

# Fund 40000

## County Transit Systems

### Mission

To provide safe, reliable, clean and effective public transportation service that complements the other elements of the multi-modal transportation system in Fairfax County and provides a cost-saving alternative to Washington Metropolitan Area Transit Authority (WMATA) Metrobus service. To fund the County's share of operating costs for the Virginia Railway Express (VRE).

### Focus

Fund 40000, County Transit Systems, provides funding for operating and capital expenses for the Fairfax Connector bus system. The Fairfax County Department of Transportation (FCDOT) manages, oversees and coordinates the activities of the Fairfax Connector bus system, which in FY 2016 operated 85 routes providing primarily intra-county service and access to Metrorail stations serving County residents. The system includes an authorized fleet of 295 buses.



Fairfax Connector bus service is operated by a private contractor from three operating facilities. The Huntington Division provides local service to the Huntington, Van Dorn Street and Franconia-Springfield Metrorail stations and in the Mount Vernon and Lorton areas and express service to the Pentagon Metrorail station. The Reston-Herndon Division includes service in the Reston, Herndon, McLean and Tysons areas to the Wiehle-Reston East, McLean, Spring Hill, and Tysons Corner Metrorail stations; express service between Reston, the Pentagon Metrorail station, and Crystal City; local service between Herndon, Reston, and Tysons, and cross-county service between Fair Oaks and Reston. The West Ox Division provides service primarily in the I-66 Corridor between the Vienna Metrorail station and the Centreville, Chantilly, Fair Oaks, Oakton, and Fairfax Center areas; and 495 Express service between Tysons, Burke Centre and Springfield.

Fairfax Connector expanded service in FY 2015 in conjunction with the opening of the first phase of the Dulles Corridor Metrorail Project, or Silver Line. The majority of new Fairfax Connector bus service in support of the Silver Line involved restructured and new service in the Reston, Herndon, McLean and



Tysons areas. With the opening of the Silver Line on July 26, 2014, Fairfax Connector restructured approximately 40 percent of its bus service including 16 new routes, 28 restructured routes, and the elimination of five routes.

The majority of Fairfax Connector's Reston and Herndon service was realigned to provide connections with the new Wiehle-Reston East Metrorail station. As the temporary terminus for the Silver Line until full project completion (anticipated for late 2019), the Wiehle station

includes a 2,300 space commuter parking facility, kiss-and-ride area with short-term parking, state of the art bicycle facility, as well as a 10-bus-bay transit center. Subsequent changes to the Silver Line Bus

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Service Plan were implemented in January and May 2015 in response to ridership and travel changes, public feedback, and to reduce traffic congestion and improve connections in the Dulles Corridor.

In FY 2016, Fairfax Connector, in partnership with Fairfax County Public Schools (FCPS), initiated the new Student Free Fare Pilot Program (SFFPP), which provides free bus rides to the County's middle and high school population, and was used by approximately eight percent of the eligible students during the first year. Through increased customer outreach efforts, the SFFPP saw an increase of 295 percent in student ridership from September 2015 to September 2016. Ridership in FY 2018 is expected to continue to increase as additional outreach events are planned.

**County Transit Systems supports the following County Vision Elements:**



***Connecting People and Places***



***Practicing Environmental Stewardship***

FCDOT began implementing an Intelligent Transportation System (ITS) in FY 2014, which includes computer aided dispatching (CAD) and automatic vehicle locator (AVL) systems, mobile data terminals, automated passenger counters, stop annunciators, and real-time passenger information. Reports and information generated from the ITS system allow for more efficient scheduling, route refinement, and faster schedule development, which will increase Fairfax Connector operational efficiencies and provide real-time service information for riders. Phase I of the project is expected to be fully implemented in the second half of FY 2017. FY 2018 includes \$1.2 million to support Phase II of ITS, which will enhance passenger and employee safety and security while also providing advances in technology for improved monitoring of the maintenance program for buses.

