



# Quarterly Financial Report

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**September 30, 2022**

## Executive Summary

This report provides the Commonwealth Transportation Board (CTB) and other interested parties an update regarding the Agency budget and the related variances between anticipated expenditures and actual expenditures; cash balances; resources versus commitments; and funds available for allocation. The General Assembly and Governor approved the creation of the Virginia Passenger Rail Authority (VPRA) beginning on July 1, 2020. The VPRA is a separate legal entity that is charged with the oversight of passenger rail activities in the Commonwealth. A majority of rail financial activity is now reported by the VPRA. The VPRA receives ongoing funding from DRPT of 93% of the estimated revenues of the Commonwealth Rail Fund.

### Budget vs. Actual

A key schedule included in this report is a Budget versus Actual Expenditure analysis. This schedule reports the actual results of the agency’s activities during the fiscal year as compared to the budget adopted by the CTB using a cash basis of accounting.

Department of Rail and Public Transportation					
Budget vs. Actual					
Fiscal Year 2023					
(\$ in Millions)					
	<u>FY 2023</u> <u>Budget</u>	<u>3 Months</u> <u>Budget</u>	<u>Actual</u> <u>9/30/2022</u>	<u>Variance</u>	<u>Percentage</u>
Transit Programs	\$ 804.2	\$ 221.6	\$ 201.2	\$ 20.4	9.2%
Rail Programs	36.5	4.1	0.7	3.4	82.9%
Agency Operating Budget	18.3	4.6	4.5	0.1	2.2%
Agency Total before VPRA	<u>\$ 859.0</u>	<u>\$ 230.3</u>	<u>\$ 206.4</u>	<u>\$ 23.9</u>	10.4%
VPRA Payments	185.7	46.2	43.2	3.0	6.5%
Agency Total after VPRA	<u><u>\$ 1,044.7</u></u>	<u><u>\$ 276.5</u></u>	<u><u>\$ 249.6</u></u>	<u><u>\$ 26.9</u></u>	9.7%

The total variance of the actual expenditures compared to the anticipated expenditures for the first quarter of FY 2023 is 9.7% or \$26.9 million. For Transit Programs the expenditures are below the estimate by 9.2% or \$20.4 million. Three transit agencies in Northern Virginia have not yet executed their operating funding agreements. In addition, a large portion of the \$32.4 million appropriated by the General Assembly to fund the WMATA dedicated payments that was not needed in FY 2022 due to the revenue uplift was paid to NVTC in the second quarter of FY 2023. These delays in payments were partially offset with bus purchases in Fairfax County and payment for the second quarter of WMATA Assistance being made in the last week of September. In general, Capital projects, including facility construction, bus purchases, bus overhauls, and IT hardware and software replacements are delayed mainly due to the impact of the COVID-19 pandemic and related supply chain issues but these delays have largely been built into the FY 2023 budget.

In Rail Programs, the expenditures are below the estimate by 82.9% or \$3.4 million. These variances were mainly due to delays across the board in rail projects due to the impact of the COVID-19 pandemic on the freight rail industry. In addition, funding changes and delays in getting approvals for agreements have delayed some major projects. DRPT has set a threshold for detailed explanation of variances that are greater than \$10.4 million (1% of the Total Budget) and 15% variance between the actual results and budget.

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 in order 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 realize a variance of 10% or less by each year end.

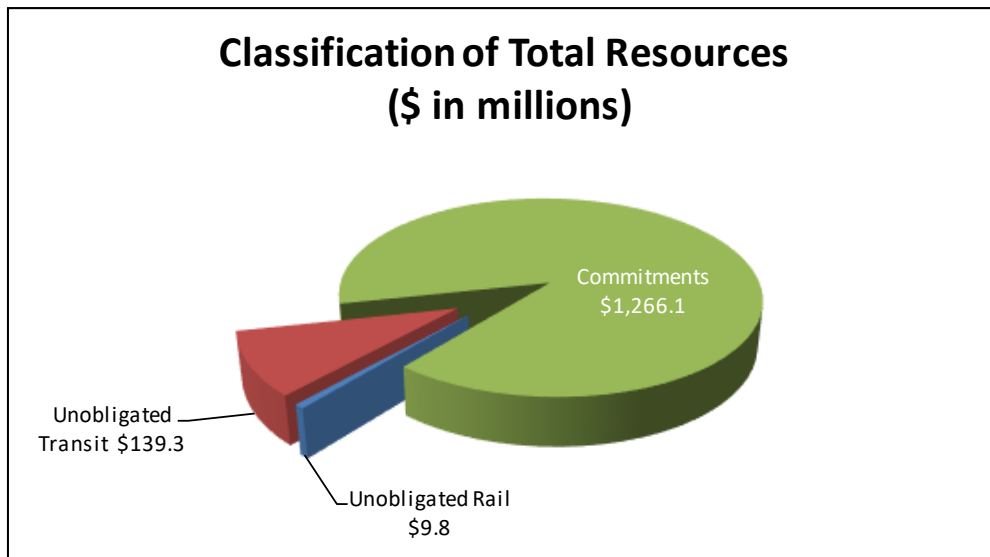
## **Unobligated Funds**

The detailed analysis section of this report includes a Schedule of Resources and Commitments that identifies available resources that may be allocated to new projects. This schedule is supported by a reconciliation of current and prior year resources and the related Six Year Improvement Program (SYIP) allocations of those resources to various projects by the CTB. It utilizes the modified accrual basis of accounting and is similar to a balance sheet. The schedule also provides an indication of the utilization and collection efforts of DRPT's resources (assets).

