

Transit Subsidy

Transit Service in Prince William County

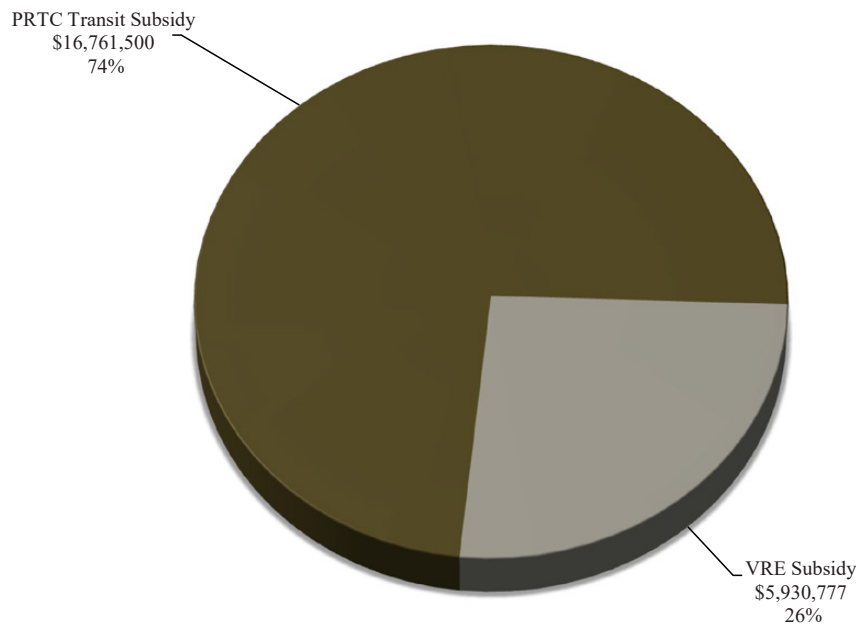
The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing Prince William, Stafford, and Spotsylvania Counties, and the Cities of Manassas, Manassas Park, and Fredericksburg. Located in Virginia about 25 miles southwest of Washington, D.C., PRTC provides commuter bus service along the busy I-95 and I-66 corridors to points north (OmniRide Express) and local bus services in the County and the Cities of Manassas and Manassas Park (OmniRide Local).

PRTC also offers OmniRide Ridesharing Services, a free ridesharing service. Operated by PRTC in partnership with the Northern Virginia Transportation Commission (NVTC), the Virginia Railway Express (VRE) provides commuter rail service along the Manassas and Fredericksburg lines, connecting to transit providers at stations in Virginia and the District of Columbia.

For more information, go to omniride.com and vre.org.



FY2022 Transit Subsidy



Mandates

There is no state or federal mandate requiring the provision of mass transit services. Some federal and state transportation funds require certain activities to be performed; however, these are not considered mandates since the County is not obligated to accept the funding.

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Expenditure and Revenue Summary



	FY18 Adopted	FY19 Adopted	FY20 Adopted	FY21 Adopted	FY22 Adopted	% Change Budget FY21/ Budget FY22
PWC PRTC Transit Subsidy						
PRTC Administration	\$269,700	\$295,400	\$304,000	\$368,400	\$334,100	(9.31%)
OmniRide Express (Commuter Bus Service)	\$3,893,000	\$2,241,200	\$3,274,700	\$6,474,400	\$5,234,100	(19.16%)
OmniRide Ridesharing Services/Marketing	\$800,600	\$831,700	\$945,300	\$1,154,200	\$1,163,200	0.78%
OmniRide Local (Local Bus Service)	\$7,633,300	\$7,218,600	\$8,341,300	\$6,502,000	\$6,899,900	6.12%
Local Capital Match	\$1,812,700	\$2,616,700	\$2,165,500	\$2,220,900	\$897,500	(59.59%)
Vanpool Program	\$0	\$1,630,800	\$1,837,500	\$1,979,200	\$2,066,300	4.40%
Paratransit	\$0	\$0	\$0	\$183,200	\$166,400	(9.17%)
Total PRTC Subsidy Expenditures	\$14,409,300	\$14,834,400	\$16,868,300	\$18,882,300	\$16,761,500	(11.23%)

