



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
April 16, 2024
10:00 a.m.

1. Economic Development Access Program
Botetourt County – Botetourt Center at Greenfield
Russ Dudley, Virginia Department of Transportation
2. Rail Industrial Access Applications
Mike Todd, Virginia Department of Rail and Public Transportation
3. Draft Fiscal Year 2025 CTF and VDOT Budgets
Laura Farmer, Virginia Department of Transportation
4. Fiscal Year 2025 Six Year Improvement Program and Agency Budget
Deanna Oware, Virginia Department of Rail and Public Transportation
Zack Trogdon, Virginia Department of Rail and Public Transportation
Emily Stock, Virginia Department of Rail and Public Transportation
5. VDOT- Draft FY2025-2030 Six Year Improvement Program
Kimberly Pryor, Virginia Department of Transportation
6. SMART SCALE Budget Increase
Widen East Elden Street (UPC 50100)
Northern Virginia District
Kimberly Pryor, Virginia Department of Transportation
7. SMART SCALE Budget Increase
Intersection Improvements for US 58 and Robinson Ferry Road (UPC 119687)
Richmond District
Kimberly Pryor, Virginia Department of Transportation

Agenda
Meeting of the Commonwealth Transportation Board
Workshop Session
April 16, 2024
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8. Director's Items
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
9. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
10. Secretary's Items
Shep Miller, Secretary of Transportation

#



ECONOMIC DEVELOPMENT ACCESS PROGRAM

Botetourt County – Botetourt Center at Greenfield

| Russ Dudley, Local Assistance Division

April 16, 2024

Economic Development Access (EDA) Program

- **Provides funding to construct new roads or upgrade existing roads that serve new or expanding economic development sites**
- **Localities submit applications for EDA Funding to VDOT and the Commonwealth Transportation Board (CTB) approves project allocations**
- **Projects can be Traditional projects (named business) or Bonded projects (speculative with no commitment)**
 - **Traditional projects: Known business and sufficient capital investment is documented prior to expenditure of Program funds**
 - **Bonded projects: Funds are made available with provision of appropriate surety by the locality**

Bonded Economic Development Access Projects

- The EDA Program provides allocations to localities, where no establishment is under firm contract to build or when the identity of the qualifying establishment is held confidential
- The locality must guarantee to the CTB that a bond or other acceptable surety will be provided to cover the anticipated cost of the project
- The time limit for bonded projects is five years from the date the CTB approves, by resolution, the project and funding allocation
- The maximum allocation for a Bonded EDA Project is:
 - \$700,000 State Funds (Unmatched)
 - \$150,000 State Funds (Matched)
 - \$150,000 Local Funds (Required Local Match)

Project Location: Botetourt County, Virginia

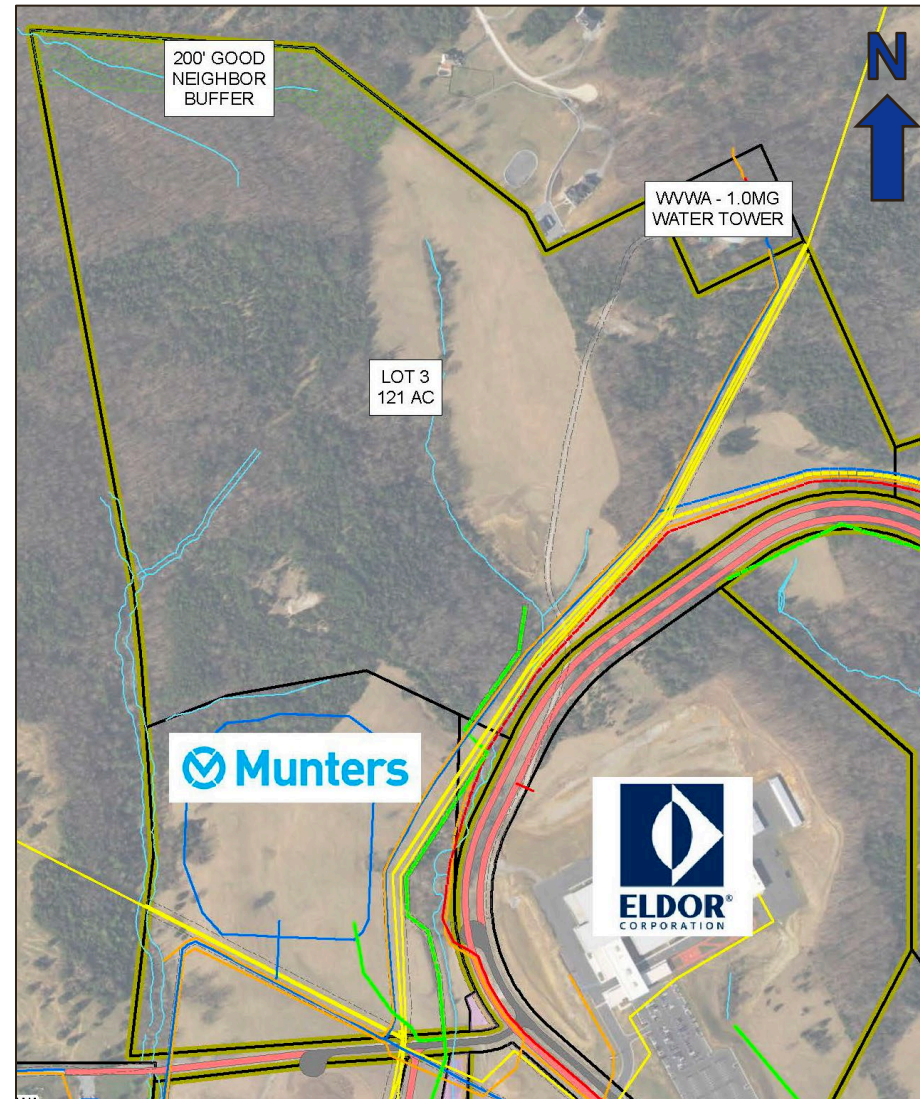
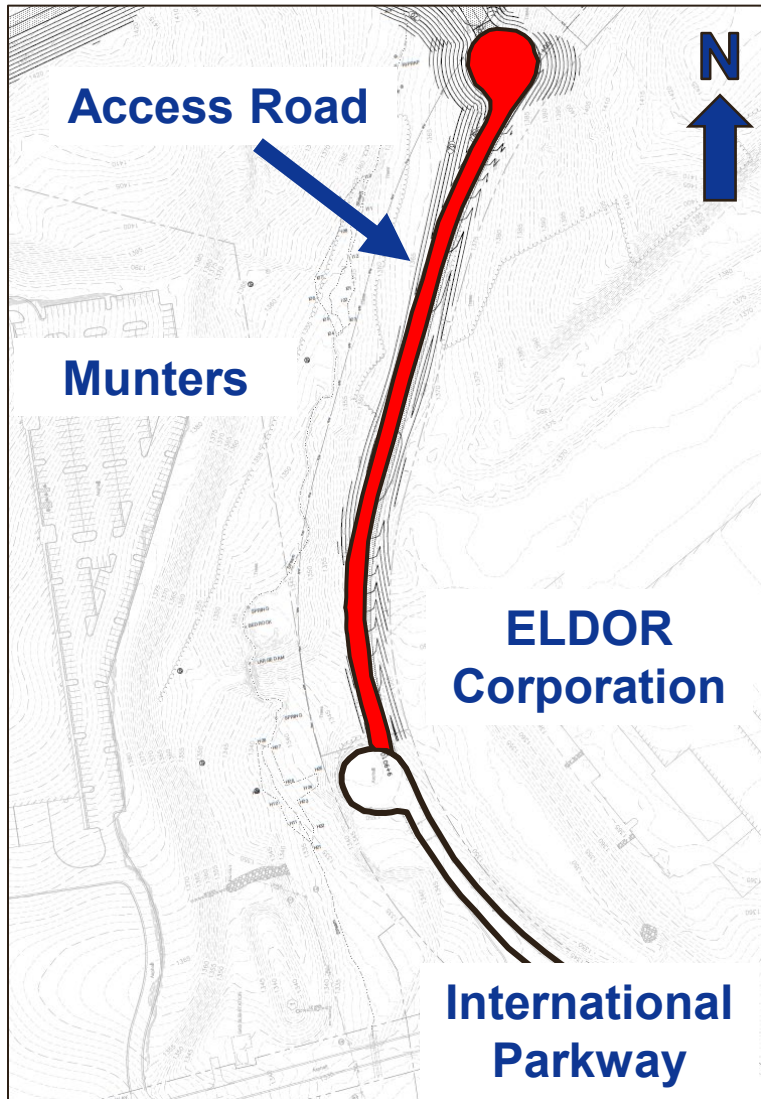


VGIN, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

New Economic Development Access Project Request

- **The proposed access road will extend International Parkway to serve a 121-acre lot in Botetourt Center at Greenfield**
- **Project details:**
 - **Project ECON-011-867**
 - **Construction of a 0.21 mile long, 24-foot wide access road**
 - **One travel lane each way with shoulders and ditches**
 - **Botetourt County has provided a total project estimate of \$967,292**
 - **Proposed Project Allocation: \$833,646**
 - **(\$700,000 unmatched, \$133,646 matched)**

Project Location: Botetourt County, Virginia



Bonded EDA Project Scorecard (Speculative Industry)

Application Evaluative Criteria	Project Score	MAX Points
<p><u>Total Expected Capital Investment*</u> 3X allocation (only for Double Distressed localities) – 5 points 4X allocation (only for Single Distressed localities) – 10 points 5X allocation or greater – 15 points <i>*Speculative projects receive points for the minimum expected Capital Investment</i></p>	15	15
<p><u>Site's Potential for Capital Investment*</u> Low potential for Capital Investment – 20 points Medium potential for Capital Investment – 30 points High potential for Capital Investment – 40 points <i>*VEDP will provide support with determining the Site's Potential for Capital Investment</i></p>	30	40
<p><u>Expected / Potential Full Time (FT) Job Creation*</u> 0-50 FT Jobs Created – 5 points 50-150 FT Jobs Created – 10 points More than 150 FT Jobs Created – 15 points <i>*VEDP to provide support with verifying the full-time job creation numbers</i></p>	15	15
<p><u>Need for Access Road</u> Existing roadway to the site needs to be improved – 10 points Traffic impact analysis supports the proposed project – 10 points <i>or</i> No existing roadway provides access to the site – 20 points</p>	20	20
<p><u>Level of Distress*</u> Single Distressed locality (unemployment or poverty rate over State average) – 5 points Double Distressed locality (unemployment and poverty rate over State average) – 10 points <i>*As defined by the VEDP's Commonwealth Opportunity Fund</i></p>	0	10
TOTAL	80	100

Next Steps

- **May 2024 meeting, the CTB will be presented with a Resolution proposing to establish a new EDA Project, ECON-011-867**
- **Following CTB approval, VDOT and Botetourt County will enter into a Standard State-Aid Agreement**
- **Botetourt County will administer this project**



Virginia Department of Transportation



Rail Industrial Access

SharpTech USA, LLC

Queen City Logistics Center, LLC

Norfolk Terminal, LP

Michael Todd, Rail Programs Director

April 16, 2024



Agenda

- Site Locations
- Application Details
- Scoring Matrix
- Recommendation

Application Locations



Application: SharpTech



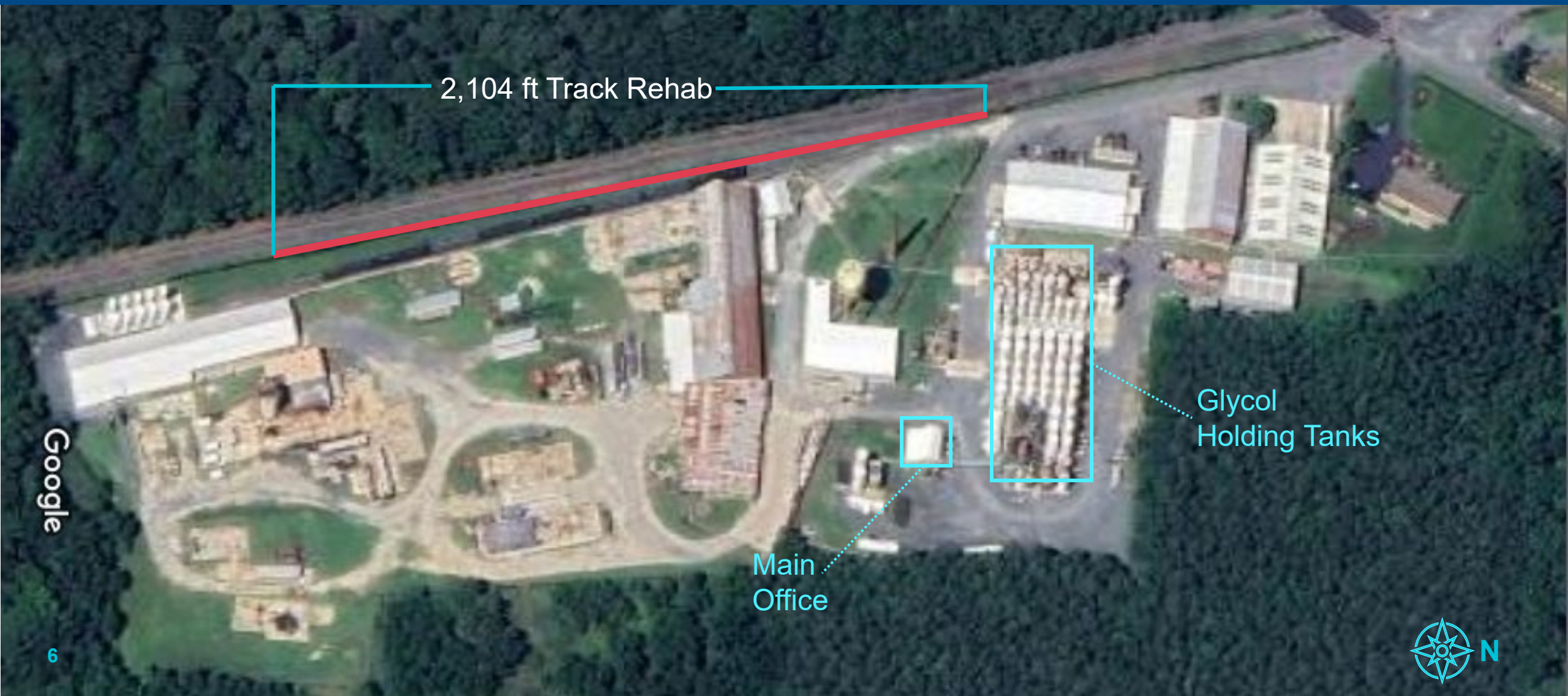


SharpTech USA, LLC

Accomack County

- High-Quality Grade Glycols
- Custom Blending System
- Rail:
 - import raw materials
 - export finished product
- Project:
 - Track rehabilitation
 - \$450,000 Request
 - \$700,000 Total Investment

Site Location: SharpTech



2,104 ft Track Rehab

Glycol Holding Tanks

Main Office

Google

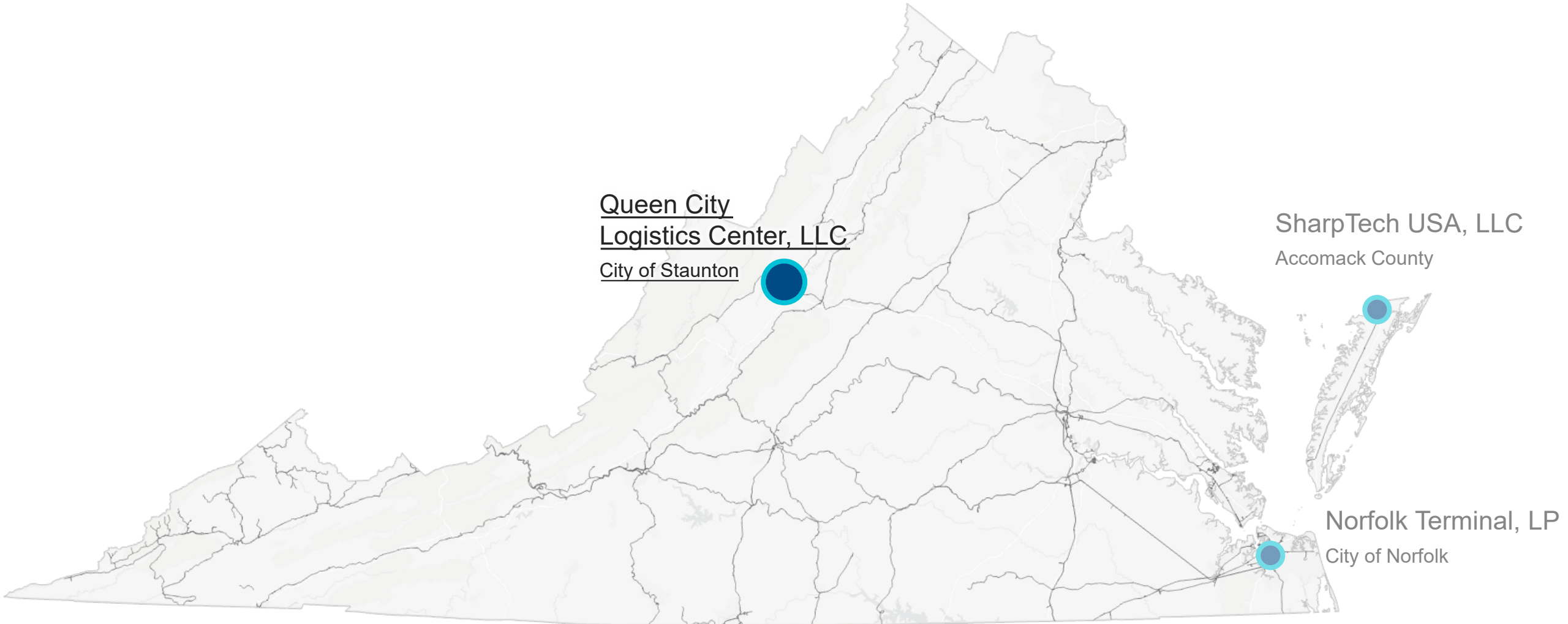




Project Benefits: SharpTech

- Carloads: 101 annually
(343 trucks diverted)
- Employment: 2 new jobs
Existing Economic
Development Area
- Funding: 36% Private Investment
- Score: 52

Application: Queen City Logistics Center



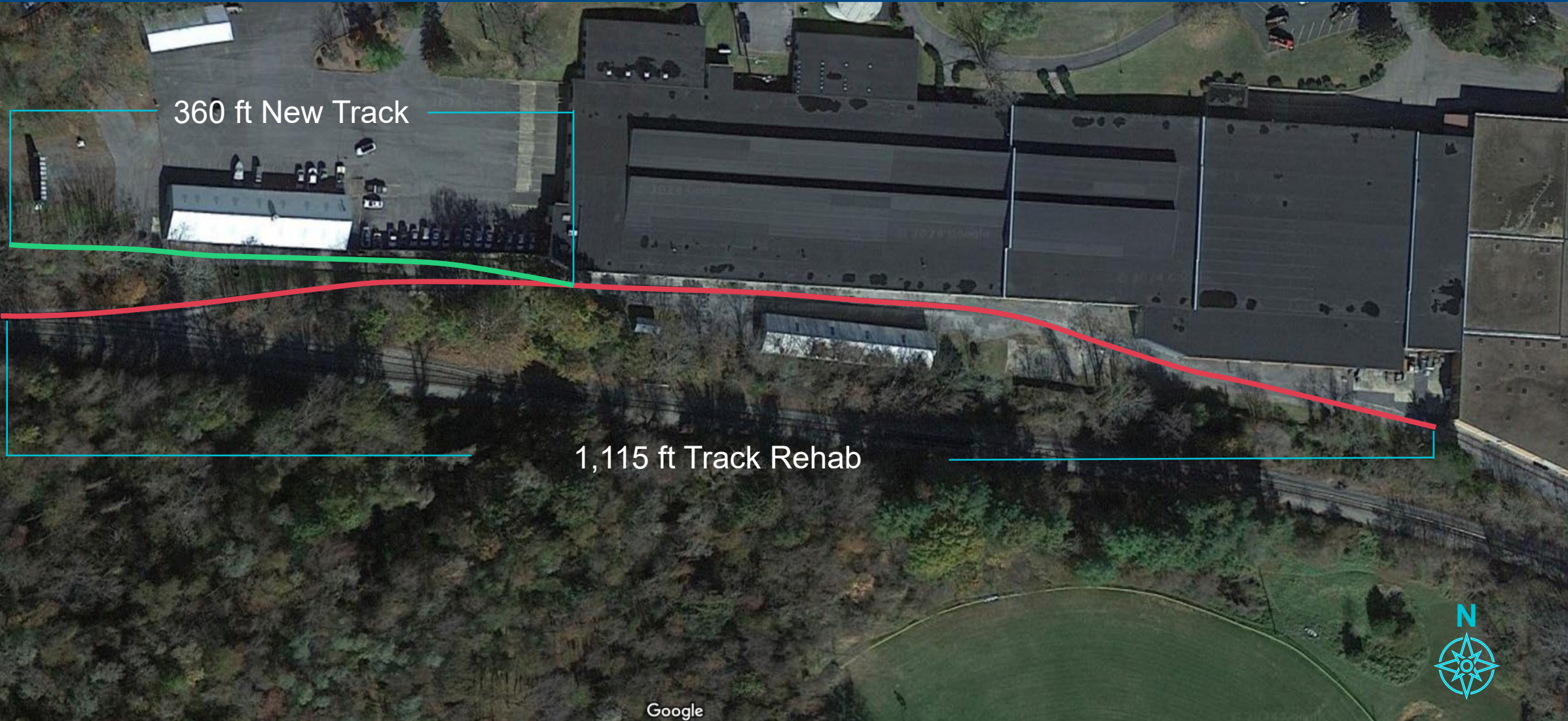


Queen City Logistics Center

City of Staunton

- Application on behalf of Pilot Company
- Diesel exhaust fluid blending facility
- Rail:
 - import raw materials to blend and prepare for distribution to Pilot Company Stores
- Project:
 - 360 feet new track; 1115 feet of rehab track
 - \$301k Request
 - \$2.9M Total Investment

Site Location: Queen City Logistics



360 ft New Track

1,115 ft Track Rehab

Project Benefits: Queen City Logistics

- Carloads: 301 annually
(1,023 trucks diverted)
- Employment: 1 new job
Existing Economic
Development Area
- Funding: 90% Private Investment
- Score: 52



Applicant: Norfolk Terminal



Norfolk Terminal Announcement



GOVERNOR OF VIRGINIA

Glenn Youngkin

STRENGTHEN THE SPIRIT OF VIRGINIA

TOGETHER

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For Immediate Release: November 20, 2023



Contacts: Office of the Governor: Christian Martinez, Christian.Martinez@governor.virginia.gov | Virginia Economic Development Partnership Contact: Suzanne Clark Email: sclark@vedp.org | Katoen Natie Norfolk Inc. Contact: Frank Vingerhoets / President Email: fvingerhoets@ktnusa.com

International Logistics Service Provider to Expand in Virginia

Katoen Natie Norfolk to invest \$59.9 million in expansion, adding rail yard and 450,000-square-foot warehouse in the City of Norfolk

RICHMOND, VA — Governor Glenn Youngkin today announced that Katoen Natie Norfolk Inc., a plastics and

Norfolk Terminal, LP

City of Norfolk



- Transload / warehousing facility
- Export plastics/PVC through Port of Virginia
- Rail:
 - Import Containers
 - Export Product to Port
- Project:
 - 1,524 feet of new track
 - \$560k Request
 - \$59.9M Total Investment

Site Location: Norfolk Terminal, LP



Project Benefits: Norfolk Terminal, LP



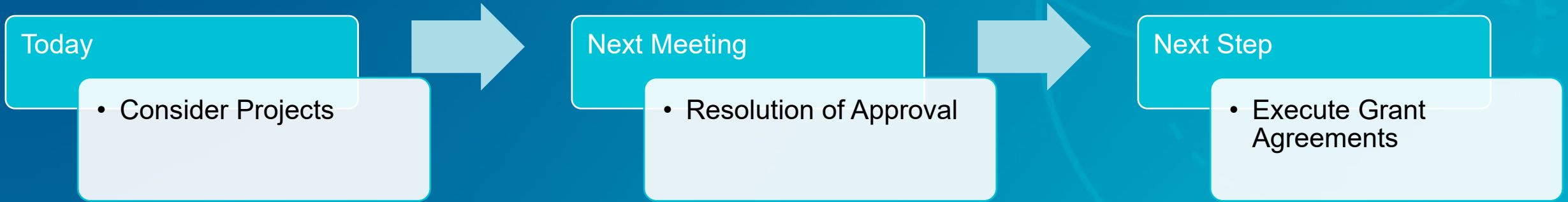
- Carloads: 3,000 annually
(10,200 trucks diverted)
- Employment: 76 new jobs
Existing Economic
Development Area
- Funding: 99% Private Investment
- Score: 69

Scoring Matrix

Categories	SharpTech Score	Queen City Score	Norfolk Terminal Score
Carloads	8	14	20
Jobs	8	8	17
DRPT % of Total Investment	2	6	10
Private % of Rail Investment	6	4	4
Local Unemployment	8	0	8
Economic Development Area	10	10	10
Shortline	10	10	0
TOTAL	52	52	69



Recommendation





Thank You



Draft FY 2025 – 2030 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

Draft FY 2025 CTF and VDOT Budgets

Laura Farmer, Chief Financial Officer

April 16, 2024

Commonwealth Transportation Fund (CTF)

Draft Fiscal Years 2025 – 2030 Six-Year Financial Plan Overview

- ❑ The Six-Year Financial Plan (SYFP) identifies the planned funding for allocation to Highways, Rail, Transit, Ports, Aviation, DMV, and Space Flight
- ❑ The Preliminary Fiscal Years 2025 – 2030 SYFP allocates \$54.4 billion
- ❑ Includes the use of \$789 million of Route 58 Corridor Bonds and I-81 Financing
- ❑ Transfers \$5.8 billion to the three regions for transportation improvements and \$838 million in dedicated revenue for WMATA Capital Fund
- ❑ Includes \$577 million of dedicated fuel tax revenue for the I-81 Corridor Improvements
- ❑ Dedicates \$16.4 billion for Maintenance and Operations
- ❑ Provides \$17.1 billion for Construction

Approximately \$3.3 billion of Construction Funding represents Local and Regional Funding for Projects

Commonwealth Transportation Fund (CTF) Revenue Estimate (January 2024)

(in millions)

Sources of Funds	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2025-2030
Retail Sales and Use Tax	\$ 1,372.1	\$ 1,392.2	\$ 1,452.4	\$ 1,508.7	\$ 1,564.6	\$ 1,619.3	\$ 1,671.1	\$ 9,208.3
<i>Retail - Governor's Tax Policy Proposal</i>	-	43.7	109.6	114.9	120.0	125.5	131.1	644.8
Motor Vehicle Sales and Use Tax	1,178.9	1,193.5	1,220.6	1,215.2	1,209.9	1,202.4	1,199.4	7,241.0
Motor Fuels Tax	1,450.8	1,504.3	1,554.6	1,599.8	1,644.6	1,689.4	1,733.0	9,725.7
Aviation Fuels Tax	2.0	2.0	2.0	2.0	2.0	2.0	2.0	12.0
Road Tax	85.4	85.1	82.9	84.0	83.8	83.5	83.2	502.5
International Registration Plan	114.1	119.6	120.0	120.3	120.7	121.0	121.4	723.0
Registration Fees	225.6	219.5	221.9	220.3	222.3	222.7	226.4	1,333.1
State Insurance Premium Tax	217.8	221.3	220.2	224.2	227.2	230.6	234.2	1,357.7
Recordation Tax	52.5	55.9	56.0	56.0	58.5	61.5	63.9	351.8
Vehicle Rental Tax	41.9	41.5	42.1	42.2	42.2	42.2	42.2	252.4
Highway Use Fee	61.8	65.4	67.9	68.5	69.2	69.9	70.6	411.5
Total Commonwealth Transportation Fund	\$ 4,802.9	\$ 4,944.0	\$ 5,150.2	\$ 5,256.1	\$ 5,365.0	\$ 5,470.0	\$ 5,578.5	\$ 31,763.8

*December 2023 Forecast; Rental Tax excludes share dedicated to WMATA Capital; Retail Sales and Use Tax entry for Governor's Tax Policy
Recommendation for General Assembly Consideration*



Commonwealth Transportation Fund (CTF) Revenue Estimate

(April 2024, Draft SYFP removes Governor's Tax Policy Proposal)

(in millions)

