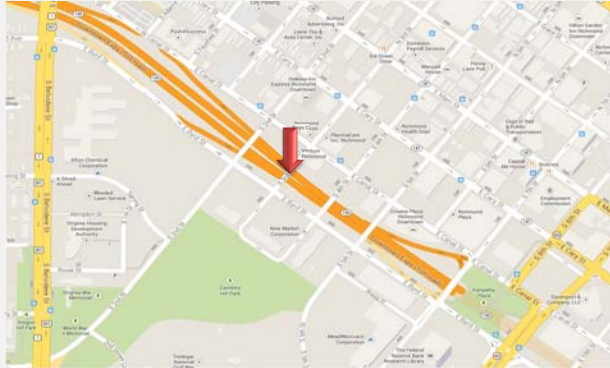
NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	47
Operational (Tons):	78

Notes:

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Location Map



Elevation View



RMA # BR55

Category	Activity Detail
Abutment	Flowable fill to gap in slope protection
Bearings	Repair deteriorated bearing seat on G4 at pier
	Replace missing anchor bolt - west fascia bearing at pier
Deck	Deck approach patch repair asphalt surfacing
	Local sidewalk replacement
Joint	Deck joint sealing
	Patch nosing
Overlay	Overlay (2017 or 2018)
Pier	Pier cap delamination - shotcrete and apply protective coating
Signage	Replace missing bolt
Vegetation	Removal/cut back at South end
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

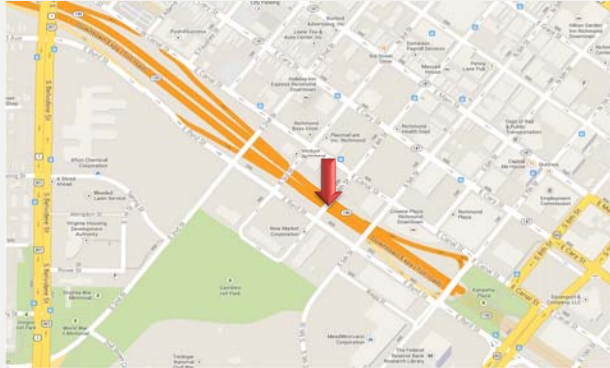
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	5
Number of Span(s):	2	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	189.00	Over Water:	N	Substructure:	7
Structure Width (ft):	54	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	10,200				
Latest Inspection:	October 9, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	49
Operational (Tons):	82

Notes:

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Location MapElevation View

RMA # BR56

Category	Activity Detail
Abutment	Breastwall delamination - monitor
Deck	Approach deck surface reavelling, Deck delaminations, rutting Nosing repair Seal sidewalk Sidewalk settlement
Joint	Deck joint sealing
Overlay	Overlay
Steel	Bearing alignment - girder touching backwall - monitor. Price for trimming
Vegetation	Removal/cut back at abutments
Coatings	Miscellaneous Coating Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

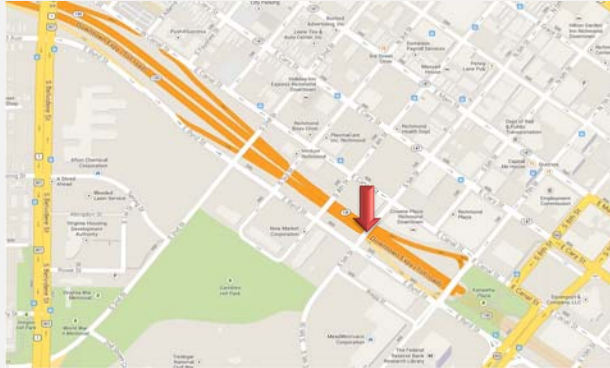
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195), DTE On-Ramp and DTE Off-Ramp at 7th Street	Year Built:	1975	Deck:	5
Number of Span(s):	2	Travel Lanes:	3	Superstructure:	7
Structure Length (ft):	155.00	Over Water:	N	Substructure:	7
Structure Width (ft):	54	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	8,400				
Latest Inspection:	October 11, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	64
Operational (Tons):	107

Notes:

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Location MapElevation View

RMA # BR57

Category	Activity Detail
Abutment	Local shotcrete repairs, apply protective acrylic coating
Deck	Deck approach patch repair asphalt surfacing
	Deck delamination/spalls repairs
	Restripe turn arrow
Joint	Deck joint sealing
	Patch nosing
Overlay	Overlay (2017 or 2018)
Vegetation	Removal/cut back at abutments
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	6
Number of Span(s):	2	Travel Lanes:	4	Superstructure:	6
Structure Length (ft):	142.50	Over Water:	N	Substructure:	5
Structure Width (ft):	54	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	7,700				
Latest Inspection:	October 11, 2013				
Fracture Critical Features:	N/A				

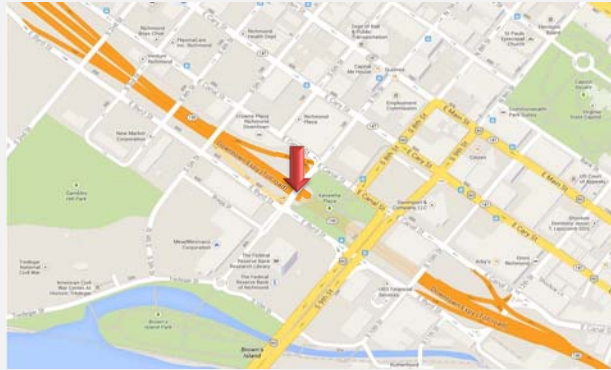
NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	62
Operational (Tons):	103

Notes:

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Location Map



Elevation View



RMA # BR58

Category	Activity Detail
Deck	Deck approach patch repair asphalt surfacing
	Deck patch repairs
	Patch nosing
Joint	Deck joint sealing
Lighting	Replace cover
Overlay	Overlay
Pier	Delaminations - shotcrete repair and protective acrylic coating
Vegetation	Removal/cut back at abutments
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

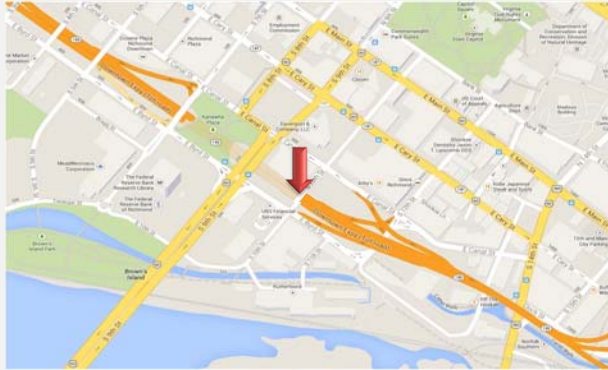
Bridge Data				Condition Rating	
Feature Intersected:	DTE (Route 195)	Year Built:	1975	Deck:	5
Number of Span(s):	2	Travel Lanes:	4	Superstructure:	6
Structure Length (ft):	117.80	Over Water:	N	Substructure:	6
Structure Width (ft):	54	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	6,400				
Latest Inspection:	October 9, 2013				
Fracture Critical Features:	N/A				

