<table>
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</table>
The 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 interim state revenue forecast from February 2021, estimated federal funding and the addition of actual FY 2021 revenues in excess of the budget pursuant to § 33.2-1527 of the Code of Virginia. The VDOT Budget for FY 2022 totals $7,573,496,312 a 4.8% increase over the FY 2022 VDOT Budget of $7,228,887,690 and an 8.3% increase from the FY 2021 Budget of $6,992,613,613.

Chapter 1230 created the Commonwealth Transportation Fund 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

- **Priority Transportation Fund (PTF)**: 4.7%
- **Federal Fund**: 15.8%
- **Fuel Tax Revenue for Highway**: 13.7%
- **Construction District Grant Program**: 1.3%
- **Interstate 81 Corridor Improvement Fund & Financing**: 3.5%
- **Other Construction Fund Revenues**: 13.7%
- **Other HMOF Revenues**: 0.6%
- **General Fund**: 0.3%
- **TTF Transfer to Priority Transportation Fund (PTF)**: 3.1%
- **TTF Transfer to Construction Fund**: 13.7%
- **CTF Transfer to Priority Transportation Fund (PTF)**: 27.5%
- **CTF Transfer to HMOF**: 2.3%
- **Route 58 Bonds**: 2.9%
- **GARVEE Bonds**: 1.0%
- **Central Virginia Transportation Authority Fund**: 2.6%
- **Northern Virginia Transportation Authority Fund**: 3.9%
- **Hampton Roads Transportation Fund**: 2.7%
- **Hampton Roads Regional Transit Fund**: 0.4%
- **CTF Funding Programs prior to Distribution**: 2.3%
## Detailed Sources of Transportation Funds

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTF Funding Programs prior to Distribution</td>
<td>$1,711,000,000</td>
</tr>
<tr>
<td>CTF Transfer to HMOF</td>
<td>2,085,900,000</td>
</tr>
<tr>
<td>TTF Transfer to Construction Fund</td>
<td>1,033,919,705</td>
</tr>
<tr>
<td>TTF Transfer to Priority Transportation Fund (PTF)</td>
<td>236,500,000</td>
</tr>
<tr>
<td>General Fund</td>
<td>22,600,000</td>
</tr>
<tr>
<td>Other HMOF Revenues</td>
<td>42,504,565</td>
</tr>
<tr>
<td>Other Construction Fund Revenues</td>
<td>1,035,302,834</td>
</tr>
<tr>
<td>Interstate 81 Corridor Improvement Fund &amp; Financing</td>
<td>264,686,080</td>
</tr>
<tr>
<td>Fuel Tax Revenue for Highway Construction District Grant Program</td>
<td>100,100,000</td>
</tr>
<tr>
<td>Federal Fund</td>
<td>1,193,558,814</td>
</tr>
<tr>
<td>Priority Transportation Fund (PTF)</td>
<td>359,020,211</td>
</tr>
<tr>
<td>Route 58 Bonds</td>
<td>219,304,103</td>
</tr>
<tr>
<td>GARVEE Bonds</td>
<td>76,300,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>6,840,696,312</strong></td>
</tr>
<tr>
<td>Pass Through Revenues</td>
<td></td>
</tr>
<tr>
<td>Central Virginia Transportation Authority Fund</td>
<td>200,300,000</td>
</tr>
<tr>
<td>Northern Virginia Transportation Authority Fund</td>
<td>297,000,000</td>
</tr>
<tr>
<td>Hampton Roads Transportation Fund</td>
<td>203,200,000</td>
</tr>
<tr>
<td>Hampton Roads Regional Transit Fund</td>
<td>32,300,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$ 7,573,496,312</strong></td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Allocations</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Debt Service</td>
<td>$387,449,459</td>
<td>$387,449,459</td>
<td>$0</td>
</tr>
<tr>
<td>Other Agencies and Transfers</td>
<td>50,633,130</td>
<td>50,633,130</td>
<td>—</td>
</tr>
<tr>
<td>Maintenance &amp; Operations</td>
<td>2,234,533,271</td>
<td>2,234,533,271</td>
<td>—</td>
</tr>
<tr>
<td>Toll Facility Operations</td>
<td>71,104,020</td>
<td>71,104,020</td>
<td>—</td>
</tr>
<tr>
<td>Administration &amp; Other Programs</td>
<td>543,976,013</td>
<td>543,976,013</td>
<td>—</td>
</tr>
<tr>
<td>Public Transportation &amp; Rail</td>
<td>176,594,747</td>
<td>216,394,747</td>
<td>39,800,000</td>
</tr>
<tr>
<td>Construction Program</td>
<td>3,011,797,050</td>
<td>3,316,605,672</td>
<td>304,808,622</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$6,476,087,690</td>
<td>$6,820,696,312</td>
<td>$344,608,622</td>
</tr>
</tbody>
</table>

**Pass Through Revenues**

<table>
<thead>
<tr>
<th>Pass Through Revenues</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Virginia Transportation Authority Fund</td>
<td>200,300,000</td>
<td>200,300,000</td>
<td>—</td>
</tr>
<tr>
<td>Northern Virginia Transportation Authority Fund</td>
<td>317,000,000</td>
<td>317,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Hampton Roads Transportation Fund</td>
<td>203,200,000</td>
<td>203,200,000</td>
<td>—</td>
</tr>
<tr>
<td>Hampton Roads Regional Transit Fund</td>
<td>32,300,000</td>
<td>32,300,000</td>
<td>—</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$7,228,887,690</td>
<td>$7,573,496,312</td>
<td>$344,608,622</td>
</tr>
</tbody>
</table>
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. 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 is demonstrated in the chart below.

