

Quarterly Financial Report

June 30, 2025

Executive Summary

This report provides the Commonwealth Transportation Board (CTB) and other interested parties with 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 overwhelming majority of these funds are directed to a variety of recipients, including public transportation providers, local and regional government entities, freight railroads, and the Virginia Passenger Rail Authority (VPRA). The General Assembly and Governor created the VPRA on July 1, 2020. The VPRA is a separate legal entity that is charged with the oversight of passenger rail activities in the Commonwealth including the state-supported Amtrak service. 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 As of June 30, 2025 (\$ in Millions)				
	<u>FY 2025 Budget</u>	<u>Actual 6/30/2025</u>	<u>Variance</u>	<u>Percentage</u>
Transit Programs	\$ 983.2	\$ 865.6	\$ 117.6	12.0%
Rail Programs	42.5	32.7	9.8	23.1%
Agency Operating Budget	19.8	17.7	2.1	10.6%
Agency Total before VPRA	<u>\$ 1,045.5</u>	<u>\$ 916.0</u>	<u>\$ 129.5</u>	<u>12.4%</u>
VPRA Payments	162.9	161.2	1.7	1.0%
Agency Total after VPRA	<u>\$ 1,208.4</u>	<u>\$ 1,077.2</u>	<u>\$ 131.2</u>	<u>10.9%</u>

On June 30, the total variance of the actual expenditures compared to the anticipated expenditures for the FY 2025 is 10.9% or \$131.2 million. For Transit Programs the expenditures are below the estimate by 12.0% or \$117.6 million. Schedules for Capital

projects including facility construction and bus purchases have become erratic with some back orders being filled quickly and other orders delayed due to the continued impact of supply chain issues. Many agencies are facing delays with large bus orders.

In Rail Programs, the expenditures are below the estimate by 23.1% or \$9.8 million. Most of the difference is due to payments made to the Virginia Port Authority for the Virginia Inland Port capacity expansion in Front Royal and the NIT central yard expansion project in FY 2024 that were expected to be made in FY 2025 as these projects were running ahead of schedule.

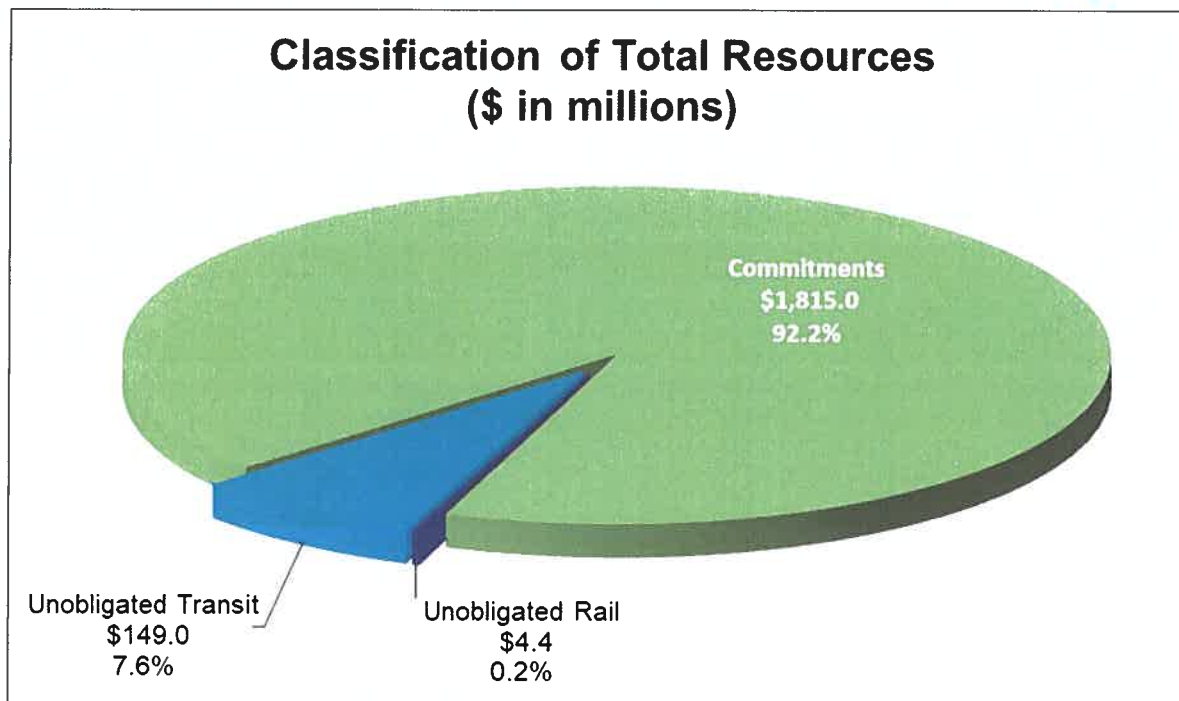
It is important to note that DRPT's reliance on our transportation partners for accurate information will impact on the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of over 2,000 projects 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 like 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 10) 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 fiscal year ended June 30, 2025, the total unobligated balance for all funds is \$153.4 million, which includes \$149.0 million for the transit programs and \$4.4 million for the rail programs. The total unobligated balance is 7.8% of total resources as compared to 8.6% on June 30, 2024. The unobligated balances have been reduced by the amount needed for project allocations approved in the FY2026 SYIP.



