

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 2017 operated 86 routes providing primarily intra-county service and access to Metrorail stations serving County residents. The system includes an authorized fleet of 305 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. In support of the Silver Line Bus Plan, the majority of new FAIRFAX CONNECTOR bus service 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 in 2020, 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

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changes to the Silver Line Bus Service Plan were implemented in response to ridership and travel changes, public feedback, and were designed 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. Over 500,000 trips have been made by student passholders since the start of the program, with student ridership now representing over four percent of all trips provided by FAIRFAX CONNECTOR.

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 refinements, and faster schedule development, which will increase FAIRFAX CONNECTOR operational efficiencies and provide real-time service information for riders over time.

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 2015 CTP was completed in spring 2016 and the companion Transit Development Plan (TDP) was adopted by the Board of Supervisors in March 2016. The fiscally constrained TDP guides future investments and changes to FAIRFAX CONNECTOR service, including new cross-country links between Springfield and the Richmond Highway Corridor via the new Jeff Todd Way and Centreville and Vienna via I-66, as well as changes reflecting future investments in I-66.

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 2017, FCDOT completed the renovation and expansion of the Huntington Connector

Operating Facility. The expansion increased bus maintenance capacity, improved employee work spaces, upgraded equipment, and replaced asphalt with concrete for improved maintainability. In FY 2016, FCDOT started the expansion of the West Ox Bus Facility and will complete the project in FY 2018. The project will add over 25,000 square feet of new space allowing for increased capacity of up to 27 buses and improve efficiency of Connector maintenance. The



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Reston-Herndon operating facility is receiving a complete renovation. The site will receive key upgrades, redesigned work spaces, maintenance area reconfiguration, and enhanced vehicle parking, with final completion anticipated by spring of 2018.

FY 2019 Bus Services Funding

Total FY 2019 funding of \$93.3 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 \$93.3 million is included in the table below.

Bus Services	\$89.5
Mid-Life Rebuild	2.5
Other Capital Equipment	0.8
Bus Lift Replacement	0.5
Total (\$ in millions)	\$93.3

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 2019, this amount totals \$35.1 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 2019 General Fund transfer to Fund 40000 is \$36.1 million, an increase of \$1.7 million from the FY 2018 Adopted Budget Plan level.

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 2018 annual payment to the reserve increased to \$8.2 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 2019, the NVTC bus replacement reserve will be \$40.3 million.

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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 NVTTC, 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 2019 Fairfax County subsidy is estimated at \$6.1 million, representing an increase of \$938,389 over the FY 2018 level.

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Budget and Staff Resources

Category	FY 2017 Actual	FY 2018 Adopted	FY 2018 Revised	FY 2019 Advertised	FY 2019 Adopted
FUNDING					
Expenditures:					
<u>Bus Services</u>					
Huntington Operating	\$29,629,046	\$37,436,146	\$36,860,917	\$37,567,357	\$37,567,357
Reston/Herndon Operating	27,665,982	31,466,388	30,262,007	32,721,456	32,721,456
West Ox Operating	20,370,289	23,771,980	33,858,273	24,798,647	24,798,647
Capital Projects	4,992,891	2,300,000	11,679,275	0	0
Systemwide Projects	342,726	0	717,096	0	0
Subtotal - Bus Services, Connector & WMATA	\$83,000,933	\$94,974,514	\$113,377,568	\$95,087,460	\$95,087,460
Commuter Rail (VRE)	\$5,160,911	\$5,160,911	\$6,099,300	\$6,099,300	\$6,099,300
Total Expenditures	\$88,161,845	\$100,135,425	\$119,476,868	\$101,186,760	\$101,186,760
Income:					
Miscellaneous Revenue	\$36,966	\$100,000	\$100,000	\$100,000	\$100,000
Fare Revenue	5,520,481	5,400,000	5,400,000	5,400,000	5,400,000
Advertising Revenue	341,346	250,000	250,000	250,000	250,000
Bus Shelter Program	236,360	100,000	114,000	120,000	120,000
WMATA Reimbursements, West Ox	1,784,273	1,750,000	1,750,000	1,750,000	1,750,000
State Aid (NVTC) Operating	11,025,478	17,732,424	17,815,793	14,423,197	14,423,197
State Aid (NVTC) Capital	0	2,300,000	7,300,000	3,805,000	3,805,000
I-66 Inside the Beltway Tolls (NVTC) Operating	0	986,836	986,836	986,836	986,836
VA Dept. of Rail and Public Transportation (VDRPT) Operating	269,079	283,285	283,285	220,000	220,000
Total Income	\$19,213,983	\$28,902,545	\$33,999,914	\$27,055,033	\$27,055,033
NET COST TO THE COUNTY	\$68,947,862	\$71,232,880	\$85,476,954	\$74,131,727	\$74,131,727