<table>
<thead>
<tr>
<th>HMOF Revenue Sources</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTF Transfer to HMOF</td>
<td>$ 2,085,900,000</td>
<td>$ 2,085,900,000</td>
<td>$ —</td>
</tr>
<tr>
<td>Miscellaneous Revenues</td>
<td>17,300,000</td>
<td>17,300,000</td>
<td>—</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>25,204,565</td>
<td>25,204,565</td>
<td>—</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$ 2,128,404,565</td>
<td>$ 2,128,404,565</td>
<td>$ —</td>
</tr>
<tr>
<td>Transfer from Construction</td>
<td>108,704,104</td>
<td>108,704,104</td>
<td>—</td>
</tr>
</tbody>
</table>
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. The following table provides details on distributions for Fiscal Year 2022.

<table>
<thead>
<tr>
<th>Construction Fund Revenue Sources</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distributed to Route 58 Corridor Fund</td>
<td>$40,000,000</td>
<td>$40,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Distributed to Northern Virginia Transportation District Fund</td>
<td>40,000,000</td>
<td>40,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Distributed to Oak Grove Fund</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Distributed to TTF for Support</td>
<td>1,034,395</td>
<td>1,034,395</td>
<td>—</td>
</tr>
<tr>
<td>Distributed for Omnibus Programs</td>
<td>90,000,000</td>
<td>90,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Total</td>
<td>$172,034,395</td>
<td>$172,034,395</td>
<td>—</td>
</tr>
</tbody>
</table>

The Transportation Trust Fund was created by the 1986 Special Session. Through Fiscal Year 2020 VDOT managed the 78.7% of the TTF funds dedicated by the Code of Virginia for highway construction.

Starting with Fiscal Year 2021, the share provided for highway construction is transferred from the CTF to the TTF. The following table identifies the construction fund revenues by major source.

<table>
<thead>
<tr>
<th>Construction Fund Revenue Sources</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Revenue From TTF Distribution</td>
<td>$1,033,919,705</td>
<td>$1,033,919,705</td>
<td>—</td>
</tr>
<tr>
<td>General Fund</td>
<td>22,600,000</td>
<td>22,600,000</td>
<td>—</td>
</tr>
<tr>
<td>Federal Revenues</td>
<td>1,193,558,814</td>
<td>1,193,558,814</td>
<td>—</td>
</tr>
<tr>
<td>Local Revenues</td>
<td>842,853,270</td>
<td>842,853,270</td>
<td>—</td>
</tr>
<tr>
<td>Other Revenues</td>
<td>147,130,693</td>
<td>147,130,693</td>
<td>—</td>
</tr>
<tr>
<td>GARVEE Bonds</td>
<td>76,300,000</td>
<td>76,300,000</td>
<td>—</td>
</tr>
<tr>
<td>Total</td>
<td>$3,316,362,482</td>
<td>$3,316,362,482</td>
<td>—</td>
</tr>
</tbody>
</table>

Construction Fund Revenue by Source, FY 2022

- State Revenue From TTF Distribution, 31.2%
- Federal Revenues, 36.0%
- Local Revenues, 25.4%
- General Fund, 0.7%
- GARVEE Bonds, 2.3%
- Other Revenues, 4.4%
VDOT manages a number of special funds. Each special fund receives dedicated revenues to be used to support the mission of the program.

<table>
<thead>
<tr>
<th>Other Fund Revenues</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transportation Funds</td>
<td>$732,800,000</td>
<td>$732,800,000</td>
<td>—</td>
</tr>
<tr>
<td>Interstate 81 Corridor Improvement Fund</td>
<td>264,686,080</td>
<td>264,686,080</td>
<td>—</td>
</tr>
<tr>
<td>Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program</td>
<td>100,100,000</td>
<td>100,100,000</td>
<td>—</td>
</tr>
<tr>
<td>Powhite Parkway Extension Toll Revenue</td>
<td>11,000,000</td>
<td>11,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Coleman Bridge Toll Revenue</td>
<td>6,000,000</td>
<td>6,000,000</td>
<td>—</td>
</tr>
<tr>
<td>I-66 Inside the Beltway Toll Revenue</td>
<td>15,216,600</td>
<td>15,216,600</td>
<td>—</td>
</tr>
<tr>
<td>I-64 Express Lanes Toll Revenue</td>
<td>2,137,420</td>
<td>2,137,420</td>
<td>—</td>
</tr>
<tr>
<td>Northern VA Transportation District (NVTD)</td>
<td>7,020,640</td>
<td>7,020,640</td>
<td>—</td>
</tr>
<tr>
<td>Oak Grove</td>
<td>1,128,077</td>
<td>1,128,077</td>
<td>—</td>
</tr>
<tr>
<td>Priority Transportation Fund (PTF)</td>
<td>236,500,000</td>
<td>581,108,622</td>
<td>344,608,622</td>
</tr>
<tr>
<td>Transportation Partnership Opportunity Fund</td>
<td>10,066,667</td>
<td>10,066,667</td>
<td>—</td>
</tr>
<tr>
<td>Route 58</td>
<td>219,304,103</td>
<td>219,304,103</td>
<td>—</td>
</tr>
<tr>
<td>Route 28</td>
<td>8,644,519</td>
<td>8,644,519</td>
<td>—</td>
</tr>
<tr>
<td>Other</td>
<td>18,197,231</td>
<td>18,197,231</td>
<td>—</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,632,801,337</strong></td>
<td><strong>$1,977,409,959</strong></td>
<td><strong>$344,608,622</strong></td>
</tr>
</tbody>
</table>

| Total Construction Major Sources (page 7)                                        | 3,316,362,482 | 3,316,362,482 | — |
| Transfer to HMOF                                                                  | (108,704,104) | (108,704,104) | — |
| **Total Construction Fund**                                                       | **$4,840,459,715** | **$5,185,068,337** | **$344,608,622** |
VDOT Program Descriptions and Allocations
The following table summarizes VDOT’s budget by the major budgetary programs.

