

FUND STATEMENT

Fund Type G10, Special Revenue Funds

Fund 100, County Transit Systems

	FY 2011 Estimate	FY 2011 Actual	Increase (Decrease) (Col. 2-1)	FY 2012 Adopted Budget Plan	FY 2012 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Total Beginning Balance	\$23,678,258	\$23,678,258	\$0	\$981,250	\$29,641,149	\$28,659,899
Revenue:						
Miscellaneous Revenue ¹	\$50,000	\$693,565	\$643,565	\$162,778	\$162,778	\$0
SmarTrip Revenue ²	7,609,193	6,349,151	(1,260,042)	6,179,464	6,179,464	0
Tysons Lunch Shuttle Reimbursement ³	1,187,886	655,503	(532,383)	0	0	0
Bus Advertising	200,000	7,417	(192,583)	200,000	200,000	0
Bus Shelter Program ⁴	0	125,000	125,000	0	0	0
WMATA Reimbursements, West Ox Bus Operations Center ⁵	5,030,475	2,341,855	(2,688,620)	3,644,502	3,644,502	0
State Aid (NVTC) Operations ⁶	15,701,878	15,701,878	0	18,201,878	18,201,878	0
State Aid (NVTC) Projects ^{7,8}	4,000,000	2,500,000	(1,500,000)	12,500,000	14,000,000	1,500,000
Total Revenue	\$33,779,432	\$28,374,369	(\$5,405,063)	\$40,888,622	\$42,388,622	\$1,500,000
Transfers In:						
General Fund (001) ⁹	\$31,992,047	\$31,992,047	\$0	\$34,455,482	\$34,455,482	\$0
County and Regional Transportation Projects (124) ¹⁰	10,867,614	10,867,614	0	19,459,472	19,459,472	0
Metro Operations and Construction (309)	2,070,620	2,070,620	0	2,215,563	2,215,563	0
Total Transfers In	\$44,930,281	\$44,930,281	\$0	\$56,130,517	\$56,130,517	\$0
Total Available	\$102,387,971	\$96,982,908	(\$5,405,063)	\$98,000,389	\$128,160,288	\$30,159,899
Expenditures:						
FAIRFAX CONNECTOR						
Huntington Division						
Operating Expenses	\$36,715,622	\$26,609,317	(\$10,106,305)	\$32,969,762	\$45,003,910	\$12,034,148
Capital Equipment ⁸	6,256,167	5,548,389	(707,778)	13,220,000	13,910,415	690,415
Subtotal - Huntington Division	\$42,971,789	\$32,157,706	(\$10,814,083)	\$46,189,762	\$58,914,325	\$12,724,563
Reston-Herndon Division						
Operating Expenses	\$27,281,051	\$19,219,960	(\$8,061,091)	\$23,468,981	\$31,336,219	\$7,867,238
Capital Equipment ⁸	380,309	117,670	(262,639)	3,000,000	3,234,284	234,284
Capital Projects	750,945	455,843	(295,102)	0	295,102	295,102
Subtotal - Reston-Herndon	\$28,412,305	\$19,793,473	(\$8,618,832)	\$26,468,981	\$34,865,605	\$8,396,624
West Ox Division, County						
Operating Expenses ⁴	\$18,555,059	\$8,095,861	(\$10,459,198)	\$14,790,451	\$17,464,063	\$2,673,612
Capital Equipment ⁸	30,400	46,171	15,771	2,000,000	2,029,946	29,946
Subtotal - West Ox Division, County	\$18,585,459	\$8,142,032	(\$10,443,427)	\$16,790,451	\$19,494,009	\$2,703,558
West Ox Division, WMATA ⁵						
Subtotal - West Ox Division, County and WMATA	\$23,615,934	\$10,483,887	(\$13,132,047)	\$20,434,953	\$23,138,511	\$2,703,558
Total CONNECTOR Service	\$89,969,553	\$60,093,211	(\$29,876,342)	\$89,449,194	\$113,273,939	\$23,824,745
Total WMATA Service	\$5,030,475	\$2,341,855	(\$2,688,620)	\$3,644,502	\$3,644,502	\$0
Total Bus Services	\$95,000,028	\$62,435,066	(\$32,564,962)	\$93,093,696	\$116,918,441	\$23,824,745
Systemwide Projects ⁷	\$1,500,000	\$0	(\$1,500,000)	\$0	\$1,500,000	\$1,500,000
Commuter Rail ¹¹	4,906,693	4,906,693	0	4,906,693	4,906,693	0
Total Expenditures²	\$101,406,721	\$67,341,759	(\$34,064,962)	\$98,000,389	\$123,325,134	\$25,324,745
Total Disbursements	\$101,406,721	\$67,341,759	(\$34,064,962)	\$98,000,389	\$123,325,134	\$25,324,745

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Ending Balance¹²	\$981,250	\$29,641,149	\$28,659,899	\$0	\$4,835,154	\$4,835,154
Reserve for Transportation-Related Requirements ¹³	\$981,250	\$981,250	\$0	\$0	\$4,710,154	\$4,710,154
Reserve for Bus Shelter Program ⁴	0	125,000	125,000	0	125,000	125,000
Unreserved Balance	\$0	\$28,534,899	\$28,534,899	\$0	\$0	\$0

- ¹ Miscellaneous revenue includes such items as the sale of vehicles and equipment for salvage, insurance recoveries, and miscellaneous developer contributions.
- ² Fare revenue is received either directly by the County as Smart-Trip fare payments, or indirectly through the contractor, who credits cash receipts to the monthly bus operations contract bill. In FY 2011, actual SmartTrip fare revenue was \$1.26 million less than the FY 2011 estimate, primarily due to more bus riders continuing to pay in cash than was anticipated.
- ³ 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 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.
- ⁴ 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.
- 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. Although actual FY 2011 revenues from WMATA reimbursements were \$2.7 million lower than the budgeted amount, WMATA expenditures were lower by an equal amount, resulting in no net change in fund balance.
- 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 infrastructure or equipment requirements. Lower than anticipated expenditures result from the countywide transit network study, which is still in its early stages. This is a multimodal study that will include an evaluation of efforts underway by other entities and jurisdictions in the region. As such, \$1.5 million in funding for the study has been carried forward as part of the FY 2011 Carryover Review as an adjustment to both revenues and expenditures with no net impact on fund balance.
- ⁸ It is noted that FY 2012 capital equipment purchases for all three divisions total to \$19,174,644, including \$6,674,644 for the continuation of the CONNECTOR bus replacement program based on a 12 year bus life cycle, and \$12,500,000 for the purchase of 25 new buses funded by State Aid. An 18 month lead time is required for the acquisition of these buses prior to the implementation of any new service in support of transit connections for beltway HOT lanes to the Tysons district.
- ⁹ The FY 2012 General Fund transfer includes an increase of \$2,463,435 in support of new bus service for Fort Belvoir (BRAC), and service adjustments due to the relocation of the Reston East Park and Ride to permit the construction of the Wiehle Ave. Metro station at that site.
- ¹⁰ 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.
- ¹¹ Fairfax County participates in the VRE Master Agreement, and provides an annual subsidy to Virginia Railway Express (VRE) operations and construction.
- ¹² 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.
- ¹³ This reserve will help support anticipated future increases in fuel and bus operations contract requirements.