

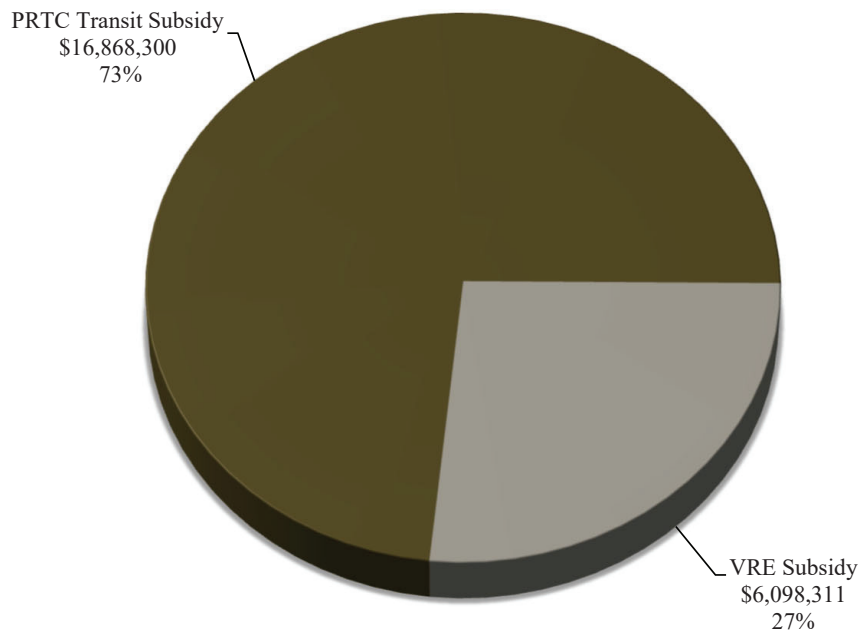
Transit Subsidy

Mission Statement

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.

FY2020 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

	FY16 Adopted	FY17 Adopted	FY18 Adopted	FY19 Adopted	FY20 Adopted	% Change Budget FY19/ Budget FY20
PWC PRTC Transit Subsidy						
PRTC Administration	\$229,700	\$247,700	\$269,700	\$295,400	\$304,000	2.91%
OmniRide Express (Commuter Bus Service)	\$4,914,200	\$3,834,000	\$3,893,000	\$2,241,200	\$3,274,700	46.11%
OmniRide Ridesharing Services/Marketing	\$655,600	\$701,200	\$800,600	\$831,700	\$945,300	13.66%
OmniRide Local (Local Bus Service)	\$7,560,900	\$7,212,900	\$7,633,300	\$7,218,600	\$8,341,300	15.55%
Local Capital Match	\$2,182,600	\$1,647,300	\$1,812,700	\$2,616,700	\$2,165,500	(17.24%)
Vanpool Program	\$191,900	\$0	\$0	\$1,630,800	\$1,837,500	12.67%
Total PRTC Subsidy Expenditures	\$15,734,900	\$13,643,100	\$14,409,300	\$14,834,400	\$16,868,300	13.71%

Revenues

PWC Fuel Tax Revenue	\$6,154,678	\$9,784,435	\$10,559,471	\$11,320,700	\$14,823,600	30.94%
Interest on Fuel Tax	\$5,000	\$2,500	\$2,500	\$2,500	\$10,000	300.00%
Van Pool (net of expenses)	\$0	\$13,100	\$1,287,387	\$0	\$0	-
PWC Fuel Tax Trust Fund Balance	\$0	\$0	\$0	\$4,026,900	\$8,476,216	110.49%
PWC Operating Fund Balance	\$4,860,807	\$2,253,740	\$3,818,119	\$5,414,300	\$2,984,000	(44.89%)
(Contribution To)/Use of PWC Fuel Tax Fund Balance	\$4,714,415	\$1,589,325	(\$1,258,177)	(\$5,930,000)	(\$9,425,516)	58.95%
Total PRTC Subsidy Revenues	\$15,734,900	\$13,643,100	\$14,409,300	\$14,834,400	\$16,868,300	13.71%
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	0.00%

	FY16 Adopted	FY17 Adopted	FY18 Adopted	FY19 Adopted	FY20 Adopted	% Change Budget FY19/ Budget FY20
PWC VRE Subsidy						
VRE (Commuter Rail Service)	\$5,309,674	\$5,968,406	\$5,363,372	\$6,183,745	\$6,098,311	(1.38%)
Total VRE Subsidy Expenditures	\$5,309,674	\$5,968,406	\$5,363,372	\$6,183,745	\$6,098,311	(1.38%)
PWC Fuel Tax Revenue	\$5,309,674	\$0	\$0	\$0	\$0	-
PWC NVTA 30% Funding	\$0	\$5,968,406	\$5,363,372	\$6,183,745	\$6,098,311	(1.38%)
Total VRE Subsidy Revenues	\$5,309,674	\$5,968,406	\$5,363,372	\$6,183,745	\$6,098,311	(1.38%)
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	0.00%

	FY16 Adopted	FY17 Adopted	FY18 Adopted	FY19 Adopted	FY20 Adopted	% Change Budget FY19/ Budget FY20
Total Subsidy						
Total Subsidy Expenditures	\$21,044,574	\$19,611,506	\$19,772,672	\$21,018,145	\$22,966,611	9.27%
Total Subsidy Revenues	\$21,044,574	\$19,611,506	\$19,772,672	\$21,018,145	\$22,966,611	9.27%
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	0.00%

