

DISTRICT OF COLUMBIA OFFICE OF THE INSPECTOR GENERAL

OIG Project No. 21-1-15KA(a)

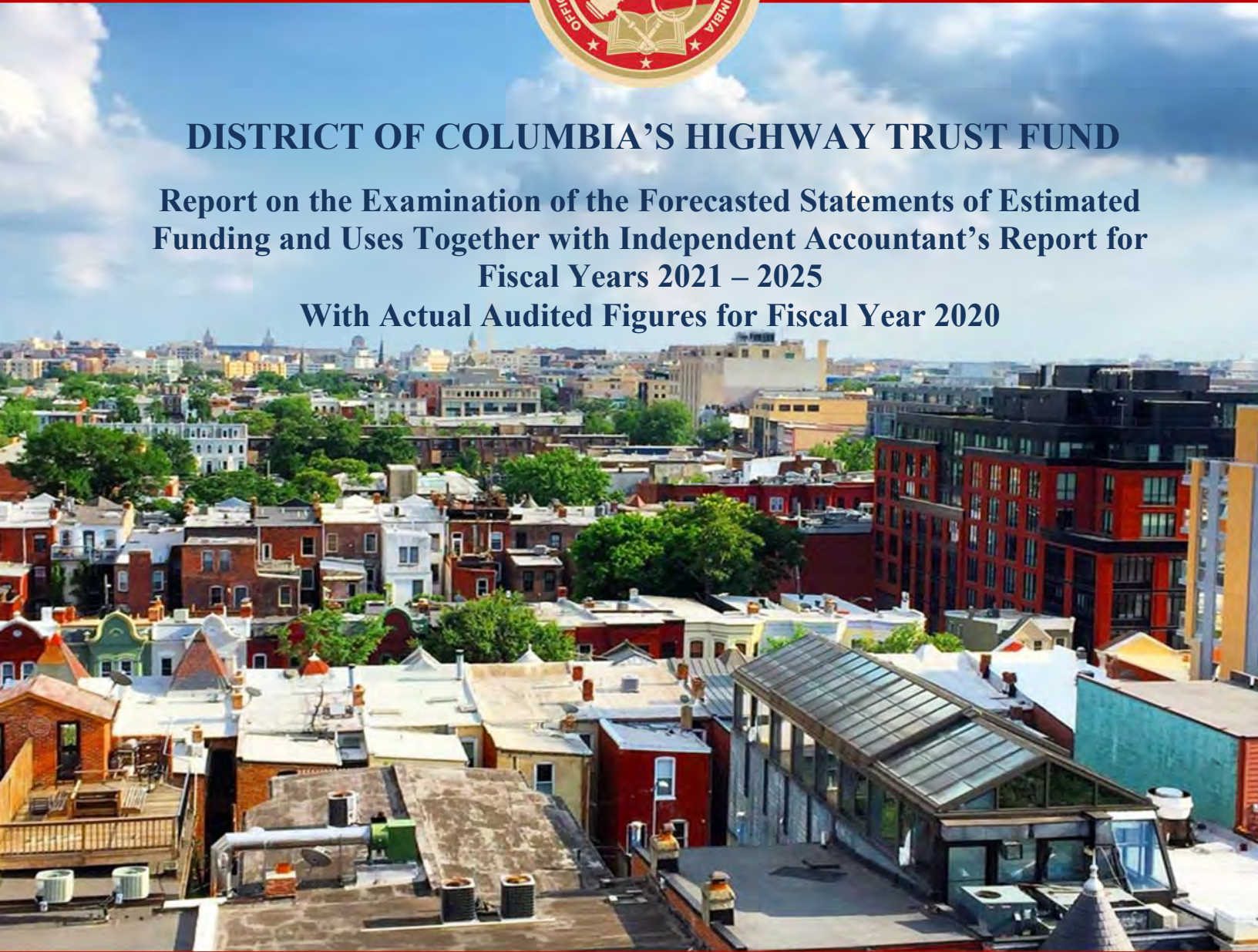
April 2021



DISTRICT OF COLUMBIA'S HIGHWAY TRUST FUND

Report on the Examination of the Forecasted Statements of Estimated
Funding and Uses Together with Independent Accountant's Report for
Fiscal Years 2021 – 2025

With Actual Audited Figures for Fiscal Year 2020



Guiding Principles

*Workforce Engagement * Stakeholders Engagement * Process-oriented * Innovation
* Accountability * Professionalism * Objectivity and Independence * Communication * Collaboration
* Diversity * Measurement * Continuous Improvement*

Mission

Our mission is to independently audit, inspect, and investigate matters pertaining to the District of Columbia government in order to:

- prevent and detect corruption, mismanagement, waste, fraud, and abuse;
- promote economy, efficiency, effectiveness, and accountability;
- inform stakeholders about issues relating to District programs and operations; and
- recommend and track the implementation of corrective actions.

