

Fund 30000: Metro Operations and Construction

FUND STATEMENT

Category	FY 2021 Estimate	FY 2021 Actual	Increase (Decrease) (Col. 2-1)	FY 2022 Adopted Budget Plan	FY 2022 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$279,072	\$279,072	\$0	\$0	\$1,018,329	\$1,018,329
Revenue:						
Revenue Applied to Operating Budget:						
State Aid	\$73,907,189	\$83,313,781	\$9,406,592	\$118,942,208	\$107,053,200	(\$11,889,008)
Gas Tax Revenue	18,000,000	7,522,364	(10,477,636)	18,000,000	10,000,000	(8,000,000)
Interest on NVTC Balances	300,000	300,000	0	5,000,000	0	(5,000,000)
Subtotal - State/Gas Revenue, Operating	\$92,207,189	\$91,136,145	(\$1,071,044)	\$141,942,208	\$117,053,200	(\$24,889,008)
Revenue Applied to Capital Budget:						
State Aid Applied to Metro Capital	0	0	0	2,154	2,154	0
Subtotal - State/Gas Revenue, Capital	\$0	\$0	\$0	\$2,154	\$2,154	\$0
County Revenue:						
County Bond Sales ¹	\$40,981,671	\$42,000,000	\$1,018,329	\$42,000,000	\$40,981,671	(\$1,018,329)
Total Revenue, All Sources	\$133,188,860	\$133,136,145	(\$52,715)	\$183,944,362	\$158,037,025	(\$25,907,337)
Transfers In:						
General Fund (10001)	\$38,337,366	\$38,337,366	\$0	\$38,337,366	\$38,337,366	\$0
General Fund Applied to Debt Service (10001)	5,613,058	5,613,058	0	5,613,058	5,613,058	0
Contributed Roadway Improvements (30040) ²	181,732	181,732	0	0	0	0
Total Transfers In	\$44,132,156	\$44,132,156	\$0	\$43,950,424	\$43,950,424	\$0
Total Available:	\$177,600,088	\$177,547,373	(\$52,715)	\$227,894,786	\$203,005,778	(\$24,889,008)
Expenditures:						
Operating Expenditures						
Bus Operating Subsidy ³	\$59,548,793	\$56,893,780	(\$2,655,013)	\$65,490,000	\$56,281,067	(\$9,208,933)
Rail Operating Subsidy	74,166,714	75,705,980	1,539,266	88,500,000	76,055,496	(12,444,504)
ADA Paratransit - Metro	20,157,343	20,187,546	30,203	23,010,000	19,774,429	(3,235,571)
Subtotal - Operating Subsidy	\$153,872,850	\$152,787,306	(\$1,085,544)	\$177,000,000	\$152,110,992	(\$24,889,008)
WMATA CARES Credit ⁴	(\$26,300,000)	(\$26,262,080)	\$37,920	\$0	\$0	\$0
Subtotal - Credits	(\$26,300,000)	(\$26,262,080)	\$37,920	\$177,000,000	\$152,110,992	(\$24,889,008)
Operating Subsidy- Credits Applied	\$127,572,850	\$126,525,226	(\$1,047,624)	\$177,000,000	\$152,110,992	(\$24,889,008)
Capital Expenditures						
Metro Capital	\$41,260,743	\$41,237,323	(\$23,420)	\$42,000,000	\$42,000,000	\$0
Metro Capital Debt Service	5,613,058	5,613,058	0	5,615,212	5,615,212	0
Subtotal - Capital Subsidy	\$46,873,801	\$46,850,381	(\$23,420)	\$47,615,212	\$47,615,212	\$0
Total Operating and Capital Subsidy	\$174,446,651	\$173,375,607	(\$1,071,044)	\$224,615,212	\$199,726,204	(\$24,889,008)

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Applied NVTC State Aid and Gas Tax to Operating	(\$91,907,189)	(\$90,836,145)	\$1,071,044	(\$136,942,208)	(\$112,053,200)	\$24,889,008
Applied Interest at NVTC to Operating	(300,000)	(300,000)	0	(5,000,000)	(5,000,000)	0
Applied NVTC State Aid and Gas Tax to Capital	0	0	0	(2,154)	(2,154)	0
Total Expenditures, County	\$82,239,462	\$82,239,462	\$0	\$82,670,850	\$82,670,850	\$0
Transfers Out:						
County Transit Systems (40000)	\$3,153,437	\$3,153,437	\$0	\$3,279,574	\$3,279,574	\$0
Total Transfers Out	\$3,153,437	\$3,153,437	\$0	\$3,279,574	\$3,279,574	\$0
Total Disbursements	\$177,600,088	\$176,529,044	(\$1,071,044)	\$227,894,786	\$203,005,778	(\$24,889,008)
Ending Balance⁵	\$0	\$1,018,329	\$1,018,329	\$0	\$0	\$0

¹ 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 8, 2016, the voters approved a \$120 million Transportation Bond, and on November 3, 2020 the voters approved an additional \$160 million Transportation bond. In January 2021, an amount of \$42 million was sold (Series 2021A), utilizing bond authorization from both the 2016 and 2020 bond referenda. The 2016 Transportation bond has now been fully expended and the 2020 Transportation bond has an ending balance of \$143.1 million.

² FY 2021 reflected a transfer of \$181,732 from Fund 30040, Contributed Roadway Improvements, to support 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. This bus service was previously provided as a WMATA route and these funds were transferred to Fund 30000, Metro Operations and Construction. Beginning in FY 2022, Fairfax Connector will operate the service and receive the contributions.

³ Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service. Beginning in FY 2022, this service will be transferred to Fairfax Connector in Fund 40000 and reflect this contribution.

⁴ As a result of the Federal Transit Administration (FTA) regional transit services support included in the Coronavirus Aid, Relief and Economic Security (CARES) Act, Fairfax County is receiving \$26.3 million in credits allocated by WMATA to support capital, operating and other transit-related expenses to prevent, prepare for and respond to the COVID-19 pandemic. Receipt of this credit is reflected in Fund 30000, Metro Operations and Construction, with a corresponding reduction in the annual state aid contribution for Fairfax County's share of its WMATA subsidy for FY 2021. The credits are held at the Northern Virginia Transportation Commission (NVTC) and as part of the *FY 2020 Carryover Review* were appropriated in Fund 40000, County Transit Systems, to offset an anticipated reduction in Fairfax Connector fare revenue. Reference Fund 40000 for further information.

⁵ 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 the WMATA General Manager and WMATA's Adopted Budget.