



Fiscal Year 2016

VDOT Annual Budget
June 2015

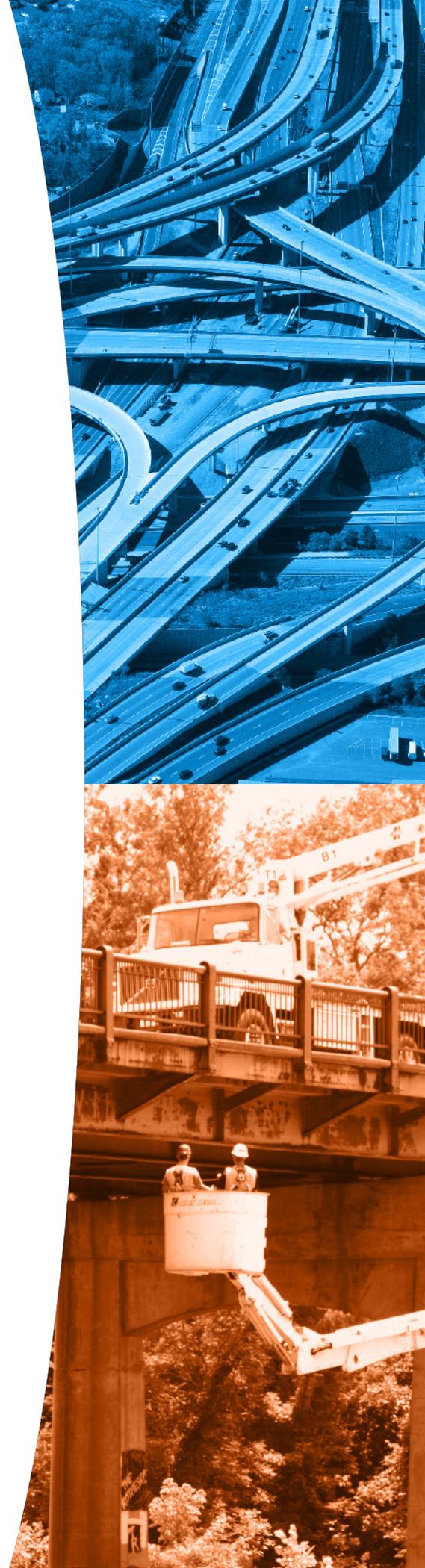


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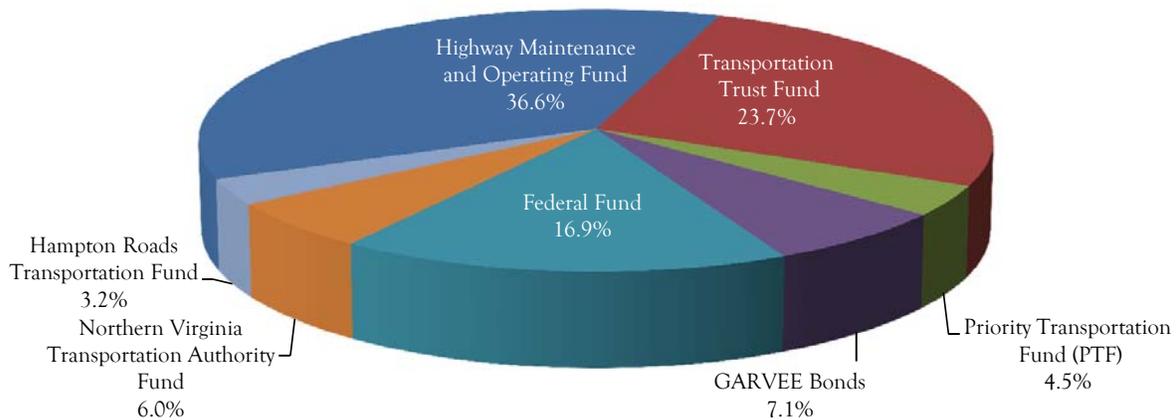
Overview

The Fiscal Year 2016 (FY 2016) 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 most recent official state revenue forecast from March 2015 and estimated federal funding. The VDOT Budget for FY 2016 totals \$5,287,414,843, a 21.4% increase from the Revised FY 2015 Budget of \$4,355,179,301. The growth over the previous year is primarily driven by the planned allocation of GARVEE bonds, anticipated local and regional funding for VDOT administered projects and the additional revenue provided by the increased sales tax on gasoline that was effective in January 2015.

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).

Funding for transportation was addressed during the 2013 General Assembly Session by House Bill 2313 (Chapter 766). Estimated revenues for FY 2016 reflect the third year of implementation of major changes to revenue dedicated to transportation. House Bill 1887 from the 2015 General Assembly Session altered the distribution of some revenue sources. Most of the changes will be effective in FY 2017. The budget also includes the regional revenues provided to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Accountability Commission.

Sources of Transportation Funds

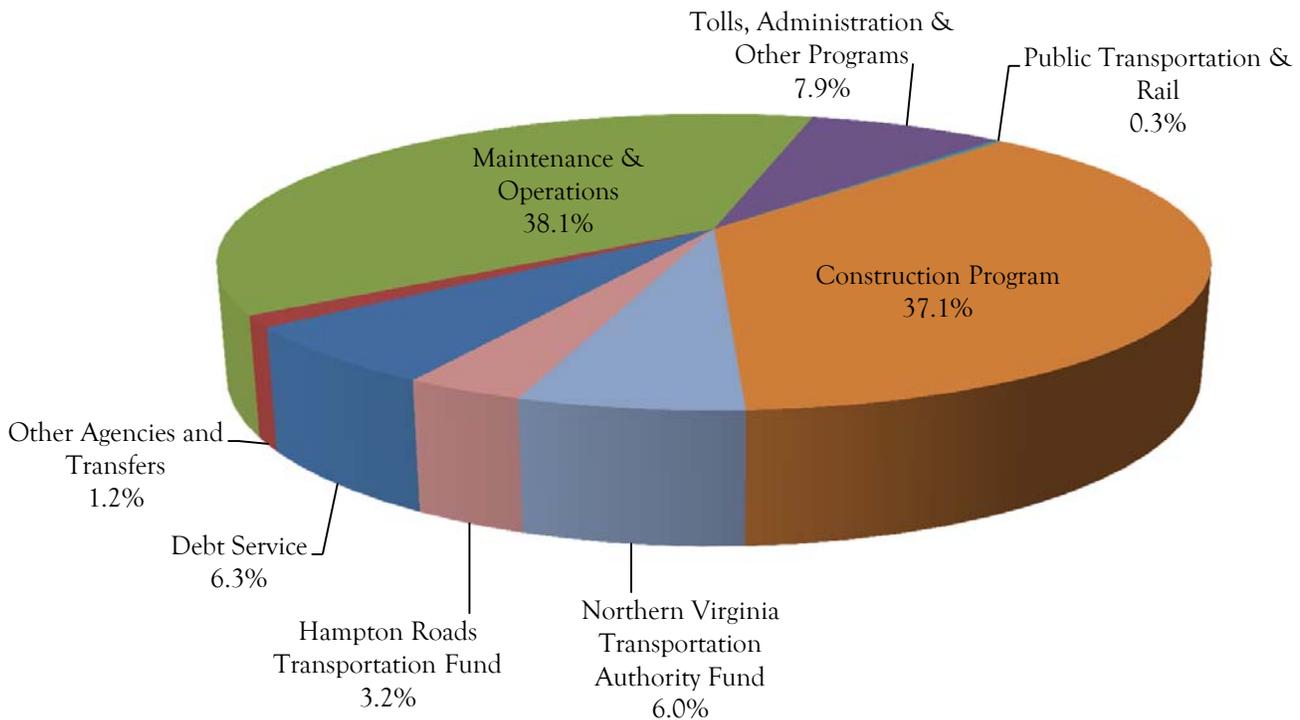


| | |
|---|------------------------|
| Highway Maintenance and Operating Fund | \$1,934,352,594 |
| Transportation Trust Fund | 1,398,546,423 |
| Priority Transportation Fund (PTF) | 200,642,261 |
| GARVEE Bonds | 375,000,000 |
| Federal Fund | 895,349,411 |
| Subtotal | \$4,803,890,689 |
| Pass Through Revenues | |
| Northern Virginia Transportation Authority Fund | 314,881,245 |
| Hampton Roads Transportation Fund | 168,642,909 |
| TOTAL | \$5,287,414,843 |