Also included in the FY 2018 budget is \$1.1 million to work with WMATA and their vendor (Cubic) to develop a program which will allow Fairfax Connector to continue using the SmarTrip fare collection system. This funding is necessary to replace the current system, which is obsolete, and will enable Fairfax County to continue participating in the regional fare program.

FCDOT initiated a five-year update to its 2009 ten-year Transit Development Plan beginning in FY 2013. This new ten-year document, the Comprehensive Transit Plan (CTP), was developed with substantial public input and analysis of travel patterns, and population and job density within the county. The CTP

will guide future investments in and changes to Fairfax Connector service, including new cross-county links between Springfield and the Richmond Highway Corridor via the new Jeff Todd Way, and Centreville and Vienna via I-66, and changes reflecting future investments in I-66.



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FCDOT continues its commitment to the Emission Reduction Program as an agency focus. The program includes: buying vehicles equipped with Engineered Machine Products (EMP) which reduce emissions, improve fuel economy; an idling reduction program, and an auto shutdown program.

FCDOT continues to invest in infrastructure with major construction projects at the three operational garages. In FY 2014, FCDOT completed the addition of an 8,500 square foot storage building at the West Ox Road operating division bus garage. This enables the Fairfax Connector to maintain the fleet more efficiently. In early FY 2015, FCDOT completed renovation of the service lanes at the Huntington operating division garage. This project upgraded the existing service lane and provides efficiencies in the cleaning and servicing of the buses on a daily basis. FCDOT has started the design process for future construction projects at all three garages: the Huntington garage is in design for an additional storage building and two maintenance bays. The Reston-Herndon garage is in the design process for a complete renovation of the existing facility. The West Ox garage is under construction for Phase II expansion, which will increase bus storage and maintenance capacity.

#### **FY 2018 Bus Services Funding**

Total FY 2018 funding of \$93.2 million is provided for bus services, including funding for the establishment of a mid-life bus rebuild program, Phase II of the Intelligent Transportation Systems (ITS) project, and farebox replacement and upgrades. A breakdown of the \$93.2 million is included in the table below.

Bus Services	\$88.4
Mid-Life Rebuild Program (20-25 buses) and other Capital Equipment	2.5
ITS Project (Phase II)	1.2
Farebox Upgrades	1.1
Total (\$ in millions)	\$93.2

#### **County and Regional Transportation Projects**

Commercial and Industrial (C&I) real estate tax revenue and Northern Virginia Transportation Authority (NVTa) local 30 percent funds are collected in Fund 40010, County and Regional Transportation Projects, and then a portion is transferred to the County Transit Systems budget. In FY 2018, this amount totals \$34.2 million. This amount will be used to provide continued support for West Ox Division rush hour and midday service, enables the continuation of increased frequencies on overcrowded priority bus routes (Routes 171, 401/402 and 950), and continues support for service expansions at all three operating divisions. It also supports a route from Tysons to Dulles Airport, as endorsed by the Board on July 27, 2010; improves the frequency of Richmond Highway corridor routes; and improves the frequency of Route 310 servicing Franconia Road to Rolling Valley, where headways will decrease from every 30 minutes to every 20 minutes.

#### **General Fund Support / Use of Balances**

General Fund support is provided to Fund 40000 for Fairfax Connector requirements and for the County share of the subsidy for commuter rail services operated by the Virginia Railway Express (VRE). The FY 2018 General Fund transfer to Fund 40000 is \$34.4 million, a decrease of \$0.5 million from the FY 2017 Adopted Budget Plan level.

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#### **Establishment of a Fairfax Connector Bus Replacement Reserve**

A significant long-term issue in transportation concerns the bus replacement needs for the Fairfax Connector fleet. To help fund the future bus replacement needs, funding is being reserved at the Northern Virginia Transportation Commission (NVTC). Annual funding allocations will help to minimize the fiscal impact in FY 2022 when an estimated 68 buses will need to be replaced for a total expenditure of approximately \$38.1 million. In FY 2014, FCDOT began setting aside \$5.7 million annually. The FY 2017 annual payment to the reserve increased to \$7.2 million. In FY 2018, the annual payment increased to \$7.7 million and will continue to be increased each year thereafter to meet estimated fleet replacement costs. The recommended plan spreads out the replacement over a slightly longer time horizon which is operationally and programmatically preferable for the department. At the end of FY 2018, the NVTC bus replacement reserve will be \$32.1 million.