Notes:

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NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	57
Operational (Tons):	95

Location Map



Elevation View



RMA # BR60

Category	Activity Detail
Abutment	Apply protective acrylic coating
Bearings	Rebuild concrete pad
	Review girder/ bearing stiffener design for offset bearing - realign
Deck	Deck approach patch repair asphalt surfacing
Joint	Deck joint sealing
Lighting	Restore and repair underbridge lighting
Overlay	Overlay
Pier	Apply protective acrylic coating
	Pier webwall repointing
	Spall repair
Steel	Pier webwall lower steel strut prep and paint
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

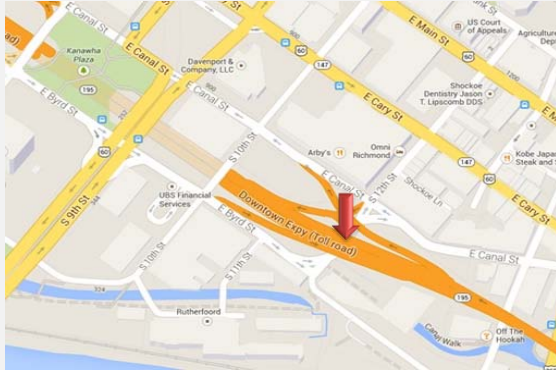
Bridge Data				Condition Rating	
Feature Intersected:	South 12th Street	Year Built:	1975	Deck:	6
Number of Span(s):	3	Travel Lanes:	2	Superstructure:	7
Structure Length (ft):	134.80	Over Water:	N	Substructure:	5
Structure Width (ft):	41	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	5,500				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	50
Operational (Tons):	84

Notes:

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Location Map



Elevation View



RMA # BR61

Category	Activity Detail
Abutment	Apply protective coating
	East and West - Repair spalls
Pier	Apply protective coating
	repair spall
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

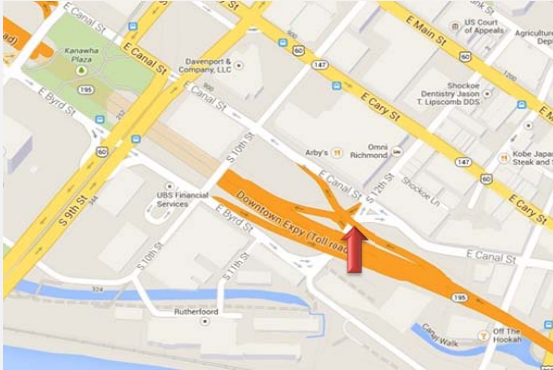
Bridge Data				Condition Rating	
Feature Intersected:	12th Street and WB DTE On-Ramp at 12th Street	Year Built:	1975	Deck:	7
Number of Span(s):	2	Travel Lanes:	2	Superstructure:	6
Structure Length (ft):	180.10	Over Water:	N	Substructure:	6
Structure Width (ft):	34	Piers Near RR:	N/A	Overall Condition:	Satisfactory
Deck Area (sq ft):	6,156				
Latest Inspection:	November 1, 2013				
Fracture Critical Features:	N/A				

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	48
Operational (Tons):	81

Notes:

0

Location MapElevation View

RMA # BR62

Category	Activity Detail
Abutment	East and West - Light delamination. Apply protective acrylic coating
	Gap in slope protection
Deck	Restripe deck
Overlay	Overlay
Vegetation	Cut back on approach to toll booth
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

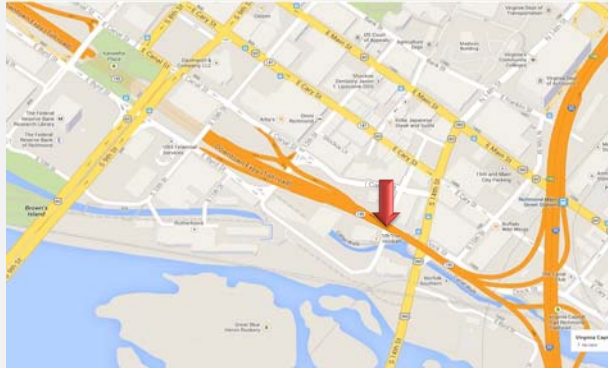
Bridge Data				Condition Rating	
Feature Intersected:	Virginia Street, S. 14th Street (US Rte. 360) and CSX RR	Year Built:	1975	Deck:	6
Number of Span(s):	8	Travel Lanes:	2	Superstructure:	6
Structure Length (ft):	833.00	Over Water:	N	Substructure:	5
Structure Width (ft):	35	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	39,000				
Latest Inspection:	November 3, 2013				
Fracture Critical Features:	N/A				

Notes:*Piers near RR: P20 & P22***NBIS**

Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)

Inventory (Tons):	37
Operational (Tons):	62

Location MapElevation View

RMA # BR63

Category	Activity Detail
Barrier	Reface barrier over 30ft length
Drainage	Clear gutters
Joint	Replace seal
Overlay	Overlay 2016
Pier	Pier 17 bearing seating spall/fissure Shotcrete repairs
Steel	Pier 19 bearing connection - tighten nut
Vegetation	Removal/cut back at abutments
Coatings	Full Recoat minus Zone Coating Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

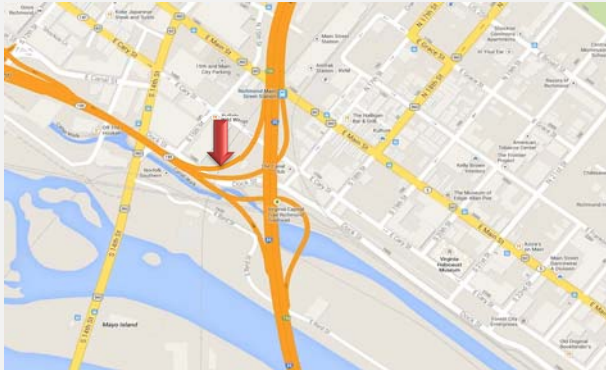
Bridge Data				Condition Rating	
Feature Intersected:	East Cary Street, Dock Street, and CSX RR	Year Built:	1975	Deck:	6
Number of Span(s):	11	Travel Lanes:	1	Superstructure:	5
Structure Length (ft):	984.80	Over Water:	N	Substructure:	6
Structure Width (ft):	29	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	29,700				
Latest Inspection:	November 3, 2013				
Fracture Critical Features:	Between Piers 10W - 12W				

Notes:*Piers near RR: P2, P8, & P9***NBIS**

Functionally Obsolete:	N
Structurally Deficient:	N

Load Rating (HS-20)

