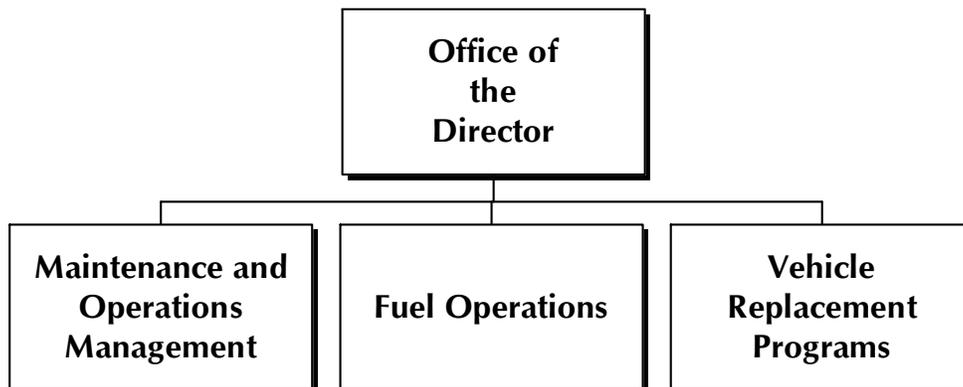


Fund 503

Department of Vehicle Services



Mission

To establish efficient and effective delivery of fleet services by providing customer agencies with safe, reliable, economical, and environmentally-sound transportation and related support services which are responsive to the needs of customer departments, and which conserve the value of the vehicle and equipment investment.

Focus

The Department of Vehicle Services (DVS) provides management and maintenance services to the County's vehicle fleet and maintenance support to the Fairfax County Public Schools (FCPS). At the end of FY 2009, there was a combined County and School fleet of approximately 5,860 units, of which 5,814 are maintained by DVS. Of these units, approximately 2,270 units belong to FCPS. The remaining 3,590 County units consist of approximately 1,500 units with specialized equipment (i.e., dump trucks, wreckers) or a police package, 750 vehicles over one half ton in capacity, 710 "light fleet" vehicles supporting programs and services, and 630 non-motorized units (trailers, mowers, snow plow blades). Not included in the County fleet count are vehicles owned by the Fairfax County Water Authority, FASTRAN programs, or FAIRFAX CONNECTOR buses.

The department has four maintenance facilities. The Jermantown and West Ox facilities are located on the western side of the County, and the Newington and Alban facilities are located on the south end of the County. These facilities provide timely, responsive and efficient vehicle repairs/services, including effective towing and road services at competitive prices. Major modifications to the Alban facility to improve efficiency of vehicle maintenance were completed in FY 2010.

DVS manages the County's Vehicle Replacement Fund, which accumulates funding over a vehicle's life in order to pay for the replacement of that vehicle when it meets replacement criteria. The current replacement criteria include the age, mileage, and condition of the vehicle. This fund is intended primarily for General Fund agencies. As of July 2009, 32 agencies participate in the fund, which includes approximately 2,350 units. Additionally, DVS manages funds for Helicopter, Boat, and Police Specialty Vehicle Replacement for the Police Department; an Ambulance and a Large Apparatus Replacement Fund for the Fire and Rescue Department; and a FASTRAN Bus Replacement Fund for the Department of Neighborhood and Community Services. These funds allow the Police Department, Fire and Rescue Department, and Department of Neighborhood and Community Services to make fixed annual payments to ensure the availability of future funds for a regular replacement program.

DVS manages the County's fuel program, including maintenance of the County's 52 fuel sites. These sites are located at police stations, fire stations, schools, DVS maintenance facilities, Public Works facilities and Park Authority maintenance centers. In FY 2010, the FuelForce application and database was upgraded for consolidation purposes and to provide the latest efficiency, reliability and secure data management for daily fuel transactions and uploads. The upgrade provided reduced data storage and maintenance costs. In FY 2007, DVS installed automated software at the largest two fuel sites owned by the Park Authority and subsequently again in FY 2009, at the third and fourth largest Park Authority fuel sites, bringing the total

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number of automated sites to 41. In late FY 2009, the McConnell Public Safety and Transportation Operations Center (MPSTOC) opened with three 20,000 gallon diesel tanks. These tanks provide fuel for Metro and Connector buses. Although, DVS (using a contractor) provides and bills the fuel to the Fairfax County Department of Transportation, they use software provided by Metro to control the fuel use. DVS tightened controls over fuel charges to ensure agencies charge fuel directly to their agency vehicle codes and minimize the use of miscellaneous fuel codes.

Other services provided by DVS include: emergency roadside repair; oversight and records maintenance, including security administration for the County's Fleet Maintenance System; analysis of current fleet mileage and usage; evaluation of new technologies; operation of the County's motor pool; technical support/review of specifications; and initiating purchase requests for County vehicles and related equipment.

M4 Fleet Maintenance system training for customers and employees will continue in FY 2011. This will include training, as needed, on new releases and enhancements as well as customer training on any new module. For example, in late FY 2009 the "incident" module in M4 was rolled out to all Police Department stations and police vehicle coordinators. This module allows police staff to enter requests for any type of vehicle repair and to prioritize the importance of the repair directly into the Fleet Maintenance system. This successful roll-out involved the coordination and the training of dozens of Police staff.

Also, the DVS M4 task force will continue to work with staff and customers to examine M4 business processes and identify efficiencies. In FY 2009, several new processes were put into place. These included: streamlining the process for entering new vehicles into M4; expanding an existing form to allow some end-users to enter component detail (e.g., transmission numbers, tire sizes, and engine serial numbers); and establishing a process for notifying technicians when they open a repair order for a vehicle due for an upcoming replacement, to discuss whether to complete the order with their supervisor before making a costly repair. The task force continues to examine new M4 releases and enhancements and has a list of other efficiencies that will be carefully reviewed and rolled out as needed (e.g., notifying customers via email when a vehicle is ready to be picked up after a repair).

In FY 2005, DVS and the Department of Management and Budget finalized a procedural memorandum for a fleet utilization policy with the goal of balancing the investment in the fleet while ensuring that departments and agencies have the fleet means to support their missions. This policy established a Fleet Utilization Management Committee (FUMC) with the responsibility to routinely review the vehicle and equipment fleet to ensure that fleet use and practices are in compliance with the procedural memorandum. In FY 2011, the FUMC will continue its annual review of the County fleet to ensure that fleet levels currently in place within each agency are appropriate to actual program and service requirements. It should be noted that a total of 181 vehicles have been rotated, reassigned, or sold as part of previous reviews. The FUMC also routinely reviews agency requests for fleet additions to ensure a legitimate need for fleet growth.

DVS continues to strive for economically responsible environmental stewardship by working increased fuel mileage capabilities and reduced emissions characteristics into vehicle specifications. DVS has established a solid base of hybrid cars in the fleet, including one of the few "plug-in" hybrids in the eastern U.S. In anticipation of the possible adoption of ethanol as a motor fuel, DVS continues to add "flex-fuel" vehicles that can use either E85 or gasoline or any combination. Cooperative hybrid development efforts across the industry are coming to fruition as major truck manufacturers begin to announce the offering of commercialized hybrid power trains in certain medium and heavy duty applications. Where practical, DVS includes options for hybrid power trains in county truck specifications. The fleet now includes one heavy duty hybrid cargo truck. Grant funding was received in FY 2010 to fund one hydraulic hybrid solid waste truck and one plug-in hybrid electric school bus.

DVS is now focusing efforts on County subfleets that operate high-use vehicles associated with high fuel consumption. One such subfleet is the solid waste transfer tractors and trailers. In 2009, six transfer tractors were retrofitted with battery powered heater-air conditioner units in a pilot project to enable crews to endure unavoidable waiting periods without idling the truck engine.

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The Washington Metropolitan area continues to be designated in non-attainment of the National Ambient Air Quality Standards for ground-level ozone and particulate matter by the U.S. Environmental Protection Agency (EPA). As part of the County's numerous environmental efforts, DVS is continuing to retrofit the County and FCPS diesel fleets with emissions-reducing technologies and specifications for new, heavy duty trucks favor the cleanest diesel engines. EPA awarded a grant to DVS to install advanced exhaust retrofits on 32 school buses as a technology demonstration for a product that is expected to reduce ozone forming emissions by at least 65 percent and particulate matter by at least 90 percent. Installations are scheduled to begin in late FY 2010. DVS will continue to explore grant opportunities for emissions reduction efforts as they become available.

FY 2011 Budget Reduction Impact Summary

A major impact of budget reductions for DVS is the programmatic impact of extending the County's vehicle replacement criteria. Effective October 2008, the County Executive halted all vehicle replacements until further notice. This action, which resulted in a one year moratorium on most vehicle purchases, provided a one-time savings of \$5.0 million by extending the life of vehicles in the County's fleet by one year. It should be noted that this directive included all vehicles except those such as ambulances, large fire apparatus, school buses, and police helicopters which require multiple-year processes to procure and replace. Non-general fund agencies were not impacted by this decision.

In October 2009, senior staff discussed extending the moratorium one additional year by adding a second additional year to the replacement criteria. The discussion included the risks of an older fleet, combined with the one-time savings to be gained from the extension. After these discussions, the decision was made to extend the criteria a second year, with the same exceptions noted above. This action will result in a one-time savings of \$4.0 million (which will be transferred out to the General Fund as part of the FY 2011 Adopted Budget Plan), for a total savings of \$9.0 million over the two year period. The lower amount of savings in year two reflects a recognition that additional funds will likely be required to maintain and replace vehicles in an older fleet.

During the two year period from October 2008 to October 2010, DVS will only replace vehicles that are uneconomical to repair. The impact of this action will be to effectively extend the vehicle replacement criteria by two years. It is likely that agencies will experience additional maintenance costs in FY 2011 as a result of the aged fleet. Assuming no further changes to the policy, vehicles that were scheduled for purchase in FY 2009 but were delayed due to this decision will begin being purchased in November 2010 (FY 2011). In FY 2011, replacement charges to agencies will continue to be billed as done in previous years to allow for accumulated balances to be transferred to the General Fund.

It should also be noted that there is an ongoing impact associated with \$0.4 million in reductions that were included in the FY 2010 Adopted Budget Plan. These reductions, which included the loss of 3/3.0 SYE positions (one mechanic, one supervisor, and one administrative position,) as well as a 50 percent reduction in employee training and a 50 reduction in the employee tool allowance, result in increased workload and other related challenges for remaining staff.

