

FUND STATEMENT

Fund Type G10, Special Revenue Funds

Fund 100, County Transit Systems

	FY 2009 Actual	FY 2010 Adopted Budget Plan	FY 2010 Revised Budget Plan	FY 2010 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$18,370,320	\$857,251	\$20,469,602	\$20,469,602	\$0
Revenue:					
Revenue:					
Miscellaneous Revenue ¹	\$274,550	\$50,000	\$50,000	\$50,000	\$0
SmarTrip Revenue ²	3,733,506	4,593,583	4,593,583	4,593,583	0
Farebox Revenue ³	0	5,180,000	5,180,000	5,180,000	0
State Reimbursement - Dulles ⁴	6,655,182	6,645,000	6,645,000	6,645,000	0
State Reimbursement - Richmond Hwy. ⁵	873,622	0	0	0	0
Bus Advertising	286,137	350,000	350,000	350,000	0
WMATA Reimbursements, West Ox Bus Operations Center ⁶	133,517	4,990,369	4,990,369	4,990,369	0
State Aid (NVTC) Operations ⁷	12,512,496	15,396,798	15,396,798	15,396,798	0
State Aid (NVTC) Projects ⁸	3,182,250	0	3,083,000	3,083,000	0
Total Revenue⁹	\$27,651,260	\$37,205,750	\$40,288,750	\$40,288,750	\$0
Transfers In:					
General Fund (001) ¹⁰	\$33,377,083	\$23,812,367	\$21,562,367	\$21,562,367	\$0
County and Regional Transportation Projects (124) ¹¹	0	15,507,212	15,507,212	15,507,212	0
Metro Operations and Construction (309)	1,914,405	1,990,981	1,990,981	1,990,981	0
Total Transfers In	\$35,291,488	\$41,310,560	\$39,060,560	\$39,060,560	\$0
Total Available	\$81,313,068	\$79,373,561	\$99,818,912	\$99,818,912	\$0
Expenditures:					
<u>FAIRFAX CONNECTOR</u>					
Huntington Division					
Operating Expenses	\$19,736,761	\$27,705,767	\$33,676,664	\$33,676,664	\$0
Capital Equipment	14,270,773	5,720,000	6,198,938	6,198,938	0
Subtotal - Huntington	\$34,007,534	\$33,425,767	\$39,875,602	\$39,875,602	\$0
Reston-Herndon Division					
Operating Expenses	\$18,696,346	\$24,244,702	\$30,205,083	\$30,205,083	\$0
Capital Equipment	0	0	75,000	75,000	0
Capital Projects	56,795	0	1,413,362	1,413,362	0
Subtotal - Reston/Herndon	\$18,753,141	\$24,244,702	\$31,693,445	\$31,693,445	\$0
West Ox Division, County					
Operating Expenses	\$2,337,083	\$11,317,189	\$16,941,964	\$16,941,964	\$0
Capital Equipment	104,386	0	340,748	340,748	0
Subtotal - West Ox Division, County	\$2,441,469	\$11,317,189	\$17,282,712	\$17,282,712	\$0
West Ox Division, WMATA ¹²	\$133,517	\$4,990,369	\$4,990,369	\$4,990,369	\$0
Subtotal - West Ox Division, County and WMATA	\$2,574,986	\$16,307,558	\$22,273,081	\$22,273,081	\$0
Total CONNECTOR Service⁹	\$55,202,144	\$68,987,658	\$88,851,759	\$88,851,759	\$0
Total WMATA Service	\$133,517	\$4,990,369	\$4,990,369	\$4,990,369	\$0
Total Bus Services³	\$55,335,661	\$73,978,027	\$93,842,128	\$93,842,128	\$0
Commuter Rail¹³	\$5,507,805	\$4,995,534	\$4,995,534	\$4,995,534	\$0
Total Expenditures^{3, 9}	\$60,843,466	\$78,973,561	\$98,837,662	\$98,837,662	\$0
Total Disbursements	\$60,843,466	\$78,973,561	\$98,837,662	\$98,837,662	\$0
Ending Balance¹⁴	\$20,469,602	\$400,000	\$981,250	\$981,250	\$0
Transportation-Related Requirements	\$20,469,602	\$400,000	\$981,250	\$981,250	\$0
Bus Replacements	0	0	0	0	0
Unreserved Balance	\$0	\$0	\$0	\$0	\$0

