



Virginia Department of Rail and Public Transportation

# **Quarterly Financial Report**

**March 31, 2018**

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## 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.

### 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 current fiscal year as compared to the budget adopted by the CTB using a cash basis of accounting. In the current quarter, the schedule compares the budget for the first nine months of the fiscal year (July 1 – March 31) to the actual cash basis expenditures for the first three quarters of FY 2018.

Department of Rail and Public Transportation					
Budget vs. Actual					
Fiscal Year 2018					
(\$ in Millions)					
	FY 2018 Budget	9 Months Budget	Actual 3/31/2018	Variance	Percentage
Transit Programs	\$ 458.4	\$ 351.9	\$ 264.0	\$ 87.9	25.0%
Rail Programs	216.7	168.8	70.8	98.0	58.1%
Agency Operating Budget	13.9	10.5	8.8	1.7	16.2%
<b>Agency Total</b>	<b>\$ 689.0</b>	<b>\$ 531.2</b>	<b>\$ 343.6</b>	<b>\$ 187.6</b>	<b>35.3%</b>

The total variance of actual expenditures compared to the anticipated expenditures for the first three quarters of FY 2018 is 35.3% or \$187.6 million. For transit programs the fiscal year expenditures are below the estimate by 25.0% or \$87.9 million. These variances were largely due to delays in payments for facilities construction and improvements, as well as the timing of NVTC capital improvement payments, the GRTC Bus Rapid Transit project, and bus purchases and overhauls.

In the rail programs, the current year expenditures are below the estimate by 58.1% or \$98.0 million. These variances were primarily due to the delay in billing on the Atlantic Gateway, Lynchburg to Roanoke service network, and the Lynchburg to Alexandria speed

improvements projects, some of which are pending contract review by the Attorney General's Office. DRPT has set a threshold for detailed explanation of variances that are greater than \$6.9 million (1% of the Total Budget) AND 15% variance between the actual results and budget. Any detailed line items that meet this threshold are explained later in this report.

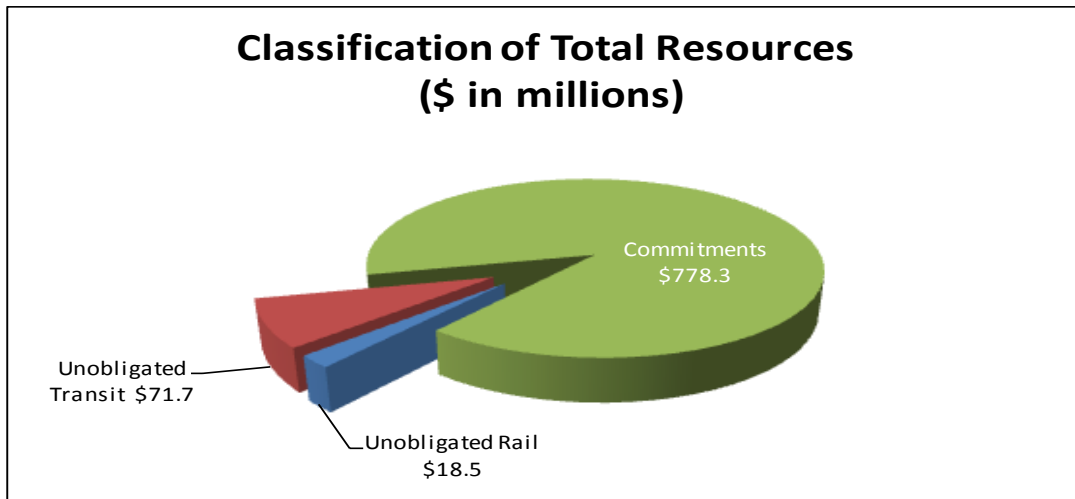
It is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual 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 will be to work with our project partners to attain 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 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 (see page 10) is the detail of unobligated funds that are currently available to fund rail and transit projects. The chart on the next page illustrates the amount of available funds after our commitments are met. Essentially, the chart shows how the agency's resources are being utilized. It is important to note that unique allocation parameters govern the allowable use of the unobligated balances.