Inventory (Tons):	37
Operational (Tons):	61

Location Map**Elevation View****RMA #** BR64

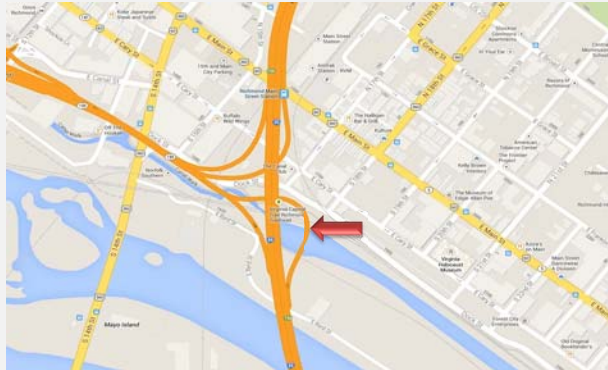
Category	Activity Detail
Abutment	North - damage to elastomeric pad
	North - prep and paint
Deck	Delamination adjacent joints - minor
	Nosing repairs
	Patch spalls
Joint	Deck joint sealing
	Pier 3 Holes in sliding plate - provide additional wearing plate
Lighting	Access cover missing
Overlay	Overlay 2016
Pier	Delamination pier caps
	Pier 10W - clogged drainage trough
	Pier 8 Bearing stiffener 3' offset from bearing - design check for second stiffener
Steel	Pier 1 crack at floor beam encasement
	Pier 1 typical steelwork paint condition
	Pier 10W - prep and paint corroded lower gusset plates
	Pier 10W Cantilever floorbeam 2 - stiffener corrosion
	Pier 10W floorbeam 1 - extensive girder corrosion
	Pier 10W pack rust - splitting
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	James River, Kanawha Canal, CSX & Norfolk Southern Railroads	Year Built:	1976	Deck:	6
Number of Span(s):	20	Travel Lanes:	1	Superstructure:	5
Structure Length (ft):	1,674.80	Over Water:	3 Spans	Substructure:	6
Structure Width (ft):	29	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	44,100				
Latest Inspection:	November 3, 2013				
Fracture Critical Features:	Pier 6 Cap				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	42
Operational (Tons):	70

Notes:*Piers near RR: P9, P10, P12, P13, & P20***Location Map****Elevation View**

RMA # BR65

Category	Activity Detail
Overlay	Overlay 2016 Piers 1 - 20
Steel	P10 Beam 1 - LOS stiffener & webschedule 2014 repair 2014 repair
	Pier 14 stiffener LOS
	Pier 16 - Perform retrofit repair hole through web
	Pier 19 - Perform retrofit repair LOS, hole through web
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

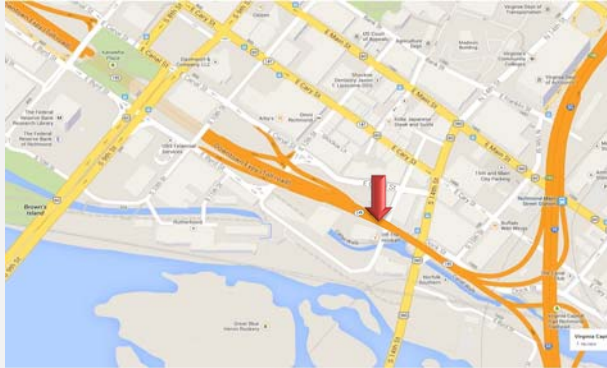
Bridge Data				Condition Rating	
Feature Intersected:	12th Street, Virginia Street, 14th Street (US Rt. 360)	Year Built:	1975	Deck:	5
Number of Span(s):	22	Travel Lanes:	3	Superstructure:	6
Structure Length (ft):	1,570.40	Over Water:	N	Substructure:	6
Structure Width (ft):	VARIES	Piers Near RR:	N/A	Overall Condition:	Fair
Deck Area (sq ft):	69,300				
Latest Inspection:	November 3, 2013				
Fracture Critical Features:	Piers 14-22 Box Beams				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N

Load Rating (HS-20)	
Inventory (Tons):	38
Operational (Tons):	64

Notes:

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Location MapElevation View

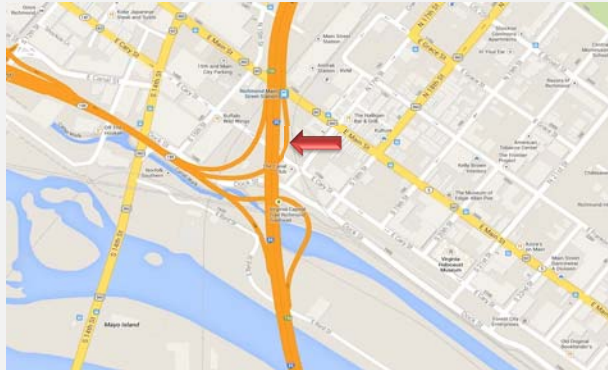
RMA # BR66

Category	Activity Detail
Deck	Clean scuppers
	Nosing repairs
Joint	Re-seal
Overlay	Overlay 2015
Parapet	Replace railing seating span 5
Steel	Paint - general external peeling
	Pier 21 - gusset plate deformation - pack rust
	Piers 14, 19 & 22 CBG monitoring,
	Release any taut seismic cables - monitor
	Replace loose bolts
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	Dock Street, Cary Street, Main Street (Rte. 60), CSX RR	Year Built:	1975	Deck:	6
Number of Span(s):	15	Travel Lanes:	1	Superstructure:	6
Structure Length (ft):	1,575.40	Over Water:	N	Substructure:	6
Structure Width (ft):	29	Piers Near RR:	YES	Overall Condition:	Satisfactory
Deck Area (sq ft):	51,900				
Latest Inspection:	November 3, 2013				
Fracture Critical Features:	Pier 10E & Pier 13 to N. Abut.				

