

# Fund 30000: Metro Operations and Construction

## FUND STATEMENT

Category	FY 2020 Estimate	FY 2020 Actual	Increase (Decrease) (Col. 2-1)	FY 2021 Adopted Budget Plan	FY 2021 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$12,123,905	\$12,123,905	\$0	\$0	\$279,072	\$279,072
Revenue:						
Revenue Applied to Operating Budget:						
State Aid	\$100,449,275	\$95,545,892	(\$4,903,383)	\$105,793,355	\$73,907,189	(\$31,886,166)
Gas Tax Revenue	20,000,000	18,287,137	(1,712,863)	19,000,000	18,000,000	(1,000,000)
Interest on NVTC Balances	0	1,291,698	1,291,698	300,000	300,000	0
<b>Subtotal - State/Gas Revenue, Operating</b>	<b>\$120,449,275</b>	<b>\$115,124,727</b>	<b>(\$5,324,548)</b>	<b>\$125,093,355</b>	<b>\$92,207,189</b>	<b>(\$32,886,166)</b>
Revenue Applied to Capital Budget:						
State Aid Applied to Metro Capital	0	6,129,800	6,129,800	0	0	0
<b>Subtotal - State/Gas Revenue, Capital</b>	<b>\$0</b>	<b>\$6,129,800</b>	<b>\$6,129,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
County Bond Premium Credits at Metro	\$0		\$0	\$0		\$0
County Bond Sales <sup>1</sup>	39,800,000	40,000,000	200,000	38,000,000	40,981,671	2,981,671
<b>Total Revenue, All Sources</b>	<b>\$160,249,275</b>	<b>\$161,254,527</b>	<b>\$1,005,252</b>	<b>\$163,093,355</b>	<b>\$133,188,860</b>	<b>(\$29,904,495)</b>
Transfers In:						
General Fund (10001)	\$38,339,443	\$38,339,443	\$0	\$38,337,366	\$38,337,366	\$0
General Fund Applied to Debt Service (10001)	5,610,981	5,610,981	0	5,613,058	5,613,058	0
Contributed Roadway Improvements (30040) <sup>2</sup>	192,152	192,152	0	181,732	181,732	0
<b>Total Transfers In</b>	<b>\$44,142,576</b>	<b>\$44,142,576</b>	<b>\$0</b>	<b>\$44,132,156</b>	<b>\$44,132,156</b>	<b>\$0</b>
<b>Total Available:</b>	<b>\$216,515,756</b>	<b>\$217,521,008</b>	<b>\$1,005,252</b>	<b>\$207,225,511</b>	<b>\$177,600,088</b>	<b>(\$29,625,423)</b>
Expenditures:						
Operating Expenditures						
Bus Operating Subsidy <sup>3</sup>	\$63,436,411	\$65,272,786	\$1,836,375	\$74,605,867	\$59,548,793	(\$15,057,074)
Rail Operating Subsidy	72,417,436	70,135,745	(2,281,691)	69,634,482	74,166,714	4,532,232
ADA Paratransit - Metro	20,118,777	20,803,032	684,255	16,218,667	20,157,343	3,938,676
Collective Bargaining Agreement Settlement of Paratransit Contract	12,100,000	12,147,495	47,495	0	0	0
<b>Subtotal - Operating Subsidy</b>	<b>\$168,072,624</b>	<b>\$168,359,058</b>	<b>\$286,434</b>	<b>\$160,459,016</b>	<b>\$153,872,850</b>	<b>(\$6,586,166)</b>
WMATA CARES Credit <sup>4</sup>	\$0	\$0	\$0	\$0	(\$26,300,000)	(\$26,300,000)
<b>Operating Subsidy - Credit Applied</b>	<b>\$168,072,624</b>	<b>\$168,359,058</b>	<b>\$286,434</b>	<b>\$160,459,016</b>	<b>\$127,572,850</b>	<b>(\$32,886,166)</b>