For the nine month period ended March 31, 2018, the total unobligated balance for all funds is \$90.2 million which includes \$18.5 million for the rail programs and \$71.7 million for the transit programs. The total unobligated balance is 10.4% of total resources as compared to 7.2% at March 31, 2017. Unobligated balances are reduced by the amount needed for project allocations proposed in the Draft FY 2019 Six Year Improvement Program.



The rail programs balance (\$18.5 million) exists in the REF program (\$9.7 million) and the IPROC program (\$8.8 million). About \$1.1 million of the REF balance is needed for commitments in the out years of the FY 2019 Six Year Improvement Program.

The transit programs balance (\$71.7 million) consists mainly of \$46.5 million of Mass Transit Funds, Federal funds totaling \$20.7 million that have restrictions on their potential use, and \$4.4 million in the transit operating and capital reserve. The large balance of the Mass Transit Trust Funds is mainly due to requests for capital funding being much less than anticipated in the FY 2018 Six Year Improvement Program.

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 first three quarters (July 1, 2017 - March 31, 2018) financial picture. For a definition of individual line items in the subsequent schedules, please consult the glossary beginning on page 18.

### 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 nine months of the fiscal year (July 1 – March 31) with the actual expenditures for the first three quarters of FY 2018 using a cash basis of accounting. For transit programs, the FY 2018 estimates are off by 25.0%, as compared to a 16.9% variance at the same time last year. In the rail programs, the current year expenditures are off by 58.1% compared to the prior year’s variance of 44.5% as of March 31<sup>st</sup>.

Schedule of Budget vs. Actual						
As of March 31, 2018						
(\$ in Millions)						
	Adopted FY 2018	9 Months Budget	Actual 3/31/2018	Variance	Percentage Variance	Notes
<b>Public Transportation Programs</b>						
Operating Assistance	\$ 205.5	\$ 155.8	\$ 155.0	\$ 0.8	0.5%	
Capital Assistance	219.2	169.1	86.7	82.4	48.7%	A
Special Programs	4.3	3.5	1.1	2.4	68.6%	
<b>Total</b>	<b>429.0</b>	<b>328.4</b>	<b>242.8</b>	<b>85.6</b>	<b>26.1%</b>	
<b>Commuter Assistance Programs</b>	<b>8.7</b>	<b>7.0</b>	<b>9.4</b>	<b>(2.4)</b>	<b>-34.3%</b>	
<b>Human Service Transportation Pgm</b>	<b>16.4</b>	<b>13.3</b>	<b>9.8</b>	<b>3.5</b>	<b>26.3%</b>	
<b>Planning, Regulation, &amp; Safety Pgm</b>	<b>4.3</b>	<b>3.2</b>	<b>2.0</b>	<b>1.2</b>	<b>37.5%</b>	
<b>Total Transit Programs</b>	<b>458.4</b>	<b>351.9</b>	<b>264.0</b>	<b>87.9</b>	<b>25.0%</b>	
<b>Rail Assistance Programs</b>						
Rail Preservation Programs	7.8	6.3	4.8	1.5	23.8%	
Rail Industrial Access	1.6	1.1	0.5	0.6	54.5%	
Passenger and Freight Rail Programs	207.3	161.4	65.5	95.9	59.4%	B
<b>Total</b>	<b>216.7</b>	<b>168.8</b>	<b>70.8</b>	<b>98.0</b>	<b>58.1%</b>	
<b>Agency Operating Budget</b>	<b>13.9</b>	<b>10.5</b>	<b>8.8</b>	<b>1.7</b>	<b>16.2%</b>	
<b>Agency Total</b>	<b>\$ 689.0</b>	<b>\$ 531.2</b>	<b>\$ 343.6</b>	<b>\$ 187.6</b>	<b>35.3%</b>	

Note: Any variances of \$6.9 million (1% of the total budget) AND 15% are explained.