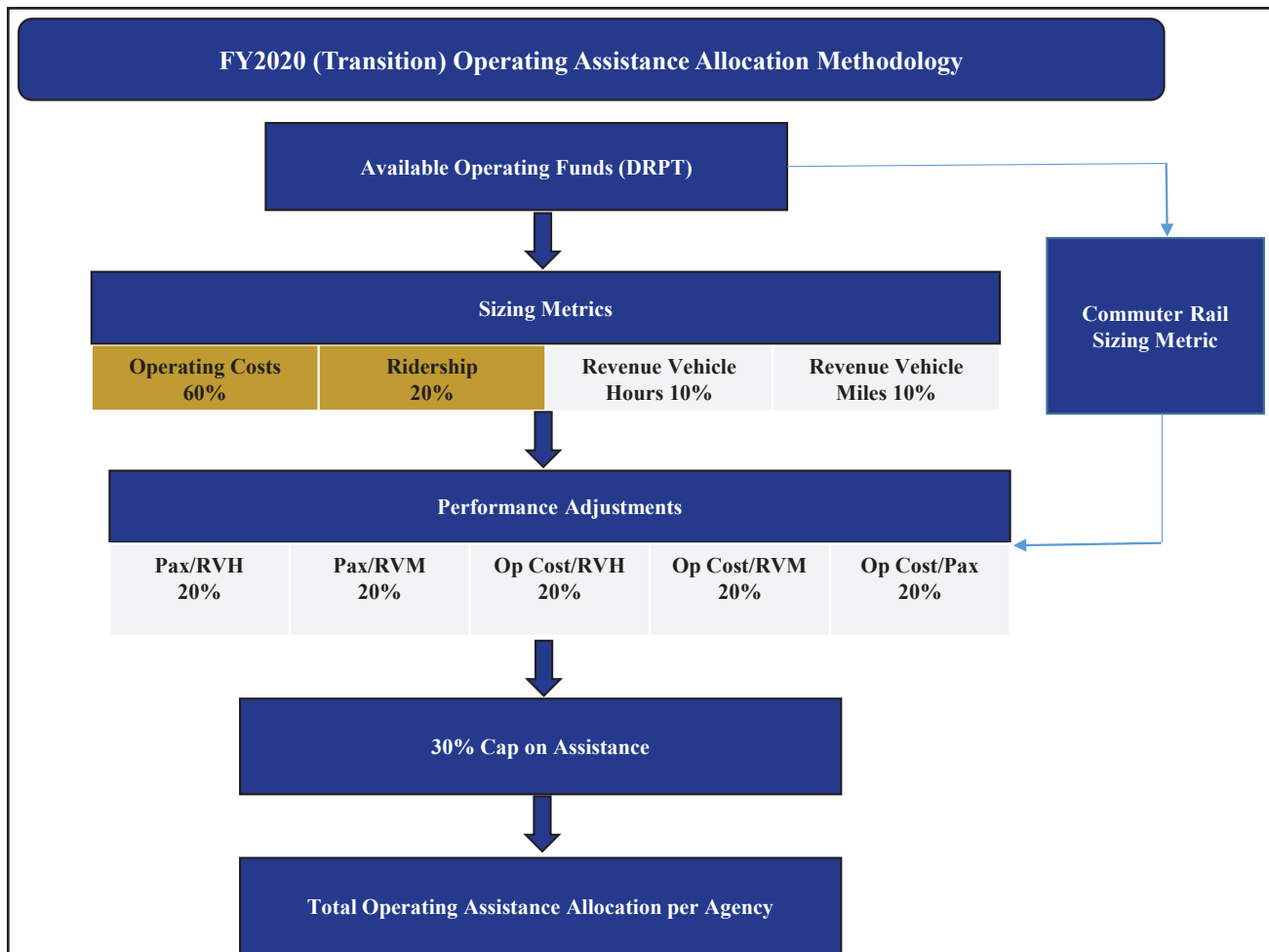
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General Overview

- A. PRTC Bus and VRE Rail Operations** – System generated revenues (such as fares, federal and state operating grants, advertising, interest earnings, and other incidentals) that support PRTC bus and VRE rail operations do not fully cover the cost of providing these transportation services. The difference between operating expenditures and system-generated revenues is subsidy. Prior to FY17, the Prince William County (PWC) subsidy for PRTC bus and VRE rail operations was paid from the 2.1% tax on the price of motor fuels sold by distributors to retailers in the County and fuel tax fund balance. Beginning in FY17 the budget provided a direct transfer of funding in Northern Virginia Transportation Authority (NVTA) 30% funds to VRE. The 2.1% motor vehicle fuels tax is reserved for the exclusive use of PRTC.
- B. Dedicated Funding for Bus and Rail Operations** – In accordance with state code, fuel tax revenues are collected by the Department of Motor Vehicles (DMV) from wholesale fuel distributors (after subtracting funding dedicated to the Commuter Rail Operating and Capital Fund; C-ROC) and remitted monthly to PRTC. While the fuel tax funding does not pass through the County, the Board of County Supervisors must budget and appropriate the funding on an annual basis. The County is also a member of the VRE, a regional commuter rail service. The County's share of the annual subsidy for VRE operations is provided from NVTA 30% funding that the County receives. The state code provides that NVTA 30% funding may be used for public transportation purposes.
- C. Fuel Tax Floor** – The 2018 session of the General Assembly changed the fuel tax from a 2.1% wholesale distributors tax on motor fuels with no floor to a 2.1% sales tax on motor fuels with a floor by requiring that the average distributor price upon which the tax is based be no less than the statewide average wholesale price on February 20, 2013, plus a distributor charge. The DMV, which collects the fuel tax, has calculated that the wholesale gasoline price on February 20, 2013 plus taxes, fees and distributor markup totals \$3.596 resulting in a regional per gallon tax of \$0.076 cents per gallon. The DMV will recalculate the floor every six months using the prior six months average. Since the wholesale gasoline price on February 20, 2013 has never been more than \$3.17 per gallon (excluding taxes, fees and distributor markup) the fuel tax has effectively transitioned into a regional excise tax based on the number of gallons sold.
- D. VRE Commuter Rail Operating and Capital Fund (C-ROC)** – The 2018 session of the General Assembly established the C-ROC fund. Funding totals \$15 million per year with funds coming off the top of the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) fuels tax revenues. For FY20, PRTC's share is approximately \$9.4 million. The fund can be used for operating or capital needs, has no geographic restrictions, can be used to match federal/state funding and can also be used to support debt service payments up to 66% of the revenues dedicated to the fund. PRTC's and NVTC's share of fuel tax collections are deposited by NVTC into the C-ROC fund monthly once received from the DMV. The VRE Chief Executive Officer annually develops a list of recommended projects (as part of the annual budget process) for consideration and approval by the VRE Operations Board and the Commissions.
- E. PRTC Fuel Tax Revenues** – In FY20 and each year of the Six-Year Plan it is estimated that approximately 500 million gallons of motor fuels will be sold in the PRTC jurisdictions. PRTC's share of the C-ROC, which is based on member jurisdiction share of the VRE subsidy, is deducted from the projections with the remainder allocated based on jurisdictional shares of the FY18 net fuel tax revenue. For PWC, fuel tax revenue is estimated at \$14,823,600 in FY20. It is estimated that the imposition of the fuel tax floor resulted in an additional \$3.7 million in fuel tax revenues in FY20 after deducting PWC's share of the C-ROC.