<table>
<thead>
<tr>
<th>Program</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Monitoring and Evaluation (514)</td>
<td>$43,957,252</td>
<td>$43,957,252</td>
<td>$0</td>
</tr>
<tr>
<td>Ground Transportation Planning and Research (602)</td>
<td>91,149,140</td>
<td>91,149,140</td>
<td>0</td>
</tr>
<tr>
<td>Highway Construction Programs (603)</td>
<td>2,970,343,953</td>
<td>3,275,152,575</td>
<td>304,808,622</td>
</tr>
<tr>
<td>Highway System Maintenance (604)</td>
<td>1,756,641,898</td>
<td>1,756,641,898</td>
<td>0</td>
</tr>
<tr>
<td>Commonwealth Toll Facilities (606)</td>
<td>71,104,020</td>
<td>71,104,020</td>
<td>0</td>
</tr>
<tr>
<td>Financial Assistance to Localities (607)</td>
<td>1,258,306,310</td>
<td>1,258,306,310</td>
<td>0</td>
</tr>
<tr>
<td>Non-Toll Supported Transportation Debt Service (612)</td>
<td>387,449,459</td>
<td>387,449,459</td>
<td>0</td>
</tr>
<tr>
<td>Special Structures (614)</td>
<td>60,000,000</td>
<td>60,000,000</td>
<td>0</td>
</tr>
<tr>
<td>Administrative and Support Services (699)</td>
<td>302,707,781</td>
<td>302,707,781</td>
<td>0</td>
</tr>
<tr>
<td>VDOT Capital Outlay (998)</td>
<td>60,000,000</td>
<td>60,000,000</td>
<td>0</td>
</tr>
<tr>
<td>Support to Other State Agencies</td>
<td>50,633,130</td>
<td>50,633,130</td>
<td>0</td>
</tr>
<tr>
<td>Support to DRPT Programs</td>
<td>176,594,747</td>
<td>216,394,747</td>
<td>39,800,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$7,228,887,690</td>
<td>$7,573,496,312</td>
<td>$344,608,622</td>
</tr>
</tbody>
</table>
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.

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

TTF 43,957,252 43,957,252 —
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.

<table>
<thead>
<tr>
<th>PLANNING &amp; RESEARCH (602)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Transportation System Planning (602001)</td>
<td>$73,335,252</td>
<td>$73,335,252</td>
<td>—</td>
</tr>
<tr>
<td>Ground Transportation System Research (602002)</td>
<td>13,471,811</td>
<td>13,471,811</td>
<td>—</td>
</tr>
<tr>
<td>Ground Transportation Program Management (602004)</td>
<td>4,342,077</td>
<td>4,342,077</td>
<td>—</td>
</tr>
<tr>
<td><strong>TOTAL PLANNING &amp; RESEARCH</strong></td>
<td><strong>$91,149,140</strong></td>
<td><strong>$91,149,140</strong></td>
<td>—</td>
</tr>
<tr>
<td>HMOF</td>
<td>16,990,331</td>
<td>16,990,331</td>
<td>—</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>53,832,904</td>
<td>53,832,904</td>
<td>—</td>
</tr>
<tr>
<td>FEDERAL</td>
<td>20,325,905</td>
<td>20,325,905</td>
<td>—</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>CONSTRUCTION (603)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Good Repair Program (603020)</td>
<td>$ 249,479,115</td>
<td>$ 249,479,115</td>
<td>$ —</td>
</tr>
<tr>
<td>High Priority Projects Program (603021)</td>
<td>249,251,163</td>
<td>249,251,163</td>
<td>—</td>
</tr>
<tr>
<td>Construction District Grant Programs (603022)</td>
<td>346,881,805</td>
<td>346,881,805</td>
<td>—</td>
</tr>
<tr>
<td>Specialized State and Federal Programs (603023)</td>
<td>2,078,570,030</td>
<td>2,383,378,652</td>
<td>304,808,622</td>
</tr>
<tr>
<td>Construction Management (603015)</td>
<td>46,161,840</td>
<td>46,161,840</td>
<td>—</td>
</tr>
<tr>
<td>TOTAL CONSTRUCTION</td>
<td>$2,970,343,953</td>
<td>$3,275,152,575</td>
<td>$304,808,622</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CONSTRUCTION</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-81 CORRIDOR IMPROVEMENT FUND</td>
<td>258,679,348</td>
<td>258,679,348</td>
<td>—</td>
</tr>
<tr>
<td>STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT</td>
<td>(39,444,828)</td>
<td>(39,444,828)</td>
<td>—</td>
</tr>
<tr>
<td>SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP</td>
<td>100,100,000</td>
<td>100,100,000</td>
<td>—</td>
</tr>
<tr>
<td>PTF</td>
<td>2,800,000</td>
<td>307,608,622</td>
<td>304,808,622</td>
</tr>
<tr>
<td>TPOF</td>
<td>10,046,154</td>
<td>10,046,154</td>
<td>—</td>
</tr>
<tr>
<td>VTIB</td>
<td>15,333,333</td>
<td>15,333,333</td>
<td>—</td>
</tr>
<tr>
<td>GARVEE BONDS</td>
<td>76,300,000</td>
<td>76,300,000</td>
<td>—</td>
</tr>
<tr>
<td>CONCESSION FEE FUND</td>
<td>844,013</td>
<td>844,013</td>
<td>—</td>
</tr>
<tr>
<td>GENERAL FUND</td>
<td>22,600,000</td>
<td>22,600,000</td>
<td>—</td>
</tr>
<tr>
<td>ROUTE 58</td>
<td>229,366,183</td>
<td>229,366,183</td>
<td>—</td>
</tr>
</tbody>
</table>
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)

