

FUND STATEMENT

Fund Type G10, Special Revenue Funds

Fund 100, County Transit Systems

	FY 2010 Actual	FY 2011 Adopted Budget Plan	FY 2011 Revised Budget Plan	FY 2011 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Commercial/Industrial Tax Balance	\$0	\$0	\$4,639,598	\$4,639,598	\$0
Other Sources Balance	20,469,602	981,250	19,038,660	19,038,660	0
Beginning Balance	\$20,469,602	\$981,250	\$23,678,258	\$23,678,258	\$0
Revenue:					
Miscellaneous Revenue ¹	\$34,080	\$50,000	\$50,000	\$50,000	\$0
SmarTrip Revenue ²	5,012,021	7,609,193	7,609,193	7,609,193	0
State Reimbursement - Dulles ³	6,645,000	0	0	0	0
Tysons Lunch Shuttle Reimbursement ⁴	804,709	1,187,886	1,187,886	1,187,886	0
Bus Advertising	125,110	200,000	200,000	200,000	0
WMATA Reimbursements, West Ox Bus Operations Center ⁵	2,392,507	5,030,475	5,030,475	5,030,475	0
State Aid (NVTC) Operations ⁶	13,896,798	18,201,878	18,201,878	15,701,878	(2,500,000)
State Aid (NVTC) Projects ⁷	3,083,000	0	1,500,000	4,000,000	2,500,000
Total Revenue	\$31,993,225	\$32,279,432	\$33,779,432	\$33,779,432	\$0
Transfers In:					
General Fund (001) ⁸	\$21,562,367	\$31,992,047	\$31,992,047	\$31,992,047	\$0
County and Regional Transportation Projects (124) ⁹	15,507,212	15,507,212	10,867,614	10,867,614	0
Metro Operations and Construction (309)	1,990,981	2,070,620	2,070,620	2,070,620	0
Total Transfers In	\$39,060,560	\$49,569,879	\$44,930,281	\$44,930,281	\$0
Total Available	\$91,523,387	\$82,830,561	\$102,387,971	\$102,387,971	\$0
Expenditures:					
<u>FAIRFAX CONNECTOR</u>					
Huntington Division					
Operating Expenses	\$25,655,021	\$30,502,333	\$36,730,630	\$36,730,630	\$0
Capital Equipment	5,875,135	5,720,000	6,241,159	6,241,159	0
Subtotal - Huntington	\$31,530,156	\$36,222,333	\$42,971,789	\$42,971,789	\$0
Reston-Herndon Division					
Operating Expenses	\$19,610,956	\$20,911,273	\$27,385,815	\$27,385,815	\$0
Capital Equipment	0	0	275,545	275,545	0
Capital Projects	662,417	0	750,945	750,945	0
Subtotal - Reston/Herndon	\$20,273,373	\$20,911,273	\$28,412,305	\$28,412,305	\$0
West Ox Division, County					
Operating Expenses ⁴	\$8,312,861	\$14,778,537	\$18,585,459	\$18,585,459	\$0
Capital Equipment	340,698	0	0	0	0
Subtotal - West Ox Division, County	\$8,653,559	\$14,778,537	\$18,585,459	\$18,585,459	\$0
West Ox Division, WMATA ⁵	2,392,507	5,030,475	5,030,475	5,030,475	0
Subtotal - West Ox Division, County and WMATA	\$11,046,066	\$19,809,012	\$23,615,934	\$23,615,934	\$0
Total CONNECTOR Service	\$60,457,088	\$71,912,143	\$89,969,553	\$89,969,553	\$0
Total WMATA Service	\$2,392,507	\$5,030,475	\$5,030,475	\$5,030,475	\$0
Total Bus Services	\$62,849,595	\$76,942,618	\$95,000,028	\$95,000,028	\$0
Systemwide Projects ⁷	\$0	\$0	\$1,500,000	\$1,500,000	\$0
Commuter Rail ¹⁰	4,995,534	4,906,693	4,906,693	4,906,693	0
Total Expenditures²	\$67,845,129	\$81,849,311	\$101,406,721	\$101,406,721	\$0
Total Disbursements	\$67,845,129	\$81,849,311	\$101,406,721	\$101,406,721	\$0

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Ending Balance¹¹	\$23,678,258	\$981,250	\$981,250	\$981,250	\$0
Transportation-Related Requirements	\$981,250	\$981,250	\$981,250	\$981,250	\$0
Reserve for Commercial and Industrial Tax ⁹	4,639,598	0	0	0	0
Unreserved Balance	\$18,057,410	\$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 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 recorded as an expenditure.

³ Prior to FY 2011, the Virginia Department of Rail and Public Transportation (VDRPT) and then the Metropolitan Washington Airports Authority (MWAA) had provided funding for the Dulles Corridor Rapid Transit Project to order to build transit use in the corridor prior to the opening of the Dulles metroraill extension. MWAA discontinued this grant in FY 2011.

⁴ In November 2009, the County initiated the Tysons Lunch Shuttle, as part of a collaborative effort with the State to minimize midday traffic in the Tysons area during the construction of Dulles rail. The State has provided reimbursements for this service through the Virginia Megaprojects Transportation Management Plan. This service was discontinued in early 2011 due to limited consumer use.

⁵ 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.

⁶ State Aid for mass transit 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 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.

⁷ State Aid for Projects may support one time requirements for infrastructure improvements, equipment, or consultant studies. As part of the *FY 2010 Carryover Review*, \$1.5 million was appropriated to Systemwide Projects in support of a countywide transit network study. This study is a multimodal study that will include an evaluation of efforts underway by other entities and jurisdictions in the region. As part of the *FY 2011 Third Quarter Review*, \$2.5 million in State Aid is redirected from operations support to the APTS II CONNECTOR technology project.

⁸ In FY 2011, the increase in the General Fund transfer over the previous year supports CONNECTOR services previously supported with the Dulles Corridor Grant, projected expenditure requirements for contractual obligations under the new bus operations contract, and additional projected costs for fuel based on diesel fuel prices.

⁹ Beginning in FY 2010, a transfer of \$15.5 million from Fund 124, County and Regional Transportation Projects supported expanded service on high priority, overcrowded CONNECTOR bus routes, the FY 2010 initiation of midday bus service from the new West Ox Bus Operations Center, and the implementation of some 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. Due to the delayed implementation of some of the expanded service in FY 2010, a portion of this support remained in balance at year end. As a result, as part of the *FY 2010 Carryover Review*, the FY 2011 Transfer In of commercial and industrial tax (C&I) decreased from \$15,507,212 to \$10,867,614, and funds in balance were applied to support some of FY 2011 C&I expenditures.

¹⁰ Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction.

¹¹ 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.