



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-6940

*Agenda item # 11*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 12, 2022

#### MOTION

**Made By:** Ms. Hynes **Seconded By:** Mr. Johnsen  
**Action:** Motion carried, unanimously

**Title: Action on the Revised Fiscal Year 2022 Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation**

**WHEREAS**, the Commonwealth Transportation Board (the “Board”) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the Code of Virginia (Code) to administer and allocate funds in the Transportation Trust Fund; and

**WHEREAS**, the Board approved the Commonwealth Transportation Fund Budget and the Virginia Department of Transportation Budget for Fiscal Year 2022 on June 23, 2021; and

**WHEREAS**, the Board approved a revised Commonwealth Transportation Fund Budget and a revised Virginia Department of Transportation Budget for FY 2022 on December 8, 2021 to incorporate the use of Priority Transportation Fund dollars;

**WHEREAS**, the current economic climate necessitated an update to the official revenue forecast in December 2021 by the Department of Taxation, which was subsequently supported by the Joint Advisory Board of Economists, the Governor’s Advisory Council on Revenue Estimates, and the Governor; and

**WHEREAS**, the federal Infrastructure Investment and Jobs Act (IIJA) signed into law November 15, 2021 provides the largest long-term federal investment in infrastructure in history; and

Resolution of the Board

Action on the Revised Fiscal Year 2022 Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation

January 12, 2022

Page 2 of 2

**WHEREAS**, the magnitude of change in the revised official revenue forecast and the impact of the federal legislation require adjustments to the previously approved budgets to consider the increased revenue available from both state and federal sources; and

**NOW, THEREFORE, BE IT RESOLVED** by the Commonwealth Transportation Board that the revised budgets for the Commonwealth Transportation Fund and the Department of Transportation for Fiscal Year 2022, as attached hereto, are approved to include the additional revenue anticipated.

**BE IT FURTHER RESOLVED**, the Department of Transportation shall evaluate the planned issuance of Federal Transportation Grant Anticipation Revenue Notes (GARVEE Bonds) in the FY 2022-2027 Six-Year Financial Plan (SYFP) and the Six-Year Improvement Program (SYIP), considering the additional financial resources now available and the timing needs of the funding for the projects to which the GARVEE Bonds are currently allocated. VDOT shall report the results of this evaluation and any recommended changes in the use of the GARVEE Bonds to the Board prior to presenting the Draft FY 2023-2028 SYFP and SYIP to the Board.

#####

## CTB Decision Brief

### **Action on the Revised Fiscal Year 2022 Annual Budgets for the Commonwealth Transportation Fund and for the Virginia Department of Transportation**

**Issue:** Each year, the Commonwealth Transportation Board (CTB or Board) is required by §§ 33.2-214 (B) and 33.2-221 (C) of the *Code of Virginia* to administer, distribute and allocate funds in the Transportation Trust Fund based on the most recent official Commonwealth Transportation Fund revenue forecast; by § 33.2-1524.1, to provide the statutory funding to the Commonwealth Mass Transit Fund, Commonwealth Rail Fund, Commonwealth Port Fund, the Commonwealth Aviation Fund, the Commonwealth Space Flight Fund the Priority Transportation Fund and a special fund in the Commonwealth Transportation Fund to meet the expenses of the Department of Motor Vehicles; and by § 33.2-358 (A) to allocate from all funds made available for highway purposes such amount as it deems reasonable and necessary for the maintenance of roads within the interstate, primary and secondary system of highways and for city and town street maintenance payments and payments to counties that have elected to withdraw from the secondary state highway system.

Significant updates to both federal and state revenue have been provided or derived recently and necessitate an update to current fiscal year assumptions. Board approval and finalization of the Revised FY 2022 budgets necessary to effect the lawful distribution of available Commonwealth Transportation Fund revenues is sought.

**Facts:** The CTB must adopt a budget that distributes the available revenues of the Commonwealth Transportation Fund to the statutorily defined funds and purposes. The budget shall be based on the most recent official revenue forecasts and debt policy. There are separate budgets to consider in addition to the Six-Year Improvement Program:

- Commonwealth Transportation Board's Commonwealth Transportation Fund Budget which includes all transportation revenues, including those allocated to the construction program, Commonwealth Transit Fund, Commonwealth Rail Fund, Commonwealth Aviation Fund, Space Flight Fund, Commonwealth Port Fund, the Priority Transportation Fund and the special fund for the Department of Motor Vehicles. It is a summary level budget.
- The Department of Transportation (VDOT) Annual Budget which provides details on revenue and allocations that are directly provided to the agency for its programs and activities.

The CTB approved the Commonwealth Transportation Fund Budget and the Virginia Department of Transportation Budget for Fiscal Year 2022 on June 23, 2021 and a revision to the budget on December 9, 2021, allocating the surplus funds from the prior year that were dedicated to the Priority Transportation Fund.

The Second Revised FY 2022 Budgets incorporate the change in the revised official state revenue forecast and the impact of the federal legislation adjustments.

**Recommendations:** VDOT recommends the approval of the Revised Fiscal Year 2022 Annual Budgets for the Commonwealth Transportation Fund and the Department of Transportation.

**Action Required by CTB:** Adopt a Resolution setting forth the recommended actions/approvals.

**Result if Approved:** A new budget reflecting the revenues and allocations related to the newly available state and federal revenue will be established with allocations to programs outlined in the attached budgets.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** N/A

# Revised Fiscal Year 2022

Commonwealth Transportation Fund Budget  
January 2022



**Virginia Department of Transportation**

Budget and Funds Management Division

1221 E. Broad Street, 4th Floor

Richmond, VA 23219

Telephone: (804) 225-3552

Internet Address: <http://www.virginiadot.org/projects/reports-budget.asp>

# Table of Contents

<a href="#"><u>Commonwealth Transportation Fund Revenues</u></a>	<a href="#"><u>4</u></a>
<a href="#"><u>Commonwealth Transportation Fund Recommended Distributions</u></a>	<a href="#"><u>8</u></a>
<a href="#"><u>Summary of Revenues</u></a>	<a href="#"><u>12</u></a>



During its 2020 session, the Virginia General Assembly enacted the Governor's Omnibus Transportation Bill, Chapter 1230 (House Bill 1414), which revised the composition of and increased available revenues for transportation funding in the Commonwealth. Under Chapter 1230, the Commonwealth Transportation Fund (CTF) serves as the fund to which all transportation revenues are deposited and then distributed to programs and funds. These transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) \$0.03 of the \$0.25 per \$100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

Chapter 1230 also amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund ("HMO Fund"), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020.

Toll revenue and concession payments to the Commonwealth under the Public-Private Transportation Act of 1995 also would be deposited to the Commonwealth Transportation Fund and allocated to the Transportation Trust Fund (for defined purposes and not available for further distribution). Interest, dividends, and appreciation accrued to the Transportation Trust Fund or the HMO Fund also would be allocated to the Commonwealth Transportation Fund and distributed two-thirds to the Virginia Transportation Infrastructure Bank and one-third to the Transportation Partnership Opportunity Fund.

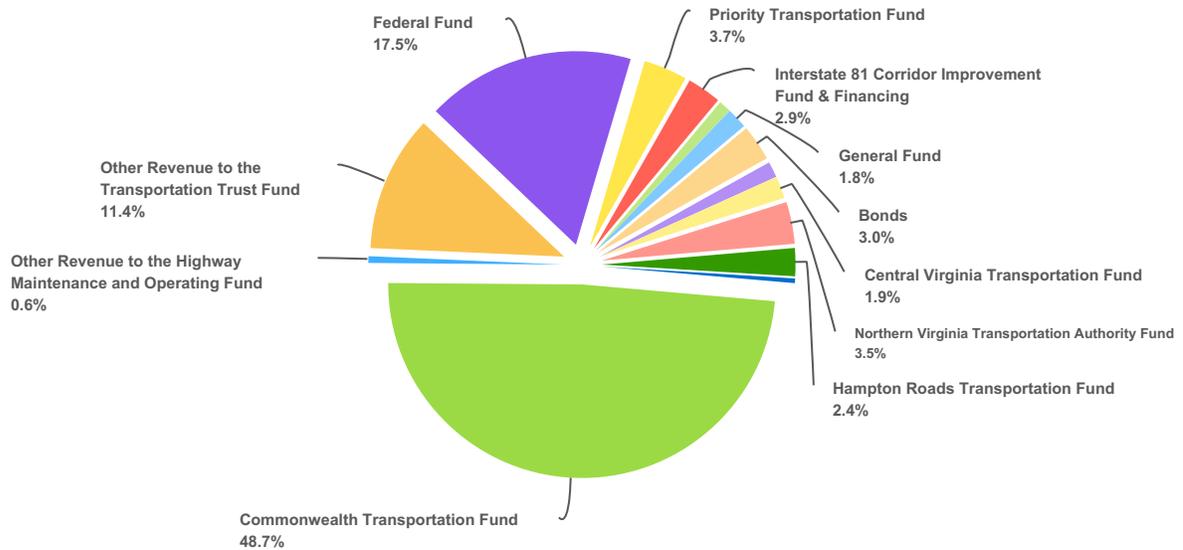
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles. Enactment Clause 11 of Chapter 1230 also allows the Commonwealth Transportation Board to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure appropriate coverage ratios for any outstanding debt backed by the Transportation Trust Fund.

The Second Revised Fiscal Year 2022 budget for the CTF identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the state revenue forecast from December 2021 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA), as well as \$115.8 million from FY 2021 General Fund surplus committed to the CTF by the Code of Virginia contingent upon appropriation by the 2022 General Assembly and approval of the Governor. Finally, the revised budget restores planned Omnibus Transportation Bill investments to pre-COVID expectations. The Second Revised FY 2022 CTF Budget totals \$9,748,926,154, a 14.3% increase over the December 2021 revision to the FY 2022 CTF Budget, which totaled \$8,529,753,645.



The CTF receives revenues from dedicated state and federal sources. The major state revenues are based on Virginia's official revenue forecast developed by the Department of Taxation. The federal revenues from the Federal Highway Administration and the Federal Transit Administration are estimated by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT). Revenues provided are also from funds collected for regional transportation improvements in Northern Virginia, Hampton Roads, and Central Virginia. These funds are dedicated to the efforts of the Northern Virginia Transportation Authority, Central Virginia Transportation Authority, and the Hampton Roads Transportation Accountability Commission.