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Department of Vehicle Services

Budget and Staff Resources

Agency Summary					
Category	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2011 Advertised Budget Plan	FY 2011 Adopted Budget Plan
Authorized Positions/Staff Years					
Regular	261/ 261	258/ 258	258/ 258	258/ 258	258/ 258
Expenditures:					
Personnel Services	\$18,480,530	\$19,275,270	\$19,275,270	\$19,275,270	\$19,275,270
Operating Expenses	35,212,165	43,093,157	44,521,161	40,400,292	40,400,292
Capital Equipment	11,343,074	12,770,617	15,587,678	9,891,685	9,891,685
Capital Projects	1,177,385	0	682,382	0	0
Total Expenditures	\$66,213,154	\$75,139,044	\$80,066,491	\$69,567,247	\$69,567,247

FY 2011 Funding Adjustments

The following funding adjustments from the FY 2010 Adopted Budget Plan are necessary to support the FY 2011 program. Included are all adjustments recommended by the County Executive that were approved by the Board of Supervisors, as well as any additional Board of Supervisors' actions, as approved in the adoption of the budget on April 27, 2010.

- Employee Compensation** **\$0**
 It should be noted that no funding is included for pay for performance awards or market rate adjustments in FY 2011.
- Operating Expenses** **(\$2,692,865)**
 A decrease of \$2,692,865 is due primarily to both a lower total numbers of gallons projected in FY 2011 compared to originally budgeted FY 2010 levels and revised price per gallon estimates.
- Capital Equipment** **\$9,891,685**
 Capital Equipment funding of \$9,891,685 includes the following: \$6,341,685 for the purchase of 273 vehicles that were eligible but not replaced in FY 2009 due to the decision to delay vehicle replacement by two years; \$780,000 for the purchase of three vehicles out of the Ambulance Replacement Fund; and \$2,770,000 is for the purchase of four vehicles out of the Fire Apparatus Replacement Fund

Changes to FY 2010 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2010 Revised Budget Plan since passage of the FY 2010 Adopted Budget Plan. Included are all adjustments made as part of the FY 2009 Carryover Review, FY 2010 Third Quarter Review, and all other approved changes through April 20, 2010.

- Carryover Adjustments** **\$12,692,669**
 As part of the FY 2009 Carryover Review, the Board of Supervisors approved an increase of \$12,692,669 due to encumbered carryover of \$3,596,142 and unencumbered carryover of \$9,096,527. The unencumbered total includes \$5,609,800 for the replacement of two Bell 407 helicopters by the Police Department, whose purchase has been delayed pending negotiations with the vendor. In addition, \$1,286,134 is associated with the Board-approved vehicle retrofit program. The retrofit program is intended to reduce regulated emissions by retrofits, alternative fuel, or other substantive and cost-effective means. Funds were not spent due to appropriate emissions reduction technology for exhaust retrofits having not yet been identified. The remaining amount includes \$704,356 for Capital projects out of the Facility Infrastructure/Renewal Reserve, \$629,539 for the purchase of Fire and Rescue Large Apparatus vehicles, \$616,698 for the purchase of FASTRAN replacement buses that were delayed in FY 2009 and \$250,000 for the purchase of a marine boat out of the Boat Replacement Reserve, the purchase of which was delayed pending final 2010 budget decisions.

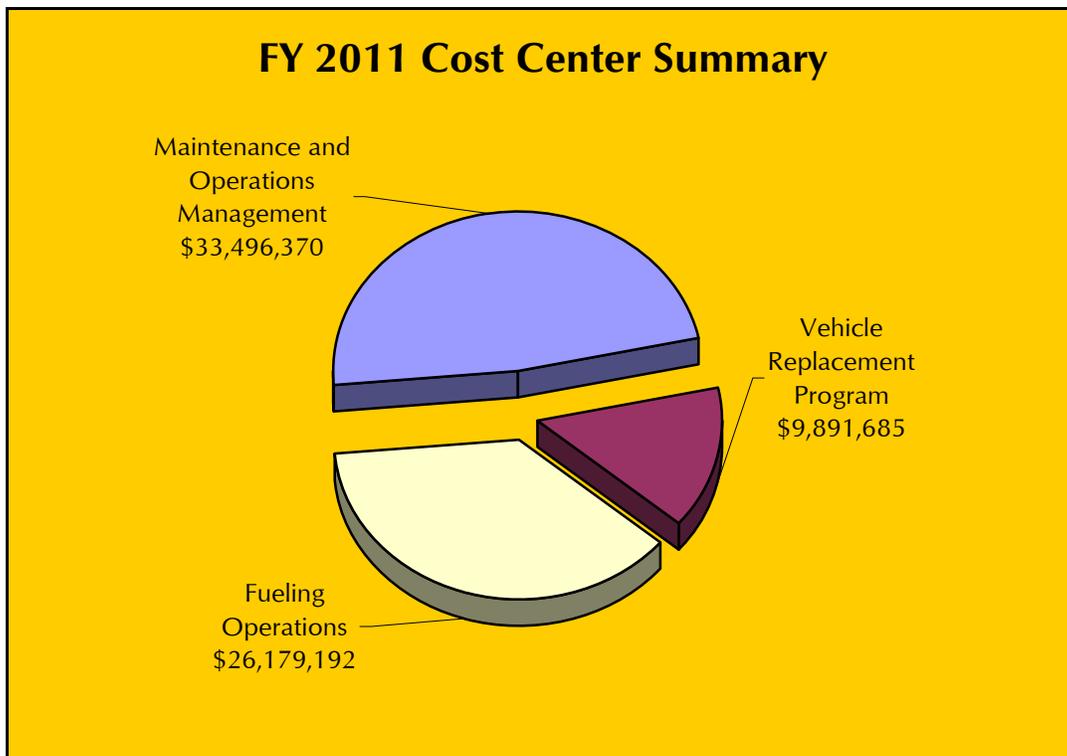
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- ◆ **Third Quarter Adjustments** (\$7,765,222)
 As part of the *FY 2010 Third Quarter Review*, the Board of Supervisors approved a decrease \$7,765,222 or 8.8 percent from the *FY 2010 Revised Budget Plan* total of \$87,831,713. Of this total, \$4,236,225 is due to the deferral of the replacement of the majority of vehicles in the County fleet vehicles as directed by the County Executive, \$1,133,679 is due to there being no replacements anticipated to the FASTRAN bus fleet, while the remaining \$2,395,318 is savings in Facility Infrastructure/Renewal funding and Operating Expenses.

Cost Centers

The Department of Vehicle Services provides services in support of the County's fleet in three distinct cost centers: Maintenance and Operations Management, Vehicle Replacement Program, and Fueling Operations. The majority of the agency's positions and funding is centered in maintenance and operations.



Maintenance and Operations Management

Funding Summary					
Category	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2011 Advertised Budget Plan	FY 2011 Adopted Budget Plan
Authorized Positions/Staff Years					
Regular	259/ 259	256/ 256	256/ 256	256/ 256	256/ 256
Total Expenditures	\$33,992,780	\$33,516,146	\$34,627,065	\$33,496,370	\$33,496,370

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Position Summary					
1	Director	12	Auto Parts Specialists I	3	Maintenance Trade Helpers II
2	Assistant Directors	6	Assistant Superintendents	1	Business Analyst III
3	Administrative Assistants IV	1	Inventory Mgmt. Supervisor	1	Network Telecom Analyst II
2	Administrative Assistants III	2	Management Analysts III	1	Information Technology Tech. II
9	Administrative Assistants II	1	Management Analyst II	17	Sr. Motor Mech. Supervisors
3	Auto Body Repairers II	1	Management Analyst I	5	Motor Equipment Superintendents
3	Auto Body Repairers I	101	Mechanics II	3	Warehouse Supervisors
8	Auto Parts Specialists II	68	Mechanics I	1	Warehouse Specialist
				1	Warehouse Worker Driver Helper
TOTAL POSITIONS					
256 Positions / 256.0 Staff Years					

Key Performance Measures

Goal

To provide timely, responsive, and efficient vehicle repairs/services, including effective towing and road services, at competitive prices for County-owned vehicles.

Objectives

- ◆ To maintain a vehicle availability rate of at least 97 percent on 100 percent of operating days.

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 2007 Actual	FY 2008 Actual	FY 2009 Estimate/Actual	FY 2010	FY 2011
Output:					
Units maintained (1)	5,676	5,784	5,819 / 5,814	5,836	5,836
Vehicle equivalents maintained	21,779	22,288	22,276 / 22,635	22,664	22,664
Efficiency:					
Maintenance cost per vehicle equivalent	\$1,428	\$1,443	\$1,517 / \$1,447	\$1,491	\$1,491
Parts inventory value per vehicle	\$264	\$251	\$249 / \$249	\$249	\$249
Parts inventory fill rate	90.3%	90.4%	91.0% / 91.3%	91.0%	91.0%
Parts inventory turnover	4.73	5.18	4.75 / 5.32	5.00	5.00
Service Quality:					
Parts inventory accuracy	96.5%	96.4%	97.0% / 98.7%	99.5%	99.5%
Percent of customers satisfied	95.0%	100.0%	95.0% / 98.0%	97.0%	96.0%
Outcome:					
Vehicle availability rate	97.8%	98.0%	97.0% / 98.2%	97.0%	97.0%
Percent of days 97% target was achieved	100.0%	100.0%	100.0% / 99.2%	100.0%	100.0%

(1) "Units maintained" in any given year may include vehicles authorized as additions in a previous year, but not received until the indicated year.

Performance Measurement Results

In FY 2009, DVS was able to ensure, on a countywide basis, that customer agency vehicles were available for use 98.2 percent of the time and were in safe operational condition. A total of 5,814 County and School units (motorized and non-motorized) were maintained. The FY 2009 increases in maintained units and in vehicle equivalents maintained was primarily due to an increase in school buses and police cruisers.

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DVS kept the FY 2009 maintenance cost per vehicle equivalent below the rate estimated. Due to an aggressive inventory management campaign, the parts inventory value per vehicle decreased while the inventory turnover increased. The inventory fill rate and inventory accuracy were more than estimated for FY 2009 as a result of a focused effort on improvement in these areas. In FY 2009, DVS achieved a customer satisfaction rating of 98.0 percent and this is expected to decrease marginally throughout FY 2010 and FY 2011 primarily due to continued budget constraints.