The rail program's balance of \$4.4 million consists of \$3.4 million of unobligated freight and rail planning funds. In addition, the rail programs balance includes \$1.0 million of rail preservation funds. All current unobligated rail preservation funds are programmed in the FY 2026 SYIP.

The transit program's unobligated balance of \$149.0 million consists of \$1.1 million of Federal funds that have restrictions on their potential use. The current balance of \$1.1 million is Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act (ARPA) funding. In addition, the transit programs balance includes \$72.8 million of Commonwealth Mass Transit funds, \$10.0 million in the transit operating and capital reserves, \$40.2 million of I-66 toll funds, \$0.6 million of unobligated transit bonds, \$24.1 million of WMATA Dedicated funds, and \$0.2 million of other transit capital funds.

The Federal Transit Administration allocated 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. The remainder of these funds were allocated to capital needs. The additional capital funds and supply chain issues related to capital projects have resulted in a large balance of 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 financial picture for the fiscal year 2025 (July 1, 2024 – June 30, 2025). 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 fiscal year (July 1 – June 30) with the actual expenditures for the FY 2025 using a cash basis of accounting. For transit programs, the FY 2025 expenditures are 12.0% below the estimate, as compared to a 9.9% variance at the same time last year. The major variances were in Capital Assistance and Ridership Incentive. In the rail programs, the current year expenditures are 23.1% below the estimate compared to the prior year's variance of 18.4% above the estimate as of June 30.

Schedule of Budget vs. Actual					
As of June 30, 2025					
(\$ in Millions)					
	Adopted FY 2025	Actual 6/30/2025	Variance	Percentage Variance	Notes
Public Transportation Programs					
Operating Assistance	\$ 156.5	\$ 156.3	\$ 0.2	0.1%	
Capital Assistance	253.1	154.5	98.6	39.0%	A
Special Programs	10.0	9.0	1.0	10.0%	
Ridership Incentive Programs	37.2	20.0	17.2	46.2%	B
VRE Assistance	16.3	16.3	-	0.0%	
WMATA Assistance	330.2	328.9	1.3	0.4%	
Total	803.3	685.0	118.3	14.7%	
Commuter Assistance Programs	8.2	8.3	(0.1)	-1.2%	
Human Service Transportation Pgm	10.8	13.3	(2.5)	-23.1%	
Planning, Regulation, & Safety Pgm	6.4	4.5	1.9	29.7%	
WMATA Dedicated	154.5	154.5	-	0.0%	
Total Transit Programs	983.2	865.6	117.6	12.0%	
Rail Assistance Programs					
Rail Preservation Programs	10.6	9.1	1.5	14.2%	
Rail Industrial Access	4.6	2.3	2.3	50.0%	
Freight Rail and Rail Planning Programs	27.3	21.3	6.0	22.0%	C
Total Rail Programs	42.5	32.7	9.8	23.1%	
Agency Operating Budget	19.8	17.7	2.1	10.6%	
Agency Total before VPRA	\$ 1,045.5	\$ 916.0	\$ 129.5	12.4%	
VPRA Recurring Payments	162.9	161.2	1.7	1.0%	
Agency Total	\$ 1,208.4	\$ 1,077.2	\$ 131.2	10.9%	
Note: Any variances of \$10.4 million (1% of the total budget) and 15% are explained.					