#### **Virginia Railway Express (VRE)**

Fund 40000, County Transit Systems, includes the County's share of the subsidy for commuter rail services operated by the Virginia Railway Express (VRE). The Board of Supervisors approved the County's participation in the regional rail service on August 1, 1988. The service is a joint effort among NVTC, the Potomac and Rappahannock Transportation Commission, the Virginia Department of Rail and Public Transportation, and the participating jurisdictions of Fairfax County, City of Manassas, City of Manassas Park, Fredericksburg, Prince William County, Spotsylvania County and Stafford County. The City of Alexandria and Arlington County are also contributing jurisdictions.

The operation and maintenance costs associated with the commuter rail system are funded from a combination of ridership revenues (which accrue directly to VRE), state contributions and contributions from the participating and contributing local jurisdictions. According to the VRE Master Agreement, at least 50 percent of the operating costs must be paid by passenger fares, with the remainder funded by the participating jurisdictions according to a funding formula. In spring 2007, the VRE Operations Board and member jurisdictions approved a change in the funding formula to transition from the previous calculation based on 90 percent ridership and 10 percent population, to a purely ridership-based formula that is more favorable to Fairfax County. Local jurisdiction subsidies are calculated based primarily on an annual ridership survey and the FY 2018 Fairfax County subsidy is estimated at \$5.2 million, representing no increase over the FY 2017 level.

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### Budget and Staff Resources

Category	FY 2016 Actual	FY 2017 Adopted	FY 2017 Revised	FY 2018 Advertised	FY 2018 Adopted
<b>FUNDING</b>					
Expenditures:					
Bus Services					
Huntington Operating	\$29,619,922	\$34,285,204	\$34,994,670	\$37,552,812	\$37,436,146
Reston/Herndon Operating	28,302,132	31,105,448	31,117,046	31,583,055	31,466,388
West Ox Operating	27,365,526	24,828,917	27,564,151	23,888,647	23,771,980
Capital Projects	3,756,965	4,500,000	8,440,069	2,300,000	2,300,000
Systemwide Projects	827,330	0	928,268	0	0
Subtotal - Bus Services, Connector & WMATA	<u>\$89,871,875</u>	<u>\$94,719,569</u>	<u>\$103,044,204</u>	<u>\$95,324,514</u>	<u>\$94,974,514</u>
Commuter Rail (VRE)	\$4,847,284	\$5,160,911	\$5,160,911	\$5,160,911	\$5,160,911
<b>Total Expenditures</b>	<b><u>\$94,719,159</u></b>	<b><u>\$99,880,480</u></b>	<b><u>\$108,205,115</u></b>	<b><u>\$100,485,425</u></b>	<b><u>\$100,135,425</u></b>
Income:					
Miscellaneous Revenue	\$56,770	\$160,000	\$100,000	\$100,000	\$100,000
Fare Revenue	5,394,588	6,211,117	5,400,000	5,400,000	5,400,000
Advertising Revenue	289,069	250,000	100,000	250,000	250,000
Bus Shelter Program	19,859	100,000	150,000	100,000	100,000
WMATA Reimbursements, West Ox	1,354,936	2,200,000	1,750,000	1,750,000	1,750,000
State Aid (NVTC) Operating	14,160,353	15,203,928	15,556,668	17,732,424	17,732,424
State Aid (NVTC) Capital	0	6,244,000	6,244,000	2,300,000	2,300,000
I-66 Inside the Beltway Tolls (NVTC) Operating	0	0	0	986,836	986,836
VA Dept. of Rail and Public Transportation (VDRPT) Operating	250,462	283,285	283,285	283,285	283,285
VDRPT Capital	2,418,009	0	0	0	0
<b>Total Income</b>	<b><u>\$23,944,046</u></b>	<b><u>\$30,652,330</u></b>	<b><u>\$29,583,953</u></b>	<b><u>\$28,902,545</u></b>	<b><u>\$28,902,545</u></b>
<b>NET COST TO THE COUNTY</b>	<b><u>\$70,775,113</u></b>	<b><u>\$69,228,150</u></b>	<b><u>\$78,621,162</u></b>	<b><u>\$71,582,880</u></b>	<b><u>\$71,232,880</u></b>