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	36
Operational (Tons):	59

Notes:*Piers near RR: P1, P6, P7, & P10E*Location MapElevation View

RMA # BR67

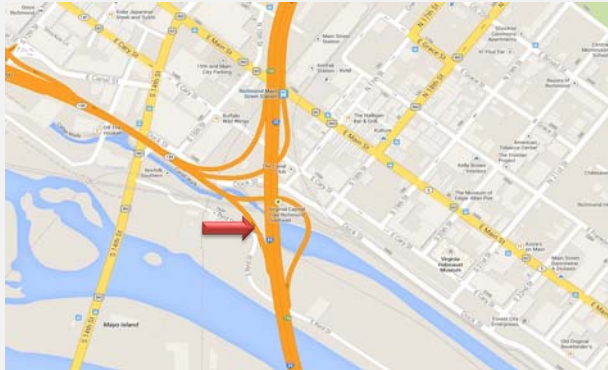
Category	Activity Detail
Deck	Nosing repairs
	Pier 10E - deck pan corrosion
	Pier 10W - heavy corrosion & LOS bottom portion floor beam
Overlay	Overlay 2015 - End Bridge 66 to pier 12E
Pier	Repair delaminated areas
Steel	Light - moderate rust to bearings
	Pier 10E north face steel box - prep and paint
	Pier 10E cantilever cap - replace cracked stiffener welds
	Pier 10W - paint internally
	Pier 10W - vertical crack box column
	Pier 12W - 100% LOS Bottom flange/stiffener
	Pier 13 G1 & G2 - 100% LOS
	Pier 2 beam 1 LOS - repair required 2014
	Replace loose bolts
	Retrofit Pier 4 steelwork
	Span 10 Pack rust GBF to gusset plate - prep and paint
Coatings	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating	
Feature Intersected:	James River, Kanawha Canal & CSX Railroad	Year Built:	1976	Deck:	6
Number of Span(s):	17	Travel Lanes:	1	Superstructure:	6
Structure Length (ft):	1,326.80	Over Water:	4 Spans	Substructure:	6
Structure Width (ft):	28	Piers Near RR:	YES	Overall Condition:	Fair
Deck Area (sq ft):	26,400				
Latest Inspection:	November 3, 2013				
Fracture Critical Features:	Piers 1-2 & 19-20				

Notes:*Piers near RR: P1, P2, P4, & P5*

NBIS	
Functionally Obsolete:	Y
Structurally Deficient:	N
Load Rating (HS-20)	
Inventory (Tons):	45
Operational (Tons):	75

Location Map**Elevation View**

RMA # BR68

Category	Activity Detail
Bearings	Pier 14 Bearing misalignment
	Pier 6, missing bolts, missing nut
	Pier 8, Fascia bearing missing bolt
Deck	Clean scuppers
	Nosing failure repair
	Raise Pier 14 joint
Joint	Deck joint sealing - replace neoprene seal
Lighting	Fix broken lights
Overlay	Overlay 2015 piers 1 to 6 only
Pier	Pier 13 Hammerhead cantilever delamination and spalling
	Protective acrylic coating - pier shotcrete repairs
	Bridge 65/68 UW Pier Repair
Signage	Tighten nut on overhead sign connection
Steel	Hammerhead cap Pier 2 - replace hatch hinge
	Monitor section loss of fracture critical members - Piers 20, 19, 1 and 2
	Pier 1 Local Steel repair
Coatings	Piers 3 east face bearing
	Full Recoat minus Zone Coating
	Miscellaneous Coating
Grand Total	

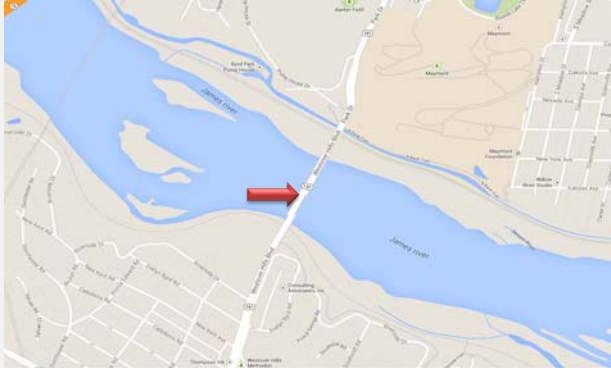
Note: Engineer's Estimate to be determined.

Bridge Data				Condition Rating		
Feature Intersected:	James River, Norfolk Southern RR, CSX RR	Year Built:	1924	Deck:	7	
Number of Span(s):	24	Travel Lanes:	2	Superstructure:	5	
Structure Length (ft):	2,034.00	Over Water:	Y	Substructure:	6	
Structure Width (ft):	28	Piers Near RR:	YES	Overall Condition:	Fair	
Deck Area (sq ft):	56,900			NBIS		
Latest Inspection:	September 14, 2013			Functionally Obsolete:		N
Fracture Critical Features:	Spans 1-4, 15-19, 21-24					

Notes: Piers near RR: P11,P12, P25, & P26

NBIS	
Functionally Obsolete:	N
Structurally Deficient:	Y

Load Rating (HS-20)	
Inventory (Tons):	12
Operational (Tons):	21

Location Map**Elevation View**

RMA # BB

Category	Activity Detail
Abutment	Replace eroded riprap at south abutment slopes (45 Tons).
Barrier	Reattach disconnected grounding wires on railings (LS).
	Repair southwest approach guardrail terminal end (1 EA).
	Replace missing and tighten loose bolts on railings (9 EA).
Deck	Clean and paint expansion joint armor angle on curbs (120 SF).
	Long term repairs
	Patch all spalls on east curb in Deck Units #4 & #5 (4 SF).
Joint	Remove debris from expansion joints (LS).
	Seal joint between north abutment backwall and approach slab (22 LF).
Lighting	Put all lights in working order (3 out).
	Replace missing cover on east light pole in deck Unit #5 (1 EA).
Pier	Patch spalls on pier walls and columns (250 SF) include access.
	Seal vertical cracks on pier columns and walls (100 LF).
Steel	Repair or replace lateral / sway bracing members in Spans #5, #12 & #13 (4 EA).
	Clean and spot paint corroded deck and sidewalk railing + partial replacement (300 LF).
	Clean and spot paint truss members not previously coated (LS).
	Monitor pitted gusset plates at L13 on east truss and L15 on west truss (2 EA).
	Repair or replace inboard channel on diagonal L43-U44 on west truss (1 EA).
	Repair or replace loose lateral bracing tie rod connections (LS).
	Replace any missing bolts on FRP downspout connections (LS).
	Replace any missing bolts on lacing bars, stay plates and batten plates. (LS).
	Replace cracked cross brace member in Span #13 (1 EA).
	Replace missing and corroded lacing bars, stay plates and batten plates (LS).
	Retrofit areas with section loss in fracture critical twin girder spans (LS) - span #11 (photo 3)
	Schedule ultrasonic testing for pin and hangers for 2018.
Utilities	Repair missing and disconnected utility sleeves on west overhang (3 LF).
	Replace loose and missing conduit connections (LS).
	Replace missing screws on utility access plates on west curb (20 EA).
Coatings	Miscellaneous Coating
	Full Recoat
Grand Total	

Note: Engineer's Estimate to be determined.