The key output of the Schedule of Resources and Commitments (page 9) is the detail of unobligated funds that are currently available to fund rail and transit projects. The chart on the following page illustrates the amount of funds available after our commitments are met. Essentially, the chart shows what percentage of DRPT resources are already

supporting ongoing rail and transit initiatives. It is important to note that unique allocation parameters govern the allowable use of the unobligated balances.

For the quarter ended September 30, 2022, the total unobligated balance for all funds is \$149.1 million, which includes \$139.3 million for the transit programs and \$9.8 million for the rail programs. The total unobligated balance is 10.5% of total resources as compared to 8.6% at September 30, 2021. The unobligated balances include the net activity of resources less allocations in the FY 2023 SYIP.



Chapter 1230 of the 2020 Virginia Acts of Assembly established the Virginia Passenger Rail Authority (VPRA) in FY 2021. In the bill, the Intercity Passenger Rail Operating and Capital (IPROC) fund and Rail Enhancement Fund (REF) no longer exist starting in FY 2021 and the passenger rail programs and related unobligated balances are part of the VPRA. Commitments including \$302.7 million of cash were transferred to the VPRA in February 2021. The \$9.8 million of Unobligated Rail is freight and rail planning funds that remain with DRPT.

The transit programs unobligated balance of \$139.3 million consists of \$34.6 million of Federal funds that have restrictions on their potential use, such as \$3.7 million of Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act (ARPA) funding. In addition, the transit programs balance includes \$78.2 million of Commonwealth Mass Transit funds, \$10.0 million in the transit operating and capital reserves, \$17.6 million of I-66 toll funds, \$0.2 million of transit bonds, \$0.2 million of other transit capital funds, and a deficit of \$1.5 million of WMATA Dedicated funds.

Federal funding increased due to the Federal Transit Administration allocating CARES Act funding to address needs related to the Coronavirus in the fourth quarter of FY 2020 and ARPA funds in FY 2021. A portion of the Federal CARES funds were used in place of Commonwealth Mass Transit funds and FTA 5311 funds to cover operating expenses for rural service in FY 2021 and FY 2022. In addition, there has been a reduced

demand for capital due to COVID. This has resulted in a large balance of both unobligated and committed Federal funds.

The detailed report included herein provides a more in-depth look at DRPT's assets (cash and receivables), liabilities (project and grant commitments), and annual operational results as compared to the approved budget.



## Detailed Quarterly Analysis

The following pages present a detailed reporting of the Department’s fiscal year (July 1, 2022 – September 30, 2022) financial picture. For a definition of individual line items in the subsequent schedules, please consult the glossary.

## Schedule of Budget vs. Actual

This schedule reports the actual results of the agency's activities during the current fiscal year as compared to the budget adopted by the CTB. In the current quarter, the schedule compares the budget for the first quarter of FY 2023 (July 1 – September 30) with the actual expenditures for the first quarter of FY 2023 using a cash basis of accounting. For transit programs, the FY 2023 expenditures are 9.2% below the estimate, as compared to a 0.6% variance at the same time last year. In the rail programs, the current year expenditures are 82.9% below the estimate compared to the prior year's variance of 33.3% as of September 30.

Schedule of Budget vs. Actual						
As of September 30, 2022						
(\$ in Millions)						
	Adopted FY 2023	3 Months Budget	Actual 9/30/2022	Variance	Percentage Variance	Notes
<b>Public Transportation Programs</b>						
Operating Assistance	\$ 215.1	\$ 77.8	\$ 37.2	\$ 40.6	52.2%	A
Capital Assistance	122.5	24.9	41.6	(16.7)	-67.1%	B
Special Programs	8.6	2.6	2.2	0.4	15.4%	
Ridership Incentive Programs	24.3	5.6	0.1	5.5	98.2%	
WMATA Assistance	252.6	62.7	74.9	(12.2)	-19.5%	C
<b>Total</b>	<b>623.1</b>	<b>173.6</b>	<b>156.0</b>	<b>17.6</b>	<b>10.1%</b>	
<b>Commuter Assistance Programs</b>	<b>11.6</b>	<b>6.4</b>	<b>3.6</b>	<b>2.8</b>	<b>43.8%</b>	
<b>Human Service Transportation Pgm</b>	<b>10.3</b>	<b>1.6</b>	<b>2.2</b>	<b>(0.6)</b>	<b>-37.5%</b>	
<b>Planning, Regulation, &amp; Safety Pgm</b>	<b>4.7</b>	<b>0.9</b>	<b>0.8</b>	<b>0.1</b>	<b>11.1%</b>	
<b>WMATA Dedicated</b>	<b>154.5</b>	<b>39.1</b>	<b>38.6</b>	<b>0.5</b>	<b>1.3%</b>	
<b>Total Transit Programs</b>	<b>804.2</b>	<b>221.6</b>	<b>201.2</b>	<b>20.4</b>	<b>9.2%</b>	
<b>Rail Assistance Programs</b>						
Rail Preservation Programs	11.1	2.1	0.4	1.7	81.0%	
Rail Industrial Access	2.6	-	-	-	N/A	
Freight Rail and Rail Planning Programs	22.8	2.0	0.3	1.7	85.0%	
<b>Total Rail Programs</b>	<b>36.5</b>	<b>4.1</b>	<b>0.7</b>	<b>3.4</b>	<b>82.9%</b>	
<b>Agency Operating Budget</b>	<b>18.3</b>	<b>4.6</b>	<b>4.5</b>	<b>0.1</b>	<b>2.2%</b>	
<b>Agency Total before VPRA</b>	<b>\$ 859.0</b>	<b>\$ 230.3</b>	<b>\$ 206.4</b>	<b>\$ 23.9</b>	<b>10.4%</b>	
<b>VPRA Recurring Payments</b>	<b>185.7</b>	<b>46.2</b>	<b>43.2</b>	<b>3.0</b>	<b>6.5%</b>	
<b>Agency Total</b>	<b>\$ 1,044.7</b>	<b>\$ 276.5</b>	<b>\$ 249.6</b>	<b>\$ 26.9</b>	<b>9.7%</b>	

