

# FUND STATEMENT

## Fund 40000, County Transit Systems

	FY 2014 Estimate	FY 2014 Actual	Increase (Decrease) (Col. 2-1)	FY 2015 Adopted Budget Plan	FY 2015 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
<b>Total Beginning Balance</b>	\$45,636,292	\$45,636,292	\$0	\$9,277,261	\$18,696,978	\$9,419,717
Revenue:						
Miscellaneous Revenue <sup>1</sup>	\$162,778	\$1,905,041	\$1,742,263	\$162,778	\$162,778	\$0
SmarTrip Revenue <sup>2</sup>	7,358,142	7,005,228	(352,914)	8,014,903	8,014,903	0
Bus Advertising	200,000	166,322	(33,678)	100,000	100,000	0
Bus Shelter Program <sup>3</sup>	0	140,645	140,645	60,000	60,000	0
WMATA Reimbursements, West Ox Bus Operations Center <sup>4</sup>	2,942,517	2,189,053	(753,464)	2,410,577	2,410,577	0
State Aid (NVTC) Operations <sup>5</sup>	19,129,770	8,750,978	(10,378,792)	20,791,972	22,939,467	2,147,495
State Aid (NVTC) Projects <sup>6</sup>	5,700,000	0	(5,700,000)	5,700,000	0	(5,700,000)
<b>Total Revenue</b>	<b>\$35,493,207</b>	<b>\$20,157,267</b>	<b>(\$15,335,940)</b>	<b>\$37,240,230</b>	<b>\$33,687,725</b>	<b>(\$3,552,505)</b>
Transfers In:						
General Fund (10001)	\$34,547,739	\$34,547,739	\$0	\$34,547,739	\$34,547,739	\$0
Metro Operations and Construction (30000)	2,396,353	2,396,353	0	2,492,207	2,492,207	0
County and Regional Transportation Projects (40010) <sup>7</sup>	11,442,434	11,442,434	0	26,226,235	24,078,740	(2,147,495)
<b>Total Transfers In</b>	<b>\$48,386,526</b>	<b>\$48,386,526</b>	<b>\$0</b>	<b>\$63,266,181</b>	<b>\$61,118,686</b>	<b>(\$2,147,495)</b>
<b>Total Available</b>	<b>\$129,516,025</b>	<b>\$114,180,085</b>	<b>(\$15,335,940)</b>	<b>\$109,783,672</b>	<b>\$113,503,389</b>	<b>\$3,719,717</b>
Expenditures:						
FAIRFAX CONNECTOR						
Huntington Division						
Operating Expenses	\$33,980,269	\$30,104,474	(\$3,875,795)	\$32,648,805	\$34,122,360	\$1,473,555
Capital Projects	10,121,856	2,695,962	(7,425,894)	0	7,425,894	7,425,894
Capital Equipment	1,346,250	103,312	(1,242,938)	75,000	773,190	698,190
Subtotal - Huntington Division	\$45,448,375	\$32,903,748	(\$12,544,627)	\$32,723,805	\$42,321,444	\$9,597,639
Reston-Herndon Division						
Operating Expenses	\$24,277,925	\$24,204,293	(\$73,632)	\$31,392,230	\$31,698,416	\$306,186
Capital Projects	1,484,898	269,441	(1,215,457)	0	1,215,457	1,215,457
Capital Equipment	9,281,060	8,706,187	(574,873)	75,000	422,726	347,726
Subtotal - Reston-Herndon	\$35,043,883	\$33,179,921	(\$1,863,962)	\$31,467,230	\$33,336,599	\$1,869,369
West Ox Division, County						
Operating Expenses	\$22,206,932	\$16,459,432	(\$5,747,500)	\$18,759,375	\$19,125,185	\$365,810
Capital Projects	331,548	133,177	(198,371)	0	198,371	198,371
Capital Equipment	231,436	90,465	(140,971)	8,150,000	8,295,948	145,948
Subtotal - West Ox Division, County	\$22,769,916	\$16,683,074	(\$6,086,842)	\$26,909,375	\$27,619,504	\$710,129
West Ox Division, WMATA <sup>4</sup>	\$2,942,517	\$2,189,053	(\$753,464)	\$2,410,577	\$2,410,577	\$0
Subtotal - West Ox Division, County and WMATA	\$25,712,433	\$18,872,127	(\$6,840,306)	\$29,319,952	\$30,030,081	\$710,129
Total CONNECTOR Service	\$103,262,174	\$82,766,743	(\$20,495,431)	\$91,100,410	\$103,277,547	\$12,177,137
Total WMATA Service	\$2,942,517	\$2,189,053	(\$753,464)	\$2,410,577	\$2,410,577	\$0
<b>Total Bus Services</b>	<b>\$106,204,691</b>	<b>\$84,955,796</b>	<b>(\$21,248,895)</b>	<b>\$93,510,987</b>	<b>\$105,688,124</b>	<b>\$12,177,137</b>
Systemwide Projects <sup>8</sup>	\$4,722,206	\$1,779,626	(\$2,942,580)	\$0	\$2,942,580	\$2,942,580
Commuter Rail <sup>9</sup>	5,311,867	4,747,685	(564,182)	4,747,685	4,747,685	0
<b>Total Expenditures</b>	<b>\$116,238,764</b>	<b>\$91,483,107</b>	<b>(\$24,755,657)</b>	<b>\$98,258,672</b>	<b>\$113,378,389</b>	<b>\$15,119,717</b>