Sources of Funds	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2025-2030
Retail Sales and Use Tax	\$ 1,372.1	\$ 1,392.2	\$ 1,467.4	\$ 1,524.6	\$ 1,581.0	\$ 1,636.4	\$ 1,688.7	\$ 9,290.3
Motor Vehicle Sales and Use Tax	1,178.9	1,193.5	1,220.6	1,215.2	1,209.9	1,202.4	1,199.4	7,241.0
Motor Fuels Tax	1,450.8	1,504.3	1,554.6	1,599.8	1,644.6	1,689.4	1,733.0	9,725.7
Aviation Fuels Tax	2.0	2.0	2.0	2.0	2.0	2.0	2.0	12.0
Road Tax	85.4	85.1	82.9	84.0	83.8	83.5	83.2	502.5
International Registration Plan	114.1	119.6	120.0	120.3	120.7	121.0	121.4	723.0
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Recordation Tax	52.5	55.9	56.0	56.0	58.5	61.5	63.9	351.8
Vehicle Rental Tax	41.9	41.5	42.1	42.2	42.2	42.2	42.2	252.4
Highway Use Fee	61.8	65.4	67.9	68.5	69.2	69.9	70.6	411.5
Total Commonwealth Transportation Fund	\$ 4,802.9	\$ 4,900.3	\$ 5,055.6	\$ 5,157.1	\$ 5,261.4	\$ 5,361.6	\$ 5,465.0	\$ 31,201.0

December 2023 Forecast; Rental Tax excludes share dedicated to WMATA Capital



Revenue Updates Differences

- **Local and Regional Revenue**
 - Project participation by regional authorities and localities
- **Other Fund Revenue**
 - Updated toll facility revenue assumptions
- **Federal Revenue**
 - Updated federal assumptions based on FFY 2024 FHWA Supplementary Tables for Formula Programs (\$0.8 million total change over period; differences among funding categories)
 - Addition of Appalachian Development Highway System (\$21.4 million, programmed to Corridor Q Project)
- **Regional Transportation Funds**
 - Removal of Governor's Tax Policy proposal impact

Federal Revenue Detail

(in millions)	IIJA Implementation Period						
	2025	2026	2027	2028	2029	2030	TOTAL
Formula Federal Programs Funding	\$1,359.6	\$1,369.3	\$1,396.7	\$1,424.7	\$1,453.2	\$1,482.2	\$8,485.8
Bridge Rehabilitation and Replacement	115.6	115.6					231.2
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program	39.4	39.2	40.0	40.8	41.6	42.4	243.4
Carbon Reduction Program	34.6	34.5	35.2	35.9	36.6	37.3	214.1
Electric Vehicles	24.0	22.7	-	-	-	-	46.7
HIP Appalachian Development Highway System	21.4	-	-	-	-	-	21.4
Federal Transit Administration	65.7	65.7	65.7	65.7	65.7	65.7	394.3
TOTAL	\$1,660.4	\$1,647.0	\$1,537.6	\$1,567.1	\$1,597.1	\$1,627.7	\$9,636.8



Commonwealth Transportation Fund Draft Fiscal Years 2025 – 2030

Six-Year Financial Plan Estimated Revenues (in millions)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025 - FY 2030	Previous FY 2024-2029	Difference
State Transportation Revenues									
Commonwealth Transportation Fund	\$ 4,957.0	\$ 5,055.6	\$ 5,157.1	\$ 5,261.4	\$ 5,361.6	\$ 5,465.0	\$ 31,257.7	\$ 30,944.2	\$ 313.5
General Fund	-	-	-	-	-	-	-	110.0	(110.0)
Local & Regional Project Participation/Revenue	1,545.4	525.2	813.3	204.3	183.5	179.9	3,451.6	4,214.5	(762.9)
Other Fund Revenue	437.0	437.4	445.5	435.2	441.5	449.5	2,646.0	2,721.7	(75.7)
Total	6,939.4	6,018.2	6,415.9	5,900.9	5,986.5	6,094.4	37,355.4	37,990.5	(635.1)
Federal Revenues	1,660.4	1,647.0	1,537.6	1,567.1	1,597.1	1,627.7	9,636.8	9,584.5	52.3
Total Revenues	8,599.8	7,665.2	7,953.6	7,468.0	7,583.6	7,722.1	46,992.2	47,575.0	(582.8)
Other Financing Sources									
Interstate 81 Financing	-	272.9	289.4	-	-	-	562.4	762.2	(199.8)
GARVEE Bonds	-	-	-	-	-	-	-	-	-
Route 58	152.2	74.2	-	-	-	-	226.4	226.4	-
Total	152.2	347.1	289.4	-	-	-	788.8	988.6	(199.8)
Total Operating Revenues and Other Financing Sources	\$ 8,752.0	\$ 8,012.3	\$ 8,243.0	\$ 7,468.0	\$ 7,583.6	\$ 7,722.1	\$ 47,781.0	\$ 48,563.6	\$ (782.6)
Revenue Supporting Transfer Payments									
Regional Transportation Funds	848.1	923.0	956.4	992.0	1,024.4	1,052.8	5,796.7	5,958.2	(161.5)
WMATA Capital Fund Revenue	132.1	135.8	137.8	141.8	144.4	145.5	837.5	913.3	(75.8)
Grand Total	\$ 9,732.2	\$ 9,071.1	\$ 9,337.2	\$ 8,601.8	\$ 8,752.5	\$ 8,920.4	\$ 54,415.2	\$ 55,435.1	\$ (1,019.9)



VDOT Program Updates (January)

Paving needed to advance performance targets indicates a need provide additional funding for FY 2025

- **Includes one-time additional allocation for VDOT Maintenance Program of \$120 million**
- **Corresponding share of localities is \$27.7 million**
- **Continued monitoring through contract awards to ensure funding will be sufficient for commitments; potential for additional adjustment**

Inflation Rate Updates

The CPI rates used for non-construction programs were updated to an average of 2.3% over the period. This is the same as the previous period's average growth rates.

Assumptions for Highway Construction Programs

- ❑ Revenue Sharing Program - Funds available in FYs 2025 – 2030 are \$100 million annually
- ❑ The Innovation and Technology Transportation Fund (ITTF) funding from the High Priority Projects Program is \$25 million annually
- ❑ Unpaved Roads funding is \$25 million annually from the District Grant Program

Allocation Update Differences

- **Debt Service – Refunding completed in March resulted in savings for CPR Bonds Debt Service**
- **Other Agencies and Transfers – Reflects updates in pending Budget Bill for support to others**
- **Maintenance and Operations – Reflects correction to base budget reference in prior year**
- **Administration and Other Programs – minor updates for annualizing previous pay raise impacts**

Allocation Update Differences

- **Transit and Rail**
 - Reflects Draft SYIP and agency administration of MPO funded projects
 - Priority Transportation Fund allocation for Transforming Rail in Virginia updated based on revenue estimate and bond refunding (updated availability of PTF funding)
- **Construction**
 - Impact of removing Governor's Tax Policy allocation for TPOF & I-81
 - Reflects Draft SYIP and agency administration of MPO funded projects
 - Updates to project participation from the regional entities reflected in the SYIP
- **Pass through programs**
 - Regional funds reflect the removal of the Governor's Tax Policy impact

Commonwealth Transportation Fund Preliminary Fiscal Years 2025 – 2030

Six-Year Financial Plan Estimated Allocations (in millions)

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2025-2030 Total	2024-2029 SYFP	Difference
Debt Service	\$ 383.3	\$ 404.3	\$ 415.5	\$ 442.8	\$ 426.6	\$ 419.6	\$ 2,492.0	\$ 2,557.3	\$ (65.3)
Other Agencies & Transfers	54.1	54.1	55.4	55.7	57.0	57.3	333.6	307.5	26.1
Maintenance & Operations	2,732.8	2,638.1	2,692.9	2,748.7	2,748.4	2,805.3	16,366.2	16,190.2	176.0
Administration & Other Programs	605.3	594.2	606.2	617.9	630.3	639.8	3,693.7	3,586.0	107.7
Toll Programs	101.3	102.4	103.5	92.5	92.7	93.8	586.2	622.9	(36.7)
Special Structures	85.0	86.7	88.6	90.4	92.3	94.3	537.3	540.6	(3.2)
Public Transportation	655.3	642.2	656.1	664.1	674.7	703.1	3,995.5	4,015.3	(19.7)
Virginia Passenger Rail Authority	216.7	216.6	215.5	222.4	225.2	214.1	1,310.5	1,185.6	124.8
DRPT Rail Assistance	15.7	16.4	16.6	16.9	17.2	17.6	100.4	95.9	4.5
DRPT Administration	20.5	20.9	21.3	21.7	22.0	22.6	129.0	126.8	2.3
Port Trust Fund	59.6	60.2	61.4	62.6	63.8	65.7	373.4	369.5	3.9
Airport Trust Fund	35.9	36.2	36.9	37.7	38.4	39.5	224.6	222.3	2.3
Commonwealth Space Flight Fund	23.5	23.7	24.2	24.7	25.2	25.9	147.0	145.4	1.6
Department of Motor Vehicles	23.5	23.7	24.2	24.7	25.2	25.9	147.1	145.5	1.6
Construction	3,702.5	3,052.7	3,184.9	2,305.2	2,404.6	2,457.6	17,107.4	18,211.5	(1,104.1)
Total Operating Programs	\$ 8,715.0	\$ 7,972.3	\$ 8,203.0	\$ 7,428.0	\$ 7,543.6	\$ 7,682.1	\$ 47,544.0	\$ 48,322.3	\$ (778.3)
Pass Through Programs									
WMATA Capital Fund	152.1	155.8	157.8	161.8	164.4	165.5	957.5	1,033.3	(75.8)
Central Virginia Transportation Fund	197.3	219.4	227.3	235.1	242.6	248.7	1,370.4	1,486.4	(116.0)
Northern Virginia Transportation Authority Fund	384.9	417.2	432.7	450.2	465.5	478.5	2,629.0	2,642.7	(13.7)
Hampton Roads Regional Transit Fund	38.7	38.8	39.2	39.8	40.0	40.3	236.8	234.8	2.0
Hampton Roads Transportation Fund	244.2	267.6	277.2	286.9	296.3	305.3	1,677.5	1,715.6	(38.1)
Subtotal	1,017.2	1,098.8	1,134.2	1,173.8	1,208.8	1,238.3	6,871.2	7,112.8	(241.6)
Total	\$ 9,732.2	\$ 9,071.1	\$ 9,337.2	\$ 8,601.8	\$ 8,752.5	\$ 8,920.4	\$ 54,415.2	\$ 55,435.1	\$ (1,019.9)

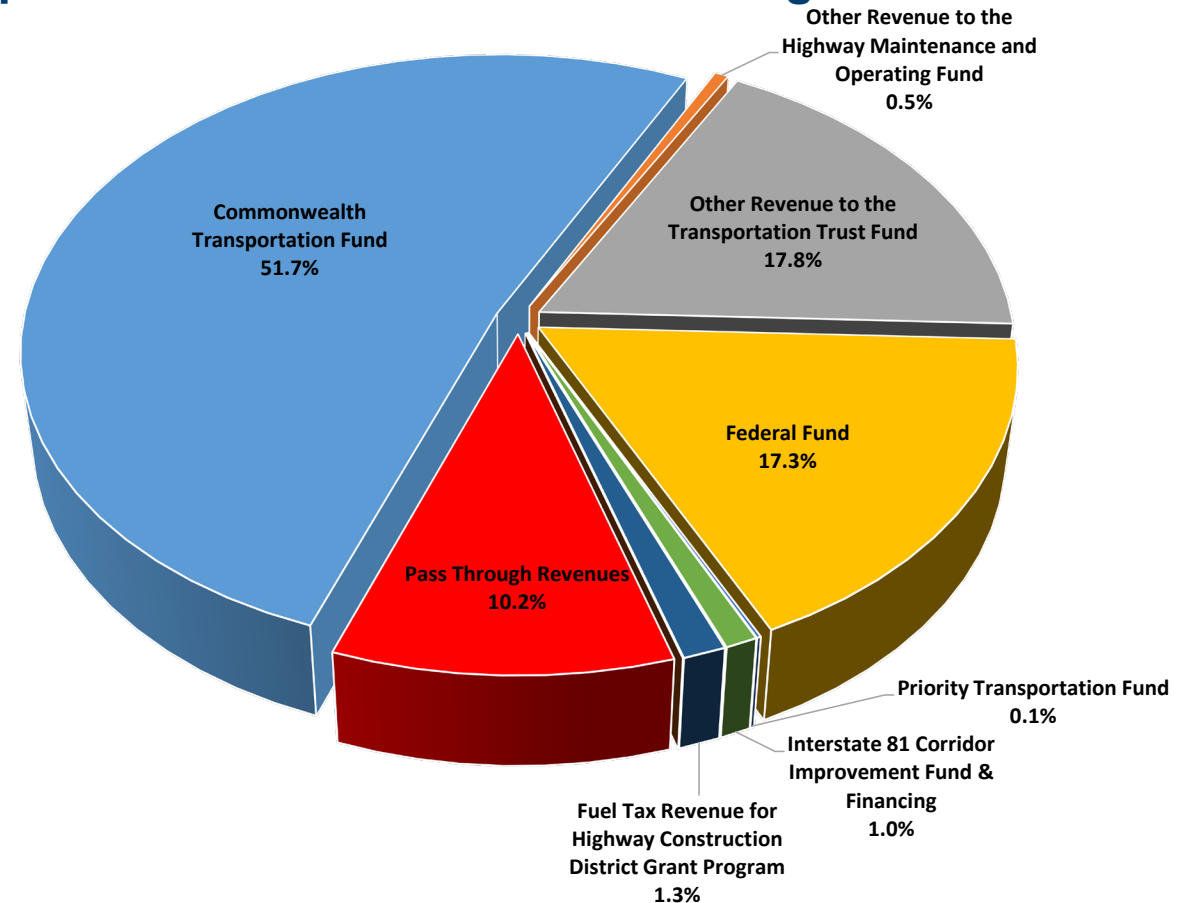


Green indicates change from January

Commonwealth Transportation Fund FY 2025 Draft Budget

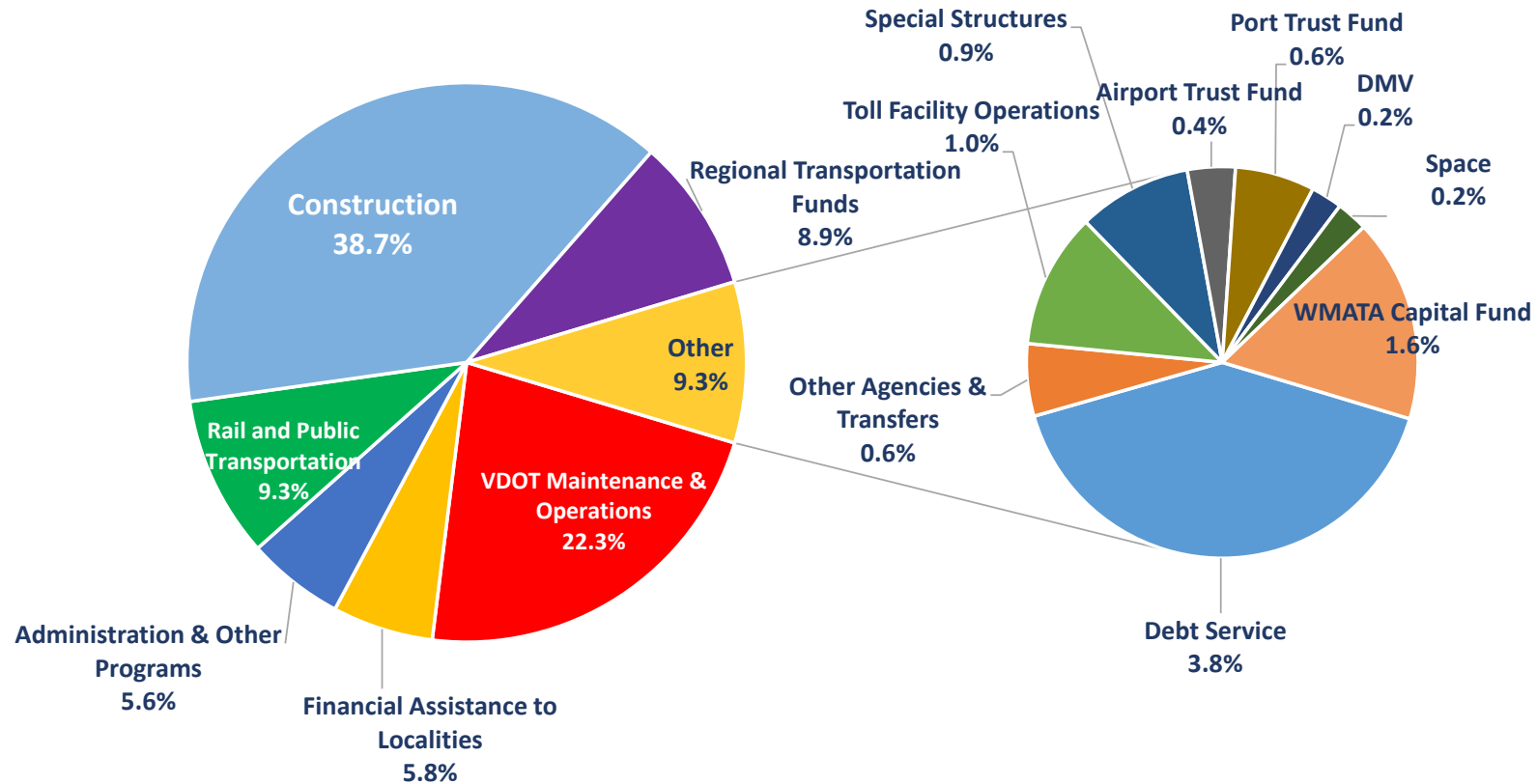
Revenue (in millions)	Total Estimate
Commonwealth Transportation Fund	\$ 4,957.0
Other Revenue to the Highway Maintenance and Operating Fund	50.7
Other Revenue to the Transportation Trust Fund	1,705.5
Federal Fund	1,660.4
Priority Transportation Fund	12.0
Interstate 81 Corridor Improvement Fund & Financing	93.2
Fuel Tax Revenue for Highway Construction District Grant Program	124.0
General Fund	-
Bonds	152.2
Total Operating Revenues	\$ 8,755.0
Pass Through Revenues	
WMATA Capital Fund	132.1
Central Virginia Transportation Fund	197.3
Northern Virginia Transportation Authority Fund	364.9
Hampton Roads Transportation Fund	244.2
Hampton Roads Regional Transit Fund	38.7
Subtotal	\$ 977.2
Total	\$ 9,732.2

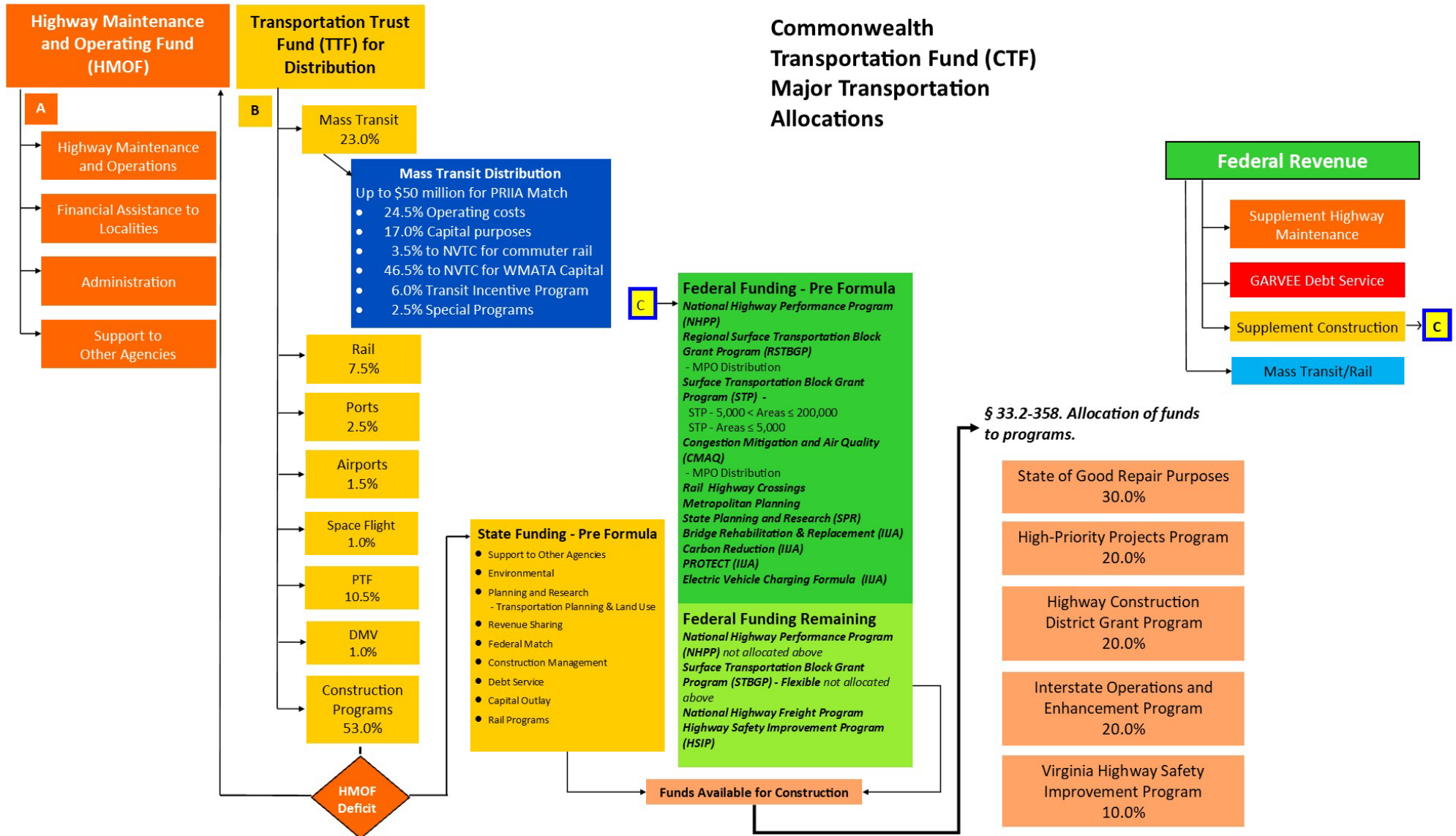
CTF Revenues total \$9.7 billion, a decrease of 0.7 percent from the FY 2024 CTF Budget



FY 2025 Draft Recommended Allocations

- Highway Maintenance, including VDOT maintained and Locality Maintained, represents 28 percent of budget
- Highway Construction represents 39 percent of the total with support of regional / local funding
- Funding for Rail and Public Transportation is 9 percent of budget





FY 2025 VDOT Budget Highlights

Draft budget totals \$7.8 billion net of regional programs; grand total of \$8.6 billion

The Highway Maintenance and Operating Fund (HMOF) has an expected deficit of \$679 million which will be filled with \$283 million of federal funds and the crossover of \$396 million of state funds from the Construction Fund.

Highway Maintenance & Operating Fund (HMOF) Deficit (Crossover)

	FY 2022	FY 2023	FY 2024	FY 2025 Proposed
Federal Funding Provided to VDOT Maintenance & Operations Program	\$362.4	\$528.4	\$282.1	\$283.2
State Crossover (Transfer from Construction Share of TTF to HMOF)	108.7	70.0	363.0	396.9
TOTAL	\$471.1	\$598.4	\$645.1	\$680.1

FY 2023 Federal Funding adjusted for IIJA Implementation.

Review of Draft SYIP and projects' readiness to obligate may necessitate an adjustment for the Final assumptions. This would provide more federal to Maintenance, adjusting the mix of federal and state funding with no change to the total amount. Further updates to HMOF funded programs will alter crossover. This analysis is underway.

FY 2025 Draft VDOT Recommended Allocations

	(in millions)		
	FY 2024	Proposed FY 2025	Increase (Decrease)
VDOT Programs			
Environmental Monitoring and Evaluation (514)	\$ 20.0	\$ 21.3	\$ 1.3
Ground Transportation Planning and Research (602)	144.4	137.0	(7.4)
Highway Construction Programs (603)	3,649.0	3,705.5	56.5
Highway System Maintenance (604)	2,129.3	2,172.2	42.9
Commonwealth Toll Facilities (606)	94.0	101.3	7.3
Financial Assistance to Localities (607)			
VDOT Programs	616.6	586.7	(29.8)
Regional Programs	1,044.2	884.8	(159.4)
Non-Toll Supported Transportation Debt Service (612)	398.7	370.5	(28.2)
Special Structures (614)	85.0	85.0	(0.0)
Administrative and Support Services (699)	344.4	366.2	21.8
VDOT Capital Outlay (998)	60.0	45.0	(15.0)
Total VDOT Programs	\$ 8,585.5	\$ 8,475.5	\$ (110.0)
Support to Other State Agencies	49.3	54.1	4.8
Support to DRPT Programs & Virginia Passenger Rail Authority	34.7	85.3	50.5
TOTAL	\$ 8,669.6	\$ 8,614.8	\$ (54.7)
TOTAL OPERATING BUDGET (Net Regional Programs)	\$ 7,625.4	\$ 7,730.0	\$ 104.6

Next Steps

- Monitor General Assembly Actions on any additional actions for the 2024-2026 Biennial Budget**
 - Impact of proposed state salary increases will need to be included**
 - General Fund provided for I-81 and Toll Relief**
 - Change in TPOF annual transfer from CTF (\$50 million to \$15 million)**

- Determine adjustment for paving commitments for VDOT Maintenance and Locality Payments**

- Incorporate FFY 2024 federal earmarks into SYFP/SYIP**

- Reflect necessary adjustments in Final Six-Year Improvement Program (SYIP) for Construction Programs**

- Final recommended budgets to be presented in June**

Draft FY 2025

Commonwealth Transportation Fund Budget
April 2024



Virginia Department of Transportation

Financial Planning Division


1221 E. Broad Street, 2nd Floor

Richmond, VA 23219

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

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

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

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

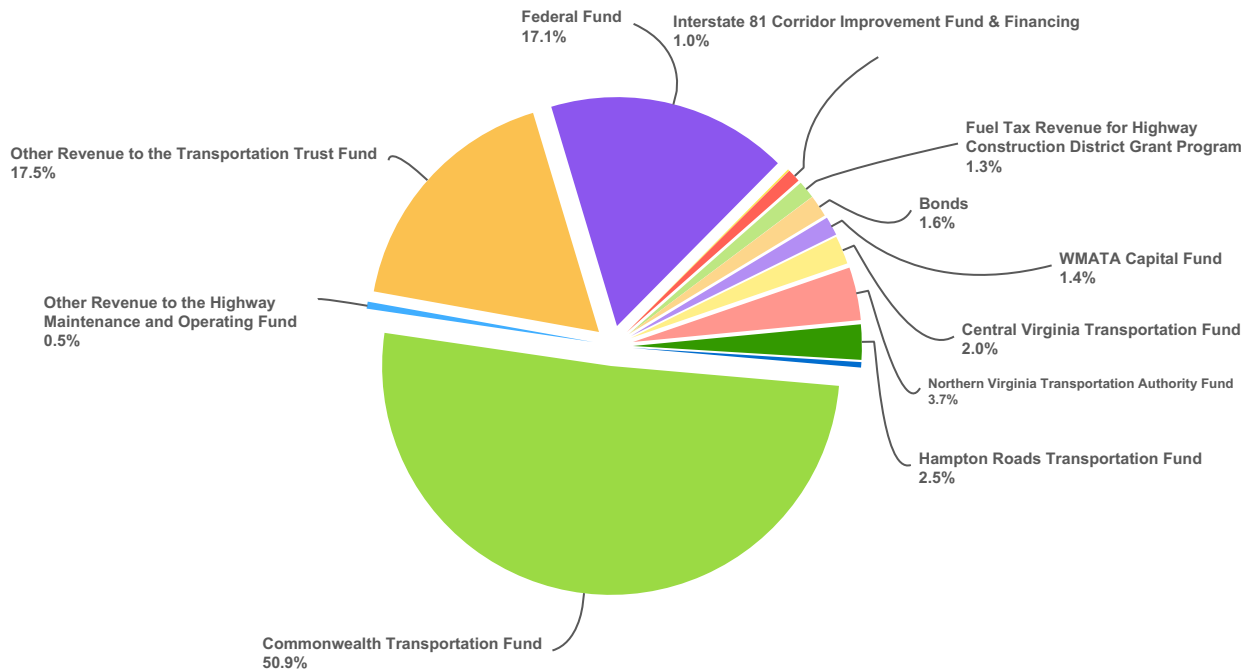
The remaining funds in the Commonwealth Transportation Fund are allocated 51% to the HMO Fund and 49% to the Transportation Trust Fund. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles.

The Fiscal Year 2025 budget for the CTF identifies the estimated revenues and the distribution of the revenues to the related transportation agencies and programs. It is based on the state revenue forecast from December 2023 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The FY 2025 CTF Budget totals \$9,732,210,856.



