

¹ Miscellaneous revenue reflects reimbursement from the Washington Metropolitan Area Transit Authority (WMATA) for the value of WMATA tokens collected on FAIRFAX CONNECTOR routes. In FY 2009, WMATA token revenue decreases due to a projected increase in SmarTrip and WMATA's plan to eliminate tokens.

² Until mid FY 2008, all fare revenue was collected by the bus operations contractor, and reflected as an expenditure credit rather than a revenue. SmarTrip was implemented in mid FY 2008 with that portion of fare revenue coming directly to the County. In FY 2009, the County plans to assume the collection of all revenues including Farebox Revenue, and FY 2009 revenue estimates reflect an increase for this change as well as an increased revenue for higher ridership numbers. Likewise, FY 2009 expenditures are adjusted upwards to reflect this accounting change..

³ Funding provided by the Virginia Department of Rail and Public Transportation (VDRPT) for the Dulles Corridor Rapid Transit Project. Funding has remained relatively constant since FY 2003.

⁴ State Aid for operational costs of service in the Route One Corridor has been provided annually since FY 2005. FY 2008 revenue reflects State revenue for the Richmond Highway Grant.

⁵ In FY 2008, remaining proffer funds were combined with a one-time transfer from Fund 307, Pedestrian Walkway Improvements, in support of the continuation of expanded services on FAIRFAX CONNECTOR Route 505 in Reston. One-time savings will support the continuation of this service in FY 2009.

⁶ In FY 2009, the West Ox Bus Operations Center, currently under construction, will open as a joint use facility for WMATA and the County. WMATA plans to occupy its share of the facility in mid FY 2009, and under the Joint Agreement, will reimburse the County for its share of facility costs. The *FY 2009 Revised Budget Plan* expenditures of \$6.3 million include: \$1,722,644, fully offset with WMATA revenue, for costs associated with WMATA square footage and facility costs; \$3,675,341 for the County's portion of facility costs and 5 months of County bus service operations; \$4,648,158 in previously approved NVTC supported encumbered and unencumbered balances for facility equipment costs not in the project budget, and \$1,579,250 in new NVTC funding for computers, communication equipment, contractor technical assistance, and bus operations implementation/start-up costs prior to the initiation of revenue service.

⁷ In FY 2009, \$12.0 million in State transportation revenue for mass transit is projected to be available to support the operations of the FAIRFAX CONNECTOR. This new revenue results from the General Assembly's passage of HB 3202, which provides for a State earmark of 2 cents/\$100 of recordation tax collections for mass transit. This revenue is disbursed to the Northern Virginia Transportation Commission, where it is made available to the County.

⁸ Northern Virginia Transportation Commission (NVTC) funds are appropriated in support of mass transit requirements, and have been used to support infrastructure needs within Fund 100. The *FY 2009 Revised Budget Plan* includes \$3,182,250 in new FY 2009 NVTC revenues and expenditures to support remaining equipment requirements and technical assistance for the start-up of the new West Ox Bus Operations Center, camera and other security monitoring of fuel and revenue handling areas for existing bus divisions, planning support to optimize efficiencies in bus routes, and the refurbishment of 4 buses that would otherwise be retired in order to supplement bus service on crowded routes. In addition, \$512,496 in NVTC funds, initially budgeted within the FY 2009 Adopted Budget Plan, will support a portion of anticipated operating costs of the new West Ox division.

⁹ A FY 2009 Adopted Budget Plan General Fund Transfer increase of \$1,200,000 over the prior year primarily reflects General Fund support for diesel fuel price increases, offset by savings from a lower than anticipated requirement for the Commuter Rail (Virginia Railway Express) subsidy based on the VRE adopted budget, and savings realized from EZ Bus service to the Burke VRE Station.

¹⁰ Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express operations and construction. The FY 2009 Adopted County contribution to VRE is consistent with the VRE adopted budget. While it is a net increase over the FY 2008 subsidy, the FY 2009 subsidy incorporates the second year of savings realized by of a phased-in change to the subsidy allocation formula. The formula change was approved by the Board of Supervisors on April 30, 2007.

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.