

# DRPT

## Quarterly Financial Update

**Steve Pittard, Chief Financial Officer**  
**January 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
  
- ❑ 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 December 31, 2011**  
**(\$ in Millions)**

	<u>Rail</u>	<u>Transit</u>	<u>Total</u>
<b>Resources</b>			
Cash	\$ 121.4	\$ 36.8	\$ 158.2
Due from Other Funds	3.3	-	3.3
Estimated Revenues - FY 2011	16.5	88.7	105.2
Accounts Receivable	0.5	3.6	4.1
Bonds Receivable	0.6	15.7	16.3
Anticipated Bond Proceeds	66.8	129.0	195.8
Anticipated Reimbursement from VDOT	1.9	26.7	28.6
<b>Total</b>	<b>211.0</b>	<b>300.5</b>	<b>511.5</b>
<b>Commitments</b>			
Transit & TDM Commitments	-	273.2	273.2
Rail Commitments	198.1	-	198.1
Deferred Revenue	-	7.2	7.2
Due to VDOT	-	0.2	0.2
Due to Other Funds	-	3.3	3.3
<b>Total</b>	<b>198.1</b>	<b>283.9</b>	<b>482.0</b>
<b>Funds Available</b>	<b>\$ 12.9</b>	<b>\$ 16.6</b>	<b>29.5</b>

# DRPT

## Analysis of Cash Balances

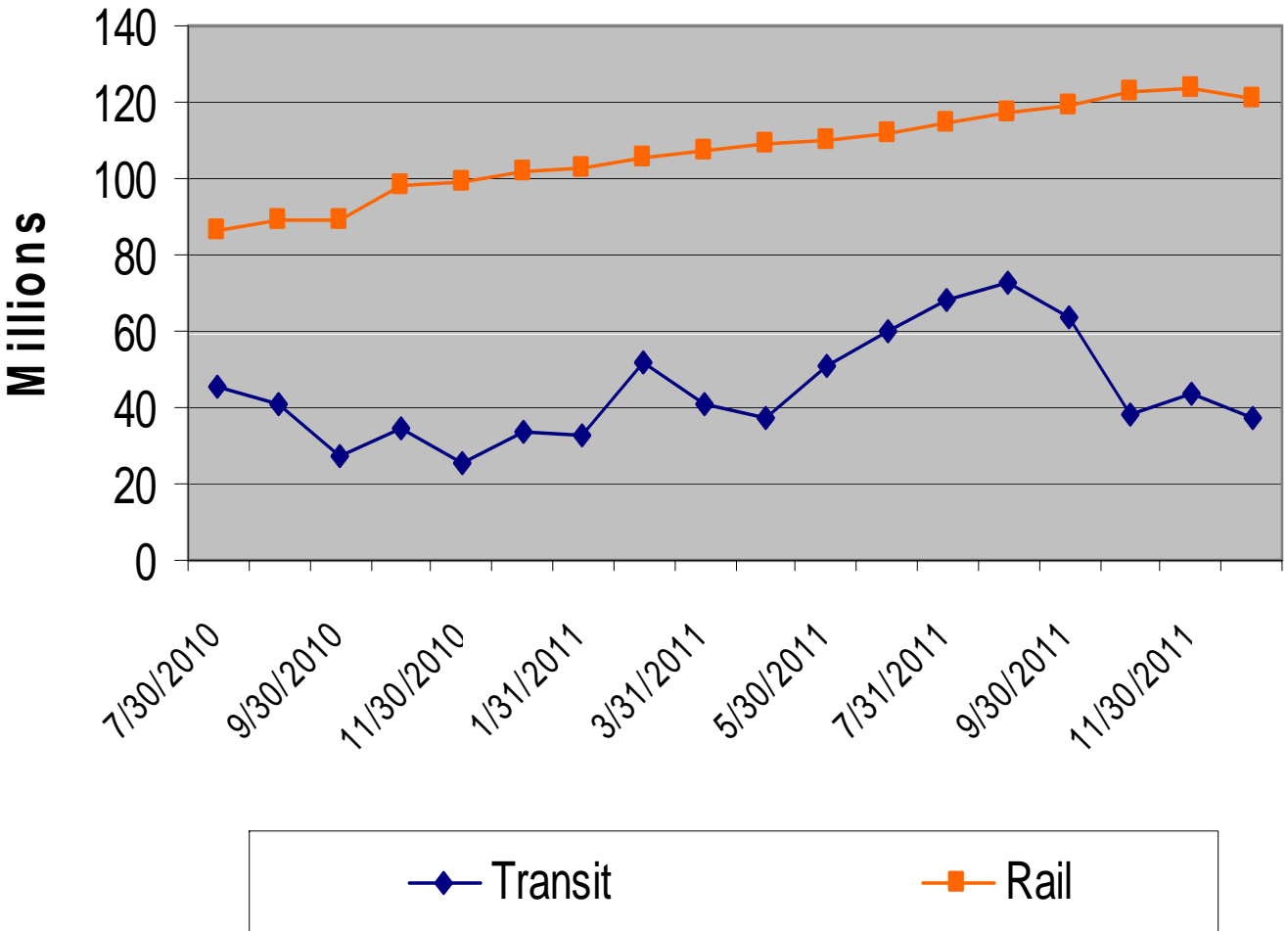
	<u>Transit</u>	<u>Rail</u>
<b>Annual Budget</b>	<b>\$364.2</b>	<b>\$110.8</b>
<b>Working Cash Needs</b>	<b>\$60.7 *</b>	<b>\$27.7 ^</b>
<b>Average Cash Balance</b>	<b>\$54.0</b>	<b>\$119.6</b>

\* - 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 FY 2012



# DRPT – Cash Management

- ❑ **Transit cash balance remains below the working needs target**
  - Declined after agreements were executed and large operating payments were paid out this quarter
  
- ❑ **Rail cash balance is 4 times above the target amount**
  - Peak reached during the quarter and in the last month cash balance began to decline
  - South Hampton Roads train expenditures picked up steam late in the 2<sup>nd</sup> quarter
  - **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>6 Months Budget</u>	<u>Actual 12/31/2011</u>	<u>Variance</u>	<u>Percentage</u>
<b>Public Transit Programs</b>	\$ 352.8	\$ 176.4	\$ 164.5	\$ 11.9	7%
<b>Rail Programs</b>	110.8	\$ 55.4	10.1	45.3	82%
<b>Dulles Metrorail Project</b>	11.4	\$ 5.7	-	5.7	100%
<b>Agency Operating Budget</b>	5.1	\$ 2.6	2.2	0.4	14%
<b>Support to Other Agencies</b>	0.8	\$ 0.4	-	0.4	100%
<b>Agency Total</b>	<u>\$ 480.9</u>	<u>\$ 240.5</u>	<u>\$ 176.8</u>	<u>\$ 63.7</u>	26%

# DRPT – Budget Variances

- ❑ Rail expenditures 82% below anticipated level through December 31st
  - Several large dollar projects have not advanced
    - Nokesville to Calverton - \$22 M
    - Norfolk train project - \$39 M
    - FRA funded Arkendale to Powells Creek - \$20 M
    - Berryville / Elkton Crescent Corridor - \$10 M
  
- ❑ Dulles expenditures are pending a review of supporting documentation





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