Vehicle Replacement Program

Funding Summary					
Category	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2011 Advertised Budget Plan	FY 2011 Adopted Budget Plan
Authorized Positions/Staff Years					
Regular	1/ 1	1/ 1	1/ 1	1/ 1	1/ 1
Total Expenditures	\$11,246,941	\$12,770,617	\$15,514,650	\$9,891,685	\$9,891,685

Position Summary	
1	Engineer III
TOTAL POSITIONS	
1	Position / 1.0 Staff Year

Key Performance Measures

Goal

To provide administrative and financial oversight for the Vehicle Replacement, Large Apparatus, Ambulance, Vehicle Specialty, FASTRAN, and other replacement funds and to ensure that vehicles are replaced within the established criteria (i.e., miles, years and condition).

Objectives

- ◆ To order vehicles that meet replacement criteria within the fiscal year. Given the two year moratorium on the majority of vehicle replacements from October 2008 through October 2010, this total is estimated at 39 percent in FY 2011.

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 2007 Actual	FY 2008 Actual	FY 2009 Estimate/Actual	FY 2010	FY 2011
Output:					
Vehicles in Vehicle Replacement Reserve (VRR)	2,255	2,303	2,328 / 2,342	2,342	2,342
Technical reviews processed	180	173	170 / 96	110	130
Vehicles meeting VRR criteria	265	299	305 / 281	530	705
Vehicles ordered/replaced	265	299	305 / 24	52	273
Efficiency:					
VRR administrative cost per vehicle	\$25.95	\$26.58	\$28.80 / \$28.01	\$29.29	\$29.29
Service Quality:					
Percent of customers satisfied	95.0%	100.0%	95.0% / 94.0%	90.0%	85.0%

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Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 2007 Actual	FY 2008 Actual	FY 2009 Estimate/Actual	FY 2010	FY 2011
Outcome:					
Percent of vehicles meeting criteria that are replaced	100.0%	100.0%	100.0% / 9.0%	10.0%	39.0%

Performance Measurement Results

The number of vehicles in the Vehicle Replacement Reserve (VRR) continued to grow in FY 2009, particularly due to the addition of vehicles that were not previously in the fund, but were in vehicle classes and agencies eligible to participate. The total number of vehicles in the fund increased from 2,303 in FY 2008 to 2,342 in FY 2009, a number which is expected to remain flat in FY 2010 and FY 2011 due to the two year extension of vehicle replacement criteria initiated in FY 2009. As a result of the criteria extensions, DVS replaced only 9 percent of FY 2009 VRR vehicles that met the established criteria. The VRR administrative cost per vehicle increased from \$26.58 in FY 2008 to \$28.01 in FY 2009 primarily due to staff pay-for-performance increases. Customer satisfaction was rated in FY 2009 at 94 percent, and satisfaction levels are expected to decline throughout FY 2010 and FY 2011 primarily due to continued budget constraints.

Fueling Operations

Funding Summary					
Category	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2011 Advertised Budget Plan	FY 2011 Adopted Budget Plan
Authorized Positions/Staff Years					
Regular	1/1	1/1	1/1	1/1	1/1
Total Expenditures	\$20,973,433	\$28,852,281	\$29,924,776	\$26,179,192	\$26,179,192

Position Summary	
1	Heavy Equipment Operator
TOTAL POSITIONS	
1 Position / 1.0 Staff Year	

Key Performance Measures

Goal

To provide County-owned vehicle operators with effective and efficient fueling services in accordance with all federal, state, and County regulations.

Objectives

- ◆ To provide in-house fueling services that support fleet operations in order to achieve a cost savings of 5.0 cents per gallon for unleaded gasoline and 15.0 cents per gallon for diesel fuel compared to commercial fuel stations.

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Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 2007 Actual	FY 2008 Actual	FY 2009 Estimate/Actual	FY 2010	FY 2011
Output:					
Gallons of unleaded gasoline purchased	2,523,815	2,596,988	2,642,856 / 2,556,430	2,659,619	2,637,519
Gallons of diesel purchased	6,861,624	7,003,767	7,357,144 / 7,117,985	7,708,589	8,347,651
Efficiency:					
Average cost per gallon (all fuel types) (1)	\$2.18	\$2.95	\$3.41 / \$2.38	\$2.20	\$2.37
Service Quality:					
Percent of customers satisfied	95.0%	100.0%	95.0% / 99.0%	99.0%	99.0%
Outcome:					
Price savings between in-house and commercial stations: unleaded gasoline	\$0.075	\$0.108	\$0.050 / \$0.192	\$0.050	\$0.050
Price savings between in-house and commercial stations: diesel	\$0.242	\$0.115	\$0.150 / \$0.498	\$0.150	\$0.150

(1) Includes appropriate mark-up to cover overhead.

Performance Measurement Results

The Fueling Operations measures examine the cost savings between County contracts and private providers, as well as how satisfied County vehicle drivers are with fueling operations. Given the amount of fuel gallons used by the County, the savings were significant. In FY 2009, customer satisfaction ratings were at 99 percent, an excellent rating level that is expected to remain at this level in FY 2010 and FY 2011. Beginning in mid FY 2009, fuel prices began a downward trend. Similar to the private market, the average fuel cost per gallon for County customers decreased from \$2.95 in FY 2008 to \$2.38 in FY 2009. In addition, County customers purchasing unleaded gasoline saved \$0.192 per gallon and diesel fuel purchasers saved \$0.498 per gallon compared to commercial prices.

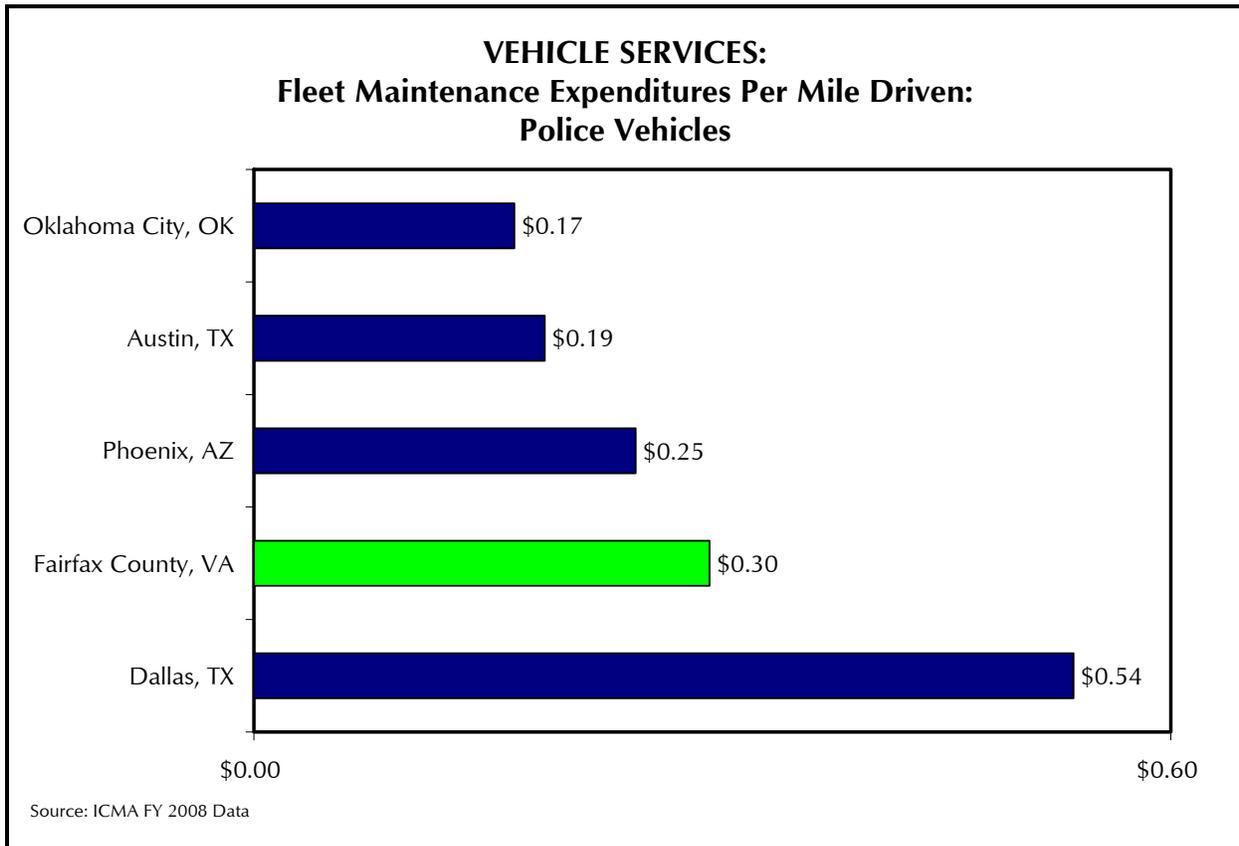
Benchmarking

As a means of enhancing accountability, benchmarking data have been included in the annual budget since FY 2005. These data are included in each of the Program Area Summaries in Volume 1 and now in Other Funds (Volume 2) as available. The majority of this benchmarking data come from the International City/County Management Association's (ICMA) benchmarking effort in which Fairfax County has participated since 2000. Approximately 220 cities, counties and towns provide comparable data annually in 15 service areas. However, not all jurisdictions provide data for every service area. An example of which is the Roads/Highways template that Fairfax County does not complete since the Commonwealth has primary responsibility for roadways in Virginia counties.