<table>
<thead>
<tr>
<th>STATE OF GOOD REPAIR PROGRAM (603020)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL STATE OF GOOD REPAIR</td>
<td>$249,479,115</td>
<td>$249,479,115</td>
<td>—</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>133,820,047</td>
<td>133,820,047</td>
<td>—</td>
</tr>
<tr>
<td>FEDERAL</td>
<td>115,659,068</td>
<td>115,659,068</td>
<td>—</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>HIGH PRIORITY PROJECTS PROGRAM (603021)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL HIGH PRIORITY PROJECTS</td>
<td>$249,251,163</td>
<td>$249,251,163</td>
<td>—</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>101,353,566</td>
<td>101,353,566</td>
<td>—</td>
</tr>
<tr>
<td>FEDERAL</td>
<td>81,998,290</td>
<td>81,998,290</td>
<td>—</td>
</tr>
<tr>
<td>GARVEE</td>
<td>65,899,307</td>
<td>65,899,307</td>
<td>—</td>
</tr>
</tbody>
</table>

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).

<table>
<thead>
<tr>
<th>CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL CONSTRUCTION DISTRICT GRANT</td>
<td>$346,881,805</td>
<td>$346,881,805</td>
<td>—</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>129,665,711</td>
<td>129,665,711</td>
<td>—</td>
</tr>
<tr>
<td>SPECIAL FUND ACCOUNT FOR CONSTRUCTION</td>
<td>100,100,000</td>
<td>100,100,000</td>
<td>—</td>
</tr>
<tr>
<td>FEDERAL</td>
<td>106,725,401</td>
<td>106,725,401</td>
<td>—</td>
</tr>
<tr>
<td>GARVEE</td>
<td>10,400,693</td>
<td>10,400,693</td>
<td>—</td>
</tr>
</tbody>
</table>

* The amounts provided for High Priority Projects Program and the Construction District Grant Program are reduced to transfer funding to the Maintenance Program, representing 45% of the funds released from the Route 460 Improvements Project. These transfers are planned through FY 2021.
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)

<table>
<thead>
<tr>
<th>Description</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ &amp; State Match</td>
<td>$40,804,913</td>
<td>$40,804,913</td>
<td>—</td>
</tr>
<tr>
<td>Open Container</td>
<td>20,919,874</td>
<td>20,919,874</td>
<td>—</td>
</tr>
<tr>
<td>Participating Project Costs</td>
<td>60,000,000</td>
<td>60,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Project Participation from HRTAC</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project</td>
<td>584,212,963</td>
<td>584,212,963</td>
<td>—</td>
</tr>
<tr>
<td>Project Participation from NVTA</td>
<td>138,551,103</td>
<td>138,551,103</td>
<td>—</td>
</tr>
<tr>
<td>Route 58 Bonds</td>
<td>218,391,183</td>
<td>218,391,183</td>
<td>—</td>
</tr>
<tr>
<td>Revenue Sharing</td>
<td>220,210,334</td>
<td>220,210,334</td>
<td>—</td>
</tr>
<tr>
<td>Safety &amp; Soft Match</td>
<td>66,318,635</td>
<td>66,318,635</td>
<td>—</td>
</tr>
<tr>
<td>STP Set-aside</td>
<td>23,246,788</td>
<td>23,246,788</td>
<td>—</td>
</tr>
<tr>
<td>STP Regional &amp; State Match</td>
<td>83,917,886</td>
<td>83,917,886</td>
<td>—</td>
</tr>
<tr>
<td>Tele Fees</td>
<td>9,483,037</td>
<td>9,483,037</td>
<td>—</td>
</tr>
<tr>
<td>I-66 Outside the Beltway Concession Fee/Interest Earnings</td>
<td>844,013</td>
<td>844,013</td>
<td>—</td>
</tr>
<tr>
<td>Interstate 81 Corridor Improvements</td>
<td>258,679,348</td>
<td>258,679,348</td>
<td>—</td>
</tr>
<tr>
<td>Statewide Interstate Improvements</td>
<td>99,071,694</td>
<td>99,071,694</td>
<td>—</td>
</tr>
<tr>
<td>Highway Improvement Program - CRSSA</td>
<td>37,995,585</td>
<td>37,995,585</td>
<td>—</td>
</tr>
<tr>
<td>Improvements to I-64 HRELN</td>
<td>93,100,000</td>
<td>93,100,000</td>
<td>—</td>
</tr>
<tr>
<td>PTF for Safety</td>
<td>—</td>
<td>10,000,000</td>
<td>10,000,000</td>
</tr>
<tr>
<td>PTF for Construction Projects</td>
<td>2,800,000</td>
<td>297,608,622</td>
<td>294,808,622</td>
</tr>
<tr>
<td>Other</td>
<td>120,022,673</td>
<td>120,022,673</td>
<td>—</td>
</tr>
<tr>
<td><strong>TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)</strong></td>
<td>$2,078,570,029</td>
<td>$2,383,378,651</td>
<td>$304,808,622</td>
</tr>
</tbody>
</table>

- **CONSTRUCTION** 1,193,667,528 1,193,667,528 —
- **FEDERAL** 364,465,601 364,465,601 —
- **I-81 CORRIDOR IMPROVEMENT FUND** 258,679,348 258,679,348 —
- **STATEWIDE INTERSTATE IMPROVEMENT FUND - PRIOR YEAR ADJUSTMENT** (39,444,829) (39,444,829) —
- **GENERAL FUND** 22,600,000 22,600,000 —
- **PTF** 2,800,000 307,608,622 304,808,622
- **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 10,046,154 —
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.