- ¹ 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.
- ² In FY 2010, projected SmarTrip revenue includes the full year impact of the FAIRFAX CONNECTOR fare increase on January 4, 2009, and the FY 2010 Adopted Budget Plan implementation of a higher \$7 fare on express Routes 597 (Crystal City Express), 595 (Pentagon Express), and 380 (Franconia-Springfield/Pentagon Express) to support the continuation of service due to the elimination of General Fund support because of the FY 2010 budget shortfall.
- ³ Farebox revenue, budgeted in FY 2009 to be received as a revenue, was instead applied as an expenditure credit by the contractor collecting the fares.
- ⁴ The Dulles Express Bus Service has been partially funded through an annual state set aside of Dulles Toll Road revenue through a grant with the Commonwealth and the Virginia Department of Rail and Public Transportation (VDRPT). Funding has remained relatively constant since FY 2003. In November 2008 the Dulles Toll Road and control of this grant were transferred to the Washington Metropolitan Airports Authority (MWAA).
- ⁵ Beginning in FY 2010, the State discontinued its Richmond Highway Grant that supported service in the Route One Corridor since FY 2005.
- ⁶ 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.
- ⁷ State Aid is disbursed to the Northern Virginia Transportation Commission (NVTC), where it is made available to the County. Beginning in FY 2009, State Aid operating support for Fund 100 operations was first made available due to the addition to NVTC balances of recordation fees, state bonds for transit capital and the redirection of funds from closed out transit projects.
- ⁸ State Aid at NVTC is appropriated in support of mass transit requirements, and historically has been used to support Fund 100 infrastructure needs. The *FY 2010 Revised Budget Plan* provides \$3,083,000 in NVTC support of infrastructure projects, including: 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, sharing data and easily transferring buses maintained at one site to another site as needed; 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.
- ⁹ In order to account for revenues and expenditures in the proper fiscal year, an audit adjustment in the amount of \$379,214 has been included as an increase to FY 2009 revenues to accurately reflect revenue accruals for CONNECTOR farebox revenue, and \$297,435 has been reflected as an increase to FY 2009 expenditures to accurately reflect expenditure accruals for contractual services. This adjustment results in an \$81,779 increase to fund balance. The audit adjustment has been included in the FY 2009 Comprehensive Annual Financial Report (CAFR).
- ¹⁰ As part of the *FY 2009 Carryover Review*, the FY 2010 General Fund transfer to Fund 100, County Transit Systems, was reduced by \$2.25 million to transfer FY 2009 balances to the General Fund. These balances resulted from fuel savings as a result of actual diesel fuel prices and the number of FY 2009 Connector platform hours.
- ¹¹ In FY 2010, a transfer of \$15.5 million from Fund 124, County and Regional Transportation Projects supports expanded service on high priority, overcrowded Connector bus routes, the initiation of midday bus service from the new West Ox Bus Operations Center, and the implementation of some of 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. The state Transportation Funding and Reform Act of 2007 (HB 3202) provided the enabling legislation for this tax, which was first implemented in FY 2009.
- ¹² FY 2009 Actuals for the West Ox Division largely reflect start-up costs associated with equipment testing and driver training, since CONNECTOR bus service was not initiated until June 29, 2009. FY 2010 projected expenditures of \$11.32 million reflect full year funding for County West Ox Division costs, including CONNECTOR service in the western part of the County replacing WMATA's 12s, 20s and 2W bus routes and an expansion of these routes into mid-day service. West Ox Division costs are largely covered by Fund 100 fare revenue and a transfer of commercial and industrial tax revenue from Fund 124.
- ¹³ Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction.
- ¹⁴ 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.