Variance notes:

(A) Transit Capital Assistance expenditures were \$98.6 million or 39.0% less than the estimate in the budget. The following project specific details help to explain the total variance for Capital Assistance expenditures:

- Loudoun County was expected to invoice \$15.6 million for the Compressed Natural Gas Bus Transition. This program is made up of several projects to purchase CNG buses, build a new CNG fueling station, retrofit the facility to accommodate CNG vehicles, and train staff. The grants have been fully executed. A notice to proceed has been issued for the fueling station and facility retrofit which are in the design phase. The bus purchase and training are planned to be completed when construction is complete. Invoicing is expected to begin in the second quarter of fiscal year 2026.
- HRT was expected to invoice \$15.0 million for the purchase of buses. The vehicles have been ordered, and delivery of the first vehicle is expected in the third quarter of fiscal year 2026. Final payment is expected in the first quarter of fiscal year 2027.
- NVTC was expected to invoice \$14.0 million for Fairfax County for the purchase of thirty-two buses in the first quarter of fiscal year 2025. The order was received earlier than expected and paid for in fiscal year 2024.
- HRT was expected to invoice \$12.5 million more related to hardware, software, and cyber security needs. These grants consist of many different projects that include multiple new software implementations, hardware improvements on the servers and networks, and cyber security contracts. Many of the projects were executed in the fourth quarter of fiscal year 2024 and are still in the start-up stages. Invoicing continues as these projects are ongoing throughout fiscal year 2025 and fiscal year 2026.
- NVTC was expected to invoice \$11.5 million for Arlington for the Crystal City Metrorail Station East entrance project. These are matching funds for a Federal grant Arlington has finalized with the FTA. A grant agreement has been approved by DRPT and was approved by the Arlington County Board in the fourth quarter of fiscal year 2025. Design work is completed, and groundbreaking was July 2024. The project is expected to be completed in fiscal year 2027.
- NVTC was expected to invoice \$5.3 million for Fairfax County for the new bus rapid transit project. Fairfax County is still trying to assemble the necessary funding for the more than \$1.0 billion project. The grantee executed the contract in the fourth quarter of fiscal year 2025. Revenue service is not expected to begin until fiscal year 2033.
- Charlottesville was expected to invoice \$4.6 million for the purchase of buses. The buses are expected to be delivered in the first quarter of fiscal year 2026 and invoices are expected to be paid by the second quarter of fiscal year 2026.
- NVTC was expected to invoice \$4.6 million more for Alexandria for the Potomac Yard Metrorail Station Access Improvements. The work was completed, all payments were made, and the grant was closed.
- NVTC was expected to invoice \$2.4 million for Arlington for the Crystal City Potomac Yard Northern and Southern extensions project. The Southern extension will not be completed, and a segment of the Northern extension might not be completed as planned. Arlington is working on this with WMATA. Any part of the project that is not completed will be deobligated.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

(B) Ridership Incentive Program expenditures were \$17.2 million or 46.2% less than the estimate in the budget. The following project specific details help to explain the total variance for Ridership Incentive Programs:

- NVTC was expected to invoice \$8.1 million for Fairfax County for fare collection equipment and smart card subsidies. WMATA has selected new fare box technology for better regional integration. Fairfax County has been notified that the third and final extension to the farebox project was issued in March 2025. Likewise, fare card purchase subsidies would likely end in the fourth quarter of fiscal year 2027 with final payments being made in the first quarter of fiscal year 2028.
- Loudon County was expected to invoice \$3.6 million more for fare collection equipment. WMATA has selected new fare box technology for better regional integration. The contract was executed in the third quarter of fiscal year 2025. The project is expected to expire in the fourth quarter of fiscal year 2026 but it is likely the project will be extended.
- HRT was expected to invoice \$2.8 million for the micro transit pilot program. The contract was executed in the fourth quarter of fiscal year 2024. The service was launched in the second quarter of fiscal year 2025. Invoicing is expected in the first quarter of fiscal year 2026.
- The Greater Richmond Transit Company was expected to invoice \$0.9 million for the regional micro transit service program. The project start was delayed but is now moving forward with invoicing expected in the first quarter of fiscal year 2026.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

(C) Freight Rail and Rail Planning Program expenditures were \$6.0 million or 22.0% less than the estimate in the budget. The following project specific details help to explain the total variance for Ridership Incentive Programs:

- The Virginia Port Authority was expected to invoice \$6.9 million for the Front Royal capacity expansion project in fiscal year 2025. The Federal funding agreement was put into place in fiscal year 2024. The invoices were received earlier than expected and paid for in fiscal year 2024.
- The Virginia Port Authority was expected to invoice \$3.1 million for the NIT central yard expansion project in fiscal year 2025. The Port completed construction on the Norfolk International Terminal on-dock rail yard expansion project. The invoices were received earlier than expected and paid for in fiscal year 2024.
- The remaining variance is due to many 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 over 2,000 projects 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 like 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 2025 and prior. Commitments are also increased by the amount of current unobligated funds needed for project allocations approved in the Fiscal Year 2026 Six Year Improvement Program. 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.