### FY 2018 Funding Adjustments

The following funding adjustments from the FY 2017 Adopted Budget Plan are necessary to support the FY 2018 program. Included are all adjustments recommended by the County Executive that were approved by the Board of Supervisors, as well as any additional Board of Supervisors' actions, as approved in the adoption of the budget on May 2, 2017.

- ◆ **Increased Expenditure Requirements** **\$1,532,933**  
 An increase of \$1,532,933 in expenditures includes a net \$4,970,931 increase in operating requirements, a decrease of \$2,200,000 in capital project requirements, and a decrease of \$1,237,998 in capital equipment requirements in FY 2018.
- ◆ **Fuel Reduction** **(\$827,988)**  
 A decrease of \$827,988 in Operating Expenses is included for Department of Vehicle Services charges based on anticipated billings for fuel.

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- ◆ **WMATA Facility and Service Costs at West Ox** (\$450,000)  
 A decrease of \$450,000 in expenditures and associated WMATA reimbursements is based on actual WMATA operational requirements at the West Ox Bus Operations Center, as demonstrated by experience in WMATA’s operations at the site. Under the Joint Use Agreement, WMATA pays its share of on-going operating and maintenance costs to the County.

### Changes to FY 2017 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2017 Revised Budget Plan since passage of the FY 2017 Adopted Budget Plan. Included are all adjustments made as part of the FY 2016 Carryover Review, FY 2017 Third Quarter Review, and all other approved changes through April 30, 2017.

- ◆ **Carryover Adjustments** \$8,324,635  
 As part of the FY 2016 Carryover Review, the Board of Supervisors approved an increase of \$8,324,635, including \$4,384,566 in encumbered carryover and \$3,940,069 in unspent Capital Projects funds.

### Cost Centers

There are two cost centers in Fund 40000, County Transit Systems. The first represents the Fairfax Connector bus service, including three divisions, Huntington, Reston-Herndon, and West Ox. The second cost center is focused on VRE.

### Key Performance Measures

Indicator	Prior Year Actuals			Current Estimate	Future Estimate
	FY 2014 Actual	FY 2015 Actual	FY 2016 Estimate/Actual	FY 2017	FY 2018
<b>Fairfax Connector</b>					
Percent change in Fairfax Connector passengers	0.04%	(8.36%)	1.57%/(7.99%)	1.00%	1.00%
Percent change in service provided for platform hours	4.27%	10.67%	0.26%/0.77%	4.47%	4.90%
Percent change in service provided for platform miles	5.69%	1.41%	(2.11%)/(8.96%)	12.90%	0.17%
<b>Commuter Rail</b>					
Percent change in VRE passengers boarding at stations in Fairfax County	9.6%	(12.0%)	0.0%/(3.0%)	0.0%	3.0%

A complete list of performance measures can be viewed at [www.fairfaxcounty.gov/dmb/fy2018/adopted/pm/40000.pdf](http://www.fairfaxcounty.gov/dmb/fy2018/adopted/pm/40000.pdf)

### Performance Measurement Results

Fairfax Connector ridership has shown decreases comparable to many regional peers and is attributable to several factors including:

- WMATA SafeTrack rebuilding initiative
- Reduction in federal transit subsidy
- Low average fuel prices that encourage automobile use
- A mode shift from bus to rail in response to completion of the Silver Line Phase 1
- Possible effects of employment shifts due to sequestration and the economy

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Fairfax Connector is seeing positive trends within select ridership categories such as consistent usage of bikes on buses (numbering over 10,000 annually), increases in bike room usage at the Wiehle-Reston East Metrorail station, higher utilization of park and ride facilities, and ridership increases in Tysons and McLean areas, as well as among seniors and passengers with disabilities.