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F. State Operating Assistance – The 2018 session of the General Assembly changed the distribution of state operating assistance from one based on a combination of sizing (designed to account for relative scale and scope of operations of 41 diverse transit agencies across the Commonwealth) and performance metrics to one where 100% of statewide operating funds would be allocated based on service delivery factors. Below is a flowchart of the methodology that will be used by the Virginia Department of Rail and Public Transportation (DRPT) to calculate state operating assistance in FY20. It is important to note that FY20 will be considered a transition year by DRPT, and that the methodology will be further adjusted in FY21 by reducing the Operating Cost weighting factor in the flowchart below from 60% to 50% and increasing the Ridership weighting factor from 20% to 30%. The changes in allocation have a minimal impact on state operating assistance received by VRE, however for PRTC PWC’s share of state operating assistance has been reduced by 18.3% or \$822,500 from \$4,494,500 in FY19 to \$3,672,000 in FY20.



G. State Capital Assistance – The 2018 session of the General Assembly also changed the distribution of state capital assistance from a tier-based system where the state’s percentage share of state transit systems capital needs was based on the type of project being requested to a capital prioritization process where capital assistance requests would be placed into one of three categories shown below:

- State of Good Repair – replace or rehabilitate an existing asset.
- Minor Enhancement – adds new capacity, new technology or customer enhancements with a total cost of less than \$2 million per year or for expansion vehicles, an increase of less than five vehicles or less than 5% of fleet size, whichever is greater.
- Major Expansion – add, expand or improve service with a cost of greater than \$2 million or for expansion vehicles, an increase of greater than five vehicles or 5% of fleet size, whichever is greater.

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The transit capital program was also restructured to provide a minimum of 80% of the annual allocation to State of Good Repair and Minor Enhancement projects with a maximum of 20% available for Major Expansion Projects. State of Good Repair and Minor Enhancement Projects will be matched at a maximum state match rate of 68% of total project cost. Major Expansion projects will be funded at a maximum state match rate of 50% of total project cost. Local matching funds, at a minimum of 4% of total project cost, are required for all projects.

State of Good Repair and Minor Enhancement projects would be evaluated considering asset condition based on the age and mileage of the asset relative to its expected service life (up to 60 points) and service impact (up to 40 points) based on:

- Service Frequency, Travel Time or Reliability
- Operating Efficiency
- Service Accessibility and/or Customer Experience
- Safety and Security

Major Expansion projects would be evaluated based on the following prioritization criteria:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use

The prioritization criteria within each of the six factor areas above will be weighted differently by four area type categories below. Northern Virginia is in category A below:

Category						
Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	25%	20%	10%	10%
Category C	15%	25%	25%	25%	10%	-
Category D	10%	35%	15%	30%	10%	-

Scoring values for each criterion will be summed and the total score will then be divided by the total cost to determine the final score. Once each project is scored, it will be ranked ordered against all other funding requests with the DRPT proceeding to fund projects in rank order until available funding is exhausted.

For the state’s share of capital projects are Capital Project Revenue Bonds issued by the Commonwealth. The total bonding authority was \$3 billion with 20% dedicated to transit (\$60 million annually) over a ten-year term. Available funding provided by these bonds will be exhausted in FY22 and will result in a significant decline in annual capital allocations to State of Good Repair/Minor Enhancements or Major Expansion categories absent new sources of revenue provided by the General Assembly. PRTC has programmed the maximum state match rate of 68% for rehabilitation or replacement of existing assets (i.e. rolling stock) in each year of the Six-Year Plan (FY20-FY25).

While bus and railcar replacements selected for funding will continue to receive the maximum state match of 68% of total project cost under the new methodology, new capital requests in previous categories such as Infrastructure and Facilities and Other Capital Items which previously had received state matching amounts of 34% and 17% respectively, are assumed to become 100% locally funded.

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- H. Federal Formula Funding** – PRTC will receive \$4.4 million in federal formula funding (5307/5337/5339) in FY20. In 2015 PRTC lost federal funding under the Fixed Guideway Program when the Federal Transit Administration (FTA) made vehicle miles traveled on High Occupancy Toll (HOT) lanes ineligible for classification as fixed guideway miles in FTA’s funding formulas. When the I-66 High Occupancy Vehicle (HOV) lanes are converted into HOT lanes sometime in 2022 it is estimated that PRTC will lose approximately \$615,000 in federal formula revenue.
- I. PRTC Fare Revenues** – No fare increase is included in the FY2020 Budget; however, fare increases are programmed in FY21 through FY25 of the Six-Year Plan as shown in the table below. Total PWC farebox revenues are estimated at \$11,028,100 in FY20.

Programmed Farebox Growth					
	FY21	FY22	FY23	FY24	FY25
OmniRide Express	6.29%	5.35%	5.67%	5.50%	5.77%
OmniRide Local	6.48%	6.23%	5.97%	5.78%	5.57%

- J. FY20 Commuter Rail Subsidy Allocation** – VRE is owned by the NVTC and the PRTC. In accordance with the Master Agreement that created VRE, the Operations Board must prepare and submit an annual budget to the Commissions and the contributing and participating jurisdictions for review and appropriation. VRE subsidy requirements for PWC decreased by \$85,434 in FY20 to \$6.1 million or 1.4% compared to the FY19 budget. This is due to a slight decrease in the percentage share of the County’s residents riding VRE trains compared to other participating jurisdictions’ percentage shares during the annual ridership survey conducted in October 2018. For subsidy allocation purposes, the County has 33.6% of the total jurisdictional ridership and 32.98% of the total jurisdictional fare revenue.
- K. FY20 PRTC Subsidy Request** – PRTC is requesting a total of \$16,868,300 in subsidy for the OmniRide Express, OmniRide Local, PRTC Administration, OmniRide Ridesharing Service/Marketing, Vanpool, and Local Capital Match programs. This amount is a \$2,033,900 or a 13.7% increase over the FY19 budget amount of \$14,834,400.
- L. FY20 PRTC Administration, OmniRide Express, and OmniRide Local Bus Service Subsidy Allocations** – The County funds 100% of the local subsidies required for OmniRide Express, OmniRide Cross County Connector, and OmniRide Metro Express routes. Local subsidies for the eastern OmniRide Local routes are funded 100% by the County, while the subsidies for the western OmniRide Local routes are shared with the Cities of Manassas and Manassas Park on a 60% population, 40% ridership basis. The local subsidy percentage for the County’s share of westerly OmniRide Local services has increased from 66.24% in FY19 to 69.45% in FY20. The County’s overall subsidy percentage for OmniRide Local is 93.3% in FY20.