Schedule of Resources and Commitments
As of June 30, 2025
(\$ in Millions)

	6/30/2025			6/30/2024
	Rail	Transit	Total	Total
Resources				
Cash	\$ 56.8	\$ 630.8	\$ 687.6	\$ 582.4
Estimated Revenues - FY 2026	17.0	905.7	922.7	873.3
Accounts Receivable	0.1	3.0	3.1	7.7
Bonds Receivable	-	0.6	0.6	-
Anticipated Bond Proceeds	9.5	20.4	29.9	42.5
Anticipated Reimbursement - VDOT	0.9	189.0	189.9	127.5
Anticipated Reimbursement - VPRA	8.6	-	8.6	9.4
Anticipated Reimbursement - DEQ	-	6.5	6.5	7.3
Anticipated Reimbursement - Federal	41.4	78.1	119.5	109.2
Total Resources (A)	134.3	1,834.1	1,968.4	1,759.3
Commitments				
Transit & TDM Commitments	-	1,671.8	1,671.8	1,514.4
Rail Commitments	116.9	-	116.9	85.0
VPRA Commitments	13.0	-	13.0	8.8
Due to VDOT / VPRA	-	13.3	13.3	-
Due to Other Funds	-	-	-	-
Total Commitments (B)	129.9	1,685.1	1,815.0	1,608.2
Funds Available	\$ 4.4	\$ 149.0	\$ 153.4	\$ 151.1

Variance notes:

(A) Total Resources on June 30, 2025, increased by \$209.1 million from the \$1,759.3 million reported in FY 2024. The following line-item details help to explain the variance in Total Resources:

- Cash increased \$105.2 million due to the delay in many transit capital projects caused by supply chain constraints and the receipt in May 2025 of \$76.7 million of general funds for WMATA to be paid in FY 2026. In addition, cash collections for WMATA Dedicated funding have exceeded the required payments this year. We anticipate cash balances to decline as supply chain constraints diminish for major capital projects.
- Estimated Revenues increased \$49.4 million primarily due to formula driven revenue changes. In addition, general funds for WMATA in FY 2025 of \$60.2 million increased \$16.5 million to \$76.7 million for FY 2026.
- Accounts Receivable decreased \$4.6 million.
- Bonds Receivable increased \$0.6 million. Bond receivables are generally collected within one month from VDOT.

- Anticipated Bond Proceeds decreased by \$12.6 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 \$62.4 million primarily for Smart scale projects such as VRE railcar purchases, the Crystal City Metro East entrance project, DASH zero emission fleet expansion, and bus purchases by Alexandria to name a few.
- Anticipated Reimbursement from the VPRA decreased \$0.8 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 \$0.8 million. These are expected funds from the Volkswagen settlement to be used for purchasing electric buses. This program is nearly completed.
- Anticipated Reimbursement from Federal sources increased \$10.3 million. A large portion of this increase was due to an expected increase in FRA funding for the VPRA Atlantic Gateway project supported by the FASTLANE grant program.

(B) Total Commitments on June 30, 2025, increased \$206.8 million from the \$1,608.2 million reported in FY 2024. The following line-item details help explain the variance in Total Commitments:

- Transit commitments increased \$157.4 million due to formula driven revenue changes in the approved FY 2026 SYIP.
- Rail commitments increased \$31.9 million compared to the previous year. Prior year commitments decreased significantly as fiscal year 2024 progressed, due to the acceleration of several major Virginia Port Authority projects. These projects came in under budget and deobligated funds were approved for projects in the FY 2026 SYIP.
- The VPRA commitments increased \$4.2 million. These commitments include 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 increased \$13.3M. These are surplus MTTF revenues to be transferred to VDOT for the Priority Transportation Fund (PTF).

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 June 30, 2025					
(\$ in Millions)					
	6/30/2025			6/30/2024	Variance
	Rail	Transit	Total	Total	
Unobligated Freight & Rail Planning Funds	\$ 3.4	\$ -	\$ 3.4	\$ 0.7	\$ 2.7
Unobligated Rail Preservation Funds	1.0	-	1.0	0.9	0.1
Unobligated Mass Transit Funds	-	72.8	72.8	65.9	6.9
Transit Operating/Capital Reserve	-	10.0	10.0	10.0	-
Unobligated I-66 Toll Funds	-	40.2	40.2	37.7	2.5
Unobligated Transit Bonds	-	0.6	0.6	0.3	0.3
Unobligated WMATA Dedicated Funds	-	24.1	24.1	14.3	9.8
Unobligated Transit Federal Funds	-	1.1	1.1	21.1	(20.0)
Unobligated Transit Other	-	0.2	0.2	0.2	-
Total Funds Available	\$ 4.4	\$ 149.0	\$ 153.4	\$ 151.1	\$ 2.3