**Variance notes:**

(A) Transit Capital Assistance expenditures were \$82.4 million, or 48.7% less than the estimate provided in the CTB budget. The following project specific details help to explain the total variance:

- NVTC was expected to invoice \$42.6 million more for WMATA's Capital Improvement Program. NVTC is completing the final FY 2017 reconciliation to close-out that fiscal year. The remaining balance consists of FY 2018 expenses for which invoices have not been received. Invoices are sent to DRPT on a quarterly basis and payment is expected in the fourth quarter. Since FY 2018 is the last year of the current funding method for WMATA through NVTC, DRPT and NVTC are working to ensure FY 2016 - FY 2018 are closed out so there are no carry over issues in FY 2019.
- The Greater Richmond Transit Company was expected to invoice \$8.0 million more for the Bus Rapid Transit project. Billing continues and the project is expected to be completed by June 30, 2018.
- NVTC was expected to invoice \$7.5 million more for various capital projects for Fairfax County. The projects are all generally on schedule and NVTC is expected to invoice DRPT in the fourth quarter.
- VRE was expected to invoice \$3.6 million more for track lease payments in the first three quarters of the year. Payments are expected to continue in the fourth quarter.
- The Greater Roanoke Transit System was expected to invoice \$3.6 million for bus replacements. The vehicles have been ordered and are expected to arrive by the end of the fiscal year.
- VRE was expected to invoice \$2.9 million more for railroad cars. The project is completed and billing is expected in the fourth quarter.
- NVTC was expected to invoice \$2.7 million for Alexandria for replacement buses. The order was delayed until the City made a policy decision on what fuel type to use. Delivery is now expected in September 2018 and invoicing is expected in the second quarter of FY 2019.
- VRE was expected to invoice \$2.4 million for the rehab of rail related facilities. DRPT is still awaiting execution of the Federal grants. The State award is pending until the Federal grants are awarded and executed.
- NVTC was expected to invoice \$2.1 million for Arlington for expansion buses. The buses have been delivered and invoicing is expected in the fourth quarter.
- Hampton Roads Transit was expected to invoice an additional \$2.0 million related to bus overhauls. The project scope was changed to add additional overhauls. The new agreement has been approved and billing is expected to continue in the fourth quarter.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

**(B)** Passenger and Freight Rail expenditures were \$95.9 million, or 59.4% less than the estimate in the budget. The following project specific details help to explain the total variance for Passenger and Freight Rail expenditures:

- Expenditures to CSX for the Quantico and Potomac Shores platform and track work and the Atlantic Gateway projects were \$32.1 million less than expected. The agreement for the Quantico and Potomac Shores platform is still pending review by the Attorney General's Office. These were mostly offset by \$16.3 million of additional expenditures for the Carson to Reams (ACCA yard) project which is far ahead of schedule and will probably be completed under budget.
- Expenditures to Norfolk Southern for the Lynchburg to Roanoke extension of service improvements were \$28.6 million less than expected. The service began October 31, 2017.



Under the agreement these funds can be used to improve that area's network and Norfolk Southern is identifying improvement projects. Billing is expected to continue in future quarters until funding is exhausted.

- CSX was expected to invoice \$10.4 million more for the Arkendale to Powell's Creek third track project. Federal funds were fully drawn down in the first quarter. Work was delayed on the project until new agreements were reviewed by the Attorney General's Office.
- The City of Newport News was expected to invoice \$8.5 million for the Newport News station platform project. The memorandum of understanding between VDOT, DRPT, and the City is being amended.
- Expenditures to Norfolk Southern for the Lynchburg to Alexandria speed improvements project were \$6.4 million less than expected. The agreements are still pending review by the Attorney General's Office.
- VDOT is managing the design and construction of the Backlick Road bridge project on behalf of DRPT and was expected to expend \$6.3 million. Construction began in September 2017. Invoicing will begin in the fourth quarter.
- Amtrak was expected to invoice \$4.4 million more for operating expenses and capital improvements of existing services and \$1.1 million for the second Lynchburg train. Payments are on-going and expected to be made in the fourth quarter for operating and capital expenses. The second Lynchburg train has not yet begun operations and DRPT is in negotiations with Norfolk Southern.
- CSX was expected to invoice an additional \$2.8 million for the Branchville siding extension. Payments are expected to continue in the fourth quarter.
- Expenditures related to the DC2RVA project were \$2.5 million less than expected. The project has been delayed due to additional Federal Railroad Administration requirements which require additional data and analysis from railroad partners and consulting teams.
- VDOT is managing the design and construction of the Staples Mill parking lot expansion project on behalf of DRPT and was expected to invoice \$2.2 million. Construction began in August 2017. Invoicing has begun and payments are expected to begin in the fourth quarter.
- The remaining variance is due to several smaller projects that differ from the estimated cash flows for a variety of reasons.

