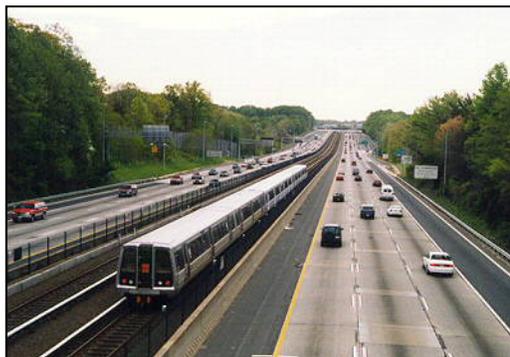


## Fund 30000 Metro Operations and Construction

### Focus

Fund 30000, 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 2016 operating and capital budget. The County subsidizes Metrorail, Metrobus, and MetroAccess (paratransit) service, contributes to construction costs associated with the 117-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 2016 WMATA budget presented here includes preliminary County staff estimates from Fall 2014. The WMATA Board Budget Committee reviews the WMATA proposed budget between January and May 2015. The Metro Board will make its final decisions and approve a budget in May 2015.

The projected operating and capital requirements for the County's FY 2016 Metro subsidy are \$161,524,540. 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 disbursed to Metro by the Northern Virginia Transportation Commission (NVTC).



Based on current Metro system needs, an increase is anticipated in the FY 2016 operating subsidy requirement from local jurisdictions. The County's FY 2016 proposed operating contribution of \$114.5 million is a 4.25 percent increase over the FY 2015 Adopted Budget Plan level. The increase in operating contribution is associated with the WMATA General Manager's proposed FY 2016 budget, which assumes inflationary adjustments for all operational categories (e.g. Bus, Rail, and Paratransit services) as well as full-year Silver Line costs. In addition, Fund 30000 supports a transfer out of \$2.59 million to Fund 40000, County Transit Systems.

The total operational requirements of \$114.5 million and the \$2.59 million for County Transit requirements are funded through the following sources: a proposed FY 2016 General Fund transfer of \$11.30 million, which is no change from the FY 2015 level, \$77.97 million in applied State Aid, \$27.50 million in applied Gas Tax Receipts, \$0.15 million in anticipated interest on balances held by NVTC, and \$0.14 million in proffer revenue from Fund 30040, Contributed Roadway Improvement Fund, for the operating support of bus service in the Franconia/Springfield area.

# Fund 30000

## Metro Operations and Construction

In FY 2016, General Obligation bond revenue of \$24.1 million and \$22.96 million of applied State Aid support the \$47.06 million County subsidy for Metro Capital Construction Expenditures.

Further adjustments to the Metro FY 2016 budget, to be approved by the Metro Board in May 2015, will be reflected as revisions to the County's FY 2016 budget as part of the County's FY 2015 *Carryover Review* process.

### FY 2016 Funding Adjustments

The following funding adjustments from the FY 2015 Adopted Budget Plan are necessary to support the FY 2016 program.

◆ **Metro Annual Operating Requirements** **\$4,671,002**

The projected FY 2016 subsidy requirement for WMATA Operating Expenses totals \$114,466,244, an increase of \$4,761,002, or 4.25 percent over the FY 2015 Adopted Budget Plan based on estimated funding requirements as of Fall 2014. This funding level supports existing Metrorail and Metrobus service levels, including \$57,616,827 for Metrobus; \$42,212,634 for Metrorail; and \$14,436,783 for MetroAccess service.

◆ **Metro Capital Requirements** **\$17,500,564**

Projected FY 2016 Capital Construction expenditures total \$47,058,296, an increase of \$17,500,564, or 59.2 percent, from the FY 2015 Adopted Budget Plan, of which \$8,500,564 will support the acquisition of facilities, equipment, rail cars, and buses, as well as provide general infrastructure support to the 117-mile Metrorail system. An amount of \$9,000,000 funds the Metro 2025 program, which includes the purchase of additional railcars and system upgrades to operate more eight-car trains. The County's actual FY 2016 capital contribution will be determined by a new Capital Funding Agreement which is expected to be adopted by the WMATA Board and each of WMATA's funding partners in the Summer of 2015.

### Changes to FY 2015 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2015 Revised Budget Plan since passage of the FY 2015 Adopted Budget Plan. Included are all adjustments made as part of the FY 2014 *Carryover Review*, and all other approved changes through December 31, 2014.

- ◆ There have been no adjustments to total County expenditures in this fund since approval of the FY 2015 Adopted Budget Plan.

### Key Performance Measures

Indicator	Prior Year Actuals			Current Estimate FY 2015
	FY 2012 Actual	FY 2013 Actual	FY 2014 Estimate/Actual	
<b>Metrobus</b>				
Percent change in Fairfax County trips	5.4%	(0.1%)	2.4% / 1.8%	3.5%
<b>Metrorail</b>				
Percent change in Fairfax County ridership	1.0%	(4.2%)	3.9% / (2.3%)	9.2%

A complete list of performance measures can be viewed at [www.fairfaxcounty.gov/dmb/fy2016/advertised/pm/30000.pdf](http://www.fairfaxcounty.gov/dmb/fy2016/advertised/pm/30000.pdf)

## **Fund 30000**

### **Metro Operations and Construction**

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#### **Performance Measurement Results**