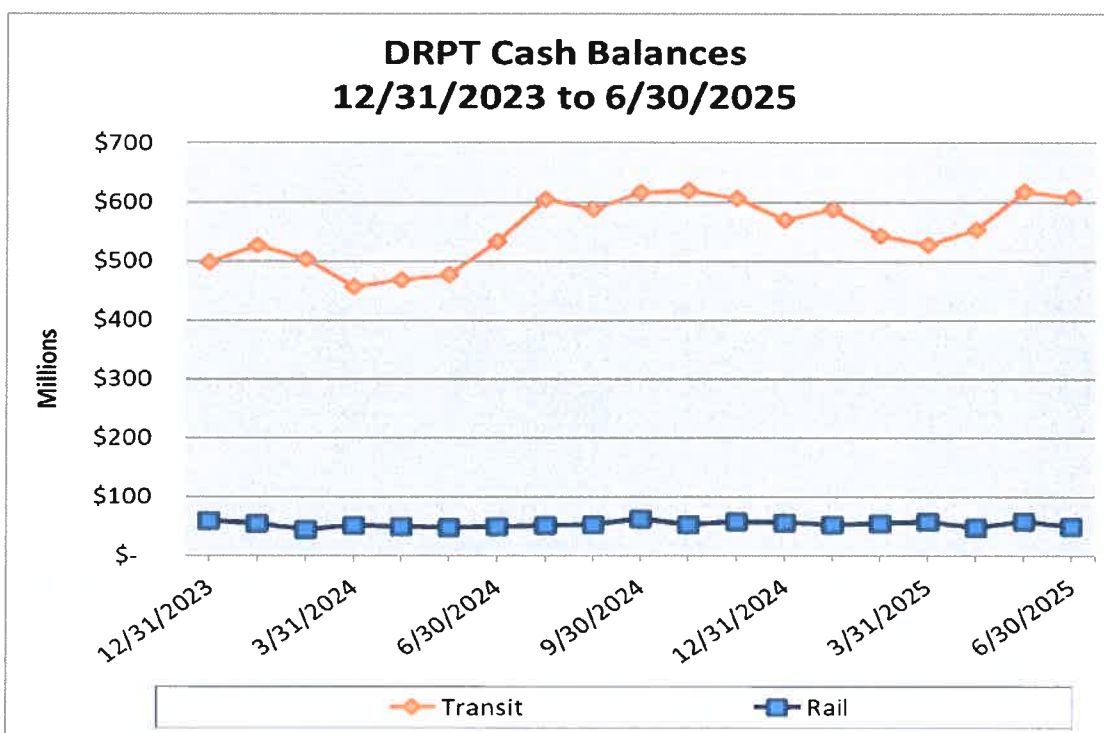
The Total Funds Available increased by \$2.3 million from last year to this year. Unobligated balances have been reduced for allocations in the approved FY 2026 SYIP. The following line-item details help to explain the variance in Total Funds Available:

- The Unobligated Freight and Rail Planning Funds increased \$2.7 million. Revenues and carryforward unobligated funds exceeded allocations in the approved FY 2026 SYIP. Unobligated balances are not allocated in future years of the SYIP.
- The Unobligated Rail Preservation Funds increased \$0.1 million. The balance of \$1.0 million is due to the fiscal year 2025 surplus of actual collections over the estimated revenue. All unobligated funds are allocated to projects in future years of the approved FY 2026 SYIP.
- The Unobligated Mass Transit Funds increased \$6.9 million. A surplus of \$25.1 million of actual collections over the estimated revenue was recognized in fiscal year 2025, partially offset by \$13.3M of the surplus due to VDOT for the Priority Transportation Fund.
- The Transit Operating and Capital Reserve is at the maximum allowed reserve of \$10.0 million.
- Unobligated I-66 Toll Funds increased \$2.5 million. DRPT is working with transit partners along the corridor and VRE to identify funding opportunities as transportation needs increase post pandemic. Transit and rail projects in the Northern Virginia area such as

buses, new commuter bus routes, and the continuation of commuter bus routes were included in the approved FY 2026 SYIP.

- Unobligated Transit Bonds increased \$0.3 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 increased \$9.8 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.
- The Unobligated Transit Federal funds decreased \$20.0 million. Most Federal programs enacted during the COVID pandemic are ending in the near future. DRPT prioritized the use of available Federal funds in the approved FY 2026 SYIP.
- 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 saw a large increase from 2020 to 2023 due to the effects of COVID on the economy. There have been industry-wide supply chain issues and inflationary pressures that have impacted the ability to secure replacement vehicles and other commodities for capital projects, which slowed the spend rate for the capital program during the height of the pandemic. Moreover, the State had been without a bus contract for over a year in FY 2021 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 that have been funded and that are now starting to be received. Bus purchases can take up to two years (or more for electric

buses) given the current supply chain issues. This will result in retaining high cash balances until the back orders are filled.