Riders continue to evaluate commuting options in response to the Silver Line and major county bus service modifications. In response to the ridership decline in FY 2015, FCDOT developed several strategies to encourage new ridership on Fairfax Connector and Metrobus services. Strategies include the development of a robust targeted marketing campaign, which began in September 2015 and coincided with the Fairfax Connector's 30 year anniversary and Try Transit Week. Additionally, the Fairfax Connector has partnered with the Fairfax County Public Schools on a student free fare pilot program designed for middle school and high school students. After a successful pilot program during the 2015 – 2016 school year, the Board of Supervisors accepted staff recommendations to expand the Student Bus Pass Program. Over 9,000 student passes have been distributed for the 2016 – 2017 school year and total student ridership has exceeded 240,000 since program inception.

Many commuters in the region have expressed interest in new technologies that allow more interaction with bus services. Fairfax Connector is implementing advanced Intelligent Transportation System (ITS) technology on the Fairfax Connector bus fleet in two phases. Phase one is undergoing final testing and when fully implemented, the ITS system will feature real time bus arrival information that will enhance the travel experience of Fairfax Connector riders who will be able to determine when a bus will arrive at their stop. Improvements in accessibility for persons with disabilities is also a key goal of the ITS system.

The Department is updating the Comprehensive Transit Plan (CTP) which serves as a strategic guide for all decision making, including service to new markets and route refinements for the next ten years. The County is also heavily engaged in planning for the I-66 corridor (Transform66) in an effort to define new bus routes which will mitigate traffic congestion during construction activities, and will provide new linkages with reliable running times at project completion. Implementation of the first route will begin in conjunction with the start of tolling inside the beltway and will provide service from the Government Center to Foggy Bottom.

VRE anticipates ridership to increase approximately three percent during FY 2018 back to FY 2016 levels after an estimated drop in FY 2017. VRE will continue to work on plans to increase ridership by improving operational efficiencies such as new rail cars and extended platforms, and more conveniently located maintenance yards where trains can be parked midday (thus reducing the operating costs of running trains far away to a distant maintenance yard for parking). VRE continues to implement a number of operational and capital efforts to address on-time performance issues and increase capacity. In FY 2017, Fairfax County added 150 new surface parking spaces at the Lorton Station. In FY 2018, VRE will begin operation of an additional round-trip train on the Fredericksburg Line due to the opening of a new VRE station in Spotsylvania County.