Vision

Our vision is to be a world-class Office of the Inspector General that is customer-focused and sets the standard for oversight excellence!

Core Values

Excellence * Integrity * Respect * Creativity * Ownership
* Transparency * Empowerment * Courage * Passion
* Leadership



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Office of the Inspector General

Inspector General



April 8, 2021

The Honorable Muriel Bowser
Mayor of the District of Columbia
Mayor's Correspondence Unit
1350 Pennsylvania Avenue, N.W., Suite 316
Washington, D.C. 20004

The Honorable Phil Mendelson
Chairman
Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, N.W., Suite 504
Washington, D.C. 20004


Dear Mayor Bowser and Chairman Mendelson:

Enclosed is the final report of the District of Columbia's Highway Trust Fund (HTF) Examination of the Forecasted Statements of Estimated Funding and Uses Together with Independent Accountant's Report (OIG No. 21-1-15KA(a)). The OIG contracted with McConnell Jones, LLP (MJ) to examine the District of Columbia's HTF 5-year forecast to meet a statutory mandate.¹

On March 26, 2021, MJ issued its opinion on the District's HTF 5-year forecast and concluded that the forecasted statements are presented, in all material respects, in accordance with the guidelines for presentation of a forecast established by the American Institute of Certified Public Accountants, and the underlying assumptions are suitably supported and provide a reasonable basis for management's forecast.

If you have questions about this report, please contact me or Fekede Gindaba, Assistant Inspector General for Audits, at (202) 727-2540.

Sincerely,


Daniel W. Lucas
Inspector General

DWL/ws

Enclosure

cc: See Distribution List

¹ D.C. Code § 9-109.02(e) (Lexis current through April 5, 2021), requires the OIG to annually examine the statements forecasting the conditions and operations of the HTF for the next 5 fiscal years.

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Mr. Wayne McConnell, Managing Partner, McConnell & Jones LLP (via email)

**DISTRICT OF COLUMBIA
HIGHWAY TRUST FUND**

**Examination of the Forecasted Statements
of Estimated Funding and Uses
Together with Independent Accountant's Report**

**For the Fiscal Years Ending September 30, 2021
Through 2025**

**With Historical Amounts for the
Year Ended September 30, 2020**

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INDEPENDENT ACCOUNTANT'S REPORT

The Mayor and the Council of the Government of the District of Columbia, and
Inspector General of the Government of the District of Columbia

We have examined the accompanying forecasted statements of estimated funding and uses (the Forecast) of the District of Columbia Highway Trust Fund (the Fund), for the years ending September 30, 2021 through September 30, 2025 with comparative historical amounts for the year ended September 30, 2020, based on guidelines for the presentation of a forecast established by the American Institute of Certified Public Accountants (AICPA). The Fund's management is responsible for preparing and presenting the forecast in accordance with the guidelines for presentation of a forecast established by the AICPA. Our responsibility is to express an opinion on the forecast based on our examination.

Our examination was conducted in accordance with attestation standards established by the AICPA and the standards applicable to attestation engagements contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the forecast is presented in accordance with the guidelines for the presentation of a forecast established by the AICPA, in all material respects. An examination involves performing procedures to obtain evidence about the forecast. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material misstatement of the forecast, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

In our opinion, the accompanying forecast is presented, in all material respects, in accordance with the guidelines for presentation of a forecast established by the AICPA, and the underlying assumptions are suitably supported and provide a reasonable basis for management's forecast.

There will usually be differences between the forecasted and actual results because events and circumstances frequently do not occur as expected, and those differences may be material. We have no responsibility to update this report for events and circumstances occurring after the date of this report.

