

FUND STATEMENT

Fund 40000, County Transit Systems

	FY 2012 Estimate	FY 2012 Actual	Increase (Decrease) (Col. 2-1)	FY 2013 Adopted Budget Plan	FY 2013 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Total Beginning Balance	\$29,752,106	\$29,752,106	\$0	\$4,946,111	\$40,812,319	\$35,866,208
Revenue:						
Miscellaneous Revenue ¹	\$162,778	\$1,442,798	\$1,280,020	\$162,778	\$162,778	\$0
SmarTrip Revenue ²	6,179,464	7,217,599	1,038,135	7,492,078	7,492,078	0
Bus Advertising	200,000	0	(200,000)	200,000	200,000	0
WMATA Reimbursements, West Ox Bus						
Operations Center ³	3,644,502	2,572,930	(1,071,572)	3,335,461	3,335,461	0
State Aid (NVTC) Operations ⁴	18,201,878	18,201,878	0	18,201,878	18,201,878	0
State Aid (NVTC) Projects	14,000,000	14,000,000	0	0	0	0
Total Revenue	\$42,388,622	\$43,435,205	\$1,046,583	\$29,392,195	\$29,392,195	\$0
Transfers In:						
General Fund (10001) ⁵	\$34,455,482	\$34,455,482	\$0	\$36,547,739	\$36,547,739	\$0
Metro Operations and Construction (30000)	2,215,563	2,215,563	0	2,304,186	2,304,186	0
County and Regional Transportation Projects (40010) ⁶	19,459,472	19,459,472	0	26,701,986	26,701,986	0
Total Transfers In	\$56,130,517	\$56,130,517	\$0	\$65,553,911	\$65,553,911	\$0
Total Available	\$128,271,245	\$129,317,828	\$1,046,583	\$99,892,217	\$135,758,425	\$35,866,208
Expenditures:						
FAIRFAX CONNECTOR						
Huntington Division						
Operating Expenses	\$45,003,910	\$29,606,263	(\$15,397,647)	\$31,253,599	\$39,383,232	\$8,129,633
Capital Equipment ⁷	13,910,415	13,130,532	(779,883)	9,700,000	10,479,883	779,883
Subtotal - Huntington Division	\$58,914,325	\$42,736,795	(\$16,177,530)	\$40,953,599	\$49,863,115	\$8,909,516
Reston-Herndon Division						
Operating Expenses	\$31,336,219	\$21,421,004	(\$9,915,215)	\$23,798,139	\$30,571,916	\$6,773,777
Capital Equipment ⁷	3,529,386	5,369,913	1,840,527	0	910	910
Subtotal - Reston-Herndon	\$34,865,605	\$26,790,917	(\$8,074,688)	\$23,798,139	\$30,572,826	\$6,774,687
West Ox Division, County						
Operating Expenses	\$17,464,063	\$11,385,879	(\$6,078,184)	\$19,261,910	\$23,954,077	\$4,692,167
Capital Equipment ⁷	2,029,946	30,010	(1,999,936)	7,275,000	7,413,499	138,499
Subtotal - West Ox Division, County	\$19,494,009	\$11,415,889	(\$8,078,120)	\$26,536,910	\$31,367,576	\$4,830,666
West Ox Division, WMATA ³						
Subtotal - West Ox Division, County and WMATA	\$3,644,502	\$2,387,482	(\$1,257,020)	\$3,335,461	\$3,335,461	\$0
Subtotal - West Ox Division, County and WMATA	\$23,138,511	\$13,803,371	(\$9,335,140)	\$29,872,371	\$34,703,037	\$4,830,666
Total CONNECTOR Service	\$113,273,939	\$80,943,601	(\$32,330,338)	\$91,288,648	\$111,803,517	\$20,514,869
Total WMATA Service	\$3,644,502	\$2,387,482	(\$1,257,020)	\$3,335,461	\$3,335,461	\$0
Total Bus Services	\$116,918,441	\$83,331,083	(\$33,587,358)	\$94,624,109	\$115,138,978	\$20,514,869
Systemwide Projects ⁸	\$1,500,000	\$297,465	(\$1,202,535)	\$0	\$2,102,542	\$2,102,542
Commuter Rail ⁹	4,906,693	4,876,961	(29,732)	5,157,151	5,157,151	0
Total Expenditures	\$123,325,134	\$88,505,509	(\$34,819,625)	\$99,781,260	\$122,398,671	\$22,617,411
Total Disbursements	\$123,325,134	\$88,505,509	(\$34,819,625)	\$99,781,260	\$122,398,671	\$22,617,411

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Ending Balance¹⁰	\$4,946,111	\$40,812,319	\$35,866,208	\$110,957	\$13,359,754	\$13,248,797
Reserve for Transportation-Related Requirements ¹¹	\$4,821,111	\$4,821,111	\$0	\$0	\$7,259,827	\$7,259,827
Reserve for C&I Services ¹²	0	0	0	0	5,974,927	5,974,927
Reserve for Bus Shelter Program ¹³	125,000	125,000	0	110,957	125,000	14,043
Unreserved Balance	\$0	\$35,866,208	\$35,866,208	\$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 the contractor, who credits cash receipts to the monthly bus operations contract bill. Growth is projected as a result of a fare increase, ridership experience and planned service expansions.

³ 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 lowered in FY 2013 to more accurately reflect the actual experience to date.

⁴ 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.

⁵ The FY 2013 General Fund transfer includes an increase of \$2,092,257 primarily supporting additional bus replacement and new bus purchase requirements.

⁶ A transfer from Fund 40010 County and Regional Transportation Projects, 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.

⁷ FY 2013 capital equipment purchases total to \$17,894,292. A portion of this funding supports the replacement of 20 buses meeting age and mileage criteria in FY 2013, while the remaining funds support the purchase of 15 new buses in support of the Dulles Rail Phase I bus service. An 18 month lead time is required for the acquisition of these buses prior to the implementation of new service.

⁸ Of the total \$2,102,542 appropriated to Systemwide Projects in FY 2013, an amount of \$1,202,542 is carried forward from FY 2012 in support of a countywide transit network study. This is a multimodal study that will include an evaluation of efforts underway by other entities and jurisdictions in the region. The remaining \$900,000 includes \$400,000 for the Phase II-Tyson's Neighborhood Traffic Impact Study and \$500,000 for the Reston Master Plan Study, a multi-phase planning study to help guide future development in the planned community of Reston and adjoining areas.

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

¹⁰ The fund balance in Fund 40000, 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.

¹¹ This reserve will help support anticipated future increases in bus operations contract requirements, fuel-related costs, and other identified transportation requirements, and is anticipated to be available in FY 2014 budget development.

¹² This reserve will be used to support the expansion of additional bus transit services supported by Commercial and Industrial Tax Funds and is anticipated to be available in FY 2014 budget development.

¹³ The Bus Shelter Program was established in FY 2011 as a public-private partnership to provide for bus shelter construction and maintenance. This amount is held in reserve for unanticipated County maintenance expenditures related to this program in the event the developer defaults on the Bus Advertising Contract.