FY 2019 Funding Adjustments

The following funding adjustments from the FY 2018 Adopted Budget Plan are necessary to support the FY 2019 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 1, 2018.

- ◆ **Increased Expenditure Requirements** **\$112,946**
 An increase of \$112,946 in expenditures includes an increase of \$1,133,947 operating requirements, a decrease of \$2,300,000 in capital project requirements, and an increase of \$1,278,999 in capital equipment requirements in FY 2019.
- ◆ **Virginia Railway Express (VRE) Local Jurisdiction Subsidy** **\$938,389**
 An increase of \$938,389 is included to fund Fairfax County's estimated share of VRE expenses. The FY 2019 VRE subsidy represents no change over the *FY 2018 Revised Budget Plan* total of \$6,099,300.

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Changes to FY 2018 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2018 Revised Budget Plan since passage of the FY 2018 Adopted Budget Plan. Included are all adjustments made as part of the FY 2017 Carryover Review, FY 2018 Third Quarter Review, and all other approved changes through April 30, 2018.

- ◆ **Carryover Adjustments** **\$15,611,443**

As part of the FY 2017 Carryover Review, the Board of Supervisors approved an increase of \$15,611,443, including \$2,501,245 in encumbered carryover, \$7,171,809 in unspent Capital Projects funds, \$5,000,000 for the purchase of ten new buses, and \$938,389 for the increase in the County's operating subsidy to the VRE. The latter two items are both offset by use of the County's share of state aid revenues.

- ◆ **Third Quarter Adjustments** **\$3,730,000**

As part of the FY 2018 Third Quarter Review, the Board of Supervisors approved an increase in the Transfer In from Fund 40010, County and Regional Transportation Projects, in the amount of \$3,730,000 to fully fund the fare buy-down program associated with the I-66 Outside the Beltway Transportation Management Plan.

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 2015 Actual	FY 2016 Actual	FY 2017 Estimate/Actual	FY 2018	FY 2019
FAIRFAX CONNECTOR					
Percent change in FAIRFAX CONNECTOR passengers	(8.36%)	(7.99%)	1.00%/(3.92%)	1.00%	1.50%
Percent change in service provided for platform hours	10.67%	0.77%	4.47%/2.05%	2.29%	1.95%
Percent change in service provided for platform miles	1.41%	1.41%	12.90%/9.03%	2.15%	2.10%
Commuter Rail					
Percent change in VRE passengers boarding at stations in Fairfax County	(12.0%)	(12.0%)	0.0%/7.3%	0.0%	0.0%

A complete list of performance measures can be viewed at
<https://www.fairfaxcounty.gov/budget/fy-2019-adopted-performance-measures-pm>

Performance Measurement Results

FAIRFAX CONNECTOR ridership has shown positive trends with increases in recent years. The ridership decrease in FY 2016 and FY 2017 is comparable to regional peers and is attributable to several factors, including:

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- Washington Metropolitan Transit Authority's accelerated maintenance program (SafeTrack)
- 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
- Increases in teleworking and alternative work schedules

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; increases in ridership among middle and high school students, seniors, and passengers with disabilities; and higher utilization of certain park and ride facilities.

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 2016 and FY 2017, FCDOT developed several strategies to encourage new ridership on FAIRFAX CONNECTOR and Metrobus services. These strategies include the development of a robust, targeted marketing campaign which began in September 2015, coinciding 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 and high school students. TSD has continued to examine the efficiency and effectiveness of routes to determine the right mix or shift of limited resources for improving routes and attracting riders back to the system.