PRTC’s FY20 administrative subsidies are funded based on the County’s FY18 percentage of PRTC fuel tax receipts. The County’s fuel tax receipts budgeted percentage increased from 52.29% in FY19 to 52.31% in FY20.

- M. Vanpool Program** – \$1.64 million in 5307 federal formula earnings from the Vanpool program has been shifted to OmniRide Express. This shift allows OmniRide Express to utilize earned 5307 federal funding for preventive maintenance at a higher match rate (80%) than if used to support the Vanpool program costs (50%). There is no impact on the total County subsidy for these two programs.
- N. PRTC Six-Year Plan** – Based on estimates of subsidy expenditures and fuel tax revenues prepared by PRTC, there is sufficient funding to provide subsidies for administrative operations, OmniRide Express, and OmniRide Local operations and fund the County’s share of projected bus capital needs through FY22. Annual revenues from the 2.1% motor fuels tax are expected to fall short of subsidy requirements beginning in FY23 resulting in a projected deficit of approximately \$2.9 million. This projected deficit is estimated at approximately \$7.6 million in FY24 and \$5.8 million by FY25, driven primarily by increasing bus operating

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subsidies and local match for bus replacements. This will require either reductions in existing services or additional funding sources or some combination of both to balance available revenues with the PRTC subsidy expenditures. Overall, there is a significant reliance on one-time subsidy sources of funding such as fuel tax trust fund balance and PRTC’s operating fund balance to fund on-going subsidy expenditures. In FY20, recurring funding sources support 87.9% of subsidy expenditures but this percentage steadily declines throughout the Six-Year Plan.

PWC subsidy expenditures and revenues projections in the Six-Year Plan are shown below:

PWC Subsidy – Six-Year Plan						
	FY20 Adopted	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast	FY25 Forecast
Bus and Admin Operations	\$14,702,800	\$15,479,300	\$15,780,800	\$16,789,300	\$17,554,800	\$18,293,500
Capital Expenditures	\$2,165,500	\$1,618,000	\$4,190,600	\$2,128,900	\$4,552,200	\$2,033,900
Sub-Total Expenditures	\$16,868,300	\$17,097,300	\$19,971,400	\$18,918,200	\$22,107,000	\$20,327,400
Recurring Revenues	\$14,833,600	\$14,551,800	\$14,549,300	\$14,544,300	\$14,544,300	\$14,544,300
Use of Fuel Tax / Operating Fund Balance	\$11,460,216	\$9,425,516	\$6,880,016	\$1,457,916	\$0	\$0
Sub-Total Revenues	\$26,293,816	\$23,977,316	\$21,429,316	\$16,002,216	\$14,544,300	\$14,544,300
Surplus (Deficit)	\$9,425,516	\$6,880,016	\$1,457,916	(\$2,915,984)	(\$7,562,700)	(\$5,783,100)
Percent of Expenditures Funded from Recurring Revenues	87.9%	85.1%	72.9%	76.9%	65.8%	71.6%

It should be noted that additional on-going subsidy expenditures resulting from restructuring eastern OmniRide Local service including the implementation of complementary paratransit are not included in Six-Year Plan projections. Additionally, fare increases of approximately 6% are programmed in each year of the Six-Year Plan beginning in FY21. While the additional revenue from the fare increases are included in Six-Year Plan projections (an increase of almost \$6 million between FY20 and FY25; from \$11 million to almost \$17 million), the year over year fare increases are aggressive and would have an adverse effect on ridership if implemented as programmed. Additionally, PRTC has programmed state capital match at the maximum state match rate of 68% for rehabilitation or replacement of existing assets (i.e. rolling stock) in each year of the Six-Year Plan (FY20-FY25). Meeting these state matching percentages in FY22 and beyond will be a challenge absent new sources of revenue provided by the General Assembly to replace funding provided by the Capital Project Revenue bonds.

- O. VRE Six-Year Financial Forecast** – Beginning in FY20 and continuing through FY23, Six-Year Plan projections show that the projected local subsidy combined with periodic fare increases will be sufficient to meet VRE operational needs. Assumptions include a 3% increase in total jurisdictional subsidy in FY21 and a programmed 3% increase in FY23 and FY25. A 3% VRE fare increase for FY20 was adopted by the VRE Operations Board on December 14, 2018. Fare increases (3%) are also programmed in FY22 and FY24. Despite these programmed fare and jurisdictional subsidy increases, relatively flat ridership projections combined with increasing contractual and other service costs results in projected deficits in the out years of the Six-Year Plan. However, when base capital needs identified by VRE in their six-year capital program are added, total projected expenditures exceed projected revenues beginning in FY21. Despite these projected deficits, the outlook in the FY20-25 Six-Year Plan is more positive than past years. Changes include the creation of the C-ROC fund by the General Assembly and the dedication of \$15 million per year for capital needs as well as the commitment by DRPT to continue current levels of reimbursements for track access fees and VRE debt service over the Six-Year Plan. Also contributing to improvement in the six-year forecast is the elimination of “future projects” from the formal six-year Capital Improvement Program (CIP). This reflects the fact that many of these “future projects” are relatively undeveloped and

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are unlikely to be completed (or substantially underway) during the six-year CIP period. Many of these projects, while important to VRE service planning, are generally in the conceptual stages of project design, do not have identified sources of funding or plans to apply for such funding, and in some cases are unlikely to be administered by VRE.

