

# FUND STATEMENT

## Fund Type G10, Special Revenue Funds

## Fund 100, County Transit Systems

	FY 2010 Estimate	FY 2010 Actual	Increase (Decrease) (Col. 2-1)	FY 2011 Adopted Budget Plan	FY 2011 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Commercial/Industrial Tax Balance	\$0	\$0	\$0	\$0	\$4,639,598	\$4,639,598
Other Sources Balance	20,469,602	20,469,602	0	981,250	19,038,660	18,057,410
<b>Total Beginning Balance</b>	<b>\$20,469,602</b>	<b>\$20,469,602</b>	<b>\$0</b>	<b>\$981,250</b>	<b>\$23,678,258</b>	<b>\$22,697,008</b>
<b>Revenue:</b>						
Miscellaneous Revenue <sup>1</sup>	\$50,000	\$34,080	(\$15,920)	\$50,000	\$50,000	\$0
SmarTrip Revenue <sup>2</sup>	4,593,583	5,012,021	418,438	7,609,193	7,609,193	0
Farebox Revenue <sup>3</sup>	5,180,000	0	(5,180,000)	0	0	0
State Reimbursement - Dulles <sup>4</sup>	6,645,000	6,645,000	0	0	0	0
Tysons Lunch Shuttle Reimbursement <sup>5</sup>	0	804,709	804,709	1,187,886	1,187,886	0
Bus Advertising	350,000	125,110	(224,890)	200,000	200,000	0
WMATA Reimbursements, West Ox Bus Operations Center <sup>6</sup>	4,990,369	2,392,507	(2,597,862)	5,030,475	5,030,475	0
State Aid (NVTC) Operations <sup>7</sup>	15,396,798	13,896,798	(1,500,000)	18,201,878	18,201,878	0
State Aid (NVTC) Projects <sup>8</sup>	3,083,000	3,083,000	0	0	1,500,000	1,500,000
<b>Total Revenue</b>	<b>\$40,288,750</b>	<b>\$31,993,225</b>	<b>(\$8,295,525)</b>	<b>\$32,279,432</b>	<b>\$33,779,432</b>	<b>\$1,500,000</b>
<b>Transfers In:</b>						
General Fund (001) <sup>9</sup>	\$21,562,367	\$21,562,367	\$0	\$31,992,047	\$31,992,047	\$0
County and Regional Transportation Projects (124) <sup>10</sup>	15,507,212	15,507,212	0	15,507,212	10,867,614	(4,639,598)
Metro Operations and Construction (309)	1,990,981	1,990,981	0	2,070,620	2,070,620	0
<b>Total Transfers In</b>	<b>\$39,060,560</b>	<b>\$39,060,560</b>	<b>\$0</b>	<b>\$49,569,879</b>	<b>\$44,930,281</b>	<b>(\$4,639,598)</b>
<b>Total Available</b>	<b>\$99,818,912</b>	<b>\$91,523,387</b>	<b>(\$8,295,525)</b>	<b>\$82,830,561</b>	<b>\$102,387,971</b>	<b>\$19,557,410</b>

