

Fund 30000: Metro Operations and Construction

FUND STATEMENT

| Category | FY 2021 Actual | FY 2022 Adopted Budget Plan | FY 2022 Revised Budget Plan | FY 2022 Mid-Year Estimate | Increase (Decrease) (Col. 5-4) |
|--|----------------------|-----------------------------|-----------------------------|---------------------------|--------------------------------|
| Beginning Balance | \$279,072 | \$0 | \$1,018,329 | \$1,018,329 | \$0 |
| Revenue: | | | | | |
| Revenue Applied to Operating Budget: | | | | | |
| State Aid | \$83,313,781 | \$118,942,208 | \$107,053,200 | \$107,053,200 | \$0 |
| Gas Tax Revenue | 7,522,364 | 18,000,000 | 10,000,000 | 10,000,000 | 0 |
| Interest on NVTC Balances | 300,000 | 5,000,000 | 0 | 0 | 0 |
| Subtotal - State/Gas Revenue, Operating | \$91,136,145 | \$141,942,208 | \$117,053,200 | \$117,053,200 | \$0 |
| Revenue Applied to Capital Budget: | | | | | |
| State Aid Applied to Metro Capital | 0 | 2,154 | 2,154 | 2,154 | 0 |
| Subtotal - State/Gas Revenue, Capital | \$0 | \$2,154 | \$2,154 | \$2,154 | \$0 |
| County Bond Premium Credits at Metro | | | | | \$0 |
| County Bond Sales ¹ | 42,000,000 | 42,000,000 | 40,981,671 | 40,981,671 | 0 |
| Total Revenue, All Sources | \$133,136,145 | \$183,944,362 | \$158,037,025 | \$158,037,025 | \$0 |
| Transfers In: | | | | | |
| General Fund (10001) | \$38,337,366 | \$38,337,366 | \$38,337,366 | \$38,337,366 | \$0 |
| General Fund Applied to Debt Service (10001) | 5,613,058 | 5,613,058 | 5,613,058 | 5,613,058 | 0 |
| Contributed Roadway Improvements (30040) ² | 181,732 | 0 | 0 | 0 | 0 |
| Total Transfers In | \$44,132,156 | \$43,950,424 | \$43,950,424 | \$43,950,424 | \$0 |
| Total Available: | \$177,547,373 | \$227,894,786 | \$203,005,778 | \$203,005,778 | \$0 |
| Expenditures: | | | | | |
| Operating Expenditures | | | | | |
| Bus Operating Subsidy ³ | \$56,893,780 | \$65,490,000 | \$56,281,067 | \$56,281,067 | \$0 |
| Rail Operating Subsidy | 75,705,980 | 88,500,000 | 76,055,496 | 76,055,496 | 0 |
| ADA Paratransit - Metro | 20,187,546 | 23,010,000 | 19,774,429 | 19,774,429 | 0 |
| Collective Bargaining Agreement Settlement of Paratransit Contract | 0 | 0 | 0 | 0 | 0 |
| Subtotal - Operating Subsidy | \$152,787,306 | \$177,000,000 | \$152,110,992 | \$152,110,992 | \$0 |
| WMATA CARES Credit ⁴ | (\$26,262,080) | \$0 | \$0 | \$0 | \$0 |
| Operating Subsidy - Credit Applied | \$126,525,226 | \$177,000,000 | \$152,110,992 | \$152,110,992 | \$0 |

Fund 30000: Metro Operations and Construction

FUND STATEMENT

| Category | FY 2021 Actual | FY 2022 Adopted Budget Plan | FY 2022 Revised Budget Plan | FY 2022 Mid-Year Estimate | Increase (Decrease) (Col. 5-4) |
|---|----------------------|-----------------------------|-----------------------------|---------------------------|--------------------------------|
| Capital Expenditures | | | | | |
| Metro Capital | \$41,237,323 | \$42,000,000 | \$42,000,000 | \$42,000,000 | \$0 |
| Metro Capital Debt Service | 5,613,058 | 5,615,212 | 5,615,212 | 5,615,212 | 0 |
| Subtotal - Capital Subsidy | \$46,850,381 | \$47,615,212 | \$47,615,212 | \$47,615,212 | \$0 |
| Total Operating and Capital Subsidy | \$173,375,607 | \$224,615,212 | \$199,726,204 | \$199,726,204 | \$0 |
| Applied NVTC State Aid and Gas Tax to Operating | (\$90,836,145) | (\$136,942,208) | (\$112,053,200) | (\$112,053,200) | \$0 |
| Applied Interest at NVTC to Operating | (300,000) | (5,000,000) | (5,000,000) | (5,000,000) | 0 |
| Applied NVTC State Aid and Gas Tax to Capital | 0 | (2,154) | (2,154) | (2,154) | 0 |
| Total Expenditures, County | \$82,239,462 | \$82,670,850 | \$82,670,850 | \$82,670,850 | \$0 |
| Transfers Out: | | | | | |
| County Transit Systems (40000) | \$3,153,437 | \$3,279,574 | \$3,279,574 | \$3,279,574 | \$0 |
| Total Transfers Out | \$3,153,437 | \$3,279,574 | \$3,279,574 | \$3,279,574 | \$0 |
| Total Disbursements | \$176,529,044 | \$227,894,786 | \$203,005,778 | \$203,005,778 | \$0 |
| Ending Balance⁵ | \$1,018,329 | \$0 | \$0 | \$0 | \$0 |

¹ 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, and on November 3, 2020 the voters approved an additional \$160 million Transportation bond. In January 2021, an amount of \$42 million was sold (Series 2021A), utilizing bond authorization from both the 2016 and 2020 bond referenda. The 2016 Transportation bond has now been fully expended and the 2020 Transportation bond has an ending balance of \$143.1 million.

² FY 2021 reflected 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. This bus service was previously provided as a WMATA route and these funds were transferred to Fund 30000, Metro Operations and Construction. Beginning in FY 2022, Fairfax Connector will operate the service and receive the contributions.

³ Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service. Beginning in FY 2022, this service has been transferred to Fairfax Connector in Fund 40000 and that fund now reflects this contribution.

⁴ 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 received \$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 are held at the Northern Virginia Transportation Commission (NVTC) and as part of the *FY 2020 Carryover Review* were appropriated in Fund 40000, County Transit Systems, to offset an anticipated reduction in Fairfax Connector fare revenue. Reference Fund 40000 for further information.

⁵ 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.