Note: Any variances of \$10.4 million (1% of the total budget) and 15% are explained.

## Variance notes:

(A) Operating Assistance expenditures were \$40.6 million or 52.2% less than the estimate in the budget. The following project specific details help to explain the total variance for operating Assistance expenditures:

- In FY 2022 the General Assembly made up to \$32.4 million of proceeds from Item 447.10 of the Biennial Budget available to bring the WMATA Dedicated funds to the annual commitment level of \$154.5 million. Any residual funds would be granted to NVTC. Due to a revenue uplift, only \$6.3 million was needed to fulfill the annual commitment. Approximately \$26.1 million was paid to NVTC in the second quarter of FY 2023.
- NVTC was expected to execute the agreement for operating funds for Fairfax County. The scheduled first quarter payment was \$7.2 million.
- NVTC was expected to execute the agreement for operating funds for the City of Alexandria. The scheduled first quarter payment was \$1.8 million.
- NVTC was expected to execute the agreement for operating funds for Arlington County. The scheduled first quarter payment was \$1.6 million.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

(B) Capital Assistance expenditures were \$16.7 million, or 67.1% more than the estimate in the budget. The following project specific details help to explain the total variance for Capital Assistance expenditures:

- NVTC paid \$10.1 million for 28 buses for Fairfax County. These buses were expected to be received in FY 2024. The vendor was able to push up their order in the production schedule.
- NVTC paid \$5.8 million for project planning related to the VRE Manassas Line Capacity expansion which includes the purchase of ten new rail cars. Rail cars are expected to be delivered in FY 2024.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

(C) WMATA Assistance expenditures were \$12.2 million, or 19.5% more than the estimate in the budget. This was a timing difference in which the second quarter WMATA Assistance payment due on October 1 for \$12.2 million was posted in the last week of September.

As stated earlier, 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 in order 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 realize a variance of 10% or less by each year-end.

## Resources and Commitments

The Schedule of Resources and Commitments outlines the Department’s financial assets and obligations, broken down by Rail and Transit. The current year totals are compared to the prior year balances and any substantial variances are explained. This schedule is supported by a reconciliation of current and prior year resources and the related allocations of those resources to various projects by the CTB. It utilizes the modified accrual basis of accounting and is similar to a balance sheet. The schedule also provides an indication of the utilization and collection efforts of DRPT’s resources (assets).

DRPT resources include cash and receivables for anticipated expenditures and anticipated collections of revenues that will be used to fund the DRPT projects that are allocated in the current and prior year’s SYIPs. These anticipated collections are included because the commitments include the remaining balance of all active DRPT projects with SYIP allocations in FY 2023 and prior. More information about each of the line items in the schedule can be found in the glossary.

The key output of the Schedule of Resources and Commitments is the detail of unobligated funds that are currently available to fund rail and transit projects. The remaining funds (“Funds Available”) are discussed in more detail on page 11.

Schedule of Resources and Commitments				
As of September 30, 2022				
(\$ in Millions)				
	9/30/2022			9/30/2021
	Rail	Transit	Total	Total
<b>Resources</b>				
Cash	\$ 56.7	\$ 386.5	\$ 443.2	\$ 349.1
Estimated Revenues - FY 2023	13.2	534.2	547.4	427.6
Accounts Receivable	-	15.7	15.7	10.9
Bonds Receivable	-	6.3	6.3	2.2
Anticipated Bond Proceeds	17.2	48.1	65.3	82.4
Anticipated Reimbursement - VDOT	2.1	181.3	183.4	98.2
Anticipated Reimbursement - VPRA	23.7	-	23.7	35.4
Anticipated Reimbursement - DEQ	-	8.6	8.6	9.2
Anticipated Reimbursement - Federal	5.1	116.5	121.6	115.1
<b>Total Resources (A)</b>	<b>118.0</b>	<b>1,297.2</b>	<b>1,415.2</b>	<b>1,130.1</b>
<b>Commitments</b>				
Transit & TDM Commitments	-	1,157.7	1,157.7	895.0
Rail Commitments	88.6	-	88.6	94.9
VPRA Commitments	19.6	-	19.6	10.1
Due to VDOT / VPRA	-	0.2	0.2	32.6
<b>Total Commitments (B)</b>	<b>108.2</b>	<b>1,157.9</b>	<b>1,266.1</b>	<b>1,032.6</b>
<b>Funds Available</b>	<b>\$ 9.8</b>	<b>\$ 139.3</b>	<b>\$ 149.1</b>	<b>\$ 97.5</b>

