

# FUND STATEMENT

## Fund Type G10, Special Revenue Funds

## Fund 100, County Transit Systems

|   | FY 2003<br>Estimate | FY 2003<br>Actual   | Increase<br>(Decrease)<br>(Col. 2-1) | FY 2004<br>Adopted<br>Budget Plan | FY 2004<br>Revised<br>Budget Plan | Increase<br>(Decrease)<br>(Col. 5-4) |
|---|---------------------|---------------------|--------------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|
| <b>Beginning Balance</b>                                | <b>\$5,043,717</b>  | <b>\$5,043,717</b>  | <b>\$0</b>                           | <b>\$2,365,827</b>                | <b>\$6,718,085</b>                | <b>\$4,352,258</b>                   |
| Revenue:  |                     |                     |                                      |                                   |                                   |                                      |
| Bus Fare Buy Down                                       | \$799,747           | \$775,954           | (\$23,793)                           | \$0                               | \$358,000                         | \$358,000                            |
| Miscellaneous Revenue <sup>1</sup>                      | 125,000             | 169,236             | 44,236                               | 150,000                           | 150,000                           | 0                                    |
| State Reimbursement-Dulles                              | 6,649,000           | 6,649,000           | 0                                    | 6,695,000                         | 6,645,000                         | (50,000)                             |
| State Other   | 0                   | 73,072              | 73,072                               | 0                                 | 0                                 | 0                                    |
| NVTC Funds  | 1,156,381           | 1,156,381           | 0                                    | 0                                 | 1,480,000                         | 1,480,000                            |
| <b>Total Revenue</b>                                    | <b>\$8,730,128</b>  | <b>\$8,823,643</b>  | <b>\$93,515</b>                      | <b>\$6,845,000</b>                | <b>\$8,633,000</b>                | <b>\$1,788,000</b>                   |
| Transfers In:   |                     |                     |                                      |                                   |                                   |                                      |
| FAIRFAX CONNECTOR (001)                                 |                     |                     |                                      |                                   |                                   |                                      |
| Huntington <sup>2</sup>                                 | \$7,729,290         | \$7,729,290         | \$0                                  | \$7,340,708                       | \$6,710,708                       | (\$630,000)                          |
| Community Bus Services                                  | 1,653,921           | 1,653,921           | 0                                    | 0                                 | 0                                 | 0                                    |
| Reston/Herndon  | 4,845,558           | 4,845,558           | 0                                    | 6,662,692                         | 6,662,692                         | 0                                    |
| Commuter Rail   | 2,510,184           | 2,510,184           | 0                                    | 2,972,894                         | 2,972,894                         | 0                                    |
| Bus Replacement <sup>3</sup>                            | 1,199,891           | 1,199,891           | 0                                    | 3,299,699                         | 3,299,699                         | 0                                    |
| <b>Subtotal (001)</b>                                   | <b>\$17,938,844</b> | <b>\$17,938,844</b> | <b>\$0</b>                           | <b>\$20,275,993</b>               | <b>\$19,645,993</b>               | <b>(\$630,000)</b>                   |
| Metro Operations and<br>Construction (309) <sup>4</sup> | \$1,435,424         | \$1,435,424         | \$0                                  | \$1,564,612                       | \$1,564,612                       | \$0                                  |
| <b>Total Transfers In</b>                               | <b>\$19,374,268</b> | <b>\$19,374,268</b> | <b>\$0</b>                           | <b>\$21,840,605</b>               | <b>\$21,210,605</b>               | <b>(\$630,000)</b>                   |
| <b>Total Available</b>                                  | <b>\$33,148,113</b> | <b>\$33,241,628</b> | <b>\$93,515</b>                      | <b>\$31,051,432</b>               | <b>\$36,561,690</b>               | <b>\$5,510,258</b>                   |