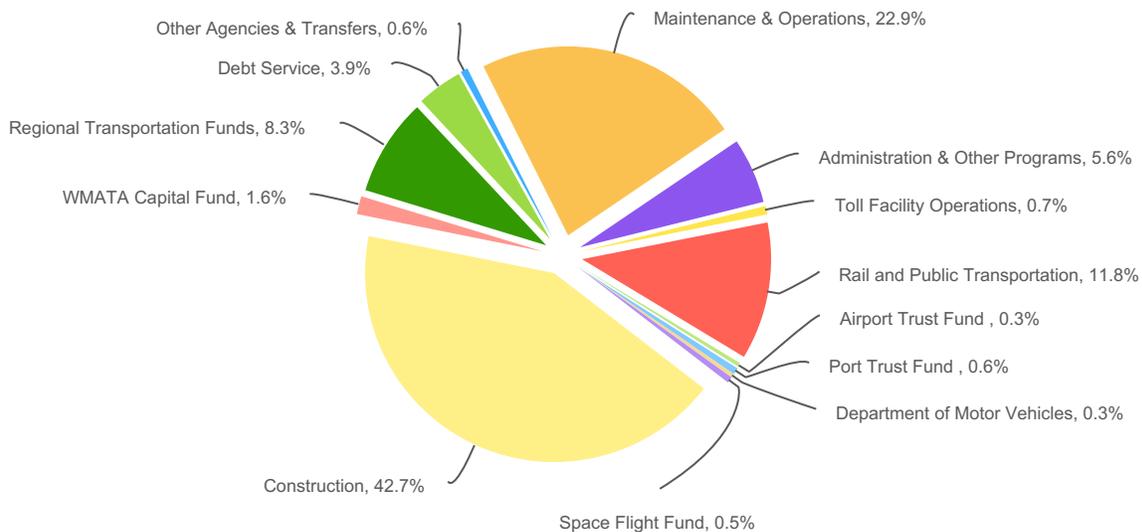
## Commonwealth Transportation Fund Total Revenues for FY 2022



Commonwealth Transportation Fund	\$ 4,752,300,000
Other Revenue to the Highway Maintenance and Operating Fund	55,535,702
Other Revenue to the Transportation Trust Fund	1,112,567,050
Federal Fund	1,702,258,377
Priority Transportation Fund	356,671,762
Interstate 81 Corridor Improvement Fund & Financing	279,186,080
Fuel Tax Revenue for Highway Construction District Grant Program	100,300,000
General Fund	170,796,000
Bonds	294,691,183
<b>Total Operating Revenues</b>	<b>8,824,306,154</b>
Pass Through Revenues	
WMATA Capital Fund	131,120,000
Central Virginia Transportation Fund	181,100,000
Northern Virginia Transportation Authority Fund	342,800,000
Hampton Roads Transportation Fund	230,200,000
Hampton Roads Regional Transit Fund	39,400,000
<b>Subtotal</b>	<b>924,620,000</b>
<b>TOTAL</b>	<b>\$ 9,748,926,154</b>

The revenues are dedicated to specific funds within the CTF. After certain distributions required by the Code of Virginia, the remaining funds in the CTF are allocated 51% to the Highway Maintenance and Operating Fund (HMOF) and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The revenues for the HMOF support highway maintenance, operations and administration. The Priority Transportation Fund (PTF) revenues are dedicated to debt service on the Commonwealth of Virginia Transportation Capital Projects Revenue Bonds. The Commonwealth Transportation Board can also use the Fund to facilitate the financing of priority transportation projects throughout the Commonwealth. Federal revenues are used for their defined purposes to support construction, maintenance or transit.



<b>Debt Service</b>	<b>\$382,877,846</b>
<b>Other Agencies &amp; Transfers</b>	<b>60,633,130</b>
<b>Maintenance &amp; Operations</b>	<b>2,234,533,271</b>
<b>Administration &amp; Other Programs</b>	<b>548,445,521</b>
<b>Toll Facility Operations</b>	<b>71,104,020</b>
<b>Rail and Public Transportation</b>	<b>1,148,308,327</b>
<b>Airport Trust Fund</b>	<b>33,896,815</b>
<b>Port Trust Fund</b>	<b>57,996,836</b>
<b>Department of Motor Vehicles</b>	<b>29,997,107</b>
<b>Space Flight Fund</b>	<b>52,983,983</b>
<b>Construction</b>	<b>4,163,529,298</b>
<b>Total Operating Programs</b>	<b>8,784,306,154</b>
<b>Pass Through Programs</b>	
<b>WMATA Capital Fund</b>	<b>151,120,000</b>
<b>Regional Transportation Funds</b>	<b>813,500,000</b>
<b>TOTAL RECOMMENDED DISTRIBUTIONS</b>	<b>\$ 9,748,926,154</b>



<b>STATE REVENUE SOURCES</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>	
<b>Commonwealth Transportation Fund</b>	\$ 4,205,500,000	\$ 4,752,300,000	\$ 546,800,000	1
<b>Highway Maintenance &amp; Operating Fund (HMOF)</b>	42,504,565	55,535,702	13,031,137	
<b>General Fund</b>	55,000,000	170,796,000	115,796,000	2
<b>Transportation Trust Fund (TTF) and Other State Revenue</b>				
Interest Earnings	28,515,000	28,515,000	—	
Toll Facilities	34,354,020	34,354,020	—	
Local Revenue Sources	133,131,383	162,294,383	29,163,000	
Project Participation - Regional Entities	782,764,066	782,764,066	—	
GARVEE Bonds	76,300,000	76,300,000	—	
Route 58 Bonds	219,304,103	219,304,103	—	
I-66 Outside the Beltway Concession Fee Payment/Interest	22,094,013	22,094,013	—	
Interstate 81 Corridor Improvement Fund	264,686,080	279,186,080	14,500,000	
Statewide Interstate Improvement Fund	(39,444,828)	(39,444,828)	—	
Special Fund Account for the Highway Construction District Grant Program	100,100,000	100,300,000	200,000	
Other Trust Fund Revenue	121,077,476	121,077,476	—	
<b>Total TTF and Other Revenue</b>	<b>1,742,881,313</b>	<b>1,786,744,313</b>	<b>43,863,000</b>	
<b>Priority Transportation Fund (PTF)</b>				
State Revenue	359,020,211	356,671,762	(2,348,449)	
<b>Total PTF</b>	<b>359,020,211</b>	<b>356,671,762</b>	<b>(2,348,449)</b>	
<b>Pass Through Revenues</b>				
Revenue Dedicated to WMATA Capital Fund	112,103,000	131,120,000	19,017,000	
State Revenue for Regional Entities	732,800,000	793,500,000	60,700,000	
<b>Total Pass Through Revenues</b>	<b>844,903,000</b>	<b>924,620,000</b>	<b>79,717,000.00</b>	
<b>TOTAL STATE REVENUES</b>	<b>7,249,809,089</b>	<b>8,046,667,777</b>	<b>796,858,688</b>	
<b>Federal Funding Sources</b>				
Federal Highway Administration (FHWA)	1,230,716,097	1,653,029,918	422,313,821	3
Federal Transit Administration (FTA)	49,228,459	49,228,459	—	
<b>Total Federal Funding</b>	<b>1,279,944,556</b>	<b>1,702,258,377</b>	<b>422,313,821</b>	
<b>TOTAL COMMONWEALTH TRANSPORTATION FUNDS</b>	<b>\$ 8,529,753,645</b>	<b>\$ 9,748,926,154</b>	<b>\$ 1,219,172,509</b>	



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>
<b>Debt Service</b>			
Toll Facilities Debt	\$ —	\$ —	\$ —
Northern Virginia Transportation District	12,604,922	11,427,687	(1,177,235)
Oak Grove Connector	2,128,077	2,128,077	—
Route 28	8,644,519	8,644,519	—
Route 58	29,725,222	29,725,222	—
Interstate 81	6,006,732	6,006,732	—
GARVEE Bonds	134,881,288	129,951,050	(4,930,238)
CPR Bonds	193,458,698	194,994,559	1,535,861
Other	—	—	—
<b>Total Debt Service</b>	<b>387,449,458</b>	<b>382,877,846</b>	<b>(4,571,612)</b>
<b>Other Agencies &amp; Transfers</b>			
Trust Fund Management	3,200,876	3,200,876	—
Support to Other State Agencies (excludes DRPT)	42,304,162	52,304,162	10,000,000 <sup>4</sup>
Indirect Costs	5,128,092	5,128,092	—
<b>Total State Agencies</b>	<b>50,633,130</b>	<b>60,633,130</b>	<b>10,000,000</b>
<b>Maintenance &amp; Operations</b>			
Highway System Maintenance	1,756,641,898	1,756,641,898	—
Financial Assist. to Localities for Ground Transportation - Cities	405,955,990	405,955,990	—
Financial Assist. to Localities for Ground Transportation - Counties	71,935,383	71,935,383	—
<b>Total Maintenance &amp; Operations</b>	<b>2,234,533,271</b>	<b>2,234,533,271</b>	<b>—</b>
<b>Tolls, Administration &amp; Other Programs</b>			
Ground Transportation System Planning and Research	91,149,140	95,618,648	4,469,508
Environmental Monitoring & Compliance	43,957,252	43,957,252	—
Administrative and Support Services	302,707,781	302,707,781	—
Program Management and Direction	46,161,840	46,161,840	—
Toll Facilities Operations	34,354,020	34,354,020	—
Toll Facility Revolving Account	36,750,000	36,750,000	—
Capital Outlay	60,000,000	60,000,000	—
<b>Total Tolls, Administration &amp; Other Programs</b>	<b>615,080,033</b>	<b>619,549,541</b>	<b>4,469,508</b>