As discussed in Note 4, the amounts for the year ended September 30, 2020, were derived from the audited financial statements of the Fund that was included in the Government of the District of Columbia's 2020 financial statements, which an unmodified opinion was issued on those financial statements in our report dated January 28, 2021. In our opinion, the summarized historical information presented herein for the year ended September 30, 2020, is consistent, in all material respects, with the audited financial statements from which it has been derived.

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Washington, D.C.
March 26, 2021

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Forecasted Statements of Estimated Funding and Uses For the Years Ending September 30, 2021 Through 2025, with Historical Amounts for the Year Ended September 30, 2020 (in 000s)

	2020 Historical Amounts			2021 Forecasted Amounts		
	D.C. Highway Trust Fund	Federal Aid	Total	D.C. Highway Trust Fund	Federal Aid	Total
ESTIMATED FUNDING						
Beginning Balance	\$ 43,551	\$ 549,077	\$ 592,628	\$ 32,712	\$ 503,544	\$ 536,256
Motor Fuel Revenues	22,472	-	22,472	25,774	-	25,774
Right-of-Way Fee Revenues	-	-	-	-	-	-
Interest Earnings	9	-	9	-	-	-
Other Income	1,132	-	1,132	-	-	-
Fed Aid Apportionment/Obligation	-	186,317	186,317	-	192,540	192,540
Total Estimated Funds	67,164	735,394	802,558	58,486	696,084	754,570
ESTIMATED USES						
Debt Payment - GARVEE Bonds	-	15,185	15,185	-	27,886	27,886
Project Costs						
(Management/Design/Construction)	34,452	216,665	251,117	31,860	160,627	192,487
Non-Participating Costs	-	-	-	-	-	-
Total Estimated Expenditures	34,452	231,850	266,302	31,860	188,513	220,373
ENDING BALANCE	\$ 32,712	\$ 503,544	\$ 536,256	\$ 26,626	\$ 507,571	\$ 534,197

	2022 Forecasted Amounts			2023 Forecasted Amounts		
	D.C. Highway Trust Fund	Federal Aid	Total	D.C. Highway Trust Fund	Federal Aid	Total
ESTIMATED FUNDING						
Beginning Balance	\$ 26,626	\$ 507,571	\$ 534,197	\$ 27,137	\$ 488,957	\$ 516,094
Motor Fuel Revenues	26,706	-	26,706	26,714	-	26,714
Right-of-Way Fee Revenues	11,000	-	11,000	11,000	-	11,000
Interest Earnings	-	-	-	-	-	-
Other Income	-	-	-	-	-	-
Fed Aid Apportionment/Obligation	-	192,540	192,540	-	192,540	192,540
Total Estimated Funds	64,332	700,111	764,443	64,851	681,497	746,348
ESTIMATED USES						
Debt Payment - GARVEE Bonds	-	27,890	27,890	-	27,890	27,890
Project Costs						
(Management/Design/Construction)	37,195	183,264	220,459	37,811	187,677	225,488
Non-Participating Costs	-	-	-	-	-	-
Total Estimated Expenditures	37,195	211,154	248,349	37,811	215,567	253,378
ENDING BALANCE	\$ 27,137	\$ 488,957	\$ 516,094	\$ 27,040	\$ 465,930	\$ 492,970

The accompanying notes are an integral part of these forecasted financial statements.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Forecasted Statements of Estimated Funding and Uses For the Years Ending September 30, 2021 Through 2025, with Historical Amounts for the Year Ended September 30, 2020 (in 000s) (continued)