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

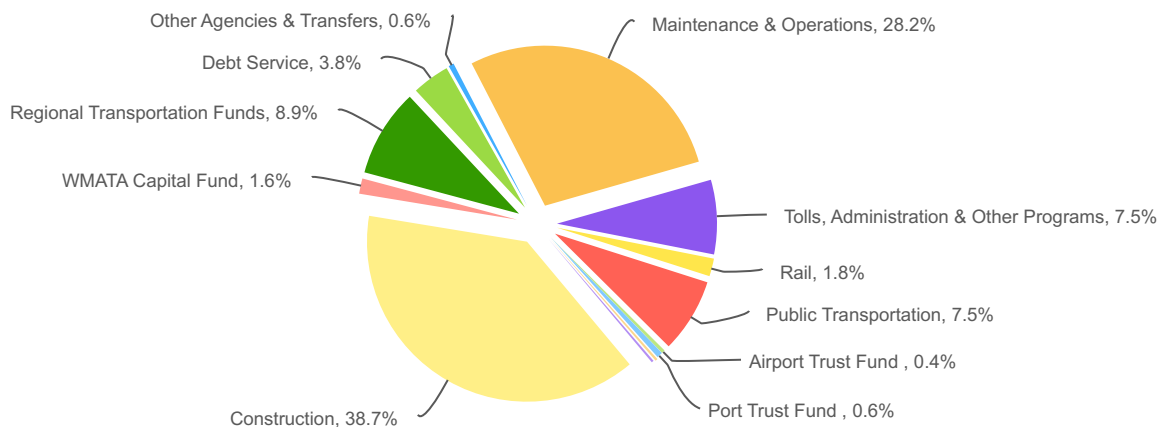
Commonwealth Transportation Fund Total Revenues



Commonwealth Transportation Fund	\$4,957,000,000
Other Revenue to the Highway Maintenance and Operating Fund	50,708,653
Other Revenue to the Transportation Trust Fund	1,705,514,195
Federal Fund	1,660,366,495
Priority Transportation Fund	12,000,000
Interstate 81 Corridor Improvement Fund & Financing	93,200,000
Fuel Tax Revenue for Highway Construction District Grant Program	124,001,513
Bonds	152,200,000
Total Operating Revenues	\$8,754,990,856
Pass Through Revenues	
WMATA Capital Fund	132,120,000
Central Virginia Transportation Fund	197,300,000
Northern Virginia Transportation Authority Fund	364,900,000
Hampton Roads Transportation Fund	244,200,000
Hampton Roads Regional Transit Fund	38,700,000
Subtotal	977,220,000
TOTAL	\$9,732,210,856

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

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



Debt Service	\$370,467,161
Other Agencies & Transfers	54,106,450
Maintenance & Operations	2,739,888,023
Tolls, Administration & Other Programs	733,795,833
Public Transportation	732,224,123
Rail	175,907,061
Airport Trust Fund	35,865,464
Port Trust Fund	59,602,995
Department of Motor Vehicles	23,459,342
Space Flight Fund	23,451,382
Construction	3,766,223,022
Total Operating Programs	\$8,714,990,856
Pass Through Programs	
WMATA Capital Fund	152,120,000
Regional Transportation Funds	865,100,000
TOTAL RECOMMENDED DISTRIBUTIONS	\$9,732,210,856

STATE REVENUE SOURCES	FY 2024	FY 2025	INCREASE (DECREASE)	
Commonwealth Transportation Fund	\$ 4,804,000,000	\$ 4,957,000,000	\$ 153,000,000	1
Highway Maintenance & Operating Fund (HMOF)	124,541,002	50,708,653	(73,832,349)	2
General Fund	110,000,000	—	(110,000,000)	3
Transportation Trust Fund (TTF) and Other State Revenue				
Interest Earnings	15,670,000	14,925,000	(745,000)	
Toll Facilities	52,293,843	59,595,800	7,301,957	
Local Revenue Sources	650,606,418	816,844,893	166,238,475	
Project Participation - Regional Entities	636,187,813	728,576,172	92,388,359	
GARVEE Bonds/ Interest Earnings	—	—	—	
Route 58 Bonds/ Interest Earnings	1,333,623	153,550,500	152,216,877	
I-66 Outside the Beltway Concession Fee Payment/Interest	47,500,000	11,000,000	(36,500,000)	
Interstate 81 Corridor Improvement Fund	324,677,638	93,200,000	(231,477,638)	4
Special Fund Account for the Highway Construction District Grant Program	123,814,178	124,001,513	187,335	1
Other Trust Fund Revenue	76,248,174	73,221,830	(3,026,344)	
Total TTF and Other Revenue	1,928,331,687	2,074,915,708	146,584,021	
Priority Transportation Fund (PTF)				
State Revenue	1,275,381	12,000,000	10,724,619	
Total PTF	1,275,381	12,000,000	10,724,619	
Pass Through Revenues				
Revenue Dedicated to WMATA Capital Fund	152,320,000	132,120,000	(20,200,000)	1
State Revenue for Regional Entities	1,006,900,000	845,100,000	(161,800,000)	1
Total Pass Through Revenues	1,159,220,000	977,220,000	(182,000,000)	
TOTAL STATE REVENUES	8,127,368,070	8,071,844,361	(55,523,709)	
Federal Funding Sources				
Federal Highway Administration (FHWA)	1,615,825,612	1,594,654,066	(21,171,546)	5
Federal Transit Administration (FTA)	56,095,987	65,712,429	9,616,442	
Total Federal Funding	1,671,921,599	1,660,366,495	(11,555,104)	
TOTAL COMMONWEALTH TRANSPORTATION FUNDS	\$ 9,799,289,669	\$ 9,732,210,856	\$ (67,078,813)	



DISTRIBUTION OF REVENUE SOURCES	FY 2024	FY 2025	INCREASE (DECREASE)
Debt Service			
Northern Virginia Transportation District	\$ 11,867,238	\$ 7,562,400	\$ (4,304,838)
Route 28	8,644,519	8,105,000	(539,519)
Route 58	46,358,694	29,571,644	(16,787,050)
Interstate 81	5,173,690	5,343,592	169,902
GARVEE Bonds	133,577,767	127,116,000	(6,461,767)
CPR Bonds	193,035,670	192,768,525	(267,145)
Total Debt Service	398,657,578	370,467,161	(28,190,417)
Other Agencies & Transfers			
Trust Fund Management	3,174,982	3,161,015	(13,967)
Support to Other State Agencies (excludes DRPT)	43,349,176	44,483,111	1,133,935
Indirect Costs	2,802,811	6,462,324	3,659,513
Total State Agencies	49,326,969	54,106,450	4,779,481
Maintenance & Operations			
Highway System Maintenance	2,129,291,986	2,172,217,181	42,925,195
Financial Assist. to Localities for Ground Transportation - Cities	511,715,254	483,836,874	(27,878,380)
Financial Assist. to Localities for Ground Transportation - Counties	86,316,968	83,833,968	(2,483,000)
Total Maintenance & Operations	2,727,324,208	2,739,888,023	12,563,815 6
Tolls, Administration & Other Programs			
Ground Transportation System Planning and Research	144,354,106	136,979,538	(7,374,568) 7
Environmental Monitoring & Compliance	19,985,858	21,272,449	1,286,591
Administrative and Support Services	344,405,762	366,160,889	21,755,127 8
Program Management and Direction	51,818,489	63,037,157	11,218,668
Toll Facilities Operations	52,293,843	59,595,800	7,301,957 9
Toll Facility Revolving Account	41,750,000	41,750,000	— 9
Capital Outlay	60,000,000	45,000,000	(15,000,000) 10
Total Tolls, Administration & Other Programs	714,608,058	733,795,833	19,187,775

DISTRIBUTION OF REVENUE SOURCES	FY 2024	FY 2025	INCREASE (DECREASE)
Transit and Rail Funds			
Share of TTF Distribution for Transit	\$ 522,681,667	\$ 539,921,115	\$ 17,239,448
Transit - Share of administrative costs	(680,793)	(676,774)	4,019
Other Revenue dedicated to Transit	16,557,193	16,971,123	413,930
Share of TTF Distribution for Rail	170,439,674	176,061,233	5,621,559
Rail - Share of administrative costs	(170,401)	(174,172)	(3,771)
Federal Transit Authority (FTA)	56,095,987	65,712,429	9,616,442
CMAQ (without State Match)	18,660,577	25,942,897	7,282,320 ¹¹
STP Regional (without State Match)	6,280,091	6,686,085	405,994 ¹¹
Interest Earnings	1,270,000	520,000	(750,000)
Mass Transit Fund-Support from Construction	6,235,169	8,157,248	1,922,079
Rail Fund - Support from Construction	4,000,000	4,000,000	— ¹²
Priority Transportation	4,500,000	53,100,000	48,600,000
Other	48,385,000	11,910,000	(36,475,000)
Subtotal Transit and Rail Funds	854,254,164	908,131,184	53,877,020
Pass Through Revenue for WMATA Capital			
Dedicated Revenue for WMATA Capital Fund	152,320,000	132,120,000	(20,200,000) ¹
Transfer from NVTD Fund for WMATA Capital Fund	20,000,000	20,000,000	—
Subtotal WMATA Capital Fund	172,320,000	152,120,000	(20,200,000)
Airports - Share of TTF Distribution	34,087,935	35,212,247	1,124,312
Airports - Share of administrative costs	(47,061)	(46,783)	278
Airports - Interest Earnings	700,000	700,000	—
Total Airport Trust Fund	34,740,874	35,865,464	1,124,590
Ports - Share of TTF Distribution	56,813,225	58,687,078	1,873,853
Ports - Share of administrative costs	(84,582)	(84,083)	499
Ports - Interest Earnings	1,000,000	1,000,000	—
Total Port Trust Fund	57,728,643	59,602,995	1,874,352
Department of Motor Vehicles - Share of TTF Distribution	22,725,290	23,474,831	749,541
DMV - Share of administrative costs	(15,580)	(15,489)	91
Total DMV	22,709,710	23,459,342	749,632
Virginia Commercial Space Flight Authority - Share of TTF Distribution	22,725,290	23,474,831	749,541
Space Flight Authority - Share of administrative costs	(28,618)	(28,449)	169
Total Space Flight Authority	22,696,672	23,446,382	749,710



DISTRIBUTION OF REVENUE SOURCES	FY 2024	FY 2025	INCREASE (DECREASE)
Pass Through Revenue Allocations			
Central Virginia Transportation Authority Fund	\$ 258,300,000	\$ 197,300,000	\$ (61,000,000)
Northern Virginia Transportation Authority Fund	460,074,354	404,621,676	(55,452,678)
Hampton Roads Transportation Fund	284,500,000	244,200,000	(40,300,000)
Hampton Roads Regional Transit Fund	41,300,000	38,700,000	(2,600,000)
Total Regional Transportation Programs	1,044,174,354	884,821,676	(159,352,678)
Construction			
Financial Assistance to Localities for Ground Transportation	18,529,377	19,049,816	520,439
State of Good Repair Program	295,376,605	340,028,888	44,652,283
High Priority Projects Program	196,299,471	226,685,926	30,386,455
Construction District Grant Programs	320,113,649	350,687,439	30,573,790
Specialized State and Federal Programs	2,188,710,536	2,316,848,776	128,138,240
Virginia Highway Safety Improvement Program	98,149,736	113,342,963	15,193,227
Interstate Operations and Enhancement Program	498,529,065	294,820,658	(203,708,407)
Total Construction	3,615,708,439	3,661,464,466	45,756,027
Special Structures	85,040,000	85,036,880	(3,120)
DISTRIBUTION OF COMMONWEALTH TRANSPORTATION FUNDS			
	\$ 9,799,289,669	\$ 9,732,205,856	\$ (67,083,813)
Agency Funding Summary:			
VDOT	\$ 8,669,574,775	\$ 8,614,837,737	\$ (54,737,038)
Less Support to DRPT/VPRA	(34,735,169)	(85,257,248)	(50,522,079)
VDOT (Net)	8,634,839,606	8,529,580,489	(105,259,117)
DRPT/VPRA	1,026,574,164	1,060,251,184	33,677,020
Ports	57,728,643	59,602,995	1,874,352
Aviation	34,740,874	35,865,464	1,124,590
DMV	22,709,710	23,459,342	749,632
Space Flight Authority	22,696,672	23,446,382	749,710
Grand Total	\$ 9,799,289,669	\$ 9,732,205,856	\$ (67,083,813)

CTF State Revenue Details

STATE REVENUE SOURCES	FY 2024	FY 2025	INCREASE (DECREASE)
State Tax on Motor Fuels	\$1,499,500,000	\$1,504,300,000	\$4,800,000
Road Tax	71,200,000	85,100,000	13,900,000
Retail Sales & Use Tax	1,388,200,000	1,392,200,000	4,000,000
Motor Vehicle Sales and Use Tax	1,078,200,000	1,193,500,000	115,300,000
International Registration Plan	118,200,000	119,600,000	1,400,000
Motor Vehicle Licenses	218,400,000	219,500,000	1,100,000
Miscellaneous Revenues	17,600,000	18,600,000	1,000,000
Motor Vehicle Rental Tax	38,800,000	41,500,000	2,700,000
Aviation Fuels Tax	2,000,000	2,000,000	—
Highway Use Fee	64,400,000	65,400,000	1,000,000
Insurance Premium	214,500,000	221,300,000	6,800,000
Recordation Tax	52,400,000	55,900,000	3,500,000
Total	\$4,763,400,000	\$4,918,900,000	\$155,500,000

Endnotes

Endnote Number	Description
1	Reflects impact of updated state revenue forecast.
2	Additional funding made available from remaining balance of fuel reserves established in FY 2023 and made available for allocation in FY 2024. This balance was \$77,439,086.
3	General Fund dollars made available in Chapters 1 and 2 (2022 Special Session I) in Fiscal Years 2023 and 2024 for Transportation Initiatives.
4	Reflects change in funds available for the Interstate 81 Corridor Improvement Program and the planned use of debt to deliver projects.
5	Federal revenue update with implementation of Infrastructure Investment and Jobs Act.
6	Allocation adjustments reflect program growth and supplemental funding for the impact of paving costs on the Maintenance Programs.
7	Change in funding beginning in FY 2024 for studies and advance procurement activities.
8	Program growth and additional Information Technology investment necessary.
9	Toll facility operations adjusted for facility revenue performance and E-ZPass Operations/Violation Enforcement Services.
10	Additional funding provided for Capital Outlay for Hampton Roads District Operational Facilities in previous year.
11	Allocation change based on the Six-Year Improvement Program.



Draft FY 2025

VDOT Annual Budget
April 2024



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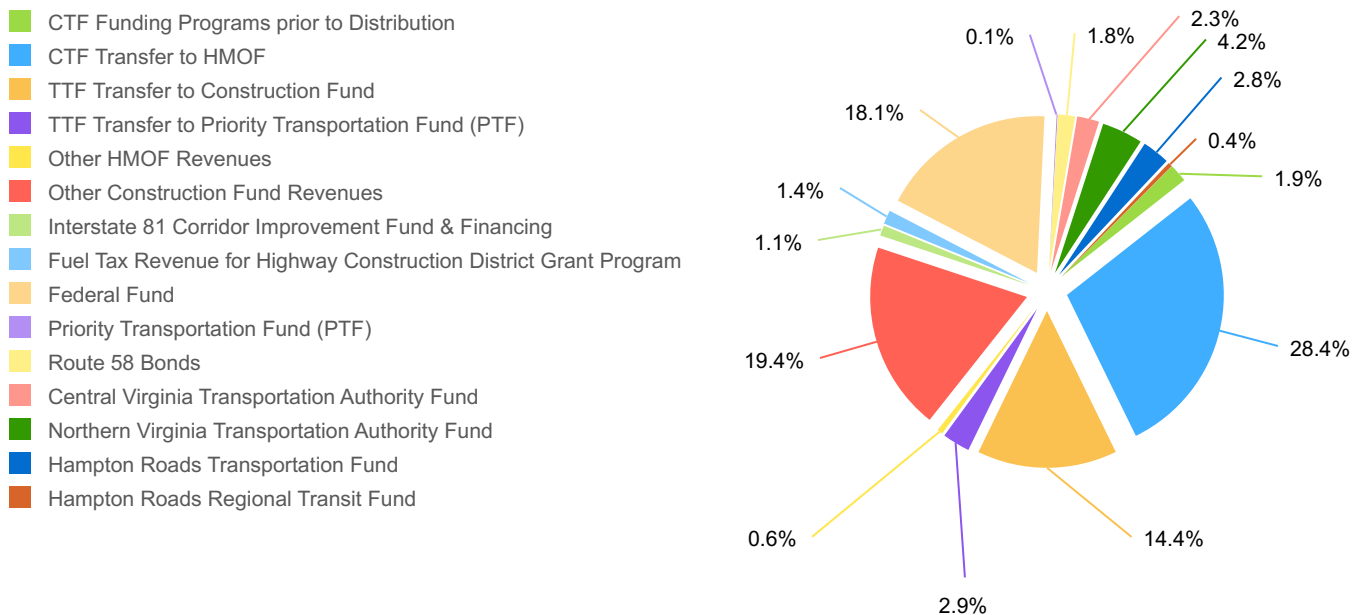
Overview

The Fiscal Year 2025 budget for the Virginia Department of Transportation (VDOT) identifies the estimated revenues and the distribution of the revenues to the related transportation programs. It is based on the state revenue forecast from December 2022 and reflects implementation of federal funding provided under the Infrastructure Investment and Jobs Act (IIJA). The VDOT Budget for FY 2025 totals \$8,614,837,737 a (0.6)% decrease over the FY 2024 VDOT Budget of \$8,669,574,775.

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

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

Source of Transportation Funds



Detailed Sources of Transportation Funds

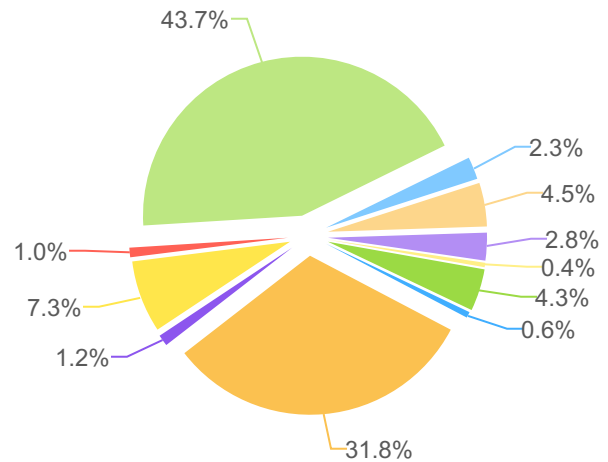
CTF Funding Programs prior to Distribution	\$ 165,036,880
CTF Transfer to HMOF	2,443,298,748
TTF Transfer to Construction Fund	1,244,166,048
TTF Transfer to Priority Transportation Fund (PTF)	246,485,727
Other HMOF Revenues	50,708,653
Other Construction Fund Revenues	1,675,264,584
Interstate 81 Corridor Improvement Fund & Financing	93,200,000
Fuel Tax Revenue for Highway Construction District Grant Program	124,001,513
Federal Fund	1,562,025,084
Priority Transportation Fund (PTF)	12,000,000
General Funds	—
Route 58 Bonds	153,550,500
Subtotal	\$ 7,769,737,737
Pass Through Revenues	
Central Virginia Transportation Authority Fund	197,300,000
Northern Virginia Transportation Authority Fund	364,900,000
Hampton Roads Transportation Fund	244,200,000
Hampton Roads Regional Transit Fund	38,700,000
TOTAL	\$ 8,614,837,737

Overview

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

Allocations	FY 2024	FY 2025	INCREASE (DECREASE)
Debt Service	\$ 398,657,578	\$ 370,467,161	\$ (28,190,417)
Other Agencies and Transfers	49,326,969	54,106,450	4,779,481
Maintenance & Operations	2,727,324,208	2,739,888,023	12,563,815
Toll Facility Operations	94,043,843	101,345,800	7,301,957
Administration & Other Programs	620,564,215	632,450,033	11,885,818
Public Transportation & Rail	34,735,169	85,257,248	50,522,079
Construction Program	3,718,022,793	3,766,223,022	48,200,229
Subtotal	\$7,642,674,775	\$7,749,737,737	\$107,062,962
Pass Through Revenues			
Central Virginia Transportation Authority Fund	258,300,000	197,300,000	(61,000,000)
Northern Virginia Transportation Authority Fund	442,800,000	384,900,000	(57,900,000)
Hampton Roads Transportation Fund	284,500,000	244,200,000	(40,300,000)
Hampton Roads Regional Transit Fund	41,300,000	38,700,000	(2,600,000)
TOTAL	\$8,669,574,775	\$8,614,837,737	\$ (54,737,038)

- Debt Service
- Other Agencies and Transfers
- Maintenance & Operations
- Toll Facility Operations
- Administration & Other Programs
- Public Transportation & Rail
- Construction Program
- Central Virginia Transportation Authority Fund
- Northern Virginia Transportation Authority Fund
- Hampton Roads Transportation Fund
- Hampton Roads Regional Transit Fund



Highway Maintenance & Operating Fund

The Highway Maintenance and Operating Fund (HMOF) is one of VDOT's major funds. The HMOF is intended to provide for the agency's maintenance, operations and administrative needs. Since Fiscal Year 2002, the HMOF has required transfers from the Construction Fund to cover the budgetary needs of the fund. With the updated revenue assumptions for FY 2022, this transfer reversed direction and the HMOF provided \$57.5 million to the Construction Fund, representing revenue in excess of budgetary allocations needed. The transfer from the Construction Fund to the HMOF returns in the FY 2023 recommendations.

HMOF Revenue Sources	FY 2024	FY 2025	Difference
CTF Transfer to HMOF	\$ 2,365,285,271	\$ 2,443,298,748	\$ 78,013,477 ¹
Miscellaneous Revenues	17,600,000	18,600,000	1,000,000
Other Revenue	106,941,002	32,108,653	(74,832,349) ¹⁶
Subtotal	\$ 2,489,826,273	\$ 2,494,007,401	\$ 4,181,128
Transfer from Construction	363,025,379	396,922,755	33,897,376
Total	\$ 2,852,851,652	\$ 2,890,930,156	\$ 38,078,504

Commonwealth Transportation Fund & Transportation Trust Fund

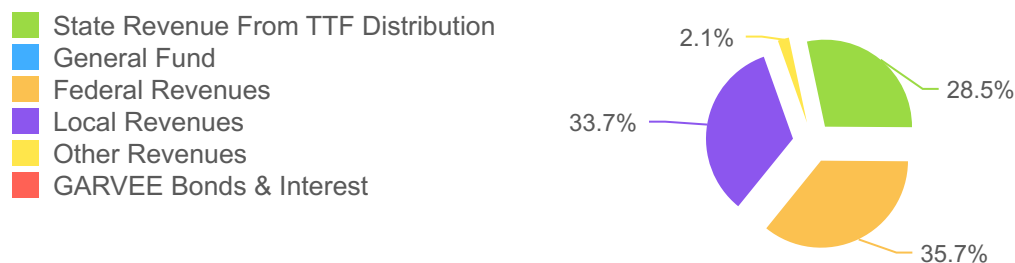
Chapter 1230 amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund and the Highway Maintenance and Operating Fund (HMOF), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the Commonwealth Transportation Board the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the highway maintenance and operating fund are at least equal to the amounts provided for in the six-year financial plan for the Commonwealth Transportation Fund as in effect on January 1, 2020. The following table provides details on revised distributions for Fiscal Year 2025.

Construction Fund Revenue Sources	FY 2024	FY 2025	Difference
Distributed to Route 58 Corridor Fund	\$ 40,000,000	\$ 40,000,000	\$ —
Distributed to Northern Virginia Transportation District Fund	40,000,000	40,000,000	—
Distributed to TTF for Support	1,145,744	1,181,262	35,518
Distributed for Omnibus Programs/Special Structures	85,040,000	85,036,880	(3,120)
Total	\$ 166,185,744	\$ 166,218,142	\$ 32,398

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

Construction Fund Revenue Sources	FY 2024	FY 2025	Difference
State Revenue From TTF Distribution	\$ 1,204,440,361	\$ 1,244,166,048	\$ 39,725,687
General Fund	110,000,000	—	(110,000,000)
Federal Revenues	1,590,884,944	1,562,025,084	(28,859,860)
Local Revenues	1,214,622,360	1,474,920,884	260,298,524
Other Revenues	129,338,091	92,029,186	(37,308,905)
Total	\$ 4,249,285,756	\$ 4,373,141,202	\$ 123,855,446

Construction Fund Revenue by Source



Other Fund Revenues

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

Other Fund Revenues	FY 2024	FY 2025	Difference
Regional Transportation Funds	\$ 1,002,900,000	\$ 845,100,000	\$ (157,800,000) ¹
Interstate 81 Corridor Improvement Fund	324,677,638	93,200,000	(231,477,638) ⁴
Fuel Tax Revenue for the Special Fund Account for the Highway Construction District Grant Program	123,814,178	124,001,513	187,335 ¹
Powhite Parkway Extension Toll Revenue	11,000,000	11,675,600	675,600
Coleman Bridge Toll Revenue	6,000,000	6,070,200	70,200
I-66 Inside the Beltway Toll Revenue	32,544,993	35,950,000	3,405,007
I-64 Express Lanes Toll Revenue	2,748,850	5,900,000	3,151,150
Northern VA Transportation District (NVTD)	10,300,694	7,229,118	(3,071,576)
Priority Transportation Fund (PTF)	238,615,543	246,485,727	7,870,184 ¹
Transportation Partnership Opportunity Fund	5,000,000	5,000,000	—
Route 58	1,333,623	153,550,500	152,216,877
Route 28	8,644,519	8,105,000	(539,519)
Other	54,451,741	54,148,707	(303,034)
Total	\$ 1,822,031,779	\$ 1,596,416,365	\$ (225,615,414)
Total Construction Major Sources (page 7)	4,249,285,756	4,373,141,202	123,855,446
Transfer to HMOF	(363,025,379)	(396,922,755)	(33,897,376)
Total Construction Fund	\$ 5,708,292,156	\$ 5,572,634,812	\$ (135,657,344)

VDOT Program Descriptions and Allocations

Summary of Allocations by Program

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

	FY 2024	FY 2025	INCREASE (DECREASE)
Environmental Monitoring and Evaluation (514)	\$ 19,985,858	\$ 21,272,449	\$ 1,286,591
Ground Transportation Planning and Research (602)	144,354,106	136,979,538	(7,374,568)
Highway Construction Programs (603)	3,648,997,551	3,705,451,807	56,454,256
Highway System Maintenance (604)	2,129,291,986	2,172,217,181	42,925,195
Commonwealth Toll Facilities (606)	94,043,843	101,345,800	7,301,957
Financial Assistance to Localities (607)	1,660,735,953	1,471,542,334	(189,193,619)
Non-Toll Supported Transportation Debt Service (612)	398,657,578	370,467,161	(28,190,417)
Special Structures (614)	85,040,000	85,036,880	(3,120)
Administrative and Support Services (699)	344,405,762	366,160,889	21,755,127
VDOT Capital Outlay (998)	60,000,000	45,000,000	(15,000,000)
Support to Other State Agencies	49,326,969	54,106,450	4,779,481
Support to DRPT Programs	34,735,169	85,257,248	50,522,079
Total	\$ 8,669,574,775	\$ 8,614,837,737	\$ (54,737,038)

Environmental Monitoring and Evaluation (514)

The Environmental Program consists of the following service areas:

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

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

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

ENVIRONMENTAL MONITORING & EVALUATION (514)	FY 2024	FY 2025	INCREASE (DECREASE)
Environmental Monitoring & Compliance for Highway Projects (514008)	\$ 11,758,640	\$ 12,456,265	\$ 697,625
Environmental Monitoring Program Management (514009)	4,221,254	4,574,392	353,138
Municipal Separate Storm Sewer System Compliance Activities (514010)	4,005,964	4,241,792	235,828
TOTAL ENVIRONMENTAL MONITORING & EVALUATION	\$ 19,985,858	\$ 21,272,449	\$ 1,286,591
TTF	19,985,858	21,272,449	1,286,591

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)	FY 2024	FY 2025	INCREASE (DECREASE)
Ground Transportation System Planning (602001)	\$ 124,832,247	\$ 116,407,865	\$ (8,424,382) ⁵
Ground Transportation System Research (602002)	14,945,599	15,538,775	593,176
Ground Transportation Program Management (602004)	4,576,260	5,032,898	456,638
TOTAL PLANNING & RESEARCH	\$ 144,354,106	\$ 136,979,538	\$ (7,374,568)
HMOF	18,873,216	19,744,117	870,901
CONSTRUCTION	99,151,913	89,711,090	(9,440,823)
FEDERAL	26,328,977	27,524,331	1,195,354

Highway Construction Programs (603)

For Fiscal Year 2025, 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. The following table provides details on distributions for Fiscal Year 2025.