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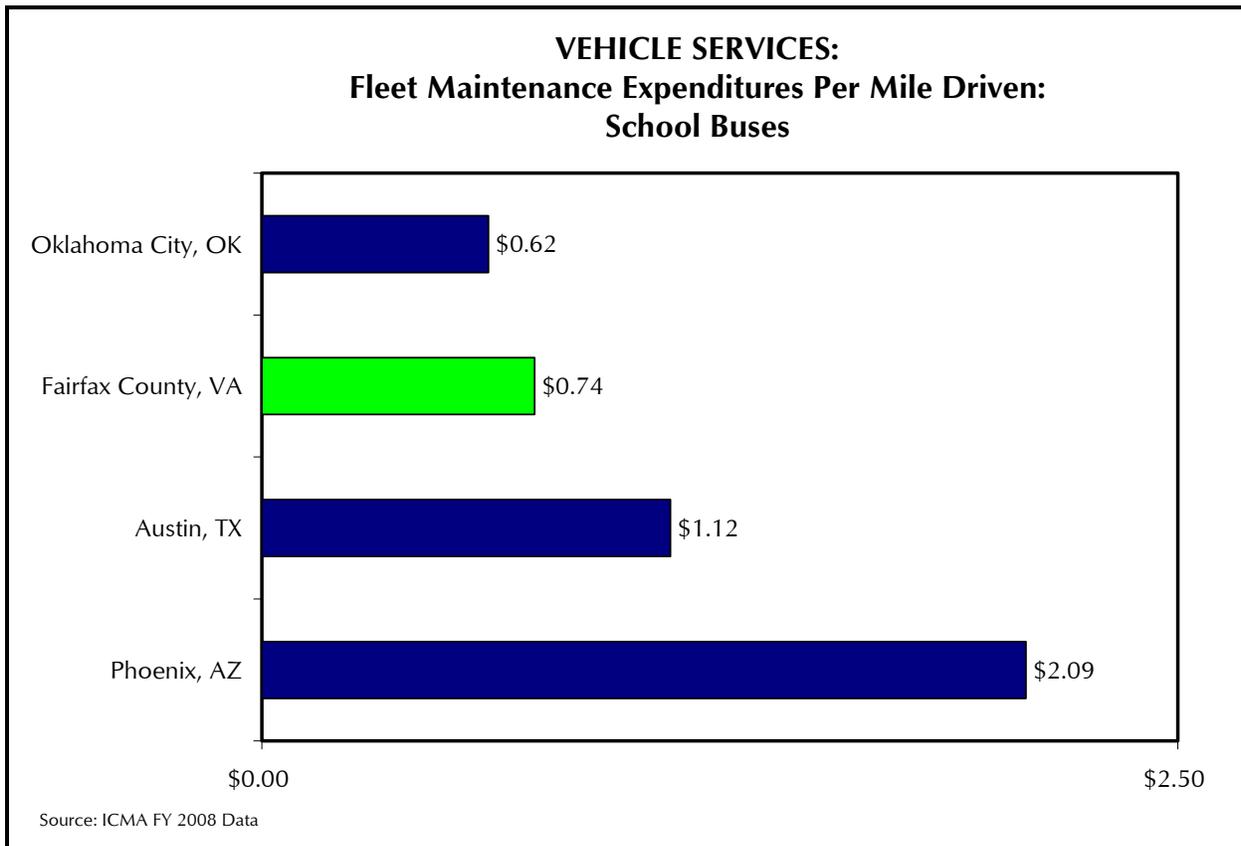
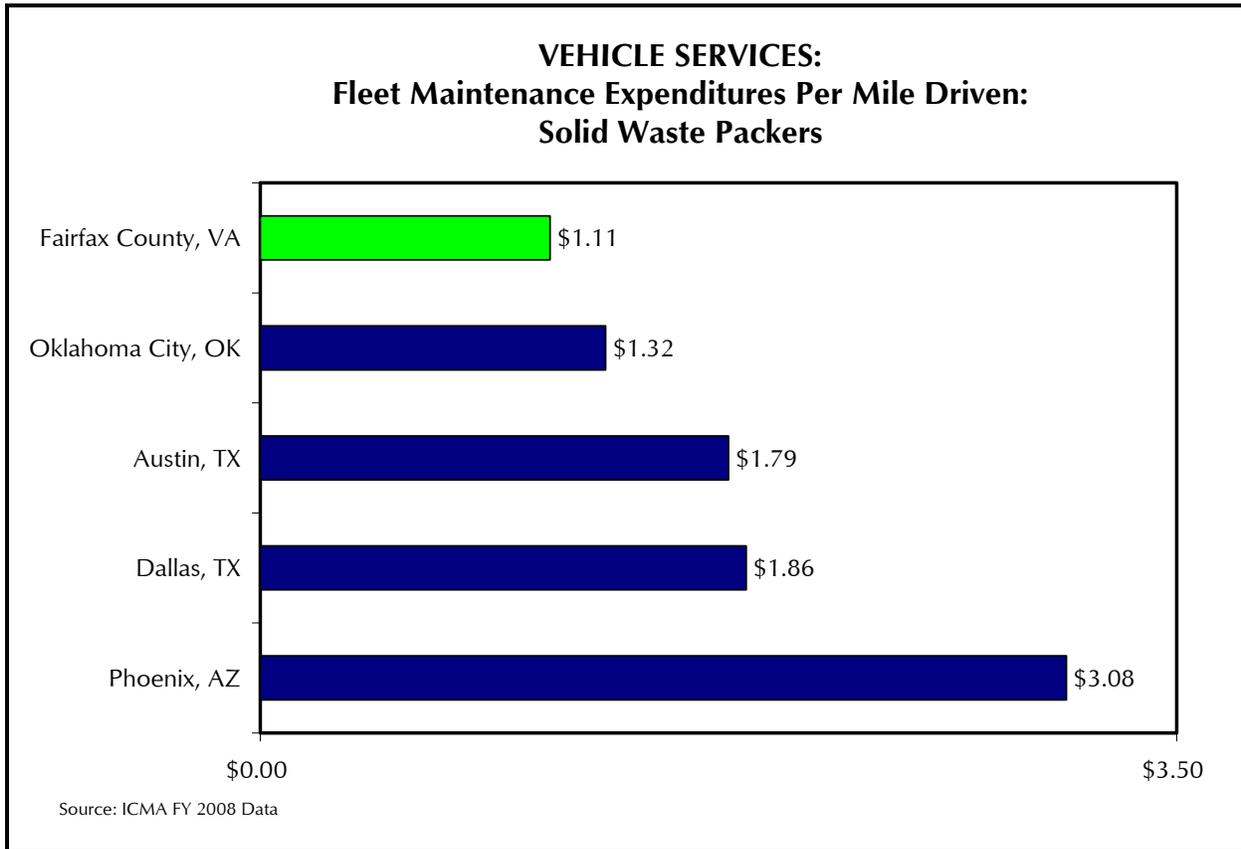
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As part of the ICMA benchmarking effort, participating local governments (cities, counties and towns) provide data on standard templates provided by ICMA in order to ensure consistency. ICMA then performs extensive checking and data cleaning to ensure the greatest accuracy and comparability of data. As a result of the time to collect the data and undergo ICMA's rigorous data cleaning processes, information is always available with a one-year delay. FY 2008 data represent the latest available information. The jurisdictions presented in the graphs on the following pages generally show how Fairfax County compares to other large jurisdictions (population over 500,000). In cases where other Virginia localities provided data, they are shown as well. Fleet Management is one of the service areas for which Fairfax County provides data. An important point to note about the ICMA comparative data effort is that since participation is voluntary, the jurisdictions that provide data have demonstrated that they are committed to becoming/remaining high performance organizations. Therefore, comparisons made through this program should be considered in the context that the participants have self-selected and are inclined to be among the higher performers than a random sample among local governments nationwide. It is also important to note that not all jurisdictions respond to all questions. In some cases, the question or process is not applicable to a particular locality or data are not available. For those reasons, the universe of jurisdictions with which Fairfax County is compared is not always the same for each benchmark.