	2024 Forecasted Amounts			2025 Forecasted Amounts		
	D.C. Highway Trust Fund	Federal Aid	Total	D.C. Highway Trust Fund	Federal Aid	Total
ESTIMATED FUNDING						
Beginning Balance	\$ 27,040	\$ 465,930	\$ 492,970	\$ 27,634	\$ 479,690	\$ 507,324
Motor Fuel Revenues	26,714	-	26,714	26,712	-	26,712
Right-of-Way Fee Revenues	3,000	-	3,000	10,000	-	10,000
Interest Earnings	-	-	-	-	-	-
Other Income	-	-	-	-	-	-
Fed Aid Apportionment/Obligation	-	192,540	192,540	-	192,540	192,540
Total Estimated Funds	<u>56,754</u>	<u>658,470</u>	<u>715,224</u>	<u>64,346</u>	<u>672,230</u>	<u>736,576</u>
ESTIMATED USES						
Debt Payment - GARVEE Bonds	-	27,890	27,890	-	27,890	27,890
Project Costs			-			-
(Management/Design/Construction)	29,120	150,890	180,010	37,018	191,198	228,216
Non-Participating Costs	-	-	-	-	-	-
Total Estimated Expenditures	<u>29,120</u>	<u>178,780</u>	<u>207,900</u>	<u>37,018</u>	<u>219,088</u>	<u>256,106</u>
ENDING BALANCE	<u>\$ 27,634</u>	<u>\$ 479,690</u>	<u>\$ 507,324</u>	<u>\$ 27,328</u>	<u>\$ 453,142</u>	<u>\$ 480,470</u>

The accompanying notes are an integral part of these forecasted financial statements.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

1. DESCRIPTION OF THE DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

The Government of the District of Columbia (the District) established the District of Columbia Highway Trust Fund (the Fund) under the District of Columbia Emergency Highway Relief Act (the Act). The Fund was established as a dedicated highway fund to be comprised, at a minimum, of amounts equivalent to receipts from motor fuel taxes and, if necessary, motor vehicle taxes and fees collected by the District to pay the cost-sharing requirements established under Title 23 of the United States Code. The Fund is required to be separate from the general fund of the District. The Fund is a governmental fund, which is used to account for the dedicated revenues generated from motor vehicle fuel taxes, public rights-of-way (ROW) user rental fees to supplement local matching fund obligations, and interest income.

The Fund is managed within the District's Office of the Chief Financial Officer. The Fund is a capital project fund of the District, restricted for the purpose of executing Federal highway projects.

2. BACKGROUND AND OVERVIEW OF THE FORECAST

D.C. Code § 9-109.02(e) requires the Office of the Inspector General to examine the statements of the Fund's forecasted conditions and operations for a 5-year period. The forecast is to be used to determine the District's ability to meet future cost-sharing requirements, for a 5-year period, under the Federal Highway Administration (FHWA) program for capital improvements to the District's transportation infrastructure.

3. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

The forecasted statements of estimated funding and uses (the Forecast) of the Fund report on the expected results of its operations, as well as the related Federal Aid for the District. The Forecast of the Fund is intended to present only the expected results of operations of the Fund and the related Federal Aid, and does not purport to, and does not present the financial results of the District. Additionally, the Fund's accompanying Forecast is not indicative of the Fund as if it were a stand-alone entity.

Forecasted Information. The Fund's Forecast was prepared using a comprehensive basis of accounting other than generally accepted accounting principles in the United States of America (U.S. GAAP). The forecasted motor fuel revenues, ROW fees, interest earnings, debt payments and project costs are recorded on a cash basis of accounting. The Federal Aid Apportionment/Obligation is recorded based on the expected obligations of funding from FHWA.

The dedicated revenues consist of excise taxes earned on motor fuel sold in the District, at the wholesale level, and interest income earned on the Fund's bank balances. Motor fuel taxes are recognized as revenue when the sale takes place. The fund balance is restricted for the District's cost-sharing requirements for eligible Federal-aid highway projects.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

3. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (*continued*)

Project associated costs eligible for Federal funding and for the District's matching share of the Federal-aid highway project cost are recorded as participating expenditures. Nonparticipating expenditures are project associated costs not eligible for Federal funding, which are undertaken for the benefit of the District and are included in the project funding plan in addition to Federally funded items. Major initiatives of the District of Columbia Department of Transportation (DDOT) may be financed from the Fund without funding from Federal FHWA grants once current year matching of the Federal obligation is satisfied. The detailed expenditures are classified into categories listed in Note 6.

The Fund's balance must be sufficient to cover the cost sharing requirements established under Title 23, United States Code, based on the 6-year projected Fund's performance. The ending fund balance is carried over to the following fiscal year as the beginning balance.

Use of Estimates

The preparation of the Forecast requires management to make estimates and assumptions that affect the reported amounts of estimated revenues and expenditures for the periods presented. Actual results could differ from these estimates. The assumptions disclosed in Note 5 are those that management believes are significant to the Fund's Forecast. There will usually be differences between the forecasted and actual results because events and circumstances frequently change due to the nature of the activities covered by the Fund (e.g., major design and construction changes and delays), and those differences may be material.