<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>
<b>Transit and Rail Funds</b>			
Share of TTF Distribution for Transit	\$ 339,368,434	\$ 494,794,204	\$ 155,425,770
Transit - Share of administrative costs	(685,308)	(685,308)	—
Other Revenue dedicated to Transit	15,759,375	15,759,375	—
Share of TTF Distribution for Rail	100,516,839	161,345,936	60,829,097
Rail - Share of administrative costs	(176,369)	(176,369)	—
Federal Transit Authority (FTA)	49,228,459	49,228,459	—
CMAQ (without State Match)	22,243,685	22,243,685	—
STP Regional (without State Match)	14,913,598	14,913,598	—
Rail Fund (with prior year adjustments)	—	—	—
Interest Earnings	2,640,000	2,640,000	—
HB1414 Off the Top to Commonwealth Mass Transit Fund	82,185,240	120,000,000	37,814,760
Metro Matters	—	—	—
HB1414 Off the Top to Commonwealth Rail Fund	44,500,000	24,400,000	(20,100,000) <sup>5</sup>
Mass Transit Fund-Support from Construction	9,289,320	9,289,320	—
Rail Fund - Support from Construction	87,500,000	87,500,000	—
Priority Transportation	99,605,427	85,105,427	(14,500,000)
Other	62,787,000	61,950,000	(837,000)
<b>Subtotal Transit and Rail Funds</b>	<b>929,675,700</b>	<b>1,148,308,327</b>	<b>218,632,627</b>
<b>Pass Through Revenue for WMATA Capital</b>			
Dedicated Revenue for WMATA Capital Fund	112,103,000	131,120,000	19,017,000
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
<b>Subtotal WMATA Capital Fund</b>	<b>132,103,000</b>	<b>151,120,000</b>	<b>19,017,000</b>
Airports - Share of TTF Distribution	25,785,995	32,269,187	6,483,192
Airports - Share of administrative costs	(47,372)	(47,372)	—
Revision from prior year	—	—	—
Airports - Interest Earnings	175,000	175,000	—
Directed CTF Allocation	800,000	1,500,000	700,000
<b>Total Airport Trust Fund</b>	<b>26,713,623</b>	<b>33,896,815</b>	<b>7,183,192</b>
Ports - Share of TTF Distribution	45,125,492	53,781,979	8,656,487
Ports - Share of administrative costs	(85,143)	(85,143)	—
Revision from prior year	—	—	—
Ports - Interest Earnings	300,000	300,000	—
Directed CTF allocation	2,500,000	4,000,000	1,500,000
<b>Total Port Trust Fund</b>	<b>47,840,349</b>	<b>57,996,836</b>	<b>10,156,487</b>
Department of Motor Vehicles - Share of TTF Distribution	8,963,900	21,512,791	12,548,891
DMV - Share of administrative costs	(15,684)	(15,684)	—
Directed CTF allocation	10,800,000	8,500,000	(2,300,000)
<b>Total DMV</b>	<b>19,748,216</b>	<b>29,997,107</b>	<b>10,248,891</b>
Virginia Commercial Space Flight Authority - Share of TTF Distribution	15,800,000	21,512,791	5,712,791
Space Flight Authority - Share of administrative costs	(28,808)	(28,808)	—
Directed CTF allocation	800,000	1,500,000	700,000
<b>Total Space Flight Authority</b>	<b>16,571,192</b>	<b>22,983,983</b>	<b>6,412,791</b>



<b>DISTRIBUTION OF REVENUE SOURCES</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>
<b>Pass Through Revenue Allocations</b>			
Central Virginia Transportation Authority Fund	\$ 200,300,000	\$ 181,100,000	\$(19,200,000)
Northern Virginia Transportation Authority Fund	329,702,389	383,735,532	54,033,143
Hampton Roads Transportation Fund	203,200,000	230,200,000	27,000,000
Hampton Roads Regional Transit Fund	32,300,000	39,400,000	7,100,000
<b>Total Regional Transportation Programs</b>	<b>765,502,389</b>	<b>834,435,532</b>	<b>68,933,143</b>
<b>Construction</b>			
Financial Assistance to Localities for Ground Transportation	14,912,548	17,476,106	2,563,558
State of Good Repair Program	249,479,115	375,287,827	125,808,712
High Priority Projects Program	249,251,163	304,882,522	55,631,359
Construction District Grant Programs	346,881,805	405,182,522	58,300,717
Specialized State and Federal Programs	2,383,378,652	2,979,764,789	596,386,137
<b>Total Construction</b>	<b>3,243,903,283</b>	<b>4,082,593,766</b>	<b>838,690,483</b>
Special Structures	60,000,000.00	60,000,000	—
<b>DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS</b>			
	<b>\$ 8,529,753,644</b>	<b>\$ 9,718,926,154</b>	<b>\$ 1,189,172,510</b>
<b>Agency Funding Summary:</b>			
<b>VDOT</b>	\$ 7,573,496,311	\$ 8,476,517,833	\$ 903,021,522
<b>Less Support to DRPT</b>	(216,394,747)	(201,894,747)	14,500,000
<b>VDOT (Net)</b>	<b>7,357,101,564</b>	<b>8,274,623,086</b>	<b>917,521,522</b>
<b>DRPT</b>	1,061,778,700	1,299,428,327	237,649,627
<b>Ports</b>	47,840,349	57,996,836	10,156,487
<b>Aviation</b>	26,713,623	33,896,815	7,183,192
<b>DMV</b>	19,748,216	29,997,107	10,248,891
<b>Space Flight Authority</b>	16,571,192	22,983,983	6,412,791
<b>Grand Total</b>	<b>\$ 8,529,753,644</b>	<b>\$ 9,718,926,154</b>	<b>\$ 1,189,172,510</b>

# CTF State Revenue Details

<b>STATE REVENUE SOURCES</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>
State Tax on Motor Fuels	\$1,238,500,000	\$1,282,400,000	\$43,900,000
Road Tax	47,200,000	68,200,000	21,000,000
Retail Sales & Use Tax	1,214,700,000	1,290,200,000	75,500,000
Motor Vehicle Sales and Use Tax	899,600,000	1,174,000,000	274,400,000
International Registration Plan	73,900,000	124,300,000	50,400,000
Motor Vehicle Licenses	202,900,000	234,800,000	31,900,000
Miscellaneous Revenues	17,300,000	17,200,000	(100,000)
Motor Vehicle Rental Tax	29,700,000	40,700,000	11,000,000
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	46,600,000	52,400,000	5,800,000
Insurance Premium	171,800,000	180,700,000	8,900,000
Recordation Tax	57,000,000	81,000,000	24,000,000
<b>Total</b>	<b>\$ 4,001,200,000</b>	<b>\$ 4,547,900,000</b>	<b>\$ 546,700,000</b>

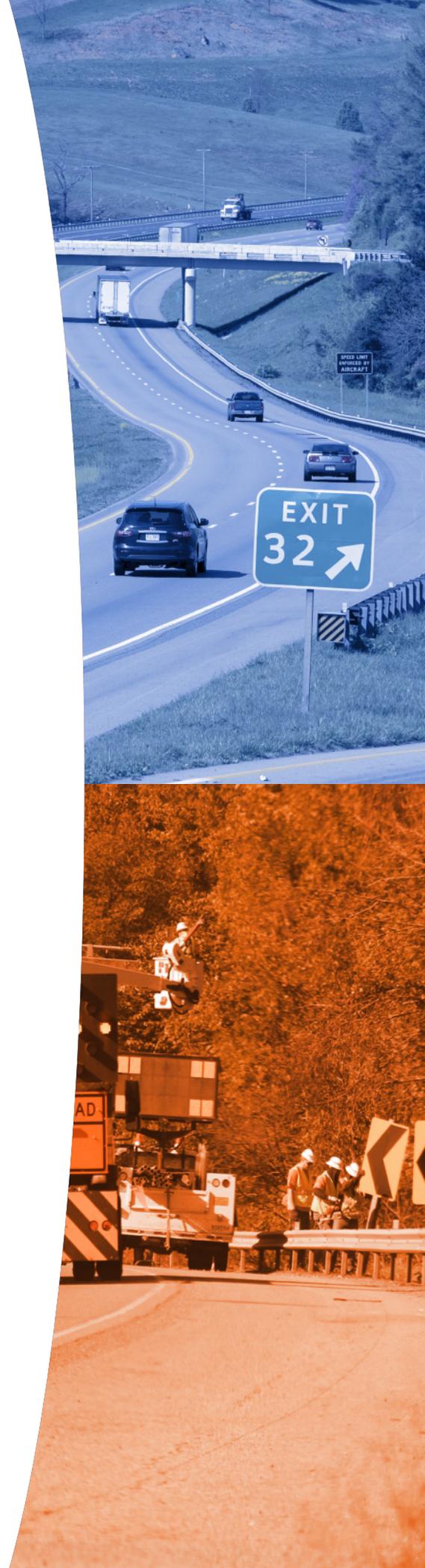
# Endnotes

<b>Endnote Number</b>	<b>Description</b>
1	Reflects impact of December 2021 revenue estimate from Department of Taxation.
2	Reflects anticipated FY 2021 General Fund surplus committed to the CTF by the Code of Virginia contingent upon appropriation by the 2022 General Assembly and approval of the Governor.
3	Reflects increased federal funding levels provided under the Infrastructure Investment and Jobs Act (IIJA).
4	Reflects allocation of funds to the Department of Wildlife Resources for efforts to address the loss of wildlife habitat impacted by transportation projects in Hampton Roads.
5	Dedication to Rail was increased previously due to revenue conditions. The Rail component of TTF distribution rebounds to provide for Pre-COVID expectations in FY 2022



# Revised Fiscal Year 2022

VDOT Annual Budget  
January 2022



# Table of Contents

<a href="#">Overview</a>	<a href="#">3</a>
<a href="#">Highway Maintenance and Operating Fund Revenues</a>	<a href="#">6</a>
<a href="#">Commonwealth Transportation Fund &amp; Transportation Trust Fund</a>	<a href="#">7</a>
<a href="#">Other Funds Revenues</a>	<a href="#">8</a>
<a href="#">VDOT Allocations</a>	<a href="#">9</a>
<a href="#">Environmental Monitoring and Evaluation</a>	<a href="#">11</a>
<a href="#">Ground Transportation Planning and Research</a>	<a href="#">12</a>
<a href="#">Highway Construction Programs</a>	<a href="#">13</a>
• <a href="#">State of Good Repair Program</a>	<a href="#">14</a>
• <a href="#">High Priority Projects Program</a>	<a href="#">14</a>
• <a href="#">Construction District Grant Programs</a>	<a href="#">14</a>
• <a href="#">Specialized State and Federal Programs</a>	<a href="#">15</a>
• <a href="#">Highway Construction Program Management</a>	<a href="#">17</a>
<a href="#">Highway System Maintenance</a>	<a href="#">18</a>
<a href="#">Commonwealth Toll Facilities</a>	<a href="#">19</a>
<a href="#">Financial Assistance to Localities</a>	<a href="#">20</a>
<a href="#">Non-Toll Supported Transportation Debt Service</a>	<a href="#">21</a>
<a href="#">Special Structures</a>	<a href="#">22</a>
<a href="#">Administrative and Support Services</a>	<a href="#">23</a>
<a href="#">VDOT Capital Outlay</a>	<a href="#">24</a>
<a href="#">Support to Other State Agencies</a>	<a href="#">25</a>
<a href="#">VDOT Budget Schedule for Fiscal Year 2022</a>	<a href="#">27</a>
<a href="#">Appendix I - Powhite Parkway Extension</a>	<a href="#">29</a>
<a href="#">Appendix I - Coleman Bridge</a>	<a href="#">30</a>
<a href="#">Appendix I - I-66 Inside the Beltway</a>	<a href="#">31</a>
<a href="#">Appendix I - I-64 Express Lanes</a>	<a href="#">32</a>
<a href="#">Index: Acronyms and Terminology</a>	<a href="#">33</a>
<a href="#">Endnotes</a>	<a href="#">34</a>