VRE Subsidy						
	FY20 Adopted	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast	FY25 Forecast
VRE Subsidy	\$6,098,311	\$6,281,260	\$6,281,260	\$6,469,698	\$6,469,698	\$6,663,789
Additional Required for Operations/Capital Program	-	\$841,770	\$986,445	\$1,433,834	\$1,634,861	\$2,121,837
Total	\$6,098,311	\$7,123,030	\$7,267,705	\$7,903,532	\$8,104,559	\$8,785,626

To fully fund all projects in the VRE CIP would require approximately \$813.5 million. Of this total, \$703.8 million or 86.5% is already funded from a range of federal, state, regional, and local sources. The table below represents the distribution by project type of the \$109.7 million unfunded costs over the six-year CIP:

VRE CIP Funded & Unfunded Projects			
Project Type	Project Cost	Funded	Unfunded
Asset Management	\$15.6	\$15.6	\$0.0
Expansion	\$607.0	\$528.1	\$78.9
Replacement and Rehabilitation	\$190.6	\$159.8	\$30.8
Other	\$0.3	\$0.3	\$0.0
Total	\$813.5	\$703.8	\$109.7
Figures in millions			

Copies of the VRE FY2020 Operating budget, CIP and Six-Year Plan may be obtained from VRE's Executive Offices located at 1500 King Street, Alexandria, Virginia or may be viewed [here](#).

- P. VRE Operations Board and PRTC Commission Action on FY20 Budget** – The VRE Operations Board adopted the VRE FY20 budget on December 14, 2018 and forwarded it to NVTC and PRTC for adoption. On January 3, 2019, the PRTC Commissioners adopted the FY20 VRE budget and forwarded it to the local jurisdictions for inclusion in their budget and appropriations in accordance with the VRE Master Agreement. On January 3, 2019, the PRTC Commissioners also authorized the Executive Director to refer the FY20 PRTC budget to the jurisdictions for consideration.

Budget Initiatives

A. Budget Initiatives

1. Employee Compensation – Administration

- a. **Description** – A 2.5% cost of living plus a 1.5% merit adjustment in FY20 are provided for PRTC employees. Funding has been included contingent upon how PRTC member governments choose to handle these adjustments for their own staffs.
- b. **Service Level Impacts** – Maintains current level of service.

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- 2. Personnel Additions** – The FY2020 Budget includes five new positions approved by the Commission at its September 6, 2018 meeting. Total PRTC Full-Time Equivalents (FTE's) will increase from 53 in FY19 to 58 in FY20. Total FTE in the administration program will increase from 14 to 16; total FTE's in the OmniRide Express/OmniRide Local program will increase from 31 to 33 and total FTE's in the Marketing Program will increase from 8 to 9.
- i. Manager of Safety and Security - 1 FTE – Administration**
 - a. Description** – 1 FTE Manager of Safety and Security position in the Administration program is funded in FY20. The total cost of this position is \$102,100 (salary and fringes). The County share is 52.31% or \$53,400.
 - b. Service Level Impacts** – This position is responsible for the comprehensive safety & security planning, to include assessment and response planning to minimize risk to ensure effective emergency coordination.
 - ii. Project Manager – Data and Analysis - 1 FTE – OmniRide Express/OmniRide Local**
 - a. Description** – 1 FTE Project Manager - Data and Analysis position in the OmniRide Express/OmniRide Local program is funded in FY20. The total cost of this position is \$101,500 (salary and fringes). The County share is 97.2% or \$98,700.
 - b. Service Level Impacts** – The position will develop a performance measurement program, report key performance indicators, and develop dashboards for operational and financial performance. This includes external required reporting for state and federal agencies, such as the National Transit Database (NTD) report.
 - iii. Human Resources Support Specialist - 1 FTE – Administration**
 - a. Description** – 1 FTE Human Resources Support Specialist position in the Administration program is funded in FY20. The total cost of this position is \$70,400 (salary and fringes). The County share is 52.31% or \$36,800.
 - b. Service Level Impacts** – This position is responsible for clerical support of human resource functions.
 - iv. Senior Vanpool Program Associate - 1 FTE – Marketing**
 - a. Description** – 1 FTE Senior Vanpool Program Associate position in the Vanpool program is funded in FY20. The total cost of this position is \$81,500 (salary and fringes). This position is 100% funded by the Virginia Department of Rail and Public Transportation.
 - b. Service Level Impacts** – This position is responsible for responding to inquiries for assistance from vanpool operators, local employers, state and local officials, and regional ride share, carpool, and vanpool programs.
 - v. Transit Application Specialist - 1 FTE – OmniRide Express/OmniRide Local**
 - a. Description** – 1 FTE Transit Application Specialist position in the OmniRide Express/OmniRide Local program is funded in FY20. The total cost of this position is \$72,000 (salary and fringes). The County share is 97.2% or \$70,000.
 - b. Service Level Impacts** – This position is software and end-user focused. The position will train employees on effective use of the software, which includes the computer aided dispatch/automated vehicle location system and real-time bus tracking.

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3. Express Bus Service from Haymarket to Rosslyn – OmniRide Express

- a. **Description** – The Commission authorized new OmniRide Express bus service from the Haymarket commuter lot near the intersection of I-66 and US 15 at its November 2018 meeting. Service began on December 17, 2018 with subsidies funded by County fuel tax revenues in FY19. For FY20 PRTC will apply for funding from the I-66 Commuter Choice program administered by the NVTC which, if approved, will make this additional service 100% grant funded. Subsidies from grant funding over the six-year plan is shown below:

OmniRide Express Haymarket – Rosslyn Service						
	FY20	FY21	FY22	FY23	FY24	FY25
Annual Fuel Cost	\$31,600	\$32,600	\$33,600	\$34,600	\$35,600	\$36,700
Annual Contract Cost	\$162,300	\$166,500	\$167,900	\$174,300	\$180,900	\$187,800
Total Farebox Revenue	(\$58,800)	(\$63,600)	(\$68,700)	(\$74,500)	(\$80,600)	(\$87,400)
Grant Funding Subsidy	\$135,100	\$135,500	\$132,800	\$134,400	\$135,900	\$137,100

- b. **Service Level Impacts** – Service includes four morning and four evening trips that will serve five bus stops in Arlington County.