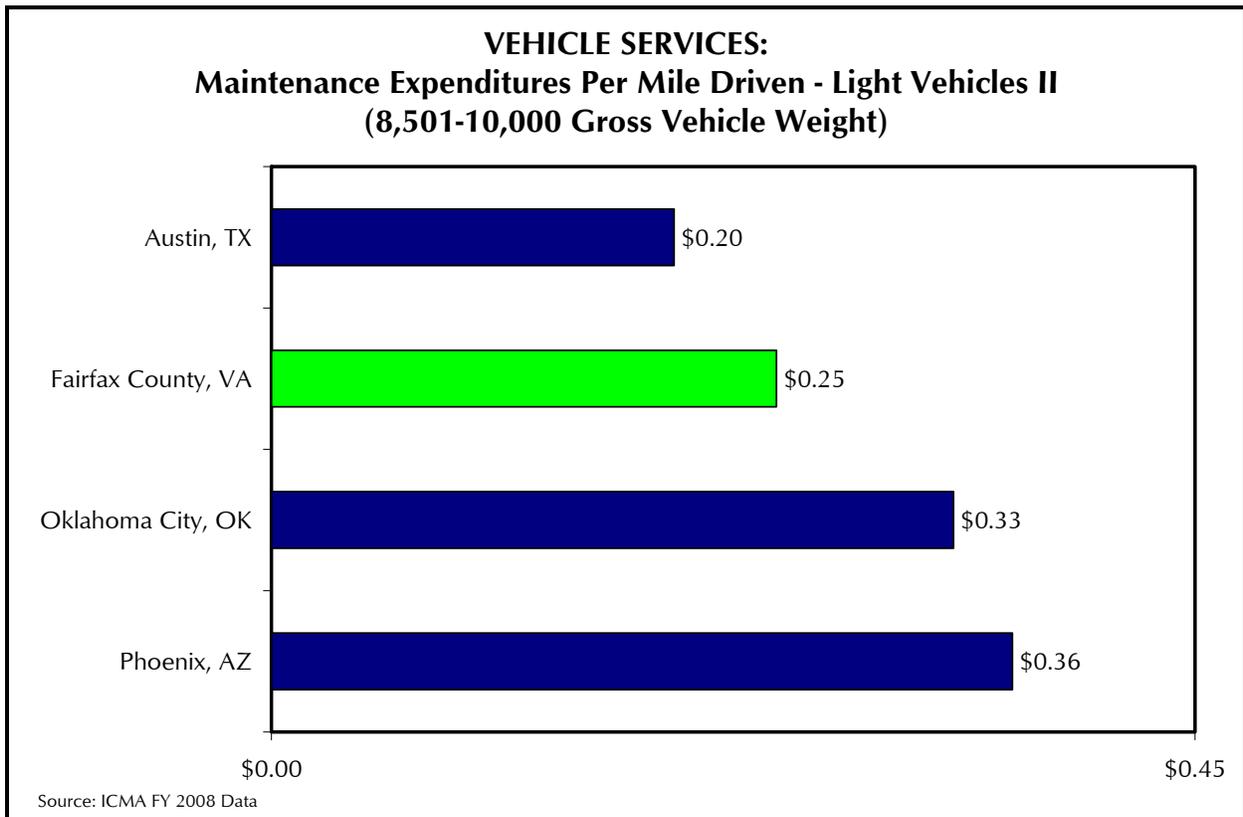
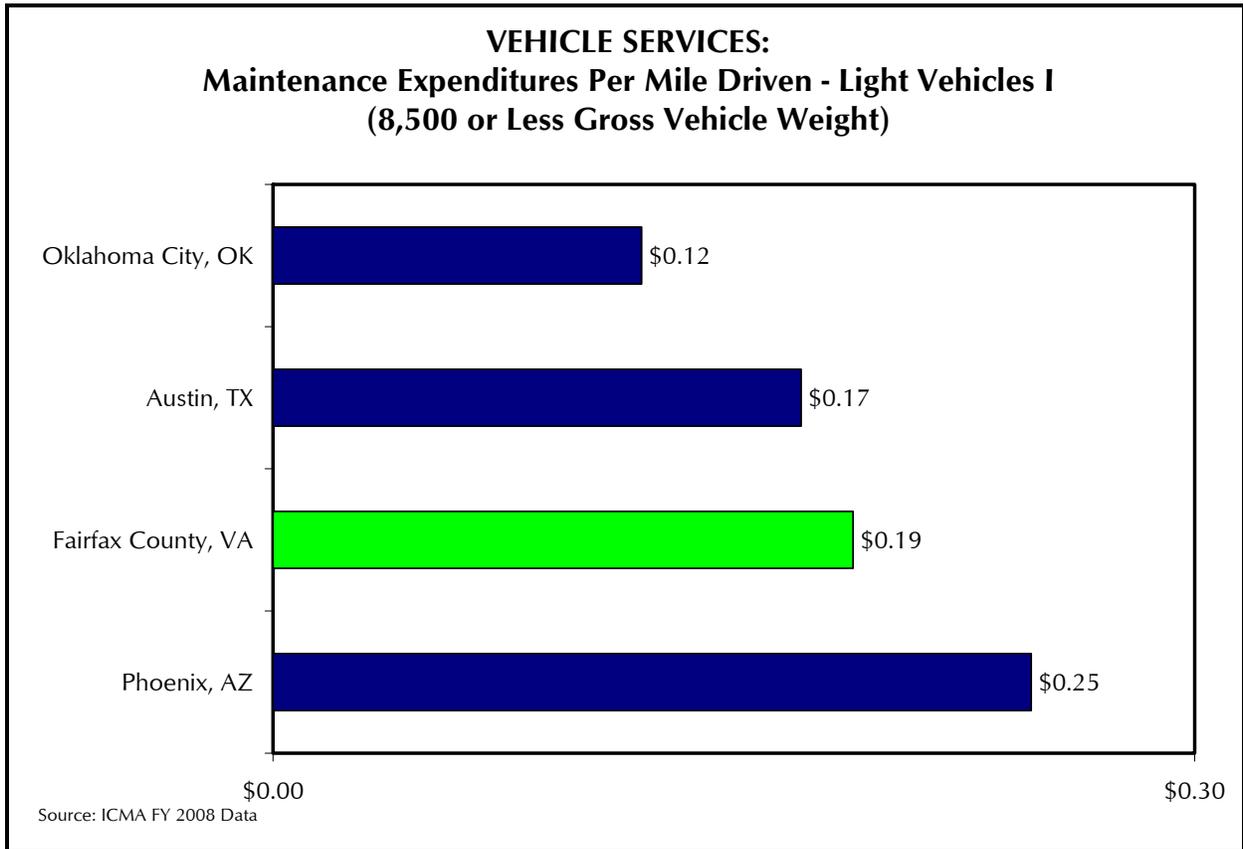
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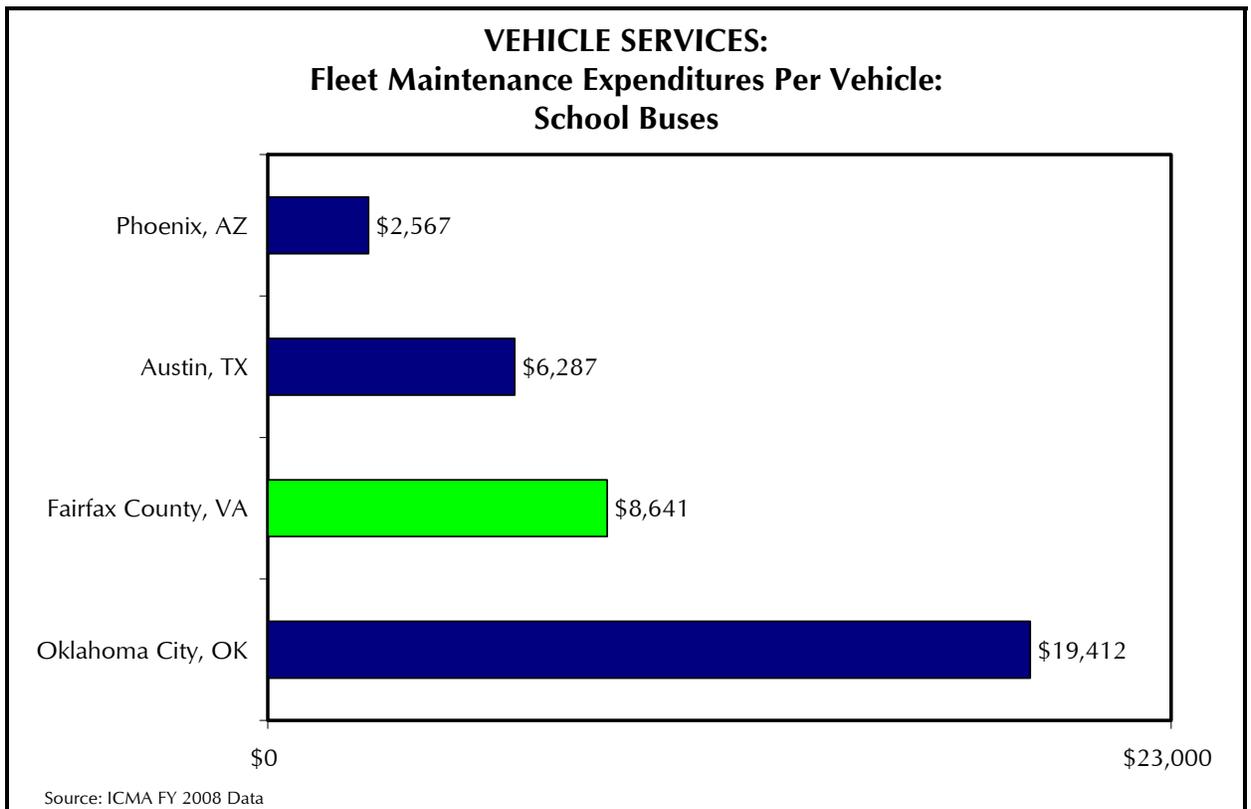
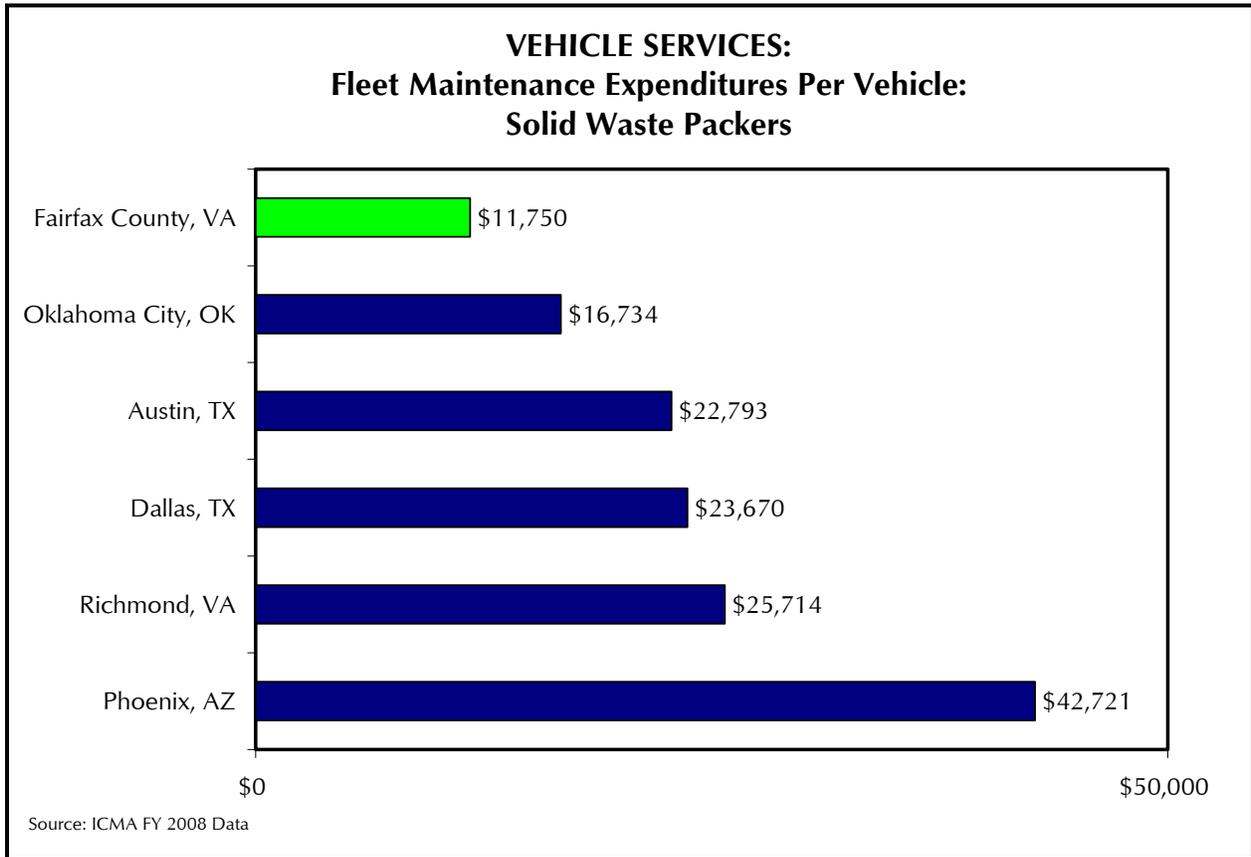