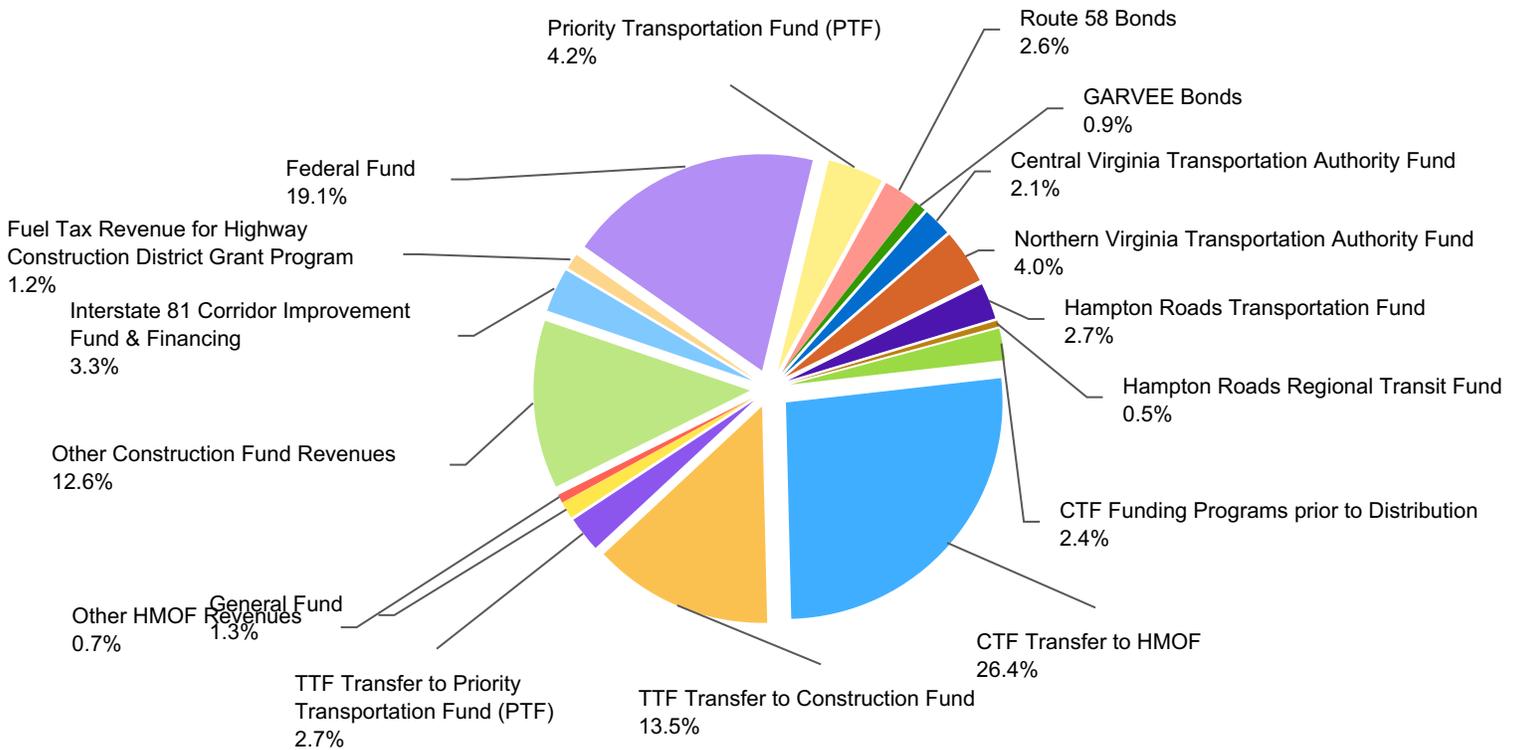
# Overview

The Second Revised Fiscal Year 2022 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from December 2021 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA), as well as \$115.8 million from FY 2021 General Fund surplus committed to the Commonwealth Transportation Fund (CTF) by the Code of Virginia contingent upon appropriation by the 2022 General Assembly and approval of the Governor. The Second Revised VDOT Budget for FY 2022 totals \$8,476,517,833 a 11.9% increase over the Revised FY 2022 VDOT Budget of \$7,573,496,312.

Chapter 1230 created the CTF which serves as the fund to which all statewide transportation revenues are deposited and then distributed to programs and funds. These transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) \$0.03 of the \$0.25 per \$100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

VDOT's revenues are provided by dedicated state and federal revenue sources. The major state revenues are estimated by the Department of Taxation and are included in the state's official revenue estimate. VDOT continues to estimate federal revenues based upon information received from Federal Highway Administration (FHWA). The budget also includes the regional revenues provided to the Northern Virginia Transportation Authority, the Hampton Roads Transportation Accountability Commission, and the Central Virginia Transportation Authority.

## Source of Transportation Funds



# Overview

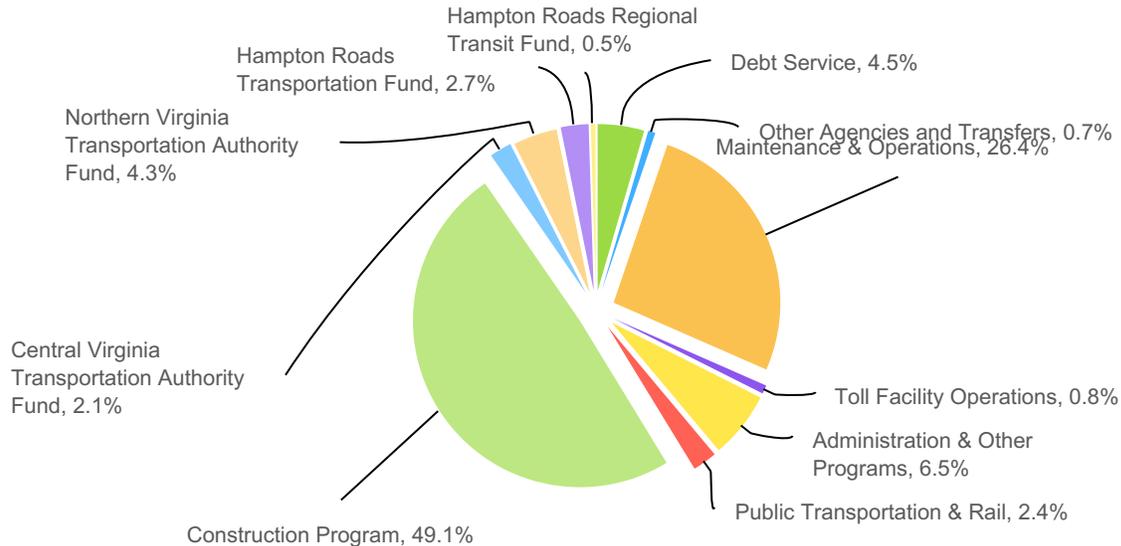
## Detailed Sources of Transportation Funds

CTF Funding Programs prior to Distribution	\$ 201,000,000
CTF Transfer to HMOF	2,239,086,459
TTF Transfer to Construction Fund	1,140,177,948
TTF Transfer to Priority Transportation Fund (PTF)	225,884,310
General Fund	108,396,000
Other HMOF Revenues	55,535,702
Other Construction Fund Revenues	1,065,302,834
Interstate 81 Corridor Improvement Fund & Financing	279,186,080
Fuel Tax Revenue for Highway Construction District Grant Program	100,300,000
Federal Fund	1,615,872,635
Priority Transportation Fund (PTF)	356,671,762
Route 58 Bonds	219,304,103
GARVEE Bonds	76,300,000
<b>Subtotal</b>	<b>7,683,017,833</b>
Pass Through Revenues	
Central Virginia Transportation Authority Fund	181,100,000
Northern Virginia Transportation Authority Fund	342,800,000
Hampton Roads Transportation Fund	230,200,000
Hampton Roads Regional Transit Fund	39,400,000
<b>TOTAL</b>	<b>\$ 8,476,517,833</b>

# Overview

VDOT's revenues provide funding for debt service, maintenance, administration and construction. This budget reflects the planned use of the revenues available to the agency and also includes the pass through funds to the regions. The following is a summary of the programs by spending category:

Allocations	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Debt Service	\$387,449,459	\$382,877,846	\$(4,571,613)
Other Agencies and Transfers	50,633,130	60,633,130	10,000,000
Maintenance & Operations	2,234,533,271	2,234,533,271	—
Toll Facility Operations	71,104,020	71,104,020	—
Administration & Other Programs	543,976,013	548,445,521	4,469,508
Public Transportation & Rail	216,394,747	201,894,747	(14,500,000)
Construction Program	3,316,605,672	4,163,529,298	846,923,626
<b>Subtotal</b>	<b>\$6,820,696,312</b>	<b>\$7,663,017,833</b>	<b>\$842,321,521</b>
<b>Pass Through Revenues</b>			
Central Virginia Transportation Authority Fund	200,300,000	181,100,000	(19,200,000)
Northern Virginia Transportation Authority Fund	317,000,000	362,800,000	45,800,000
Hampton Roads Transportation Fund	203,200,000	230,200,000	27,000,000
Hampton Roads Regional Transit Fund	32,300,000	39,400,000	7,100,000
<b>TOTAL</b>	<b>\$7,573,496,312</b>	<b>\$8,476,517,833</b>	<b>\$903,021,521</b>



# Highway Maintenance & Operating Fund

The Highway Maintenance and Operating Fund (HMOF) is one of VDOT's major funds. The HMOF is intended to provide for the agency's maintenance, operations and administrative needs. Since Fiscal Year 2002, the HMOF has required transfers from the Construction Fund to cover the budgetary needs of the fund. With the updated revenue assumptions for the current year, this transfer will reverse direction and the HMOF will provide \$57.5 million to the Construction Fund, representing revenue in excess of budgetary allocations needed. Starting with Fiscal Year 2021, the HMOF is funded by a transfer from the Commonwealth Transportation Fund (CTF) as a result of Chapter 1230. This shift from dedicated revenue sources to a transfer of revenues deposited into the CTF, as well as the crossover reversal from HMOF to the Construction Fund, is demonstrated in the chart below.