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:

| | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|------------------------|--------------------------------|
| Debt Service | \$336,173,181 | \$334,538,924 | (\$1,634,257) |
| Other Agencies and Transfers | 65,962,562 | 65,541,844 | (420,718) |
| Maintenance & Operations | 2,005,515,590 | 2,014,333,429 | 8,817,839 |
| Tolls, Administration & Other Programs | 414,876,584 | 415,969,633 | 1,093,049 |
| Public Transportation & Rail | 4,170,066 | 14,171,199 | 10,001,133 |
| Construction Program | 1,073,276,851 | 1,959,335,660 | 886,058,809 |
| Subtotal | \$3,899,974,834 | \$4,803,890,689 | \$903,915,855 |
| Pass Through Revenues | | | |
| Northern Virginia Transportation Authority Fund | 299,276,334 | 314,881,245 | 15,604,911 |
| Hampton Roads Transportation Fund | 155,928,133 | 168,642,909 | 12,714,776 |
| TOTAL | \$4,355,179,301 | \$5,287,414,843 | \$932,235,542 |



Revenues

VDOT's revenues are specifically designated for transportation. Four primary state taxes provide for transportation in Virginia: Sales Tax on Motor Fuels, Motor Vehicle Sales and Use Tax, Motor Vehicle License Fee, and State Sales and Use Tax. The following table summarizes VDOT's FY 2016 revenues.

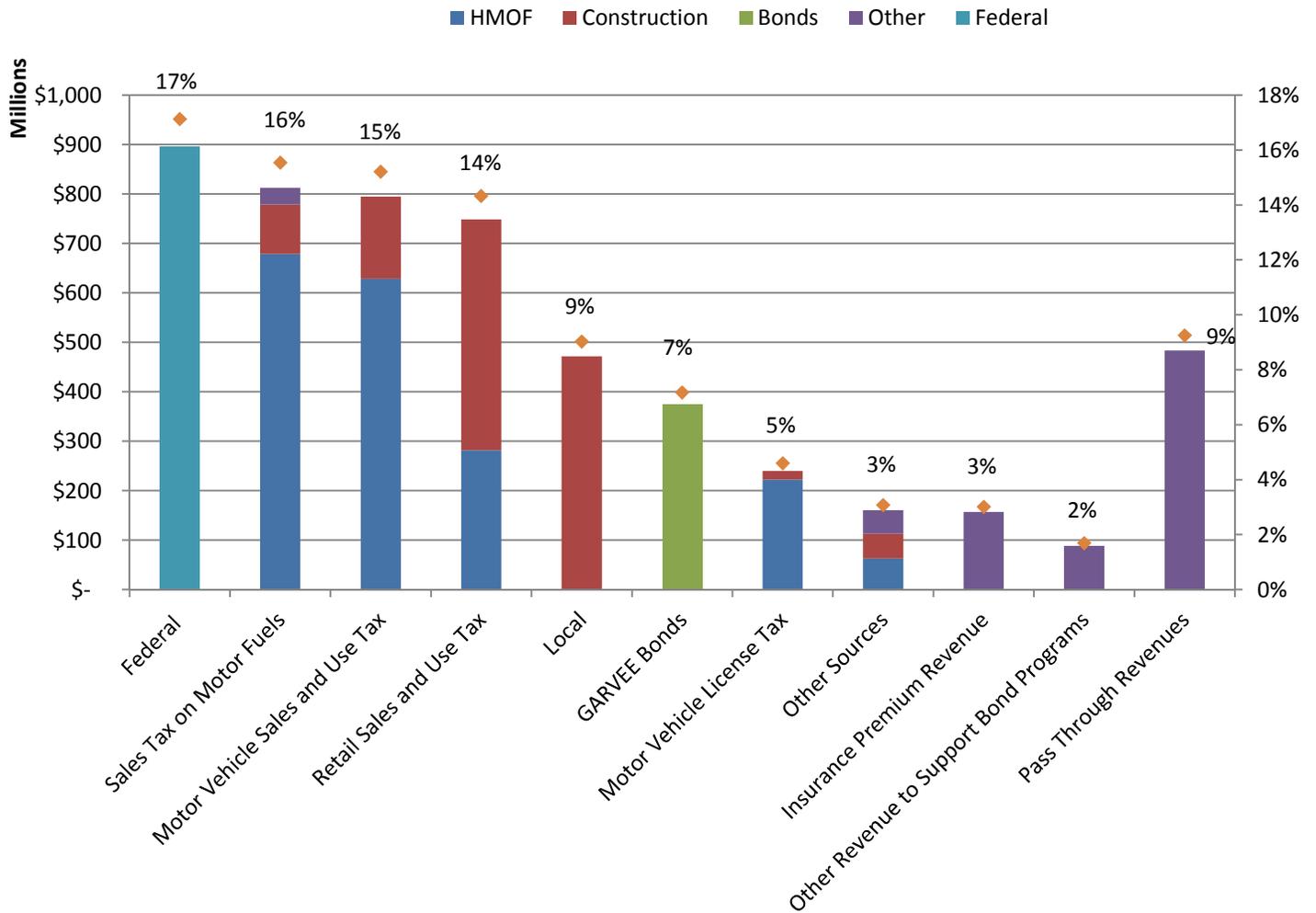
| Source | HMOF | Construction* | Federal | Bonds | Other | TOTAL |
|---|------------------------|------------------------|----------------------|-----------------------|-----------------------|------------------------|
| Sales Tax on Motor Fuels | \$678,500,000 | \$100,185,100 | \$ - | \$ - | \$33,900,000 | \$812,585,100 |
| Motor Vehicle Sales and Use Tax | 628,300,000 | 166,607,900 | - | - | - | 794,907,900 |
| Motor Vehicle License Tax | 222,700,000 | 17,235,300 | - | - | - | 239,935,300 |
| Retail Sales and Use Tax | 281,700,000 | 466,927,100 | - | - | - | 748,627,100 |
| International Registration Plan | 60,400,000 | - | - | - | - | 60,400,000 |
| CPR Bonds | - | - | - | - | - | - |
| GARVEE Bonds | - | - | - | 375,000,000 | - | 375,000,000 |
| Other Revenue to Support Bond Programs | - | - | - | - | 88,050,025 | 88,050,025 |
| Insurance Premium Revenue | - | - | - | - | 157,000,000 | 157,000,000 |
| Local | - | 471,390,659 | - | - | - | 471,390,659 |
| Other Sources | 62,752,594 | 50,111,726 | - | - | 47,780,874 | 160,645,194 |
| Federal | - | - | 895,349,411 | - | - | 895,349,411 |
| Transfer to HMOF | 122,488,551 | (122,488,551) | - | - | - | - |
| Transfer from HMOF for MWAA | (100,000,000) | 100,000,000 | - | - | - | - |
| Subtotal | \$1,956,841,145 | \$1,249,969,234 | \$895,349,411 | \$ 375,000,000 | \$ 326,730,899 | \$4,803,890,689 |
| Pass Through Revenues | | | | | | |
| Northern Virginia Transportation Authority Fund | | | | | 314,881,245 | 314,881,245 |
| Hampton Roads Transportation Fund | | | | | 168,642,909 | 168,642,909 |
| TOTAL | \$1,956,841,145 | \$1,249,969,234 | \$895,349,411 | \$375,000,000 | \$810,255,053 | \$5,287,414,843 |

* Includes Highway Share of TTF and other special funds.