Fairfax County Metrobus ridership has fluctuated slightly from year to year for the period from FY 2012 through FY 2014. Metrobus trips originating in Fairfax County increased by 1.8 percent from FY 2013 to FY 2014, with a FY 2014 total of 9.7 million trips. Fairfax County Metrorail ridership is projected to increase 9.2 percent in FY 2015, due to the opening of Dulles Rail Phase I. 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 2014 Actual	FY 2015 Adopted Budget Plan	FY 2015 Revised Budget Plan	FY 2016 Advertised Budget Plan
<b>Beginning Balance</b>	\$1,931,414	\$0	\$4,689,146	\$0
Revenue:				
Revenue Applied to Operating Expenses:				
State Aid	\$63,892,519	\$72,789,153	\$72,789,153	\$77,966,018
Gas Tax Revenue	23,273,716	27,500,000	27,500,000	27,500,000
Interest on NVTC Balances	61,705	150,000	150,000	150,000
Subtotal - State/Gas Revenue, Operating	<u>\$87,227,940</u>	<u>\$100,439,153</u>	<u>\$100,439,153</u>	<u>\$105,616,018</u>
Revenue Applied to Capital Expenses:				
State Aid Applied to ARS Debt Service	\$1,289,845	\$1,289,845	\$0	\$0
Gas Tax Rev. Applied to ARS Debt Service	67,887	67,887	0	0
State Aid Applied to Metro Matters Capital	2,393,897	1,400,000	5,384,278	22,958,296
Subtotal - State/Gas Revenue, Capital	<u>\$3,751,629</u>	<u>\$2,757,732</u>	<u>\$5,384,278</u>	<u>\$22,958,296</u>
County Revenue:				
County Bond Sales <sup>1</sup>	\$29,500,000	\$26,800,000	\$22,110,854	\$24,100,000
Subtotal - County Revenue	<u>\$29,500,000</u>	<u>\$26,800,000</u>	<u>\$22,110,854</u>	<u>\$24,100,000</u>
Total Revenue	<u>\$120,479,569</u>	<u>\$129,996,885</u>	<u>\$127,934,285</u>	<u>\$152,674,314</u>
Transfers In:				
General Fund (10001)	\$11,298,296	\$11,298,296	\$11,298,296	\$11,298,296
Contributed Roadway Improvement Fund (30040) <sup>2</sup>	110,000	550,000	550,000	143,825
Total Transfers In	<u>\$11,408,296</u>	<u>\$11,848,296</u>	<u>\$11,848,296</u>	<u>\$11,442,121</u>
<b>Total Available</b>	<b><u>\$133,819,279</u></b>	<b><u>\$141,845,181</u></b>	<b><u>\$144,471,727</u></b>	<b><u>\$164,116,435</u></b>
Expenditures:				
Operating Expenditures				
Bus Operating Subsidy <sup>3</sup>	\$52,117,788	\$57,329,568	\$53,348,914	\$57,616,827
Rail Operating Subsidy	34,951,808	38,446,989	39,270,957	42,412,634
ADA Paratransit - Metro	13,351,129	14,018,685	13,367,392	14,436,783
Prior Year Audit Adjustments	(4,180,841)	0	(2,066,039)	0
Subtotal - Operating Expenditures	<u>\$96,239,884</u>	<u>\$109,795,242</u>	<u>\$103,921,224</u>	<u>\$114,466,244</u>

# Fund 30000

## Metro Operations and Construction

### FUND STATEMENT

#### Fund 30000, Metro Operations and Construction

	FY 2014 Actual	FY 2015 Adopted Budget Plan	FY 2015 Revised Budget Plan	FY 2016 Advertised Budget Plan
Capital Construction Expenditures				
Metro Matters Capital	\$29,136,164	\$28,200,000	\$38,058,296	\$47,058,296
ARS Debt Service	1,357,732	1,357,732	0	0
Total County Capital Construction Subsidy	\$30,493,896	\$29,557,732	\$38,058,296	\$47,058,296
Total Operating and Capital Subsidy	\$126,733,780	\$139,352,974	\$141,979,520	\$161,524,540
Applied Support				
Applied NVTC State Aid and Gas Tax to Operating	(\$87,166,235)	(\$100,289,153)	(\$100,289,153)	(\$105,466,018)
Applied Interest at NVTC to Operating	(61,705)	(150,000)	(150,000)	(150,000)
Applied NVTC State Aid and Gas Tax to Capital	(3,751,629)	(2,757,732)	(5,384,278)	(22,958,296)
Total Expenditures, County	\$35,754,211	\$36,156,089	\$36,156,089	\$32,950,226
Transfers Out:				
County Transit Systems (40000)	\$2,396,353	\$2,492,207	\$2,492,207	\$2,591,895
Total Transfers Out	\$2,396,353	\$2,492,207	\$2,492,207	\$2,591,895
<b>Total Disbursements, NVTC and County</b>	<b>\$129,130,133</b>	<b>\$141,845,181</b>	<b>\$144,471,727</b>	<b>\$164,116,435</b>
<b>Ending Balance<sup>4</sup></b>	<b>\$4,689,146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
General Fund and Contributions	\$0	\$0	\$0	\$0
Bond Funds	4,689,146	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> Transfer of \$143,825 from Fund 30040, Contributed Roadway Improvement Fund, supports Metro shuttle bus service in the Franconia-Springfield area. The transfer is based on actual receipts in the previous fiscal year and may fluctuate as proffer revenue changes.

<sup>3</sup> Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service.

<sup>4</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.