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)	FY 2024	FY 2025	INCREASE (DECREASE)
State of Good Repair Program (603020)	\$ 295,282,234	\$ 340,028,888	\$ 44,746,654
High Priority Projects Program(603021)	196,299,471	226,685,926	30,386,455
Construction District Grant Programs (603022)	320,113,649	350,687,439	30,573,790
Specialized State and Federal Programs (603023)	2,190,086,707	2,318,131,003	128,044,296
Virginia Highway Safety Improvement Program (603017)	134,783,478	113,342,963	15,193,227
Interstate Operations and Enhancement Program (603018)	274,702,353	293,538,431	(203,708,834)
Construction Management (603015)	51,818,489	63,037,157	11,218,668
TOTAL CONSTRUCTION	\$3,648,997,551	\$3,705,451,807	\$ 56,454,256
CONSTRUCTION	1,882,606,832	2,166,685,498	284,078,666
FEDERAL	1,138,549,767	1,113,340,605	(25,209,162)
I-81 CORRIDOR IMPROVEMENT FUND	319,503,948	87,856,408	(231,647,540)
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	123,814,178	124,001,513	187,335
PTF	48,723,360	16,914,776	(31,808,584)
TPOF	4,988,788	4,974,151	(14,637)
VTIB	7,700,000	7,700,000	—
GENERAL FUND	110,000,000	—	(110,000,000)
ROUTE 58	14,974,929	183,978,856	169,003,927

Highway Construction Programs (603)

STATE OF GOOD REPAIR PROGRAM (603020)

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

STATE OF GOOD REPAIR PROGRAM (603020)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL STATE OF GOOD REPAIR	\$ 295,282,234	\$ 340,028,888	\$ 44,746,654
CONSTRUCTION	69,999,778	148,460,617	78,460,839
FEDERAL	225,282,456	191,568,271	(33,714,185)

HIGH PRIORITY PROJECTS PROGRAM (603021)

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

HIGH PRIORITY PROJECTS PROGRAM (603021)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL HIGH PRIORITY PROJECTS	\$ 196,299,471	\$ 226,685,926	\$ 30,386,455
CONSTRUCTION	59,042,498	71,299,073	12,256,575
FEDERAL	137,256,973	155,386,853	18,129,880
GARVEE	—	—	—

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)

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

CONSTRUCTION DISTRICT GRANT PROGRAMS (603022)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL CONSTRUCTION DISTRICT GRANT	\$ 320,113,649	\$ 350,687,439	\$ 30,573,790
CONSTRUCTION	82,076,153	91,659,261	9,583,108
SPECIAL FUND ACCOUNT FOR CONSTRUCTION DGP	123,814,178	124,001,513	187,335
FEDERAL	114,223,318	135,026,665	20,803,347
GARVEE	—	—	—

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)

The purpose of the Specialized State and Federal Programs service area is to allocate funds to State and Federal Construction Programs that are not components of the other funding distributions. The Federal programs that are exempt from the distribution process are outlined in § 33.2-214.1 of the Code of Virginia (Statewide prioritization process for project selection). These include Congestion Mitigation and Air Quality (CMAQ) funding and Regional Surface Transportation Program 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)	FY 2024	FY 2025	INCREASE (DECREASE)
CMAQ & State Match	\$ 52,938,775	\$ 56,003,034	\$ 3,064,259
Participating Project Costs	60,000,000	60,000,000	—
Project Participation from CVTA	4,741,319	1,180,504	(3,560,815)
Project Participation from HRTAC	415,694,426	695,901,157	280,206,731
HRTAC Participation for Hampton Roads Bridge-Tunnel Expansion Project	494,553,029	247,528,950	(247,024,079)
Project Participation from NVTAC	81,634,784	421,047,222	339,412,438
Revenue Sharing	416,133,296	200,000,000	(216,133,296)
STP Set-aside	34,905,648	38,110,219	3,204,571
STP Regional & State Match	128,475,152	130,799,075	2,323,923
Tele Fees	9,431,154	8,562,051	(869,103)
PTF for Multimodal Improvements	32,700,000	—	(32,700,000)
PTF for Construction Projects	10,782,561	12,864,776	2,082,215
Carbon Reduction Program and State Match	33,144,241	34,640,380	1,496,139
PROTECT	37,687,377	39,388,593	1,701,216
Bridge	98,252,567	98,252,567	—
Bridge - Off System	17,338,688	17,338,688	—
Electric Vehicles	24,039,940	24,039,940	—
I-64 Gap	110,000,000	—	(110,000,000)
Route 58 Bonds	—	152,200,000	152,200,000
HIP - Community Project Grants	56,670,806	4,050,000	(52,620,806)
Other	72,811,905	76,223,847	3,411,942
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	\$ 2,191,935,668	\$ 2,318,131,003	\$ 126,195,335

Highway Construction Programs (603)

SPECIALIZED STATE AND FEDERAL PROGRAMS (603023)	FY 2024	FY 2025	INCREASE (DECREASE)
CONSTRUCTION	1,518,971,794	1,672,281,306	153,309,512
FEDERAL	485,215,916	430,999,687	(54,216,229)
GENERAL FUND	110,000,000	—	(110,000,000)
PTF	48,723,360	16,914,776	(31,808,584)
CONCESSION FEE FUND	—	—	—
I-81 CORRIDOR IMPROVEMENT FUND	1,281,800	1,282,227	427
OTHER BOND PROGRAMS/FUNDS	14,974,929	183,978,856	169,003,927
VTIB	7,700,000	7,700,000	—
TPOF	4,988,788	4,974,151	(14,637)
TOTAL SPECIALIZED STATE AND FEDERAL PROGRAMS (60323)	\$ 2,191,856,587	\$ 2,318,131,003	\$ 126,274,416

Highway Construction Programs (603)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)

The purpose of the Virginia Highway Safety Improvement Program is to reduce motorized and non-motorized fatalities and severe injuries on highways in the Commonwealth, whether such highways are state or locally maintained. (Code of Virginia § 33.2-373)

VIRGINIA HIGHWAY SAFETY IMPROVEMENT PROGRAM (603017)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL VHSIP	\$ 98,149,736	\$ 113,342,963	\$ 15,193,227
TTF	1,296,353	0	(1,296,353)
FEDERAL	96,853,383	113,342,963	16,489,580

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)

The purpose of the Interstate Operations and Enhancement Program is to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. (Code of Virginia § 33.2-372)

INTERSTATE OPERATIONS & ENHANCEMENT PROGRAM (603018)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL IOEP	\$ 497,247,265	\$ 293,538,431	\$ (203,708,834)
TTF	99,307,396	119,948,084	20,640,688
FEDERAL	79,717,721	87,016,166	7,298,445
I-81	318,222,148	86,574,181	(231,647,967)

CONSTRUCTION MANAGEMENT (603015)

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

CONSTRUCTION MANAGEMENT (603015)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL CONSTRUCTION MANAGEMENT	\$ 51,818,489	\$ 63,037,157	\$ 11,218,668
TTF	51,818,489	63,037,157	11,218,668

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)	FY 2024	FY 2025	INCREASE (DECREASE)
Interstate Maintenance (604001)	\$ 364,747,519	\$ 447,747,230	\$ 82,999,711
Primary Maintenance (604002)	510,918,437	615,349,027	104,430,590
Secondary Maintenance (604003)	603,302,668	633,555,458	30,252,790
Transportation Operations Services (604004)	489,847,046	341,573,969	(148,273,077)
Highway Maintenance Program Management & Direction (604005)	96,034,619	91,066,302	(4,968,317)
TOTAL HIGHWAY SYSTEM MAINTENANCE	\$2,129,291,986	\$2,172,217,181	\$ 42,925,195
HMOF	1,847,239,992	1,889,017,867	41,777,875
FEDERAL	282,051,994	283,199,314	1,147,320

Commonwealth Toll Facilities (606)

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.

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

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

COMMONWEALTH TOLL FACILITIES (606)	FY 2024	FY 2025	INCREASE (DECREASE)
Acquisition & Construction (606001)	\$ —	\$ —	\$ —
Debt Service (606002)	—	—	—
Maintenance & Operations (606003)	52,293,843	59,595,800	7,301,957
Toll Facilities Revolving (606004)	41,750,000	41,750,000	—
TOTAL TOLL FACILITIES	\$ 94,043,843	\$ 101,345,800	\$ 7,301,957
POWHITE	11,000,000	11,675,600	675,600
COLEMAN	6,000,000	6,070,200	70,200
I-66 INSIDE THE BELTWAY	32,544,993	35,950,000	3,405,007
I-64 EXPRESS LANES	2,748,850	5,900,000	3,151,150
TOLL FACILITIES REVOLVING	41,750,000	41,750,000	—

Financial Assistance to Localities (607)

Financial Assistance to Localities consists of:

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

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

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

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

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

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

FINANCIAL ASSISTANCE TO LOCALITIES (607)	FY 2024	FY 2025	INCREASE (DECREASE)	
Financial Assistance for City Road Maintenance (607001)	\$ 511,715,254	\$ 483,836,874	\$ (27,878,380)	12
Financial Assistance for County Road Maintenance (607002)	86,316,968	83,833,968	(2,483,000)	12
Financial Assistance for Planning, Access Roads, & Special Projects (607004)	18,529,377	19,049,816	520,439	
Distribution of Northern Virginia Transportation Authority Fund Revenues (607006)	460,074,354	404,621,676	(55,452,678)	1
Distribution of Hampton Roads Transportation Fund Revenues (607007)	325,800,000	282,900,000	(42,900,000)	1
Distribution of Central Virginia Transportation Authority Fund Revenues (607010)	258,300,000	197,300,000	(61,000,000)	1
TOTAL FINANCIAL ASSISTANCE TO LOCALITIES	\$1,660,735,953	\$1,471,542,334	\$ (189,193,619)	
HMOF	598,032,222	567,670,842	(30,361,380)	
CONSTRUCTION	25,427,292	27,926,658	2,499,366	
FEDERAL	10,376,439	10,844,834	468,395	
CENTRAL VIRGINIA TRANSPORTATION FUND	258,300,000	197,300,000	(61,000,000)	
NORTHERN VIRGINIA TRANSPORTATION FUND	442,800,000	384,900,000	(57,900,000)	
HAMPTON ROADS TRANSPORTATION FUND	284,500,000	244,200,000	(40,300,000)	
HAMPTON ROADS REGIONAL TRANSIT FUND	41,300,000	38,700,000	(2,600,000)	

Non-Toll Supported Transportation Debt Service (612)

Non-Toll Supported Transportation Debt Service consists of:

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

Designated Highway Corridor Debt Service (612002) - To provide for the debt service requirements of the bonds sold to finance transportation improvements in special designated highway corridors. The Commonwealth Transportation Board has issued transportation revenue bonds for the U.S. Route 58 Corridor Development Program, 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).

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

Non-Toll Supported Transportation Debt Service (612)	FY 2024	FY 2025	INCREASE (DECREASE)
Highway Transportation Improvement Debt Service (612001)	\$ 8,644,519	\$ 8,105,000	\$ (539,519)
Designated Highway Corridor Debt Service (612002)	58,225,932	37,134,044	(21,091,888)
Commonwealth Transportation Capital Projects Bond Act Debt Service (612004)	193,035,670	192,768,525	(267,145)
Federal Transportation Grant Anticipation Revenue Notes Debt Service (612005)	133,577,767	127,116,000	(6,461,767)
Interstate 81 Corridor Improvement Program Debt Service (612006)	5,173,690	5,343,592	169,902
TOTAL NON-TOLL SUPPORTED DEBT SERVICE	\$ 398,657,578	\$ 370,467,161	\$ (28,360,319)
NVTD	11,867,238	7,562,400	(4,304,838)
ROUTE 28	8,644,519	8,105,000	(539,519)
CPR BONDS	193,035,670	192,768,525	(267,145)
ROUTE 58	46,358,694	29,571,644	(16,787,050)
I-81	5,173,690	5,343,592	169,902
FEDERAL	133,577,767	127,116,000	(6,461,767)

Special Structures (614)

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

VDOT SPECIAL STRUCTURES	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL VDOT SPECIAL STRUCTURES	\$ 85,040,000	\$ 85,036,880	\$ (3,120)
SPECIAL STRUCTURES	85,040,000	85,036,880	(3,120)

¹³

Administrative and Support Services (699)

Administrative and Support Services is comprised of:

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

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

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

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

ADMINISTRATIVE & SUPPORT SERVICES (699)	FY 2024	FY 2025	INCREASE (DECREASE)
General Management & Direction (699001)	\$ 179,534,839	\$ 194,493,834	\$ 14,958,995
Information Technology Services (699002)	129,834,995	140,946,512	11,111,517
Facilities and Grounds Management Services (699015)	22,962,691	18,304,208	(4,658,483)
Employee Training & Development (699024)	12,073,237	12,416,335	343,098
TOTAL ADMINISTRATIVE & SUPPORT SERVICES	\$ 344,405,762	\$ 366,160,889	\$ 21,755,127
HMOF	343,260,018	364,979,627	21,719,609
CTF	1,145,744	1,181,262	35,518

14

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)	FY 2024	FY 2025	INCREASE (DECREASE)
TOTAL VDOT CAPITAL OUTLAY	\$ 60,000,000	\$ 45,000,000	\$ (15,000,000)
CONSTRUCTION	60,000,000	45,000,000	(15,000,000)

¹⁵

Program Allocations by Fund

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

SUPPORT TO OTHER STATE AGENCIES	FY 2024	FY 2025	INCREASE (DECREASE)
Transportation Appropriation to Other Agencies			
Department of Education	\$ 283,854	\$ 301,676	\$ 17,822
Marine Resources Commission	313,768	313,768	—
Secretary of Transportation	1,023,114	1,068,986	45,872
Department of State Police	9,179,045	9,637,997	458,952
Department of Minority Business Enterprise	1,682,629	1,800,567	117,938
Department of Historic Resources	210,000	226,807	16,807
Department of Emergency Management	1,359,475	1,360,549	1,074
Department of Motor Vehicles	14,958,864	15,332,836	373,972
Department of Treasury	185,187	185,187	—
Virginia Liaison Office	173,248	199,891	26,643
Office of the State Inspector General	2,179,339	2,254,194	74,855
SUBTOTAL	31,548,523	32,682,458	1,133,935
Transfers to the General Fund			
Department of General Services	388,254	388,254	—
Department of Agriculture & Conservation Services	97,586	97,586	—
Chesapeake Bay Initiatives	10,000,000	10,000,000	—
Indirect Costs	2,802,811	6,462,324	3,659,513
Department of Taxation	2,989,795	2,975,828	(13,967)
SUBTOTAL	16,278,446	19,923,992	3,645,546
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			
	\$ 49,326,969	\$ 54,106,450	\$ 4,779,481
HMOF	45,446,204	49,517,703	4,071,499
CONSTRUCTION	2,439,003	3,136,015	697,012
TPOF	11,212	25,849	14,637
DMV	15,580	15,489	(91)
RAIL	170,401	174,172	3,771
PTF	403,515	401,133	(2,382)
PORTS	84,582	84,083	(499)
AIRPORTS	47,061	46,783	(278)
DRPT	680,793	676,774	(4,019)
SPACE	28,618	28,449	(169)

Program Allocations by Fund

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

Program	HMOF	Construction	Federal	Bonds	Other*	Total
Environmental Monitoring and Evaluation (514)	\$ —	\$ 21,272,449	\$ —	\$ —	\$ —	\$ 21,272,449
Ground Transportation Planning & Research (602)	19,744,117	89,711,090	27,524,331	—	—	136,979,538
Highway Construction Programs (603)	—	2,192,119,020	1,091,957,083	—	421,375,704	3,705,451,807
Highway System Maintenance (604)	1,889,017,867	—	283,199,314	—	—	2,172,217,181
Commonwealth Toll Facilities (606)	—	—	—	—	101,345,800	101,345,800
Financial Assistance to Localities (607)	567,670,842	8,204,982	10,844,834	—	884,821,676	1,471,542,334
Non-Toll Supported Transportation Debt Service (612)	—	—	127,116,000	—	243,351,161	370,467,161
Special Structures (614)	—	85,036,880	—	—	—	85,036,880
Administrative and Support Services (699)	364,979,627	—	—	—	1,181,262	366,160,889
VDOT Capital Outlay (998)	—	45,000,000	—	—	—	45,000,000
Support to Other State Agencies	49,517,703	3,136,015	—	—	1,452,732	54,106,450
Support to DRPT Programs	—	12,157,248	—	—	73,100,000	85,257,248
TOTAL	\$2,890,930,156	\$ 2,456,637,684	\$ 1,540,641,562	\$ —	\$1,726,628,335	\$8,614,837,737

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

Budget Comparison Schedule for FY 2025

Revenues

Revenue provided by the General Fund of the Commonwealth	\$	—
Taxes		1,091,001,513
Rights and privileges		17,052,250
Sale of property and commodities		—
Interest, dividends, and rents		30,108,563
Fines, forfeitures, court fees		—
Penalties and escheats		11,000,000
Receipts from localities and private sector		1,535,304,833
Federal grants and contracts		1,562,025,084
Toll revenues		89,595,800
Other		45,855,279
Total Revenues		<u>4,381,943,322</u>

Other Financing Sources

Other financing sources		133,907,012
Bond proceeds		—
Note proceeds		—
Transfers from other state agencies and General Fund		—
Transfers in		4,098,987,403
Total Other Financing Sources		<u>4,232,894,415</u>

Total Revenues and Other Sources **\$8,614,837,737**

Budget Comparison Schedule for FY 2025

Revenues	
Administrative and support services	\$ 366,160,889
Ground transportation system planning and research	136,979,538
Highway system acquisition and construction	3,697,574,088
Highway system maintenance	2,172,217,181
Financial assistance to localities	1,471,542,334
Environmental monitoring and compliance	21,272,449
Toll facility operations and construction	109,223,519
Special Structures	85,036,880
Capital outlay	45,000,000
Debt Service	370,467,161
Total Expenditures	<u>8,475,474,039</u>
 Other Financing Uses	
Other financing uses	—
Transfers to other state agencies and General Fund	139,363,698
Transfers out	—
Total Other Financing Uses	<u>139,363,698</u>
 Total Expenditures and Other Uses	 <u><u>\$8,614,837,737</u></u>
 Revenues and Other Sources Over (Under) Expenditures and	 <u><u>\$ —</u></u>

Appendix I - Powhite Parkway Extension (0436) FY 2025

FY 2025 ESTIMATED REVENUE

Toll Revenues	\$ 11,675,600
TOTAL ESTIMATED REVENUES	\$ 11,675,600

Toll Facility Revolving Account Loan Repayment	2,896,271
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 8,779,329

FY 2025 EXPENDITURE BUDGET

Revenue Fund	
Operations	5,779,329
Maintenance Replacement Fund	3,000,000
Estimated Interest Payment to Chesterfield County	222,910
TOTAL ESTIMATED EXPENDITURES	\$ 9,002,239

Details of Operating Expenditures	ALLOCATION FY 2024	RECOMMENDED FY 2025	INCREASE (DECREASE)
Personal Services	\$ 1,622,856	\$ 1,702,376	\$ 79,520
Contractual Services	1,404,800	1,448,349	43,549
Supplies and Materials	60,550	62,427	1,877
Transfer Payments	2,290,093	2,400,000	109,907
Continuous Charges	131,500	135,577	4,077
Property and Improvements	—	—	—
Equipment	30,600	30,600	—
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 5,540,399	\$ 5,779,329	\$ 238,930

Appendix I - Coleman Bridge (0437) FY 2025

FY 2025 ESTIMATED REVENUE

Toll Revenues	\$ 6,070,200
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 6,070,200

Toll Facility Revolving Account Loan Repayment	2,844,829
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 3,225,371

FY 2025 EXPENDITURE BUDGET

Revenue Fund	
Operations	3,137,262
Maintenance Replacement Fund	—
TOTAL ESTIMATED EXPENDITURES	\$ 3,137,262

Details of Operating Expenditures	ALLOCATION FY 2024	RECOMMENDED FY 2025	INCREASE (DECREASE)
Personal Services	671,612	704,521	32,909
Contractual Services	1,548,400	1,596,400	48,000
Supplies and Materials	53,450	55,107	1,657
Transfer Payments	440,000	440,000	—
Continuous Charges	80,200	82,686	2,486
Property and Improvements	—	—	—
Equipment	343,600	346,657	3,057
Obligations	—	—	—
TOTAL - Operating Expenditures	\$ 3,137,262	\$ 3,225,371	\$ 88,109

Appendix I - I-66 Inside the Beltway (0446) FY 2025

FY 2025 ESTIMATED REVENUE

Toll Revenues	\$	35,750,000
Court Payments		200,000
TOTAL ESTIMATED REVENUES	\$	35,950,000

FY 2025 EXPENDITURE BUDGET

Revenue Fund		
Operations	\$	32,950,000
Maintenance Replacement Fund		3,000,000
TOTAL ESTIMATED EXPENDITURES	\$	35,950,000

		RECOMMENDED FY 2025
Personal Services		\$683,000
Contractual Services		10,400,000
Supplies and Materials		25,100
Transfer Payments		21,831,900
Continuous Charges		—
Property and Improvements		—
Equipment		—
Obligations		10,000
TOTAL - Operating Expenditures	\$	32,950,000

Memorandum of Agreement Waterfall Budget

Tolling Operation and Maintenance	\$	14,118,100
Debt Service on Rail Component Debt		—
NVTC Payment		11,038,129
Pay go for Rail Components		8,753,771
Toll Facilities Revolving Account (TFRA) Repayment		2,040,000
Debt Service on NVTC Debt		—
Additional Repayments to TFRA		—
Remaining to Components selected by NVTC/ Approved by CTB		—
	\$	35,950,000

Appendix I - I-64 Express Lanes (0447) FY 2025

FY 2025 ESTIMATED REVENUE

Toll Revenues	\$ 5,900,000
TOTAL ESTIMATED REVENUES	\$ 5,900,000
<i>Less: Toll Facility Revolving Account Loan Repayment</i>	1,500,000
TOTAL ESTIMATED REVENUE AVAILABLE	\$ 4,400,000

FY 2025 EXPENDITURE BUDGET

Revenue Fund	
Operations	2,846,289
TOTAL ESTIMATED EXPENDITURES	\$ 4,400,000

Details of Operating Expenditures	ALLOCATION FY 2024	RECOMMENDED FY 2025	INCREASE (DECREASE)
Personal Services	485,775	509,578	23,803
Contractual Services	2,042,825	2,106,153	63,328
Supplies and Materials	250	258	8
Transfer Payments	220,000	220,000	—
Continuous Charges	—	300	300
Property and Improvements	—	—	—
Equipment	—	—	—
Obligations	—	—	—
TOTAL - Operating Expenditures	\$2,748,850	\$2,846,289	\$87,439

Index: Acronyms and Terminology

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

Endnotes

Endnote Number	Description
1	Reflects impact of updated state revenue forecast.
2	Other revenue in the previous year includes the allocation of fuel reserve funding from the prior fiscal year.
3	The previous fiscal year included a one-time General Fund allocation for the Interstate 64 Widening Project (I-64 Gap).
4	Reflects change in funds available for the Interstate 81 Corridor Improvement Program and the planned use of debt to deliver projects.
5	Change in funding beginning in FY 2024 for studies and advance procurement activities.
6	Adjustment reflects change in funds available to program areas as prescribed in the Code of Virginia, §33.2-358.
7	Adjustments reflect changes in one-time funding and updated project participation from other regional and local entities.
8	Includes updated revenue estimate for the Fuel Tax dedicated to the Special Fund Account for the Construction District Grant Program.
9	Changes to assumptions related to project participation for funds provided by other entities.
10	General Fund dollars made available in Chapters 1 and 2 (2022 Special Session I) in Fiscal Years 2023 and 2024 for Transportation Initiatives.
11	Reflects change in funds available for the Interstate 81 Corridor Improvement Program and the planned use of debt to deliver projects.
12	Allocation adjustments reflect program growth and supplemental funding for the impact of paving costs anticipated within the Maintenance Programs.
13	Updated reflects prescribed change in Special Structure Funding. \
14	Program growth and additional Information Technology investment necessary.
15	Additional funding provided for Capital Outlay for Hampton Roads District Operational Facilities in prior fiscal year.
16	Additional funding made available from remaining balance of fuel reserves established in FY 2023 and made available for allocation in FY 2024. This balance was \$77,439,086 for the previous fiscal year.



Draft FY2025 Six Year Improvement Program & Budget

Commonwealth
Transportation Board

Deanna Oware, Chief Financial Officer
Zach Trogon, Chief of Public Transportation
Emily Stock, Chief of Rail
April 16, 2024



Agenda

Six Year Improvement Program Allocations




Fiscal Year 2025 Public Transportation Program



Fiscal Year 2025 Rail Program

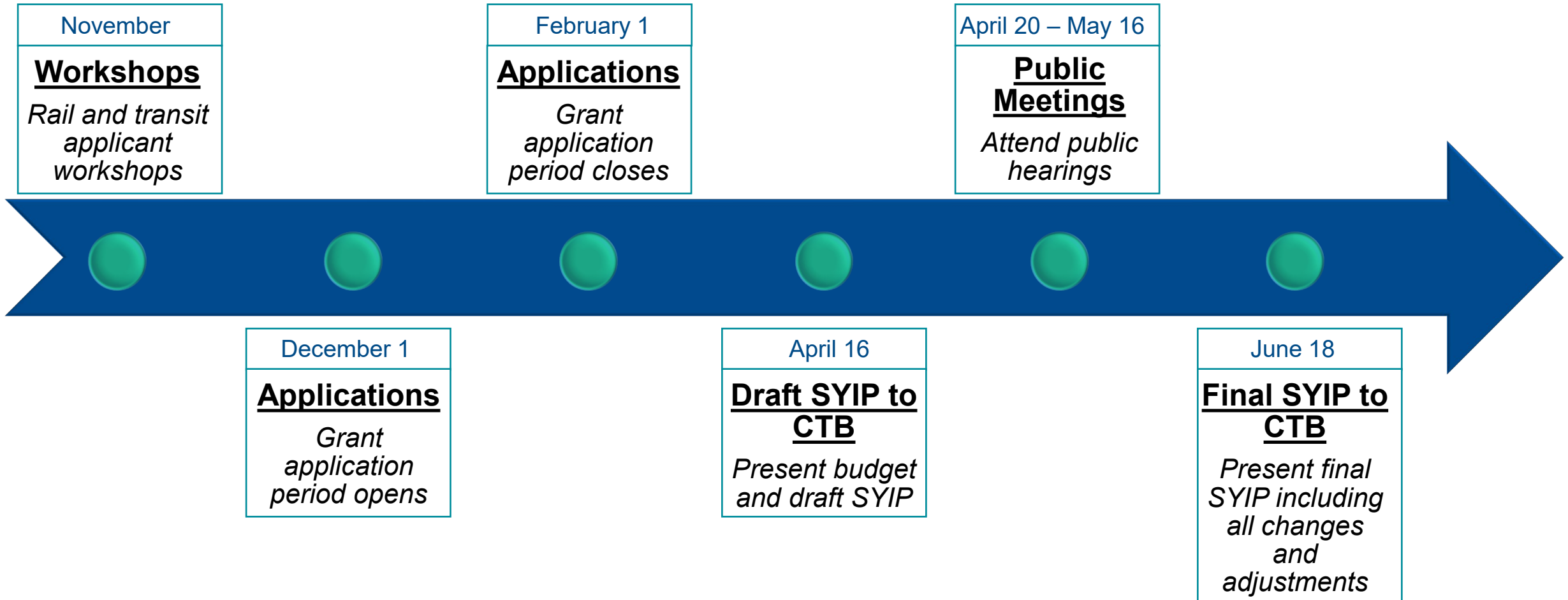


Fiscal Year 2025 Agency Budget



What's next...