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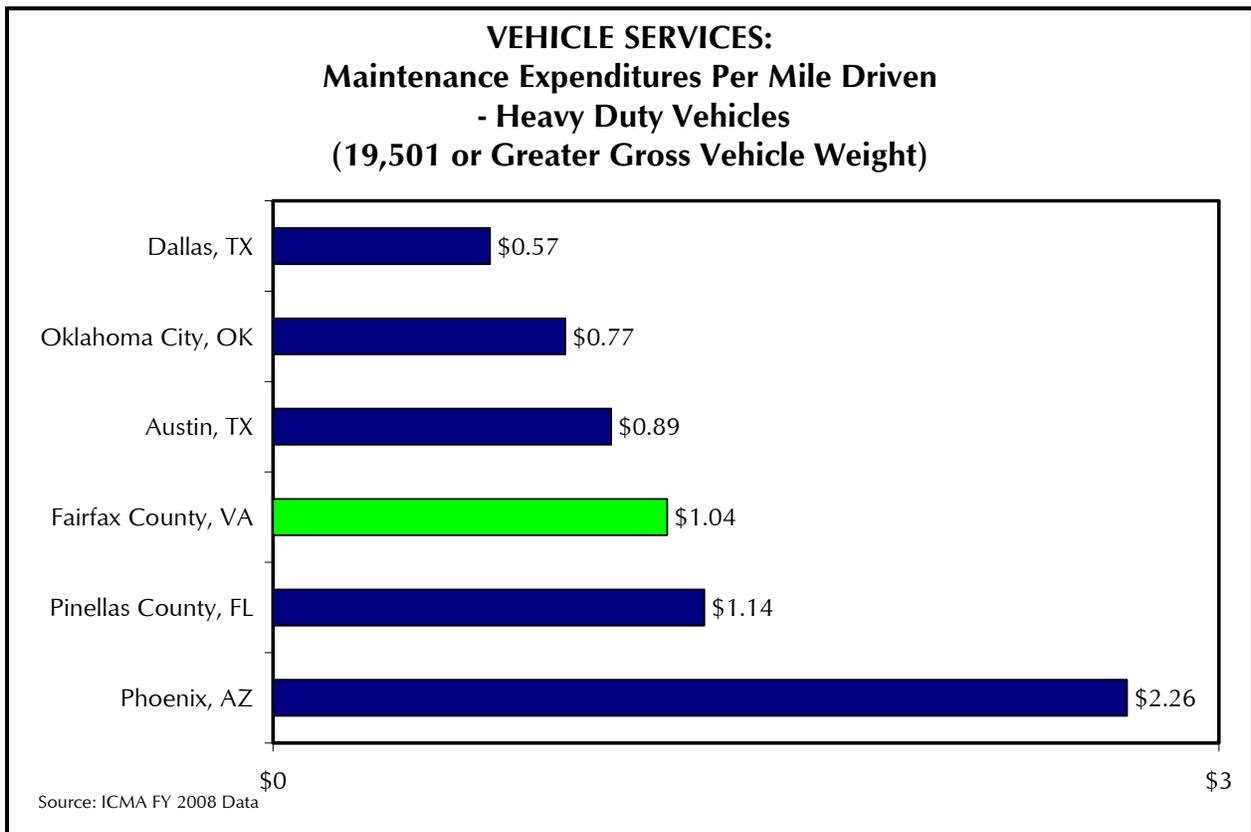
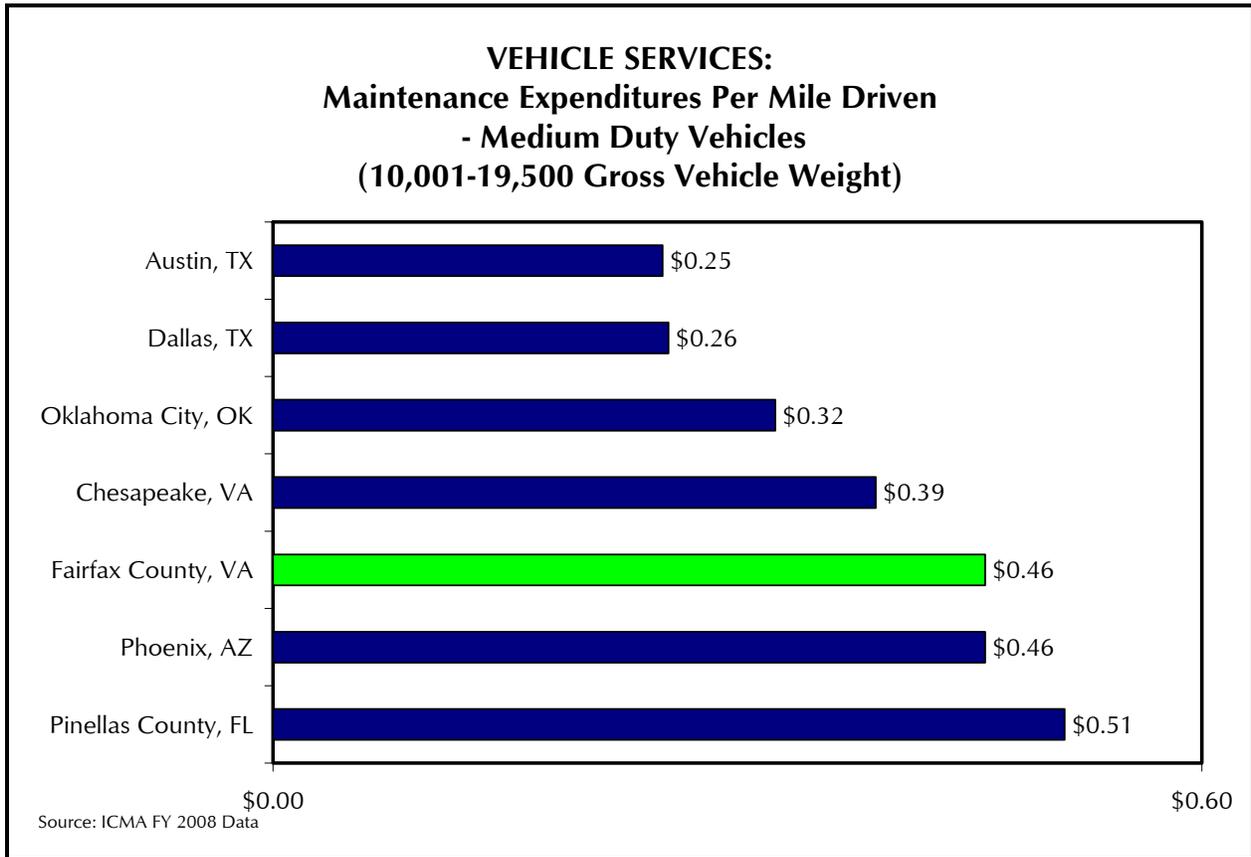


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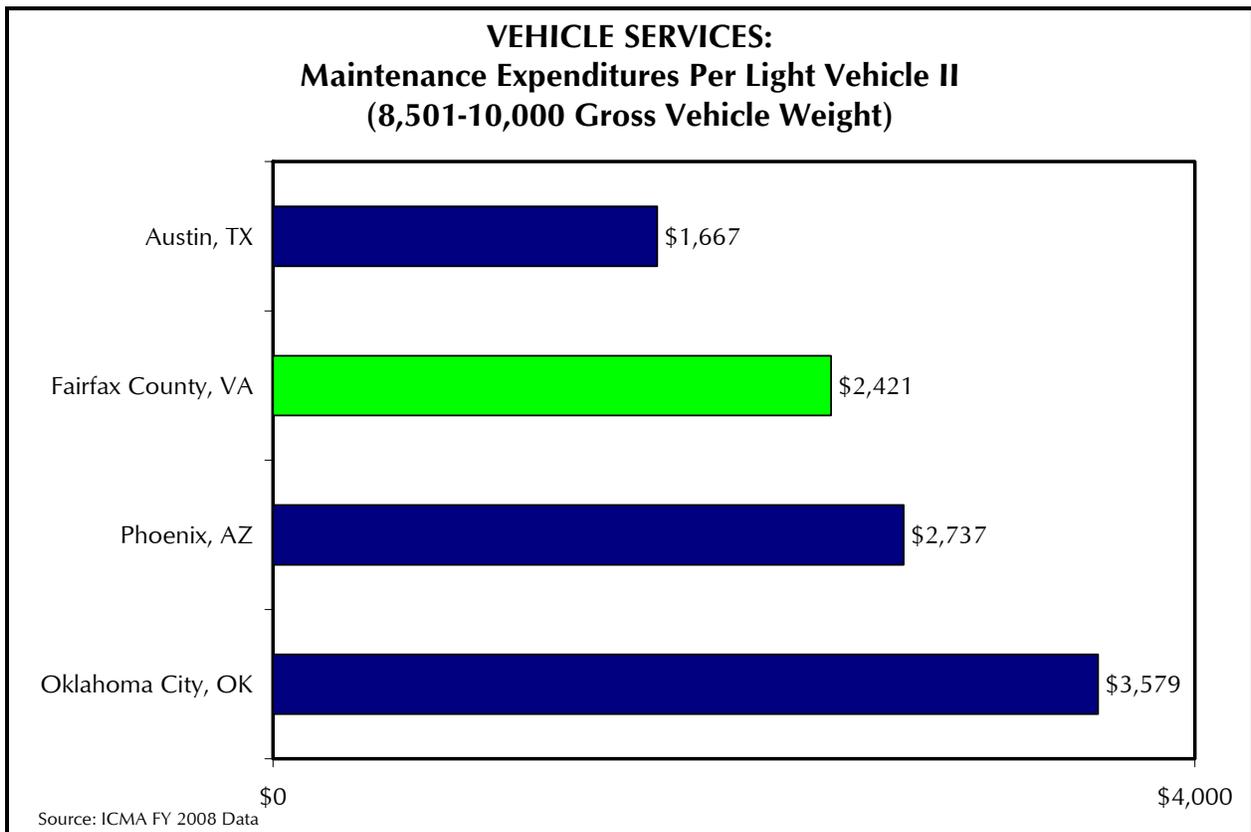
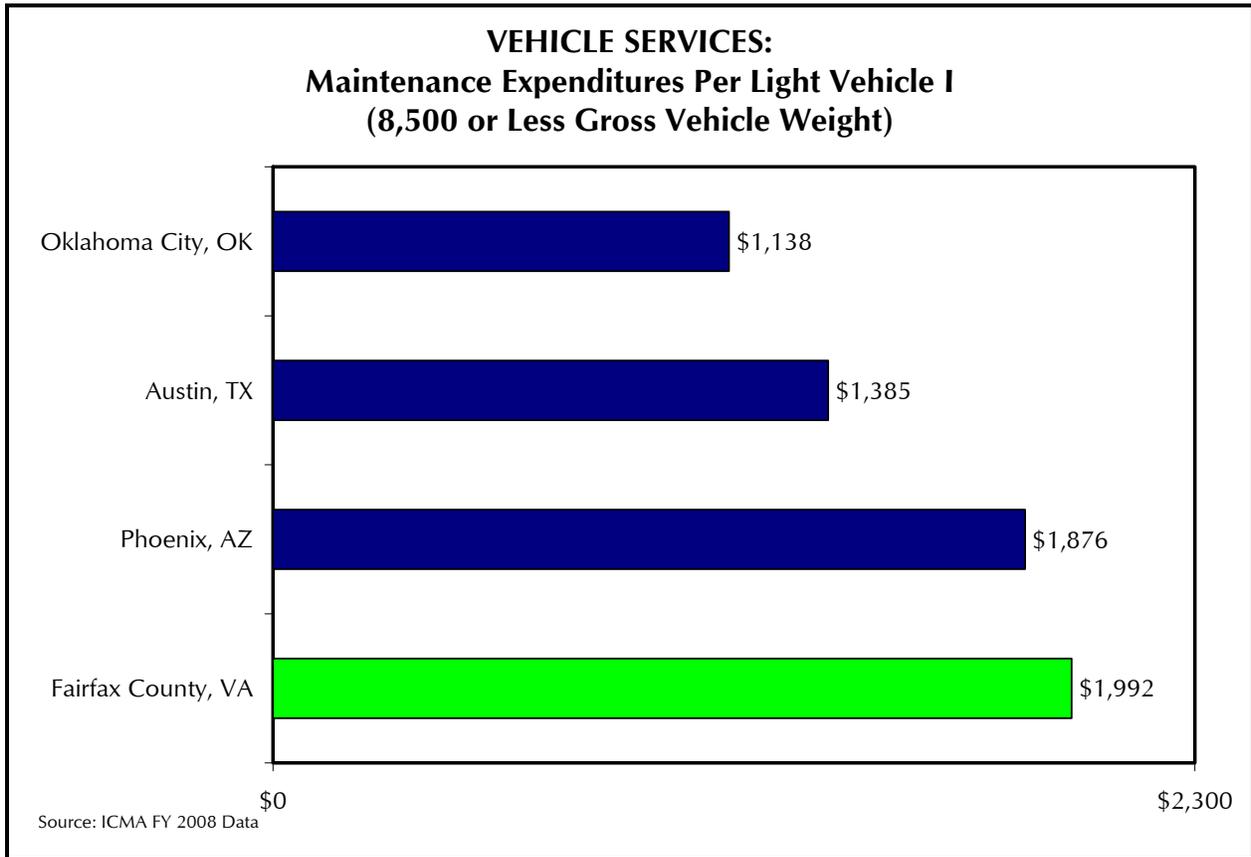