4. Restructuring Western OmniRide Local Services and Implementation of Complementary Paratransit – OmniRide Local

- a. **Description** – PRTC is proposing restructuring western OmniRide Local services and implement complementary paratransit service in FY20. The three OmniRide Local routes in the western end of the County that also serve Manassas and/or Manassas Park will be restructured to streamline routing, coordinate transfers in Old Town Manassas, improve connectivity with the OmniRide Cross County Connector and eliminate route deviations (up to ¾ of a mile). OmniRide Cross County Connector service will be streamlined by reducing/relocating the number of current stops and will be timed to meet up with OmniRide Local buses in Old Town Manassas. Manassas Metro Express will service Old Town Manassas and be timed to meet OmniRide Local buses. Service frequency for fixed route service will increase from 75 to 90 minutes. Fixed route service changes and complementary paratransit are scheduled to begin when the University Park and Ride lot opens in Gainesville in December 2019.

The Americans with Disabilities Act (ADA) requires public transit agencies that provide fixed route service to provide “complementary paratransit” service to people with disabilities who cannot use the fixed route bus service because of a disability. In general, ADA complementary paratransit service must be provided within ¾ of a mile of a bus route, at the same hours and days as fixed route service, for no more than twice the regular fixed route fare. The ADA further requires that paratransit rides be provided to all eligible riders if requested any time the previous day. The ADA allows transit providers to negotiate trip times with the rider, but no more than an hour before or an hour after the requested time. There can be no restrictions or priorities based on trip purpose. The ADA prohibits capacity constraints on complementary paratransit services. These are defined as any operational patterns or practices that significantly limit the availability of service to ADA paratransit eligible individuals such as limiting the number of trips an individual may make, establishing waiting lists, denying trips, or long telephone hold times for trip reservations. Initially, a total of 14 revenue hours and one vehicle has been programmed for complementary paratransit service, however, should additional demand materialize an additional vehicle would be required during peak times to accommodate trip requests which would result in an additional six revenue hours of complementary paratransit service for a total of 20 hours.

Transit Subsidy

The table below identifies the PWC net subsidy change of OmniRide Local route restructuring along with complementary paratransit costs and changes to Cross County Connector and Manassas Metro Express. This table assumes 14 revenue hours for complementary paratransit service. The County's share of the subsidies for westerly OmniRide Local services and complementary paratransit is 69.45%. The County pays 100% of the subsidy cost for the OmniRide Cross County Connector and Manassas Metro Express.

Restructuring Western OmniRide Local Service/Paratransit – PWC Subsidy Change						
	FY20	FY21	FY22	FY23	FY24	FY25
Local / Paratransit						
Manassas North Route	(\$8,745)	(\$16,384)	(\$17,008)	(\$17,656)	(\$18,329)	(\$19,757)
Manassas South Route	(\$15,004)	(\$28,100)	(\$29,157)	(\$30,253)	(\$31,391)	(\$33,751)
Manassas Park Route	(\$17,388)	(\$32,632)	(\$33,925)	(\$35,269)	(\$36,666)	(\$39,848)
Paratransit (14 Revenue Hours)	\$171,822	\$321,061	\$332,605	\$344,573	\$356,983	\$384,456
Sub-Total	\$130,685	\$243,945	\$252,515	\$261,395	\$270,597	\$291,099
Express						
Cross County Connector	(\$186,211)	(\$348,615)	(\$361,601)	(\$375,074)	(\$389,050)	(\$417,490)
Manassas Metro Express	(\$111)	(\$182)	(\$163)	(\$143)	(\$120)	\$39
Sub-Total	(\$186,322)	(\$348,797)	(\$361,764)	(\$375,217)	(\$389,170)	(\$417,451)
Grand Total PWC Subsidy	(\$55,637)	(\$104,852)	(\$109,249)	(\$113,822)	(\$118,573)	(\$126,352)

The table below is an estimate of the net change in PWC subsidy with 20 hours of revenue service for complementary paratransit. There would be a modest increase in fuel costs as well as a modest increase in fare revenue from the additional revenue hours. The overwhelming majority of additional subsidy (from the 14 revenue hour paratransit service table above) would be contractual costs for the bus service provider.

Restructuring Western OmniRide Local Service/Paratransit – PWC Subsidy Change						
	FY20	FY21	FY22	FY23	FY24	FY25
Local / Paratransit						
Manassas North Route	(\$8,745)	(\$16,384)	(\$17,008)	(\$17,656)	(\$18,329)	(\$19,757)
Manassas South Route	(\$15,004)	(\$28,100)	(\$29,157)	(\$30,253)	(\$31,391)	(\$33,751)
Manassas Park Route	(\$17,388)	(\$32,632)	(\$33,925)	(\$35,269)	(\$36,666)	(\$39,848)
Paratransit (20 Revenue Hours)	\$247,597	\$462,964	\$479,900	\$497,466	\$515,686	\$555,449
Sub-Total	\$206,460	\$385,848	\$399,810	\$414,288	\$429,300	\$462,093
Express						
Cross County Connector	(\$186,211)	(\$348,615)	(\$361,601)	(\$375,074)	(\$389,050)	(\$417,490)
Manassas Metro Express	(\$111)	(\$182)	(\$163)	(\$143)	(\$120)	\$39
Sub-Total	(\$186,322)	(\$348,797)	(\$361,764)	(\$375,217)	(\$389,170)	(\$417,451)
Grand Total PWC Subsidy	\$20,138	\$37,051	\$38,046	\$39,071	\$40,130	\$44,642

Implementation of complementary transit will require the purchase of two paratransit vehicles in FY20 (PWC subsidy - \$38,400) as well as other one-time costs totaling \$182,396 (PWC share \$126,674). These costs include additional computer software/hardware, marketing and material publication costs as well as staff training.

Transit Subsidy

b. Service Level Impacts – Ridership for the western OmniRide Local reconfigured fixed routes, Cross County Connector and Manassas Metro Express compared to the current ridership on these routes is projected to remain unchanged. Daily ridership with 14 revenue hour complementary paratransit service is estimated at 20 daily trips or 5,000 trips per year. The total jurisdictional subsidy (PWC and the cities of Manassas and Manassas Park) per passenger trip is estimated at \$90.