SUPPLEMENTAL INFORMATION SECTION

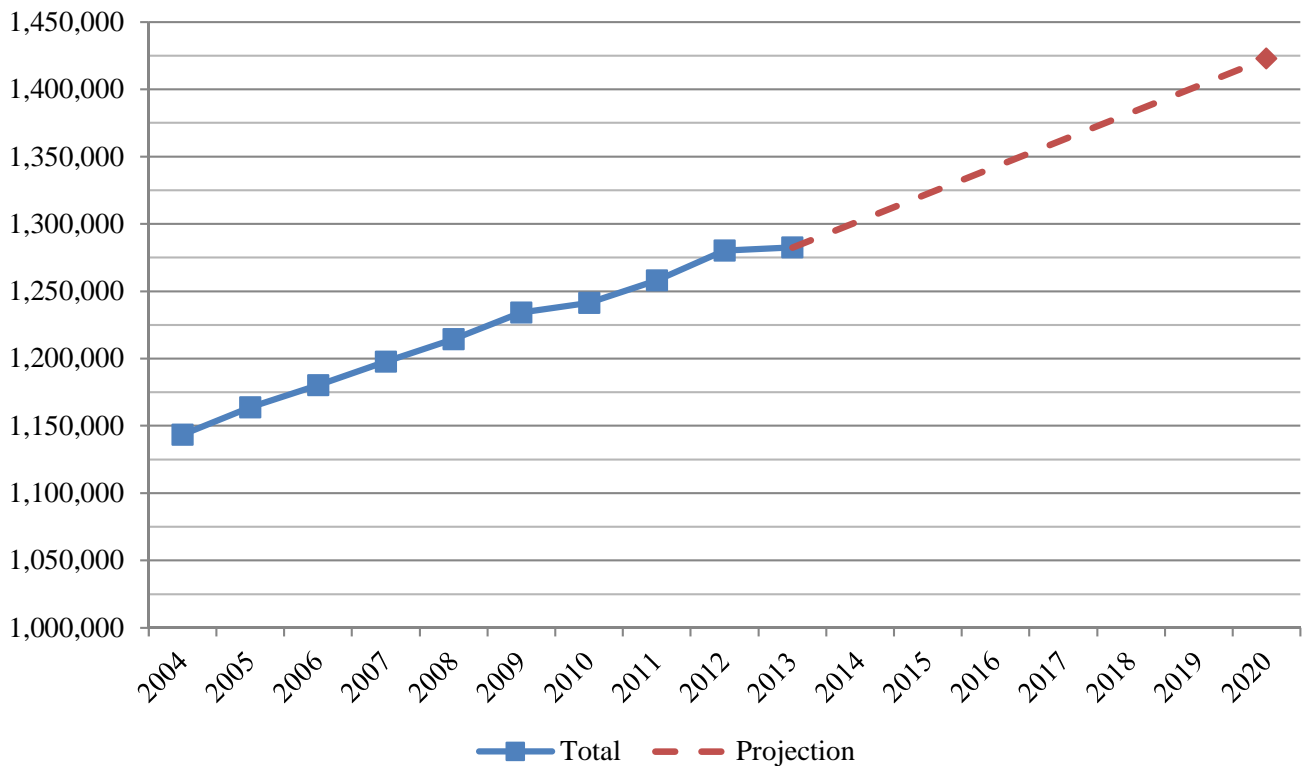
Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Estimated Population, Richmond Metropolitan Area

Year	City of Richmond	Chesterfield County	Henrico County	Total Participating Jurisdictions	Other Service Area	Total Population
2004	195,600	276,800	277,200	749,600	393,900	1,143,500
2005	195,400	284,400	283,800	763,600	400,200	1,163,800
2006	194,500	292,000	287,500	774,000	406,200	1,180,200
2007	197,000	297,400	291,400	785,800	411,800	1,197,600
2008	198,800	302,300	296,100	797,200	417,100	1,214,300
2009	201,300	308,400	300,200	809,900	424,300	1,234,200
2010	198,200	311,600	304,600	814,400	426,900	1,241,300
2011	204,200	316,200	306,900	827,300	430,900	1,258,200
2012	206,200	319,600	310,700	836,500	443,800	1,280,300
2013	208,800	322,400	314,900	846,100	436,400	1,282,500
2020	206,674	388,894	352,577	948,146	474,574	1,422,720 (1)

(1) Population projection based on November 2012 estimate.

Source: Weldon Cooper Center for Public Service, University of Virginia

**Estimated Population, Richmond Metropolitan Area
Last Ten Years and 2020 Projection**



Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Principal Employers, Richmond Metropolitan Area

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 (1)
Employer (2):										
Capital One Bank	1	2	3	3	4	4	4	4	2	1
Virginia Commonwealth University	4	4	4	4	3	1	1	1	1	2
Chesterfield County School Board	2	1	1	1	1	2	2	3	4	3
Henrico County School Board	3	3	2	2	2	3	3	2	3	4
HCA Virginia Health System	-	-	-	-	-	-	-	-	-	5
MCV Hospital	8	8	6	5	5	5	5	5	5	6
Wal-Mart	6	5	5	6	6	6	7	8	8	7
U.S. Department of Defense	7	7	8	8	7	8	8	6	7	8
Bon Secours Richmond Health System	-	-	10	9	8	7	6	7	6	9
Richmond City Public Schools	9	9	9	10	10	9	9	9	9	10
County of Henrico	-	-	-	-	-	-	-	-	10	-
City of Richmond	-	-	-	-	-	10	10	10	-	-
Philip Morris USA, Inc.	5	6	7	7	9	-	-	-	-	-
Ukrops	10	10	-	-	-	-	-	-	-	-
Total Richmond Metropolitan Area Employment (3)	571,621	585,981	596,413	610,065	616,145	627,972	598,462	597,705	612,622	622,968

(1) Final quarter data for most recent calendar year (2012-2003).

(2) The Virginia Employment Commission does not disclose the actual number of employees, due to the Confidential Information Protection and Statistical Efficiency Act – Title V of Public Law 107-347. All employers have over 1,000 individuals employed.

(3) Total employment data obtained from the Bureau of Labor Statistics. Employment numbers are not seasonally adjusted. Total area employment numbers for 2009-2012 were updated in fiscal year 2013 based on revised employment estimates released by the Bureau of Labor Statistics.