<table>
<thead>
<tr>
<th>CONSTRUCTION MANAGEMENT (603015)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL CONSTRUCTION MANAGEMENT</td>
<td>$46,161,840</td>
<td>$46,161,840</td>
<td>$ —</td>
</tr>
<tr>
<td>TTF</td>
<td>46,161,840</td>
<td>46,161,840</td>
<td>—</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>HIGHWAY SYSTEM MAINTENANCE (604)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Maintenance (604001)</td>
<td>$336,098,854</td>
<td>$336,098,854</td>
<td>—</td>
</tr>
<tr>
<td>Primary Maintenance (604002)</td>
<td>504,798,771</td>
<td>504,798,771</td>
<td>—</td>
</tr>
<tr>
<td>Secondary Maintenance (604003)</td>
<td>560,697,117</td>
<td>560,697,117</td>
<td>—</td>
</tr>
<tr>
<td>Transportation Operations Services (604004)</td>
<td>272,035,360</td>
<td>272,035,360</td>
<td>—</td>
</tr>
<tr>
<td>Highway Maintenance Program Management &amp; Direction (604005)</td>
<td>83,008,796</td>
<td>83,008,796</td>
<td>—</td>
</tr>
<tr>
<td><strong>TOTAL HIGHWAY SYSTEM MAINTENANCE</strong></td>
<td><strong>$1,756,641,898</strong></td>
<td><strong>$1,756,641,898</strong></td>
<td>—</td>
</tr>
</tbody>
</table>

* The amounts recommended for FY 2020 include transfers from the funds allocated to the High Priority Projects Program and the Construction District Grant Program, representing a share of 45% of the allocations released from the Route 460 Improvements Project. These transfers are planned through FY 2021.
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.

<table>
<thead>
<tr>
<th>COMMONWEALTH TOLL FACILITIES (606)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acquisition &amp; Construction (606001)</td>
<td>$</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Debt Service (606002)</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Maintenance &amp; Operations (606003)</td>
<td>34,354,020</td>
<td>34,354,020</td>
<td>—</td>
</tr>
<tr>
<td>Toll Facilities Revolving (606004)</td>
<td>36,750,000</td>
<td>36,750,000</td>
<td>—</td>
</tr>
<tr>
<td><strong>TOTAL TOLL FACILITIES</strong></td>
<td>$ 71,104,020</td>
<td>$ 71,104,020</td>
<td>—</td>
</tr>
</tbody>
</table>

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Powhite</td>
<td>11,000,000</td>
<td>11,000,000</td>
<td>—</td>
</tr>
<tr>
<td>Coleman</td>
<td>6,000,000</td>
<td>6,000,000</td>
<td>—</td>
</tr>
<tr>
<td>I-66 Inside the Beltway</td>
<td>15,216,600</td>
<td>15,216,600</td>
<td>—</td>
</tr>
<tr>
<td>I-64 Express Lanes</td>
<td>2,137,420</td>
<td>2,137,420</td>
<td>—</td>
</tr>
<tr>
<td>Toll Facilities Revolving</td>
<td>36,750,000</td>
<td>36,750,000</td>
<td>—</td>
</tr>
</tbody>
</table>
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)

<table>
<thead>
<tr>
<th>Financial Assistance to Localities (607)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Assistance for City Road Maintenance (607001)</td>
<td>$ 405,955,990</td>
<td>$ 405,955,990</td>
<td>$ —</td>
</tr>
<tr>
<td>Financial Assistance for County Road Maintenance (607002)</td>
<td>71,935,383</td>
<td>71,935,383</td>
<td>—</td>
</tr>
<tr>
<td>Financial Assistance for Planning, Access Roads, &amp; Special Projects (607004)</td>
<td>14,912,548</td>
<td>14,912,548</td>
<td>—</td>
</tr>
<tr>
<td>Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)</td>
<td>329,702,389</td>
<td>329,702,389</td>
<td>—</td>
</tr>
<tr>
<td>Distribution of Hampton Roads Transportation Fund Revenues (607007)</td>
<td>235,500,000</td>
<td>235,500,000</td>
<td>—</td>
</tr>
<tr>
<td>Distribution of Central Virginia Transportation Authority Fund Revenues (607010)</td>
<td>200,300,000</td>
<td>200,300,000</td>
<td>—</td>
</tr>
</tbody>
</table>

**TOTAL FINANCIAL ASSISTANCE TO LOCALITIES**

| HMOF                             | 477,891,373  | 477,891,373      | —                   |
| CONSTRUCTION                     | 20,493,644   | 20,493,644       | —                   |
| FEDERAL                          | 7,121,293    | 7,121,293        | —                   |
| CENTRAL VIRGINIA TRANSPORTATION FUND | 200,300,000  | 200,300,000      | —                   |
| NORTHERN VIRGINIA TRANSPORTATION FUND | 317,000,000  | 317,000,000      | —                   |
| HAMPTON ROADS TRANSPORTATION FUND | 203,200,000  | 203,200,000      | —                   |
| HAMPTON ROADS REGIONAL TRANSIT FUND | 32,300,000    | 32,300,000       | —                   |

| TOTAL FINANCIAL ASSISTANCE TO LOCALITIES | $1,258,306,310 | $1,258,306,310  | $ —                 |
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.