HMOF Revenue Sources	REVISED FY 2022	2nd REVISED FY 2022	Difference
CTF Transfer to HMOF	\$ 2,085,900,000	\$ 2,239,086,459	\$ 153,186,459
Miscellaneous Revenues	17,300,000	17,200,000	(100,000)
Other Revenue	25,204,565	38,335,702	13,131,137
<b>Subtotal</b>	<b>\$ 2,128,404,565</b>	<b>\$ 2,294,622,161</b>	<b>\$ 166,217,596</b>
Transfer from Construction	108,704,104	(57,513,492)	(166,217,596)
<b>Total</b>	<b>\$ 2,237,108,669</b>	<b>\$ 2,237,108,669</b>	<b>\$ —</b>

# Commonwealth Transportation Fund & Transportation Trust Fund

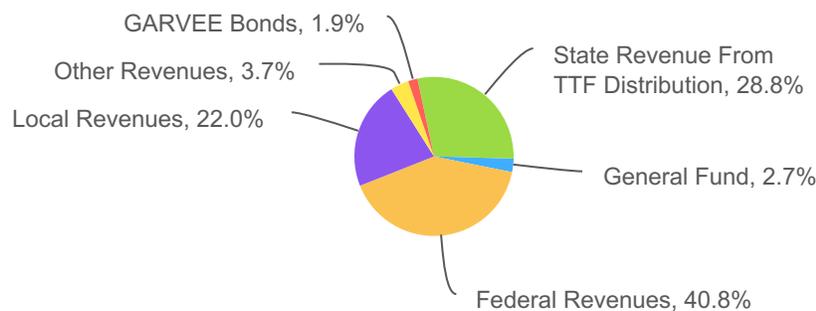
Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. With the revision, planned Omnibus Transportation Bill investments are restored to pre-COVID expectations. The following table provides details on revised distributions for Fiscal Year 2022.

Construction Fund Revenue Sources	REVISED FY 2022	2nd REVISED FY 2022	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to Oak Grove Fund	1,000,000	1,000,000	—
Distributed to TTF for Support	1,034,395	1,034,395	—
Distributed for Omnibus Programs	90,000,000	120,000,000	30,000,000
<b>Total</b>	<b>\$ 172,034,395</b>	<b>\$ 202,034,395</b>	<b>\$ 30,000,000</b>

The following table identifies the construction fund revenues by major source.

Construction Fund Revenue Sources	REVISED FY 2022	2nd REVISED FY 2022	Difference
State Revenue From TTF Distribution	\$ 1,033,919,705	\$ 1,140,177,948	\$ 106,258,243
General Fund	22,600,000	108,396,000	85,796,000
Federal Revenues	1,193,558,814	1,615,872,635	422,313,821
Local Revenues	842,853,270	872,853,270	30,000,000
Other Revenues	147,130,693	147,130,693	—
GARVEE Bonds	76,300,000	76,300,000	—
<b>Total</b>	<b>\$ 3,316,362,482</b>	<b>\$ 3,960,730,546</b>	<b>\$ 644,368,064</b>

### Construction Fund Revenue by Source, FY 2022



# Other Fund Revenues

VDOT manages a number of special funds. Each special fund receives dedicated revenues to be used to support the mission of the program.

<b>Other Fund Revenues</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>Difference</b>
Regional Transportation Funds	\$ 732,800,000	\$ 793,500,000	\$ 60,700,000
Interstate 81 Corridor Improvement Fund	264,686,080	279,186,080	14,500,000
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	100,100,000	100,300,000	200,000
Powhite Parkway Extension Toll Revenue	11,000,000	11,000,000	—
Coleman Bridge Toll Revenue	6,000,000	6,000,000	—
I-66 Inside the Beltway Toll Revenue	15,216,600	15,216,600	—
I-64 Express Lanes Toll Revenue	2,137,420	2,137,420	—
Northern VA Transportation District (NVTD)	7,020,640	7,020,640	—
Oak Grove	1,128,077	1,128,077	—
Priority Transportation Fund (PTF)	581,108,622	570,492,932	(10,615,690)
Transportation Partnership Opportunity Fund	10,066,667	10,066,667	—
Route 58	219,304,103	219,304,103	—
Route 28	8,644,519	8,644,519	—
Other	18,197,231	18,197,231	—
<b>Total</b>	<b>\$ 1,977,409,959</b>	<b>\$ 2,042,194,269</b>	<b>\$ 64,784,310</b>
<b>Total Construction Major Sources (page 7)</b>	<b>3,316,362,482</b>	<b>3,960,730,546</b>	<b>644,368,064</b>
<b>Transfer to HMOF</b>	<b>(108,704,104)</b>	<b>57,513,492</b>	<b>166,217,596</b>
<b>Total Construction Fund</b>	<b>\$ 5,185,068,337</b>	<b>\$ 6,060,438,307</b>	<b>\$ 875,369,970</b>

# VDOT Program Descriptions and Allocations

# Summary of Allocations by Program

The following table summarizes VDOT's budget by the major budgetary programs.

	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$ 43,957,252	\$ 43,957,252	\$ —
Ground Transportation Planning and Research (602)	91,149,140	95,618,648	4,469,508
Highway Construction Programs (603)	3,275,152,575	4,111,279,500	836,126,925
Highway System Maintenance (604)	1,756,641,898	1,756,641,898	—
Commonwealth Toll Facilities (606)	71,104,020	71,104,020	—
Financial Assistance to Localities (607)	1,258,306,310	1,329,803,011	71,496,701
Non-Toll Supported Transportation Debt Service (612)	387,449,459	382,877,846	(4,571,613)
Special Structures (614)	60,000,000	60,000,000	—
Administrative and Support Services (699)	302,707,781	302,707,781	—
VDOT Capital Outlay (998)	60,000,000	60,000,000	—
Support to Other State Agencies	50,633,130	60,633,130	10,000,000
Support to DRPT Programs	216,394,747	201,894,747	(14,500,000)
<b>Total</b>	<b>\$ 7,573,496,312</b>	<b>\$ 8,476,517,833</b>	<b>\$ 903,021,521</b>

# Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

**Environmental Monitoring and Compliance for Highway Projects (514008)** - To provide efforts to evaluate, monitor and maintain the quality of the state's natural resources as part of a balanced consideration of environmental and transportation needs. VDOT's wetland mitigation program is funded in this service area.

**Environmental Monitoring Program Management and Direction (514009)** - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

**Municipal Separate Storm Sewer System Compliance Activities (514010)** - To provide efforts to address storm water discharges, including the related operational and maintenance activities, to meet Total Maximum Daily Load reduction targets. VDOT's current Municipal Separate Storm Sewer System (MS4) permit requires VDOT to reduce its pollutant load allocation to the Chesapeake Bay.

ENVIRONMENTAL MONITORING & EVALUATION (514)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$10,873,613	\$10,873,613	\$ —
Environmental Monitoring Program Management (514009)	3,595,685	3,595,685	—
Municipal Separate Storm Sewer System Compliance Activities (514010)	29,487,954	29,487,954	—
<b>TOTAL ENVIRONMENTAL MONITORING &amp; EVALUATION</b>	<b>\$ 43,957,252</b>	<b>\$ 43,957,252</b>	<b>\$ —</b>
TTF	43,957,252	43,957,252	—

# Ground Transportation Planning & Research (602)

**Ground Transportation Planning and Research is comprised of:**

**Ground Transportation System Planning (602001)** - To provide efforts to lead and plan a comprehensive system of ground transportation, including the planning of particular ground transportation projects through surveying, mapping and studies. These studies are the basis for decisions on proposed highway plans, programs and projects, as well as other travel modes and routes throughout Virginia.

**Ground Transportation System Research (602002)** - To provide efforts devoted to the planning and delivery of a comprehensive ground transportation research, development, consulting and technology transfer program covering the areas of transportation system operations, maintenance, structural design and construction, materials and specifications, safety, environmental stewardship, finance and policy.

**Ground Transportation Program Management and Direction (602004)** - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

<b>PLANNING &amp; RESEARCH (602)</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>
Ground Transportation System Planning (602001) \$	73,335,252	\$ 77,804,760	\$ 4,469,508
Ground Transportation System Research (602002)	13,471,811	13,471,811	—
Ground Transportation Program Management (602004)	4,342,077	4,342,077	—
<b>TOTAL PLANNING &amp; RESEARCH</b>	<b>\$ 91,149,140</b>	<b>\$ 95,618,648</b>	<b>\$ 4,469,508</b>
HMOF	16,990,331	16,990,331	—
CONSTRUCTION	53,832,904	53,832,904	—
FEDERAL	20,325,905	24,795,413	4,469,508

# Highway Construction Programs (603)

For Fiscal Year 2022, the funding made available for distribution is distributed via the formula outlined in the Code of Virginia, § 33.2-358. With the enactment of Chapter 1230, funds are distributed to the following programs: State of Good Repair Program, High Priority Projects Program, Construction District Grant Program, Interstate Operations and Enhancement Program, and Virginia Highway Safety Improvement Program. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. The following table provides details on distributions for Fiscal Year 2022.

The budget also contains a significant application of Toll Credits that are used as "soft match" to meet the nonfederal share matching requirements. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.