Source: Virginia Employment Commission, Bureau of Labor Statistics

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Toll Rates, Last Ten Fiscal Years

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Two-axle vehicles:										
Powhite Parkway	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Forest Hill Avenue	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Douglasdale Road	0.15	0.15	0.15	0.15	0.15	0.20	0.20	0.20	0.20	0.20
Boulevard Bridge	0.25	0.25	0.25	0.25	0.25	0.35	0.35	0.35	0.35	0.35
Downtown Expressway	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Second Street	0.25	0.25	0.25	0.25	0.25	0.35	0.35	0.35	0.35	0.35
Eleventh Street	0.20	0.20	0.20	0.20	0.20	0.30	0.30	0.30	0.30	0.30
Three-axle vehicles:										
Powhite Parkway	0.60	0.60	0.60	0.60	0.60	0.80	0.80	0.80	0.80	0.80
Forest Hill Avenue	0.60	0.60	0.60	0.60	0.60	0.80	0.80	0.80	0.80	0.80
Douglasdale Road	0.25	0.25	0.25	0.25	0.25	0.40	0.40	0.40	0.40	0.40
Boulevard Bridge	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Downtown Expressway	0.60	0.60	0.60	0.60	0.60	0.80	0.80	0.80	0.80	0.80
Second Street	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Eleventh Street	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60
Four-axle vehicles:										
Powhite Parkway	0.70	0.70	0.70	0.70	0.70	0.90	0.90	0.90	0.90	0.90
Forest Hill Avenue	0.70	0.70	0.70	0.70	0.70	0.90	0.90	0.90	0.90	0.90
Douglasdale Road	0.25	0.25	0.25	0.25	0.25	0.40	0.40	0.40	0.40	0.40
Boulevard Bridge	-	-	-	-	-	-	-	-	-	-
Downtown Expressway	0.70	0.70	0.70	0.70	0.70	0.90	0.90	0.90	0.90	0.90
Second Street	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Eleventh Street	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60
Five-axle vehicles:										
Powhite Parkway	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00
Forest Hill Avenue	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00
Douglasdale Road	0.25	0.25	0.25	0.25	0.25	0.40	0.40	0.40	0.40	0.40
Boulevard Bridge	-	-	-	-	-	-	-	-	-	-
Downtown Expressway	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00
Second Street	0.50	0.50	0.50	0.50	0.50	0.70	0.70	0.70	0.70	0.70
Eleventh Street	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Operating and Capital Indicators, Last Ten Fiscal Years

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Expressway Revenue:(1)										
Powhite Parkway	\$16,368,952	\$15,352,936	\$15,520,021	\$15,794,137	\$15,737,291	\$19,975,538	\$21,182,480	\$21,650,023	\$22,197,895	\$22,399,507
Downtown										
Expressway	7,840,426	8,189,028	8,308,342	8,678,668	8,789,276	11,009,880	11,421,500	11,791,817	11,900,320	12,210,502
Boulevard Bridge	<u>1,264,225</u>	<u>1,434,740</u>	<u>1,250,758</u>	<u>1,244,659</u>	<u>1,238,805</u>	<u>1,583,822</u>	<u>1,610,910</u>	<u>1,607,330</u>	<u>1,583,026</u>	<u>1,555,089</u>
Total	\$25,473,603	\$24,976,704	\$25,079,121	\$25,717,464	\$25,765,372	\$32,569,240	\$34,214,890	\$35,049,170	\$35,681,241	\$36,165,098
Expressway Traffic: (1)										
Powhite Parkway	35,112,800	32,727,627	33,185,285	33,893,494	33,937,909	31,381,286	31,057,461	31,787,393	32,666,065	32,842,238
Downtown										
Expressway	18,751,860	19,020,040	19,722,805	20,586,135	20,966,648	18,857,745	18,326,751	18,838,516	19,002,222	19,344,609
Boulevard Bridge	<u>5,102,544</u>	<u>5,166,411</u>	<u>4,997,137</u>	<u>4,995,311</u>	<u>4,964,251</u>	<u>4,800,726</u>	<u>4,619,608</u>	<u>4,575,223</u>	<u>4,562,253</u>	<u>4,426,225</u>
Total	58,967,204	56,914,078	57,905,227	59,474,940	59,868,808	55,039,757	54,003,820	55,201,132	56,230,540	56,613,072
ETC transaction % (2)	40.2%	40.4%	44.0%	47.1%	49.5%	55.5%	58.1%	59.6%	60.6%	62.0%
Lane Miles	45.00	45.00	45.00	46.94	45.91	45.91	49.90	49.90	49.90	50.53
Stadium:										
Attendance (3)	446,882	375,029	402,815	378,228	342,090	-	463,842	447,520	438,002	434,769
Seats (4)	12,000	12,000	12,000	12,000	12,000	-	9,560	9,560	9,560	9,560

(1) Revenue excludes violation processing revenue. Toll rates last increased in fiscal year 2009.

(2) Transactions paid via Electronic Toll Collection (ETC) as a percentage of total traffic.

(3) Attendance listed by season; no baseball was played in 2009 season due to relocation of previous team.

(4) Seating reconfigured prior to 2010 season.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Personnel Complement

Administration		2013	2014	2015	2014 to
Group	Position	Budget	Budget	Budget	2015
					Change
Executive Staff	General Manager	1	1	1	-
Executive Staff	Director of Administration	1	1	1	-
Administrative Support	Administrative Assistant	1	1	1	-
Administrative Support	Receptionist	1	1	1	-
Human Resources	Human Resources Assistant	1	1	1	-
Human Resources	Human Resources Manager	1	1	1	-
Internal Audit	Internal Auditor	1	1	1	-
Public Relations	Public Relations Manager	1	1	-	(1)
Training	Training & Development Coordinator	1	1	1	-
		<u>9</u>	<u>9</u>	<u>8</u>	<u>(1)</u>
Finance		2013	2014	2015	2014 to
Group	Position	Budget	Budget	Budget	2015
					Change
Executive Staff	Director of Finance	1	1	1	-
Fiscal Operations	Accounting Supervisor	1	1	1	-
Fiscal Operations	Accounting Technician	2	2	2	-
Reporting & Budget	Financial Systems Manager	1	1	1	-
		<u>5</u>	<u>5</u>	<u>5</u>	<u>-</u>
Operations		2013	2014	2015	2014 to
Group	Position	Budget	Budget	Budget	2015
					Change
Executive Staff	Director of Operations	1	1	1	-
Engineering	Engineering Technician	1	1	1	-
Information Systems	Information Systems Analyst	1	1	1	-
Information Systems	Information Systems Manager	1	1	1	-
Main Street Station	Facility Coordinator	1	1	1	-
Main Street Station	Assistant Facility Coordinator	1	1	1	-
Maintenance	Lead Maintenance Worker	1	1	1	-
Maintenance	Maintenance Supervisor	1	1	1	-
Maintenance	Maintenance Worker	6	6	4	(2)
Parking Operations	Administrative Assistant	1	1	-	(1)
Parking Operations	Parking Deck Attendant	6	6	-	(6)
Parking Operations	Parking Operations Manager	1	1	-	(1)
Security	Lead Police Officer	1	1	1	-
Security	Special Police Officer	3	3	3	-
Toll Collection	Administrative Assistant	1	2	2	-
Toll Collection	Floating Supervisor	2	2	2	-
Toll Collection	Plaza Superintendent	1	2	2	-
Toll Collection	Senior Toll Collection Attendant	8	8	8	-
Toll Collection	Toll Collection Attendant	64	63	61	(2)
Toll Collection	Toll Maintenance Administrator	1	1	1	-
Toll Collection	Toll Road Operations Manager	1	1	1	-
Toll Collection	Toll Road Supervisor I	8	8	8	-
Toll Collection	Toll Road Supervisor II	8	8	8	-
Toll Collection	Vault Attendant	4	4	4	-
		<u>124</u>	<u>125</u>	<u>113</u>	<u>(12)</u>
Total		<u>138</u>	<u>139</u>	<u>126</u>	<u>(13)</u>