Revenue and Use of Fund Balance

PWC Fuel Tax Revenue	\$10,559,471	\$11,320,700	\$14,823,600	\$12,749,700	\$13,827,100	8.45%
Interest on Fuel Tax	\$2,500	\$2,500	\$10,000	\$20,000	\$10,000	(50.00%)
Van Pool (net of expenses)	\$1,287,387	\$0	\$0	\$0	\$0	—
PWC Contribution for Wheels-to-Wellness	\$0	\$0	\$0	\$0	\$150,000	—
PWC Fuel Tax Trust Fund Balance	\$0	\$4,026,900	\$8,476,216	\$8,317,360	\$5,231,882	(37.10%)
PWC Operating Fund Balance	\$3,818,119	\$5,414,300	\$2,984,000	\$1,328,900	\$1,092,100	(17.82%)
(Contribution To)/Use of PWC Fuel Tax Fund Balance	(\$1,258,177)	(\$5,930,000)	(\$9,425,516)	(\$3,533,660)	(\$3,549,582)	0.45%
Total PRTC Subsidy Revenues	\$14,409,300	\$14,834,400	\$16,868,300	\$18,882,300	\$16,761,500	(11.23%)
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	0.00%

	FY18 Adopted	FY19 Adopted	FY20 Adopted	FY21 Adopted	FY22 Adopted	% Change Budget FY21/ Budget FY22
PWC VRE Subsidy						
VRE Subsidy (Commuter Rail Service) *	\$5,363,372	\$6,183,745	\$6,098,311	\$5,930,777	\$5,930,777	0.00%
Total VRE Subsidy Expenditures	\$5,363,372	\$6,183,745	\$6,098,311	\$5,930,777	\$5,930,777	0.00%
PWC NVT 30% Funding	\$5,363,372	\$6,183,745	\$6,098,311	\$5,930,777	\$5,930,777	0.00%
Total VRE Subsidy Revenues	\$5,363,372	\$6,183,745	\$6,098,311	\$5,930,777	\$5,930,777	0.00%
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	0.00%

	FY18 Adopted	FY19 Adopted	FY20 Adopted	FY21 Adopted	FY22 Adopted	% Change Budget FY21/ Budget FY22
Total Subsidy						
Total Subsidy Expenditures	\$19,772,672	\$21,018,145	\$22,966,611	\$24,813,077	\$22,692,277	(8.55%)
Total Subsidy Revenues & Use of Fund Balance	\$19,772,672	\$21,018,145	\$22,966,611	\$24,813,077	\$22,692,277	(8.55%)
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	0.00%

* The FY22 Adopted VRE Subsidy (Commuter Rail Service) was approved by the BOCS on April 27, 2021 based on the original FY22 VRE budget approved in January 2021. On May 21, 2021, the VRE Operations Board approved an amended FY22 PWC operating subsidy of \$1,541,501 utilizing Coronavirus Response and Relief Supplemental Appropriations (CRRSA) to provide relief to member jurisdictions.

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General Overview

- A. Continuing Impact of COVID-19 Pandemic** – Both transit service and revenue continue to be significantly impacted by the pandemic. This disruption will have longer term impacts on future budgets that will need to address how the pandemic changes transit service delivery and the revenue that supports those services. PRTC and VRE have received a portion of the \$25.0 billion included in the Coronavirus Aid, Relief, and Economic Security (CARES) Act for public transit agencies that provides operating and capital grants to prepare and respond to the pandemic. Although CARES Act support is one-time funding, these funds continue to support both PRTC and VRE operations during the pandemic.
- B. PWC FY2022 Budget Allocations to Transit Services** – The following funding allocations are adopted in FY22:
- 1. Motor Vehicle Fuel Tax Revenue** – The budget continues allocation of the 2.1% motor vehicle fuels tax collected by the Department of Motor Vehicles (DMV) from wholesale fuel distributors and remitted monthly to PRTC. The tax will support the operating and capital expenditures in the PRTC FY2022 Budget. The estimated motor fuels tax revenue for FY22 is \$13.8 million. The designation of the motor vehicle fuels tax revenue to PRTC is consistent with prior practice.
 - 2. Jurisdictional Subsidy to VRE** – The budget includes \$5,930,777 of Northern Virginia Transportation Authority (NVTA) 30% funding to support FY22 operating and capital expenses at VRE. The amount is unchanged from the FY2021 Budget. Note, the entire budgeted amount will not need to be transferred to VRE in FY22 due to an amended jurisdictional subsidy amount of \$1,541,501 approved on May 21, 2021 by the VRE Operations Board. Additional details on the amended subsidy is provided below.
 - 3. Support for PRTC Wheels-to-Wellness** – The budget includes \$150,000 of Transient Occupancy Tax (TOT) funds designated for transportation purposes to support the Wheels-to-Wellness program. The program is a medical transportation assistance program to help eligible residents access health services and is administered by PRTC through support from community partners including medical service providers and the County.
- C. VRE FY2022 Budget** – The VRE Operations Board recommended the Proposed VRE FY2022 Budget on December 18, 2020 and forwarded it to NVTC and PRTC for adoption. On January 14, 2021, the PRTC Commissioners adopted the VRE FY2022 Budget and referred it to the local jurisdictions for inclusion in their budget and appropriations in accordance with the VRE Master Agreement.