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 will be to work with our project partners to attain 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, as well as all anticipated collections of revenues that will be used to fund the DRPT projects that are allocated in current and prior year SYIPs. These anticipated collections are included because the commitments include the remaining balance of all active DRPT projects with SYIP allocation in FY 2018 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 12.

<b>Schedule of Resources and Commitments</b>				
<b>As of March 31, 2018</b>				
<b>(\$ in Millions)</b>				
	<b>3/31/2018</b>			<b>3/31/2017</b>
	<b>Rail</b>	<b>Transit</b>	<b>Total</b>	<b>Total</b>
<b>Resources</b>				
Cash	\$ 239.6	\$ 120.9	\$ 360.5	\$ 312.6
Estimated Revenues - FY 2018	19.5	87.6	107.1	116.0
Accounts Receivable	-	2.5	2.5	5.4
Bonds Receivable	0.1	13.1	13.2	13.3
Anticipated Bond Proceeds	36.9	194.1	231.0	203.7
Anticipated Reimbursement-VDOT	11.6	47.4	59.0	37.9
Anticipated Reimbursement-Federal	44.1	51.1	95.2	95.6
<b>Total Resources (A)</b>	<b>351.8</b>	<b>516.7</b>	<b>868.5</b>	<b>784.5</b>
<b>Commitments</b>				
Transit & TDM Commitments	-	431.6	431.6	362.5
Rail Commitments	330.3	-	330.3	276.1
Due to VDOT	-	-	-	0.6
Allocated in FY 2019 SYIP	3.0	13.4	16.4	88.6
<b>Total Commitments (B)</b>	<b>333.3</b>	<b>445.0</b>	<b>778.3</b>	<b>727.8</b>
<b>Funds Available</b>	<b>\$ 18.5</b>	<b>\$ 71.7</b>	<b>\$ 90.2</b>	<b>\$ 56.7</b>

**Variance Notes**

(A) Total Resources increased by \$84.0 million from the \$784.5 million reported last year at March 31, 2017. Cash balances increased \$47.9 million primarily due to NVTC expenses for FY 2018 WMATA capital improvements that have not yet been invoiced. Anticipated bond proceeds increased \$27.3 million as bonds were programmed before MTTF funds for capital improvements in the FY 2018 Six Year Improvement Program. Anticipated Reimbursements from VDOT increased \$21.1 million from March 31, 2017 primarily for Smart Scale projects and additional funding for the GRTC Bus Rapid Transit project.

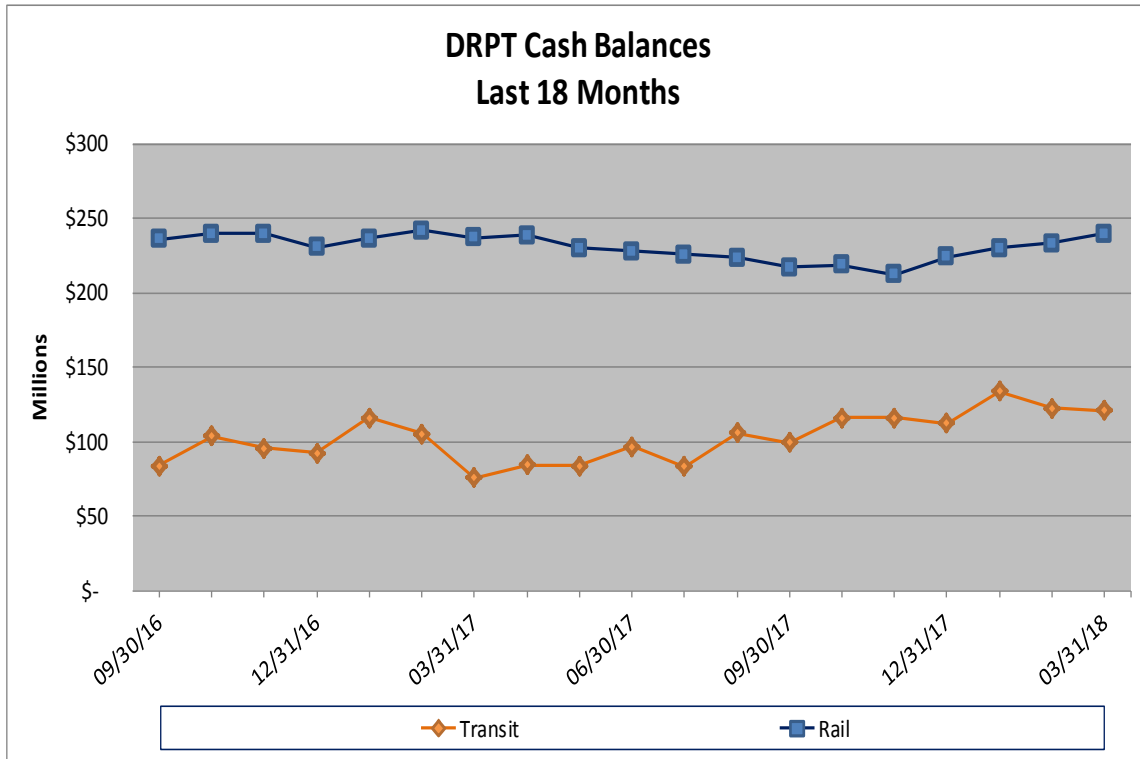
(B) Total Commitments increased by \$50.5 million. Transit commitments increased by \$69.1 million mainly due to the NVTC expenses for FY 2018 WMATA capital improvements that have not yet been invoiced. Rail commitments increased by \$54.2 million mainly due to the Carson to Reams (ACCA yard) and Newport News station platform projects which are included in the FY 2018 Six Year Improvement Program. The line item “Allocated in the FY 2019 SYIP” has a decrease of \$72.2 million. This is due to less currently available funds being needed for the SYIP this year.