5. PRTC Capital Expenditures – OmniRide Express Bus Replacements – Local Capital Match

a. Description – Three OmniRide Express bus replacements are programmed in FY20. Additional programmed purchases beyond FY20 are detailed in the table below.

OmniRide Express replacement buses will be acquired using federal congestion mitigation and air quality funding, state capital funding and local match from PWC.

b. Service Level Impacts – Maintains OmniRide Express bus replacement schedule at 16/17 years.

OmniRide Express Replacement Buses						
	FY20	FY21	FY22	FY23	FY24	FY25
Replacement Cost	\$1,794,500	\$3,053,600	\$6,742,600	\$7,003,100	\$12,072,800	\$2,654,600
Federal Share of Replacement Cost	\$1,435,600	\$2,200,000	\$1,800,000	\$1,680,000	\$1,096,000	\$1,200,000
State Share of Replacement Cost	\$358,900	\$756,400	\$3,505,000	\$3,754,100	\$7,551,900	\$1,085,100
PWC Local Match	\$0	\$97,200	\$1,437,600	\$1,569,000	\$3,424,900	\$369,500
# Buses	3	5	11	11	21	4
County Subsidy Percentage	0.0%	3.2%	21.3%	22.4%	28.4%	13.9%

6. PRTC Capital Expenditures – OmniRide Express Bus Expansion – Local Capital Match

a. Description – There are no OmniRide Express expansion buses programmed in FY20. Additional programmed purchases are detailed in the table below. These buses will be utilized for 100% state sponsored services associated with the I-95/395 and the I-66 Transit Development Plan. OmniRide Express expansion buses will be acquired using 100% state capital funding.

b. Service Level Impacts – These buses will provide expanded service from PWC to points north in the I-95/395 and I-66 corridors with operating subsidies provided by the state.

OmniRide Express Expansion Buses						
	FY20	FY21	FY22	FY23	FY24	FY25
Expansion Cost	\$0	\$24,469,500	\$507,100	\$0	\$0	\$0
Federal Share of Expansion Cost	\$0	\$0	\$0	\$0	\$0	\$0
State Share of Expansion Cost	\$0	\$24,469,500	\$507,100	\$0	\$0	\$0
PWC Local Match	\$0	\$0	\$0	\$0	\$0	\$0
# Buses	0	41	1	0	0	0
County Subsidy Percentage	-	0.0%	0.0%	-	-	-

Transit Subsidy

7. PRTC Capital Expenditure – OmniRide Local Bus Replacements – Local Capital Match

- a. **Description** – There are no OmniRide Local replacement buses programmed in FY20. Additional programmed purchases are detailed in the table below. Replacement buses will be acquired using state capital funding and local match from PWC and the cities of Manassas and Manassas Park.
- b. **Service Level Impacts** – Maintains OmniRide Local bus replacement schedule at ten years or 350,000 miles whichever comes first.

OmniRide Local Replacement Buses						
	FY20	FY21	FY22	FY23	FY24	FY25
Replacement Cost	\$0	\$0	\$7,082,400	\$0	\$0	\$2,826,800
PWC Share of Replacement Cost*	\$0	\$0	\$6,592,300	\$0	\$0	\$2,631,200
Federal Share of Replacement Cost	\$0	\$0	\$0	\$0	\$0	\$0
State Share of Replacement Cost	\$0	\$0	\$4,482,800	\$0	\$0	\$1,789,200
PWC Local Match	\$0	\$0	\$2,109,500	\$0	\$0	\$842,000
# Buses	0	0	16	0	0	6
County Subsidy Percentage	-	-	32.0%	-	-	32.0%

* OmniLink bus replacements are shared with the Cities of Manassas and Manassas Park. PWC share of the replacement cost is approximately 93.08%

8. PRTC Capital Expenditure – Paratransit Expansion Vans – Local Capital Match

- a. **Description** – Two paratransit expansion vans are programmed in FY20 with an additional eight programmed in FY21. Paratransit expansion vans will be acquired using state capital funding and local match from PWC and the cities of Manassas and Manassas Park.
- b. **Service Level Impacts** – Vans will be handicapped and wheelchair accessible and have an estimated service life of five years.

Paratransit Expansion Vans						
	FY20	FY21	FY22	FY23	FY24	FY25
Expansion Cost	\$172,900	\$706,000	\$0	\$0	\$0	\$0
PWC Share of Expansion Cost*	\$120,100	\$490,300	\$0	\$0	\$0	\$0
Federal Share of Expansion Cost	\$0	\$0	\$0	\$0	\$0	\$0
State Share of Expansion Cost	\$81,700	\$333,400	\$0	\$0	\$0	\$0
PWC Local Match	\$38,400	\$156,900	\$0	\$0	\$0	\$0
# Vehicles	2	8	0	0	0	0
County Subsidy Percentage	32.0%	32.0%	-	-	-	-

* Paratransit Expansion Vans are shared with the Cities of Manassas and Manassas Park. PWC share of the expansion cost is approximately 69.45%

Transit Subsidy

9. PRTC Capital Expenditure – Paratransit Replacement Vans – Local Capital Match

- a. **Description** – There are no paratransit replacement vans programmed in FY20. Additional programmed purchases are detailed in the table below. Paratransit replacement vans will be acquired using state capital funding and local match from PWC and the cities of Manassas and Manassas Park.
- b. **Service Level Impacts** – Vans will be handicapped and wheelchair accessible and have an estimated service life of five years.

Paratransit Replacement Vans						
	FY20	FY21	FY22	FY23	FY24	FY25
Replacement Cost	\$0	\$0	\$0	\$0	\$0	\$191,800
PWC Share of Replacement Cost*	\$0	\$0	\$0	\$0	\$0	\$133,200
Federal Share of Replacement Cost	\$0	\$0	\$0	\$0	\$0	\$0
State Share of Replacement Cost	\$0	\$0	\$0	\$0	\$0	\$90,600
PWC Local Match	\$0	\$0	\$0	\$0	\$0	\$42,600
# Vehicles	0	0	0	0	0	2
County Subsidy Percentage	-	-	-	-	-	32.0%

* Paratransit Replacement Vans are shared with the Cities of Manassas and Manassas Park. PWC share of the replacement cost is approximately 69.45%

10. PRTC Capital Expenditure – Bus Overhauls/Transmission Replacements/Farebox Replacements/Extended Warranties – Local Capital Match

- a. **Description** – Expenditures for mid-life bus overhauls including transmission replacements, farebox replacements and extended warranties are shown below. Mid-life overhauls of 45 foot “over the road” coaches are programmed when they reach eight years old and the 40 foot “transit” buses when they reach six years old.
- b. **Service Level Impacts** – Maintains OmniRide Express bus replacement schedule at 16/17 years.