** Other Sources includes VDOT Toll Facility Revenue, Cell Tower Lease Revenue, E-Z Pass Operations, Unallocated Balances, Interest and Other Miscellaneous Items.

Revenues Dedicated to VDOT

This chart illustrates the revenues of the agency and their relative contribution. Federal revenues are the largest single source followed by the Sales Tax on Motor Fuels.

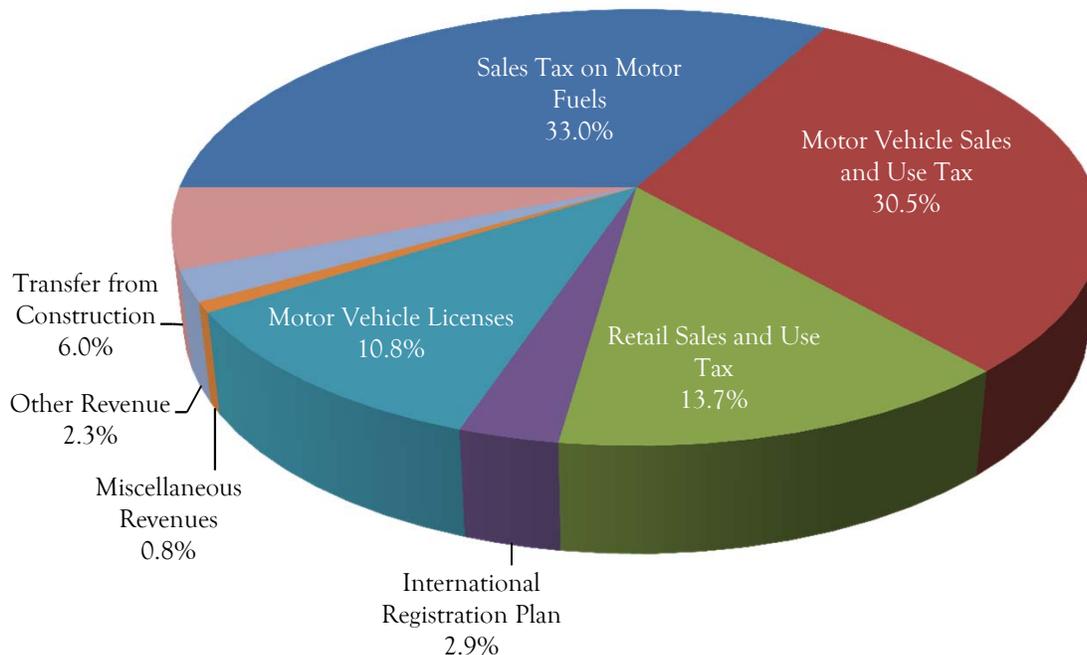


Highway Maintenance & Operating Fund

The Highway Maintenance and Operating Fund (HMOF) is one of VDOT's major funds. It is funded by dedicated state revenues as listed below. 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.

| HMOF Revenue Sources | REVISED FY 2015 | FY 2016 | Difference |
|-----------------------------------|------------------------|------------------------|-----------------------|
| Sales Tax on Motor Fuels | \$573,000,000 | \$678,500,000 | \$105,500,000 |
| Motor Vehicle Sales and Use Tax | 620,700,000 | 628,300,000 | 7,600,000 |
| Retail Sales and Use Tax | 267,500,000 | 281,700,000 | 14,200,000 |
| International Registration Plan | 62,300,000 | 60,400,000 | (1,900,000) |
| Motor Vehicle Licenses | 222,300,000 | 222,700,000 | 400,000 |
| Miscellaneous Revenues | 16,100,000 | 15,700,000 | (400,000) |
| Other Revenue | 43,964,483 | 47,052,594 | 3,088,111 |
| Subtotal | 1,805,864,483 | 1,934,352,594 | 128,488,111 |
| Transfer from Construction | 264,579,408 | 122,488,551 | (142,090,857) |
| Transfer to Construction for MWAA | (100,000,000) | (100,000,000) | - |
| Total | \$1,970,443,891 | \$1,956,841,145 | (\$13,602,746) |

HMOF Revenue Sources, FY 2016

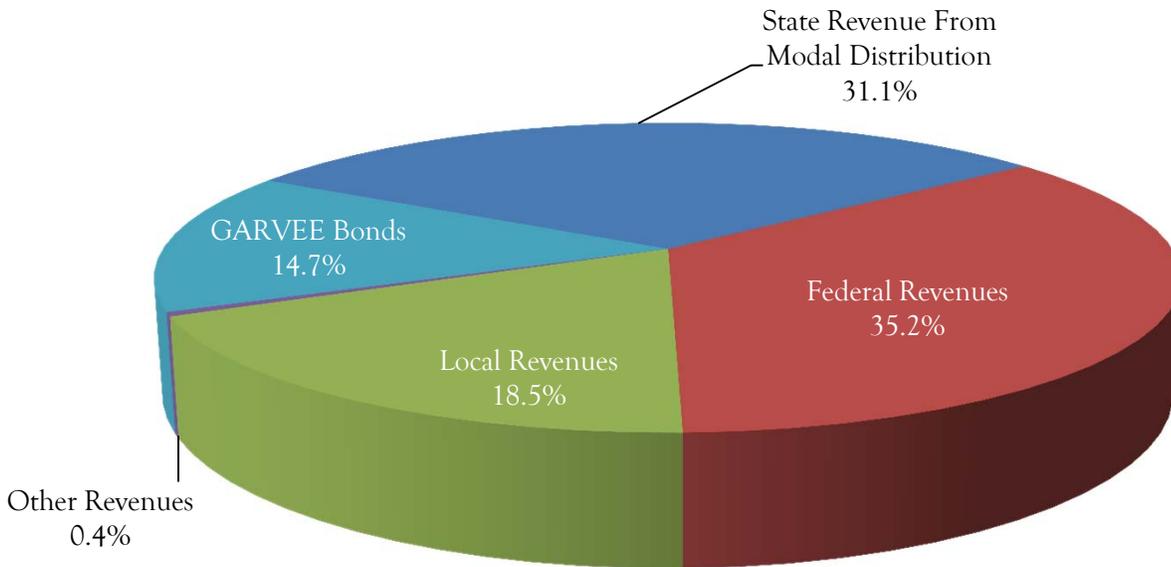


Transportation Trust Fund - Construction

The Transportation Trust Fund was created by the 1986 Special Session. VDOT manages the 78.7% of the TTF funds dedicated by the Code of Virginia for highway construction. State Revenue from Modal Distribution includes motor vehicle fuels tax, motor vehicle sales tax, and state retail sales and use tax. The following table identifies the construction fund revenues by major source.

| Construction Fund Revenue Sources | REVISED | | |
|---------------------------------------|------------------------|------------------------|----------------------------|
| | FY 2015 | FY 2016 | Difference |
| State Revenue From Modal Distribution | \$664,591,541 | \$790,275,766 | \$125,684,225 ¹ |
| Federal Revenues | 906,304,255 | 895,349,411 | (10,954,844) |
| Local Revenues | 202,777,696 | 471,390,659 | 268,612,963 ² |
| Other Revenues | 5,135,660 | 10,791,360 | 5,655,700 |
| GARVEE Bonds | - | 375,000,000 | 375,000,000 ³ |
| Total | \$1,778,809,152 | \$2,542,807,196 | \$763,998,044 |