Position counts are based on headcounts with the exception of Toll Collection Attendants, which are measured using FTE. See the Budget Overview section for an explanation of changes.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway System Debt

Overview

The Authority has issued the following bonds for the Expressway System:

Series	Sale Date	Original Borrowing	Interest Rate to Maturity	Final Maturity	As of June 30, 2013		
					Outstanding Balance	Unamortized Premium	Deferred Loss on Refunding
1992	May 1992	\$157,620,000	3.30-8.50%	2013	\$ 1,150,000	\$ -	\$ -
1998	March 1998	80,705,000	3.65-5.25	2022	33,030,000	456,570	7,564,008
2002	April 2002	28,430,000	3.50-5.25	2022	23,975,000	634,463	1,525,066
2011 A, B, C	Nov. 2011	77,490,000	4.62-4.75	2042	77,490,000	3,037,869	2,625,098
2011 D	Nov. 2011	43,875,000	4.29	2042	43,875,000	-	-
Previously defeased debt		-	-	-	-	-	1,614,556
					<u>\$179,520,000</u>	<u>\$ 4,128,902</u>	<u>\$ 13,328,728</u>

Legal Debt Limit

While the Authority has no legal debt limit, the Authority must maintain debt service coverage ratios at least sufficient to comply with current bond document requirements.

Series 1992 Bonds

Revenue bonds were issued in order to satisfy the outstanding obligations on previously issued bonds, fund the third phase of the Expressway System Improvement Project, and fund the purchase and construction of certain of facilities and equipment.

Certain of the 1992 bonds were advance refunded or defeased in 1996, 1998, 1999, 2000, and 2002. The Authority had the option to redeem certain of the bonds at any time beginning in July 2002. During fiscal year 2003, the Authority redeemed all of the outstanding 1992 bonds that had been advance refunded or defeased. The 1992 bonds which have not been redeemed are subject to mandatory redemption at par plus accrued interest through the final maturity date in July 2013.

Series 1998 Bonds

Revenue bonds were issued in order to refund \$76,725,000 of Series 1992 bonds. Certain of the 1998 bonds are subject to mandatory redemption at par plus accrued interest beginning in July 2013 continuing through the final maturity date in July 2022.

Series 2002 Bonds

Revenue bonds were issued to refund a portion of Series 1992 bonds. The Series 2002 bonds may not be redeemed until maturity.

Series 2011-A, B, & C Bonds

Revenue bonds were issued to refund a portion of Series 1998 and Series 2002 bonds; fully refund Series 1999, Series 2000, Series 2005, Series 2006, and Series 2008 bonds; and fund construction of \$22,300,000, including the Downtown Expressway Open Road Tolling and Toll System Replacement Projects.

Richmond Metropolitan Authority
2015 Fiscal Plan and Capital Budget
Expressway System Debt

Expressway System – Series 2011-D Bonds

Revenue bonds were issued and combined with other resources to pay off \$22,772,022 of subordinate notes and \$39,352,570 of accrued interest to the City. The subordinate notes were originally issued for amounts paid into the Reserve Fund by the City between 1975 and 1991.

Debt Service Requirements

Debt service requirements on the Expressway System bonds are scheduled as follows:

Year ending June 30,	Principal	Interest	Total
2014	\$ 3,725,000	\$ 9,002,077	\$ 12,727,077
2015	3,960,000	8,781,658	12,741,658
2016	4,170,000	8,568,246	12,738,246
2017	4,390,000	8,343,546	12,733,546
2018	4,615,000	8,107,164	12,722,164
2019-2023	37,295,000	35,155,359	72,450,359
2023-2028	22,095,000	27,568,521	49,663,521
2029-2033	28,000,000	21,511,801	49,511,801
2034-2038	35,680,000	13,623,593	49,303,593
2039-2042	35,590,000	3,693,985	39,283,985
	<u>\$ 179,520,000</u>	<u>\$ 144,355,950</u>	<u>\$ 323,875,949</u>

Overview

The Authority's financial policies serve as guidelines for both the financial planning and internal financial management of the Authority. These policies represent a combination of required practices under existing bond documents and recommended best practices from the Government Finance Officers Association (GFOA).

Financial Planning

Balanced Budget – The annual budget of the Authority will be considered balanced when all payments for operations, debt service, and annual capital plan needs do not exceed budgeted revenues.

Budget Adoption – The Board will adopt an annual budget no less than 30 days prior to the beginning of each fiscal year.

Budget Adjustments – The General Manager may authorize adjustments to the adopted budget as requested by a Director between individual line items within the expense categories of salaries and benefits, operating, and capital. Board approval is needed to increase the total budgeted expense per fund or transfer budget authorization between expense categories (salaries and benefits, operating, and capital).

Long-Term Financial Plan – Toll rate adjustments and borrowing decisions are identified within the context of the long-term financial plan. The long-term financial plan includes: estimated revenues, estimated operating expenses, debt service, funds available for the capital plan, debt service coverage ratios, and cash balances. The Authority will consult with its Consulting Engineer, Traffic and Revenue Consultant, and Financial Advisors to update its long-term financial plan.

Condition Assessment of Assets – Accurate inventories of capital assets, their condition, life spans, and cost will be maintained to ensure proper stewardship. Condition assessments of infrastructure assets will be performed to determine the amount needed to maintain and preserve the assets at the condition level established and disclosed by the Authority.

Revenue and Expense

Revenue Sources – Each year the Board shall consider potential sources of revenue as part of the annual budget process.

Revenue Forecasts – Revenue forecasts shall use a conservative, objective, and realistic approach.

Service Rates – The Authority shall develop and maintain fair and equitable rates for all services while accomplishing funding requirements per debt covenants.

On-Going and One-Time Revenues – The Authority will only propose operating expenses which can be supported from on-going revenues. Before undertaking any agreement that would create fixed on-going expenses, the cost implications of such agreements will be fully determined for current and future years. The on-going operating expense impact resulting from the use of one-time revenue sources will be reviewed for compliance with this policy.

Monitoring – Directors are responsible for managing division expenses within the total adopted operating budget. Monthly monitoring reports will be presented to the Directors, General Manager, and Board of Directors.

Debt Management

Management of Borrowing – The Authority will manage its debt obligations to keep debt service a predictable part of the operating budget, raise capital at the lowest cost unless other conditions or exigencies suggest otherwise, and support the Authority’s credit rating objective.

Credit Rating Objective – The Authority will maintain a good reputation in the credit markets by implementing and maintaining a sound capital program and managing the annual budget responsibly, with a goal of maintaining and/or strengthening its credit rating.