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### FUND STATEMENT

#### Fund 40000, County Transit Systems

	FY 2016 Actual	FY 2017 Adopted Budget Plan	FY 2017 Revised Budget Plan	FY 2018 Advertised Budget Plan	FY 2018 Adopted Budget Plan
<b>Beginning Balance</b>	\$11,879,876	\$125,000	\$10,158,786	\$765,774	\$765,774
Revenue:					
Miscellaneous Revenue <sup>1</sup>	\$56,770	\$160,000	\$100,000	\$100,000	\$100,000
SmarTrip Revenue <sup>2</sup>	5,394,588	6,211,117	5,400,000	5,400,000	5,400,000
Bus Advertising	289,069	250,000	100,000	250,000	250,000
Bus Shelter Program <sup>3</sup>	19,859	100,000	150,000	100,000	100,000
WMATA Reimbursements, West Ox Bus Operations Center <sup>4</sup>	1,354,936	2,200,000	1,750,000	1,750,000	1,750,000
State Aid (NVTC) Operating <sup>5</sup>	14,160,353	15,203,928	15,556,668	17,732,424	17,732,424
State Aid (NVTC) Capital <sup>5</sup>	0	6,244,000	6,244,000	2,300,000	2,300,000
I-66 Inside the Beltway Tolls (NVTC) Operating	0	0	0	986,836	986,836
VA Dept. of Rail and Public Transportation (VDRPT) Operating <sup>6</sup>	250,462	283,285	283,285	283,285	283,285
VDRPT Capital <sup>6</sup>	2,418,009	0	0	0	0
<b>Total Revenue</b>	<b>\$23,944,046</b>	<b>\$30,652,330</b>	<b>\$29,583,953</b>	<b>\$28,902,545</b>	<b>\$28,902,545</b>
Transfers In:					
General Fund (10001)	\$33,407,739	\$34,929,649	\$34,929,649	\$34,579,649	\$34,429,649
Metro Operations & Construction (30000)	2,591,895	2,695,571	2,695,571	2,803,394	2,803,394
County and Regional Transportation Projects (40010) <sup>7</sup>	33,054,389	31,602,930	31,602,930	34,199,837	34,199,837
<b>Total Transfers In</b>	<b>\$69,054,023</b>	<b>\$69,228,150</b>	<b>\$69,228,150</b>	<b>\$71,582,880</b>	<b>\$71,432,880</b>
<b>Total Available</b>	<b>\$104,877,945</b>	<b>\$100,005,480</b>	<b>\$108,970,889</b>	<b>\$101,251,199</b>	<b>\$101,101,199</b>
Expenditures:					
Fairfax Connector					
Huntington Division					
Operating Expenses	\$29,605,298	\$33,071,871	\$33,691,338	\$36,719,145	\$36,602,479
Capital Projects	3,327,981	3,000,000	5,744,665	1,200,000	1,200,000
Capital Equipment	14,624	1,213,333	1,303,332	833,667	833,667
<b>Subtotal - Huntington Division</b>	<b>\$32,947,903</b>	<b>\$37,285,204</b>	<b>\$40,739,335</b>	<b>\$38,752,812</b>	<b>\$38,636,146</b>
Reston-Herndon Division					
Operating Expenses	\$28,301,632	\$29,942,115	\$29,891,152	\$30,632,388	\$30,515,721
Capital Projects	328,159	1,500,000	1,567,086	1,100,000	1,100,000
Capital Equipment	500	1,163,333	1,225,894	950,667	950,667
<b>Subtotal - Reston-Herndon</b>	<b>\$28,630,291</b>	<b>\$32,605,448</b>	<b>\$32,684,132</b>	<b>\$32,683,055</b>	<b>\$32,566,388</b>
West Ox Division, County Connector					
Operating Expenses	\$17,646,511	\$21,241,584	\$24,084,930	\$21,396,980	\$21,280,313
Capital Projects	100,825	0	1,128,318	0	0
Capital Equipment	8,364,079	1,387,333	1,729,221	741,667	741,667
<b>Subtotal - West Ox Division, County</b>	<b>\$26,111,415</b>	<b>\$22,628,917</b>	<b>\$26,942,469</b>	<b>\$22,138,647</b>	<b>\$22,021,980</b>



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#### Fund 40000, County Transit Systems