<b>CONSTRUCTION (603)</b>	<b>REVISED FY 2022</b>	<b>2nd REVISED FY 2022</b>	<b>INCREASE (DECREASE)</b>
State of Good Repair Program (603020)	\$ 249,479,115	\$ 375,287,827	\$ 125,808,712
High Priority Projects Program(603021)	249,251,163	304,882,522	55,631,359
Construction District Grant Programs (603022)	346,881,805	405,182,522	58,300,717
Specialized State and Federal Programs (603023)	2,383,378,652	2,979,764,789	596,386,137
Construction Management (603015)	46,161,840	46,161,840	—
<b>TOTAL CONSTRUCTION</b>	<b>\$3,275,152,575</b>	<b>\$4,111,279,500</b>	<b>\$ 836,126,925</b>
CONSTRUCTION	1,604,658,692	1,928,645,032	323,986,340
FEDERAL	668,848,360	1,089,315,709	420,467,349
I-81 CORRIDOR IMPROVEMENT FUND	258,679,348	273,179,348	14,500,000
STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT	(39,444,828)	(39,444,828)	—
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	100,100,000	100,300,000	200,000
PTF	307,608,622	307,608,622	—
TPOF	10,046,154	20,046,154	10,000,000
BONDS	—	—	—
VTIB	15,333,333	15,333,333	—
GARVEE BONDS	76,300,000	76,300,000	—
CONCESSION FEE FUND	844,013	844,013	—
GENERAL FUND	22,600,000	88,396,000	65,796,000
ROUTE 58	229,366,183	249,578,881	20,212,698

# Highway Construction Programs (603)

## STATE OF GOOD REPAIR PROGRAM (603020)

The purpose of the State of Good Repair Program service area is to allocate funds to state of good repair purposes for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of pavement on the Interstate System and primary state highway system determined to be deteriorated by the Board, including municipality-maintained primary extensions. (Code of Virginia §33.2-369)

STATE OF GOOD REPAIR PROGRAM (603020)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
<b>TOTAL STATE OF GOOD REPAIR</b>	<b>\$ 249,479,115</b>	<b>\$ 375,287,827</b>	<b>\$ 125,808,712</b>
CONSTRUCTION	133,820,047	232,683,259	98,863,212
FEDERAL	115,659,068	142,604,568	26,945,500

## HIGH PRIORITY PROJECTS PROGRAM (603021)

The purpose of the High Priority Projects Program service area is to allocate funds to the established program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to Code of Virginia §33.2-353. From funds allocated to this program, the Board shall allocate funds to the Innovation and Technology Transportation Fund, provided that the allocation shall not exceed \$25 million annually. (Code of Virginia §33.2-370)

HIGH PRIORITY PROJECTS PROGRAM (603021)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
<b>TOTAL HIGH PRIORITY PROJECTS</b>	<b>\$ 249,251,163</b>	<b>\$ 304,882,522</b>	<b>\$ 55,631,359</b>
CONSTRUCTION	101,353,566	154,951,832	53,598,266
FEDERAL	81,998,290	93,673,914	11,675,624
GARVEE	65,899,307	56,256,776	(9,642,531)

## CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

The purpose of the Construction District Grant Programs service area is to allocate funds to the established grant program in each highway construction district to fund projects and strategies that address a need in the Statewide Transportation Plan developed pursuant to Code of Virginia §33.2-353. In accordance with §33.2-359, the Commonwealth Transportation Board shall allocate funds to improve nonsurface treated secondary highways that carry 50 or more vehicles per day. This allocation shall not exceed \$25 million annually (Code of Virginia, §33.2-371).

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
<b>TOTAL CONSTRUCTION DISTRICT GRANT</b>	<b>\$ 346,881,805</b>	<b>\$ 405,182,522</b>	<b>\$ 58,300,717</b>
CONSTRUCTION	129,655,711	120,808,231	(8,847,480)
SPECIAL FUND ACCOUNT FOR CONSTRUCTION			
DGP	100,100,000	100,300,000	200,000
FEDERAL	106,725,401	164,031,067	57,305,666
GARVEE	10,400,693	20,043,224	9,642,531

# Highway Construction Programs (603)

## SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

The purpose of the Specialized State and Federal Programs service area is to allocate funds to State and Federal Construction Programs that are not components of the other funding distributions. The Federal programs that are exempt from the distribution process are outlined in § 33.2-214.1 of the Code of Virginia (Statewide prioritization process for project selection). These include Congestion Mitigation and Air Quality (CMAQ) funding, Regional Surface Transportation Program funding, and Safety funding. The service area will also allocate bond programs and the state and local components of Revenue Sharing. Anticipated funding from regional entities for projects is also allocated in this service area.

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
CMAQ & State Match	\$ 40,804,913	\$ 46,282,311	\$ 5,477,398
Open Container	20,919,874	24,987,205	4,067,331
Participating Project Costs	60,000,000	60,000,000	—
Project Participation from HRTAC	—	—	—
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	584,212,963	584,212,963	—
Project Participation from NVTAC	138,551,103	138,551,103	—
Route 58 Bonds	218,391,183	218,391,183	—
Revenue Sharing	220,210,334	280,210,334	60,000,000 <sup>7</sup>
Safety & Soft Match	66,318,635	149,616,262	83,297,627
STP Set-aside	23,246,788	36,779,452	13,532,664
STP Regional & State Match	83,917,886	102,972,300	19,054,414
Tele Fees	9,483,037	9,483,037	—
I-66 Outside the Beltway Concession Fee/Interest Earnings	844,013	844,013	—
Interstate 81 Corridor Improvements	258,679,348	273,179,348	14,500,000
Statewide Interstate Improvements	99,071,695	188,852,162	89,780,467
STP Set-aside State Match	—	2,785,506	2,785,506
Highway Improvement Program - CRSSA	37,995,585	37,995,585	—
Improvements to I-64 HRELN	93,100,000	93,100,000	—
PTF for Safety	10,000,000	10,000,000	—
PTF for Construction Projects	297,608,622	297,608,622	—
Carbon Reduction Program and State Match	—	38,372,011	38,372,011
PROTECT	—	45,279,913	45,279,913
Bridge	—	91,249,422	91,249,422
Bridge - Off System	—	16,102,839	16,102,839
Electric Vehicles	—	21,275,226	21,275,226
HSIP to Vulnerable Users	—	12,663,454	12,663,454
Regional Trails	—	25,796,000	25,796,000 <sup>8</sup>
ATI	—	20,000,000	20,000,000 <sup>8</sup>
I-64 Gap between exit 205 and exit 234	—	20,000,000	20,000,000 <sup>8</sup>
Other	120,022,673	133,174,538	13,151,865
<b>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)</b>	<b>\$ 2,383,378,652</b>	<b>\$ 2,979,764,789</b>	<b>\$ 596,386,137</b>

# Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
CONSTRUCTION	1,193,667,528	1,374,039,870	180,372,342
FEDERAL	364,465,601	689,006,160	324,540,559
I-81 CORRIDOR IMPROVEMENT FUND	258,679,348	273,179,348	14,500,000
STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT	(39,444,828)	(39,444,828)	—
NVTD	—	1,177,236	1,177,236
GENERAL FUND	22,600,000	88,396,000	65,796,000
PTF	307,608,622	307,608,622	—
CONCESSION FEE FUND	844,013	844,013	—
OTHER BOND PROGRAMS/FUNDS	249,578,881	249,578,881	—
VTIB	15,333,333	15,333,333	—
TPOF	10,046,154	20,046,154	10,000,000
<b>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)</b>	<b>\$2,383,378,652</b>	<b>\$2,979,764,789</b>	<b>\$596,386,137</b>

# Highway Construction Programs (603)

## CONSTRUCTION MANAGEMENT (603015)

The purpose of the construction management program is to provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

CONSTRUCTION MANAGEMENT (603015)	REVISED FY 2022	2nd REVISED	INCREASE (DECREASE)
<b>TOTAL CONSTRUCTION MANAGEMENT</b>	<b>\$46,161,840</b>	<b>\$46,161,840</b>	<b>\$ —</b>
	TTF 46,161,840	46,161,840	—

# Highway System Maintenance (604)

The maintenance program consists of:

**Interstate Maintenance (604001)** - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

**Primary Maintenance (604002)** - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

**Secondary Maintenance (604003)** - To preserve the public's investment through the delivery of an effective and efficient statewide maintenance program to protect and enhance the transportation infrastructure and the safety of the traveling public.

**Transportation Operations Services (604004)** - To improve mobility, safety, travel time reliability and security on the transportation system through the deployment of a variety of operational strategies including regional smart traffic centers, emergency services, traveler services, congestion management and traffic signalization optimization.

**Highway Maintenance Program Management and Direction (604005)** - To provide activities related to the management and direction of the program. Adequate and effective management and direction is critical to the success of the program.

HIGHWAY SYSTEM MAINTENANCE (604)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 336,098,854	\$ 336,098,854	\$ —
Primary Maintenance (604002)	504,798,771	504,798,771	—
Secondary Maintenance (604003)	560,697,117	560,697,117	—
Transportation Operations Services (604004)	272,035,360	272,035,360	—
Highway Maintenance Program Management & Direction (604005)	83,008,796	83,008,796	—
<b>TOTAL HIGHWAY SYSTEM MAINTENANCE</b>	<b>\$1,756,641,898</b>	<b>\$1,756,641,898</b>	<b>\$ —</b>
HMOF	1,394,259,930	1,394,259,930	—
FEDERAL	362,381,968	362,381,968	—

# Commonwealth Toll Facilities

Revenues collected from toll facilities contribute to Virginia's safe and effective transportation system. Of these facilities, four are currently owned and operated by VDOT: Powhite Parkway Extension Toll Road in Chesterfield County, George P. Coleman Bridge in Gloucester County, I-66 Inside the Beltway and I-64 Express Lanes.

**Toll Facility Acquisition and Construction (606001)** -To provide for efforts to acquire and construct ground transportation toll facilities.

**Toll Facility Debt Service (606002)** -To provide for the debt service requirements of the debt-financed toll facilities. The bond indentures for the toll facilities require the Commonwealth Transportation Board (CTB) to set toll rates for all classes of vehicles which will provide sufficient net revenues to meet the facility's obligations. Toll roads are typically constructed with debt financing and the subsequent toll collection revenues are used for debt service payments. The remaining state-owned facility collecting tolls to pay debt service on outstanding bonds is the George P. Coleman Bridge located between Gloucester and York counties. The bonds issued to finance the Powhite Parkway Extension have been retired, but the toll revenues are needed to repay the outstanding debts of the facility owed to VDOT and Chesterfield County.

**Toll Facility Maintenance and Operation (606003)** - To provide for the operational costs of the four toll facilities operated by VDOT: the George P. Coleman Bridge and the Powhite Parkway Extension Toll Road, I-66 Inside the Beltway facility and I-64 Express Lanes. All operating costs associated with that facility are to be paid out of the revenues generated by that facility. Customer service and toll collection are toll facilities' main operations.

**Toll Facilities Revolving Fund (606004)** - To provide a method to finance and/or refinance existing and potential toll facilities. Funds allocated from the Toll Facilities Revolving Account intended for planned or operating toll facilities are considered advance funding and are expected to be repaid to the Toll Facilities Revolving Account.

COMMONWEALTH TOLL FACILITIES (606)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	34,354,020	34,354,020	—
Toll Facilities Revolving (606004)	36,750,000	36,750,000	—
<b>TOTAL TOLL FACILITIES</b>	<b>\$ 71,104,020</b>	<b>\$ 71,104,020</b>	<b>\$ —</b>
POWHITE	11,000,000	11,000,000	—
COLEMAN	6,000,000	6,000,000	—
I-66 INSIDE THE BELTWAY	15,216,600	15,216,600	—
I-64 EXPRESS LANES	2,137,420	2,137,420	—
TOLL FACILITIES REVOLVING	36,750,000	36,750,000	—

# Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

**Financial Assistance for City Road Maintenance (607001)** - To provide monetary support to localities for capital improvements and/or maintenance of roads and/or transportation facilities. Direct financial assistance is provided to 84 cities and towns to maintain, operate, and improve their arterial and collector roads and local streets. The level of assistance to the respective local governments for maintenance expenditures is based on the number of qualifying lane-miles in each locality and available funding.