(A) Rail cash inflows and outflows have remained relatively steady for the entire period. The following details help to explain minor variations in Rail cash balances:

- The slight increase of cash in March 2024 was caused by the timing of revenue collections and distribution. Revenue was collected in the last week of March 2024 and the distribution to VPRA was made in the first week of April 2024.
- The slight increase of cash in September 2024 was caused by the timing of revenue collections and distribution. Revenue was collected in the last week of September 2024 and the distribution to VPRA was made in the first week of October 2024.
- The slight increase of cash in March 2025 was caused by the timing of revenue collections and distribution. Revenue was collected in the last week of March 2025 and the distribution to VPRA was made in the first week of April 2025.
- The slight increase of cash in May 2025 was caused by the timing of revenue collections and distribution. Revenue was collected in the last week of May 2025 and the distribution to VPRA was made in the first week of June 2025.

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

- In January 2024 the annual collection of \$16.6 million of I-395 toll funds was received.
- In February 2024 the annual collection of \$16.6 million of I-395 toll funds were transferred to NVTC.
- In March 2024 a one-time payment to NVTC of \$16.6 million of I-66 Outside the Beltway funds was made to make NVTC whole for the payments it did not receive from the Commonwealth in fiscal years 2021 and 2022 due to the negative effects of the COVID pandemic on toll revenues. In addition, larger than normal payments were made for transit buses and paratransit vans in the month.
- In June 2024 DRPT received \$36.5 million of I-66 Outside the Beltway funds from VDOT.
- In July 2024 DRPT received \$60.2 million of general funds specifically allocated to WMATA to fund its budget shortfall.
- In August 2024 DRPT reimbursed Fairfax County for \$10.1 million for the purchase of buses.
- In September 2024 revenue collections exceeded operating and capital payments. More revenues were booked at quarter end than usual.
- In December 2024 \$44.8 million of general funds were paid to WMATA.
- In January 2025 the annual collection of \$17.0 million of I-395 toll funds was received.
- In February 2025 the annual collection of \$17.0 million of I-395 toll funds were transferred to NVTC. In addition, \$13.4 million of operating funds from the first half of the fiscal year were paid to Fairfax County.
- In May 2025 \$76.7 million of general funds were transferred to DRPT for an appropriation approved for WMATA Assistance payments to be paid in June 2025. Subsequently, the payment was not authorized to be made in June, and instead the decision was made to make these payments on a quarterly basis in fiscal year 2026.

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 period. The delays in capital spending due to COVID, a 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.

Working Cash Needs As of June 30, 2025 (\$ in Millions)		
	<u>Transit</u>	<u>Rail</u>
Annual Budget (Excl \$162.9M VPRA payments)	\$ 1,002.4	\$ 43.1
Divided by 12 Months	÷12	÷12
Times Number of Months Reserve	X 2	X 6
Working Cash Needs	167.1 (A)	21.6 (B)
Six Month Average Cash Balance	572.5	53.6
Excess / (Shortfall)	\$ 405.4	\$ 32.0
(A) - 60 days cash reserve		
(B) - 180 days cash reserve		