**Construction Fund Revenue by Source,
FY 2016**



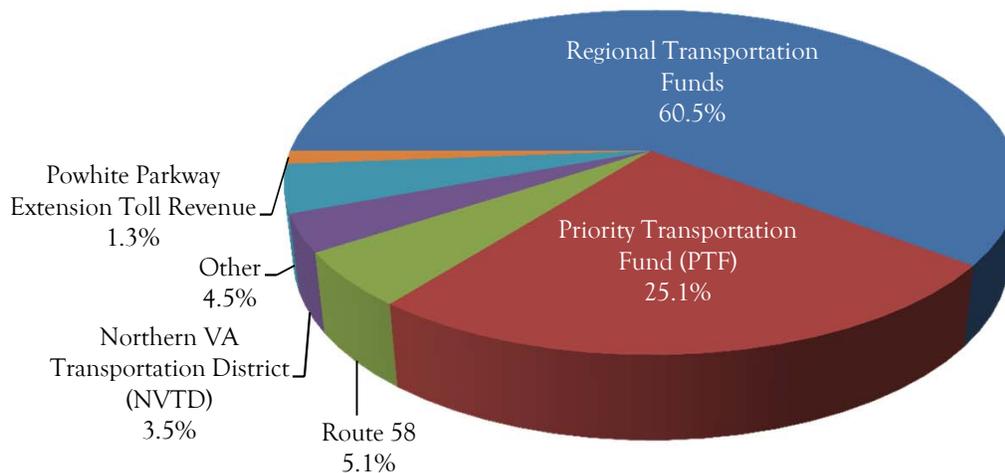
Other Fund Revenues

In addition to the two major state funds, VDOT manages a number of special funds. Each special fund receives dedicated revenues to be used to support the mission of the program.

| Other Fund Revenues | REVISED FY 2015 | FY 2016 | Difference |
|---|----------------------|----------------------|---------------------|
| Regional Transportation Funds | \$455,204,467 | \$483,524,154 | \$28,319,687 |
| Powhite Parkway Extension Toll Revenue | 10,000,000 | 10,050,000 | 50,000 |
| Coleman Bridge Toll Revenue | 6,000,000 | 6,628,350 | 628,350 |
| FRANs | 800 | 260 | (540) |
| Northern VA Transportation District (NVTD) | 27,482,742 | 28,110,009 | 627,267 |
| Oak Grove | 2,511,484 | 2,515,964 | 4,480 |
| Priority Transportation Fund (PTF) | 207,921,822 | 200,642,261 | (7,279,561) |
| Transportation Partnership Opportunity Fund | 1,109,850 | 2,943,414 | 1,833,564 |
| Route 58 | 40,294,391 | 40,461,972 | 167,581 |
| Route 28 | 7,216,819 | 7,212,819 | (4,000) |
| Other | 12,763,291 | 28,165,850 | 15,402,559 |
| Total | \$770,505,666 | \$810,255,053 | \$39,749,387 |

| | | | |
|---|------------------------|------------------------|----------------------|
| Total Construction Major Sources (page 10) | 1,778,809,152 | 2,542,807,196 | 763,998,044 |
| Transfer to HMOF | (264,579,408) | (122,488,551) | 142,090,857 |
| Transfer from HMOF for MWAA | 100,000,000 | 100,000,000 | - |
| Total Construction Fund | \$2,384,735,410 | \$3,330,573,698 | \$945,838,288 |

Other Fund Revenue, FY 2016



VDOT Program Descriptions & Allocations

Summary of Allocations by Program

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

| | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|------------------------|--------------------------------|
| Environmental Monitoring and Evaluation (514) | \$13,251,385 | \$13,170,831 | (\$80,554) ⁴ |
| Ground Transportation Planning and Research (602) | 67,936,320 | 57,815,730 | (10,120,590) ⁵ |
| Highway System Acquisition and Construction (603) | 1,073,276,851 | 1,959,335,660 | 886,058,809 ⁶ |
| Highway System Maintenance (604) | 1,580,560,866 | 1,573,950,444 | (6,610,422) ⁷ |
| Commonwealth Toll Facilities (606) | 33,871,726 | 41,228,350 | 7,356,624 ⁸ |
| Financial Assistance to Localities (607) | 880,159,191 | 923,907,139 | 43,747,948 |
| Non-Toll Supported Transportation Debt Service (612) | 336,173,181 | 334,538,924 | (1,634,257) |
| Administrative and Support Services (699) | 261,807,836 | 258,127,173 | (3,680,663) ⁴ |
| VDOT Capital Outlay (998) | 38,009,317 | 39,090,683 | 1,081,366 ⁹ |
| Grant and Loan Programs | - | 6,536,866 | 6,536,866 ⁸ |
| Support to Other State Agencies | 65,962,562 | 65,541,844 | (420,718) |
| Support to DRPT Programs | 3,797,301 | 14,171,199 | 10,373,898 |
| Support to Ports | 372,765 | - | (372,765) |
| Total | \$4,355,179,301 | \$5,287,414,843 | \$932,235,542 |

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.

| ENVIRONMENTAL MONITORING & EVALUATION (514) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|---------------------|--------------------------------|
| Environmental Monitoring & Compliance for Highway Projects (514008) | \$10,813,010 | \$10,588,817 | (\$224,193) ⁴ |
| Environmental Monitoring Program Management (514009) | 2,438,375 | 2,582,014 | 143,639 |
| TOTAL ENVIRONMENTAL MONITORING & EVALUATION | \$13,251,385 | \$13,170,831 | (\$80,554) |
| TTF | 13,251,385 | 13,170,831 | (80,554) |

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.

| PLANNING & RESEARCH (602) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|---------------------|--------------------------------|
| Ground Transportation System Planning (602001) | \$51,771,702 | \$53,064,943 | \$1,293,241 |
| Ground Transportation System Research (602002) | 12,533,845 | 1,079,867 | (11,453,978) |
| Ground Transportation Program Management (602004) | 3,630,773 | 3,670,920 | 40,147 |
| TOTAL PLANNING & RESEARCH | \$67,936,320 | \$57,815,730 | (\$10,120,590) |
| HMOF | 15,371,692 | 4,047,290 | (11,324,402) |
| CONSTRUCTION | 34,907,346 | 35,551,090 | 643,744 |
| FEDERAL | 17,657,282 | 18,217,350 | 560,068 |

Highway System Acquisition and Construction (603)

VDOT manages the Commonwealth's highway construction program as outlined in the agency's Six-Year Improvement Program that is approved annually by the Commonwealth Transportation Board. The construction program is divided into several service areas. For FY 2016, the funding made available for distribution is distributed via the Commonwealth Transportation Board Formula outlined in the Code of Virginia, § 33.2-358.

The FY 2016 Budget Recommendations include additional revenue anticipated from localities for project participation as well as revenue from the regional entities for VDOT administered projects.

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.

| CONSTRUCTION (603) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|------------------------|--------------------------------|
| Dedicated and Statewide Construction (603002) | \$640,511,436 | \$1,061,290,643 | \$420,779,207 |
| Interstate Construction (603003) | 122,180,355 | 243,488,438 | 121,308,083 |
| Primary Construction (603004) | 177,800,309 | 432,865,588 | 255,065,279 |
| Secondary Construction (603006) | 65,028,986 | 120,439,816 | 55,410,830 |
| Urban Construction (603007) | 42,195,439 | 75,128,493 | 32,933,054 |
| Construction Management (603015) | 25,560,326 | 26,122,682 | 562,356 |
| TOTAL CONSTRUCTION | \$1,073,276,851 | \$1,959,335,660 | \$886,058,809 |
| CONSTRUCTION | 566,665,941 | 1,003,103,864 | 436,437,923 |
| FEDERAL | 476,584,247 | 557,580,097 | 80,995,850 |
| NVTD | 1,107,693 | 1,747,312 | 639,619 |
| PTF | 27,025,897 | 20,872,141 | (6,153,756) |
| OAK GROVE | 286,984 | 286,714 | (270) |
| FRANS | 800 | 5,260 | 4,460 |
| ROUTE 28 | - | 2,000 | 2,000 |
| ROUTE 58 | 566,891 | 738,272 | 171,381 |
| TPOF | 1,038,398 | - | (1,038,398) |
| GARVEE BONDS | - | 375,000,000 | 375,000,000 |

The following pages detail each construction service area.

