



## FY 2018 Recommended Budget Budget Question

Board Question #: 35

**BUDGET QUESTION:** What is the cumulative amount of fuel tax revenue received to date?

**RESPONSE:** Since becoming a member of VRE in February 2010, the County has received \$34 million in fuel tax revenue. This money has been used and continues to be used to fund annual VRE and PRTC subsidies, debt service on transportation projects, the County's share of the FRED bus service, and a handful of transportation-related positions.

**Fuel Tax Receipts by Fiscal Year**

<b>Fiscal Year</b>	<b>Fuel Tax Receipts</b>
FY 2010 (Feb. through June 2010)	\$1,202,212
FY 2011	\$3,371,308
FY 2012	\$4,893,011
FY 2013	\$5,298,620
FY 2014*	\$9,427,646
FY 2015	\$4,768,243
FY 2016	\$3,474,959
FY 2017 (through November 2016)	\$1,564,357
<b>Total – through Nov. 2016</b>	<b>\$34,000,356</b>

\*The FY 2014 receipts include a \$3.4 million adjustment made by the State as a result of audits. There was one major distributor who failed to report for the period Feb. 2010 – Feb. 2013.

As shown in Attachment A, in recent years, the fuel tax has not been sufficient to fully fund transportation costs. Projections of out-year costs and fuel tax receipts show that we can expect the shortfall of receipts relative to costs to continue. This is why staff continues to brief the Board on the need for the General Fund to provide support to the Transportation Fund in the near future.

	Fuel Tax Receipts Compared to Transportation Expenditures								Outyear Projections						
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total since FY 2010
Fuel Tax Receipts <sup>1</sup>	\$1,202,212	\$3,371,308	\$4,893,011	\$5,298,620	\$9,427,646	\$4,768,243	\$3,474,959	<b>\$32,436,000</b>	\$3,538,827	\$3,656,687	\$3,745,317	\$3,804,302	\$3,915,154	\$4,010,083	<b>\$55,106,370</b>
<u>Transportation Expenditures<sup>2</sup></u>															
Subsidies <sup>3</sup>	\$0	\$0	\$606,820	\$3,661,452	\$1,398,800	\$1,485,482	\$1,355,912	<b>\$8,508,466</b>	\$1,483,049	\$1,645,191	\$1,690,797	\$1,690,797	\$1,737,771	\$1,737,771	<b>\$18,493,842</b>
Positions	\$310,794	\$312,327	\$307,620	\$312,260	\$297,902	\$321,201	\$330,102	<b>\$2,192,206</b>	\$339,306	\$346,661	\$353,262	\$359,995	\$366,863	\$373,869	<b>\$4,332,162</b>
Operating Costs	\$10,568	\$9,998	\$7,911	\$38,824	\$11,958	\$7,628	\$10,254	<b>\$97,141</b>	\$9,607	\$13,831	\$13,969	\$14,109	\$14,250	\$14,393	<b>\$177,300</b>
FRED Bus Service	\$499,566	\$421,332	\$411,381	\$429,659	\$411,946	\$405,724	\$400,041	<b>\$2,979,649</b>	\$399,369	\$402,673	\$406,700	\$410,767	\$414,874	\$419,023	<b>\$5,433,055</b>
Debt Service	\$1,254,556	\$1,620,527	\$1,615,853	\$2,032,810	\$2,440,126	\$2,678,419	\$3,191,416	<b>\$14,833,707</b>	\$3,360,188	\$3,320,997	\$4,213,411	\$4,809,518	\$4,712,735	\$5,322,822	<b>\$40,573,378</b>
Trans to Other Funds for Transportation	<u>\$693,590</u>	<u>\$170,148</u>	<u>\$134,013</u>	<u>\$260,502</u>	<u>\$452,921</u>	<u>\$380,726</u>	<u>\$276,045</u>	<b>\$2,367,945</b>	<u>\$253,740</u>	<u>\$194,781</u>	<u>\$194,781</u>	<u>\$194,781</u>	<u>\$194,781</u>	<u>\$194,781</u>	<b>\$3,595,590</b>
Total Uses	\$2,769,074	\$2,534,332	\$3,083,598	\$6,735,507	\$5,013,653	\$5,279,180	\$5,563,770	<b>\$30,979,114</b>	\$5,845,259	\$5,924,134	\$6,872,920	\$7,479,967	\$7,441,274	\$8,062,659	<b>\$72,605,327</b>
Rev. (less)/greater than expenditures	<b>-\$1,566,862</b>	<b>\$836,976</b>	<b>\$1,809,413</b>	<b>-\$1,436,887</b>	<b>\$4,413,993</b>	<b>-\$510,937</b>	<b>-\$2,088,811</b>	<b>\$1,456,886</b>	<b>-\$2,306,432</b>	<b>-\$2,267,447</b>	<b>-\$3,127,603</b>	<b>-\$3,675,665</b>	<b>-\$3,526,120</b>	<b>-\$4,052,576</b>	<b>-\$17,498,957</b>

<sup>1</sup> The FY 2014 receipts include a \$3.4 million adjustment made by the State as a result of audits. There was one major distributor who failed to report for the period Feb. 2010 - Feb. 2013.

<sup>2</sup> Represents actual expenses, not necessarily the amounts of fuel tax claimed for any given year.

<sup>3</sup> Subsidy payments were deferred for the first 2.5 years of Spotsylvania's membership in VRE. The subsidy payments for FY 2010, FY 2011 and half of FY 2012 were due and paid in FY 2013.

<sup>4</sup> Since half of the annual subsidies are due at the beginning of the year, must maintain at least funding equal to half the annual subsidies to have adequate cash flow.