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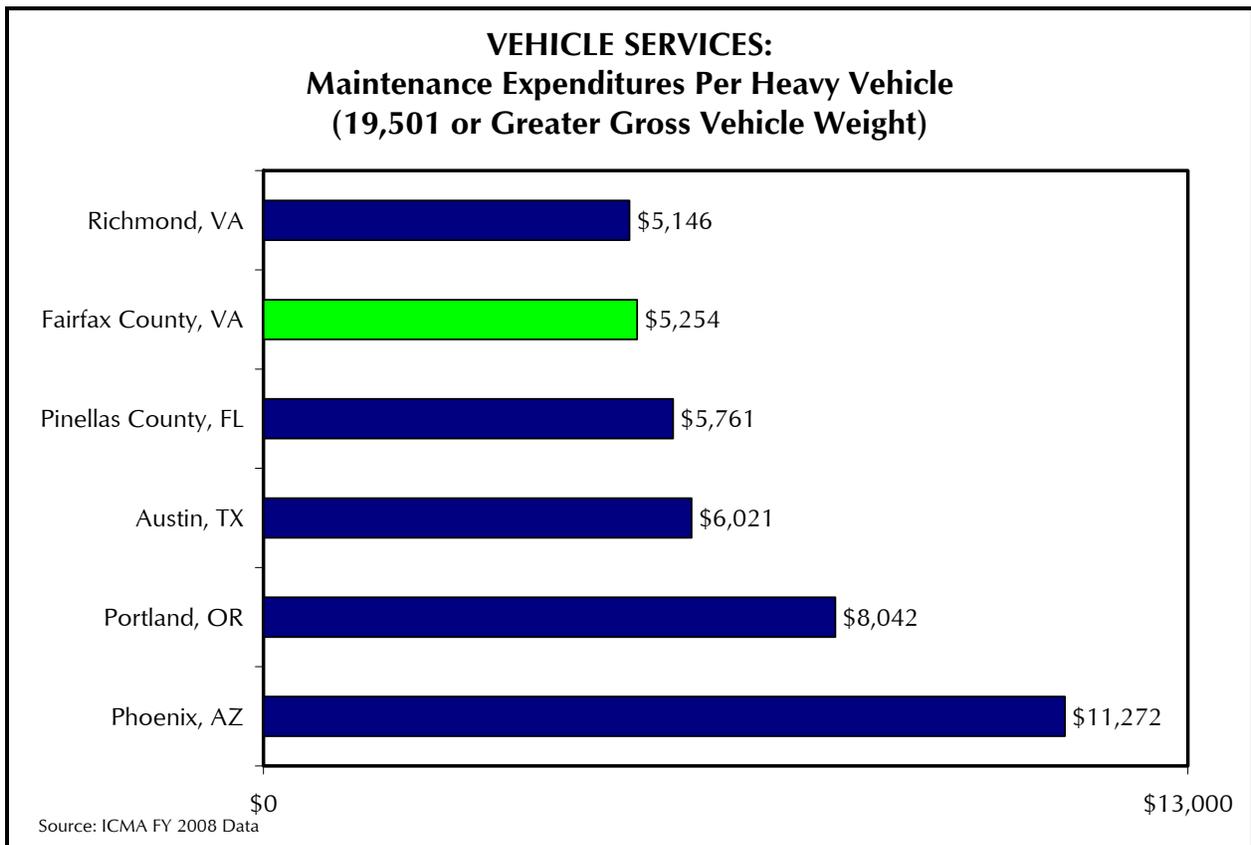
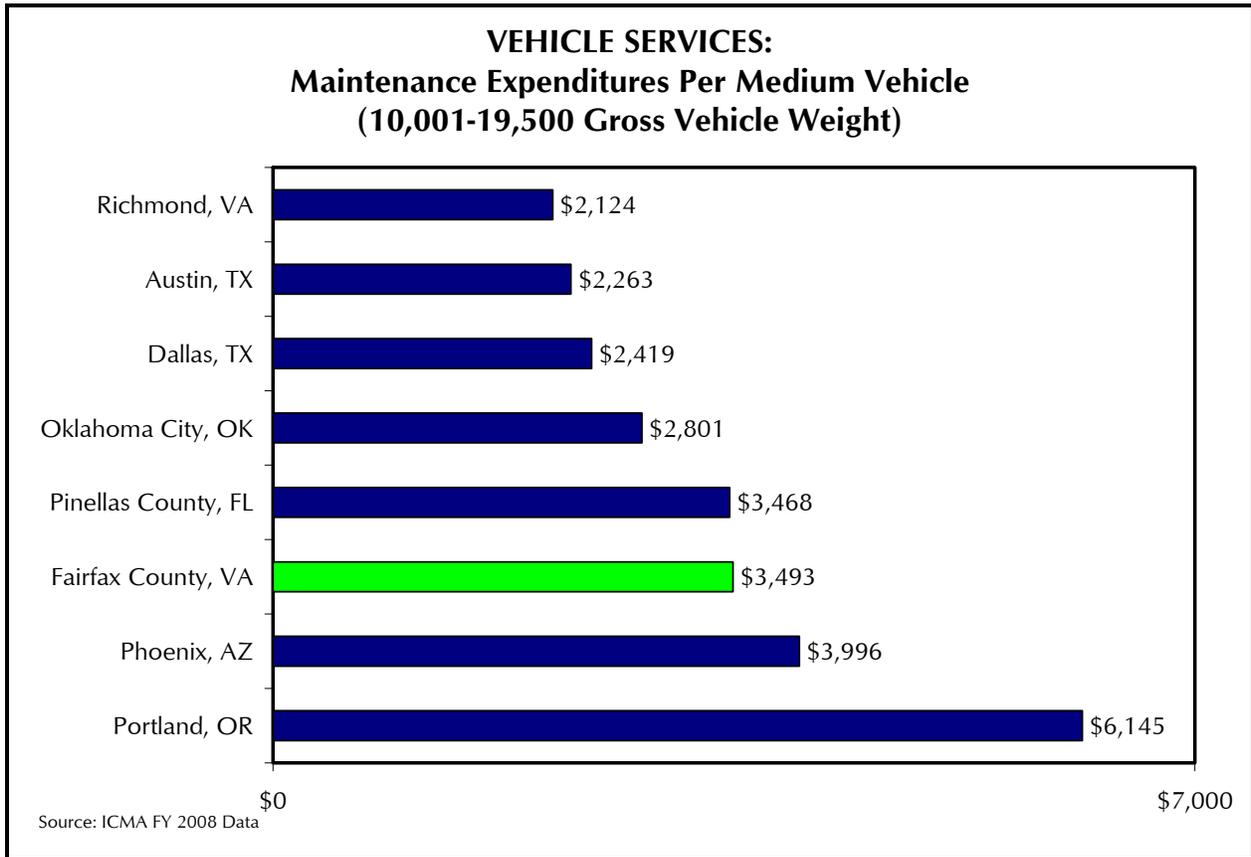
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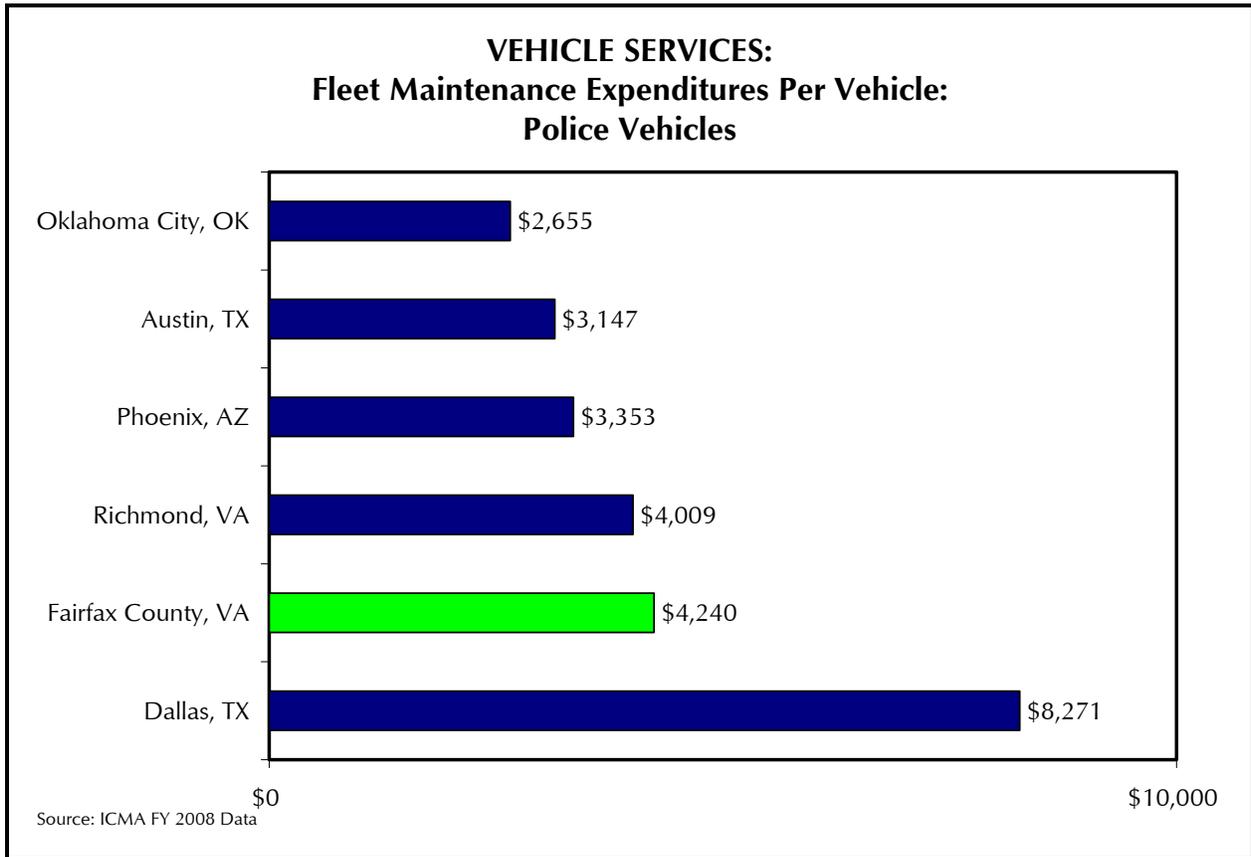


