

# FUND STATEMENT

## Fund Type G10, Special Revenue Funds

## Fund 100, County Transit Systems

	FY 2011 Actual	FY 2012 Adopted Budget Plan	FY 2012 Revised Budget Plan	FY 2012 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
<b>Beginning Balance</b>	<b>\$23,678,258</b>	<b>\$981,250</b>	<b>\$29,752,106</b>	<b>\$29,752,106</b>	<b>\$0</b>
Revenue:					
Miscellaneous Revenue <sup>1</sup>	\$693,565	\$162,778	\$162,778	\$162,778	\$0
SmarTrip Revenue <sup>2,3</sup>	11,765,020	6,179,464	6,179,464	6,179,464	0
Tysons Lunch Shuttle Reimbursement <sup>4</sup>	655,503	0	0	0	0
Bus Advertising	7,417	200,000	200,000	200,000	0
Bus Shelter Program <sup>5</sup>	125,000	0	0	0	0
WMATA Reimbursements, West Ox Bus Operations Center <sup>6</sup>	2,341,855	3,644,502	3,644,502	3,644,502	0
State Aid (NVTC) Operations <sup>7</sup>	15,701,878	18,201,878	18,201,878	18,201,878	0
State Aid (NVTC) Projects <sup>8</sup>	2,500,000	12,500,000	14,000,000	14,000,000	0
<b>Total Revenue</b>	<b>\$33,790,238</b>	<b>\$40,888,622</b>	<b>\$42,388,622</b>	<b>\$42,388,622</b>	<b>\$0</b>
Transfers In:					
General Fund (001) <sup>9</sup>	\$31,992,047	\$34,455,482	\$34,455,482	\$34,455,482	\$0
County and Regional Transportation Projects (124) <sup>10</sup>	10,867,614	19,459,472	19,459,472	19,459,472	0
Metro Operations and Construction (309)	2,070,620	2,215,563	2,215,563	2,215,563	0
<b>Total Transfers In</b>	<b>\$44,930,281</b>	<b>\$56,130,517</b>	<b>\$56,130,517</b>	<b>\$56,130,517</b>	<b>\$0</b>
<b>Total Available</b>	<b>\$102,398,777</b>	<b>\$98,000,389</b>	<b>\$128,271,245</b>	<b>\$128,271,245</b>	<b>\$0</b>
Expenditures:					
FAIRFAX CONNECTOR					
Huntington Division					
Operating Expenses <sup>2</sup>	\$30,008,046	\$32,969,762	\$45,003,910	\$45,003,910	\$0
Capital Equipment	5,437,431	13,220,000	13,910,415	13,910,415	0
<b>Subtotal - Huntington</b>	<b>\$35,445,477</b>	<b>\$46,189,762</b>	<b>\$58,914,325</b>	<b>\$58,914,325</b>	<b>\$0</b>
Reston-Herndon Division					
Operating Expenses <sup>2</sup>	\$20,977,949	\$23,468,981	\$31,336,219	\$31,336,219	\$0
Capital Equipment	117,670	3,000,000	3,234,284	3,234,284	0
Capital Projects	455,843	0	295,102	295,102	0
<b>Subtotal - Reston/Herndon</b>	<b>\$21,551,462</b>	<b>\$26,468,981</b>	<b>\$34,865,605</b>	<b>\$34,865,605</b>	<b>\$0</b>
West Ox Division, County CONNECTOR					
Operating Expenses <sup>2</sup>	\$8,355,013	\$14,790,451	\$17,464,063	\$17,464,063	\$0
Capital Equipment	46,171	2,000,000	2,029,946	2,029,946	0
<b>Subtotal - West Ox Division, County</b>	<b>\$8,401,184</b>	<b>\$16,790,451</b>	<b>\$19,494,009</b>	<b>\$19,494,009</b>	<b>\$0</b>
West Ox Division, WMATA <sup>6</sup>	\$2,341,855	3,644,502	\$3,644,502	3,644,502	0
<b>Subtotal - West Ox Division, County and WMATA</b>	<b>\$10,743,039</b>	<b>\$20,434,953</b>	<b>\$23,138,511</b>	<b>\$23,138,511</b>	<b>\$0</b>
<b>Total CONNECTOR Service</b>	<b>\$65,398,123</b>	<b>\$89,449,194</b>	<b>\$113,273,939</b>	<b>\$113,273,939</b>	<b>\$0</b>
<b>Total WMATA Service</b>	<b>\$2,341,855</b>	<b>\$3,644,502</b>	<b>\$3,644,502</b>	<b>\$3,644,502</b>	<b>\$0</b>
<b>Total Bus Services</b>	<b>\$67,739,978</b>	<b>\$93,093,696</b>	<b>\$116,918,441</b>	<b>\$116,918,441</b>	<b>\$0</b>
Systemwide Projects <sup>8</sup>	\$0	\$0	\$1,500,000	\$1,500,000	\$0
Commuter Rail <sup>11</sup>	4,906,693	4,906,693	4,906,693	4,906,693	0
<b>Total Expenditures<sup>2</sup></b>	<b>\$72,646,671</b>	<b>\$98,000,389</b>	<b>\$123,325,134</b>	<b>\$123,325,134</b>	<b>\$0</b>
<b>Total Disbursements</b>	<b>\$72,646,671</b>	<b>\$98,000,389</b>	<b>\$123,325,134</b>	<b>\$123,325,134</b>	<b>\$0</b>