FY2025-FY2030 Six Year Improvement Program Timeline



Fiscal Year 2022-2025 Allocations

(in millions)

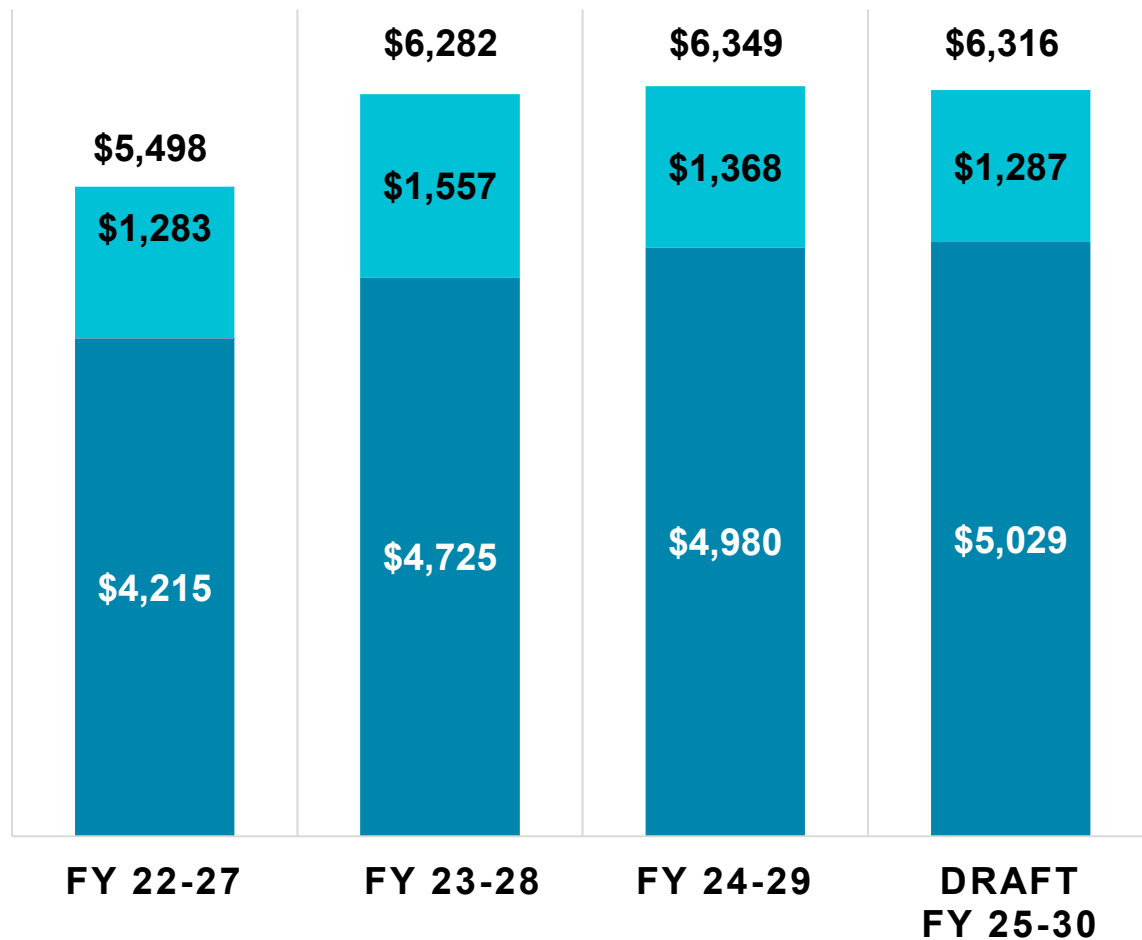
	FY2022	FY2023	FY2024	FY2025 (Draft)
Public Transportation	\$376	\$394	\$396	\$392
Washington Metro Area Transit Authority	\$382	\$405	\$415	\$426
Virginia Railway Express*	\$ -	\$ -	\$ -	\$16
DRPT Rail	\$12	\$16	\$22	\$18
Transforming Rail in VA (VPRA)	\$213	\$240	\$93	\$182
TOTAL	\$983	\$1,055	\$926	\$1,034

* 2023 General Assembly legislation separated Virginia Railway Express from public transportation starting in FY 2025

Fiscal Years 2026-2030 Projected Allocations (in millions)

	FY2026	FY2027	FY2028	FY2029	FY2030
Public Transportation	\$376	\$376	\$397	\$389	\$415
Washington Metro Area Transit Authority	\$421	\$426	\$431	\$436	\$443
Virginia Railway Express	\$16	\$17	\$17	\$17	\$18
DRPT Rail	\$15	\$9	\$10	\$5	\$5
Transforming Rail in VA (VPRA)	\$232	\$669	\$58	\$50	\$34
TOTAL	\$1,060	\$1,497	\$913	\$897	\$915

Four-Year Comparison of SYIP Allocations (in millions)



- FY22-27 was the first year for Transforming Rail in Virginia
- FY23-28 has an increase in revenue due to the uptick in estimated revenues for FY22 and out years

FY2025 Public Transportation Program

Transit Investment Plan

Projects in DRPT's draft SYIP are aligned with the **Transit Strategic Plans, Transit Development Plans, and Commuter Assistance Program (CAP) Strategic Plans**, which were developed by the various transit and commuter assistance program operators across the Commonwealth. These plans are consistent with CTB policy and the Code of Virginia.

DRPT's Transit SYIP includes the following categories:

Federal Grant Programs (\$90M)

- FTA 5303 Metropolitan Planning
- FTA 5304 Statewide Planning
- FTA 5307 Urban Assistance
- FTA 5310 Enhanced Mobility
- FTA 5311 Rural Assistance
- FTA 5329 State Safety Oversight
- FTA 5339 Bus and Bus Facilities

State Grant Programs (\$740M)

- MERIT Capital
- MERIT Operating
- MERIT Technical Assistance
- MERIT Demonstration
- MERIT Workforce Development
- CAP Operating
- CAP Project Assistance
- TRIP Regional Connectivity
- TRIP Zero and Reduced Fare
- TRIP Public Safety
- TRIP Passenger Amenities
- WMATA
- VRE



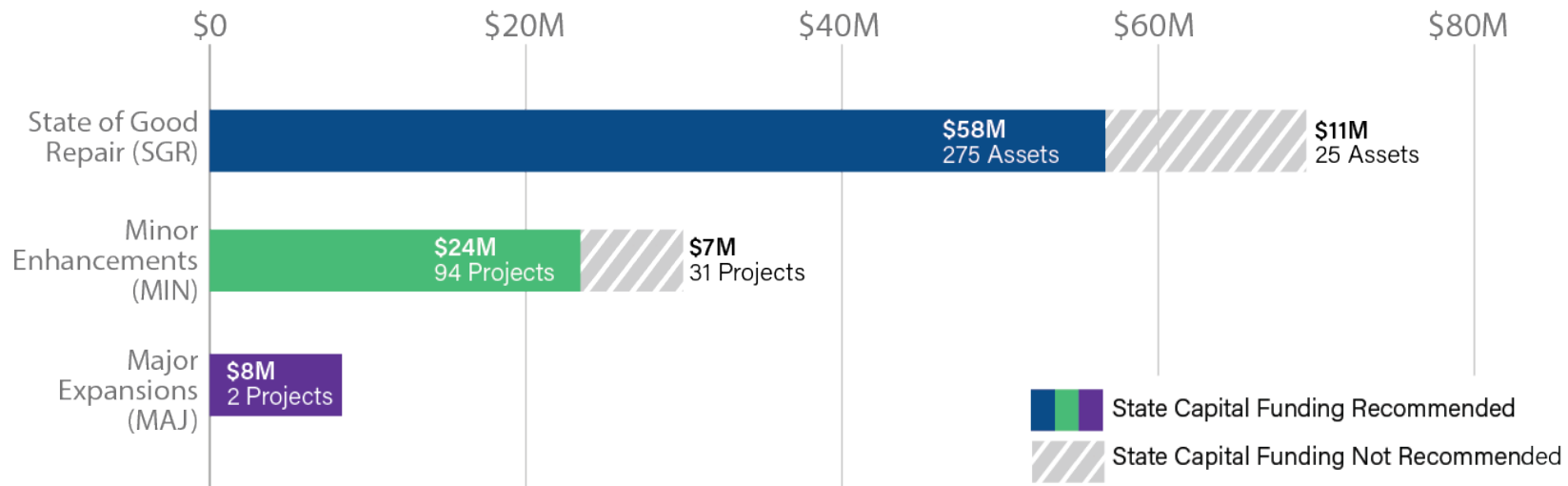
MERIT Operating

- Total Operating Assistance revenue of **\$128 million** is projected for allocation in FY25
- The formula for FY25 operating assistance is based on **FY23 performance and financial data** from transit agencies
- The program caps the amount of operating assistance to any one agency at **30%** of its operating expenses based on the most recently audited financials (FY23 for the FY25 SYIP)

MERIT Capital

FY25 - DRPT State Capital Funding Recommended

Includes Recommended Awards of: State Capital (CMTF) Revenues



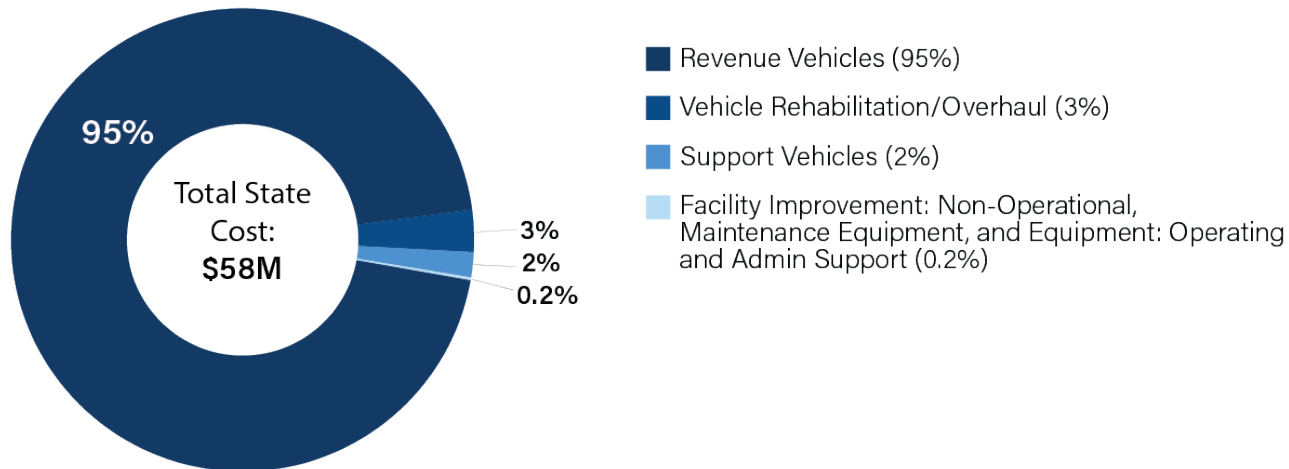
- The FY25 recommended Capital Assistance Program includes:
 - **State of Good Repair (SGR)** projects that replace assets that scored 55 points or higher (assets exceeding 95% of their useful life)
 - **Minor Enhancement** projects that scored 12 points or higher for those that are SGR in character and 29 points or higher for expansion projects
 - **Two Major Expansion** projects

MERIT Capital

State of Good Repair Projects

FY25 - State of Good Repair Projects

Recommended Awards By Project Type

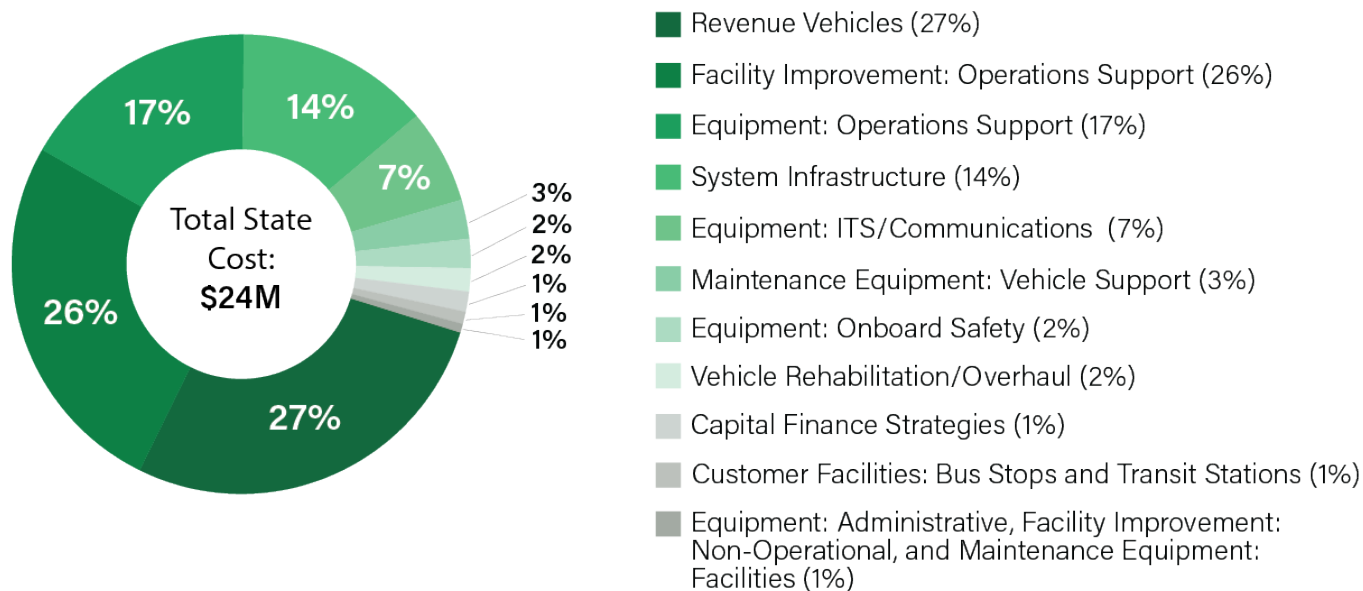


- **300 individual assets evaluated**
- **275 replacement assets recommended for funding**
- **Projects that scored well include:**
 - Vehicle revenue replacements and rehabilitations
 - Replacement support vehicles
 - A small number of projects supporting facility improvements, maintenance, and equipment for operating and administrative support
- **Projects that did not score well include:**
 - Replacements of assets that have not yet met 95% of their useful life

MERIT Capital Minor Enhancement Projects

FY25 - Minor Enhancement Projects

Recommended Awards By Project Type



- **125 projects evaluated**
- **94 projects recommended for funding**
- **Projects that scored well include:**
 - Projects that are SGR in character
 - Expansion vehicles
 - Equipment for operational support and onboard ITS systems
 - System infrastructure
 - Maintenance equipment and parts
 - Facility improvements with operational impacts
- **Projects that did not score well include:**
 - Equipment for administrative support
 - Facility improvements with non-operational impacts



Transit Ridership Incentive Program

- **Regional Connectivity:**
 - Fare Integration Projects for County of Fairfax and Potomac Rappahannock Transportation Commission (\$4M state)
 - Virginia Breeze East-West Connector (\$400,000 state funds)
- **Passenger Amenities:**
 - \$23.2M in projects recommended utilizing \$15.8M of state funding
- **Public Safety:**
 - \$1.8M in projects recommended with \$1.3M of state funding
- **Zero and Reduced Fare:**
 - Continuation of GRTC project for \$3.5M in state funds

Other Transit Programming Highlights

- **Demonstration Program**

- Microtransit Pilot Projects: City of Harrisonburg
- Transit Technology: Blindspot Camera Pilot (DASH-Alexandria)

- **Technical Assistance**

- Over \$6.6M in total projects recommended using \$4.1M in state funds
- Studies include: Bedford, BRITE, and Arlington County Microtransit Feasibility; New Kent, Charles City, and Page County Public Transit Feasibility Studies; ADA/Paratransit Operations, Fares
- Commuter Assistance Program Strategic Plans: RideFinders, RVARC (Roanoke), TRAFFIX (Hampton Roads)

- **Workforce Development**

- Mechanic apprenticeship, 11 internships across 7 transit agencies

- **Commuter Assistance Program**

- Operating Assistance: \$2.9M in total costs for 15 operating projects (\$2.3M state)
- Projects: \$2.2M in total costs for 11 projects (\$1.7M state)

- **Major Expansion Projects**

- Approximately \$8M to further completion on two Administration and Maintenance Facilities- Arlington County Transit (Shirlington) and Williamsburg Area Transit Authority



VRE and WMATA

VRE is subject by Code to receive **up to 3.5%** of eligible funds from the Commonwealth Mass Transit Fund (CMTF) to assist in funding of operating and capital needs.

- The funding is subject to VRE submitting a budget by February 1 and on DRPT staff assessing a set of performance factors.
- VRE complied with the policy requirement to submit a budget within the required timeframe.

WMATA jurisdictions receive by Code 46.5% of the CMTF subject to a number of compliance requirements.

- Equal to approximately \$215M in FY2025.
- WMATA also receives \$50M in CMTF to meet match requirements of federal PRIIA legislation. This \$50M is matched by \$150M in federal funds and \$50M each from Maryland and DC.
- Additional \$154.5M is dedicated to WMATA from the separate WMATA Capital Fund.

FY2025 Rail Program

Rail Investment Plan



Projects in DRPT's draft SYIP are aligned with the **Virginia Statewide Rail Plan**, which was adopted by the Federal Railroad Administration (FRA) in 2023 and adheres to the vision and goals established by CTB and VTrans.

DRPT's Rail SYIP includes the following categories:

Rail Programs

- Rail Preservation Grants
- Freight Grants

Federal Grant Match

- Rail Crossing Elimination Program

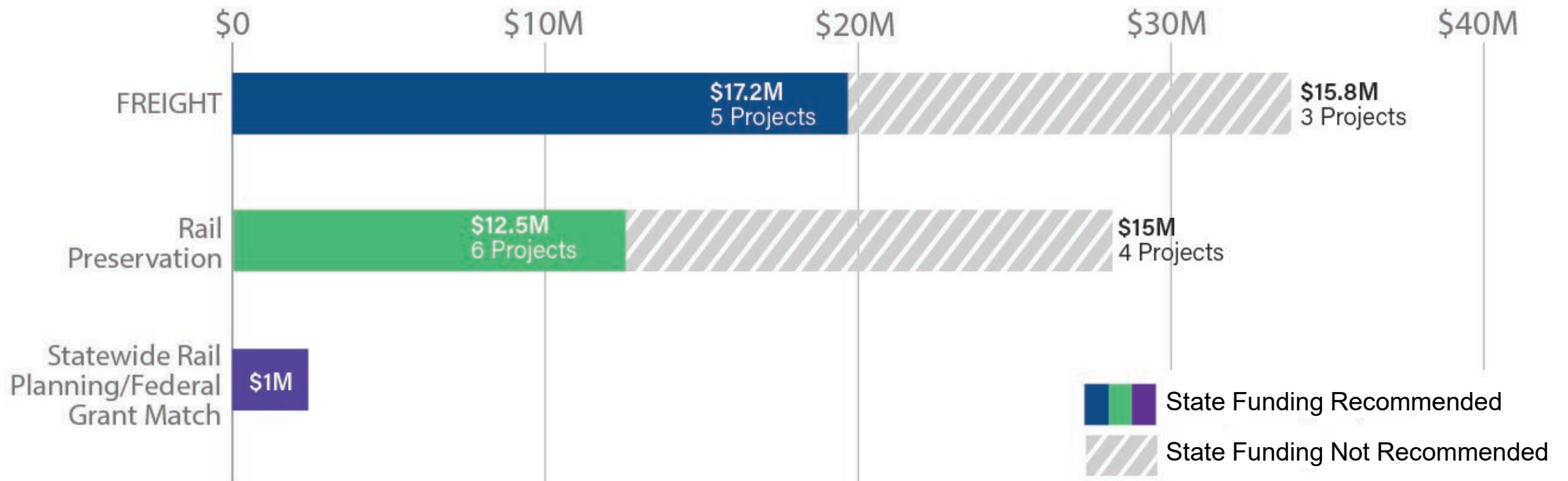
Statewide Rail Planning

- Statewide Rail Plan
- General Assembly studies
- Federal grant application technical assistance
- Federal grant management

Rail Program Recommendation Summary

FY25 - DRPT Rail Program

Includes Rail Preservation Funds (RPP) and Commonwealth Rail Funds (CRF)



Rail Preservation Project Recommendations

Surfacing



- **Winchester & Western \$1.8M**
Winchester/Frederick County
- **Buckingham Branch \$4M**
Henrico County-Alleghany County

Crossings



- **Chesapeake & Albemarle \$2.8M**
Chesapeake
- **Commonwealth Railway \$7.5M**
Portsmouth/Chesapeake/Suffolk

Bridges



- **Shenandoah Valley \$0.5M**
Augusta County
- **Norfolk Portsmouth Beltline \$1.3M**
Norfolk/Portsmouth/Chesapeake

Freight Project Recommendations

Track Work



- Norfolk Portsmouth Belt Line South Street Yard \$5.5 M

Portsmouth

- Winchester Western Clearbrook Siding \$3.3 M

Frederick County

Intermodal



- Norfolk Portsmouth Belt Line Port Norfolk Transload \$7M

Portsmouth

- International Feed Agricultural Capacity Enhancement \$1M

Chesapeake

Rolling Stock



- Buckingham Branch Rolling Stock Capacity \$2.4M

Albemarle, Buckingham, Fluvanna, Hanover, Henrico, Louisa, Charlottesville, Richmond

Fiscal Year 2026 Look Ahead

Fund	Category (State Share Only)	FY25	FY26
Rail Preservation Program	Recommended Projects	\$ 8,425,062	\$ 5,816,389
Commonwealth Rail Fund	Recommended Projects - FREIGHT	\$ 8,839,492	\$ 7,602,913
	Federal Grant Match	\$ 461,700	\$ 975,000
	Statewide Rail Planning	\$ 500,000	\$ 700,000
		\$ 18,226,254	\$ 15,094,302

- Unlike the majority of transit projects, rail programs fund multi-year projects.
- Qualified projects from previous years are expected to nearly deplete available revenues for FY26 in advance of next year's grant application cycle.

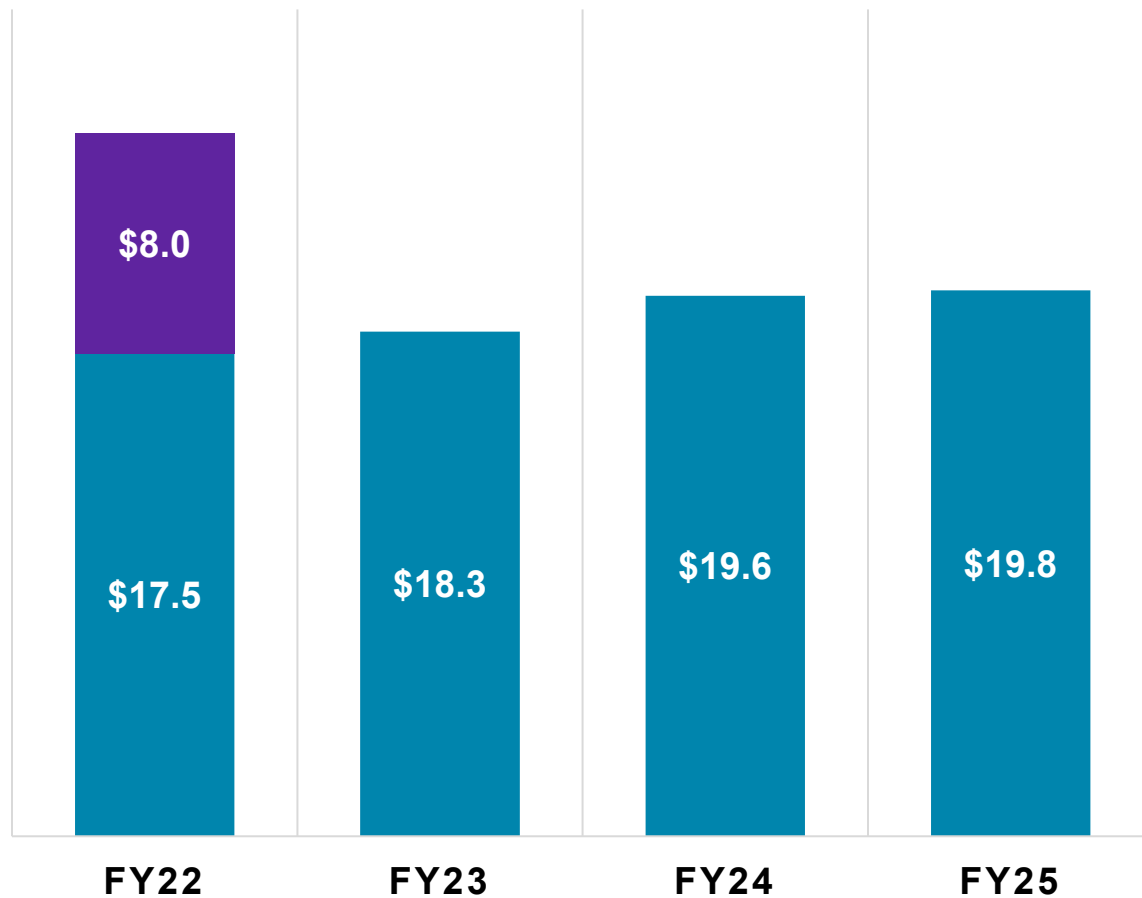
Agency Budget

FY 2025 DRPT Recommended Budget

In Millions

Program	FY25
Transit Programs	\$ 924.1
Rail Programs	\$ 42.5
Agency Operating Budget	\$ 19.8
Virginia Passenger Rail Authority	\$ 163.5
Total	\$ 1,149.9

Four-Year Comparison: Agency Operating Budget (in millions)



- Appropriations Act allows for **five percent** of the Commonwealth Mass Transit Fund, Shortline Preservation Fund, and the Commonwealth Rail Fund to be used for DRPT Operations.
- For FY2025, DRPT only will use **3.9 percent** of these funds, a decrease from last year's four percent.
- DRPT's administrative budget will increase **approximately one percent (\$200K)** year over year.

24 *Prior Administration increased FY 22 Admin Budget by \$8M in January 2022. Director DeBruhl directed \$8M in admin cuts in April 2022.

Next Steps

April 2024

- Finalize project management and the administrative budget
- Unveil Draft FY2025 SYIP to the public using new data portal

May 2024

- Incorporate changes based on SYIP hearing comments
- Finalize the five-year capital budget for projects not funded in the current SYIP
- Host DRPT-specific public hearing in-person at both DRPT offices and virtually

June 2024

- Present the final budget and SYIP to CTB



Questions?



DRPT

VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION

Annual Budget- Draft

Fiscal Year 2025

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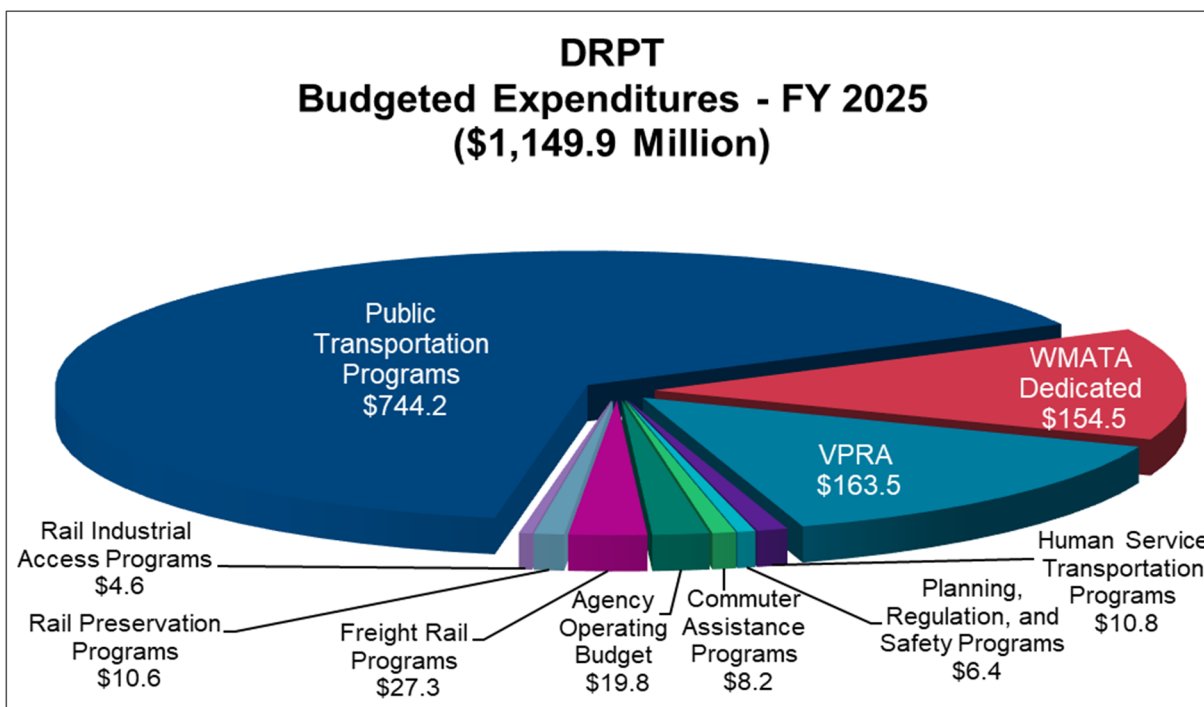
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Summary of Programs

Summary of FY 2025 Budget

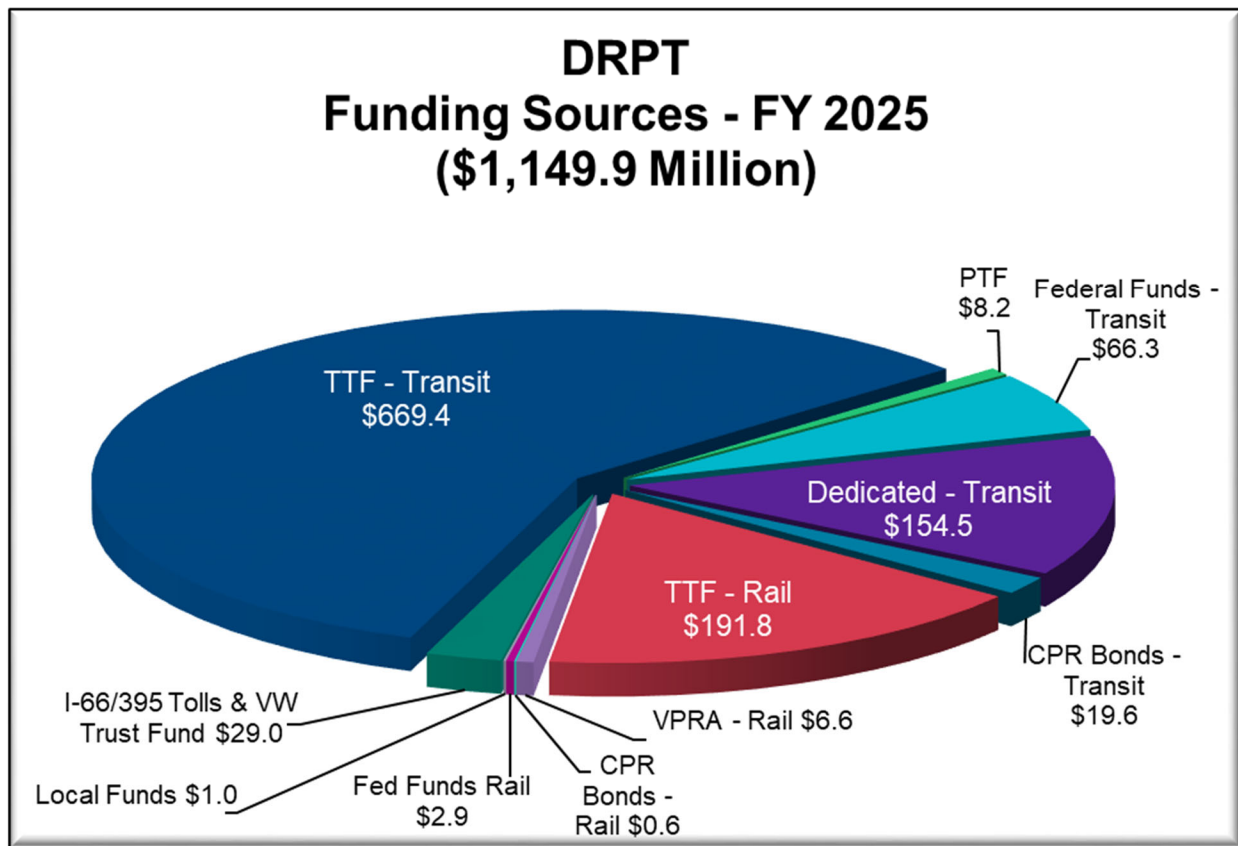
In FY25, DRPT will invest \$1,149.9 million in state, federal, and local resources towards improving public transportation and rail capacity across the Commonwealth of Virginia. The overwhelming majority of these funds are directed to a variety of recipients, including public transportation providers, local and regional government entities, freight railroads, and the Virginia Passenger Rail Authority (VPRA). The VPRA was established in section §33.2-288.B. of the *Code of Virginia* to oversee passenger rail projects within the Commonwealth, including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the revenues of the Commonwealth Rail Fund. The VPRA share is estimated at \$163.5 million for FY25.