Appropriate Use of Debt – Long-term debt issued will not exceed the useful life of projects financed unless other exigencies dictate otherwise. Current operations will not be financed with long-term debt. Short-term borrowing will not be used for operating purposes.

Continuing Disclosure – The Authority will ensure compliance with continuing disclosure reporting requirements, including its obligation to inform the Municipal Securities Rulemaking Board through the EMMA website (Electronic Municipal Market Access), post-issuance IRS compliance, and IRS arbitrage regulations.

Post-Issuance Compliance – The Authority will maintain a post-issuance tax compliance policy for its debt obligations that are eligible for tax benefits under federal and state law. Such obligations may include tax exempt bonds and/or bonds eligible for tax credits.

Reserve Accounts – The Authority will maintain reserve accounts as required by applicable bond documents, and where deemed advisable by the Board.

Debt Service Coverage Ratio – The Authority will maintain debt service coverage ratios at least sufficient to comply with current bond documents. The long-term financial plan will be used to ensure sufficient funding for capital while maintaining an internal debt service coverage ratio goal of at least 1.50X.

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Financial Policies

Reserve Fund

Funding Policy – Adequate reserve levels are a necessary component of the Authority’s overall financial management strategy and a key factor in external agencies’ measurement of the Authority’s financial strength. Funding priorities will be in the order of:

- A. Operating Fund – maintain a balance of the current and next month’s budgeted operating expenses.
- B. Parity Bond Fund – monthly transfer of 1/12th of annual principal and 1/6th of semi-annual interest so that balances will be sufficient to pay debt service on the next succeeding payment date.
- C. Parity Bond Reserve Fund – restore deficiency in required reserves if shortfall.
- D. Repair & Contingency Fund – monthly transfer of remaining revenue until the next fiscal year’s capital plan is fully funded.
- E. Excess Balances Fund – fiscal year end transfer of remaining revenue.

Capital Plan Funding – Annual capital plan contributions to the Repair & Contingency Fund will be certified by the Consulting Engineers during the budget process for the next three fiscal years. The Authority’s goal is to have balances on hand as of June 30th to fully fund the next fiscal year’s capital plan.

Excess Balances Spending – All expenses drawn from the Excess Balances Fund require Board approval.

Basis of Accounting/Budgeting

The method of accounting used to track and report revenues and expenses. The Authority uses the accrual basis for its accounting and budget basis. Under the accrual basis of accounting, revenue is recognized when earned and becomes measurable while expenses are recognized when an obligation to pay is incurred.

Bond Resolution

A contract between the Authority and its bondholders that establishes rights and obligations of both parties, including the pledging of toll revenue to the bondholders and revenue and expense certification by a Traffic and Revenue Consultant and Consulting Engineer respectively.

Capital Budget

The portion of the Authority's annual budget that provides for the funding of preservation, replacement, repair, renewal, reconstruction, modification, and improvements of the Authority's Expressway System.

CAFR

Comprehensive Annual Financial Report, which includes audited financial statements. The Authority's CAFR can be found online at <http://www.rmaonline.org>

Consulting Engineers

The Engineer or firm of Engineers retained by the Authority for the purpose of carrying out the duties imposed on the Consulting Engineer by the Bond Resolution and such other duties as assigned. The Authority has contracted with HNTB to be its Consulting Engineer.

Debt Service

Payment of principal, interest, and other obligations associated with the retirement of debt.

E-ZPass

Form of electronic toll collection accepted on the Authority's Expressway System.

ETC – Electronic Toll Collection

An electronic means for patrons to pay toll charges without using coins or currency. Patrons attach an electronic signal device, known as a transponder, to their windshield to automatically deduct the toll charges as they drive through a toll plaza. The Authority accepts ETC payments via E-ZPass.

Established Condition Level

The Authority annually inspects roads and biennially inspects bridges to determine the condition assessment of the Authority's Expressway System. The Authority has an Established Condition Level of its roads and bridges and must maintain the assets at this level. Additional information can be found in the Authority's CAFR in Required Supplementary Information.

Excess Balances Fund

Represents the only reserve available for the operation of the Expressway System and provides a manner to accumulate funding for long-term future capital needs associated with the Expressway System.

Expressway System

Comprised of the Powhite Parkway, Downtown Expressway, the Boulevard Bridge, and associated on/off ramps.

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Glossary

Fiscal Year

A 12-month period for which an organization plans the use of its funds, which does not necessarily correspond to a calendar year. The Authority's fiscal year is from July 1st through June 30th.

Fund

An account established by the Bond Resolution or other legal document to track revenues and expenses for a specific program.

GAAP

Generally Accepted Accounting Principles; standard of framework of guidelines for financial accounting.

GASB

Governmental Accounting Standards Board; source of GAAP used by state and local governments in the United States.

GFOA

Government Finance Officers Association; professional organization of state and local government finance officers. The GFOA sponsors award programs for financial documents including the CAFR and annual budget.

HNTB

Howard, Needles, Tammen, and Bergendoff; the Consulting Engineer retained by the Authority.

Jacobs, Inc.

The Traffic and Revenue Consultant retained by the Authority.

MAP-21

Moving Ahead for Progress in the 21st Century; Federal legislation signed in July 2012 that provides transportation funding and transforms the policy and programmatic framework to guide the growth and development of the country's vital transportation infrastructure.

MSA

Metropolitan Service Area; geographical region with a relatively high population density and close economic ties throughout the area. The Richmond MSA includes the Cities of Colonial Heights, Hopewell, Petersburg, and Richmond, and the Counties of Amelia, Caroline, Charles City, Chesterfield, Cumberland, Dinwiddie, Goochland, Hanover, Henrico, King and Queen, King William, Louisa, New Kent, Powhatan, Prince George, and Sussex.

Operating Budget

The portion of the budget that provides for the day-to-day operations of the Authority, including salaries and benefits, services, materials, and other expenses.

ORT

Open-Road Tolling; a barrier-free system that allows for electronic toll collection (ETC) and violation enforcement under normal highway driving conditions.

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OPEB

Other-Post Employment Benefits; benefits offered to retirees outside of a pension. The Authority's OPEB includes retiree health care. Additional information on the Authority's OPEB plan can be found in the Authority's CAFR.

R&C

Repair and Contingency; the sub-fund used to account for all Expressway System preservation and capital maintenance expenses, as well as new construction projects. A separate capital budget is prepared and included in the Authority's annual Fiscal Plan and Capital Budget.

Traffic and Revenue Consultant

The Engineer or firm of Engineers retained by the Authority for the purpose of carrying out the duties imposed on the Traffic and Revenue Consultant by the Bond Resolution and such other duties as assigned. The Authority has contracted with Jacobs, Inc. to be its Traffic and Revenue Consultant.

VDOT

Virginia Department of Transportation