Highway System Acquisition and Construction (603)

DEDICATED AND STATEWIDE CONSTRUCTION (603002)

The purpose of the Dedicated and Statewide Construction service area is to design and prepare plans, acquire needed land and construct roads and bridges or support transit or operational activities across the state that are not dedicated to a specific highway system. This includes statewide programs such as the Revenue Sharing and the Safety programs. Funding for the federal Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation programs which have yet to be distributed by the respective Metropolitan Planning Organizations are included in this service area and will be transferred when identified. It also includes non-toll-related bond-funded construction.

| DEDICATED & STATEWIDE CONSTRUCTION (603002) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|------------------------|--------------------------------|
| CMAQ | \$12,278,644 | \$15,260,761 | \$2,982,117 |
| CMAQ Match | 3,069,660 | 3,815,190 | 745,530 |
| CTB Formula | - | 3,464,294 | 3,464,294 |
| GARVEE Bonds | - | 375,000,000 | 375,000,000 |
| MWAA - Dulles Rail | 100,000,000 | 100,000,000 | - |
| NHPP | 67,170 | - | (67,170) |
| NHPP Soft Match | 16,793 | - | (16,793) |
| Participating Project Costs | 15,000,000 | 40,000,000 | 25,000,000 |
| Revenue Sharing | 351,988,280 | 370,000,000 | 18,011,720 |
| Safety | 46,587,222 | 48,088,310 | 1,501,088 |
| Safety Match | 5,176,358 | 5,343,146 | 166,788 |
| STP Regional | 13,204,517 | 4,628,342 | (8,576,175) |
| STP Regional Match | 3,301,127 | 1,157,086 | (2,144,041) |
| Transportation Alternatives (TAP) | 8,223,911 | 8,118,214 | (105,697) |
| Other | 81,597,754 | 86,415,300 | 4,817,546 |
| TOTAL DEDICATED & STATEWIDE CONSTRUCTION | \$640,511,436 | \$1,061,290,643 | \$420,779,207 |
| CONSTRUCTION | 489,213,595 | 524,296,262 | 35,082,667 |
| FEDERAL | 121,271,178 | 138,342,682 | 17,071,504 |
| NVTD | 1,107,693 | 1,747,312 | 639,619 |
| PTF | 27,025,897 | 20,872,141 | (6,153,756) |
| OAK GROVE | 286,984 | 286,714 | (270) |
| FRANS | 800 | 5,260 | 4,460 |
| ROUTE 28 | - | 2,000 | 2,000 |
| ROUTE 58 | 566,891 | 738,272 | 171,381 |
| TPOF | 1,038,398 | - | (1,038,398) |
| GARVEE BONDS | - | 375,000,000 | 375,000,000 |

Included in the Other item are amounts for Rail Highway Crossings, Federal Lands Access Program (FLAP), CMAQ TERMS, Priority Transportation Fund, and federal Open Container funding.

Highway System Acquisition and Construction (603)

INTERSTATE CONSTRUCTION (603003)

The purpose of the interstate construction service area is to design and prepare plans, acquire needed land and construct roads and bridges on the interstate highway system. The interstate program is federally funded, with state funding providing the needed match. Federal National Highway System funds are soft matched by using federal toll credits. Toll credits are earned when the state, a toll authority, or a private entity funds a capital transportation investment with toll revenues. The interstate program is also eligible to receive funding through the CTB Formula.

| INTERSTATE CONSTRUCTION (603003) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|----------------------|--------------------------------|
| CMAQ | \$284,000 | \$292,000 | \$8,000 |
| CMAQ Match | 71,000 | 73,000 | 2,000 |
| CTB Formula | 21,144,248 | 99,007,053 | 77,862,805 |
| NHPP | 58,625,254 | 51,311,466 | (7,313,788) |
| NHPP Soft Match | 12,938,496 | 10,588,744 | (2,349,752) |
| NHPP Exempt | 10,547,716 | 7,999,715 | (2,548,001) |
| NHPP Exempt Soft Match | 2,636,929 | 1,999,929 | (637,000) |
| STP Regional | 1,240,000 | 679,949 | (560,051) |
| STP Regional Match | 310,000 | 169,987 | (140,013) |
| STP Under 5,000 | 1,730,202 | 3,722,690 | 1,992,488 |
| STP Under 5,000 Soft Match | 432,549 | 930,672 | 498,123 |
| Project Participation from Regional Entities | - | 51,622,132 | 51,622,132 |
| Other | 12,219,961 | 15,091,101 | 2,871,140 |
| TOTAL INTERSTATE CONSTRUCTION | \$122,180,355 | \$243,488,438 | \$121,308,083 |
| CONSTRUCTION | 11,992,052 | 110,929,916 | 98,937,864 |
| FEDERAL | 110,188,303 | 132,558,522 | 22,370,219 |

Highway System Acquisition and Construction (603)

PRIMARY CONSTRUCTION (603004)

The primary construction system is made up of roads that connect cities and towns with each other and with interstates. Primary roads serve the state in the same manner as the Interstate system serves the nation.

Historically, the primary construction program received 40% of the funds available for state formula distribution. Funding has been insufficient to distribute in this manner since FY 2009. With the enactment of House Bill 1887 (2015), the formula distribution to the Primary System has been discontinued. The FY 2016 funds are distributed by the CTB, MPOs, and by the CTB Formula with recommended allocations to projects on the Primary System.

| PRIMARY CONSTRUCTION (603004) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|----------------------|--------------------------------|
| CMAQ | \$4,197,721 | \$4,580,568 | \$382,847 |
| CMAQ Match | 1,049,429 | 1,145,143 | 95,714 |
| CTB Formula | 17,289,265 | 105,153,256 | 87,863,991 |
| NHPP | 36,769,971 | 28,793,935 | (7,976,036) |
| NHPP Soft Match | 9,192,494 | 7,162,006 | (2,030,488) |
| NHPP APD | - | 9,992,758 | 9,992,758 |
| NHPP Bridge | 16,944,970 | 12,808,539 | (4,136,431) |
| NHPP Bridge Soft Match | 4,236,243 | 3,202,135 | (1,034,108) |
| NHPP Exempt | 386,733 | 2,746,996 | 2,360,263 |
| NHPP Exempt Soft Match | 96,683 | 686,749 | 590,066 |
| STP Bridge | 17,722,432 | 23,025,662 | 5,303,230 |
| STP Bridge Soft Match | 4,430,608 | 5,756,412 | 1,325,804 |
| STP Regional | 25,390,037 | 41,257,669 | 15,867,632 |
| STP Regional Match | 6,347,511 | 10,314,418 | 3,966,907 |
| STP Statewide | 754,825 | 4,869,472 | 4,114,647 |
| STP Statewide Soft Match | 188,707 | 1,217,368 | 1,028,661 |
| STP Under 200,000 | 4,232,527 | 6,782,220 | 2,549,693 |
| STP Under 200,000 Soft Match | 1,058,132 | 1,695,556 | 637,424 |
| STP Under 5,000 | 20,406,001 | 12,385,581 | (8,020,420) |
| STP Under 5,000 Soft Match | 5,101,500 | 3,096,397 | (2,005,103) |
| Project Participation from Regional Entities | - | 144,245,000 | 144,245,000 |
| Other | 2,004,520 | 1,947,748 | (56,772) |
| TOTAL PRIMARY CONSTRUCTION | \$177,800,309 | \$432,865,588 | \$255,065,279 |
| CONSTRUCTION | 14,079,490 | 241,345,518 | 227,266,028 |
| FEDERAL | 163,720,819 | 191,520,070 | 27,799,251 |

Highway System Acquisition and Construction (603)

SECONDARY CONSTRUCTION (603006)

The purpose of the secondary construction service area is to design and prepare plans, acquire needed land and construct roads and bridges on the secondary highway system.