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	<b>FY 2014 Estimate</b>	<b>FY 2014 Actual</b>	<b>Increase (Decrease) (Col. 2-1)</b>	<b>FY 2015 Adopted Budget Plan</b>	<b>FY 2015 Revised Budget Plan</b>	<b>Increase (Decrease) (Col. 5-4)</b>
Transfers Out:						
General Fund (10001)	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0
Total Transfers Out	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0
<b>Total Disbursements</b>	<b>\$120,238,764</b>	<b>\$95,483,107</b>	<b>(\$24,755,657)</b>	<b>\$98,258,672</b>	<b>\$113,378,389</b>	<b>\$15,119,717</b>
<b>Ending Balance<sup>10</sup></b>	<b>\$9,277,261</b>	<b>\$18,696,978</b>	<b>\$9,419,717</b>	<b>\$11,525,000</b>	<b>\$125,000</b>	<b>(\$11,400,000)</b>
Transportation-Related Requirements	\$3,452,261	\$16,424,483	\$12,972,222	\$0	\$0	\$0
Reserve: Bus Replacement <sup>6</sup>	5,700,000	0	(5,700,000)	11,400,000	0	(11,400,000)
Reserve for C&I Services	0	2,147,495	2,147,495	0	0	0
Reserve for Bus Shelter Program <sup>3</sup>	125,000	125,000	0	125,000	125,000	0
<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 includes 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> Fare revenue is received either directly by the County as SmarTrip fare payments, or indirectly through the contractor, who credits cash receipts to the monthly bus operations contract bill.

<sup>3</sup> The Bus Shelter Advertising Program was established in FY 2011 as a public-private partnership to provide for bus shelter construction and maintenance. An amount of \$125,000 of this revenue is held in reserve for unanticipated County maintenance expenditures related to this program in the event the developer defaults on the contract.

<sup>4</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. Both WMATA expenditures and the offsetting WMATA reimbursement are being adjusted in FY 2015 to more accurately reflect the actual experience to date.

<sup>5</sup> State Aid for mass transit is disbursed to the Northern Virginia Transportation Commission (NVTC), where it is made available to the County.

<sup>6</sup> A CONNECTOR Bus Replacement Program was established in FY 2014; however, in lieu of annually transferring funds from NVTC as originally budgeted in FY 2014 and FY 2015, the funds will be held in reserve at NVTC. Funds will be transferred to the County and appropriated for replacement bus purchases as scheduled in the multi-year replacement cycle. At the end of FY 2015 the NVTC bus replacement reserve will total \$11.4 million.

<sup>7</sup> The FY 2015 Adopted transfer of \$26.2 million from Fund 40010, County and Regional Transportation Projects is consistent with a transportation funding list periodically updated and approved by the Board of Supervisors. Of this total, \$21.7 million from the Commercial and Industrial (C&I) real estate revenue will fund: West Ox Division rush hour and midday service; support for increased frequencies on overcrowded priority bus routes (Routes 171, 401/402, 950), which were expanded in FY 2010; support of Transit Development Plan expansions of bus service hours at all three operating divisions; support of I-495 Express lanes service and the Tysons Circulator; \$3.3 million from HB 2313 local revenues will fund the implementation of Dulles Rail Phase I bus service beginning in the middle of FY 2014; and \$1.2 million from parking fees will fund operations and maintenance of the Wiehle-Reston East Metrorail Station parking garage. Unused FY 2014 balance is applied as part of the *FY 2015 Revised Budget Plan*, reducing the amount to be transferred from Fund 40010, County and Regional Transportation Projects by \$2.1 million. Additional State Aid will be used to offset.

<sup>8</sup> Funds in Systemwide Projects are used to support multi-year Board-approved transportation studies such as the comprehensive Transportation Development Plan (TDP) update required by the Virginia Department of Rail and Public Transportation (DRPT).

<sup>9</sup> Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction.

<sup>10</sup> The fund balance fluctuates based on projected operating and capital requirements that change annually. A substantial portion of unspent funding is carried forward each year, resulting in changes to the ending balance.