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<b>Capital Expenditures</b>						
Metro Capital	\$39,800,000	\$40,239,746	\$439,746	\$38,000,000	\$41,260,743	\$3,260,743
Metro Capital Debt Service	5,610,981	5,610,981	0	5,613,058	5,613,058	0
<b>Subtotal - Capital Subsidy</b>	<b>\$45,410,981</b>	<b>\$45,850,727</b>	<b>\$439,746</b>	<b>\$43,613,058</b>	<b>\$46,873,801</b>	<b>\$3,260,743</b>
<b>Total Operating and Capital Subsidy</b>	<b>\$213,483,605</b>	<b>\$214,209,785</b>	<b>\$726,180</b>	<b>\$204,072,074</b>	<b>\$174,446,651</b>	<b>(\$29,625,423)</b>
Applied NVTC State Aid and Gas Tax to Operating	(\$120,449,275)	(\$113,833,029)	\$6,616,246	(\$124,793,355)	(\$91,907,189)	\$32,886,166
Applied Interest at NVTC to Operating	0	(1,291,698)	(1,291,698)	(300,000)	(300,000)	0
Applied NVTC State Aid and Gas Tax to Capital	0	(6,129,800)	(6,129,800)	0	0	0
<b>Total Expenditures, County</b>	<b>\$93,034,330</b>	<b>\$92,955,258</b>	<b>(\$79,072)</b>	<b>\$78,978,719</b>	<b>\$82,239,462</b>	<b>\$3,260,743</b>
<b>Transfers Out:</b>						
County Transit Systems (40000)	\$3,032,151	\$3,032,151	\$0	\$3,153,437	\$3,153,437	\$0
<b>Total Transfers Out</b>	<b>\$3,032,151</b>	<b>\$3,032,151</b>	<b>\$0</b>	<b>\$3,153,437</b>	<b>\$3,153,437</b>	<b>\$0</b>
<b>Total Disbursements</b>	<b>\$216,515,756</b>	<b>\$217,241,936</b>	<b>\$726,180</b>	<b>\$207,225,511</b>	<b>\$177,600,088</b>	<b>(\$29,625,423)</b>
<b>Ending Balance<sup>5</sup></b>	<b>\$0</b>	<b>\$279,072</b>	<b>\$279,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy. On November 8, 2016, the voters approved a \$120 million Transportation Bond. In January 2020, an amount of \$32.5 million was sold (Series 2020A), leaving a balance of \$19.1 million in authorized but unissued bonds for this fund.

<sup>2</sup> FY 2021 reflects a transfer of \$181,732 from Fund 30040, Contributed Roadway Improvements, to support Metro shuttle bus service in the Franconia-Springfield area. The transfer is based on actual receipts in the previous fiscal year and may fluctuate as proffer revenue changes.

<sup>3</sup> Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service.

<sup>4</sup> As a result of the Federal Transit Administration (FTA) regional transit services support included in the Coronavirus Aid, Relief and Economic Security (CARES) Act, Fairfax County is receiving \$26.3 million in credits allocated by WMATA to support capital, operating and other transit-related expenses to prevent, prepare for and respond to the COVID-19 pandemic. Receipt of this credit is reflected in Fund 30000, Metro Operations and Construction, with a corresponding reduction in the annual state aid contribution for Fairfax County's share of its WMATA subsidy for FY 2021. The credits will be held at the Northern Virginia Transportation Commission (NVTC) until spent and, as part of the *FY 2020 Carryover Review*, \$8.0 million of these credits are appropriated in Fund 40000, County Transit Systems, to offset an anticipated reduction in Fairfax Connector fare revenue. The remaining \$18.3 million will be held in reserve for future years or unanticipated issues related to the COVID-19 pandemic.

<sup>5</sup> The ending balance in Fund 30000, Metro Operations and Construction, varies from year to year and is primarily related to differences between the preliminary budget presented by the WMATA General Manager and WMATA's Adopted Budget.