## Variance Notes

(A) Total Resources at September 30, 2022 increased by \$285.1 million from the \$1,130.1 million reported in FY 2022. The following line-item details help to explain the variance in Total Resources:

- Cash increased \$94.1 million due to the delay in many transit capital projects caused by the Covid-19 pandemic and due to the surge in transit revenue collections. We anticipate cash balances to decline as supply chain constraints diminish for major capital projects.
- Estimated revenues increased \$119.8 million. There were significant increases in FY 2023 revenue estimates.
- Accounts Receivable increased \$4.8 million.
- Bonds Receivable increased \$4.1 million. Bond receivables are generally collected within one month.
- Anticipated Bond Proceeds decreased by \$17.1 million mainly due to the end of the ten-year period of the initial bond authorization and the completion of many multi-million dollar projects over the past year. This balance will continue to decrease in the future.
- Anticipated Reimbursements from VDOT increased \$85.2 million from September 30, 2021 primarily due to Smart Scale initiatives, the transfer from VPRA of a large rail car purchase project for VRE using VDOT concession funds, and \$39.8 million of Priority Transportation funds allocated to DRPT by the CTB in December 2021.
- Anticipated Reimbursement from the VPRA decreased \$11.7 million. These freight rail and rail planning projects are administered by DRPT and are reimbursed by VPRA as expenses are incurred. This balance will continue to decrease as projects are completed.
- Anticipated Reimbursements from DEQ decreased \$0.6 million. These are expected funds from the Volkswagen settlement to be used for purchasing electric buses. This balance will continue to decrease in the future.
- Anticipated Reimbursement from Federal sources increased \$6.5 million.

(B) Total Commitments at September 30, 2022 increased \$233.5 million from the \$1,032.6 million reported in FY 2022. The following line-item details help explain the variance in Total Commitments:

- Transit commitments increased \$262.7 million. Significant revenue increases in FY 2022 and FY 2023 and the delay in many capital projects caused by the Covid-19 pandemic led to an increase in commitments in FY 2023. Moreover, transit commitments include \$39.8 million of projects supported by the additional Priority Transportation funds approved by the CTB in December 2021.
- Rail commitments decreased \$6.3 million.
- The VPRA commitments increased \$9.5 million. These commitments include the 93% of the revenue and interest collected in the Commonwealth Rail Fund that have not been transferred to the VPRA as of the quarter end.
- Funds due to VDOT / VPRA decreased \$32.4 million. The decrease includes excess Mass Transit Trust Funds collected in FY 2021 that were paid to the Priority Transportation Fund in FY 2022.

## Funds Available

The following schedule outlines the Department’s available balances after meeting all current commitments. These balances are available to fund new projects within the parameters mandated by the Code of Virginia for each separate source. Please see the glossary for a more detailed explanation of each of the schedule line items.

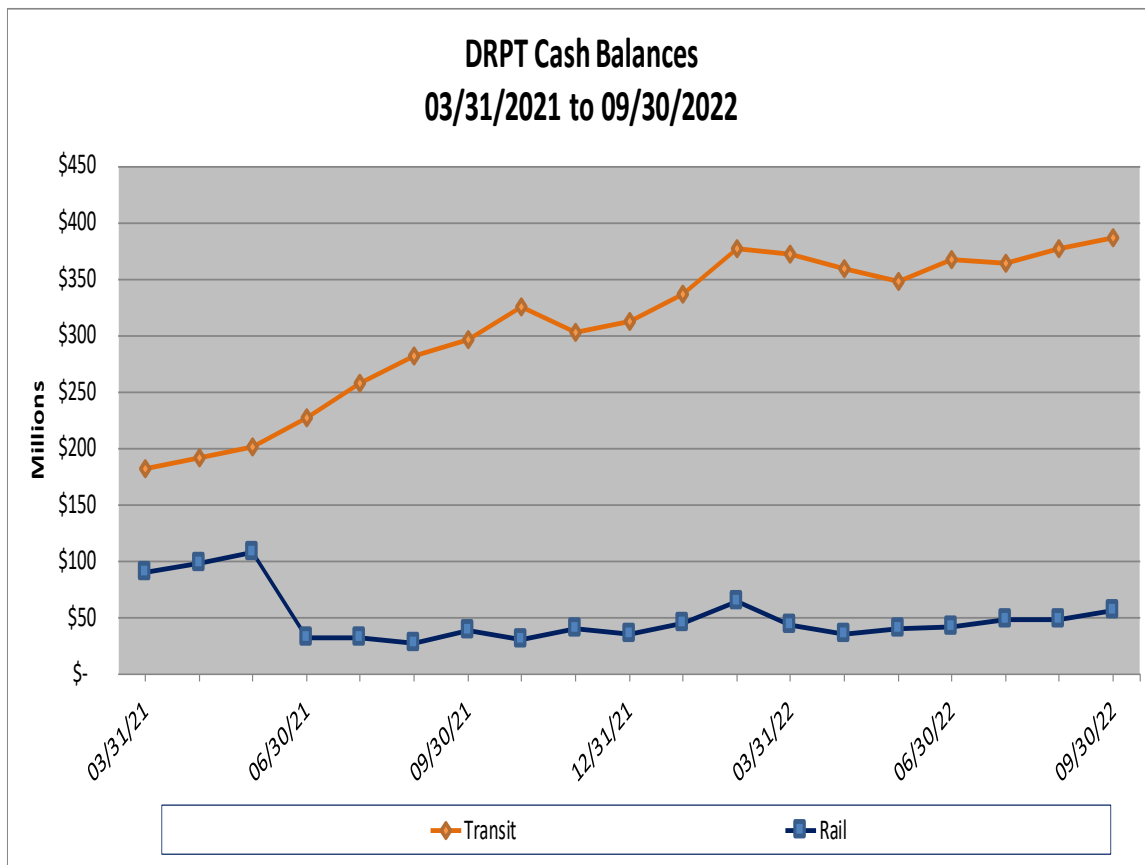
Schedule of Available Balances					
As of September 30, 2022					
(\$ in Millions)					
	9/30/2022			9/30/2021	Variance
	Rail	Transit	Total	Total	
Unobligated Freight & Rail Planning Funds	\$ 8.6	\$ -	\$ 8.6	\$ 4.6	\$ 4.0
Unobligated Rail Preservation Funds	1.2	-	1.2	0.1	1.1
Unobligated Mass Transit Funds	-	78.2	78.2	31.4	46.8
Transit Operating/Capital Reserve	-	10.0	10.0	10.0	-
Unobligated I-66 Toll Funds	-	17.6	17.6	8.7	8.9
Unobligated Transit Bonds	-	0.2	0.2	7.2	(7.0)
Unobligated WMATA Dedicated Funds	-	(1.5)	(1.5)	0.1	(1.6)
Unobligated Transit Federal Funds	-	34.6	34.6	35.2	(0.6)
Unobligated Transit Other	-	0.2	0.2	0.2	-
<b>Total Funds Available</b>	<b>\$ 9.8</b>	<b>\$ 139.3</b>	<b>\$ 149.1</b>	<b>\$ 97.5</b>	<b>\$ 51.6</b>