<table>
<thead>
<tr>
<th>Non-Toll Supported Transportation Debt Service (612)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Transportation Improvement Debt Service (612001)</td>
<td>$8,644,519</td>
<td>$8,644,519</td>
<td>—</td>
</tr>
<tr>
<td>Designated Highway Corridor Debt Service (612002)</td>
<td>44,458,222</td>
<td>44,458,222</td>
<td>—</td>
</tr>
<tr>
<td>Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)</td>
<td>193,458,698</td>
<td>193,458,698</td>
<td>—</td>
</tr>
<tr>
<td>Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)</td>
<td>134,881,288</td>
<td>134,881,288</td>
<td>—</td>
</tr>
<tr>
<td>I-81 Debt Service (612006)</td>
<td>6,006,732</td>
<td>6,006,732</td>
<td>—</td>
</tr>
<tr>
<td>TOTAL NON-TOLL SUPPORTED DEBT SERVICE</td>
<td>$387,449,459</td>
<td>$387,449,459</td>
<td>—</td>
</tr>
</tbody>
</table>

- **NVTD**: 12,604,923 12,604,923 —
- **OAK GROVE**: 2,128,077 2,128,077 —
- **ROUTE 28**: 8,644,519 8,644,519 —
- **CPR BONDS**: 193,458,698 193,458,698 —
- **ROUTE 58**: 29,725,222 29,725,222 —
- **FEDERAL**: 134,881,288 134,881,288 —
**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.

<table>
<thead>
<tr>
<th>VDOT SPECIAL STRUCTURES</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL VDOT SPECIAL STRUCTURES</td>
<td>$60,000,000</td>
<td>$60,000,000</td>
<td>—</td>
</tr>
<tr>
<td>SPECIAL STRUCTURES</td>
<td>60,000,000</td>
<td>60,000,000</td>
<td>—</td>
</tr>
</tbody>
</table>
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.

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

<table>
<thead>
<tr>
<th>VDOT CAPITAL OUTLAY (998)</th>
<th>FY 2022</th>
<th>REVISED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL VDOT CAPITAL OUTLAY</td>
<td>$60,000,000</td>
<td>$60,000,000</td>
<td>—</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>60,000,000</td>
<td>60,000,000</td>
<td>—</td>
</tr>
</tbody>
</table>
VDOT provides funding to other agencies to cover support activities and services related to the transportation programs.

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

<table>
<thead>
<tr>
<th>Program</th>
<th>HMOF</th>
<th>Construction</th>
<th>Federal</th>
<th>Bonds</th>
<th>Other*</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Monitoring and Evaluation (514)</td>
<td>$</td>
<td>—</td>
<td>$43,957,252</td>
<td>—</td>
<td>—</td>
<td>$43,957,252</td>
</tr>
<tr>
<td>Ground Transportation Planning &amp; Research (602)</td>
<td>16,990,331</td>
<td>53,832,904</td>
<td>20,325,905</td>
<td>—</td>
<td>—</td>
<td>91,149,140</td>
</tr>
<tr>
<td>Highway Construction Programs (603)</td>
<td>—</td>
<td>1,604,658,692</td>
<td>668,848,360</td>
<td>76,300,000</td>
<td>925,345,523</td>
<td>3,275,152,575</td>
</tr>
<tr>
<td>Highway System Maintenance (604)</td>
<td>1,394,259,930</td>
<td>—</td>
<td>362,381,968</td>
<td>—</td>
<td>—</td>
<td>1,756,641,898</td>
</tr>
<tr>
<td>Non-Toll Supported Transportation Debt Service (612)</td>
<td>—</td>
<td>—</td>
<td>134,881,288</td>
<td>—</td>
<td>252,568,171</td>
<td>387,449,459</td>
</tr>
<tr>
<td>Special Structures (614)</td>
<td>—</td>
<td>60,000,000</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>60,000,000</td>
</tr>
<tr>
<td>Administrative and Support Services (699)</td>
<td>301,673,386</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>1,034,395</td>
<td>302,707,781</td>
</tr>
<tr>
<td>VDOT Capital Outlay (998)</td>
<td>—</td>
<td>60,000,000</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>60,000,000</td>
</tr>
<tr>
<td>Support to Other State Agencies</td>
<td>46,293,649</td>
<td>2,874,094</td>
<td>—</td>
<td>—</td>
<td>1,465,387</td>
<td>50,633,130</td>
</tr>
<tr>
<td>Support to DRPT Programs</td>
<td>—</td>
<td>96,789,320</td>
<td>—</td>
<td>—</td>
<td>119,605,427</td>
<td>216,394,747</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$2,237,108,669</td>
<td>$1,929,903,517</td>
<td>$1,193,558,814</td>
<td>$76,300,000</td>
<td>$2,136,625,312</td>
<td>$7,573,496,312</td>
</tr>
</tbody>
</table>