The fiscal year 2021 amounts are based on funding levels at the time the prospective is prepared. The District's budget book is prepared approximately 1½ years in advance, which can result in a variance in the projected amounts. DDOT prepares spending plans in order to meet its goals, which could be impacted by unforeseen litigation and/or procurement delays. These delays may cause DDOT to miss its target spending for fiscal year 2021 by a material amount.

The COVID-19 pandemic outbreak in the United States has negatively impacted economies and global financial markets. Management believes that this pandemic will result in reduced transportation travel resulting in reduced motor fuel revenues in the next few years.

4. HISTORICAL AMOUNTS FOR THE YEAR ENDED SEPTEMBER 30, 2020

The amounts presented for the year ended September 30, 2020, were derived from the 2020 audited financial statements for the District. Those financial statements were prepared using a modified accrual basis of accounting for the Fund and the related Federal Aid. For purposes of the Forecast, the financial information presented by adjusting accounts to the cash basis of accounting for the forecasted motor fuel revenues, ROW fees, interest earnings, debt payments and project costs, and expected obligations for the Federal Aid funding from FHWA is recognized when expected to be obligated.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

5. SUMMARY OF SIGNIFICANT ASSUMPTIONS

The Forecast summarizes the estimated funding and uses of resources for the fiscal years ending September 30, 2021 through 2025. The “D.C. Highway Trust Fund” columns represent estimated local motor fuel tax revenue, ROW revenue, interest, and estimated local share of expenditures. The “Federal Aid” columns represent obligated and estimated Federal aid commitment balances and projection of matching grants for known highway projects, anticipated discretionary funding, borrowed funding for various projects, and estimated Federal share of expenses.

Expenditures for fiscal years 2021 through 2025, were projected based on an obligation plan and the related spending plan and were submitted to the Mayor as part of the budget. This budget is expected to be published in April 2021. Changes in the spending plan that affect local matching contributions are subject to approval by Council.

Estimated Funding Sources

Motor Fuel Revenues. The projections for motor fuel tax revenues are provided by Office of the Chief Financial Officer’s (OCFO) Office of Revenue Analysis (ORA) and certified by the Chief Financial Officer of the District of Columbia. The estimates were developed using a statistical model to predict motor fuel gallons taxed, based on the annual average price of motor fuel in the District, the annual average personal income per household, and the amount of fuel consumption based on trends in motor vehicle fuel efficiencies. For fiscal year 2021, ORA forecasted an increase of 14% in motor vehicle fuel tax compared to fiscal year 2020, but a 10% decline compared to fiscal year 2019 as a result of the impact of COVID-19 and the corresponding mitigating actions, i.e., social distancing recommendations, shelter-in-place orders, and quarantines, on the District’s motor fuel tax revenue. The motor vehicle fuel tax is expected to increase by 4% in fiscal year 2022, with minimal increases of less than 1% in future years. The current fuel tax rate of \$0.235 per gallon was used for all years presented in the forecast.

Rights-of-Way Revenues. The ROW revenues projection was prepared by ORA based on D.C. Code §§ 9-111.01a and 9-111.01(d)(3), limiting dedicated funding to the Fund from all local sources to a maximum of 22% of the projected annual Federal Aid Highway Trust Fund expenditures. In determining the budget request for ROW revenues, several factors are considered, including the anticipated spending level of the Fund, and also the available fund balance carry over. For each year, the amounts of supplemental funding from ROW revenues were adjusted in a manner where the year end fund balance is not in a deficit. Management has a goal to maintain a fund balance in excess of \$25 million. As a result, the Fund expects to incorporate ROW into its budget request beginning in 2022.

Interest Income. Although there was a small amount of interest income earned for fiscal year 2020, no interest income is estimated for future years by OCFO’s Office of Finance and Treasury as funds are now held in a Citi account that has an expected overnight rate of 0%.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

5. SUMMARY OF SIGNIFICANT ASSUMPTIONS *(continued)*

Other Income. Other income are funds in excess of project expenditures that are reimbursed from various utilities organizations such as DC Water, for work performed on their behalf. Project expenditures are paid directly by the District to the vendor for all work completed. DDOT invoices 3rd party entities on behalf of the District after project completion in order to recapture funds. The timing of the reimbursement is based on project completion, and project completion varies based on the complexity of each project. These reimbursements are not expected to exceed project expenditures in future years.