The Total Funds Available increased by \$51.6 million from FY 2022 to FY 2023. The following line-item details help to explain the variance in Total Funds Available:

- The Unobligated Freight and Rail Planning Funds increased \$4.0 million due to the revenue uplift in January 2022 and the estimated FY 2023 revenue in excess of allocations in the FY 2023 SYIP.
- The Rail Preservation Funds increased \$1.1 million.
- The Unobligated Mass Transit Funds increased \$46.8 million primarily due to the mid-year revenue uplift in FY 2022 and estimated FY 2023 revenues in excess of allocations in the FY 2023 SYIP.
- The Transit Operating and Capital Reserve is at the maximum allowed reserve of \$10.0 million.
- Unobligated I-66 Toll funds increased \$8.9 million. These funds will be used for transit and rail projects in the Northern Virginia area.

- The Unobligated Transit Bonds decreased \$7.0 million. Bond funding for capital projects is being prioritized over Mass Transit funds as the program is coming to an end.
- The Unobligated WMATA Dedicated Funds decreased \$1.6 million. These funds consist of interest and any excess revenues collected that are being used to make scheduled WMATA payments when revenues collected are less than required payments. At this time collections are \$1.5 million below payments for the year.
- The Unobligated Transit Federal funds decreased \$0.6 million.
- Other Unobligated Transit funds remained unchanged at \$0.2 million.

## Cash Balances and Working Cash Needs



DRPT’s cash balances for both rail and transit are depicted in a trend analysis over the last eighteen months in the preceding chart. Transit cash balances overall have seen a large increase due to the effects of COVID on the economy. There are industry-wide supply chain issues and inflationary pressures that are impacting the ability to secure replacement vehicles and other commodities for capital projects, which are significantly slowing the spend rate for the capital program. Moreover, the State had been without a bus contract for over a year due to the conflict between state and federal law compounding the supply chain issues. This conflict in laws was addressed legislatively by the 2022 General Assembly. As such, there is a significant backlog in bus purchases (hundreds) that have been funded but cannot be ordered. Bus purchases

can take up to two years given the current supply chain issues. This will result in retaining high cash balances in the near future until the purchases are finally completed

(A) The following details help to explain the trends in Rail cash balances:

- The large drop in rail cash in June 2021 was due to the catch up payment to the VPRA for 93% of the annual revenues and interest collected in the Commonwealth Rail Fund throughout FY 2021.
- Rail cash inflows and outflows have remained relatively steady since July 2021 except for the spike in February 2022, which was due to a timing difference of the 93% VPRA revenues booked at month end but not paid until the following week in March 2022.

(B) The following details help to explain the trends in Transit cash balances:

- Between July 2021 and October 2021 revenue collections far exceeded estimates, which resulted in the CTB authorizing a mid-year uplift in revenue projections. In addition, Federal CARES funding was being used in lieu of State funds to pay for the operations of many rural transit agencies, further increasing cash balances from State revenue sources.
- In November 2021, DRPT transferred \$30.7 million to VDOT for excess Mass Transit funds collected in FY 2021.
- Between November 2021 and February 2022, revenues continued to outpace expenses.
- Due to the mid-year revenue uplift, scheduled operating payments to many of the larger transit agencies were increased in each month from March to May 2022 reducing cash.
- Revenue collections again slightly outpaced expenses from June 2022 to September 2022.

The following table calculates the working cash needs for rail and transit using the current annual CTB adopted budget. DRPT has determined that two months of working cash is sufficient for transit, while six months of working cash is needed for freight rail and rail planning, as these projects are usually larger and span a longer time period. The delays in capital spending due to COVID, the revenue uplift, and Federal CARES funding used in lieu of State funds to pay for the operations of many rural transit agencies have contributed to the relatively high State cash balances.

