

# DRPT

## Quarterly Financial Update

**Steve Pittard, Chief Financial Officer**  
**April 18, 2012**

# DRPT – Resources and Commitments

- ❑ Quarterly reconciliation of all agency commitments to on-hand and anticipated resources that have been programmed in the current and prior years of the SYIP
  
- ❑ Key Outputs
  - Identify available balances for rail and transit projects
    - Additions to SYIP funding
    - Off-cycle grants
  
  - Manage the agency's assets
    - Cash, Accounts Receivable, Estimated Revenues

**Department of Rail and Public Transportation**  
**Schedule of Resources and Commitments**  
**As of March 31, 2012**  
(\$ in Millions)

	<u>Rail</u>	<u>Transit</u>	<u>Total</u>
Cash	\$ 108.3	\$ 44.5	\$ 152.8
Due from other Funds	3.3	-	3.3
Estimated Revenues - FY 2012	11.6	51.0	62.6
Accounts Receivable	0.3	7.8	8.1
Bonds Receivable	0.1	1.1	1.2
Anticipated Bond Proceeds	64.7	116.9	181.6
Anticipated Reimbursement from VDOT	2.0	22.2	24.2
<b>Total Resources</b>	<u>190.3</u>	<u>243.5</u>	<u>433.8</u>
Transit & TDM Commitments	-	208.8	208.8
Rail Commitments	166.5	-	166.5
Due to VDOT	-	5.1	5.1
Due to Other Funds	-	3.3	3.3
<b>Total Commitments</b>	<u>166.5</u>	<u>217.2</u>	<u>383.7</u>
<b>Funds Available</b>	<u>23.8</u>	<u>26.3</u>	<u>50.1</u>

## Schedule of Available Balances

As of March 31, 2012

(\$ in Millions)

	<u>Rail</u>	<u>Transit</u>	<u>Total</u>
Unobligated Rail Enhancement Funds	15.8	-	15.8
Unobligated Rail Preservation Funds	0.2	-	0.2
Unobligated VTA 2000 Funds	7.8	-	7.8
Unobligated Mass Transit Trust Funds	-	10.8	10.8
Unobligated Transit Bonds	-	13.0	13.0
Unobligated Transit Other	-	2.5	2.5
<b>Total</b>	<u>\$ 23.8</u>	<u>\$ 26.3</u>	<u>\$ 50.1</u>

- ❑ Rail Enhancement and Preservation funds, Mass Transit Trust fund, and Bond funds allocated in Draft SYIP.
- ❑ VTA 2000 limited by Code to specific purposes.

# DRPT

## Analysis of Cash Balances

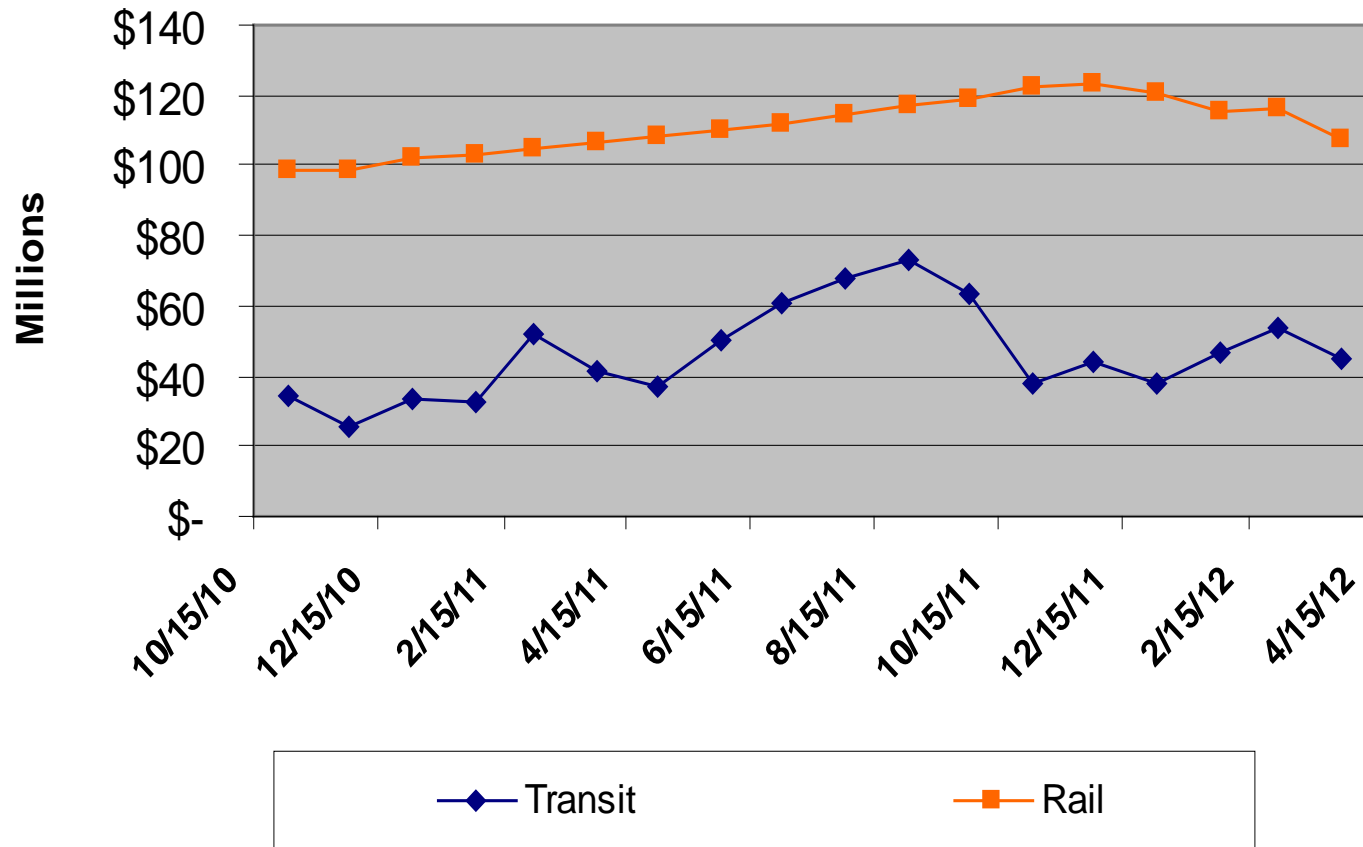
	<u>Transit</u>	<u>Rail</u>
<b>Annual Budget</b>	<b>\$364.2</b>	<b>\$110.8</b>
<b>Working Cash Needs</b>	<b>\$60.7 *</b>	<b>\$27.7 ^</b>
<b>Average Cash Balance</b>	<b>\$44.2</b>	<b>\$117.6</b>