The adopted VRE budget is supplemented using \$24.9 million of CARES funding to achieve a balanced budget without requiring fare increases, service reductions, or increases in jurisdictional subsidy. As part of the adopted budget, the VRE Operations Board directed that all jurisdictional subsidy amounts remain at FY21 levels, therefore PWC's subsidy amount remains \$5,930,777. The PWC subsidy amount is approximately 32% of VRE's total jurisdictional subsidy revenue. Ridership revenue is forecasted to be half of normal revenue levels. The budget does not assume additional federal relief funds. The adopted VRE budget does not include a six-year outlook, due to ongoing uncertainties caused by the pandemic.

VRE has been allocated \$86.1 million in CARES Act funding. VRE has projected the use of CARES Act funds and will submit reimbursements throughout the current, next, and future fiscal years to support operations. There is no deadline for VRE to draw down the CARES Act funding allocation.

On May 21, 2021, the VRE Operations Board adopted an amended FY2022 VRE operating budget. The amended budget reduced all subsidy amounts for participating jurisdictions by 74% from what was originally approved in January 2021 due to approximately \$70 million in additional federal funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) signed into law in December 2020. The total FY22 planned expenditures are unchanged and the budget remains balanced. The amended FY2022 subsidy amount for PWC has been reduced to \$1,541,501. This new subsidy amount is \$4.4 million less than the transfer amount approved by the BOCS on April 27, 2021, therefore any

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funds not transferred to VRE will remain in the County's NVTa 30% fund and will be available for future transportation needs. There are no savings to the County's general fund since NVTa 30% is restricted to transportation improvements that increase overall system capacity.

Copies of the originally approved and the amended VRE FY2022 Budget can be viewed on the VRE website.

- D. PRTC FY2022 Budget** – The PRTC FY2022 Budget was presented to the PRTC Board on February 11, 2021 and was transmitted to the Board of County Supervisors for consideration during the FY22 budget process. The PRTC FY2022 Budget is a single year budget proposal due to continuing uncertainty surrounding the pandemic and its impact on motor vehicles tax revenue and PRTC ridership. Since the onset of the COVID-19 pandemic in March 2020, PRTC has suspended charging fares to Omniride Local, Metro Express, East-West Express, and Access riders. This suspension will continue in FY22. Fares continue to be charged to OmniRide Express (Commuter Bus Service) riders.

The total PRTC expenditure budget of \$16.8 million is budgeted for the OmniRide Express, OmniRide Local, PRTC Administration, OmniRide Ridesharing Service/Marketing, Vanpool, Paratransit, and Local Capital Match programs. This amount is a \$2.1 million or a 11.2% decrease from the FY21 budget amount of \$18.9 million. PRTC is planning a \$2.8 million use of PWC fuel tax/operating fund balance in FY22. The PRTC FY22 ending motor fuels tax fund balance is projected to be \$3.5 million. There continues to be a significant reliance on one-time subsidy sources of funding such as fuel tax trust fund balance and PRTC operating fund balance to fund ongoing PRTC expenditures.

The table below compares the total PRTC budget for FY21 to the PRTC budget for FY22. Note, this table represents the total PRTC budget and therefore reflects total expenditures and revenues for all jurisdictional partners.