Federal-Aid Apportionment. Federal funding is provided to all states and the District through legislation enacted by Congress and administered through the FHWA. Public Law No. 11494, the “Fixing America’s Surface Transportation Act” or “FAST Act,” is the current funding legislation, effective October 1, 2015. DDOT estimates its future Federal funding for the budget year and the following years based on the latest FHWA-provided amounts included in the U.S. Department of Transportation FHWA Fiscal Management System. For 2021, the amounts provided by FHWA was \$173,288,326.

Additionally, there is typically a redistribution that occurs each August, whereby FHWA reallocates funds across all of the states, at their discretion. To determine the estimate for 2021, DDOT averaged the last 5 years of redistributed funds from FHWA. For the year ending September 30, 2021, the forecasted amount is \$19,251,274. The Fund anticipates Federal funding to remain the same for each fiscal year.

Estimated Uses

Debt Payments. Grant Anticipation Revenue Vehicles (GARVEE) Bonds. Future Federal-aid apportionments will service bonds issued through the GARVEE program and partially finance the 11th Street Bridge project and South Capitol Street Bridge.

Below is a summary of the principal balances outstanding from the GARVEE Bonds as of September 30, 2020 (in 000s):

Bond Series	Maturity Date	Interest Rate	Amount Outstanding
Series 2011	December 1, 2025	2.00% - 5.25%	\$ 40,105
Series 2012	December 1, 2027	2.00% - 5.00%	26,355
Series 2020	December 1, 2034	5.00%	227,710
			\$ 294,170

The borrowed funding (Series 2011, 2012 and 2020) is used to partially finance the 11th Street Bridge project and support the replacement and realignment of the Frederick Douglass Memorial Bridge and building of new interchanges between the bridge and Suitland Parkway, the bridge and Potomac Avenue, S.W., Suitland Parkway and Interstate 295, and Suitland Parkway and Martin Luther King, Jr. Avenue.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

5. SUMMARY OF SIGNIFICANT ASSUMPTIONS *(continued)*

The estimated future minimum payments for each of the outstanding series is listed below (in 000s):

Fiscal Years Ending September 30,	Principal and Interest Payments Due			
	Series 2011	Series 2012	Series 2020	Total
2021	\$ 7,779	\$ 3,989	\$ 16,118	\$ 27,886
2022	7,778	3,987	16,125	27,890
2023	7,779	3,988	16,123	27,890
2024	7,779	3,988	16,123	27,890
2025	7,782	3,990	16,118	27,890

Project Costs. The estimated uses for project management, design, site, construction, equipment, and non-participating costs are based on the actual estimated completion date for the phase of each Federal-aid highway project in progress. The project management, design, site, construction, and equipment costs that are eligible for matching Federal Aid are allocated based on the Federal and local share of each individual project. The non-participating costs, if any, are those costs that are not eligible for Federal Aid match and include overhead; construction engineering costs; utility and sewer repair; construction enhancements not covered by FHWA; and disallowed costs reimbursable to the FHWA.

The project costs can be classified into 3 categories: (1) projects in process; (2) projects obligated, but not started; and (3) projects planned, but not yet obligated. Projects that are in process have been approved and obligated by FHWA and are in active design or construction. The forecast costs for these projects are estimated using the costs to complete. Certain projects have been obligated by FHWA but not yet started by DDOT. Additionally, DDOT is required to complete a Statewide transportation improvement plan in accordance with 23 CFR § 450.218, which results in certain projects that are planned, but not yet obligated. These project costs are estimated by using historical information primarily related to maintenance, and ongoing repairs.