	FY 2016 Actual	FY 2017 Adopted Budget Plan	FY 2017 Revised Budget Plan	FY 2018 Advertised Budget Plan	FY 2018 Adopted Budget Plan
West Ox Division, WMATA <sup>4</sup>	\$1,354,936	\$2,200,000	\$1,750,000	\$1,750,000	\$1,750,000
Subtotal - West Ox Division, County and WMATA	\$27,466,351	\$24,828,917	\$28,692,469	\$23,888,647	\$23,771,980
Total Connector Service	\$87,689,609	\$92,519,569	\$100,365,936	\$93,574,514	\$93,224,514
Total WMATA Service	\$1,354,936	\$2,200,000	\$1,750,000	\$1,750,000	\$1,750,000
	\$89,044,545	\$94,719,569	\$102,115,936	\$95,324,514	\$94,974,514
Total Bus Services, Connector & WMATA					
Systemwide Projects <sup>8</sup>	\$827,330	\$0	\$928,268	\$0	\$0
Commuter Rail <sup>9</sup>	4,847,284	5,160,911	5,160,911	5,160,911	5,160,911
Total Expenditures	\$94,719,159	\$99,880,480	\$108,205,115	\$100,485,425	\$100,135,425
<b>Total Disbursements</b>	<b>\$94,719,159</b>	<b>\$99,880,480</b>	<b>\$108,205,115</b>	<b>\$100,485,425</b>	<b>\$100,135,425</b>
<b>Ending Balance</b>	<b>\$10,158,786</b>	<b>\$125,000</b>	<b>\$765,774</b>	<b>\$765,774</b>	<b>\$965,774</b>
Transportation-Related Requirements	\$10,033,786	\$0	\$640,774	\$640,774	\$840,774
Reserve for Bus Shelter Program <sup>3</sup>	125,000	125,000	125,000	125,000	125,000
<b>Unreserved Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</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> Fare revenue is received either directly by the County as SmarTrip fare payments, or indirectly through contractor billings.

<sup>3</sup> The Bus Shelter Advertising Program was established in FY 2011 as a public-private partnership to provide for bus shelter construction and maintenance. An amount of \$125,000 of revenue is held in reserve for unanticipated County maintenance expenditures in the event the developer defaults on the Bus Advertising Contract.

<sup>4</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. Both WMATA expenditures and the offsetting WMATA reimbursement are being adjusted in FY 2018 to more accurately reflect the actual experience to date.

<sup>5</sup> State Aid for mass transit is disbursed to NVTC, where it is made available to the County.

<sup>6</sup> Anticipated reimbursement from the Virginia Department of Rail and Public Transportation (VDRPT) for operating assistance in implementing new I-95 Express Lane bus services.

<sup>7</sup> The FY 2018 transfer of \$34.2 million from Fund 40010, County and Regional Transportation Projects, is consistent with a transportation funding list periodically updated and approved by the Board of Supervisors. Of this total, \$23.7 million is from Commercial and Industrial (C&I) real estate revenue and \$10.5 million is from HB 2313 local revenues.

<sup>8</sup> Funds in Systemwide Projects are used to support multi-year Board-approved transportation studies such as the comprehensive Transportation Development Plan (TDP) update required by the VDRPT.

<sup>9</sup> Fairfax County participates in the Virginia Railway Express (VRE) Master Agreement, and provides an annual subsidy to VRE operations and construction.

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### FY 2018 Summary of Capital Projects

#### Fund 40000, County Transit Systems

<b>Project</b>	<b>Total Project Estimate</b>	<b>FY 2016 Actual Expenditures</b>	<b>FY 2017 Revised Budget</b>	<b>FY 2018 Advertised Budget Plan</b>	<b>FY 2018 Adopted Budget Plan</b>
ADA Remediation (TF-000037)	\$1,229,143	\$100,825.00	\$1,128,318.33	\$0	\$0
Connector Intelligent Transportation Sys (3G40-003-000)	12,160,560	3,200,710.18	6,425,395.84	1,200,000	1,200,000
Farebox Upgrade/Replacement (TF-000039)	1,100,000	0.00	0.00	1,100,000	1,100,000
Hunting Operating Facility (TF-000014)	1,000,000	120,284.18	525,088.89	0	0
Huntington Service Ln Renov/Expansion (TF-000015)	3,304,236	6,986.77	294,180.38	0	0
Reston Town Center Transit Station (TF-000016)	409,500	191,156.67	67,085.54	0	0
Reston/Herndon Renovation (TF-000017)	887,570	137,001.92	0.00	0	0
<b>Total</b>	<b>\$20,091,009</b>	<b>\$3,756,964.72</b>	<b>\$8,440,068.98</b>	<b>\$2,300,000</b>	<b>\$2,300,000</b>