Historically, the secondary construction program received 30% of the funds available for state formula distribution and allocated to the counties. Funding has been insufficient to distribute in this manner since FY 2009. With the enactment of House Bill 1887 (2015), the formula distribution to the Primary System has been discontinued. The FY 2016 funds are distributed by the CTB, MPOs, and by the CTB Formula with recommended allocations to projects on the Secondary System.

| SECONDARY CONSTRUCTION (603006) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|----------------------|--------------------------------|
| CMAQ | \$7,625,560 | \$7,661,309 | \$35,749 |
| CMAQ Match | 1,906,390 | 1,915,325 | 8,935 |
| CTB Formula | 667,042 | 15,896,818 | 15,229,776 |
| CTB Formula - 5% to Unpaved | 1,912,527 | 11,671,278 | 9,758,751 |
| STP Bridge | 11,096,234 | 11,558,924 | 462,690 |
| STP Bridge Soft Match | 2,774,059 | 2,889,735 | 115,676 |
| STP BROS | 10,917,574 | 11,665,393 | 747,819 |
| STP BROS Soft Match | 2,729,394 | 2,916,348 | 186,954 |
| STP Regional | 10,675,306 | 10,098,507 | (576,799) |
| STP Regional Match | 2,668,826 | 2,524,627 | (144,199) |
| STP Under 200,000 | - | 433,752 | 433,752 |
| STP Under 200,000 Soft Match | - | 108,438 | 108,438 |
| STP Under 5,000 | 1,728,070 | 7,696,800 | 5,968,730 |
| STP Under 5,000 Soft Match | 432,019 | 1,924,198 | 1,492,179 |
| Tele Fees | 8,783,556 | 9,186,954 | 403,398 |
| Project Participation from Regional Entities | - | 17,582,676 | 17,582,676 |
| Other | 1,112,429 | 4,708,734 | 3,596,305 |
| TOTAL SECONDARY CONSTRUCTION | \$65,028,986 | \$120,439,816 | \$55,410,830 |
| CONSTRUCTION | 16,068,766 | 58,802,828 | 42,734,062 |
| FEDERAL | 48,960,220 | 61,636,988 | 12,676,768 |

Highway System Acquisition and Construction (603)

URBAN CONSTRUCTION (603007)

The purpose of the urban construction service area is to design and prepare plans, acquire needed land and construct roads and bridges on the urban highway system.

Historically, the urban construction program received 30% of the funds available for state formula distribution and allocated to the cities and towns. Funding has been insufficient to distribute in this manner since FY 2009. With the enactment of House Bill 1887 (2015), the formula distribution to the Primary System has been discontinued. The FY 2016 funds are distributed by the CTB, MPOs, and by the CTB Formula with

| URBAN CONSTRUCTION (603007) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|---------------------|--------------------------------|
| CMAQ | \$10,262,402 | \$9,799,940 | (\$462,462) |
| CMAQ State Match | 2,565,602 | 2,449,987 | (115,615) |
| CTB Formula | 1,487,521 | 13,224,387 | 11,736,866 |
| NHPP | 845,960 | 399,857 | (446,103) |
| NHPP Soft Match | 211,490 | 99,964 | (111,526) |
| NHPP Bridge | 640,000 | 930,797 | 290,797 |
| NHPP Bridge Soft Match | 160,000 | 232,699 | 72,699 |
| STP BROS | 321,040 | - | (321,040) |
| STP BROS Soft Match | 80,260 | - | (80,260) |
| STP Regional | 17,445,399 | 16,004,622 | (1,440,777) |
| STP Regional State Match | 4,361,351 | 4,001,155 | (360,196) |
| STP Statewide | 444,241 | 2,365,467 | 1,921,226 |
| STP Statewide Soft Match | 111,060 | 591,367 | 480,307 |
| STP Under 5,000 | - | 844,042 | 844,042 |
| STP Under 5,000 Soft Match | - | 211,011 | 211,011 |
| Project Participation from Regional Entities | - | 20,753,897 | 20,753,897 |
| Other | 3,259,113 | 3,219,301 | (39,812) |
| TOTAL URBAN CONSTRUCTION | \$42,195,439 | \$75,128,493 | \$32,933,054 |
| CONSTRUCTION | 9,751,712 | 41,606,658 | 31,854,946 |
| FEDERAL | 32,443,727 | 33,521,835 | 1,078,108 |

Highway System Acquisition and Construction (603)

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 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|---------------------|--------------------------------|
| TOTAL CONSTRUCTION MANAGEMENT | \$25,560,326 | \$26,122,682 | \$562,356 |
| TTF | 25,560,326 | 26,122,682 | 562,356 |

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 2015 | FY 2016 | INCREASE (DECREASE) |
|--|----------------------------|------------------------|--------------------------------|
| Interstate Maintenance (604001) | \$310,834,929 | \$332,135,404 | \$21,300,475 |
| Primary Maintenance (604002) | 404,959,326 | 452,796,575 | 47,837,249 |
| Secondary Maintenance (604003) | 602,861,755 | 543,417,236 | (59,444,519) |
| Transportation Operations Services (604004) | 189,372,246 | 170,056,169 | (19,316,077) |
| Highway Maintenance Program Management & Direction (604005) | 72,532,610 | 75,545,060 | 3,012,450 |
| TOTAL HIGHWAY SYSTEM MAINTENANCE | \$1,580,560,866 | \$1,573,950,444 | (\$6,610,422) |
| HMOF | 1,247,689,473 | 1,333,307,444 | 85,617,971 |
| FEDERAL | 332,871,393 | 240,643,000 | (92,228,393) |

Commonwealth Toll Facilities (606)

Revenues collected from toll facilities contribute to Virginia's safe and effective transportation system. Currently, the following toll facilities operate in Virginia: George P. Coleman Toll Facility, Powhite Parkway Extension, Dulles Toll Road, Dulles Greenway, Chesapeake Bay Bridge-Tunnel, Chesapeake Expressway, Downtown Expressway/Powhite Parkway, the Boulevard Bridge, Pocahontas Parkway, 495 Express Lanes, South Norfolk Jordan Bridge, Downtown Tunnel/Midtown Tunnel/Martin Luther King Extension Project, and the 95 Express Lanes. Of these facilities, two are currently owned and operated by VDOT: Powhite Parkway Extension Toll Road in Chesterfield County and George P. Coleman Bridge in Gloucester County. The remaining toll facilities are operated by other entities.