Expenditures for FY25 are estimated to be \$109.3 million more than FY24. Additional detail is included in the specific program sections of this document.



The chart depicts the FY25 DRPT budget across the agency’s service areas and payments to the VPRA. The budgeted expenditures for each are discussed in more detail later in this report.

The following chart depicts the source of funds for DRPT’s annual budgeted expenditures. It is not based on the annual estimated revenues for each funding source; rather, the funding source is derived from over 2,000 projects included in the cash flow projections used to estimate the budgeted expenditures. Additional information concerning the DRPT FY25 funding sources can be found in the Annual Budget section of this report.



FY 2025 Service Area Budget Highlights

Agency Operating Budget

The DRPT program management and administrative budget increased 1.0% or \$0.2 million. DRPT has elected to use only 3.9% of the 5.0% allowable under the Appropriations Act of the Rail Preservation Fund, Commonwealth Rail Fund, and Commonwealth Mass Transit Fund in FY25 for project oversight. Over the past several years, the transit programs managed by DRPT have grown significantly as have the associated revenues. This growth has been accompanied by increased demand by the General Assembly for accountability over the funds in these programs. The agency's operating budget will be used to develop and expand the program oversight requested by the General Assembly related to state transit funding.

The nature of the large-scale projects that DRPT now manages is highly diverse in their scope and service, changing dramatically over the last 15 years. Examples of these projects include the following: the Virginia Breeze intercity bus, WMATA oversight, transit way improvements related to the Amazon headquarters arrival, as well as I-95 and I-81 freight rail corridor programs.

DRPT is also currently completing studies on future transportation demand management (TDM) strategies in the heavily congested I-66 and I-395 corridors. This focuses on measuring person throughput (rather than vehicle) and redirects toll revenue collected on highways to critical transit projects.

The Appropriations Act authorizes the Commonwealth Transportation Board (CTB) to approve up to 5.0% per year of the Commonwealth Mass Transit Fund (§33.2-1526), Rail Preservation and Development Fund (§33.2-1602), and the revenues allocated to the Department from the Commonwealth Rail Fund (§33.2-1526.4) to be used to support the DRPT costs of project development, project administration, and project compliance.

In FY25, it is forecast that \$19.8 million or 3.9% of the revenues from these funds will be used to support the programs' ongoing administrative costs. A summarized list of these estimated administrative costs is included in the footnotes of the budget statement at the end of this document. Despite the increase in demands on the agency, the DRPT operating budget only represents 1.7% of the \$1,149.9 million of total funds administered.

Public Transportation Programs

The state funding for Public Transportation is comprised of revenues from the Commonwealth Mass Transit Fund (CMTF) and the Commonwealth Transit Capital Fund (CTCF). Effective July 1, 2020, HB 1414 adopted numerous structural changes to the transportation funding system in the Commonwealth. Most state transportation revenues are directed to the Commonwealth Transportation Fund and the Highway Maintenance and Operating Fund, which are administered by the Virginia Department of Transportation (VDOT). Revenues are then disbursed from the Commonwealth Transportation Fund to the Transportation Trust Fund and then distributed to meet the varying transportation needs of different modes of transportation. The CMTF receives 23% of the Transportation Trust Fund. This structure allocates the net impact of upturns and downturns in specific revenues so no one mode is adversely affected.

Chapter 854 of the 2018 Acts of Assembly established a separate allocation for the Washington Metropolitan Area Transit Authority (WMATA) and set allocation percentages for DRPT's Operating, Capital, and Special programs in FY19 and beyond. It is important to note that these bills did not create additional transportation revenues. Instead, they built on the new revenues generated by HB 2313 in 2013 by changing the distribution of existing revenues.

Beginning in FY21, these funds were distributed in accordance with the *Code of Virginia* and specific Appropriations Act language as follows:

- Up to 5.0% of the CMTF to support costs of project development, project administration, and project compliance (current Appropriation Act language)
- \$2.0 million (current Appropriation Act language) of the MTTF for state safety oversight
- \$1.5 million (current Appropriations Act language) of the MTTF for paratransit capital projects and enhanced transportation services for the elderly and disabled

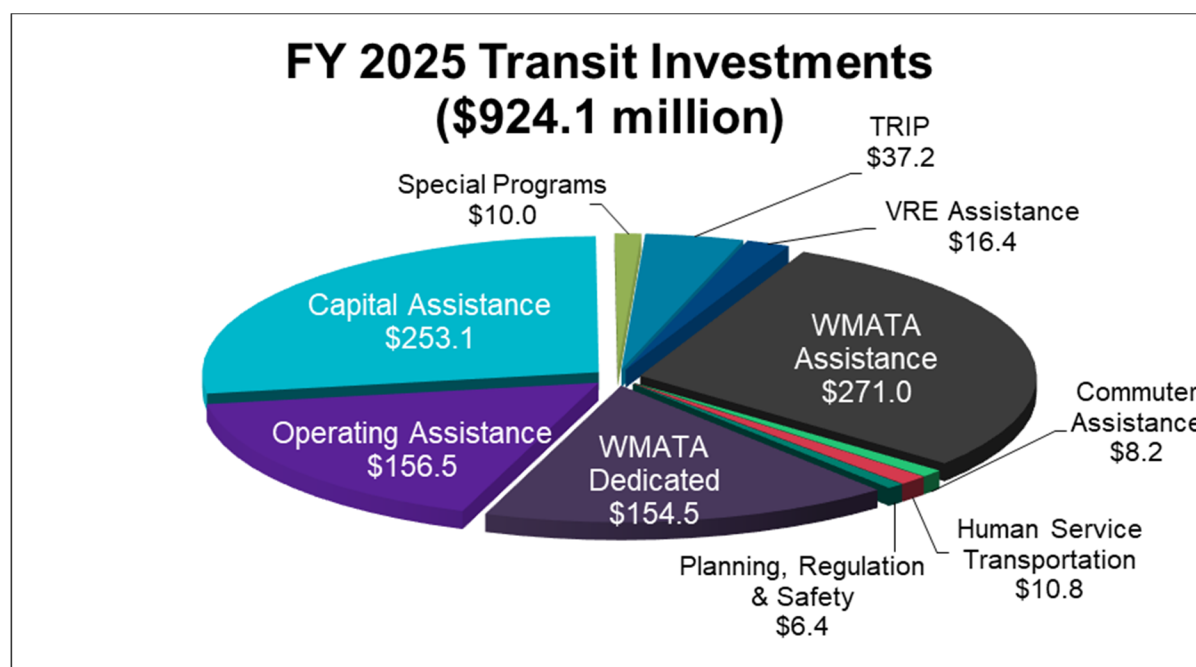
The remaining funds are allocated by statute (§33.2-1526.1) with a minimum of 24.5% for state operating assistance grants, 17.0% awarded as capital assistance grants, 46.5% for distribution to WMATA for capital purposes and operating assistance, 6.0% for the Transit Ridership Incentive Program (TRIP), 3.5% for distribution to the Virginia Railway Express, and the balance of up to 2.5% awarded as special projects grants, subject to CTB approval.

The CTCF is made up of the CPR bonds authorized under Chapter 896 of the 2007 Acts of Assembly allocated to transit capital. The major revenue source for these bond authorizations is the tax on insurance premiums. Beginning in FY19, these bond funds completed the 10-year period under the original bond authorization and the \$60 million annual amount available ended. Current year allocations of these funds represent monies deobligated from prior year projects.

By the close of FY21 when the WMATA state of good repair funding grant ended, the state transit capital assistance program lost an additional \$50 million of annual bond funding. However, section §33.2-1526.1.B of the *Code of Virginia* allocates up to \$50 million off the top of the CMTF starting in FY22 for the WMATA State of Good Repair program.

In 2018, the General Assembly directed the CTB to develop a separate prioritization process for state of good repair projects and major expansion projects. The process for state of good repair projects is based upon transit asset management principles, including federal requirements for Transit Asset Management pursuant to 49 U.S.C. § 5326 while the process for major expansion projects is based on Smart Scale factors. Over 85% of the transit capital program has historically been utilized for maintenance of existing assets, which highlights the importance of finding a solution to this problem.

The FY25 budget for Transit Programs is depicted in the following chart. This chart represents FY25 anticipated expenditures across the ten major Transit programs.



The FY25 budget of \$924.1 million for Transit investments represents an increase of \$87.7 million from \$836.4 million in the FY24 Budget.

As compared to the FY24 Budget, capital projects increased \$71.3 million. There is an increase in large bus purchases and facility construction needs as supply constraints from COVID are easing. In addition, the 2023 Legislative Assembly established a new funding stream for the Virginia Railway Express (VRE) of \$16.4 million for FY25. Moreover, Transit Operating Assistance decreased \$9.4 million from FY24 partially due to the carve out of the VRE operating expenses from this category.

WMATA Assistance includes an allocation of \$50.0 million of CMTF funding, which was funded from bond proceeds prior to FY22, to match the federal funds WMATA is receiving under the federal state of good repair program. The Transit programs are discussed in more detail in the following sections.

Public Transportation Operating Funds

The budgeted amounts in this report include anticipated expenditures on all the projects and grants that DRPT manages for FY25, not just amounts allocated in FY25 by the CTB in the SYIP (See note 1 for more information). The budgeted FY25 transit operating expenditures are \$156.5 million or a decrease of \$9.4 million from FY24. Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 24.5% of the CMTF to support operating costs of transit providers and that the CTB shall establish service delivery factors, based on effectiveness and efficiency, to guide the relative distribution of such funding. Such measures and their relative weight shall be evaluated every three years.

DRPT has worked in consultation with the Transit Service Delivery Advisory Committee (TSDAC) and other stakeholders to develop the necessary policies and procedures to implement a performance-based state transit operating allocation. The TSDAC adopted the following policy objectives to guide their deliberations: promoting fiscal responsibility, incentivizing efficient operations, supporting robust transit service, rewarding higher patronage, promoting mobility, supporting a social safety net, and utilizing data that exists for all agencies.

The CTB adopted the allocation policy for transit operating funding based on performance factors as follows:

System Sizing Metrics:

Bus Systems:

- Operating Cost (50%)
- Ridership (30%)
- Revenue Vehicle Hours (10%)
- Revenue Vehicle Miles (10%)

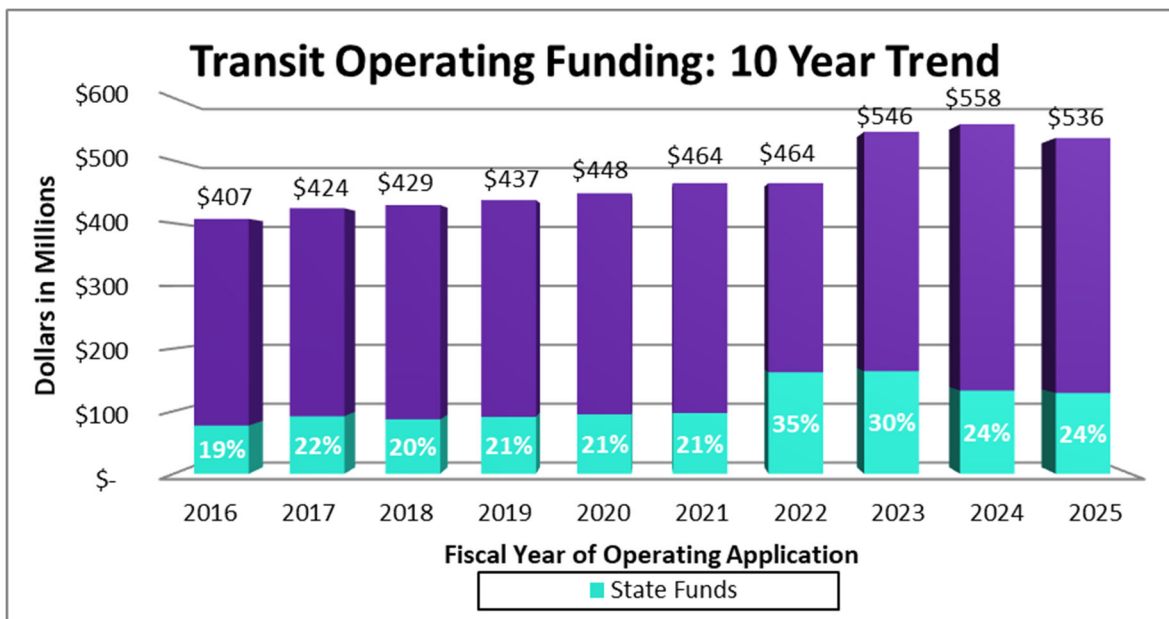
Performance Adjustment:

All Systems:

- Passengers per Revenue Vehicle Hour (20%)
- Passengers per Revenue Vehicle Mile (20%)
- Operating Cost per Revenue Vehicle Hour (20%)
- Operating Cost per Revenue Vehicle Mile (20%)
- Operating Cost per Passenger (20%)

To ensure an even distribution of funding, the share of state operating assistance is to be capped at 30% of an agency’s operating cost. A one-time exception was made when mid-year FY22 revenue collections were significantly higher than estimates and the State allocated 35% of agency operating costs. Unallocated balances remaining after applying the cap are run through the performance-based formula to ensure full allocation of the available operating funding. Agencies that receive an increase in state assistance because of the performance-based formula are encouraged to invest the increased allocation into sustaining and expanding service options.

DRPT’s FY25 state share of operating funding covers 24.0% of transit agency expenditures which is an increase of 0.1% from the prior year. The following chart provides a history of the state’s participation in the cost of transit operations in the Commonwealth. Prior years in the chart have been restated to exclude operating payments made to WMATA. In FY19 and beyond funding for WMATA operating and capital are reported as WMATA Assistance. In FY25 and beyond, funding for VRE operating and capital are reported as VRE Assistance.



Public Transportation Capital Funds

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 17.0% of the Commonwealth Mass Transit Fund for capital purposes distributed utilizing the transit capital prioritization process established by the Board pursuant to Section 33.2-214.4 of the *Code of Virginia*. Capital program grants from the CMTF are funded based on the total cost of the project. Effective July 1, 2019, capital projects are prioritized in three different categories:

State of Good Repair (SGR): capital projects or programs to replace or rehabilitate an existing asset. SGR is based on transit asset management principles, including federal requirements for Transit Asset Management. Projects are prioritized based on asset condition score and service impact score.

Minor Enhancement (MIN): Projects or programs to add capacity, new technology, or a customer enhancement meeting the following criteria:

- Project cost is up to \$2 million, OR
- For expansion vehicles, a minor enhancement entails a fleet increase of no more than 5 vehicles or less than 5% of the fleet size, whichever is greater

Minor enhancement projects are prioritized solely on service impact scores.

Major Expansion (MAJ): Projects or programs that add, expand, or improve service with a cost exceeding \$2 million or for expansion vehicles, an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater. Projects are prioritized based on the following SMART SCALE factors:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use

In FY25, the budget for public transportation capital expenditures is \$253.1 million, which is an increase of \$71.3 million from FY24. This increase is mainly attributable to the adverse effect of the Coronavirus on the ability of transit agencies and localities to fund and engage in longer-term capital projects in prior years and the anticipated reductions in the industry-wide supply chain issues in the future. In addition, many capital facility projects and bus purchases have experienced cost increases due to inflation. Some of the major projects that will be supported by these funds include replacement transit vehicles, expansion transit vehicles, vehicles for elderly and disabled services, service support vehicles, transit facility and station construction and renovation, and transit facility planning and design.

Public Transportation Special Program Funds

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 2.5% of the Commonwealth Mass Transit Fund for special programs. The Special Programs budget is estimated at \$10.0 million for FY25. These funds are used to award discretionary grants for ridesharing, public transportation promotion, operation studies, technical assistance projects, as well as programs that enhance the provision and use of public transportation services.

Public Transportation Ridership Incentive

Section §33.2-1526.1 of the *Code of Virginia* provides that the CTB shall allocate 6.0% of the Commonwealth Mass Transit Fund for the Transit Ridership Incentive Program established pursuant to Section §33.2-1526.3 of the *Code of Virginia*. The Board shall establish the Transit Ridership Incentive Program to promote improved transit service in urbanized areas of the Commonwealth with a population exceeding 100,000 and to reduce barriers to transit use for low-income individuals. The FY25 budget includes \$37.2 million to support projects such as free fare programs and regional connectivity routes, which is an increase of \$12.6 million from FY24. Most of the increase is because of the greater access to these funds due to the expansion of the scope of projects that can utilize the incentives.

VRE Assistance Funds

HB 1496 of the 2023 Legislative Assembly established a funding stream beginning in FY25 to the Virginia Railway Express. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 3.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to VRE for capital purposes and operating assistance. The budgeted state assistance provided to VRE is \$16.4 million for FY25.

WMATA Assistance Funds

The budgeted state assistance provided to WMATA increased \$2.8 from \$268.2 in FY24. Section §33.2-1526.1 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall allocate 46.5% of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. In FY18 and prior years, WMATA received a share of the funds available for the operating and capital assistance based on program allocation guidance. Under the new process, greater oversight responsibility is required of the Northern Virginia Transportation Commission for these state funds dedicated to WMATA.

Commuter Assistance Programs

The Commuter Assistance Programs budget of \$8.2 million includes \$3.9 million of CMTF funds for FY 2025 to support Transportation Demand Management (TDM) projects. The budget also includes Federal Highway Administration (FHWA) funds of \$3.3 million and state funding of \$1.0

million for projects included in the VDOT SYIP that DRPT will administer, such as the Arlington County Commuter Services program, Hampton Roads Transit TRAFFIX program, Telework, RideFinders, and various Transportation Management Plans.

The TDM program is a discretionary grant program that provides state funds to support up to 80% of the costs of TDM projects and other special projects that are designed to reduce single-occupant vehicle travel. These funds are used to support vanpooling, ridesharing, and marketing and promotional efforts across the Commonwealth that encourage travel in shared ride modes.

Human Service Transportation Programs

The Human Service Transportation Programs budget is estimated at \$10.8 million for FY25. Human service transportation programs are operated by local government social service agencies or private non-profit human service agencies for the benefit of their clients. These clients are elderly or disabled individuals and economically disadvantaged children who are enrolled to receive publicly funded social services.

Human service transportation differs from public transportation in that it is designed to serve the very specific needs of human service agency clients and in most cases, service is restricted to the clients of those agencies who often have no other transportation service available to them. It is not open to the general public. The funding for this program consists of \$7.9 million from the Federal Transit Administration, \$0.8 million of local provider match, and \$2.1 million of CMTF funds for enhanced transportation services for the elderly and disabled.

Planning, Regulation, and Safety Programs

DRPT's FY25 budget includes \$6.4 million of estimated expenditures for Planning, Regulation, and Safety Programs, which include long-term planning and regional corridor studies. The budget for these programs consists of the FTA 5303/5304 planning funds of \$5.7 million and CMTF state match allocations of \$0.7 million.

WMATA Dedicated Funds

Chapter 854 of the 2018 Acts of Assembly established the WMATA Capital Fund. It also established a Restricted and Non-Restricted account within the WMATA Capital Fund. Monies in the Restricted Account may be used for capital purposes other than for the payment of, or security for, debt service on bonds or other indebtedness of WMATA. Monies in the Non-Restricted account may be used for capital purposes including the payment of debt service on bonds or other indebtedness. The expected revenues budgeted to the Dedicated WMATA Capital Fund are estimated at \$154.5 million for FY25.

Restricted Account – (capital purposes excluding debt service)

The underlying revenues come from local recordation tax and statewide motor vehicle rental tax. For FY25, DRPT is allocating \$33.4 million that will be accounted for in the Restricted Account.

Non-Restricted Account – (capital purposes including debt service)

The underlying revenues come from regional gas taxes, grantor's taxes, transient occupancy tax, local taxes, or other contributions from Northern Virginia local jurisdictions and a supplement from the CMTF. For FY25, DRPT is allocating \$121.1 million that will be accounted for in the Non-Restricted Account.

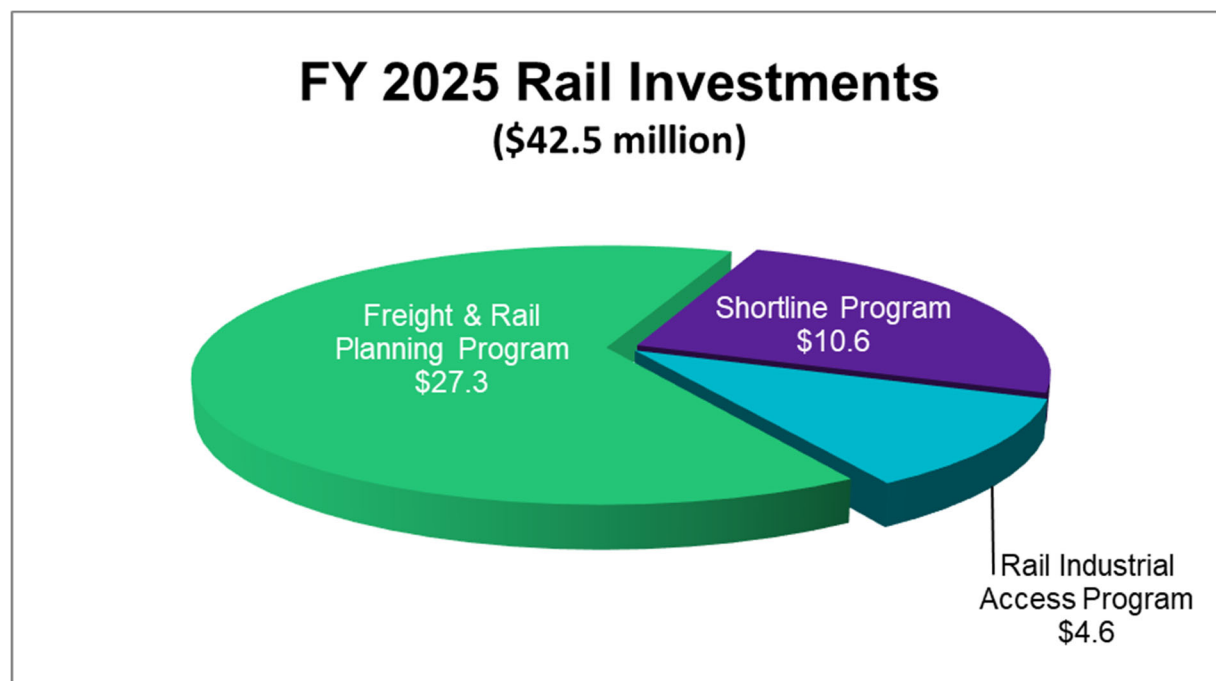
This funding is contingent on Maryland and the District of Columbia taking action to provide dedicated funding to WMATA. The percentage of funding provided by the Commonwealth shall be proportional to the amount of funding provided by the District of Columbia and Maryland relative to their respective share of WMATA funding each fiscal year.

Rail Programs

DRPT’s FY25 budget for rail service areas is \$42.5 million, including the funding of freight and rail planning projects, shortline preservation, and rail industrial access programs. In prior years, DRPT administered passenger rail projects within the state including the state-supported Amtrak service. In FY21, the Virginia Passenger Rail Authority (VPRA) was established to oversee passenger rail projects within the state including intercity passenger service.

Effective July 1, 2020, the VPRA and the Commonwealth Rail Fund came into existence pursuant to Section §33.2-1526.4 of the *Code of Virginia*. The new legislation implemented numerous structural changes to the transportation funding system in the Commonwealth. Most State transportation revenues are directed to the Commonwealth Transportation Fund and the Highway Maintenance and Operating Fund. Revenues are then disbursed from the Commonwealth Transportation Fund to the Transportation Trust Fund and then distributed to meet the varying transportation needs of different modes of transportation. The Commonwealth Rail Fund receives 7.5% of the Transportation Trust Fund. This structure consolidates the net impact of upturns and downturns in specific revenues. This serves to mitigate the year-to-year impacts on the revenue streams of the various modes of transportation. In FY21, the Commonwealth Rail Fund replaced the Intercity Passenger Rail Operating and Capital Fund (IPROC) and Rail Enhancement Fund (REF) with 93% of the fund going to the VPRA while 7% of the funds are retained by DRPT to support freight and rail planning projects.

The distribution of anticipated expenditures falls into three categories as displayed in the following chart:



Funding for DRPT's rail programs is supported through seven federal, state, and local funding sources:

Federal

- Federal Railroad Administration (FRA) grant funds of \$2.9 million

State

- Commonwealth Rail Fund of \$17.6 million
- Shortline Railway and Development funds of \$10.0 million
- VPRR Transfers of \$6.6 million
- Rail Industrial Access (RIA) funds of \$4.6 million
- Transportation Capital Projects Revenue (CPR) Bond funds of \$0.6 million
- Local Match of \$0.2 million

Transportation Bond Funds

Chapter 896 of the 2007 Acts of Assembly provides for CPR bonds to be issued annually with a minimum of 4.3% of the proceeds going to either the Rail Enhancement Fund or the Shortline Railway Preservation and Development Fund. The final bond allocation for rail was made in FY18. For FY25, budgeted expenditures from prior year's bond proceeds are expected to be \$0.6 million for freight rail infrastructure improvements and improvement to the tracks of shortline railroads.

Rail Preservation Fund

As part of the Rail Preservation Program, the Shortline Railway Preservation and Development Fund will support 15 projects for Virginia's shortline railroads in FY25. These Rail Preservation projects consist primarily of bridge and track upgrades, yard improvements, siding enhancements, and tie and rail replacement, as well as the related ballast, tamping, and surfacing of existing rail lines operated by the shortline railroads in Virginia. These projects are funded through the annual Transportation Fund allocation and related interest revenues, and the CPR bonds.

DRPT may use up to \$4 million of the 7% share of the Commonwealth Rail Fund for the purposes of the Shortline Railway Preservation and Development Fund pursuant to §33.2-1526.4.

Rail Industrial Access Program

This program funds the construction of industrial access railroad tracks for the purpose of connecting industries to the rail network and creating jobs. These projects are funded through the Commonwealth Transportation Fund as they are approved by the CTB.

Planning and Freight Rail Program

DRPT is the state agency responsible for rail planning and the freight rail program in the Commonwealth. Every four years, the Federal Railroad Administration requires states to submit an updated State Rail Plan. This is required for Virginia to be eligible for federal rail funding. DRPT also works closely with the two major Class I railroads operating in Virginia concerning freight projects and shortline railroads. Virginia's Class I railroads, shortline railroads, and the Port of Virginia are typical recipients of grants.

Virginia Passenger Rail Authority

The VPRA was established in section §33.2-288.B of the *Code of Virginia* to oversee passenger rail projects within the Commonwealth including the state-supported Amtrak service. The VPRA receives ongoing funding from DRPT of 93% of the revenues of the Commonwealth Rail Fund. In FY25 the estimated revenues of the Commonwealth Rail Fund are \$175.8 million, of which \$163.5 million be distributed to the VPRA.