<b>Working Cash Needs</b>		
<b>As of September 30, 2022</b>		
<b>(\$ in Millions)</b>		
	<u>Transit</u>	<u>Rail</u>
Annual Budget (Excl \$185.7M VPRA payments)	\$ 821.7	\$ 37.3
Divided by 12 Months	÷12	÷12
Times Number of Months Reserve	X 2	X 6
<b>Working Cash Needs</b>	<u><b>137.0 (A)</b></u>	<u><b>18.7 (B)</b></u>
<b>Six Month Average Cash Balance</b>	<b>366.9</b>	<b>44.9</b>
<b>Excess / (Shortfall)</b>	<u><b>\$ 229.9</b></u>	<u><b>\$ 26.2</b></u>
(A) - 60 days cash reserve		
(B) - 180 days cash reserve		

## Receivables

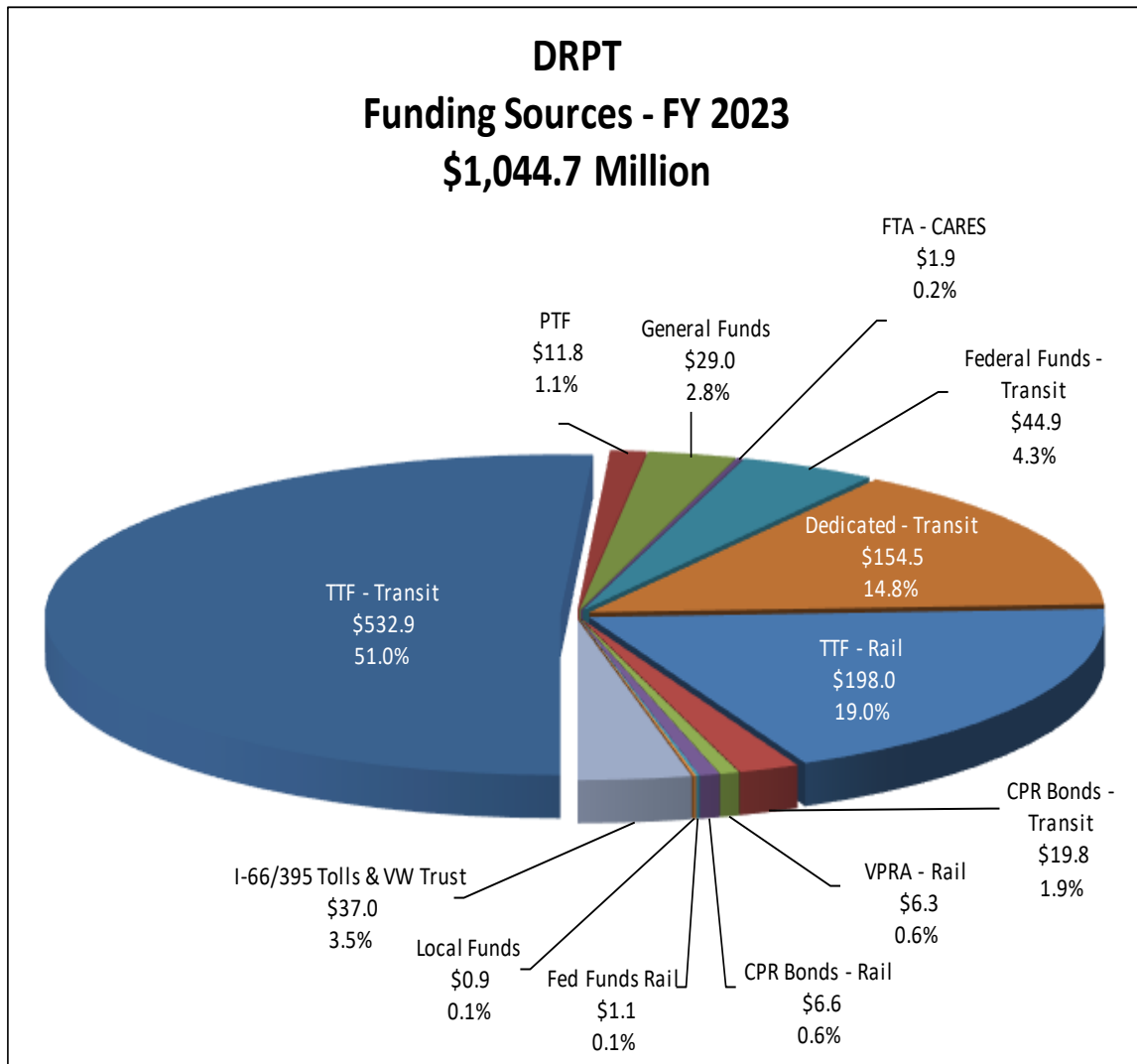
DRPT has accounts receivable from VDOT for numerous small projects that are paid on a reimbursement basis using highway funds. In addition, DRPT invoices some municipalities in Northern Virginia on a recurring basis for the collection of regional tax revenues that support the WMATA dedicated funding program. The bonds receivable are collected from VDOT as they function as the trustee for the bond issuance proceeds. Bonds receivable are generally collected within thirty days of invoicing VDOT. Current accounts receivable are not a concern as of September 30, 2022 as the balance is due from the Federal government, VDOT, VPRA and municipalities that historically have remained current on their payments.