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 two toll facilities operated by VDOT: the George P. Coleman Bridge and the Powhite Parkway Extension Toll Road. 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 2015 | FY 2016 | INCREASE (DECREASE) |
|---------------------------------------|---------------------|---------------------|------------------------|
| Debt Service (606002) | \$3,191,100 | \$3,185,850 | (\$5,250) |
| Maintenance & Operations (606003) | 12,808,900 | 13,492,500 | 683,600 |
| Toll Facilities Revolving (606004) | 17,871,726 | 24,550,000 | 6,678,274 |
| TOTAL TOLL FACILITIES | \$33,871,726 | \$41,228,350 | \$7,356,624 |
| POWHITE | 10,000,000 | 10,050,000 | 50,000 |
| COLEMAN | 6,000,000 | 6,628,350 | 628,350 |
| TOLL FACILITIES REVOLVING | 17,871,726 | 24,550,000 | 6,678,274 |

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.

| FINANCIAL ASSISTANCE TO LOCALITIES (607) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|----------------------|--------------------------------|
| Financial Assistance for City Road Maintenance (607001) | \$348,683,534 | \$362,850,362 | \$14,166,828 |
| Financial Assistance for County Road Maintenance (607002) | 62,006,002 | 64,530,419 | 2,524,417 |
| Financial Assistance for Planning, Access Roads, & Special Projects (607004) | 14,265,188 | 13,002,204 | (1,262,984) |
| Distribution of Northern Virginia Transportation Authority Fund Revenues (607006) | 299,276,334 | 314,881,245 | 15,604,911 |
| Distribution of Hampton Roads Transportation Fund Revenues (607007) | 155,928,133 | 168,642,909 | 12,714,776 |
| TOTAL FINANCIAL ASSISTANCE TO LOCALITIES | \$880,159,191 | \$923,907,139 | \$43,747,948 |
| HMOF | 410,689,536 | 427,380,781 | 16,691,245 |
| CONSTRUCTION | 7,807,243 | 6,333,578 | (1,473,665) |
| FEDERAL | 6,457,945 | 6,668,626 | 210,681 |
| NORTHERN VIRGINIA REGIONAL FUND | 299,276,334 | 314,881,245 | 15,604,911 |
| HAMPTON ROADS REGIONAL FUND | 155,928,133 | 168,642,909 | 12,714,776 |

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.

Federal Highway Revenue Anticipation Notes Debt Service (612003) - To provide for the debt service requirements of the Federal Highway Reimbursement Anticipation Notes (FRANs) sold to finance transportation improvements in the Commonwealth. Will be retired in FY 2016.

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).

| Non-Toll Supported Transportation Debt Service (612) | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|----------------------|--------------------------------|
| Highway Transportation Improvement Debt Service (612001) | \$7,216,819 | \$7,212,819 | (\$4,000) |
| Designated Highway Corridor Debt Service (612002) | 83,327,049 | 83,315,647 | (11,402) |
| Federal Highway Reimbursement Anticipation Notes Debt Service (612003) | 31,717,220 | 7,925,392 | (23,791,828) |
| Capital Projects Bonds/Reserve (612004) | 138,678,705 | 147,303,405 | 8,624,700 |
| Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005) | 64,733,388 | 64,240,338 | (493,050) |
| Other | 10,500,000 | 24,541,323 | 14,041,323 |
| TOTAL NON-TOLL SUPPORTED DEBT SERVICE | \$336,173,181 | \$334,538,924 | (\$1,634,257) |
| FRANS | 31,717,220 | 7,925,392 | (23,791,828) |
| NVTD | 32,375,049 | 32,362,697 | (12,352) |
| OAK GROVE | 2,224,500 | 2,229,250 | 4,750 |
| ROUTE 28 | 7,216,819 | 7,212,819 | (4,000) |
| PTF | 10,500,000 | 24,541,323 | 14,041,323 |
| CPR BONDS | 138,678,705 | 147,303,405 | 8,624,700 |
| ROUTE 58 | 48,727,500 | 48,723,700 | (3,800) |
| FEDERAL | 64,733,388 | 64,240,338 | (493,050) |

Administrative & 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 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|----------------------|--------------------------------|
| General Management & Direction (699001) | \$136,552,026 | \$138,377,128 | \$1,825,102 |
| Information Technology Services (699002) | 93,947,413 | 88,817,504 | (5,129,909) ⁴ |
| Facilities and Grounds Management Services (699015) | 15,477,227 | 15,649,647 | 172,420 |
| Employee Training & Development (699024) | 15,831,170 | 15,282,894 | (548,276) ⁴ |
| TOTAL ADMINISTRATIVE & SUPPORT SERVICES | \$261,807,836 | \$258,127,173 | (\$3,680,663) |
| HMOF | 252,995,003 | 249,289,519 | (3,705,484) |
| CONSTRUCTION | 812,833 | 837,654 | 24,821 |
| FEDERAL | 8,000,000 | 8,000,000 | - |

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 2015 | FY 2016 | INCREASE (DECREASE) |
|----------------------------------|---------------------|---------------------|------------------------|
| TOTAL VDOT CAPITAL OUTLAY | \$38,009,317 | \$39,090,683 | \$1,081,366 |
| CONSTRUCTION | 38,009,317 | 39,090,683 | 1,081,366 |

Grant and Loan Programs

The Virginia Transportation Infrastructure Bank (VTIB) is a special non-reverting, revolving loan fund that is a sub-fund of the Transportation Trust Fund. The bank was created for the purpose of making loans and other financial assistance to localities, certain private entities and other eligible borrowers. The Transportation Partnership Opportunity Fund (TPOF) is to be used by the Governor to provide funds to address the transportation aspects of economic development opportunities.

Both programs have been in place for a number of years. With the enactment of House Bill 1887, the two programs are to receive a continuing source of funding. VTIB is to receive two-thirds of the interest earnings of the HMOF and the Construction Fund. TPOF is to receive one-third of the interest earnings.

| Grant and Loan Programs | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|--|--------------------|---------------------|------------------------|
| Virginia Transportation Infrastructure Bank (VTIB) | - | \$ 3,608,850 | \$ 3,608,850 |
| Transportation Partnership Opportunity Fund (TPOF) | - | 2,928,016 | 2,928,016 |
| TOTAL GRANT AND LOAN PROGRAMS | \$ - | \$ 6,536,866 | \$6,536,866 |

Support to Other State Agencies

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

| SUPPORT TO OTHER STATE AGENCIES | REVISED FY 2015 | FY 2016 | INCREASE (DECREASE) |
|---|----------------------------|---------------------|--------------------------------|
| Transportation Appropriation to Other Agencies | | | |
| Department of Education | \$243,919 | \$243,919 | \$ - |
| Marine Resources Commission | 313,768 | 313,768 | - |
| Secretary of Transportation | 831,149 | 832,014 | 865 ¹⁰ |
| Department of State Police | 8,185,295 | 7,424,304 | (760,991) ¹¹ |
| Department of Minority Business Enterprise | 1,453,283 | 1,453,283 | - |
| Department of Historic Resources | 100,000 | 100,000 | - |
| Department of Emergency Management | 1,170,639 | 1,170,639 | - |
| Department of Motor Vehicles | 14,815,624 | 13,054,872 | (1,760,752) ¹² |
| Virginia Port Authority | 2,550,023 | 3,950,023 | 1,400,000 ¹³ |
| Department of Treasury | 185,187 | 185,187 | - |
| Virginia Liaison Office | 147,501 | 143,375 | (4,126) ¹⁰ |
| Virginia Commercial Space Flight Authority | 15,800,000 | 15,800,000 | - |
| Virginia Port Authority - Ch. 2, item 454, D. | 3,100,000 | 3,100,000 | - |
| Office of the State Inspector General | 1,777,321 | 1,778,333 | 1,012 ¹⁰ |
| SUBTOTAL | 50,673,709 | 49,549,717 | (1,123,992) |
| Transfers to the General Fund | | | |
| Department of General Services | 362,854 | 362,854 | - |
| Department of Agriculture & Conservation Services | 97,586 | 97,586 | - |
| Chesapeake Bay Initiatives | 7,416,469 | 7,416,469 | - |
| Indirect Costs | 3,028,317 | 3,849,441 | 821,124 ¹⁰ |
| Department of Taxation | 2,883,627 | 2,765,777 | (117,850) ¹⁰ |
| SUBTOTAL | 13,788,853 | 14,492,127 | 703,274 |
| Transfers to Other Agencies | | | |
| Department of Motor Vehicles (fuel tax evasion) | 1,500,000 | 1,500,000 | - |
| SUBTOTAL | 1,500,000 | 1,500,000 | - |
| TOTAL SUPPORT TO OTHER STATE AGENCIES | \$65,962,562 | \$65,541,844 | (\$420,718) |
| HMOF | 43,698,187 | 42,816,111 | (882,076) |
| CONSTRUCTION | 22,169,794 | 22,710,335 | 540,541 |
| GENERAL FUND | - | - | - |
| TOLL FACILITIES REVOLVING | 23,129 | - | (23,129) |
| TPOF | 71,452 | 15,398 | (56,054) |