## Funds Available

The following schedule outlines the Department's available balances after meeting all current commitments. Unobligated balances are reduced by the amount needed for project allocations in the Draft FY 2019 Six Year Improvement Program. 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.

	3/31/2018			3/31/2017	Variance
	Rail	Transit	Total	Total	
Unobligated Passenger Rail Funds	\$ 8.8	\$ -	\$ 8.8	\$ 6.9	\$ 1.9
Unobligated Rail Enhancement Funds	9.7	-	9.7	15.2	(5.5)
Unobligated Rail Preservation Funds	-	-	-	2.9	(2.9)
Unobligated Mass Transit Trust Funds	-	46.5	46.5	3.1	43.4
Transit Operating/Capital Reserve	-	4.4	4.4	4.4	-
Unobligated Transit Bonds	-	0.1	0.1	14.7	(14.6)
Unobligated Transit Federal Funds	-	20.7	20.7	9.5	11.2
Unobligated Transit Other	-	-	-	-	-
<b>Total Funds Available</b>	\$ 18.5	\$ 71.7	\$ 90.2	\$ 56.7	\$ 33.5

The total funds available increased by \$33.5 million from last year to this year. Unobligated Transit Federal Funds account for \$11.2 million of the increase. These funds have restrictions on their potential use. The large balance in the Mass Transit Trust Funds, which increased \$43.4 million, is mainly due to requests for capital funding being much less than anticipated in the FY 2018 Six Year Improvement Program. This was partially offset by a decrease in the Unobligated Transit Bonds which were allocated before Mass Transit Trust Funds in the FY 2018 Six Year Improvement Program.

**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. The rail cash balances are relatively high compared to transit due to the revenue collections for passenger rail from HB 2313 and the lead time required to develop the associated rail program. The gradual decreasing trend reflected through the end of calendar year 2017 continued as major rail programs in the FY 2017 and FY 2018 Six Year Improvement Programs came on line and payments exceeded revenues. A slowdown in payments for the Atlantic Gateway project has resulted in increased cash on hand in the first quarter of calendar year 2018.

Transit cash balances remained fairly constant through March 2018 except for timing differences related to bonds receivable balances and their subsequent collection. The department has significant outstanding bond receivable balances at the end of each quarter. The impact is seen as a decline in cash at the end of each quarter and a subsequent spike in the following month when bond proceeds are received. A gradual increase in transit cash balances from July 2017 to March 2018 is primarily due to FY 2018 WMATA capital improvements that have not yet been invoiced to DRPT. It was estimated that \$42.6 million of these invoices would be paid to date. The invoices are expected to be paid in the fourth quarter.