* - 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.
### Revenues

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue provided by the General Fund of the Commonwealth</td>
<td>$22,600,000</td>
</tr>
<tr>
<td>Taxes</td>
<td>893,900,000</td>
</tr>
<tr>
<td>Rights and privileges</td>
<td>20,546,755</td>
</tr>
<tr>
<td>Sale of property and commodities</td>
<td>—</td>
</tr>
<tr>
<td>Interest, dividends, and rents</td>
<td>39,914,823</td>
</tr>
<tr>
<td>Fines, forfeitures, court fees</td>
<td>—</td>
</tr>
<tr>
<td>Penalties and escheats</td>
<td>6,000,000</td>
</tr>
<tr>
<td>Receipts from localities and private sector</td>
<td>903,855,752</td>
</tr>
<tr>
<td>Federal grants and contracts</td>
<td>1,193,558,814</td>
</tr>
<tr>
<td>Toll revenues</td>
<td>64,354,020</td>
</tr>
<tr>
<td>Other</td>
<td>356,993,534</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td><strong>3,501,723,698</strong></td>
</tr>
</tbody>
</table>

### Other Financing Sources

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other financing sources</td>
<td>264,466,829</td>
</tr>
<tr>
<td>Bond proceeds</td>
<td>279,986,080</td>
</tr>
<tr>
<td>Note proceeds</td>
<td>—</td>
</tr>
<tr>
<td>Transfers from other state agencies and General Fund</td>
<td>—</td>
</tr>
<tr>
<td>Transfers in</td>
<td>3,527,319,705</td>
</tr>
<tr>
<td><strong>Total Other Financing Sources</strong></td>
<td><strong>4,071,772,614</strong></td>
</tr>
</tbody>
</table>

**Total Revenues and Other Sources** $7,573,496,312
**Budget Comparison Schedule for FY 2022**

### Revenues

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative and support services</td>
<td>$302,707,781</td>
</tr>
<tr>
<td>Ground transportation system planning and research</td>
<td>91,149,140</td>
</tr>
<tr>
<td>Highway system acquisition and construction</td>
<td>3,275,152,575</td>
</tr>
<tr>
<td>Highway system maintenance</td>
<td>1,756,641,898</td>
</tr>
<tr>
<td>Financial assistance to localities</td>
<td>1,258,306,310</td>
</tr>
<tr>
<td>Environmental monitoring and compliance</td>
<td>43,957,252</td>
</tr>
<tr>
<td>Toll facility operations and construction</td>
<td>71,104,020</td>
</tr>
<tr>
<td>Special Structures</td>
<td>60,000,000</td>
</tr>
<tr>
<td>Capital outlay</td>
<td>60,000,000</td>
</tr>
<tr>
<td>Debt Service</td>
<td>387,449,459</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>7,306,468,435</td>
</tr>
</tbody>
</table>

### Other Financing Uses

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other financing uses</td>
<td>—</td>
</tr>
<tr>
<td>Transfers to other state agencies and General Fund</td>
<td>267,027,877</td>
</tr>
<tr>
<td>Transfers out</td>
<td>—</td>
</tr>
<tr>
<td>Total Other Financing Uses</td>
<td>267,027,877</td>
</tr>
</tbody>
</table>

| Total Expenditures and Other Uses                          | 7,573,496,312   |

### Revenues and Other Sources Over (Under) Expenditures and

| Amount | — |

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

FY 2022 ESTIMATED REVENUE

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Revenues</td>
<td>$ 11,000,000</td>
</tr>
<tr>
<td>TOTAL ESTIMATED REVENUES</td>
<td>$ 11,000,000</td>
</tr>
<tr>
<td>Toll Facility Revolving Account Loan Repayment</td>
<td>2,681,653</td>
</tr>
<tr>
<td>TOTAL ESTIMATED REVENUE AVAILABLE</td>
<td>$ 8,318,347</td>
</tr>
</tbody>
</table>

FY 2022 EXPENDITURE BUDGET

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Fund</td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>5,716,267</td>
</tr>
<tr>
<td>Maintenance Replacement Fund</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Estimated Interest Payment to Chesterfield County</td>
<td>1,102,080</td>
</tr>
<tr>
<td>TOTAL ESTIMATED EXPENDITURES</td>
<td>$ 8,318,347</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Details of Operating Expenditures</th>
<th>Allocation FY 2022</th>
<th>Recommended FY 2022</th>
<th>Increase (Decrease)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$ 1,512,075</td>
<td>$ 1,550,721</td>
<td>$ 38,646</td>
</tr>
<tr>
<td>Contractual Services</td>
<td>1,389,655</td>
<td>1,374,600</td>
<td>(15,055)</td>
</tr>
<tr>
<td>Supplies and Materials</td>
<td>62,300</td>
<td>59,000</td>
<td>(3,300)</td>
</tr>
<tr>
<td>Transfer Payments</td>
<td>2,182,862</td>
<td>2,235,446</td>
<td>52,584</td>
</tr>
<tr>
<td>Continuous Charges</td>
<td>109,100</td>
<td>116,500</td>
<td>7,400</td>
</tr>
<tr>
<td>Property and Improvements</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Equipment</td>
<td>1,876,500</td>
<td>380,000</td>
<td>(1,496,500)</td>
</tr>
<tr>
<td>Obligations</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>TOTAL - Operating Expenditures</td>
<td>$ 7,132,492</td>
<td>$ 5,716,267</td>
<td>$ (1,416,225)</td>
</tr>
</tbody>
</table>
Appendix I - Coleman Bridge (0782) FY 2022

FY 2022 ESTIMATED REVENUE

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Revenues</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>TOTAL ESTIMATED REVENUE AVAILABLE</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Toll Facility Revolving Account Loan Repayment</td>
<td>$2,774,828</td>
</tr>
<tr>
<td>TOTAL ESTIMATED REVENUE AVAILABLE</td>
<td>$3,225,172</td>
</tr>
</tbody>
</table>