Schedule of Receivables						
As of September 30, 2022						
(\$ in Millions)						
	<u>0-30 days</u>	<u>31-90 days</u>	<u>&gt; 90 days</u>	<u>&gt; 365 days</u>	<u>Total</u>	
Accounts Receivable	\$ 15.7	\$ -	\$ -	\$ -	\$ 15.7	
Bonds Receivable	\$ 6.3	\$ -	\$ -	\$ -	\$ 6.3	

The remainder of this report provides some background on the annual CTB budget and highlights our largest partners by funding disbursed.

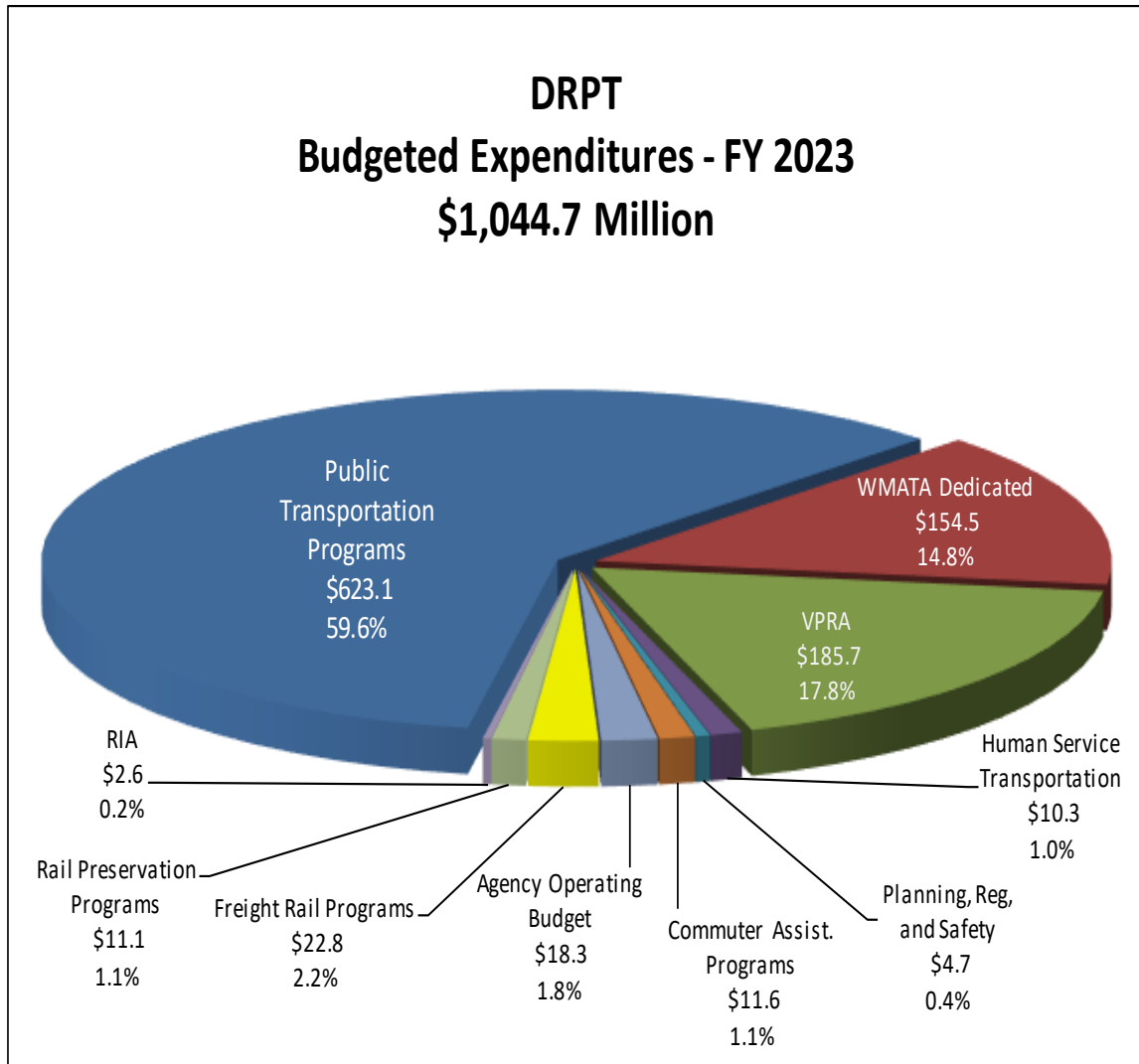
## Funding Sources for FY 2023

The major sources of funds for the \$1,044.7 million DRPT budget are depicted in this chart. This does not represent the estimated revenues for FY 2023; instead, it shows the sources of funding for the budgeted expenditures for the year. For example, \$87.9 million of the Transportation Trust Fund is to be allocated to transit capital projects in the FY 2023 SYIP as expected to be amended in December 2022, but the budget and the funding sources statement includes \$122.5 million of projected expenditures for FY 2023. This is the result of the two to three year lag on some transit capital projects between the SYIP allocation and the timing of the actual expenditures.



## Budgeted Expenditures for FY 2023

In FY 2023, DRPT anticipates spending \$1,044.7 million of federal, state, and local funds compared to \$1,043.0 million in FY 2022 or an increase of \$1.7 million. This is primarily due to implementing *Code of Virginia* allocation percentages in FY 2023, adjusting CTB Directed funding, and mid-year revenue uplifts in FY 2022 and FY 2023.