PRTC - FY2021 and FY2022 Budget Comparison				
Budget Category	FY21	FY22	\$ Diff	% Diff
Passenger Revenue	\$10,786,200	\$5,508,700	(\$5,277,500)	(48.9%)
State Grants	\$14,097,600	\$14,494,100	\$396,500	2.8%
Federal Grants	\$8,641,400	\$14,020,900	\$5,379,500	62.3%
Jurisdictional Subsidies	\$19,792,400	\$17,605,300	(\$2,187,100)	(11.1%)
Other	\$357,400	\$285,700	(\$71,700)	(20.1%)
Total Revenue	\$53,675,000	\$51,914,700	(\$1,760,300)	(3.3%)
Bus Service Contract/Incentives	\$26,323,900	\$24,974,500	(\$1,349,400)	(5.1%)
Personnel and Fringe Benefits	\$5,646,900	\$5,871,900	\$225,000	4.0%
Fuel	\$3,170,200	\$2,674,600	(\$495,600)	(15.6%)
Professional Services	\$1,939,300	\$1,726,300	(\$213,000)	(11.0%)
Van Pool	\$1,697,500	\$1,657,500	(\$40,000)	(2.4%)
Other Services & Supplies	\$668,400	\$896,000	\$227,600	34.1%
Facility, Shelter, Equipment Maintenance	\$805,000	\$813,400	\$8,400	1.0%
Software Maintenance	\$714,800	\$768,100	\$53,300	7.5%
Advertising/Printing	\$655,000	\$704,800	\$49,800	7.6%
Utilities & Communications	\$633,100	\$702,700	\$69,600	11.0%
Total Operating Expenses	\$42,254,100	\$40,789,800	(\$1,464,300)	(3.5%)
Total Capital Expenses	\$11,421,200	\$11,124,900	(\$296,300)	(2.6%)
Total Expenses	\$53,675,300	\$51,914,700	(\$1,760,600)	(3%)

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Program Summary

PRTC Administration

The PRTC is a multi-jurisdictional agency representing Prince William, Stafford, and Spotsylvania counties, and the Cities of Manassas, Manassas Park, and Fredericksburg. PRTC administration performs executive management, grants management (including federal rail service grants since PRTC is the federal grantee on VRE's behalf), human resources, and financial services as well as legislative support to the 17 PRTC Commissioners.

Key Measures	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
PRTC Commission meetings	11	11	10	11	11
Public hearings	4	6	8	3	3

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
PRTC Administration	\$270	\$295	\$304	\$368	\$334
Employees Paid (PRTC)	49	50	48	54	48
Employees Paid (VRE)	48	47	50	56	56
Vendor checks produced	2,317	2,350	2,340	2,374	2,610
State grants (bus only) expended	\$8.7M	\$27.2M	\$26.6M	\$17.4M	\$14.5M
Federal grants (bus & rail) expended	\$29.1M	\$34.1M	\$26.8M	\$53.9M	\$71.4M
2.1% Motor fuels tax receipts	\$23.3M	\$28.5M	\$26.5M	\$28.3M	\$26.5M
2.1% Motor fuels tax disbursements	\$23.4M	\$28.4M	\$31.9M	\$28.7M	\$23.4M

FY18-FY20 program costs are based on adopted budgets.

OmniRide Express (Commuter Bus Service)

OmniRide Express provides services from eastern PWC and the Manassas area to points in Northern Virginia and the District of Columbia. In addition to morning and evening commuter service, limited mid-day service is also available.

Key Measures	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Complaints per 10,000 passenger trips - OmniRide Express	8	9	9	9	9
Farebox recovery - OmniRide Express	51%	47%	34%	37%	34%
Passenger trips per vehicle revenue hour - OmniRide Express	17	19	12	10	5
PWC local subsidy per passenger trip - OmniRide Express	\$2.22	\$1.27	\$2.46	\$4.03	\$5.72

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
OmniRide Express (Commuter Bus Service)	\$3,893	\$2,241	\$3,275	\$6,474	\$5,234
OmniRide Express passenger trips	1,751,084	1,759,656	1,328,605	1,960,568	914,942

FY18-FY20 program costs are based on adopted budgets.