Receivables

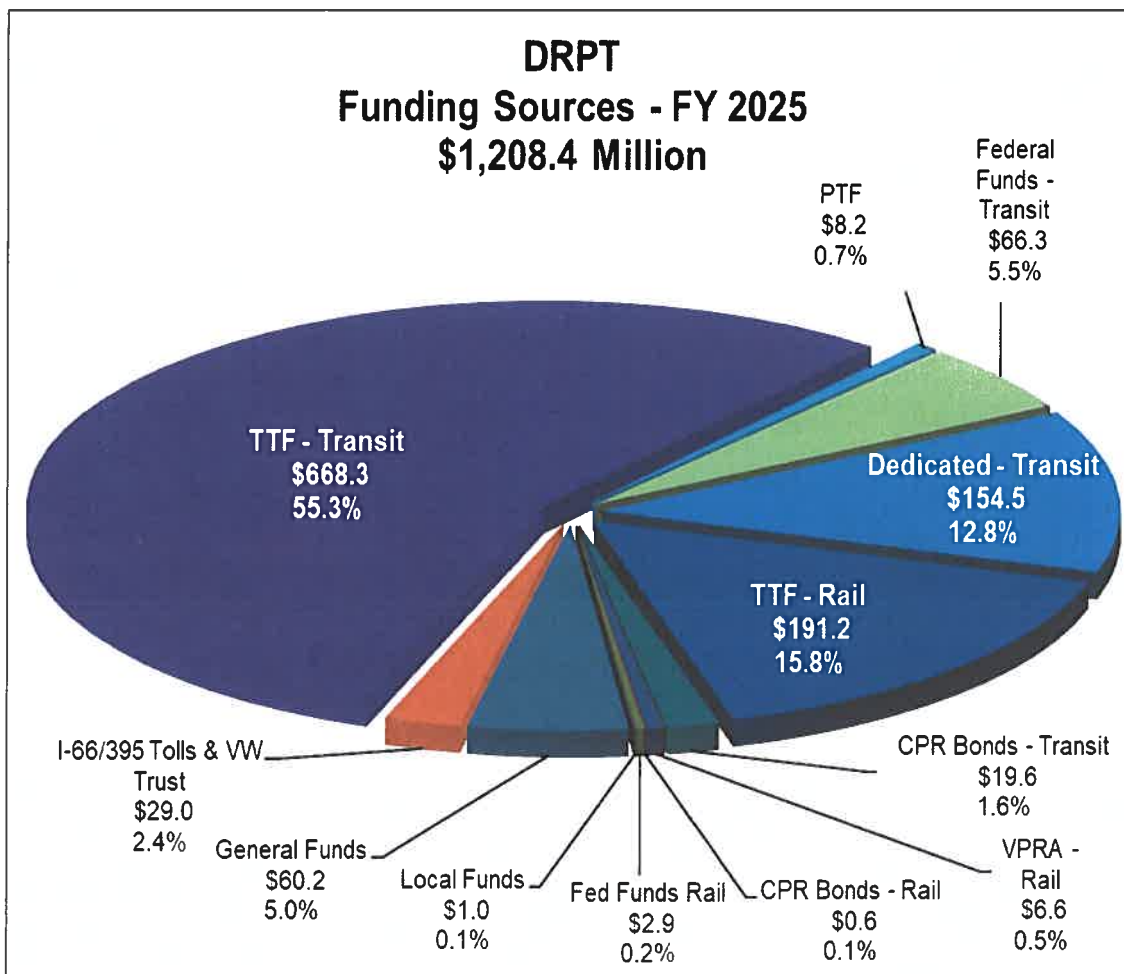
DRPT has accounts receivable from VDOT for numerous small projects that are paid on a reimbursement basis using highway funds. In addition, DRPT invoices some municipalities in Northern Virginia on a recurring basis for the collection of regional tax revenues that support the WMATA dedicated funding program. The bonds receivable is collected from VDOT as they function as the trustee for the bond issuance proceeds. The bonds receivable is generally collected within thirty days of invoicing VDOT. Current accounts receivable is not a concern as of June 30, 2025, as the balance is due from the Federal government, VDOT, and municipalities that historically have remained current on their payments.

Schedule of Receivables As of June 30, 2025 (\$ in Millions)					
	<u>0-30 days</u>	<u>31-90 days</u>	<u>> 90 days</u>	<u>> 365 days</u>	<u>Total</u>
Accounts Receivable	\$ 3.1	\$ -	\$ -	\$ -	\$ 3.1
Bonds Receivable	\$ 0.6	\$ -	\$ -	\$ -	\$ 0.6