**Financial Assistance for County Road Maintenance (607002)** - Provide monetary support in lieu of maintenance services to localities for road maintenance and upkeep where such localities have elected to maintain their own highway systems. Currently, Henrico and Arlington maintain their own roads.

**Financial Assistance for Planning, Access Roads, and Special Projects (607004)** - To manage and distribute funding for recreational and industrial access programs and the Metropolitan Planning federal grant program. The Recreational Access Program provides funding for roads and bikeways to new or expanding non-federal, non-commercial public parks and historic sites. Access roads for qualifying airports and industrial sites, and access tracks for qualified rail users are provided through VDOT's Industrial, Airport, and Rail Access Fund. The Metropolitan Planning Grants are federal funds available to support activities undertaken by Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans and transportation improvement programs.

**Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)** - To transfer state regional tax revenues to the Northern Virginia Transportation Authority to fund local and regional transportation projects.

**Distribution of Hampton Roads Transportation Fund Revenues (607007)** - To transfer state regional tax revenues to the Hampton Roads Transportation Accountability Commission to fund local and regional transportation projects.

**Distribution of Central Virginia Transportation Authority Fund Revenues (607010)** - To transfer state regional tax revenues to the Central Virginia Transportation Authority to fund local and regional transportation projects.

FINANCIAL ASSISTANCE TO LOCALITIES (607)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Financial Assistance for City Road Maintenance (607001)	\$ 405,955,990	\$ 405,955,990	\$ —
Financial Assistance for County Road Maintenance (607002)	71,935,383	71,935,383	—
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	14,912,548	17,476,106	2,563,558
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	329,702,389	383,735,532	54,033,143
Distribution of Hampton Roads Transportation Fund Revenues (607007)	235,500,000	269,600,000	34,100,000
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	200,300,000	181,100,000	(19,200,000)

**TOTAL FINANCIAL ASSISTANCE TO LOCALITIES** **\$1,258,306,310** **\$1,329,803,011** **\$ 71,496,701**

HMOF	477,891,373	477,891,373	—
CONSTRUCTION	20,493,644	28,983,143	8,489,499
FEDERAL	7,121,293	9,428,495	2,307,202
CENTRAL VIRGINIA TRANSPORTATION FUND	200,300,000	181,100,000	(19,200,000)
NORTHERN VIRGINIA TRANSPORTATION FUND	317,000,000	362,800,000	45,800,000
HAMPTON ROADS TRANSPORTATION FUND	203,200,000	230,200,000	27,000,000
HAMPTON ROADS REGIONAL TRANSIT FUND	32,300,000	39,400,000	7,100,000

# Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

**Highway Transportation Improvement District Debt Service (612001)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special tax districts. There is currently only one such district, the State Route 28 Highway Transportation Improvement District in Fairfax and Loudoun counties.

**Designated Highway Corridor Debt Service (612002)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special designated highway corridors. The Commonwealth Transportation Board has issued transportation revenue bonds for the U.S. Route 58 Corridor Development Program, the City of Chesapeake Oak Grove Connector Project, and the Northern Virginia Transportation District (NVTD) Program.

**Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements under the Commonwealth Transportation Capital Projects Bond Act.

**Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)** - To provide for the debt service requirements of the bonds sold as Federal Transportation Grant Anticipation Revenue bonds (GARVEEs).

**I-81 Debt Service (612006)** - To provide for the debt service requirements of the bonds sold to finance transportation improvements on the Interstate 81 Corridor.

Non-Toll Supported Transportation Debt Service (612)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,644,519	\$ 8,644,519	—
Designated Highway Corridor Debt Service (612002)	44,458,222	43,280,986	(1,177,236)
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	193,458,698	194,994,559	1,535,861
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	134,881,288	129,951,050	(4,930,238)
I-81 Debt Service (612006)	6,006,732	6,006,732	—
<b>TOTAL NON-TOLL SUPPORTED DEBT SERVICE</b>	<b>\$ 387,449,459</b>	<b>\$ 382,877,846</b>	<b>\$ (4,571,613)</b>
NVTD	12,604,923	11,427,687	(1,177,236)
OAK GROVE	2,128,077	2,128,077	—
ROUTE 28	8,644,519	8,644,519	—
CPR BONDS	193,458,698	194,994,559	1,535,861
ROUTE 58	29,725,222	29,725,222	—
FEDERAL	134,881,288	129,951,050	(4,930,238)

# Special Structures (614)

**Statewide Special Structures (614000)** - Special Structures are very large, indispensable and unique bridges and tunnels identified by the Commissioner of Highways and approved by the Commonwealth Transportation Board. The General Assembly declares it to be in the public interest that the maintenance, rehabilitation, and replacement of special structures in the Commonwealth occur timely as to provide and protect a safe and efficient highway system. The Board is establishing a program for the maintenance, rehabilitation, and replacement of special structures in the Commonwealth. With the assistance of the Department of Transportation, the Board developed and will maintain a plan for the maintenance, rehabilitation, and replacement of special structures in the Commonwealth.

VDOT SPECIAL STRUCTURES	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
<b>TOTAL VDOT SPECIAL STRUCTURES</b>	<b>\$ 60,000,000</b>	<b>\$ 60,000,000</b>	<b>\$ —</b>
SPECIAL STRUCTURES	60,000,000	60,000,000	—

# Administrative and Support Services (699)

Administrative and Support Services is comprised of:

**General Management and Direction (699001)** - To provide for the general administrative management, direction and support activities of VDOT. This includes, but is not limited to, accounting services, human resources, succession planning, health and safety services, procurement, facilities management, management studies, policy analysis, process improvements, performance management, internal auditing, innovative financing, financial planning services and oversight of compensation programs for all VDOT employees.

**Information Technology Services (699002)** - To provide for administrative management, direction and infrastructure support for tasks including, but not limited to, automated data processing services for citizens and visitors to the Commonwealth, Virginia's legislative bodies, other state and local government agencies as well as its own Department of Transportation employees.

**Facilities and Grounds Management Services (699015)** - To provide physical plant maintenance needs to VDOT facilities. This maintenance work is considered ordinary or routine nature and includes the cost of labor, equipment and materials to make minor repairs to utilities such as plumbing, heating, and electrical; and the maintenance of driveways, parking lots, and yards. The service area also funds small renovation/alteration projects that cost no more than \$10,000.

**Employee Training and Development (699024)** - To provide Employee Training and Development services to VDOT. This includes traditional classroom training and related development activities and tuition reimbursement.

ADMINISTRATIVE & SUPPORT SERVICES (699)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
General Management & Direction (699001)	\$ 163,937,254	\$ 163,937,254	\$ —
Information Technology Services (699002)	105,791,557	105,791,557	—
Facilities and Grounds Management Services (699015)	20,540,895	20,540,895	—
Employee Training & Development (699024)	12,438,075	12,438,075	—
<b>TOTAL ADMINISTRATIVE &amp; SUPPORT SERVICES</b>	<b>\$ 302,707,781</b>	<b>\$ 302,707,781</b>	<b>\$ —</b>
HMOF	301,673,386	301,673,386	—
CONSTRUCTION	1,034,395	1,034,395	—

# VDOT Capital Outlay (998)

Capital Outlay funding is provided to support the agency's building and renovation needs as well as Maintenance Reserve needs. This funding may be used for acquisition of real property (including buildings or plant) or machinery or equipment, new construction, and improvements related to state-owned real property, buildings, plant, machinery or equipment (including plans therefore), as defined in the Code of Virginia. All capital outlay projects must be approved by the Governor and General Assembly via the Six-Year Capital Improvement Plan and the Biennial Budget. VDOT receives direction from the Department of Planning and Budget and the Department of General Services on the development and execution of the Capital Outlay Program.

VDOT CAPITAL OUTLAY (998)	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
<b>TOTAL VDOT CAPITAL OUTLAY</b>	<b>\$ 60,000,000</b>	<b>\$ 60,000,000</b>	<b>\$ —</b>
CONSTRUCTION	60,000,000	60,000,000	—

# Program Allocations by Fund

VDOT provides funding to other agencies to cover support activities and services related to the transportation programs.

SUPPORT TO OTHER STATE AGENCIES	REVISED FY 2022	2nd REVISED FY 2022	INCREASE (DECREASE)
<b>Transportation Appropriation to Other Agencies</b>			
Department of Education	\$ 279,612	\$ 279,612	\$ —
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	953,895	953,895	—
Department of State Police	9,083,587	9,083,587	—
Department of Minority Business Enterprise	1,640,575	1,640,575	—
Department of Historic Resources	115,642	115,642	—
Department of Emergency Management	1,295,713	1,295,713	—
Department of Motor Vehicles	14,387,417	14,387,417	—
Department of Treasury	185,187	185,187	—
Virginia Liaison Office	164,267	164,267	—
Department of Wildlife Resources	—	10,000,000	10,000,000
Office of the State Inspector General	2,083,846	2,083,846	—
SUBTOTAL	30,503,509	40,503,509	10,000,000
<b>Transfers to the General Fund</b>			
Department of General Services	388,254	388,254	—
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	5,128,092	5,128,092	—
Department of Taxation	3,015,689	3,015,689	—
SUBTOTAL	18,629,621	18,629,621	—
<b>Transfers to Other Agencies</b>			
Department of Motor Vehicles (fuel tax evasion)	1,500,000	1,500,000	—
SUBTOTAL	1,500,000	1,500,000	—
<b>TOTAL SUPPORT TO OTHER STATE AGENCIES</b>	<b>\$ 50,633,130</b>	<b>\$ 60,633,130</b>	<b>\$ 10,000,000</b>
HMOF	46,293,649	46,293,649	—
CONSTRUCTION	2,874,094	2,874,094	—
TPOF	20,513	20,513	—
DMV	15,684	15,684	—
RAIL	176,369	176,369	—
PTF	406,190	406,190	—
PORTS	85,143	85,143	—
AIRPORTS	47,372	47,372	—
DRPT	685,308	685,308	—
SPACE	28,808	28,808	—

# Program Allocations by Fund

The following table summarizes VDOT's budget by major program and major fund.

