

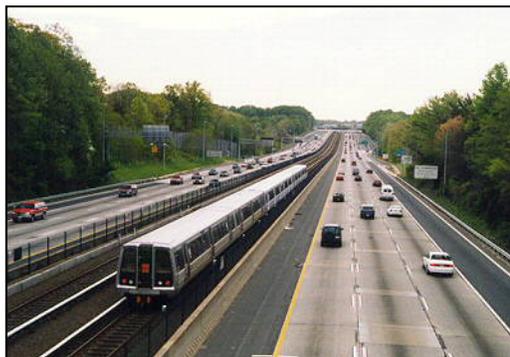
## Fund 30000

### Metro Operations and Construction

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#### Focus

Fund 30000 (formerly Fund 309), Metro Operations and Construction, contains the funds provided by Fairfax County to pay the County's allocated portion of the Washington Metropolitan Area Transit Authority's (WMATA) FY 2014 operating and capital budget. The County subsidizes Metrorail, Metrobus, and MetroAccess (paratransit) service, contributes to construction costs associated with the 106-mile Metrorail system, and contributes to the repair, maintenance, rehabilitation, and replacement of capital equipment and facilities for the Metrobus, Metrorail, and MetroAccess systems.



The FY 2014 WMATA budget presented here includes preliminary County staff estimates in Fall 2012. The WMATA Board Budget Committee reviews the WMATA proposed budget between January and May 2013. The Metro Board will make its final decisions and approve a budget in June 2013.

The projected operating and capital requirements for the County's FY 2014 Metro subsidy are \$121,644,007. The County's portion of the total WMATA budget is determined using several formulas that include factors such as jurisdiction of residence of passengers, number of stations located in a jurisdiction, the amount of service in a jurisdiction, the jurisdiction's population, and the jurisdiction's population density. The County meets its Metro subsidy through a General Fund transfer, General Obligation bonds, applied State Aid, Gas Tax receipts, and interest earnings on State Aid balances. State Aid and Gas Tax balances are held and directly disbursed to Metro by the Northern Virginia Transportation Commission (NVTC).



Based on current Metro system needs, an increase is anticipated in the FY 2014 operating subsidy requirement from local jurisdictions. The County's FY 2014 proposed operating contribution of \$91.8 million includes an estimated 5 percent increase over the *FY 2013 Revised Budget Plan* operating contribution. In addition, Fund 30000 supports a transfer out of \$2.4 million to Fund 40000 (formerly Fund 100), County Transit Systems. The total operational requirements of \$91.8 million and the \$2.4 million for County Transit requirements is funded through the following sources: a proposed FY 2014 General Fund transfer of \$11.3 million, \$56.6 million in applied State Aid, \$25.9 million in applied Gas Tax Receipts, \$0.3 million in anticipated interest on balances held by NVTC, and \$0.1 million in proffer revenue from Fund 30040, Contributed Roadway Improvement Fund for the operating support of bus service in the Franconia/Springfield area.

In FY 2014, General Obligation bond revenue of \$26.54 million supports the majority of the \$29.81 million County subsidy for Metro Capital Construction Expenditures. Sources of support for the balance of the construction subsidy also include \$3.18 million in State Aid and \$0.093 million in Gas Tax receipts.

Further adjustments to the Metro FY 2014 budget, to be approved by the Metro Board in June 2013, will be reflected as revisions to the County's FY 2014 budget as part of the County's *FY 2013 Carryover Review* process.

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### FY 2014 Funding Adjustments

*The following funding is necessary to support the FY 2014 program.*

- ◆ **Metro Annual Operating Requirements** **\$91,835,406**  
The projected FY 2014 subsidy requirement for WMATA Operating Expenses totals \$91,835,406, an increase of \$6,908,703, or 8.1 percent over the FY 2013 Adopted Budget Plan based on estimated funding requirements as of Fall 2012. This funding level supports existing Metrorail and Metrobus service levels, including \$51,269,939 for Metrobus; \$27,519,871 for Metrorail; and \$13,045,596 for MetroAccess service.
  
- ◆ **Metro Capital Requirements** **\$29,808,601**  
Projected FY 2014 Capital Construction expenditures total \$29,808,601 of which \$27,941,000 will support the acquisition of facilities, equipment, rail cars, and buses, as well as provide general infrastructure support to the 106-mile Metrorail system. An amount of \$1,867,601 funds the Adopted Regional System (ARS) debt service requirements.
  