Many commuters in the region have expressed interest in new technologies that allow more interaction with bus services. The FAIRFAX CONNECTOR is implementing advanced Intelligent Transportation System (ITS) technology on the Fairfax Connector bus fleet. When fully implemented at the end of FY 2018, the ITS system will feature real time bus arrival information to 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 has recently updated 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 CTP update was accomplished in tandem with the update to the Transit Development Plan (TDP), which describes a fiscally constrained program of transit investments to be undertaken over the six-year life of the program. The County is also heavily engaged in planning for the I-66 corridor in an effort to define new bus routes, which will mitigate traffic congestion during construction activities and provide new transit service linkages with reliable running times at project completion.

VRE anticipates system-wide ridership to remain similar to FY 2018, a less than 1% increase. Consequently, Fairfax County's ridership will have similar results and is projected to remain flat. Notwithstanding this critical variable in projecting ridership, VRE still plans on working 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. In FY 2017, VRE, with assistance of a local match from Fairfax County, expanded the Lorton Station platform and began design for a second platform. In FY 2018, VRE's jurisdictional subsidies and ridership experienced an anomaly system-wide because of Washington Metropolitan Transit Authority's Metrorail Safe Track Program. As a result of that occurrence, Fairfax County's subsidy saw an unusual increase. However, in FY 2019, subsidy levels throughout the system, including Fairfax, are anticipated to return to historical levels.

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FUND STATEMENT

Fund 40000, County Transit Systems

	FY 2017 Actual	FY 2018 Adopted Budget Plan	FY 2018 Revised Budget Plan	FY 2019 Advertised Budget Plan	FY 2019 Adopted Budget Plan
Beginning Balance	\$10,158,786	\$765,774	\$10,439,074	\$125,000	\$125,000
Revenue:					
Miscellaneous Revenue ¹	\$36,966	\$100,000	\$100,000	\$100,000	\$100,000
SmarTrip Revenue ²	5,520,481	5,400,000	5,400,000	5,400,000	5,400,000
Bus Advertising	341,346	250,000	250,000	250,000	250,000
Bus Shelter Program ³	236,360	100,000	114,000	120,000	120,000
WMATA Reimbursements, West Ox Bus Operations Center ⁴	1,784,273	1,750,000	1,750,000	1,750,000	1,750,000
State Aid (NVTC) Operating ⁵	11,025,478	17,732,424	17,815,793	14,423,197	14,423,197
State Aid (NVTC) Capital ⁵	0	2,300,000	7,300,000	3,805,000	3,805,000
I-66 Inside the Beltway Tolls (NVTC) Operating	0	986,836	986,836	986,836	986,836
VA Dept. of Rail and Public Transportation (VDRPT) Operating ⁶	269,079	283,285	283,285	220,000	220,000
Total Revenue	\$19,213,983	\$28,902,545	\$33,999,914	\$27,055,033	\$27,055,033
Transfers In:					
General Fund (10001)	\$34,929,649	\$34,429,649	\$34,429,649	\$36,151,131	\$36,151,131
Metro Operations & Construction (30000)	2,695,571	2,803,394	2,803,394	2,915,530	2,915,530
County and Regional Transportation Projects (40010) ⁷	31,602,930	34,199,837	37,929,837	35,065,066	35,065,066
Total Transfers In	\$69,228,150	\$71,432,880	\$75,162,880	\$74,131,727	\$74,131,727
Total Available	\$98,600,919	\$101,101,199	\$119,601,868	\$101,311,760	\$101,311,760
Expenditures:					
Fairfax Connector					
Huntington Division					
Operating Expenses	\$29,629,045	\$36,602,479	\$37,376,582	\$36,697,357	\$36,697,357
Capital Projects	1,829,095	1,200,000	5,250,871	0	0
Capital Equipment	0	833,667	833,667	870,000	870,000
Subtotal - Huntington Division	\$31,458,140	\$38,636,146	\$43,461,120	\$37,567,357	\$37,567,357
Reston-Herndon Division					
Operating Expenses	\$27,653,299	\$30,515,721	\$30,948,140	\$31,351,456	\$31,351,456
Capital Projects	506,826	1,100,000	2,160,259	0	0
Capital Equipment	12,534	950,667	950,667	1,370,000	1,370,000
Subtotal - Reston-Herndon	\$28,172,659	\$32,566,388	\$34,059,066	\$32,721,456	\$32,721,456
West Ox Division, County Connector					
Operating Expenses	\$18,402,836	\$21,280,313	\$25,587,940	\$21,483,647	\$21,483,647
Capital Projects	2,656,970	0	2,060,679	0	0
Capital Equipment	183,330	741,667	5,741,667	1,565,000	1,565,000
Subtotal - West Ox Division, County	\$21,243,136	\$22,021,980	\$33,390,286	\$23,048,647	\$23,048,647