Non-participating Costs. Non-participating costs, while included in the funding budgets submitted to FHWA, are not specifically budgeted from the Highway Trust Fund (Fund 0320). Monies from the Local Transportation Fund and Enterprise Fund for Transportation Initiatives (e.g., ROW fees) are used to pay for non-participating and overhead costs that are associated with Federally funded capital projects. The budget for these costs is provided through a separate Master Project (external to the Fund 0320) to where all non-participating and overhead costs associated with Fund projects are allocated as needed.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

6. FORECASTED EXPENDITURES BY MASTER PROJECT CATEGORY

DDOT budgets expenditures for the Fund at the Master Project category level. The various Master Project categories are:

- Maintenance;
- Major Rehabilitation, Reconstruction, Replacement, or New Construction;
- Operations, Safety, and System Efficiency;
- Economic Development;
- Planning, Management and Compliance;
- South Capitol Corridor;
- Streetcars;
- Travel Demand Management;
- South Cap GARVEE; and
- 11th Street Bridges GARVEE.

Funds are allocated down to the “sub-project” level (also known as the “related project” level) once approved by the FHWA, where actual expenditures will be captured for design, construction, direct labor, and non-participating costs. Once the budget is moved to a subproject, the budget authority within the umbrella Master Project is reduced accordingly.

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

6. FORECASTED EXPENDITURES BY MASTER PROJECT CATEGORY *(continued)*

The Forecasted master project category for the years ending September 30, 2021 through September 30, 2025, are as follows (in 000s):

	2021			2022		
	D.C. Highway Trust Fund	Federal Aid	Total	D.C. Highway Trust Fund	Federal Aid	Total
Expenditure Categories:						
Maintenance	\$ 8,493	\$ 43,828	\$ 52,321	\$ 8,767	\$ 44,053	\$ 52,820
Major Rehabilitation, Reconstruction, Replacement, or New Construction	12,497	59,901	72,398	14,970	68,786	83,756
Operations, Safety, and System Efficiency	5,714	31,431	37,145	5,867	31,226	37,093
Planning, Management and Compliance	2,380	12,664	15,044	3,350	19,171	22,521
South Capital Corridor	649	2,800	3,449	610	2,645	3,255
Travel Demand Management	2,127	10,003	12,130	3,631	17,383	21,014
South Capital Street GARVEE	-	16,119	16,119	-	16,125	16,125
11th Street Bridges GARVEE	-	11,767	11,767	-	11,765	11,765
Total Forecasted Expenditures	\$ 31,860	\$ 188,513	\$ 220,373	\$ 37,195	\$ 211,154	\$ 248,349

	2023			2024		
	D.C. Highway Trust Fund	Federal Aid	Total	D.C. Highway Trust Fund	Federal Aid	Total
Expenditure Categories:						
Maintenance	\$ 8,880	\$ 44,706	\$ 53,586	\$ 7,486	\$ 38,284	\$ 45,770
Major Rehabilitation, Reconstruction, Replacement, or New Construction	12,966	58,772	71,738	6,881	32,994	39,875
Operations, Safety, and System Efficiency	7,984	41,756	49,740	8,421	43,784	52,205
Planning, Management and Compliance	3,000	18,745	21,745	2,879	19,635	22,514
South Capital Corridor	383	1,778	2,161	283	1,341	1,624
Travel Demand Management	4,598	21,920	26,518	3,170	14,852	18,022
South Capital Street GARVEE	-	16,123	16,123	-	16,123	16,123
11th Street Bridges GARVEE	-	11,767	11,767	-	11,767	11,767
Total Forecasted Expenditures	\$ 37,811	\$ 215,567	\$ 253,378	\$ 29,120	\$ 178,780	\$ 207,900

DISTRICT OF COLUMBIA HIGHWAY TRUST FUND

Notes to the Forecasted Statements of Estimated Funding and Uses Fiscal Years 2021 Through 2025

6. FORECASTED EXPENDITURES BY MASTER PROJECT CATEGORY *(continued)*

	2025		
	D.C. Highway Trust Fund	Federal Aid	Total
Expenditure Categories:			
Maintenance	\$ 7,122	\$ 36,514	\$ 43,636
Major Rehabilitation, Reconstruction, Replacement, or New Construction	16,930	83,041	99,971
Operations, Safety, and System Efficiency	8,403	43,560	51,963
Planning, Management and Compliance	2,981	20,625	23,606
South Capital Corridor	217	1,073	1,290
Travel Demand Management	1,365	6,385	7,750
South Capital Street GARVEE	-	16,118	16,118
11th Street Bridges GARVEE	-	11,772	11,772
Total Forecasted Expenditures	\$ 37,018	\$ 219,088	\$ 256,106