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ —	\$ 43,957,252	\$ —	\$ —	\$ —	\$ 43,957,252
Ground Transportation Planning & Research (602)	16,990,331	53,832,904	24,795,413	—	—	95,618,648
Highway Construction Programs (603)	—	1,928,645,032	1,089,315,709	76,300,000	1,017,018,759	4,111,279,500
Highway System Maintenance (604)	1,394,259,930	—	362,381,968	—	—	1,756,641,898
Commonwealth Toll Facilities (606)	—	—	—	—	71,104,020	71,104,020
Financial Assistance to Localities (607)	477,891,373	8,047,611	9,428,495	—	834,435,532	1,329,803,011
Non-Toll Supported Transportation Debt Service (612)	—	—	129,951,050	—	252,926,796	382,877,846
Special Structures (614)	—	60,000,000	—	—	—	60,000,000
Administrative and Support Services (699)	301,673,386	—	—	—	1,034,395	302,707,781
VDOT Capital Outlay (998)	—	60,000,000	—	—	—	60,000,000
Support to Other State Agencies	46,293,649	2,874,094	—	—	11,465,387	60,633,130
Support to DRPT Programs	—	96,789,320	—	—	105,105,427	201,894,747
<b>TOTAL</b>	<b>\$2,237,108,669</b>	<b>\$ 2,254,146,213</b>	<b>\$ 1,615,872,635</b>	<b>\$ 76,300,000</b>	<b>\$2,293,090,316</b>	<b>\$8,476,517,833</b>

\* - Other includes I-81 Corridor Improvement Fund, Statewide Interstate Improvement Fund, Tolls, PTF, Route 58, Route 28, Oak Grove, TPOF, Concession Fund Interest and Regional Transportation Funds.

# Budget Comparison Schedule for FY 2022

## Revenues

Revenue provided by the General Fund of the Commonwealth	\$ 22,600,000
Taxes	969,300,000
Rights and privileges	20,546,755
Sale of property and commodities	—
Interest, dividends, and rents	39,914,823
Fines, forfeitures, court fees	—
Penalties and escheats	6,000,000
Receipts from localities and private sector	933,855,752
Federal grants and contracts	1,615,872,635
Toll revenues	64,354,020
Other	453,472,222
Total Revenues	<u>4,125,916,207</u>

## Other Financing Sources

Other financing sources	264,466,829
Bond proceeds	279,986,080
Note proceeds	—
Transfers from other state agencies and General Fund	—
Transfers in	3,806,148,717
Total Other Financing Sources	<u>4,350,601,626</u>

**Total Revenues and Other Sources** \$8,476,517,833

# Budget Comparison Schedule for FY 2022

## Revenues

Administrative and support services	\$302,707,781
Ground transportation system planning and research	95,618,648
Highway system acquisition and construction	4,111,279,500
Highway system maintenance	1,756,641,898
Financial assistance to localities	1,329,803,011
Environmental monitoring and compliance	43,957,252
Toll facility operations and construction	71,104,020
Special Structures	60,000,000
Capital outlay	60,000,000
Debt Service	382,877,846
Total Expenditures	<u>8,213,989,956</u>

## Other Financing Uses

Other financing uses	—
Transfers to other state agencies and General Fund	262,527,877
Transfers out	—
<b>Total Other Financing Uses</b>	<u><b>262,527,877</b></u>

**Total Expenditures and Other Uses** **\$8,476,517,833**

**Revenues and Other Sources Over (Under) Expenditures and** **\$ —**

# Appendix I - Powhite Parkway Extension (0436) FY 2022

## FY 2022 ESTIMATED REVENUE

Toll Revenues	\$ 11,000,000
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$ 11,000,000</b>

Toll Facility Revolving Account Loan Repayment	2,681,653
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ 8,318,347</b>

## FY 2022 EXPENDITURE BUDGET

Revenue Fund	
Operations	5,716,267
Maintenance Replacement Fund	1,500,000
Estimated Interest Payment to Chesterfield County	1,102,080
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 8,318,347</b>

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2022	INCREASE (DECREASE)
Personal Services	\$ 1,512,075	\$ 1,550,721	\$ 38,646
Contractual Services	1,389,655	1,374,600	(15,055)
Supplies and Materials	62,300	59,000	(3,300)
Transfer Payments	2,182,862	2,235,446	52,584
Continuous Charges	109,100	116,500	7,400
Property and Improvements	—	—	—
Equipment	1,876,500	380,000	(1,496,500)
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 7,132,492</b>	<b>\$ 5,716,267</b>	<b>\$ (1,416,225)</b>

# Appendix I - Coleman Bridge (0782) FY 2022

**FY 2022 ESTIMATED REVENUE**

Toll Revenues	6,000,000
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ 6,000,000</b>

Toll Facility Revolving Account Loan Repayment	2,774,828
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ 3,225,172</b>

**FY 2022 EXPENDITURE BUDGET**

Revenue Fund	
Operations	2,412,879
Maintenance Replacement Fund	812,293
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 3,225,172</b>

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2022	INCREASE (DECREASE)
Personal Services	\$ 498,198	\$ 522,269	\$ 24,071
Contractual Services	1,452,300	1,065,660	(386,640)
Supplies and Materials	83,550	76,750	(6,800)
Transfer Payments	375,000	400,000	25,000
Continuous Charges	81,000	48,700	(32,300)
Property and Improvements	—	—	—
Equipment	243,190	299,500	56,310
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 2,733,238</b>	<b>\$ 2,412,879</b>	<b>\$ (320,359)</b>

# Appendix I - I-66 Inside the Beltway (0446) FY 2022

## FY 2022 ESTIMATED REVENUE

Toll Revenues	\$ 15,216,600
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$ 15,216,600</b>

## FY 2022 EXPENDITURE BUDGET

Revenue Fund	
Operations	13,716,600
Maintenance Replacement Fund	1,500,000
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ 15,216,600</b>

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2022	INCREASE (DECREASE)
Personal Services	596,651	506,369	(90,282)
Contractual Services	8,272,545	7,560,531	(712,014)
Supplies and Materials	—	7,800	7,800
Transfer Payments	794,684	5,641,600	4,846,916
Continuous Charges	—	300	300
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b>\$ 9,663,880</b>	<b>\$ 13,716,600</b>	<b>\$ 4,052,720</b>

# Appendix I - I-64 Express Lanes (0447) FY 2022

## FY 2022 ESTIMATED REVENUE

Toll Revenues	\$ 1,891,614
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$ 1,891,614</b>
<i>Cash Balance from Prior Year</i>	<u>245,806</u>
<b>TOTAL ESTIMATED REVENUE AVAILABLE</b>	<b>\$ <u>2,137,420</u></b>

## FY 2022 EXPENDITURE BUDGET

Revenue Fund	
Operations	<u>2,137,420</u>
<b>TOTAL ESTIMATED EXPENDITURES</b>	<b>\$ <u>2,137,420</u></b>

Details of Operating Expenditures	ALLOCATION FY 2022	RECOMMENDED FY 2022	INCREASE (DECREASE)
Personal Services	\$250,000	255,870	\$5,870
Contractual Services	2,187,000	1,581,375	(605,625)
Supplies and Materials	5,000	175	(4,825)
Transfer Payments	642,000	300,000	(342,000)
Continuous Charges	—	—	—
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
<b>TOTAL - Operating Expenditures</b>	<b><u>\$3,084,000</u></b>	<b><u>\$2,137,420</u></b>	<b><u>(\$946,580)</u></b>

# Index: Acronyms and Terminology

<b>Term</b>	<b>Description</b>
BROS	Bridge Off-System
CMAQ	Congestion Mitigation and Air Quality
CPR	Capital Projects Revenue Bonds
CTF	Commonwealth Transportation Fund
DRPT	Department of Rail and Public Transportation
FHWA	Federal Highway Administration
GARVEE	Federal Grant Anticipation Revenue Bonds
HMOF	Highway Maintenance and Operating Fund
MWAA	Metropolitan Washington Airports Authority
NHPP	National Highway Performance Program
NVTD	Northern Virginia Transportation District
Oak Grove	City of Chesapeake Oak Grove Connector Project Bonds
PTF	Priority Transportation Fund
Soft Match	The budget contains a significant application of Toll Credits that are used as "soft match" to meet the non-federal share matching requirements. Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The federal share on most projects in the future can effectively be increased up to 100 percent. However, the use of soft match does not increase the federal funding available to Virginia.
STP	Surface Transportation Program
STP Regional	Federal allocation that is to be used in urbanized areas with population greater than 200,000 – This portion is to be divided among those areas based on their relative share of population
STP Statewide	Surface Transportation Program sub-allocation that may be used in any area of the State
STP Under 200,000	Federal allocation that is to be used in areas with population greater than 5,000 but no more than 200,000
STP Under 5,000	Federal allocation that is to be used in areas with population of 5,000 or less
TAP	Transportation Alternatives Program
Tele Fees	Allocation of revenue from Public Rights-of-Way Use Fee to a provider of telecommunications service
Toll Facilities Revolving	Toll Facilities Revolving Account
TPOF	Transportation Partnership Opportunity Fund
TTF	Transportation Trust Fund

# Endnotes

<b>Endnote Number</b>	<b>Description</b>
1	Reflects allocation of funds to the Department of Wildlife Resources for efforts to address the loss of wildlife habitat impacted by transportation projects in Hampton Roads and increased federal funds from the Infrastructure Investment and Jobs Act (IIJA).
2	Reflects adjustment of previous dedication to Rail due to revenue conditions; the Rail component of the distribution rebounds in this revision to provide for pre-COVID expectations in FY 2022.
3	Reflects impacts of federal revenue increase resulting from Infrastructure Investment and Jobs Act (IIJA), state revenue estimate increases demonstrated in the December 2021 revenue estimate, and anticipated deposit of General Funds to CTF for transportation purposes.
4	Reflects Construction Program allocation of FY 2021 General Fund surplus committed to the CTF by the Code of Virginia contingent upon appropriation by the 2022 General Assembly and approval of the Governor.
5	Reflects allocation of FY 2021 GF Surplus contingent on General Assembly and Governor approvals.
6	Reflects FY 2021 General Fund surplus committed to the CTF by the Code of Virginia contingent upon appropriation by the 2022 General Assembly and approval of the Governor.
7	Reflects proposed advancement of Revenue Sharing allocations contingent upon approval of the 2022 General Assembly and Governor.
8	Reflects allocation of share of FY 2021 General Fund surplus contingent upon appropriation by the 2022 General Assembly and approval of the Governor.
9	Reflects allocation of funds to the Department of Wildlife Resources for efforts to address the loss of wildlife habitat impacted by transportation projects in Hampton Roads.