Annual Budget Statement

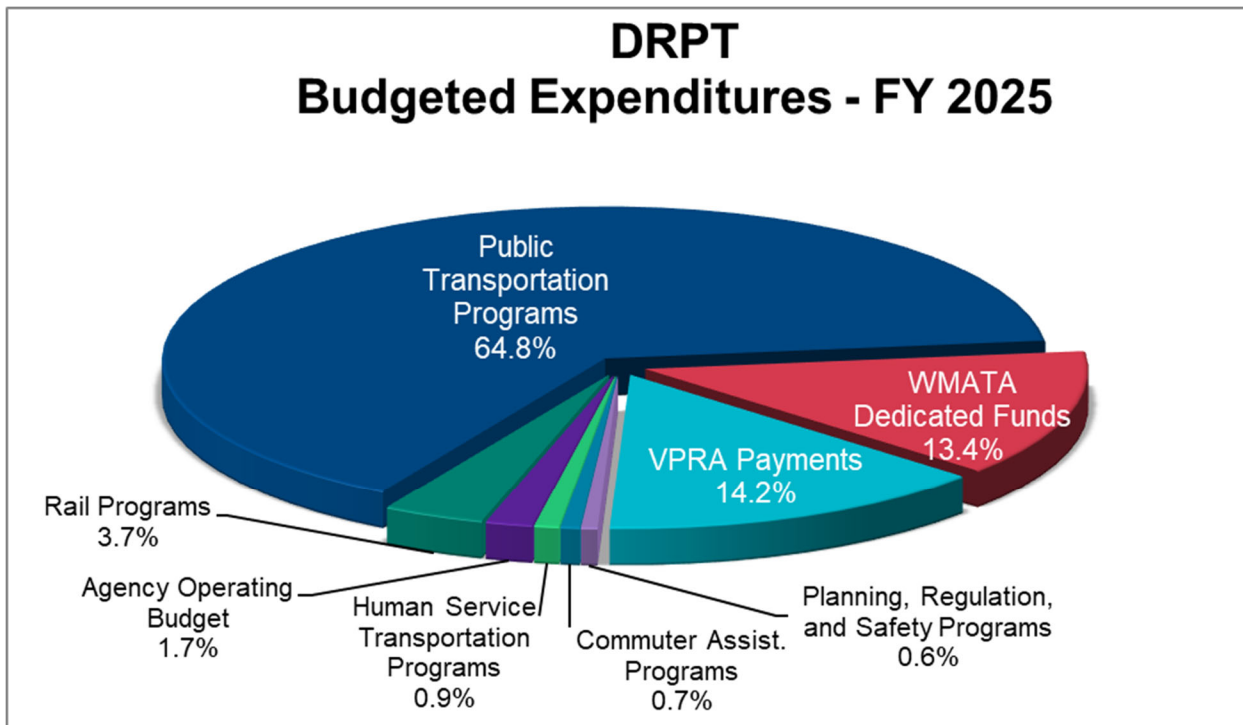
Budgeted Expenditures - FY 2025

	(\$ in millions)			
	Adopted FY 2024	Recommended FY 2025	Increase / (Decrease)	Percentage Change
Public Transportation Programs				
Operating Assistance [Notes 1, 2, 3]	\$ 165.9	\$ 156.5	\$ (9.4)	-5.7%
Capital Assistance [Notes 1, 2, 4]	181.8	253.1	71.3	39.2%
Special Programs [Notes 1, 2, 5]	10.4	10.0	(0.4)	-3.8%
Ridership Incentive Programs [Notes 1, 2, 6]	24.6	37.2	12.6	51.2%
VRE Assistance [Notes 1, 2, 7]	-	16.4	16.4	100.0%
WMATA Assistance [Note 2, 8]	268.2	271.0	2.8	1.0%
Total Public Transportation Programs	650.9	744.2	93.3	14.3%
Commuter Assistance Programs [Notes 1, 9]	11.8	8.2	(3.6)	-30.5%
Human Service Transportation Pgm [Notes 1, 10]	13.4	10.8	(2.6)	-19.4%
Planning, Regulation, & Safety Pgm [Notes 1, 11]	5.8	6.4	0.6	10.3%
WMATA Dedicated Funding [Note 12]	154.5	154.5	-	0.0%
Total Transit Programs	836.4	924.1	87.7	10.5%
Rail Programs				
Rail Preservation Programs [Notes 1, 13]	11.2	10.6	(0.6)	-5.4%
Rail Industrial Access [Notes 1, 14]	4.3	4.6	0.3	7.0%
Planning and Freight Rail Programs [Notes 1, 15]	10.0	27.3	17.3	173.0%
Total Rail Programs	25.5	42.5	17.0	66.7%
Agency Operating Budget [Note 18]	19.6	19.8	0.2	1.0%
Agency Total Before VPRA Payments	881.5	986.4	104.9	11.9%
VPRA Payments [Note 16]	159.1	163.5	4.4	2.8%
Agency Total	\$ 1,040.6	\$ 1,149.9	\$ 109.3	10.5%

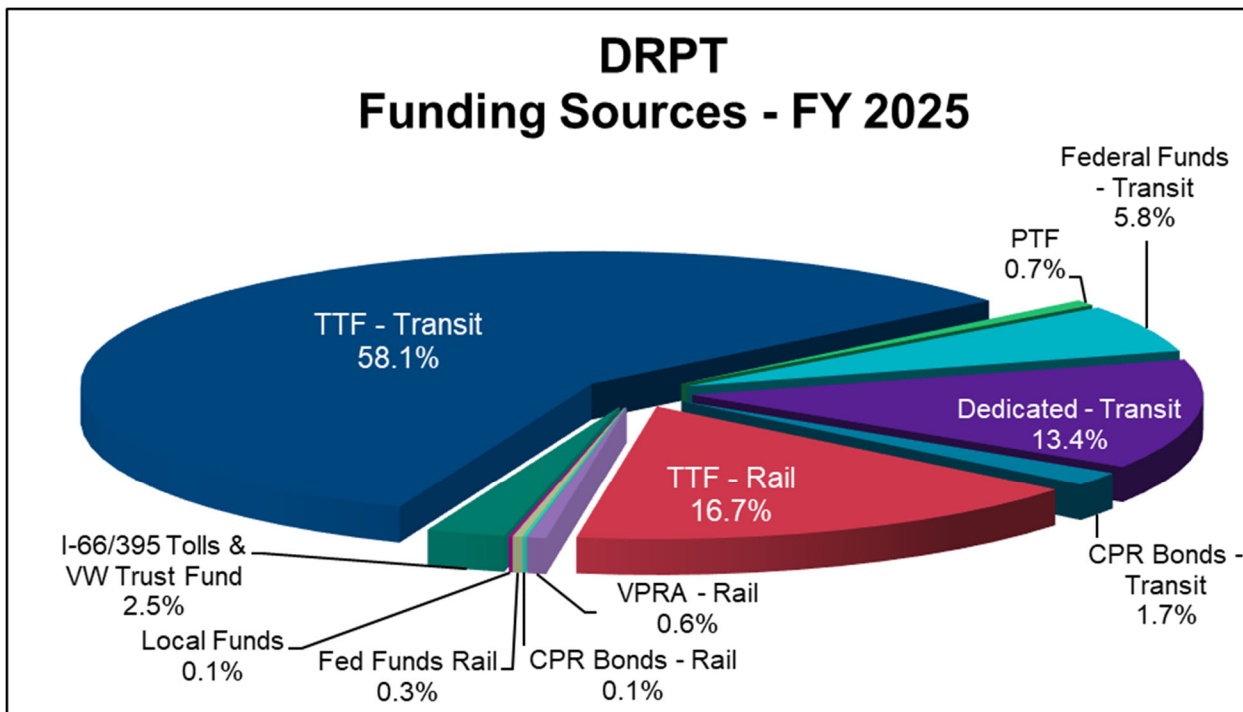
Funding Sources - FY 2025

	(\$ in millions)			
	Adopted FY 2024	Recommended FY 2025	Increase / (Decrease)	Percentage Change
TRANSPORTATION TRUST FUND				
Commonwealth Mass Transit Fund [Notes 3, 4, 5, 6, 7, 8, 9, 10, 11, 18]	\$ 545.6	\$ 634.5	\$ 88.9	16.3%
Special Programs - VDOT Transfers [Notes 4, 5, 9, 10]	28.7	30.3	1.6	5.6%
Rail Industrial Access [Note 14]	4.3	4.6	0.3	7.0%
Commonwealth Rail Programs [Notes 15, 16, 18]	161.8	181.6	19.8	12.2%
Rail Preservation Program [Notes 13, 18]	10.5	10.2	(0.3)	-2.9%
Total	750.9	861.2	110.3	14.7%
2018 CHAPTER 854 DEDICATED FUNDING - Transit [Note 12]	154.5	154.5	-	0.0%
BOND PROCEEDS - Transit Capital and Rail [Notes 4, 10, 13]	24.2	20.2	(4.0)	-16.5%
PRIORITY TRANSPORTATION FUNDS [Note 17]	22.4	8.2	(14.2)	-63.4%
FEDERAL REVENUE				
FHWA Funding (CMAQ/RSTP) [Notes 4, 9]	0.9	18.4	17.5	1944.4%
Federal Transit Administration [Notes 3, 4, 10, 11]	45.5	47.9	2.4	5.3%
Federal Railroad Administration [Note 15]	1.9	2.9	1.0	52.6%
Total	48.3	69.2	20.9	43.3%
LOCAL REVENUES [Notes 10, 15]	1.1	1.0	(0.1)	-9.1%
TRANSFERS FROM OTHER AGENCIES				
VDOT I-66/I-395 Tolls Transfers [Note 4]	35.4	26.2	(9.2)	-26.0%
DEQ VW Trust Fund Transfers [Note 4]	0.5	2.8	2.3	460.0%
Virginia Passenger Rail Authority [Note 16]	3.3	6.6	3.3	100.0%
TOTAL SOURCES	\$ 1,040.6	\$ 1,149.9	\$ 109.3	10.5%

DRPT Budgeted Expenditures - FY 2025



DRPT Funding Sources - FY 2025



Footnotes to the FY 2025 Annual Budget

- (1) The budgeted amounts in this report include anticipated expenditures on all the projects and grants that DRPT manages for FY25 and the revenue sources to cover these anticipated expenditures. A cash basis of accounting is utilized to develop the budgeted amounts. Unless the entire amount of an allocation in the SYIP will be expended in FY25, the budgeted amounts will not agree to allocations in the SYIP due to the timing of the related cash expenditures. The actual cash outlays of many capital projects may lag the related allocation of resources by as much as five years. Therefore, many capital expenditures allocated in the SYIP will be expended in future years, whereas many capital amounts included in the Budget were allocated in prior Six Year Improvement Plans.

There are line items required to be approved by the CTB in the SYIP that do not result in actual cash expenditures through DRPT and are not included in the budget. These items include Federal 5307 fund allocations with grantee FTA contracting and a portion of VPRA allocations for the Transforming Rail in Virginia project. Likewise, there are cash expenditures made by DRPT that are included in the budget that are not included in the DRPT SYIP. These include such items as a portion of the 93% or \$163.5 million of revenues from the Commonwealth Rail Fund paid to the VPRA, \$19.8 million of off-the-top State funding for support of the Agency's on-going administrative costs, and \$4.6 million for the Rail Industrial Access projects which are approved in separate resolutions.

It is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of almost 2,000 projects to estimate cash basis expenditures each year. Based on this operating format for DRPT, a variance of up to 15% would not be unreasonable. Ultimately, the goal for DRPT is to work with our project partners to attain a variance of 10% or less by each year end.

- (2) Funds are allocated by statute (§33.2-1526.1) with 46.5% for distribution to WMATA for capital purposes and operating assistance, a minimum of 24.5% for state operating assistance grants, 17.0% awarded as capital assistance grants, 6.0% for transit ridership incentives, 3.5% for distribution to VRE for capital purposes and operating assistance, and the balance of up to 2.5% awarded as special projects grants subject to CTB approval.
- (3) Public Transportation Programs - Operating Assistance decreased by \$9.4 million from FY24 to FY25 to \$156.5 million. This was mainly due to the 2.5% reduction of CMTF operating funds that were re-allocated in FY25 to VRE Assistance. The Operating Assistance line is made up of Commonwealth Mass Transit Funds of \$130.0 million, \$23.1 million in Federal assistance through the FTA 5311 Rural Assistance program, \$2.2 million on projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match), and \$1.2 million of I-66 toll funds.
- (4) Public Transportation Programs - Capital Assistance increased by \$71.3 million to \$253.1 million. This increase is mainly attributable to the adverse effect of the Coronavirus on the ability of transit agencies and localities to fund and engage in longer-term capital projects in prior years and the anticipated reductions in the industry-wide

supply chain issues in the future. Most capital facility and bus purchase projects have experienced cost increases due to inflation. This line item consists of \$144.2 million of Commonwealth Mass Transit funds, \$19.6 million of Transportation Capital Projects bond proceeds, \$11.2 million of FTA funding, \$15.1 million of FHWA funding, \$8.1 million of priority transportation funds, \$2.8 million of VW trust fund proceeds, and \$25.0 million of I-66 & I-395 tolls. Additionally, \$27.1 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, and related state match) is included in this Service Area.

- (5) Public Transportation Programs – Special Programs decreased \$0.4 million from FY24 to FY25 to \$10.0 million. Funding of \$10.0 million comes from the Commonwealth Mass Transit Fund. This service area includes Metrorail State Safety Oversight.
- (6) Public Transportation Programs - Ridership Incentive Programs increased \$12.6 million from FY24 to FY25 to \$37.2 million. This line item consists of \$37.1 million of Commonwealth Mass Transit Funds, and \$0.1 million of priority transportation funds. The FY25 budget supports projects such as zero-fare and reduced-fare programs, improved transit connectivity projects in urbanized areas of the Commonwealth with a population exceeding 100,000, and to projects that reduce barriers to transit use for low-income individuals.
- (7) VRE Assistance is \$16.4 million in FY25. This Funding comes from the Commonwealth Mass Transit Fund and goes to the Northern Virginia Transportation Commission for distribution to VRE for capital purposes and operating assistance. HB 1496 of the 2023 Legislative Assembly established this funding stream beginning in FY25.
- (8) WMATA Assistance increased \$2.8 million to \$271.0 million. This Funding comes from the Commonwealth Mass Transit Fund and goes to the Northern Virginia Transportation Commission for distribution to WMATA for capital purposes and operating assistance. Also included in FY22 and beyond is \$50.0 million of CMTF funding to replace the bond program that was used in prior years for the Federal State of Good Repair Program
- (9) The budgeted Commuter Assistance Programs line item decreased by \$3.6 million to \$8.2 million from FY24 to FY25. Commuter Assistance Programs include Commonwealth Mass Transit Funds of \$3.9 million and FHWA funding of \$3.3 million. Additionally, \$1.0 million in projects administered by DRPT with funding allocated through VDOT's SYIP (CMAQ, RSTP, Telework and related state match) is included in this service area.
- (10) The budgeted Human Service Transportation Programs line item decreased by \$2.6 million to \$10.8 million from FY24 to FY25. Funding includes \$7.9 million of FTA 5310 and 5311 awards. The match to these federal awards consists of \$2.1 million of Commonwealth Mass Transit State matching funds for the paratransit capital projects and enhanced transportation services for the elderly and disabled, as well as \$0.8 million of local match to the FTA 5310 funds.
- (11) Planning, Regulation, and Safety Programs of \$6.4 million in FY25 consist of FTA 5303/5304 planning funds of \$5.7 million and Commonwealth Mass Transit state match allocations of \$0.7 million.

- (12) Chapter 854 of the 2018 Acts of Assembly established dedicated capital funding for WMATA. Anticipated expenditures for FY25 are \$154.5 million.
- (13) The 2006 General Assembly passed legislation (§33.2-1602) to establish the Shortline Railway Preservation and Development fund. The fund was created to support the retention, maintenance, and improvement of shortline railways in Virginia and to assist with the development of railway transportation facilities. This line item decreased \$0.6 million to \$10.6 million from FY24 to FY25. The source of funding for the Shortline Railway Preservation fund is the Transportation Trust Fund of \$10.0 million. The additional \$0.6 million of planned expenditures is funded by Transportation Capital Projects Bond proceeds allocated by the CTB.
- (14) The Rail Industrial Access Program funds construction of industrial access railroad tracks. The activities budgeted in this line item consist of Transportation Trust Fund allocations through VDOT of \$4.6 million.
- (15) The budgeted Planning and Freight Rail Programs line item of \$27.3 million represents an increase of \$17.3 million from FY24 to FY25. The source of funding to cover these expenditures includes \$17.6 million from the 7% allocation of the Commonwealth Rail Fund. The Commonwealth Rail Fund is funded by a 7.5% allocation from the Transportation Trust Fund. Additionally, this line item includes Federal Railroad Administration funds of \$2.9 million, expected VPRA transfers of \$6.6 million, and local matching funds of \$0.2 million.
- (16) The budget includes an estimate of \$163.5 million of Commonwealth Rail Funds to be transferred to the VPRA in FY25. This represents 93% of the estimated CRF revenues expected to be collected over the course of the fiscal year.
- (17) In December 2021, the Commonwealth Transportation Board restored \$39.8 million of Priority Transportation Funds to the Commonwealth Mass Transit Fund. In FY25, it is estimated that \$8.2 million of project funding will be used for zero-fare projects and transportation facilities.
- (18) The CTB is authorized by §33.2-1604 of the *Code of Virginia* to approve up to 3.5% per year of the Rail Preservation Fund and Commonwealth Rail Fund and by §33.2-1526.1 G of the *Code of Virginia* to approve up to 3.5% per year of the Commonwealth Mass Transit Fund to support costs of project development, project administration, and project compliance. The Appropriation's Act language allows the CTB to allocate up to 5% of the Rail Preservation Fund, Commonwealth Mass Transit Fund, and Commonwealth Rail Fund for use to support the DRPT costs of project development, project administration, and project compliance. DRPT forecasts that \$25.4 million (5.0%) of revenues from these funds are available to support the programs' ongoing administrative costs. However, DRPT is forecasting that only \$19.8 million (3.9%) will be used to support the operating budget. The DRPT operating budget represents only 1.7% of the total \$1,149.9 million FY25 budget.

Major Components of Agency Operating Budget	
Payroll and Fringe Benefits	\$ 10,600,000
Operations Program Support	5,100,000
Information Technology Costs	1,200,000
Central Service Agencies Indirect Costs	900,000
Rent	565,000
Attorney Services	400,000
Finance Support	375,000
Travel and Training	320,000
Office Expansion	45,000
Other Program and Project Management Initiatives	268,204
Total	<u>\$ 19,773,204</u>
Source of Funding for Agency Operating Budget	
Commonwealth Mass Transit Fund	\$ 19,136,706
Commonwealth Rail Fund	480,108
Shortline Railway Preservation and Development Fund	156,390
Total	<u>\$ 19,773,204</u>

DRAFT FY 2025 – 2030 SIX-YEAR IMPROVEMENT PROGRAM

 Kimberly Pryor, Infrastructure Investment Director

April 16, 2024

Draft FY 2025-2030 SYIP

	Final FY 2024-2029	Draft FY 2025-2030	Change
Highways*	\$19.6 billion	\$19.1 billion	-\$0.5 billion
Rail & Public Transp.	\$6.3 billion	\$6.3 billion	\$0.0 billion
Total SYIP	\$25.9 billion	\$25.4 billion	-\$0.5 billion

*Excludes debt service.

- Highway Construction Program
 - Additionally includes \$750.4 million in debt service
 - Provides funding to more than 4,600 projects
 - Current program includes \$3.1 billion to be provided by others

Highlights

- **Incorporates revenue assumptions in the Draft 2025-2030 Six-Year Financial Plan**
 - Department of Taxation assumed economic outlook
 - Proposed transfer from Commonwealth Transportation Fund to Transportation Partnership Opportunity Fund (TPOF)
 - Additional funds to the VDOT Maintenance Program for FY2025 paving
- **Revenue Sharing returns to \$100M annually following the re-allocation of funds through FY2024 as granted by the flexibility provided during the COVID period**
- **Innovation and Technology Transportation Funds (ITTF) funding from the High Priority Projects Program is \$25M annually**
- **Unpaved Roads funding from the Construction District Grant Program is \$25M annually**

Highlights – Impact to Major Programs

Program	Update Cycle	Draft FY2025-2030 Total	Final FY2024-2029 Total	Revised FY2023-2028 Total
State of Good Repair Program (SGR)	Annual	\$2.5B	\$2.4B	\$2.2B
Virginia Highway Safety Improvement Program (VHSIP)	Annual	\$819.6M	\$801.3M	\$747.1M
Special Structures	Annual	\$537.3M	\$540.6M	\$504.4M
Unpaved Roads	Annual	\$150.0M	\$150.0M	\$150.0M
Innovation and Technology Transportation (ITTF)	Annual	\$150.0M	\$150.0M	\$150.0M
Regional Surface Transportation Program (RSTP)	Annual	\$877.5M	\$860.0M	\$837.0M
Congestion Mitigation Air Quality (CMAQ)	Annual	\$501.3M	\$481.1M	\$471.7M

Highlights – Impact to Major Programs

Program	Update Cycle	Draft FY2025-2030 Total	Final FY2024-2029 Total	Revised FY2023-2028 Total
Construction District Grant (DGP) – including Supplemental Fuel Tax Revenue, excluding Unpaved Roads	Even FY's	\$2.3B	\$2.2B	\$2.0B
High Priority Projects (HPP) – excluding ITTF	Even FY's	\$1.5B	\$1.4B	\$1.3B
Interstate Operations and Enhancement Program (IOEP) – including I-81 Regional Fuels Tax (excluding debt)	TBD	\$1.9B	\$1.9B	\$1.7B
Revenue Sharing (state match only)	Odd FY's	\$600.0M	\$708.1M	\$805.4M
Transportation Alternatives (TAP)	Odd FY's	\$237.7M	\$219.9M	\$228.0M

Proposed New SGR Bridges (millions)

- Approximately \$390M available for VDOT Bridges
- Approximately \$238M available for Local Bridges

District	VDOT Bridges		Local Bridges		Total Bridges	
	# Bridges	Total Cost	# Bridges	Total Cost	# Bridges	Total Cost
Bristol	5	\$27.1	1	\$4.8	6	\$31.9
Culpeper	2	\$11.3	0	\$0.0	2	\$11.3
Fredericksburg	1	\$3.6	0	\$0.0	1	\$3.6
Hampton Roads	5	\$53.3	0	\$0.0	5	\$53.3
Lynchburg	2	\$51.8	0	\$0.0	2	\$51.8
NOVA	2	\$16.3	0	\$0.0	2	\$16.3
Richmond	2	\$37.5	0	\$0.0	2	\$37.5
Salem	5	\$38.2	1	\$8.6	6	\$46.8
Staunton	5	\$43.1	0	\$0.0	5	\$43.1
Total	29	\$282.2	2	\$13.4	31	\$295.6

Proposed New SGR Pavements (millions)

- Approximately \$108M available for VDOT Paving
- Approximately \$61M available for Paving

District	VDOT Pavements		Local Pavements		Total	
	# Projects	Total Cost	# Projects	Total Cost	# Projects	Total Cost
Bristol	2	\$10.0	6	\$1.4	8	\$11.4
Culpeper	2	\$5.1	3	\$1.7	5	\$6.8
Fredericksburg	2	\$7.5	1	\$0.4	3	\$7.9
Hampton Roads	4	\$8.8	24	\$14.0	28	\$22.8
Lynchburg	4	\$7.9	10	\$2.9	14	\$10.8
NOVA	4	\$13.6	6	\$2.9	10	\$16.5
Richmond	2	\$5.5	7	\$3.4	9	\$8.9
Salem	4	\$11.1	6	\$5.5	10	\$16.6
Staunton	7	\$17.3	6	\$2.8	13	\$20.1
Total	31	\$86.8	69	\$35.0	100	\$121.8

Proposed New Safety Improvements (millions)

- Approximately \$100M available for VDOT Spot Improvements and Local Systemic Improvements

District	VDOT Spot Improvements		Local Systemic Improvements		Total	
	# Projects	Total Cost	# Projects	Total Cost	# Projects	Total Cost
Bristol	2	\$2.0	1	\$1.1	3	\$3.1
Culpeper	3	\$2.4	0	\$0.0	3	\$2.4
Fredericksburg	1	\$5.1	0	\$0.0	1	\$5.1
Hampton Roads	1	\$3.7	9	\$19.3	10	\$23.0
Lynchburg	3	\$2.2	0	\$0.0	3	\$2.2
NOVA	5	\$6.5	5	\$5.2	10	\$11.7
Richmond	1	\$5.8	7	\$11.4	8	\$17.2
Salem	1	\$9.8	5	\$8.8	6	\$18.6
Staunton	2	\$3.8	7	\$6.8	9	\$10.6
Total	19	\$41.1	34	\$52.7	53	\$93.8

Proposed New ITTF Improvements (millions)

- Approximately \$55M available for new ITTF projects

District	# Projects	Total Cost
Bristol	4	\$5.7
Culpeper	1	0.9
Fredericksburg	0	0
Hampton Roads	4	5.9
Lynchburg	2	1.6
NOVA	0	0
Richmond	2	1.3
Salem	1	0.1
Staunton	0	0
Statewide	4	28.4
Total	18	\$43.8

Proposed New Revenue Sharing Allocations (millions)

- Approximately \$211M available for new allocations (state match only)

District	# Projects	Revenue Sharing State Match
Bristol	7	\$1.0
Culpeper	7	\$12.2
Fredericksburg	9	\$13.8
Hampton Roads	43	\$54.1
Lynchburg	12	\$15.8
NOVA	22	\$45.5
Richmond	23	\$36.5
Salem	18	\$14.5
Staunton	10	\$17.3
Total	151	\$210.8

Preliminary New TAP Allocations (millions)

- Approximately \$108M available for new allocations
- CTB at-large member selections not yet included

District	# Projects	TAP Allocation
Bristol	7	\$8.1
Culpeper	4	\$4.2
Fredericksburg	4	\$4.6
Hampton Roads	12	\$18.8
Lynchburg	2	\$3.5
NOVA	16	\$23.8
Richmond	17	\$15.6
Salem	4	\$3.1
Staunton	10	\$5.8
Total	76	\$87.5

Next Steps - Earmarks

- **Virginia received \$82.3M for 26 projects in the Federal Appropriations Bill**
- **Allocations will be programmed to projects in the Final SYIP, pending guidance from FHWA**

District	Jurisdiction	Project	Funding Amount
Bristol	Buchanan	Coalfields Expressway Poplar Creek Phase A & B Paving Project	\$7.0
Bristol, Salem, Staunton	NA	I-81 Corridor Improvements	\$42.0
Fredericksburg	Spotsylvania	I-95 Exit 126 Northbound Onramps	\$4.1
Fredericksburg	Stafford	Onville Road Widening	\$1.0
Fredericksburg	Stafford	Courthouse Area Route 1 Improvements	\$0.5
Fredericksburg	Stafford	Stefaniga/Mountain View Road Intersection Improvements	\$0.9
Fredericksburg	Lancaster	TriWay Trail	\$1.0
Hampton Roads	Suffolk	King's Highway Bridge Replacement Design	\$3.0
Hampton Roads	Virginia Beach	Laskin Road Phase I-B	\$3.0
Hampton Roads	Norfolk	Freemason St. Bridge Construction	\$1.7

Next Steps – Earmarks (continued)

District	Jurisdiction	Project	Funding Amount
NOVA	Arlington	Arlington Boulevard Trail South Side Improvements, implement protected trail adjacent to two federal facilities between South George Mason Drive to South Glebe Boad (Arlington County, Virginia)	\$0.7
NOVA	Fairfax	Bush Hill Elementary Safe Routes to School (SRTS) Fairfax County, VA	\$0.9
NOVA	Fairfax	Mason Neck Trail Project--Northen Segment Fairfax County, VA	\$0.5
NOVA	Arlington	Mount Vernon Trail North Improvements, design and construct trail improvements, Arlington, Virginia	\$1.3
NOVA	Fairfax	Town of Herndon, Virginia--Widen East Spring Street	\$1.0
NOVA	Fairfax	Fox Mill Road and Pinecrest Road Intersection Improvements	\$0.9
NOVA	Fairfax	Silverbrook Road and Lorton Road Intersection	\$0.9
NOVA	Fairfax	Route 28, Route 29, and Stone Road Trail	\$0.5
NOVA	Prince William	Minnieville Road/Prince William Parkway Interchange	\$1.1
NOVA	Loudoun	Route 50 Interchange	\$1.0
NOVA	Fairfax	Compton Road Shared-Use Path	\$0.5
NOVA	Leesburg	Washington & Old Dominion Trail Lighting	\$0.5
NOVA	Manassas Park	Mathis Corridor Revitalization Project	\$1.1
Richmond	Richmond	Route 1 High Injury Street Network Improvements (City of Richmond)	\$1.7
Salem	Henry	Patriot Centre Phase 3, Beaver Creek Drive Extension	\$2.2
Salem	Salem	Replacement of the Apperson Drive Bridge over the Roanoke River	\$3.5

Next Steps

- **Conduct Spring Public Meetings April 18, 2024 – May 16, 2024**
 - Meeting materials available on-line
<https://www.ctb.virginia.gov/planning/springmeetings2024/default.asp>
- **Finalize TAP selections**
- **Make necessary adjustments based on approved budget**
- **Adopt Final 2025-2030 Six-Year Improvement Program in June 2024**

SMART SCALE BUDGET INCREASE REQUEST – NORTHERN VIRGINIA DISTRICT

WIDEN EAST ELDEN STREET FROM MONROE STREET TO FAIRFAX COUNTY PARKWAY (UPC 50100)

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment Division

April 16, 2024

SMART SCALE Policy

SMART SCALE Policy on Scope Changes and/or Budget Increases, December 2023

- Significant changes to the scope or cost of a SMART SCALE project require a re-evaluation
- Board action is required to approve a SMART SCALE budget increase:
 - » i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - » ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - » iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

Project Information

Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100)