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) | \$ - | \$13,170,831 | \$ - | \$ - | \$ - | \$13,170,831 |
| Ground Transportation Planning & Research (602) | 4,047,290 | 35,551,090 | 18,217,350 | - | - | 57,815,730 |
| Highway System Acquisition and Construction (603) | - | 1,003,103,864 | 557,580,097 | 375,000,000 | 23,651,699 | 1,959,335,660 |
| Highway System Maintenance (604) | 1,333,307,444 | - | 240,643,000 | - | - | 1,573,950,444 |
| Commonwealth Toll Facilities (606) | - | - | - | - | 41,228,350 | 41,228,350 |
| Financial Assistance to Localities (607) | 427,380,781 | 6,333,578 | 6,668,626 | - | 483,524,154 | 923,907,139 |
| Non-Toll Supported Transportation Debt Service (612) | - | - | 64,240,338 | - | 270,298,586 | 334,538,924 |
| Administrative and Support Services (699) | 249,289,519 | 837,654 | 8,000,000 | - | - | 258,127,173 |
| VDOT Capital Outlay (998) | - | 39,090,683 | - | - | - | 39,090,683 |
| Grant and Loan Programs | - | - | - | - | 6,536,866 | 6,536,866 |
| Support to Other State Agencies | 42,816,111 | 22,710,335 | - | - | 15,398 | 65,541,844 |
| Support to DRPT Programs | - | 14,171,199 | - | - | - | 14,171,199 |
| TOTAL | \$ 2,056,841,145 | \$ 1,134,969,234 | \$ 895,349,411 | \$ 375,000,000 | \$ 825,255,053 | \$5,287,414,843 |

* - Other includes tolls, PTF, Route 58, Route 28, Oak Grove, TPOF, and Regional Transportation Funds.

Budget Comparison Schedule for FY 2016

Revenues

| | |
|--|--------------------------------------|
| Revenue provided by the General Fund of the Commonwealth | \$ 40,000,000 |
| Taxes | 3,019,315,700 |
| Rights and privileges | 315,479,526 |
| Sale of property and commodities | - |
| Interest, dividends, and rents | 16,293,810 |
| Fines, forfeitures, court fees | - |
| Penalties, and escheats | 3,550,000 |
| Receipts from localities and private sector | 464,544,705 |
| Federal grants and contracts | 895,349,411 |
| Toll revenues | 27,545,350 |
| Other | 95,428,187 |
| Total Revenues | <u>4,877,506,689</u> |
| | |
| Other Financing Sources | |
| Other financing sources | 34,908,154 |
| Bond proceeds | 375,000,000 |
| Note proceeds | - |
| Transfers from other state agencies and General Fund | - |
| Transfers in | - |
| Total Other Financing Sources | <u>409,908,154</u> |
| Total Revenues and Other Sources | <u><u>\$5,287,414,843</u></u> |

Budget Comparison Schedule for FY 2016

| Expenditures | |
|--|--------------------------------|
| Administrative and support services | \$ 258,127,173 |
| Ground transportation system planning and research | 57,815,730 |
| Highway system acquisition and construction | 1,959,335,660 |
| Highway system maintenance | 1,573,950,444 |
| Financial assistance to localities | 923,907,139 |
| Environmental monitoring and compliance | 13,170,831 |
| Toll facility operations and construction | 41,228,350 |
| Capital outlay | 39,090,683 |
| Debt Service | 334,538,924 |
| Total Expenditures | <u>5,201,164,934</u> |
| | |
| Other Financing Uses | |
| Other financing uses | 6,536,866 |
| Transfers to other state agencies and General Fund | 79,713,043 |
| Transfers out | - |
| Total Other Financing Uses | <u>86,249,909</u> |
| | |
| Total Expenditures and Other Uses | <u><u>\$ 5,287,414,843</u></u> |
| | |
| Revenues and Other Sources Over (Under) Expenditures and Other Uses | <u><u>\$ -</u></u> |

Index: Acronyms and Terminology

| Term | Description |
|---------------------------|--|
| BROS | Bridge Off-System |
| CMAQ | Congestion Mitigation and Air Quality |
| CPR | Capital Projects Revenue Bonds |
| CTB Formula | The <i>Code of Virginia</i> calls for the Allocation of funds among highway systems (§ 33.2-358). The section was updated during the 2012 General Assembly session with the addition of the CTB Formula. Through FY 2020, up to \$500 million of funds available may be distributed in the following manner: 25% Bridge, 25% High Priority Projects, 25% Interstate and Primary and Primary Extension Pavements, 15% Public-Private Transportation Act Projects, 5% Unpaved roads, and 5% to Smart Roadway Technology. |
| DRPT | Department of Rail and Public Transportation |
| FHWA | Federal Highway Administration |
| FRANs | Federal Reimbursement Anticipation Notes |
| GARVEE | Federal Grant Anticipation Revenue Bonds |
| HMOF | Highway Maintenance and Operating Fund |
| MWAA | Metropolitan Washington Airports Authority |
| NHPP | National Highway Performance Program |
| NHPP APD | National Highway Performance Program dedicated to the Appalachian Development Program |
| NHPP Bridge | National Highway Performance Program dedicated to Bridges |
| 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 nonfederal 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 Bridge | Surface Transportation Program dedicated to Bridges |
| 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 suballocation 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

| Endnote Number | Description |
|----------------|---|
| 1 | Reflects additional revenue provided by House Bill 2313 of the 2013 General Assembly Session. During FY 2015, the sales tax on gasoline increased by 1.5 percent on January 1, 2015. Additionally, the Motor Vehicle Sales and Use Tax increases by 0.05 percent on July 1, 2015. |
| 2 | The increased local revenue is driven by increase in project participation from localities and newly anticipated revenue from regional entities for VDOT administered projects. |
| 3 | Based on FY 2016 planned use. |
| 4 | The recommended budget contains planned reductions in the administrative program areas. |
| 5 | Reduction from FY 2015 represent a one-year suspension of funding for Research Incentives and Implementation funding. The program will continue to be funded with prior-year balances. Continued funding is planned to begin again in FY 2017. |
| 6 | Increase is primarily due to the increase in planned allocations of Federal Transportation Grant Anticipation Revenue Notes (GARVEE bonds), anticipated local and regional funding, and additional state funding available for construction purposes through the CTB Formula. |
| 7 | Revision to FY 2015 Budget provided \$57.4 million in one-time funding of Federal Bonus Obligation Authority. Allocation differences in Interstate, Primary and Secondary Maintenance between FY 2016 and FY 2015 reflect changes in the share of the paving investment being provided by CTB formula funding in the Construction program. |
| 8 | Interest Earnings for the Highway Maintenance & Operating Fund and the Construction Fund are now dedicated to the Transportation Partnership Opportunity Fund (TPOF) and the Virginia Transportation Infrastructure Bank (VTIB). This dedication was a component of House Bill 1887 (2015). Previously, the interest earned was dedicated to the Toll Facility Revolving Account. The recommended budget in Service Area 606004 also includes an allocation of current balances of Toll Facility Revolving Account allocations to support Preliminary efforts for I-66 Inside the Beltway. Additional allocations are included to support E-ZPass Operations and Violation Enforcement Services. |
| 9 | Increase represents planned investment in Capital Outlay beginning in the 2014-2016 Biennium. |
| 10 | Funding aligned to adjustments made in Chapter 665, the 2015 Appropriation Act. |
| 11 | Funding aligned with HMOF needs for Virginia State Police. |
| 12 | Reduced capital outlay expenditures for DMV Weigh Stations in FY 2016. |
| 13 | Increased support to Virginia Port Authority for Barge Service. |