- ◆ **Transfer Out to Fund 40000, County Transit Systems** **\$0**  
The FY 2014 Transfer Out of \$2,396,353 to Fund 40000, County Transit Systems, provides continued support for FAIRFAX CONNECTOR system. This level of support for County transit operations is consistent with an FY 2000 change in the NVTC State Aid and Gas Tax funding formula that resulted in a higher annual allocation to Fairfax County. When the formula was updated, the NVTC required that additional funds that resulted from the formula change be used only for transit service enhancements.
  
- ◆ **General Fund Support for Metro** **\$11,298,296**  
A proposed General Fund transfer of \$11,298,296 is consistent with the prior year level of support.
  
- ◆ **Support from Fund 30040, Contributed Roadway Improvement Fund** **\$110,000**  
A transfer of \$110,000 from Fund 30040, Contributed Roadway Improvement Fund, provides annual operating support of shuttle service in the Franconia/Springfield area. This level is consistent with the prior year level of support.

### Changes to FY 2013 Adopted Budget Plan

*The following funding adjustments reflect all approved changes in the FY 2013 Revised Budget Plan since passage of the FY 2013 Adopted Budget Plan. Included are all adjustments made as part of the FY 2012 Carryover Review, and all other approved changes through December 31, 2012:*

- ◆ **Carryover Adjustments** **\$735,000**  
FY 2013 expenditures are recommended to increase \$735,000 based on Metro's approved Capital Improvement Program budget. The Sale of Bonds in support of Metro's capital program decreases in the amount of \$8,770,414, as a result of bond funds available in fund balance from FY 2012 due to lower capital expenditure requirements in the prior year, partially offset by the increase required for the FY 2013 capital program.

## Fund 30000 Metro Operations and Construction

### Key Performance Measures

Indicator	Prior Year Actuals			Current Estimate
	FY 2010 Actual	FY 2011 Actual	FY 2012 Estimate/Actual	FY 2013
<b>Metrobus</b>				
Percent change in Fairfax County trips	(8.0%)	3.8%	(0.2%) / 5.4%	(2.6%)
<b>Metrorail</b>				
Percent change in Fairfax County ridership	4.0%	(1.9%)	0.8% / 1.0%	(4.6%)

A complete list of performance measures can be viewed at [www.fairfaxcounty.gov/dmb/fy2014/advertised/pm/30000.pdf](http://www.fairfaxcounty.gov/dmb/fy2014/advertised/pm/30000.pdf)

### Performance Measurement Results

Fairfax County Metrobus ridership has fluctuated slightly from year to year for the period from FY 2010 through FY 2012. Metrobus trips originating in Fairfax County increased by 5.4 percent from FY 2011 to FY 2012, with a FY 2012 total of 9.5 million trips. Fairfax County Metrorail ridership is projected to decrease 4.6 percent in FY 2013, a slight decrease from the FY 2012 actual level. It should be noted that jurisdictional data provided by WMATA has been used to populate this chart, and in some cases prior-year actual data has been revised to reflect updated data capturing methodologies.