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 rail, as these projects are usually larger and span a longer time period. Much of the excess rail cash balance is needed in the out years of the FY 2019 Six Year Improvement Program. Anticipated payments of \$42.6 for FY 2018 WMATA capital improvements that have not yet been invoiced are contributing to the excess of cash for transit. The delay on several major rail projects awaiting contract review by the Office of Attorney General is contributing to the excess of cash for rail.

<b>Working Cash Needs</b>		
<b>As of March 31, 2018</b>		
<b>(\$ in Millions)</b>		
	<u>Transit</u>	<u>Rail</u>
Annual Budget	\$ 467.8	\$ 221.2
Divided by 12 Months	÷12	÷12
Times Number of Months Reserve	<u>X 2</u>	<u>X 6</u>
<b>Working Cash Needs</b>	<b><u>78.0 (A)</u></b>	<b><u>110.6 (B)</u></b>
Six Month Average Cash Balance	<u>120.2</u>	<u>226.2</u>
Excess / (Shortfall)	<u>\$ 42.2</u>	<u>\$ 115.6</u>
(A) - 60 days cash reserve		
(B) - 180 days cash reserve		

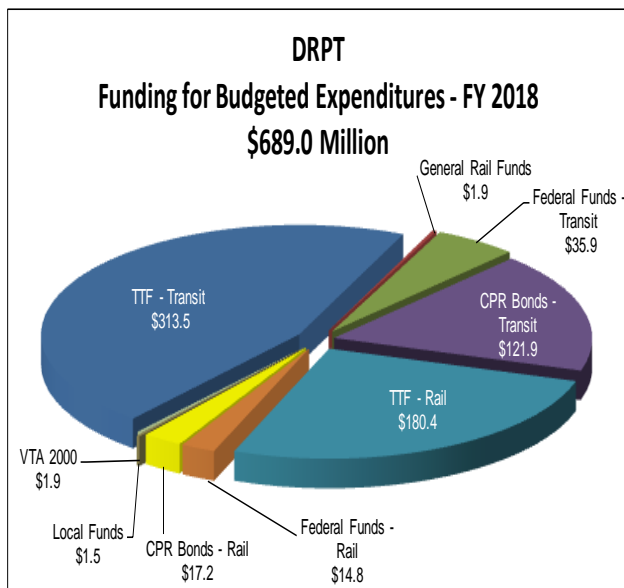
**Receivables**

DRPT has accounts receivable from VDOT for numerous small projects that are paid on a reimbursement basis using highway funds. The bonds receivable will be 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. The aging of accounts receivable is not a significant concern as of March 31, 2018, as the majority of the balance is due from VDOT, and the two agencies continue to work together to resolve the outstanding billings.

<b>Schedule of Receivables</b> <b>As of March 31, 2018</b> <b>(\$ in Millions)</b>						
	<u>0-30 days</u>	<u>31-90 days</u>	<u>&gt; 90 days</u>	<u>&gt; 365 days</u>	<u>Total</u>	
<b>Accounts Receivable</b>	\$ 2.0	\$ -	\$ 0.5	\$ -	\$ 2.5	
<b>Bonds Receivable</b>	\$ 13.2	\$ -	\$ -	\$ -	\$ 13.2	

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

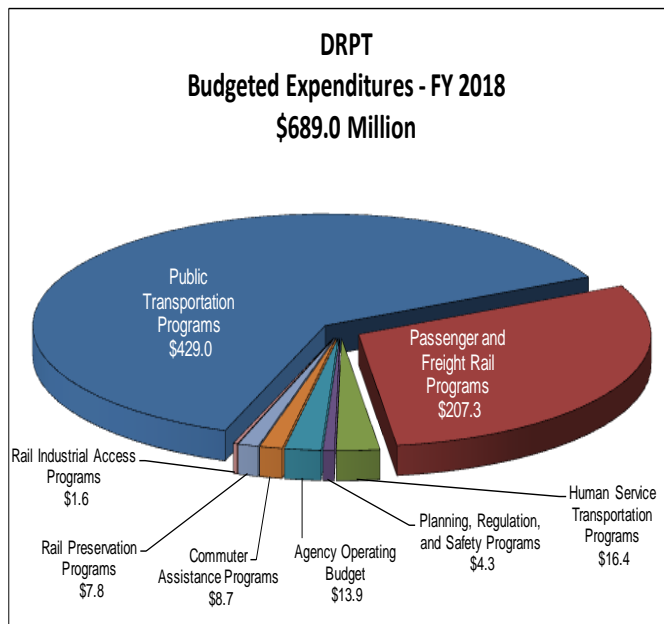
### Funding for Budgeted Expenditures FY 2018