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|-------------------------------------|---------------------|---------------------|--------------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|
| Expenditures:                       |                     |                     |                                      |                                   |                                   |                                      |
| <u>FAIRFAX CONNECTOR</u>            |                     |                     |                                      |                                   |                                   |                                      |
| Huntington Division                 |                     |                     |                                      |                                   |                                   |                                      |
| Operating Expenses                  | \$9,170,294         | \$8,441,789         | (\$728,505)                          | \$8,435,850                       | \$10,051,350                      | \$1,615,500                          |
| Capital Equipment                   | 2,640,030           | 2,580,030           | (60,000)                             | 3,299,699                         | 4,499,590                         | 1,199,891                            |
| Subtotal - Huntington               | \$11,810,324        | \$11,021,819        | (\$788,505)                          | \$11,735,549                      | \$14,550,940                      | \$2,815,391                          |
| Community Bus Services Division     |                     |                     |                                      |                                   |                                   |                                      |
| Operating Expenses                  | \$2,251,499         | \$895,734           | (\$1,355,765)                        | \$0                               | \$0                               | \$0                                  |
| Subtotal - Community Bus Services   | \$2,251,499         | \$895,734           | (\$1,355,765)                        | \$0                               | \$0                               | \$0                                  |
| Reston/Herndon Division             |                     |                     |                                      |                                   |                                   |                                      |
| Operating Expenses                  | \$11,241,277        | \$10,463,185        | (\$778,092)                          | \$13,345,444                      | \$15,653,344                      | \$2,307,900                          |
| Capital Equipment                   | 1,485,184           | 1,485,184           | 0                                    | 1,347,904                         | 1,747,904                         | 400,000                              |
| Subtotal - Reston/Herndon           | \$12,726,461        | \$11,948,369        | (\$778,092)                          | \$14,693,348                      | \$17,401,248                      | \$2,707,900                          |
| Total - FAIRFAX CONNECTOR           | \$26,788,284        | \$23,865,922        | (\$2,922,362)                        | \$26,428,897                      | \$31,952,188                      | \$5,523,291                          |
| Commuter Rail                       | \$2,607,621         | \$2,607,621         | \$0                                  | \$2,972,894                       | \$2,972,894                       | \$0                                  |
| CMAQ Match Requirements             | 230,000             | 50,000              | (180,000)                            | 0                                 | 0                                 | 0                                    |
| Huntington Facility Renovations     | 1,156,381           | 0                   | (1,156,381)                          | 0                                 | 1,156,381                         | 1,156,381                            |
| Total Expenditures                  | \$30,782,286        | \$26,523,543        | (\$4,258,743)                        | \$29,401,791                      | \$36,081,463                      | \$6,679,672                          |
| <b>Total Disbursements</b>          | <b>\$30,782,286</b> | <b>\$26,523,543</b> | <b>(\$4,258,743)</b>                 | <b>\$29,401,791</b>               | <b>\$36,081,463</b>               | <b>\$6,679,672</b>                   |
| <b>Ending Balance</b>               | <b>\$2,365,827</b>  | <b>\$6,718,085</b>  | <b>\$4,352,258</b>                   | <b>\$1,649,641</b>                | <b>\$480,227</b>                  | <b>(\$1,169,414)</b>                 |
| Transportation-Related Requirements |                     |                     |                                      |                                   |                                   |                                      |
| Requirements                        | \$1,165,936         | \$5,518,194         | \$4,352,258                          | \$449,750                         | \$0                               | (\$449,750)                          |
| Bus Replacement <sup>3</sup>        | 1,199,891           | 1,199,891           | 0                                    | 1,199,891                         | 480,227                           | (719,664)                            |
| <b>Unreserved Balance</b>           | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>                           | <b>\$0</b>                        | <b>\$0</b>                        | <b>\$0</b>                           |

<sup>1</sup> Miscellaneous revenue reflects reimbursement from the Washington Metropolitan Area Transit Authority (WMATA) for the value of WMATA tokens collected on FAIRFAX CONNECTOR routes.

<sup>2</sup> In FY 2004, a reduction of \$630,000 in the General Fund Transfer to Fund 100, County Transit Systems, is required as these funds are being transferred to the Local Cash Match reserve in Agency 87, Unclassified Administrative Expenses, to reflect Fairfax County's Congestion Mitigation Air Quality (CMAQ) Local Cash Match grant requirements in one location.

<sup>3</sup> As part of the FY 2003 Third Quarter Review, an amount of \$1,199,891 was added to the General Fund Transfer for the replacement of CONNECTOR buses. This amount, combined with \$3,299,699 included in the FY 2004 Adopted Budget Plan, will allow for the replacement of 15 FAIRFAX CONNECTOR buses in FY 2004. This is the first year of implementing a plan to more equally spread out the rate of bus replacement, targeting 15 buses each year.

<sup>4</sup> As a result of changes in the State Aid and Gas Tax funding formulas that became effective in FY 2000, an amount of \$1,564,612 is transferred from Fund 309, Metro Operations and Construction, to Fund 100, County Transit Systems, for various mass transit enhancements such as expanded bus service and reduced fare initiatives on select transit trips in FY 2004.