- Submitted by the Town of Herndon in Round 2 of SMART SCALE
 - Total Original Project Cost: \$43,995,010
 - Total SMART SCALE Budget: \$26,096,621
 - Request funded with HPP funds
- Original Scope Included:
 - Widening from 2 to 4 lanes for major portion of project
 - Bicycle/pedestrian accommodations
 - Intersection, turn lane, and signal improvements
 - Replacement of a culvert with a new bridge structure
 - Installation of bike racks and new bus shelters
- Project is VDOT administered and is in the right of way phase
- Project benefits were primarily associated with land use

Project Snapshot

	Original Application
Total \$	\$43,995,010
SMART SCALE \$	\$26,096,621 (HPP)
Score	5.69
Funding Scenario	20/21
Expenditures	\$17,522,760
Current Project Estimate	\$71,240,514

Factors Contributing to the Shortfall

- During project development, efforts were pursued to construct a utility duct bank to provide underground utility accommodations
- The duct bank portion of the project was advertised, but not awarded due to budget shortfalls resulting in significant project delays
- Delays have exacerbated increases due to inflation and updated unit prices
- Eliminating scope will not result in significant cost savings since right of way has already been acquired
- Town has committed additional NVTAs funding since selection and has requested additional Revenue Sharing and RSTP as part of the FY2025-2030 SYIP update
- Current project estimate is \$71,240,514
- Project is scheduled to be re-advertised in May 2027

Proposed Project Budget Increase

- Current shortfall is \$15,633,431
- While the project was funded with High Priority Project funds, it is also eligible for Construction District Grant funds because it was submitted by the Town
- Fund 4,500,000 of the shortfall with Northern Virginia Construction District Grant Funds
- Town is proposed to receive an additional \$10,812,110 in Revenue Sharing state and local match in the FY2025-2030 Draft SYIP
- Town is proposed to receive an additional \$321,321 in RSTP in the FY2025-2030 Draft SYIP

Proposed Project Budget Increase

	Original Application	Proposed Budget Increase
Total \$	\$43,995,010	\$71,240,54 (total shortfall \$15,633,431)
Project Budget	\$26,096,621 HPP \$17,898,389 Leverage	\$30,596,621 DGP <i>(increase of \$4,500,000)</i> \$10,812,110 Proposed Revenue Sharing \$321,321 Proposed RSTP \$29,510,562 Other leverage
Score	5.69	4.86
Funding Scenario	20/21	20/21
Expenditures as of 3/28/2024	\$17,522,760	

Recommendation for Action

- **Approve SMART SCALE budget increase request in May**
 - Fund a portion of the shortfall from surplus Northern Virginia Construction District Grant Program balances
 - Town has requested RSTP and Revenue Sharing funds to cover a portion of the increase to be approved in the Final FY2025-2030 SYIP in June 2024

DGP Deallocated Funds	Amount
Available currently	\$11,526,078
Less proposed budget increase for UPC 50100	-\$4,500,000
Total Remaining	\$7,026,078



SMART SCALE BUDGET INCREASE REQUEST – RICHMOND DISTRICT

INTERSECTION IMPROVEMENTS FOR US 58 AND ROBINSON FERRY ROAD (UPC 119687)

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment Division

April 2024

SMART SCALE Policy

SMART SCALE Policy on Scope Changes and/or Budget Increases, December 2023

- Significant changes to the scope or cost of a SMART SCALE project require a re-evaluation
- Board action is required to approve a SMART SCALE budget increase:
 - » i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - » ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - » iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

Project Information

Intersection Improvements for US 58 and Robinson Ferry Road (UPC 119687)

- Submitted by Brunswick County in Round 4 of SMART SCALE
 - Total Original Project Cost: \$4,260,602
 - Total SMART SCALE Budget: \$ 4,260,602
 - Request funded with DGP funds
- Original Scope Included:
 - Converting existing median opening at intersection to an R-CUT
 - Extend and construct turn lanes
- Project is VDOT administered and is in the process of closing scoping in preparation for upcoming public involvement activities
- Project benefits were all from safety

Project Snapshot

	Original Application
Total \$	\$4,260,602
SMART SCALE \$	\$4,260,602 (DGP)
Score	5.21
Funding Scenario	13/19
Expenditures	\$322,999
Current Project Estimate	\$5,920,953

Factors Contributing to the Shortfall

- Design refinements necessary to ensure functionality of all movements increased right of way impacts and unit quantities associated with pavement
- Updated unit costs and inflation
- A 5% (\$227,356) increase due to inflation was approved as part of the FY2024-2029 SYIP update in May 2023
- Due to the nature of the safety improvements, limited scope reduction opportunities exist
- Design has been refined to mitigate right of way impacts and minimize full depth asphalt widening
- Current project estimate is \$5,920,953, leaving a shortfall of \$1,432,995

Proposed Project Budget Increase

	Original Application	May 2023 Budget Increase	Proposed Budget Increase
Total \$	\$4,260,602	\$4,487,958	\$5,920,953 (total shortfall \$1,432,995)
Project Budget	\$4,260,602 DGP	\$4,487,958 DGP (increase of \$227,356)	\$5,920,953 DGP (cumulative increase of \$1,660,351)
Score	5.21	4.94	3.75
Funding Scenario	13/19	15/19	17/19
Expenditures as of 3/28/2024	\$322,999		

Recommendation for Action

- **Approve SMART SCALE budget increase request in May**
 - Fund shortfall from surplus Richmond District Construction District Grant Program balances

DGP Deallocated Funds	Amount
Available currently	\$21,588,589
Less proposed budget increase for UPC 119687	-\$1,432,995
Total Remaining	\$20,155,594





Director's Report

April 16, 2024



DRPT Next Stop 2030

Next Stop: 2030

DRPT's Strategic Plan

- **Create a positive impact on the Commonwealth:** Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment
- **Foster innovative practical solutions:** Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes
- **Convene with partners and stakeholders:** Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively
- **Cultivate a sustainable well-managed organization:** Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

Create a positive impact on the Commonwealth

- **Improve access to reliable transportation.**

- DRPT attended the ribbon cutting ceremonies for several new microtransit services provided by the Greater Richmond Transit Company. These new services provide curb-to-curb transit in the Town of Ashland, and Chesterfield and Powhatan Counties. Previously, these areas did not have access to public transit. GRTC's microtransit is supported through DRPT's Transit Ridership Incentive Program.
- DRPT participated in another ribbon cutting ceremony for the Rivah Ride service run by Bay Transit. This service will provide access to the VCU Health center in Tappahannock and is funded in part by VCU Health.
- DRPT attended another ribbon cutting ceremony for the expansion of the McAfee Knob shuttle service that operates in Roanoke County from the City of Salem. This service connects more stops in the Roanoke region to McAfee Knob and provides access to the popular hiking destination when parking is shut down due to construction at the trailhead.
- Hampton Roads Transit (HRT) held a ribbon cutting ceremony announcing the arrival of two new ferries. The ferry service between the two downtown areas has carried almost 17 million passengers since service began in 1983. The two new ferries cost \$6.4 million, funded by a combination of local, federal, and state sources.

Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
 - Two entities have requested technical assistance from DRPT to help apply for Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding. Buckingham Branch plans to apply for CRISI funding to replace around 80,000 rail ties. The Town of Bedford plans to apply for CRISI funding to fund planning for a passenger rail stop in the town.
 - The NC-VA Interstate High-speed Rail Compact has been selected to receive \$200,000 in discretionary federal funding to match each states’ individual contributions. These funds will be used to progress a Southeast Rail Network analysis to identify and alleviate freight and passenger rail bottlenecks.
 - DRPT staff participated in a peer review analysis interview with representatives from the Tennessee DOT. Virginia was identified as a neighboring state with a more developed rail program and asked to help with insights on a path forward as Tennessee develops its passenger rail program.
 - DRPT continues to work on the Central Virginia Rail Economic Development Study, and has met with multiple local, regional, and state stakeholders to help formulate rail recommendations that benefit the region’s economy.
- **Minimize complexities and facilitate pragmatic solutions.**
 - DRPT has begun work on the rail Corridor Identification Program. DRPT received federal funds to study rail along the Commonwealth Corridor (East-West) and the Washington-Bristol corridor.

Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**
 - WMATA's Jurisdictional Coordinating Committee (JCC) received top line findings from the 2022 Rail Survey, which will be an input into WMATA's jurisdictional subsidy calculations for the first time this year, with DC's share of ridership increasing by about 8%, MD's down about 6% and VA's down about 2%.
 - DRPT monitored the strike in Fairfax County that was a result of a breakdown in the labor agreement between the Amalgamated Transit Union local 689 and Transdev (the contractor that operates Fairfax Connector services). The strike began February 22 and ended March 8 with no service during that time period. Fairfax County and DRPT were not involved in the labor negotiations.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
 - DRPT presented to the Thomas Jefferson Planning District Commission on the Corridor ID program, updating the PDC on the agency's work so far and plans moving forward.

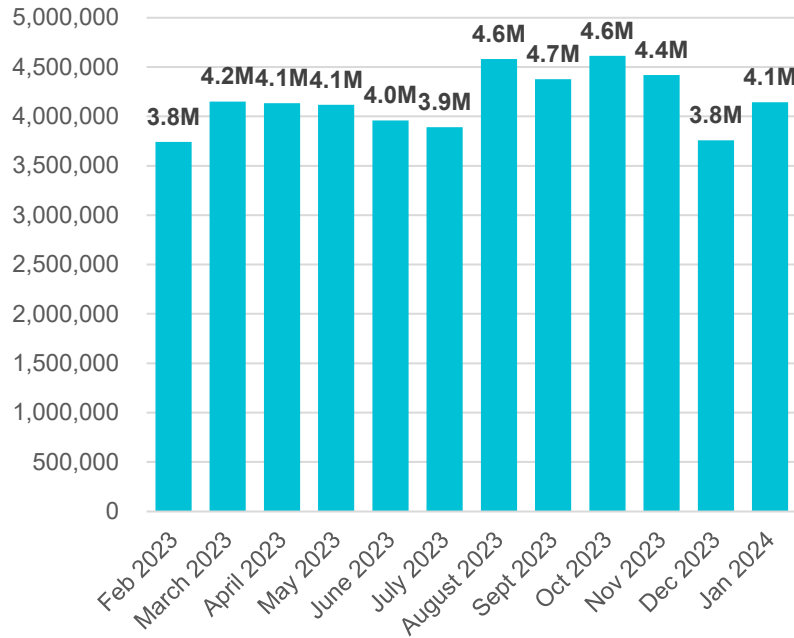
Cultivate a sustainable well-managed organization

- **Attract, develop, and retain a diverse and engaged workforce focused on customer service.**
 - Evan Price, who started at DRPT as a Virginia Management Fellow, has been hired to remain at DRPT full-time as a Data and Policy Specialist.
- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
 - On March 18, DRPT kicked off a statewide marketing campaign, "DRPT Connects Commuters." The goal of this campaign is to encourage individuals to download, the ConnectingVA app. The app, which is in partnership with the private enterprise, AgileMile, allows people to track their trips and win rewards for doing so. It is available statewide at connectingva.org.
- **Be good stewards of public resources.**
 - DRPT recently executed a federal grant it was awarded by FTA in June 2023 to purchase 39 replacement vehicles for eleven rural transit agencies. The amount awarded is \$4,690,010.
 - DRPT performed a site inspection for the Norfolk and Portsmouth Belt Line's main line bridge and rail infrastructure upgrades in Chesapeake and Portsmouth. These shortline railroad state of good repair projects received \$4.5 million in Rail Preservation Grant Funding over a six-year period.

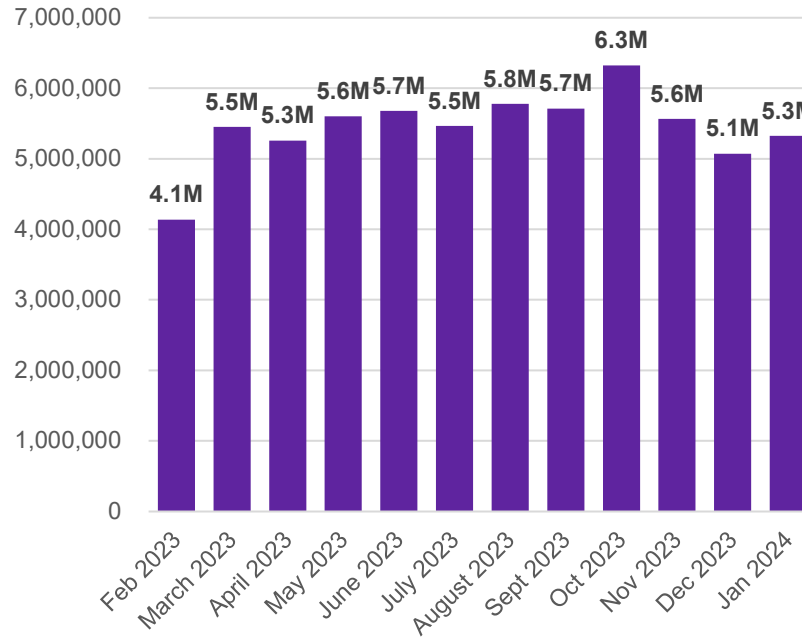
Performance Measures

Statewide Transit Ridership

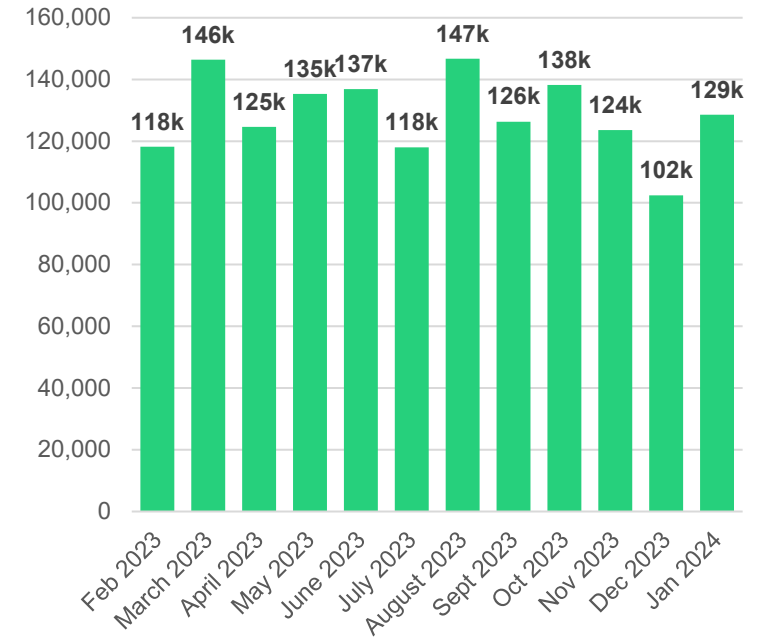
Statewide Transit Ridership – February 2023 to January 2024



Virginia Agencies



WMATA



VRE

Agencies	Feb 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Total
Virginia Agencies	3,741,040	4,150,599	4,135,441	4,118,535	3,958,207	3,890,336	4,581,111	4,376,334	4,612,571	4,420,770	3,757,682	4,143,883	49,886,509
VRE	118,181	146,391	124,664	135,314	136,900	117,951	146,686	126,328	138,189	123,610	102,453	128,540	1,545,207
WMATA	4,137,898	5,451,449	5,258,278	5,603,271	5,679,896	5,465,891	5,777,047	5,712,322	6,323,067	5,566,283	5,072,553	5,324,597	65,372,552
All Agencies + VRE + WMATA	7,997,119	9,748,439	9,518,383	9,857,120	9,775,003	9,474,178	10,504,844	10,214,984	11,073,827	10,110,663	8,932,688	9,597,020	116,804,268

Statewide Ridership Comparison: January Year-to-Year

Transit ridership for Virginia agencies in January 2024 was 13% higher than January 2023.

- Bus ridership was 14% higher

January 2024 ridership for Virginia agencies was 90% of pre-pandemic January 2020 levels.

- Bus ridership was 88% of 2020 levels

VRE ridership in January 2024 was 7% higher than January 2023 and 44% of pre-pandemic January 2020 levels.

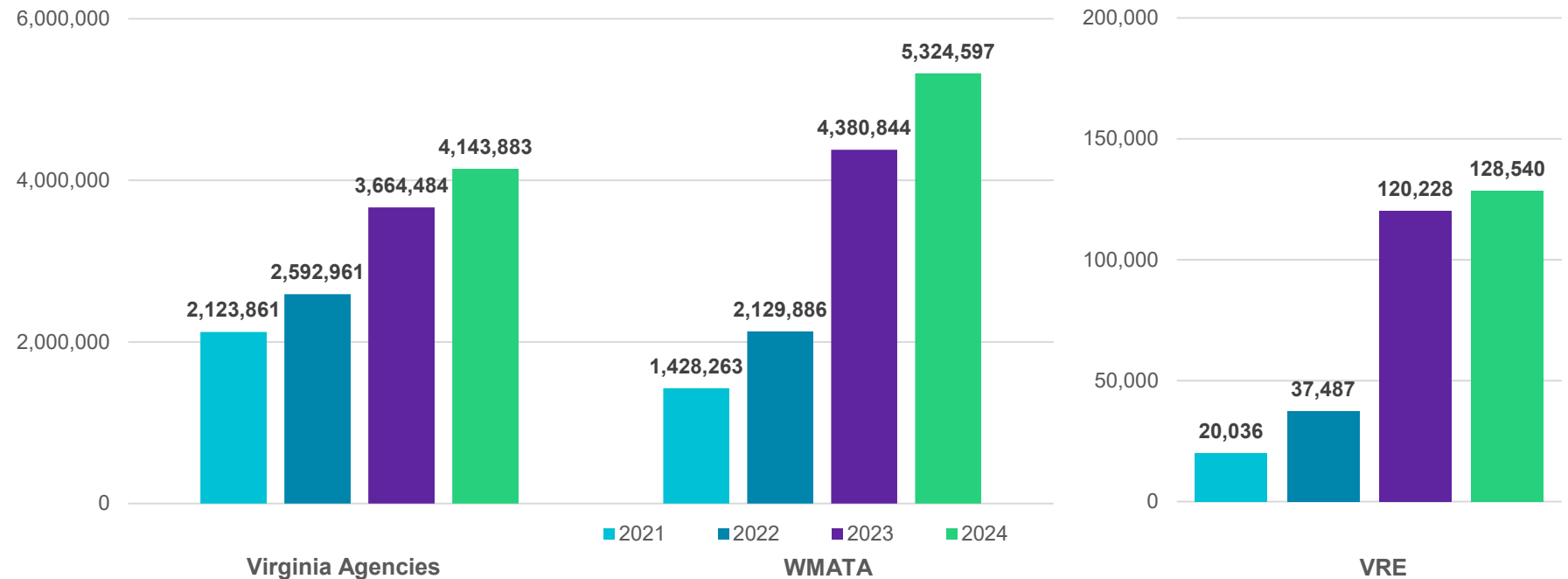
WMATA ridership in January 2024 was 22% higher than in January 2023.

- Bus ridership was 16% higher
- Heavy rail (Metro) was 23% higher

January 2024 WMATA ridership was 57% of pre-pandemic January 2020 levels.

- Bus ridership was 82% of January 2020 levels
- Heavy rail (Metro) was 53% of January 2020 levels

Ridership Comparison: Year-to-Year
2021 – 2024



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	2,123,861	2,592,961	3,664,484	4,143,883	95%	60%	13%
VRE	20,036	37,487	120,228	128,540	542%	243%	7%
WMATA	1,428,263	2,129,886	4,380,844	5,324,597	273%	150%	22%
All Agencies + VRE + WMATA	3,572,160	4,760,334	8,165,556	9,597,020	169%	102%	18%

Virginia Breeze Ridership - January

In January 2024, ridership on VA Breeze routes totaled 4,265 which was:

- 149% higher than original estimates, and
- 6% higher than January 2023

For the month of January 2024, the VA Breeze contributed to a reduction of 159 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 6% higher than January 2023
- Farebox Rev. – 8% higher than January 2023

Piedmont Express:

- Ridership – 11% higher than January 2023
- Farebox Rev. – 11% higher than January 2023

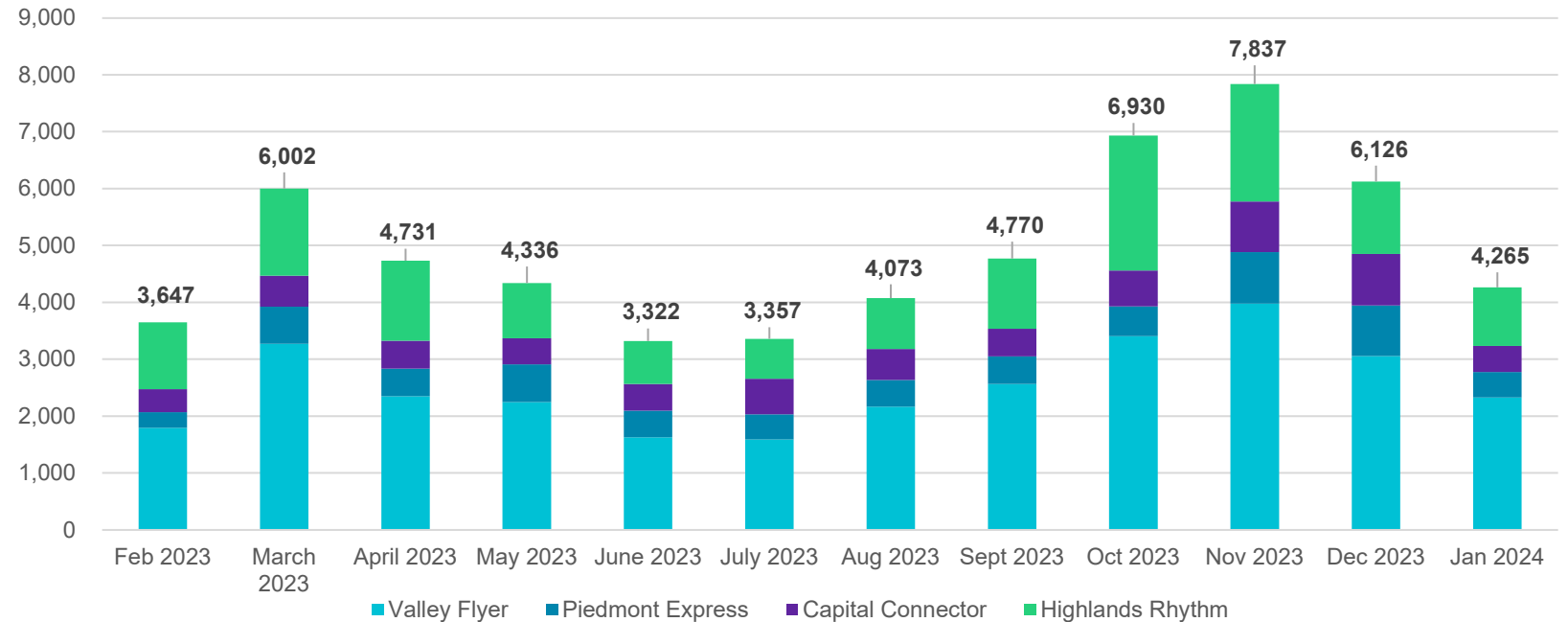
Capital Connector:

- Ridership – 10% higher than January 2023
- Farebox Rev. – 10% higher than January 2023

Highlands Rhythm:

- Ridership – 0% higher than January 2023
- Farebox Rev – 3% higher than January 2023

Virginia Breeze Ridership by Route – February 2023 to January 2024



Route	Feb 2023	March 2023	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Total
Valley Flyer	1,793	3,269	2,351	2,248	1,627	1,586	2,166	2,562	3,407	3,975	3,058	2,326	30,368
Piedmont Express	278	656	483	664	468	446	469	486	521	907	887	447	6,712
Capital Connector	404	544	493	455	468	625	545	488	634	891	908	462	6,917
Highlands Rhythm	1,172	1,533	1,404	969	759	700	893	1,234	2,368	2,064	1,273	1,030	15,399
All Routes	3,647	6,002	4,731	4,336	3,322	3,357	4,073	4,770	6,930	7,837	6,126	4,265	59,396

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

Virginia-Supported Monthly Ridership by Route SFY '24 vs SFY '23

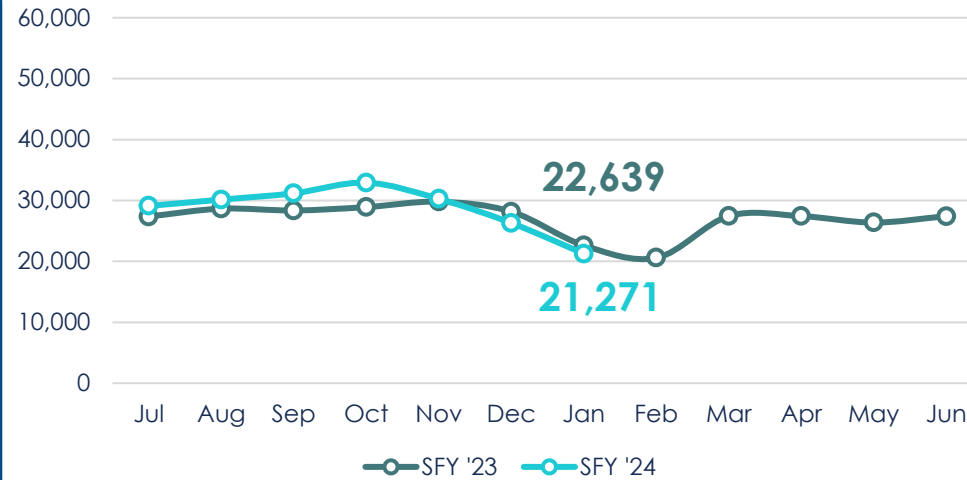
Two trains canceled 1/1 due to NEC system outages. (1 NFK, 1 RVM)

Three trains canceled 1/7 due to winter storms. (2 RNK, 1 RVM)

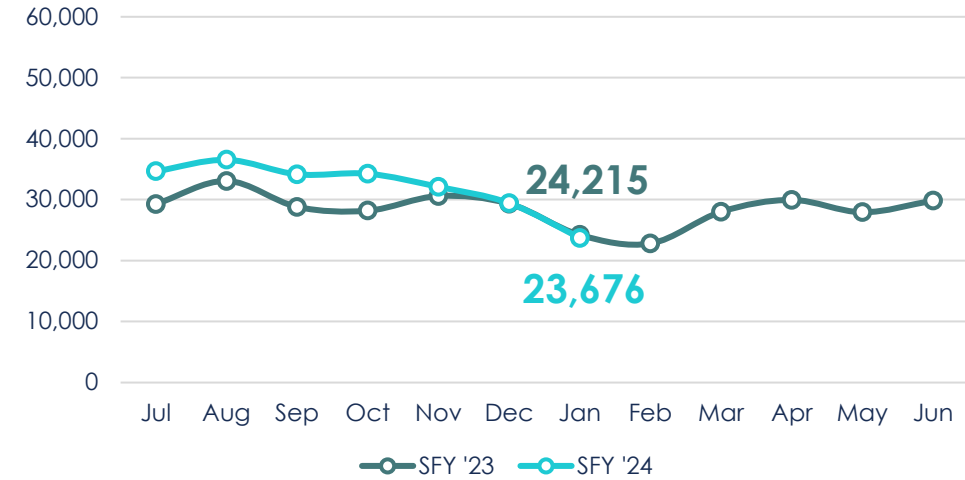
Nine trains canceled 1/9-1/10 due to winter storms. (3 RNK, 4 NPN, 2 RVM)

One train canceled 1/12 due to equipment failure (RVM)

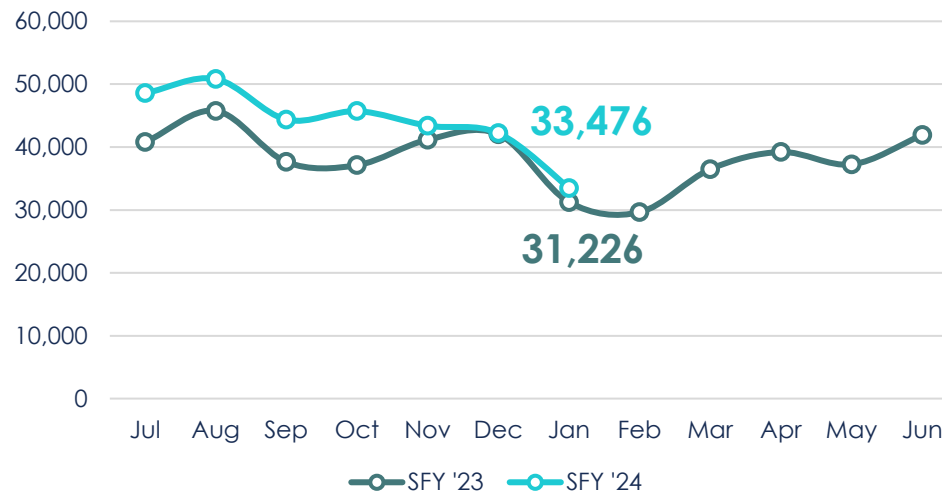
Route 46: Roanoke (-6.0%)



Route 47: Newport News (-2.2%)



Route 50: Norfolk (+7.2%)



Route 51: Richmond (+3.0%)