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	FY 2017 Actual	FY 2018 Adopted Budget Plan	FY 2018 Revised Budget Plan	FY 2019 Advertised Budget Plan	FY 2019 Adopted Budget Plan
West Ox Division, WMATA ⁴	\$1,784,273	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000
Subtotal - West Ox Division, County and WMATA	\$23,027,409	\$23,771,980	\$35,140,286	\$24,798,647	\$24,798,647
Total Connector Service	\$80,873,935	\$93,224,514	\$110,910,472	\$93,337,460	\$93,337,460
Total WMATA Service	\$1,784,273	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000
Total Bus Services, Connector & WMATA	\$82,658,208	\$94,974,514	\$112,660,472	\$95,087,460	\$95,087,460
Systemwide Projects ⁸	\$342,726	\$0	\$717,096	\$0	\$0
Commuter Rail ⁹	5,160,911	5,160,911	6,099,300	6,099,300	6,099,300
Total Expenditures	\$88,161,845	\$100,135,425	\$119,476,868	\$101,186,760	\$101,186,760
Total Disbursements	\$88,161,845	\$100,135,425	\$119,476,868	\$101,186,760	\$101,186,760
Ending Balance	\$10,439,074	\$965,774	\$125,000	\$125,000	\$125,000
Transportation-Related Requirements	\$10,314,074	\$840,774	\$0	\$0	\$0
Reserve for Bus Shelter Program ³	125,000	125,000	125,000	125,000	125,000
Unreserved Balance	\$0	\$0	\$0	\$0	\$0

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 Fare revenue is received either directly by the County as SmarTrip fare payments, or indirectly through contractor billings.

³ 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.

⁴ 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.

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

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

⁷ The FY 2019 transfer of \$35.1 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, \$23.9 million is from Commercial and Industrial (C&I) real estate revenue and \$11.2 million is from HB 2313 local revenues.

⁸ 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.

⁹ 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 2019 Summary of Capital Projects

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Project	Total Project Estimate	FY 2017 Actual Expenditures	FY 2018 Revised Budget	FY 2019 Advertised Budget Plan	FY 2019 Adopted Budget Plan
ADA Remediation (TF-000037)	\$1,529,475	\$367,981.56	\$1,060,668.77	\$0	\$0
Bus Shelter Replacement (TS-000021)	17,657	0.00	17,656.58	0	0
Bus Shelter Replacement (TS-000022)	169,810	0.00	169,809.82	0	0
Connector Intelligent Transportation Sys (3G40-003-000)	10,795,860	1,406,383.33	4,854,312.51	0	0
Farebox Upgrade/Replacement (TF-000039)	2,600,000	483,361.87	2,116,638.13	0	0
Hunting Operating Facility (TF-000014)	1,210,156	375,065.57	360,179.03	0	0
Huntington Service Ln Renov/Expansion (TF-000015)	3,057,701	47,645.94	0.00	0	0
Mid-Life Overhaul (TF-000040)	5,288,999	2,288,988.61	3,000,010.39	0	0
Reston Town Center Transit Station (TF-000016)	365,879	23,464.27	0.00	0	0
Springfield CBD Park-N-Ride Lot (TF-000022)	100,000	0.00	100,000.00	0	0
Total	\$25,135,537	\$4,992,891.15	\$11,679,275.23	\$0	\$0