	<b>FY 2010 Estimate</b>	<b>FY 2010 Actual</b>	<b>Increase (Decrease) (Col. 2-1)</b>	<b>FY 2011 Adopted Budget Plan</b>	<b>FY 2011 Revised Budget Plan</b>	<b>Increase (Decrease) (Col. 5-4)</b>
Expenditures:						
Bus Operations						
Huntington Division						
Operating Expenses	\$33,676,664	\$25,655,021	(\$8,021,643)	\$30,502,333	\$36,931,174	\$6,428,841
Capital Equipment	6,198,938	5,875,135	(323,803)	5,720,000	6,040,615	320,615
Subtotal - Huntington Division	\$39,875,602	\$31,530,156	(\$8,345,446)	\$36,222,333	\$42,971,789	\$6,749,456
Reston-Herndon Division						
Operating Expenses	\$30,205,083	\$19,610,956	(\$10,594,127)	\$20,911,273	\$27,586,360	\$6,675,087
Capital Equipment	75,000	0	(75,000)	0	75,000	75,000
Capital Projects	1,413,362	662,417	(750,945)	0	750,945	750,945
Subtotal - Reston-Herndon	\$31,693,445	\$20,273,373	(\$11,420,072)	\$20,911,273	\$28,412,305	\$7,501,032
West Ox Division, County CONNECTOR						
Operating Expenses	\$16,941,964	\$8,312,861	(\$8,629,103)	\$14,778,537	\$18,585,459	\$3,806,922
Capital Equipment	340,748	340,698	(50)	0	0	0
Subtotal - West Ox Division, County <sup>11</sup>	\$17,282,712	\$8,653,559	(\$8,629,153)	\$14,778,537	\$18,585,459	\$3,806,922
West Ox Division, WMATA <sup>6</sup>	\$4,990,369	\$2,392,507	(\$2,597,862)	\$5,030,475	\$5,030,475	\$0
Total West Ox Division, County and WMATA	\$22,273,081	\$11,046,066	(\$11,227,015)	\$19,809,012	\$23,615,934	\$3,806,922
Subtotal CONNECTOR Service	88,851,759	60,457,088	(28,394,671)	71,912,143	89,969,553	18,057,410
Subtotal WMATA Service	4,990,369	2,392,507	(2,597,862)	5,030,475	5,030,475	0
Total CONNECTOR Bus Operations <sup>3</sup>	\$93,842,128	\$62,849,595	(\$30,992,533)	\$76,942,618	\$95,000,028	\$18,057,410
Systemwide Projects <sup>12</sup>	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Commuter Rail <sup>13</sup>	4,995,534	4,995,534	0	4,906,693	4,906,693	0
Total Expenditures	\$98,837,662	\$67,845,129	(\$30,992,533)	\$81,849,311	\$101,406,721	\$19,557,410
<b>Total Disbursements</b>	<b>\$98,837,662</b>	<b>\$67,845,129</b>	<b>(\$30,992,533)</b>	<b>\$81,849,311</b>	<b>\$101,406,721</b>	<b>\$19,557,410</b>
<b>Ending Balance<sup>14</sup></b>	<b>\$981,250</b>	<b>\$23,678,258</b>	<b>\$22,697,008</b>	<b>\$981,250</b>	<b>\$981,250</b>	<b>\$0</b>
Reserve for Transportation-Related Requirements	\$981,250	\$981,250	\$0	\$981,250	\$981,250	\$0
Reserve for Commercial and Industrial Tax Revenue Funds		4,639,598	4,639,598	0	0	0
<b>Unreserved Balance</b>	<b>\$0</b>	<b>\$18,057,410</b>	<b>\$18,057,410</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>FY 2010 Estimate</b>	<b>FY 2010 Actual</b>	<b>Increase (Decrease) (Col. 2-1)</b>	<b>FY 2011 Adopted Budget Plan</b>	<b>FY 2011 Revised Budget Plan</b>	<b>Increase (Decrease) (Col. 5-4)</b>
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<sup>1</sup> Miscellaneous revenue may include such items as reimbursement from the Washington Metropolitan Area Transit Authority (WMATA) for the value of WMATA tokens collected on FAIRFAX CONNECTOR routes, insurance recoveries, and miscellaneous developer contributions.

<sup>2</sup> In FY 2011, estimated SmarTrip revenue is projected to increase over the FY 2010 level based on the popularity of SmarTrip as a means for payment, and due to a fare increase from \$1.35 to \$1.50 per trip (SmartTrip rate) implemented on June 27, 2010.

<sup>3</sup> In FY 2010 Actuals and FY 2011, farebox revenue (cash) is included as an expenditure credit from the contractor, rather than a revenue.