FY 2022 EXPENDITURE BUDGET

<table>
<thead>
<tr>
<th>Fund</th>
<th>FY 2022</th>
<th>RECOMMENDED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Fund</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>$2,412,879</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance Replacement Fund</td>
<td>$812,293</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL ESTIMATED EXPENDITURES</td>
<td>$3,225,172</td>
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<td></td>
</tr>
</tbody>
</table>

Details of Operating Expenditures

<table>
<thead>
<tr>
<th>Details of Operating Expenditures</th>
<th>ALLOCATION FY 2022</th>
<th>RECOMMENDED FY 2022</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$498,198</td>
<td>$522,269</td>
<td>$24,071</td>
</tr>
<tr>
<td>Contractual Services</td>
<td>1,452,300</td>
<td>1,065,660</td>
<td>(386,640)</td>
</tr>
<tr>
<td>Supplies and Materials</td>
<td>83,550</td>
<td>76,750</td>
<td>(6,800)</td>
</tr>
<tr>
<td>Transfer Payments</td>
<td>375,000</td>
<td>400,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Property and Improvements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>243,190</td>
<td>299,500</td>
<td>56,310</td>
</tr>
<tr>
<td>Obligations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL - Operating Expenditures</td>
<td>$2,733,238</td>
<td>$2,412,879</td>
<td>($320,359)</td>
</tr>
</tbody>
</table>
**FY 2022 ESTIMATED REVENUE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Revenues</td>
<td>$15,216,600</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED REVENUES</strong></td>
<td><strong>$15,216,600</strong></td>
</tr>
</tbody>
</table>

**FY 2022 EXPENDITURE BUDGET**

Revenue Fund

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td>13,716,600</td>
</tr>
<tr>
<td>Maintenance Replacement Fund</td>
<td>1,500,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED EXPENDITURES</strong></td>
<td><strong>$15,216,600</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Revenues</td>
<td>$1,891,614</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED REVENUES</strong></td>
<td>$1,891,614</td>
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</tbody>
</table>

*Cash Balance from Prior Year*

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash Balance from Prior Year</td>
<td>245,806</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED REVENUE AVAILABLE</strong></td>
<td>$2,137,420</td>
</tr>
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</table>

## FY 2022 EXPENDITURE BUDGET

**Revenue Fund**

<table>
<thead>
<tr>
<th>Description</th>
<th>Budgeted Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td>$2,137,420</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED EXPENDITURES</strong></td>
<td>$2,137,420</td>
</tr>
</tbody>
</table>

### Details of Operating Expenditures

<table>
<thead>
<tr>
<th>Description</th>
<th>FY 2022</th>
<th>FY 2022 (DECREASE)</th>
<th>INCREASE (DECREASE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$250,000</td>
<td>255,870</td>
<td>$5,870</td>
</tr>
<tr>
<td>Contractual Services</td>
<td>2,187,000</td>
<td>1,581,375</td>
<td>(605,625)</td>
</tr>
<tr>
<td>Supplies and Materials</td>
<td>5,000</td>
<td>175</td>
<td>(4,825)</td>
</tr>
<tr>
<td>Transfer Payments</td>
<td>642,000</td>
<td>300,000</td>
<td>(342,000)</td>
</tr>
<tr>
<td>Continuous Charges</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Property and Improvements</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Equipment</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Obligations</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td><strong>TOTAL - Operating Expenditures</strong></td>
<td>$3,084,000</td>
<td>$2,137,420</td>
<td>($946,580)</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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<tr>
<td>--------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BROS</td>
<td>Bridge Off-System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CPR</td>
<td>Capital Projects Revenue Bonds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CTF</td>
<td>Commonwealth Transportation Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRPT</td>
<td>Department of Rail and Public Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GARVEE</td>
<td>Federal Grant Anticipation Revenue Bonds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HMOF</td>
<td>Highway Maintenance and Operating Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MWAA</td>
<td>Metropolitan Washington Airports Authority</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NHPP</td>
<td>National Highway Performance Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NVTD</td>
<td>Northern Virginia Transportation District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oak Grove</td>
<td>City of Chesapeake Oak Grove Connector Project Bonds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTF</td>
<td>Priority Transportation Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Soft Match</td>
<td>The budget contains a significant application of Toll Credits that are used as &quot;soft match&quot; 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 &quot;soft match&quot; 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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STP Regional</td>
<td>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</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STP Statewide</td>
<td>Surface Transportation Program sub-allocation that may be used in any area of the State</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STP Under 200,000</td>
<td>Federal allocation that is to be used in areas with population greater than 5,000 but no more than 200,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STP Under 5,000</td>
<td>Federal allocation that is to be used in areas with population of 5,000 or less</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tele Fees</td>
<td>Allocation of revenue from Public Rights-of-Way Use Fee to a provider of telecommunications service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toll Facilities Revolving</td>
<td>Toll Facilities Revolving Account</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TPOF</td>
<td>Transportation Partnership Opportunity Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TTF</td>
<td>Transportation Trust Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Endnote Number</td>
<td>Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Reflects dedication of Priority Transportation Funding pursuant to § 33.2-1572 of the Code of Virginia for transit initiatives</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Reflects dedication of Priority Transportation Funding pursuant to § 33.2-1572 of the Code of Virginia for safety and construction priority projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Reflects the addition of actual FY 2021 revenues in excess of the official revenue estimate pursuant to § 33.2-1527 of the Code of Virginia</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>