# Fund 30000

## Metro Operations and Construction

### FUND STATEMENT

#### Fund 30000, Metro Operations and Construction

	FY 2012 Actual	FY 2013 Adopted Budget Plan	FY 2013 Revised Budget Plan	FY 2014 Advertised Budget Plan
<b>Beginning Balance</b>	\$10,407,378	\$0	\$9,505,414	\$0
Revenue:				
Revenue Applied to Operating Expenses:				
State Aid	\$46,252,220	\$54,222,593	\$54,222,593	\$56,616,843
Gas Tax Revenue	26,163,256	21,300,000	23,835,588	25,906,620
Interest on NVTC Balances	0	300,000	300,000	300,000
Subtotal - State/Gas Revenue, Operating	\$72,415,476	\$75,822,593	\$78,358,181	\$82,823,463
Revenue Applied to Capital Expenses:				
State Aid Applied to ARS Debt Service	3,009,628	3,009,628	1,774,221	1,774,221
Gas Tax Rev. Applied to ARS Debt Service	158,402	158,401	93,380	93,380
State Aid Applied to Metro Matters Capital	1,400,000	1,400,000	1,400,000	1,400,000
Subtotal - State/Gas Revenue, Capital	\$4,568,030	\$4,568,029	\$3,267,601	\$3,267,601
County Revenue:				
County Bond Sales <sup>1</sup>	\$20,000,000	\$21,839,000	\$13,068,586	\$26,541,000
Subtotal - County Revenue	\$20,000,000	\$21,839,000	\$13,068,586	\$26,541,000
Total Revenue	\$96,983,506	\$102,229,622	\$94,694,368	\$112,632,064
Transfers In:				
General Fund (10001)	\$11,298,296	\$11,298,296	\$11,298,296	\$11,298,296
Contributed Roadway Improvement Fund (30040)	110,000	110,000	110,000	110,000
Total Transfers In	\$11,408,296	\$11,408,296	\$11,408,296	\$11,408,296
<b>Total Available</b>	<b>\$118,799,180</b>	<b>\$113,637,918</b>	<b>\$115,608,078</b>	<b>\$124,040,360</b>
Expenditures:				
Operating Expenditures				
Bus Operating Subsidy <sup>2</sup>	\$47,458,292	\$50,793,928	\$48,828,513	\$51,269,939
Rail Operating Subsidy	19,481,065	20,854,316	26,209,401	27,519,871
ADA Paratransit - Metro	12,409,775	13,278,459	12,424,377	13,045,596
Prior Year Audit Adjustments	2,259,077	0	0	0
Subtotal - Operating Expenditures	\$81,608,209	\$84,926,703	\$87,462,291	\$91,835,406

# Fund 30000

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### FUND STATEMENT

#### Fund 30000, Metro Operations and Construction

	FY 2012 Actual	FY 2013 Adopted Budget Plan	FY 2013 Revised Budget Plan	FY 2014 Advertised Budget Plan
Capital Construction Expenditures				
Metro Matters Capital	\$22,301,965	\$23,239,000	\$23,974,000	\$27,941,000
ARS Debt Service	3,168,029	3,168,029	1,867,601	1,867,601
Total County Capital Construction Subsidy	\$25,469,994	\$26,407,029	\$25,841,601	\$29,808,601
Total Operating and Capital Subsidy	\$107,078,203	\$111,333,732	\$113,303,892	\$121,644,007
Applied Support				
Applied NVTC State Aid and Gas Tax to Operating	(\$72,415,476)	(\$75,522,593)	(\$78,058,181)	(\$82,523,463)
Applied Interest at NVTC to Operating	0	(300,000)	(300,000)	(300,000)
Applied NVTB Bonds to Capital Construction	0	0	0	0
Applied NVTC State Aid and Gas Tax to Capital	(4,568,030)	(4,568,029)	(3,267,601)	(3,267,601)
Applied CMAQ Funds to Capital	0	0	0	0
Total Expenditures, County	\$30,094,697	\$30,943,110	\$31,678,110	\$35,552,943
Transfers Out:				
County Transit Systems (40000)	\$2,215,563	\$2,304,186	\$2,304,186	\$2,396,353
Total Transfers Out	\$2,215,563	\$2,304,186	\$2,304,186	\$2,396,353
<b>Total Disbursements, NVTC and County</b>	<b>\$109,293,766</b>	<b>\$113,637,918</b>	<b>\$115,608,078</b>	<b>\$124,040,360</b>
<b>Ending Balance<sup>3</sup></b>	<b>\$9,505,414</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
General Fund and Contributions	\$0	\$0	\$0	\$0
Bond Funds	9,505,414	0	0	0
<b>Unreserved Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy. On November 2, 2004, the voters approved a \$110 million Transportation Bond. In October 2009, an amount of \$56.3 million was sold, including \$2.59 million in bond premium, leaving a balance of \$9.57 million in authorized but unissued bonds for this fund. The October 2009 bond sale amount included \$37.6 million to provide County one-time support to the Metro Capital Program, allowing the County to opt-out of debt service payments associated with capital projects for the next 25 years.

<sup>2</sup> Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service.

<sup>3</sup> The ending balance in Fund 30000, Metro Operations and Construction, varies from year to year and is primarily related to differences between the preliminary budget presented by WMATA's General Manager and WMATA's Adopted budget.