

Proposed Revision to the DRPT SYIP and Budget



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Transit and Rail Revenue

Recent Trend: Declining

- Estimated FY 2015 state revenues – down 9% overall since HB2313 (June 2013) enacted
- Estimated FY 2015 state revenues – down 4% from SYIP approval (June 2014) to August (\$13.7 M)
- Actual FY 2014 state revenue collections - \$14.2 M shortfall
- Uncertainty concerning federal revenues

Transit and Rail Revenues

Reduction – HB2313 to August, 2014

Fund Source	FY 2015 Revenue Projections			
	June 2013	August 2014	Difference	%
1986 Special Session (14.7%)	\$ 143.3	\$ 126.6	\$ (16.7)	(12%)
Recordation Tax - Operating	27.0	28.7	1.7	6%
HB 2313 Retail SUT	75.3	70.3	(5.0)	(7%)
Total Transit	245.6	225.6	(20.0)	(8%)
HB 2313 Retail SUT - IPROC	50.2	46.9	(3.3)	(7%)
Vehicle Rental Taxes - REF	27.7	23.2	(4.5)	(16%)
Total Rail	77.9	70.1	(7.8)	(10%)
Total Estimated Revenue	323.5	295.7	(27.8)	(9%)
FY 2014 Revenue Shortfall			(14.2)	
TOTAL	\$ 323.5		\$ (42.0)	(13%)

Transit and Rail Revenues

Reduction Since Approved SYIP, June 2014

Fund Source	FY 2015 Revenue Projections			
	June 2014	August 2014	Difference	%
1986 Special Session (14.7%)	\$ 133.3	\$ 126.6	\$ (6.7)	(5%)
Recordation Tax - Operating	34.0	28.7	(5.3)	(16%)
HB 2313 Retail SUT	70.9	70.3	(0.6)	(1%)
Total Transit	238.2	225.6	(12.6)	(5%)
HB 2313 Retail SUT - IPROC	47.3	46.9	(0.4)	(1%)
Vehicle Rental Taxes - REF	23.9	23.2	(0.7)	(3%)
Total Rail	71.2	70.1	(1.1)	(2%)
Total Estimated Revenue	309.4	295.7	(13.7)	(4%)
FY 2014 Revenue Shortfall			(14.2)	
TOTAL	\$ 309.4		\$ (27.9)	(9%)

Revenue Reductions Impact on SYIP Programs

Program	Amount (millions)
Transit Operating	\$ 9.7
Transit Capital	1.6
Transit Special	0.2
Transit Reserve	0.6
Rail	1.1
Project Mgmt / Admin.	0.5
Total	\$ 13.7

- Rail, Transit Capital, and Transit Special programs reductions addressed with unobligated balances
- Transit Operating and Capital reserve set-aside reduced for FY 2015

Summary of Actions to Address Revenue Reductions

Program	Amount (millions)
Capital – Operating Transfer	\$ 8.1
Unobligated Balances - Rail	1.1
Unobligated Balances - Transit	3.4
Transit Reserve Reduction	0.6
Project Mgmt / Admin. Reduction	0.5
Total	\$ 13.7

Transit Operating SYIP Impact

Mitigating Strategies

- Deobligated balances of **\$1.6 M** from April through July
- Requesting that CTB recognize a special need as authorized under §58.1-638.A.4.b.
 - *Transfer of funds from funding categories in subdivisions 4 b (2) (c) [Capital] and 4 b (2) (d) [Special] to 4 b (2) (b) [Operating] shall be considered by the Commonwealth Transportation Board in times of statewide economic distress or statewide special need.*
- Total of **\$8.1 M** of Mass Transit Trust Fund (MTTF) capital proposed for transfer
- The MTTF capital funding will be replaced using unobligated CPR bonds

Draft Revised SYIP

Other Changes

- VRE Potomac Shores increase of \$1.3 M Rail Enhancement funds for PE of platforms
- VRE Expansion Railcar purchase – corrected error to set state controlled share at 68% per CTB approved capital tiers; federal flexible STP of \$6.8 M utilized.
- Removed the Christiansburg Park and Ride Lot project from DRPT section of SYIP; VDOT now managing
- Revised the regional passenger train service costs to match the recently signed contract with Amtrak – \$3.1 M decrease
- Other technical adjustments

FY 2015 DRPT Operating Budget

Reductions

- Project management, project compliance, and administration budget cut by 5% or \$522 K
 - Reduced / delayed agency initiatives
 - Eliminated bonus funding; language removed from the final Appropriation Act approved June 23rd
- Plan for additional 2% reduction for FY 2016
- Total DRPT CTB Budget for FY 2015 will decrease to \$583.7 M from the June approved budget of \$584.2 M

Questions