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FUND STATEMENT

Fund Type G50, Internal Service Fund

Fund 503, Department of Vehicle Services

	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2011 Advertised Budget Plan	FY 2011 Adopted Budget Plan
Beginning Balance	\$40,856,341	\$22,624,095	\$48,433,607	\$26,887,036	\$30,693,643
Vehicle Replacement Reserve	\$11,105,324	\$5,463,845	\$7,761,514	\$7,933,504	\$10,606,432
Facility Infr./Renewal Reserve	4,316,649	1,130,134	3,152,780	1,130,134	1,203,162
Ambulance Replacement Reserve	3,777,802	2,524,574	4,557,922	2,969,422	2,969,422
Fire Apparatus Repl. Reserve	6,705,536	4,289,829	8,068,182	4,854,914	4,854,914
School Bus Replacement Reserve	17,019	17,019	17,019	17,019	17,019
FASTRAN Bus Repl. Reserve	1,864,577	1,264,579	1,698,077	564,398	1,698,077
Helicopter Replacement Reserve	5,236,111	335,574	6,654,637	1,044,837	1,044,837
Boat Replacement Reserve	225,000	0	327,646	77,646	77,646
Police Specialty Vehicle Reserve	1,894,408	2,203,958	2,545,167	2,545,167	2,545,167
Fuel Operations Reserve	1,612,714	116,625	3,401,505	62,386	62,386
Fuel Price Stabilization Reserve ¹	0	4,000,000	4,000,000	4,000,000	4,000,000
Other	4,101,201	1,277,958	6,249,158	1,687,609	1,614,581
Unreserved Beginning Balance	\$0	\$0	\$0	\$0	\$0
Revenue:					
Vehicle Replacement Charges	\$8,212,238	\$8,263,297	\$6,700,000	\$7,086,951	\$7,086,951
Ambulance Repl. Charges	2,275,274	214,000	214,000	214,000	214,000
Fire Apparatus Repl. Charges	5,425,085	2,884,000	2,884,000	2,884,000	2,884,000
FASTRAN Bus Repl Charges	416,800	0	0	0	0
Helicopter Repl. Charges	1,418,526	709,263	0	709,263	709,263
Boat Replacement Charges	102,646	77,646	0	77,646	77,646
Police Specialty Veh. Charges	650,759	319,552	0	309,550	309,550
Vehicle Fuel Charges	22,762,223	28,786,920	28,786,920	26,166,806	26,166,806
Other Charges	34,976,869	32,236,925	30,436,925	31,808,761	31,808,761
Total Revenue	\$76,240,420	\$73,491,603	\$69,021,845	\$69,256,977	\$69,256,977
Transfers In:					
General Fund (001) ¹	\$4,000,000	\$0	\$0	\$0	\$0
Total Transfers In	\$4,000,000	\$0	\$0	\$0	\$0
Total Available	\$121,096,761	\$96,115,698	\$117,455,452	\$96,144,013	\$99,950,620
Expenditures:					
Vehicle Replacement	\$5,106,048	\$5,591,136	\$1,755,082	\$6,341,685	\$6,341,685
Facility Infrastructure/Renewal	1,163,869	0	682,382	0	0
Ambulance Replacement	1,495,154	1,802,500	1,802,500	780,000	780,000
Fire Apparatus Replacement	4,062,439	4,860,000	6,097,268	2,770,000	2,770,000
FASTRAN Bus Replacement	583,300	516,981	0	0	0
Helicopter Replacement	0	0	5,609,800	0	0
Boat Replacement	0	0	250,000	0	0

Fund 503

Department of Vehicle Services

FUND STATEMENT

Fund Type G50, Internal Service Fund

Fund 503, Department of Vehicle Services

	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2011 Advertised Budget Plan	FY 2011 Adopted Budget Plan
Fuel Operations:					
Fuel	\$20,334,314	\$28,086,991	\$29,120,309	\$25,394,126	\$25,394,126
Other Fuel Related Expenses	639,118	766,553	805,730	785,066	785,066
Other:					
Personnel Services	18,403,962	19,275,270	19,275,270	19,212,559	19,212,559
Operating Expenses	14,379,630	14,239,613	14,595,122	14,283,811	14,283,811
Capital Equipment	31,804	0	73,028	0	0
Building Equipment	13,516	0	0	0	0
Total Expenditures	\$66,213,154	\$75,139,044	\$80,066,491	\$69,567,247	\$69,567,247
Transfers Out:					
General Fund (001) ²	\$3,750,000	\$2,000,000	\$2,000,000	\$4,000,000	\$4,000,000
County Bond Constr. (311) ³	2,700,000	0	4,695,318	0	0
Total Transfers Out	\$6,450,000	\$2,000,000	\$6,695,318	\$4,000,000	\$4,000,000
Total Disbursements	\$72,663,154	\$77,139,044	\$86,761,809	\$73,567,247	\$73,567,247
Ending Balance⁴	\$48,433,607	\$18,976,654	\$30,693,643	\$22,576,766	\$26,383,373
Vehicle Replacement Reserve	\$7,761,514	\$6,136,006	\$10,606,432	\$4,678,770	\$7,278,670
Facility Infr./Renewal Reserve	3,152,780	1,130,134	1,203,162	1,130,134	1,203,162
Ambulance Replacement Reserve	4,557,922	936,074	2,969,422	2,403,422	2,403,422
Fire Apparatus Replacement	8,068,182	2,313,829	4,854,914	4,968,914	4,968,914
School Bus Replacement Reserve	17,019	17,019	17,019	17,019	17,019
FASTRAN Bus Repl. Reserve	1,698,077	747,598	1,698,077	564,398	1,698,077
Helicopter Replacement Reserve	6,654,637	1,044,837	1,044,837	1,754,100	1,754,100
Boat Replacement Reserve	327,646	77,646	77,646	155,292	155,292
Police Specialty Veh. Reserve	2,545,167	2,523,510	2,545,167	2,854,717	2,854,717
Fuel Operations Reserve	3,401,505	50,001	62,386	50,000	50,000
Fuel Price Stabilization Reserve	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Other	6,249,158	0	1,614,581	0	0
Unreserved Ending Balance	\$0	\$0	\$0	\$0	\$0

¹ As part of the FY 2009 Third Quarter Review, a General Fund Transfer of \$4,000,000 was required to establish the Fuel Price Stabilization Reserve to address unanticipated increases in fuel prices.

² Over the FY 2009 to FY 2011 timeframe, Transfers Out to the General Fund totaling \$9,750,000 have been made. Of this total, \$9,000,000 is associated with the deferral of the replacement of the majority of vehicles in the County fleet for two years effective October 14, 2008. Of this amount \$3,000,000 was transferred to the General Fund as part of the FY 2009 Third Quarter Review, an additional \$2,000,000 was transferred to the General Fund in FY 2010, and the remaining \$4,000,000 is being transferred as part of the FY 2011 Adopted Budget Plan.

³ Over the FY 2009 to FY 2010 timeframe, Transfers Out to Fund 311, County Bond Construction, totaling \$7,395,318 are included to supplement bond funds appropriated from the FY 2007 School Bond Referendum associated with the planned expansion and renovation of the Newington Maintenance Facility including the installation of sound barriers at the facility. It should be noted that the funds used to support this transfer were redirected from savings in the Fuel Operations Reserve, Vehicle Replacement Reserve, Facility Infrastructure/Renewal Reserve and the Other Reserve.

⁴ The Ending Balance in Fund 503, Department of Vehicle Services, fluctuates based on vehicle replacement requirements in a given year. Except in rare cases, vehicles are not replaced until they have met both established age and mileage criteria. In years where more vehicles meet their criteria and are replaced, the ending balance will be lower (and vice versa).