## Payments to Grantees

The following is a list of grantees that have received payments totaling \$0.4 million or more during FY 2023. This list provides an indication of the wide variety of project partners that DRPT works with to accomplish its transportation goals (Amounts in millions):

WMATA - NVTC (WMATA Assistance)	\$50.2
WMATA - PRIIA (WMATA Assistance)	24.7
WMATA (Dedicated)	38.6
Virginia Railway Express	22.1
Hampton Roads Transit	12.8
County of Fairfax	11.0
Greater Richmond Transit Company	9.1
NVTC	5.4
County of Arlington	3.5
Potomac Rappahannock Transportation Commission	3.2
Greater Roanoke Transit Company	3.0
City of Alexandria	2.4
County of Loudoun (OTS)	1.6
Town of Blacksburg	1.5
JAUNT, Inc	1.4
Central Shenandoah PDC	1.2
Va Regional Transportation Association	1.2
City of Radford	1.1
Danville Transit	1.0
City of Petersburg	1.0
City of Richmond	0.8
Williamsburg Area Transport (WATA)	0.8
Charlottesville Transit	0.7
City of Harrisonburg	0.7
Bay Transit	0.6
Washington Metrorail Safety Commission	0.6
Mountain Empire Older Citizens	0.5
Greater Lynchburg Transit Company	0.5
Metropolitan Washington COG	0.4
Fredericksburg Regional Transit	0.4
City of Fairfax	0.4

## Glossary of Terms

1. **Accounts Receivable:** Expenditures incurred on projects funded by VDOT, DEQ, VPRA, and the Federal Government that have not been reimbursed. In addition, DRPT invoices some municipalities in Northern Virginia on a recurring basis for the collection of regional tax revenues. Past collection's history indicates that all receivables are collected so no allowance for doubtful accounts is needed. The balance also includes receivables for payments made by DRPT on behalf of the VPRA.
2. **Anticipated Bond Proceeds:** The balance remaining on bond-funded projects that will be requested for reimbursement from VDOT when expenditures are incurred.
3. **Anticipated Reimbursement from FEDS:** The balance remaining on projects funded by the Federal government that will be requested for reimbursement when expenditures are incurred. These include CARES Act, CRRSAA, and ARPA funding awarded from the FTA to DRPT.
4. **Anticipated Reimbursement from VDOT:** The balance remaining on projects funded by VDOT that will be requested for reimbursement from VDOT when expenditures are incurred. These include reimbursement for Smart Scale projects.
5. **Anticipated Reimbursement from VPRA:** The balance remaining on projects that were funded primarily by IPROC and REF funds that were not transferred to the Virginia Passenger Rail Authority. The cash balance related to these projects was transferred to the VPRA in FY 2021. DRPT requests reimbursement from VPRA as expenses are incurred.
6. **Anticipated Reimbursement from DEQ:** The balance remaining on transit capital projects including electric buses that are funded by DEQ as a result of the Volkswagen settlement that will be requested for reimbursement from DEQ when expenditures are incurred.
7. **Bonds Receivable:** Expenditures incurred on bond-funded projects that have not been reimbursed by VDOT. These receivables are generally paid within 30 days.
8. **Due to VDOT / VPRA:** Funds received in advance from VDOT including Rail Industrial Access projects that were completed under budget or did not move forward as anticipated. At year-end this balance can also include excess Mass Transit Trust Fund revenues that must be paid into the Priority Transportation Fund that is maintained by VDOT. These also include funds due to VPRA for prior year's rail projects that received funds in advance and were completed under budget or did not move forward as anticipated.

9. **Estimated revenues – FY 2023:** Revenues anticipated to be collected in fiscal year 2023 based on economic forecasts.
10. **Rail Commitments:** Freight rail or rail planning obligations that have been approved by the Commonwealth Transportation Board or the Agency Director.
11. **VPRA Commitments:** This includes the 93% of the annual revenues and interest collected in the Commonwealth Rail Fund that has not been transferred to the VPRA.
12. **Transit and Transportation Demand Management (TDM) Commitments:** Obligations that have been approved by the Commonwealth Transportation Board or the Agency Director.
13. **Unobligated Federal Funds:** Available federal funds that have not been allocated to a project or funds that remain on a project that has been completed.
14. **Unobligated Mass Transit Funds:** Available balances in the Mass Transit Fund. These balances can be comprised of funds that have not been allocated to a project or funds that remain on a project that has been completed.
15. **Operating and Capital Reserve:** Balance set aside (capped at \$10 million) of up to five percent of the Commonwealth Mass Transit Fund revenues in a given biennium to ensure stability in providing operating and capital funding to transit entities from year to year.
16. **Unobligated Freight and Rail Planning Funds:** Available balances of the Commonwealth Rail Fund (CRF). These balances can be comprised of funds that have not been allocated to a project or funds that remain on a project that has been completed.
17. **Unobligated Rail Preservation Funds:** Available balances in the Rail Preservation fund including bonds.
18. **Unobligated Transit Bonds:** Available bond allocations that have not been allocated to a capital project or bond allocations that remain on a project that has been completed.
19. **Unobligated Transit Other:** Available balances related to other transit funding such as transportation demand management projects. It also includes the remaining balance of the up to five percent (as permitted by the Appropriations Act) that DRPT can take off the top to fund administration costs of the agency. Any unused balances are given back to the grantees the following year.
20. **VPRA Recurring Payments:** These are payments made to the VPRA for 93% of the annual revenues received from the Commonwealth Rail Fund. They are paid to VPRA twice a month.