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<b>Ending Balance<sup>12</sup></b>	<b>\$29,752,106</b>	<b>\$0</b>	<b>\$4,946,111</b>	<b>\$4,946,111</b>	<b>\$0</b>
Transportation-Related Requirements	\$981,250	\$0	\$4,710,154	\$4,821,111	\$110,957
Reserve for Bus Shelter Program <sup>5</sup>	125,000	0	125,000	125,000	0
<b>Unreserved Balance</b>	<b>\$28,645,856</b>	<b>\$0</b>	<b>\$110,957</b>	<b>\$0</b>	<b>(\$110,957)</b>

<sup>1</sup> 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.

<sup>2</sup> In order to account for revenues and expenditures in the proper fiscal year, audit adjustments in the amount of \$5,304,911.48 have been reflected as an increase to FY 2011 expenditures and \$5,415,869.00 have been reflected as an increase to FY 2011 revenues. These adjustments have been included in the FY 2011 Comprehensive Annual Financial Report (CAFR). Details of the audit adjustments are included in the FY 2012 Third Quarter package.

<sup>3</sup> 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.

<sup>4</sup> 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 on December 31, 2010 due to limited consumer use.

<sup>5</sup> The Bus Shelter Program was established in FY 2011 as a public-private partnership to provide for bus shelter construction and maintenance. This revenue is held in reserve for unanticipated County maintenance expenditures related to this program in the event the developer defaults on the Bus Advertising Contract.

<sup>6</sup> 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.

<sup>7</sup> 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.

<sup>8</sup> State Aid for Projects may support one time infrastructure or equipment requirements. As part of the *FY 2011 Carryover Review*, \$1.5 million was appropriated to Systemwide Projects in support of a countywide transit network study. This is a multimodal study that will include an evaluation of efforts underway by other entities and jurisdictions in the region.

<sup>9</sup> The FY 2012 General Fund transfer includes an increase of \$2,463,435 primarily supporting additional bus replacement and new bus purchase requirements.

<sup>10</sup> A transfer from Fund 124, County and Regional Transportation Project, was implemented in FY 2010 to support the expansion of additional bus transit services and the opening of the new West Ox Bus Operations Center. 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.

<sup>11</sup> Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction.

<sup>12</sup> The fund balance in Fund 100, County Transit Systems, fluctuates based on 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 changes to the ending balance.