\* - 60 days cash reserve  
^ - 90 days cash reserve

### Assumptions

- Average cash balance covers a moving six-month timeframe
- Transit includes almost 1,000 projects with more predictable cash outflows
- Rail includes about 40 projects with larger \$ budgets and more complex agreement negotiations

## DRPT Cash Balances Last 18 Months



# DRPT – Cash Management

- ❑ **Transit cash balance remains below the working needs target**
  - Exceeded target in early FY 2012 after large operating payments were held pending receipt of DRPT Master Agreement amendments.
  
- ❑ **Rail cash balance is 4 times above the target amount**
  - Peak reached at 11/30/11; since that time cash balance has declined by 13%
  
  - South Hampton Roads train expenditures picked up steam late in the 2<sup>nd</sup> quarter – doubled the previous 6 months during the 3<sup>rd</sup> quarter alone
  
  - **Better management of DRPT processes**
    - Allocate funds in the SYIP based on anticipated expenditure
    - Manage existing projects
      - Obtain more reliable cash flow information from grantees
      - Closeout projects that are not advancing

**Department of Rail and Public Transportation**  
**Budget vs. Actual**  
**FY 2012**  
(\$ in Millions)

	<u>FY 2012 Budget</u>	<u>9 Months Budget</u>	<u>Actual 3/31/2012</u>	<u>Variance</u>	<u>Percentage</u>
<b>Public Transit Programs</b>	\$ 352.8	\$ 264.6	\$ 235.0	\$ 29.6	11%
<b>Rail Programs</b>	110.8	\$ 83.1	30.7	52.4	63%
<b>Dulles Metrorail Project</b>	11.4	\$ 8.6	-	8.6	100%
<b>Agency Operating Budget</b>	5.1	\$ 3.8	3.1	0.7	19%
<b>Support to Other Agencies</b>	0.8	\$ 0.6	-	0.6	100%
<b>Agency Total</b>	<u>\$ 480.9</u>	<u>\$ 360.7</u>	<u>\$ 268.8</u>	<u>\$ 91.9</u>	25%



# DRPT – Budget Variances

- ❑ Transit expenditures experienced a timing delay due to a large payment to WMATA on April 1<sup>st</sup>; \$22.1 M additional transit capital expenditures through April 10<sup>th</sup>.
- ❑ Rail expenditures 63% below anticipated level through March 31<sup>st</sup> compared to 82% at mid-year
  - Several large dollar projects have not advanced or billed
    - Nokesville to Calverton - \$22 M
    - Norfolk train project - \$39 M
    - FRA funded Arkendale to Powells Creek - \$20 M
    - Berryville / Elkton Crescent Corridor - \$10 M
    - Kilby Support Yard - \$11.1 M
- ❑ Final payment should be made to MWAA for the Dulles project during the next quarter pending management review of supporting documentation audit



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