The major sources of funds for the \$689.0 million DRPT budget are depicted in this chart. This does not represent the estimated revenues for FY 2018; instead, it shows the sources of funding for the budgeted expenditures for the year. For example, \$134.0 million of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds is allocated to transit in the FY 2018 SYIP, but the budget and the funding sources statement includes \$121.2 million of projected expenditures for FY 2018. 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 FY 2018

In FY 2018, DRPT anticipates spending \$689.0 million of federal, state, and local funds compared to \$733.3 million in FY 2017. The decrease of \$44.3 million is mainly due to requests for transit capital funding being much less than anticipated. The FY 2018 DRPT budget will be accounted for utilizing the agency's eight service areas, including: Public Transportation Programs; Commuter Assistance Programs; Human Service Transportation Programs; Rail Preservation Programs; Passenger and Freight Rail Programs; Rail Industrial Access Programs; Planning, Regulation and Safety Programs; and General Management and Direction (operating budget).





**Payments to Grantees**

The following is a list of grantees that have received payments totaling \$1,000,000 or more during FY 2018. This list provides an indication of the wide variety of project partners that DRPT works with to accomplish its transportation goals.

WMATA - NVTC	\$ 81.4
WMATA - PRIIA	45.0
CSX	42.9
Greater Richmond Transit Company	19.7
Hampton Roads Transit	18.9
County of Fairfax	17.1
Virginia Railway Express	12.1
Norfolk Southern Railway	10.2
County of Arlington	9.1
Potomac Rappahannock Transportation Commission	7.0
County of Loudoun (OTS)	5.9
National Railroad Passenger Corp. (Amtrak)	5.1
City of Alexandria	4.7
JAUNT, Inc	3.3
Greater Lynchburg Transit Company	2.8
Buckingham Branch RR	2.7
Town of Blacksburg	2.7
Danville Transit	2.5
Bay Transit	2.5
Va Regional Transportation Association	1.9
Greater Roanoke Transit Company	1.8
Williamsburg Area Transport	1.7
Mountain Empire Older Citizens	1.5
UHSTS (RADAR) - Roanoke County	1.4
Charlottesville Transit	1.3
City of Richmond	1.2
City of Harrisonburg	1.1
District III Governmental Cooperative	1.0
Appalachian Agency for Senior Citizens	1.0

### **Glossary of Schedule Line Items**

1. Accounts Receivable: Expenditures incurred on projects funded by VDOT and the Federal Government that have not been reimbursed.
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.
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.
5. Bonds Receivable: Expenditures incurred on bond funded projects that have not been reimbursed by VDOT.
6. Due to VDOT: Funds received in advance from VDOT for Rail Industrial Access projects that were completed under budget or did not move forward as anticipated.
7. Estimated revenues: Remaining revenues anticipated to be collected in the current fiscal year based on economic forecasts.
8. Rail Commitments: Obligations that have been approved by the Commonwealth Transportation Board or the Agency Director.
9. Transit and Transportation Demand Management (TDM) Commitments: Obligations that have been approved by the Commonwealth Transportation Board or the Agency Director.
10. 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.
11. Unobligated Mass Transit Trust Funds: Available balances in the Mass Transit Trust 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.
12. Operating and Capital Reserve: Balance set aside of up to five percent of the Commonwealth Mass Transit Fund revenues above \$160 million to assure better stability in providing operating and capital funding to transit entities from year to year.
13. Unobligated Passenger Rail Funds: Available balances of the Intercity Passenger Rail Operating and Capital Fund (IPROC).

14. Unobligated Rail Enhancement Funds: Available balances of the Rail Enhancement Fund including bonds.
15. Unobligated Rail Preservation Funds: Available balances in the Rail Preservation fund including bonds.
16. Unobligated Transit Bonds: Available bond allocations that have not been allocated to a project or bond allocations that remain on a project that has been completed.
17. 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 three and one half percent that DRPT takes off the top to fund administration costs of the agency that is permitted by the Code and the Appropriation Act. Any unused balances are given back to the grantees the following year.