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OmniRide Ridesharing Service/Marketing

With the assistance of an extensive regional database, OmniRide Ridesharing Services matches residents with carpoolers and vanpoolers who have similar commutes and work hours. Carpoolers and vanpoolers have access to HOV lanes that allow them to cruise to work faster and at less expense than driving alone. To encourage development of new vanpools, OmniRide Ridesharing Services also offers a start-up subsidy program.

Key Measures	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Annual vehicle trips reduced by slugging/carpool/vanpools	3,209,781	2,850,567	3,272,321	3,176,604	3,262,232

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Ridesharing/Marketing:	\$801	\$832	\$945	\$1,154	\$1,163
Carpool, vanpool, slugging trips	4,504,937	3,976,924	3,755,468	4,234,029	3,262,232
Customer inquiries handled by customer service staff	52,069	56,344	63,116	68,238	68,250
Customer inquiries handled by IVR	54,069	46,867	NA	52,800	-

FY18-FY20 program costs are based on adopted budgets.

OmniRide Local (Local Bus Service)

OmniRide Local provides local bus service to the communities of Dale City, Manassas and Manassas Park, Dumfries (including Quantico), and Woodbridge/Lake Ridge. The buses operate on a “flexroute” system that allows for deviation of up to ¾ mile away from the route.

Key Measures	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Complaints per 10,000 passenger trips - OmniRide Local	5	3	5	4	4
Farebox recovery - OmniRide Local	8%	7%	4%	4%	0%
Passenger trips per vehicle revenue hour - OmniRide Local	11	10	11	10	9
PWC local subsidy per passenger trip - OmniRide Local	\$11.62	\$11.94	\$17.68	\$10.84	\$11.99

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
OmniRide Local (Local Bus Service)	\$7,633	\$7,219	\$8,341	\$6,502	\$6,900
OmniRide Local passenger trips	656,959	604,532	471,911	607,789	608,940

FY18-FY20 program costs are based on adopted budgets.

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Local Capital Match

PRTC purchases capital items such as OmniRide Express and OmniRide Local buses, facilities, support vehicles, and shop equipment using a combination of federal and state grants. Local capital match is the PWC contribution required as a condition of receiving the federal or state grant.

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Local Capital Match	\$1,813	\$2,617	\$2,166	\$2,221	\$898

FY18-FY20 program costs are based on adopted budgets.

Vanpool

PRTC is the administrative home for a regional vanpool incentive program. This program collects mileage driven from vanpools and submits it to the National Transit Database where it increases PRTC's share of federal transit formula funding. Net program earnings are used to support the County's bus expenses reducing the strain on the 2.1% motor fuels tax.

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Vanpool Program	\$0	\$1,631	\$1,838	\$1,979	\$2,066

FY18-FY20 program costs are based on adopted budgets.

Paratransit

OmniRide Local provides service to support the requirements of the Americans with Disabilities Act to provide "complementary paratransit" service to people with disabilities who cannot use the fixed route bus service because of a disability. The program supports both eastern and western service areas.

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Paratransit Program	\$0	\$0	\$0	\$183	\$166

FY18-FY20 program costs are based on adopted budgets.

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VRE (Commuter Rail Service)

The VRE is a transportation partnership of the NVTC and PRTC, the counties of Fairfax, Prince William, Stafford, Spotsylvania, and Arlington and the cities of Manassas, Manassas Park, Fredericksburg, and Alexandria. VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City, and downtown Washington, D.C.

Key Measures	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
Trips on-time	89%	76%	83%	90%	90%
Cost recovery ratio	54%	54%	45%	52%	22%
Passenger trips per vehicle revenue hour	60	56	47	60	19
Local subsidy (all jurisdictions) per passenger trip	\$3.67	\$3.97	\$5.43	\$3.86	\$3.15

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY18 Actuals	FY19 Actuals	FY20 Actuals	FY21 Adopted	FY22 Adopted
VRE (Commuter Rail Service)	\$5,363	\$6,184	\$6,098	\$5,931	\$5,931
VRE passenger trips	4,705,529	4,477,266	3,273,884	4,743,900	1,512,000

FY18-FY20 program costs are based on adopted budgets. The FY22 amended VRE subsidy amount is \$1,542,501.