Bus Overhauls/Transmission Replacements/Farebox Replacements/Extended Warranties						
	FY20	FY21	FY22	FY23	FY24	FY25
Bus Overhaul/Transmission/Farebox Replacements/Extended Warranties	\$2,845,400	\$3,254,400	\$778,500	\$548,600	\$3,182,200	\$1,737,400
State Share	\$1,934,900	\$2,213,000	\$529,400	\$373,000	\$2,163,900	\$1,181,400
# OmniRide Buses Serviced	30	32	22	16	30	22
PWC Local Match	\$910,500	\$1,041,400	\$249,100	\$175,600	\$1,018,300	\$556,000
County Subsidy Percentage	32%	32%	32%	32%	32%	32%

Transit Subsidy

11. PRTC Capital Expenditure – Bus Shelters – Local Capital Match

- a. **Description** – Expenditures for bus shelters are shown below. A bus shelter-siting plan was completed in September 2007 and is updated annually. Stops having the highest boarding numbers or located near identified neighboring uses such as schools, senior centers, libraries, clinics, or hospitals receive the highest priority. This funding purchases the shelters and solar lighting (if warranted), site design and permits, site preparation and construction including any needed sidewalks, inspections, and shelter installation.
- b. **Service Level Impacts** – Service levels are maintained.

Bus Shelters						
	FY20	FY21	FY22	FY23	FY24	FY25
PWC Share of Bus Shelter Costs*	\$75,800	\$0	\$0	\$0	\$0	\$0
PWC State Share	\$0	\$0	\$0	\$0	\$0	\$0
PWC Local Match	\$75,800	\$0	\$0	\$0	\$0	\$0
# Bus Shelters	3	-	-	-	-	-
County Subsidy Percentage	100%	-	-	-	-	-

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	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
PRTC Commission meetings	11	11	11	11	11
Public hearings	4	2	4	2	8

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
PRTC Administration	\$230	\$248	\$270	\$295	\$304
Employees Paid (PRTC)	51	53	49	53	58
Employees Paid (VRE)	48	49	48	50	50
Vendor checks produced	2,417	2,313	2,317	2,336	2,340
State grants (bus only) expended	\$11.6M	\$10.5M	\$8.7M	\$10.9M	\$8.8M
Federal grants (bus & rail) expended	\$41.8M	\$35.8M	\$29.1M	\$45.8M	\$49.4M
2.1% Motor fuels tax receipts	\$18.7M	\$20.5M	\$23.3M	\$21.6M	\$28.3M
2.1% Motor fuels tax disbursements	\$40.8M	\$25.7M	\$23.4M	\$26.6M	\$23.2M

FY16-FY19 Program Costs are based on Adopted Budgets

Transit Subsidy

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	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Complaints per 10,000 passenger trips - OmniRide Express	7	8	8	10	9
Farebox recovery - OmniRide Express	50%	52%	51%	47%	45%
Passenger trips per vehicle revenue hour - OmniRide Express	19	21	17	17	17
PWC local subsidy per passenger trip - OmniRide Express	\$2.51	\$2.08	\$2.22	\$1.19	\$1.79

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
OmniRide Express (Commuter Bus Service)	\$4,914	\$3,834	\$3,893	\$2,241	\$3,275
OmniRide Express passenger trips	1,958,488	1,845,830	1,751,084	1,880,239	1,832,980

FY16-FY19 Program Costs are based on Adopted Budgets

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	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Annual vehicle trips reduced by slugging/carpool/vanpools	3,701,846	3,257,965	3,209,781	3,199,714	3,200,526

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Ridesharing/Marketing:	\$656	\$701	\$801	\$832	\$945
Carpool, vanpool, slugging trips	4,586,656	4,575,409	4,504,937	4,868,144	4,793,165
Customer inquiries handled by customer service staff	72,205	50,915	52,069	52,142	53,249
Customer inquiries handled by IVR	-	53,000	54,069	53,251	55,160

FY16-FY19 Program costs are based on adopted budgets

Transit Subsidy

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	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Complaints per 10,000 passenger trips - OmniRide Local	4	4	5	7	4
Farebox recovery - OmniRide Local	11%	9%	8%	6%	4%
Passenger trips per vehicle revenue hour - OmniRide Local	14	12	11	12	11
PWC local subsidy per passenger trip - OmniRide Local	\$8.93	\$9.95	\$11.62	\$10.06	\$12.84

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
OmniRide Local (Local Bus Service)	\$7,561	\$7,213	\$7,633	\$7,219	\$8,341
OmniRide Local passenger trips	846,693	724,793	656,959	717,474	649,486

FY16-FY19 Program Costs are based on Adopted Budgets

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)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Local Capital Match	\$2,183	\$1,647	\$1,813	\$2,617	\$2,166

FY16-FY19 Program Costs are based on Adopted Budgets

Vanpool Program

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)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Vanpool Program	\$192	\$0	\$0	\$1,631	\$1,838

FY16-FY19 Program Costs are based on Adopted Budgets

Transit Subsidy

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	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
Trips on-time	90%	88%	89%	88%	90%
Cost recovery ratio	54%	58%	54%	52%	53%
Passenger trips per vehicle revenue hour	62	64	60	64	60
Local subsidy (all jurisdictions) per passenger trip	\$3.70	\$3.62	\$3.67	\$3.74	\$3.77

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY16 Actuals	FY17 Actuals	FY18 Actuals	FY19 Adopted	FY20 Adopted
VRE (Commuter Rail Service)	\$5,310	\$5,968	\$5,363	\$6,184	\$6,098
VRE passenger trips	4,441,858	4,761,035	4,705,529	4,750,000	4,712,400

FY16-FY19 Program Costs are based on Adopted Budgets