<sup>4</sup> Funding for the Dulles Corridor Rapid Transit Project has been provided by the Virginia Department of Rail and Public Transportation (VDRPT) since FY 2000. Management of the Dulles Toll Road, and this associated grant, transitioned from VDRPT to the Metropolitan Washington Airports Authority (MWAA) in FY 2009, and MWAA notified the County that the grant is discontinued in FY 2011.

<sup>5</sup> In November 2009, the County initiated the Tysons Lunch Shuttle, as part of a collaborative effort with the State to minimize midday traffic in the Tysons area during the construction of Dulles Rail. FY 2010 Actuals and FY 2011 reflect reimbursements from the State for the provision of this service under the Virginia Megaprojects Transportation Management Plan.

<sup>6</sup> WMATA reimburses the County for its share of space at the West Ox Bus Operations Center, a joint use facility for WMATA and the County CONNECTOR. WMATA initiated operations from this site in spring 2009. FY 2010 and FY 2011 reflect WMATA reimbursements for a portion of facility operations costs and for fuel used by WMATA buses.

<sup>7</sup> State Aid is disbursed to the Northern Virginia Transportation Commission (NVTC), where it is made available to the County.

<sup>8</sup> State Aid at NVTC is appropriated in support of mass transit requirements, and historically has been used to support Fund 100 infrastructure projects. In FY 2010, \$3,083,000 in NVTC support was appropriated for an upgrade of seatbelts and tires on all buses to a safer standard; IT connectivity between all CONNECTOR garages to allow sites to operate as a single system; consulting costs related to an evaluation of the CONNECTOR operations contract model to identify potential cost efficient alternatives for the future; and startup costs related to the FY 2010 transition to a new bus operations contractor, including the rekeying of all facilities and fareboxes, and fleet and facility audits and repairs to ensure that minimum standards are met prior to the new contractor's takeover.

<sup>9</sup> In FY 2011, the increase in the General Fund transfer over the previous year supports CONNECTOR services previously supported with the Dulles Corridor Grant, projected expenditure requirements for contractual obligations under the new bus operations contract, and additional projected costs for fuel based on diesel fuel prices.

<sup>10</sup> Beginning in FY 2010, a transfer of \$15.5 million from Fund 124, County and Regional Transportation Projects supported expanded service on high priority, overcrowded CONNECTOR bus routes, the FY 2010 initiation of midday bus service from the new West Ox Bus Operations Center, and the implementation of some route recommendations from the Transit Development Plan study. The source of these funds is annual revenue available from the 11 cent commercial and industrial tax for transportation, as approved by the Board of Supervisors. Due to the delayed implementation of some of the expanded service in FY 2010, a portion of this support remained in balance at year end. As a result, the FY 2011 Transfer In of commercial and industrial tax (C&I) decreases from \$15,507,212 to \$10,867,614, and funds in balance are applied to support some of FY 2011 C&I expenditures. It is noted that total C&I spending on bus operations remains at \$15,507,212 in FY 2011.

<sup>11</sup> FY 2010 savings for County West Ox Division costs result in part from the delayed implementation of expanded routes supported by the commercial and industrial tax, as well as to multi-year infrastructure projects supported with NVTC funding that are anticipated to be implemented in FY 2011. The FY 2011 funding level includes a projected \$1,187,866 in State supported CONNECTOR service for the Tysons Lunch Shuttle.

<sup>12</sup> In FY 2011, systemwide projects include the appropriation of State Aid held at NVTC in support of a countywide transit network study. This will be a multimodal study that will include an evaluation of efforts underway by other entities and jurisdictions in the region.

<sup>13</sup> Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction. The FY 2011 County contribution to VRE reflects the projected County contribution under the fourth and final year of the phased-in change to the subsidy allocation formula. The formula change was approved by the Board of Supervisors on April 30, 2007.

<sup>14</sup> The fund balance in Fund 100, County Transit Systems, is maintained at adequate levels relative to projected operating and capital equipment requirements. These costs change annually and a substantial percentage of unspent funding is carried forward each year, thus resulting in ending balances that fluctuate.