

- 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 is projected to increase over the FY 2009 level due to the full year impact of the FAIRFAX CONNECTOR fare increase on January 4, 2009, and the 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. Some of the anticipated revenue was also received as SmarTrip revenue rather than farebox revenue.
- ⁴ 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.
- ⁵ In FY 2010, the County will no longer receive the State Richmond Highway Grant, supporting service in the Route One Corridor. This grant, and service, has been provided annually since FY 2005. The County will support the continuation of this service with additional fare revenue included in the FY 2010 budget.
- ⁶ FY 2009 WMATA reimbursements were lower than anticipated due to WMATA's delay in occupying the new West Ox Bus Operations Center. This bus facility is a joint use facility for WMATA and the County. FY 2010 reimbursements from WMATA reflect the full year projected recovery of WMATA facility and operational costs at that site.
- ⁷ State Aid is disbursed to the Northern Virginia Transportation Commission (NVTC), where it is made available to the County. Beginning in FY 2009, the State Aid support for Fund 100 operations was 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. In FY 2009, \$3,182,250 in NVTC revenues supported 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 four buses that would otherwise be retired in order to supplement bus service on crowded routes. In the *FY 2010 Revised Budget Plan*, \$3,083,000 in FY 2010 NVTC revenues support: 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 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 As part of the *FY 2009 Carryover Review*, The General Fund transfer to Fund 100, County Transit Systems, is reduced by \$2,250,000 to transfer FY 2009 balances resulting from fuel savings as a result of actual diesel fuel prices and the number of Connector platform hours in FY 2009. The Board of Supervisors directed County staff to maximize the amount of fuel savings during the remaining months of FY 2009 and to set aside whatever funds materialized to provide future-year flexibility specifically for fuel-related requirements or in support of the FY 2011 budget.
- ¹⁰ A FY 2010 Transfer of \$15.5 million from Fund 124, County and Regional Transportation Projects supports the expansion of service on high priority, overcrowded Connector bus routes, the inclusion of mid-day 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.
- ¹¹ West Ox Division *FY 2009 Revised Budget Plan* expenditures of \$11.63 million included WMATA reimbursable costs and County costs for five months of service at the new operations center, as well as \$6.23 million in NVTC-supported funding for West Ox facility equipment costs not in the capital project budget. Only a portion of this funding was required, due to the actual timing of the initiation of bus service at the new West Ox Bus Operations Center. FY 2010 expenditures of \$16.31 million include: \$4.99 million in fully reimbursable WMATA costs and \$11.32 million in 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 expanding these routes into mid-day service. County expansion costs are fully covered by Fund 100 fare revenue and a transfer of commercial and industrial tax revenue from Fund 124.
- ¹² Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction. The FY 2010 County contribution to VRE is a decrease of \$0.5 million from the prior year and is consistent with the VRE adopted budget. The Fairfax subsidy also reflects County 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.
- ¹³ 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.