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

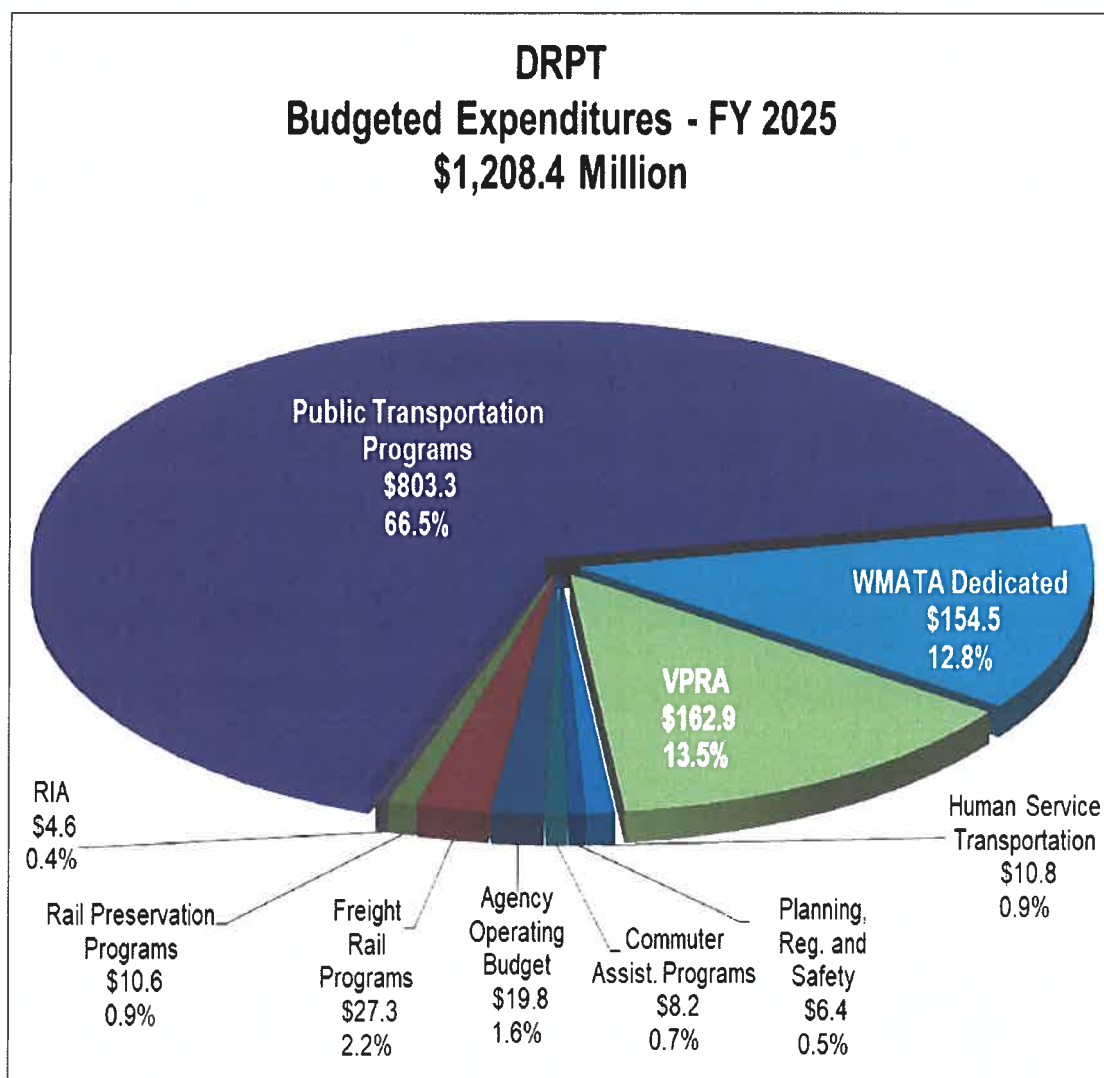
Funding Sources for FY 2025

The major sources of funds for the \$1,208.4 million DRPT budget are depicted in this chart. This does not represent the estimated revenues for FY 2025; instead, it shows the sources of funding for the budgeted expenditures for the year. For example, \$9.8 million was allocated to Planning and Freight rail projects in the FY 2025 SYIP, but the budget and the funding sources statement included \$27.3 million of projected Planning and Freight rail expenditures for FY 2025. This is the result of the two-to-three-year lag on some rail planning and freight projects between the SYIP allocation and the timing of the actual expenditures.



Budgeted Expenditures for FY 2025

In FY 2025, DRPT anticipated spending \$1,208.4 million of Federal, State, and local funds compared to \$1,040.6 million in FY 2024 or an increase of \$167.8 million. The following chart depicts the FY 2025 DRPT budget across the agency's service areas and payments to the VPRA.



Payments to Grantees

The following is a list of grantees that have received payments totaling \$2.1 million or more during FY 2025. 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 Assistance	\$ 328.9
WMATA Dedicated	154.5
County of Fairfax	60.4
Greater Richmond Transit Company	46.3
Hampton Roads Transit	38.7
County of Arlington	35.4
NVTC	22.5
City of Alexandria	19.9
Virginia Railway Express	19.6
Potomac Rappahannock Transportation Commission	14.7
Town of Blacksburg	10.2
County of Loudoun (OTS)	10.0
JAUNT, Inc	7.8
Buckingham Branch RR	7.0
Greater Lynchburg Transit Company	6.0
Bay Transit	5.9
City of Harrisonburg	5.4
Greater Roanoke Transit Company	5.2
Danville Transit	4.8
Va Regional Transportation Association	4.7
Virginia Port Authority	3.7
Charlottesville Transit	3.7
Williamsburg Area Transport	3.3
Central Shenandoah PDC	3.1
Mountain Empire Older Citizens	2.9
District Three Governmental Cooperative	2.7
UHSTS (RADAR) - Roanoke County	2.7
Appalachian Agency for Senior Citizens	2.4
VDOT Central Office	2.1
City of Petersburg	2.1

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.
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 reimbursements 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 by VDOT 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 2026:** Revenues anticipated to be collected in fiscal year 2026 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 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 administrative 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.