

# Transit Subsidy

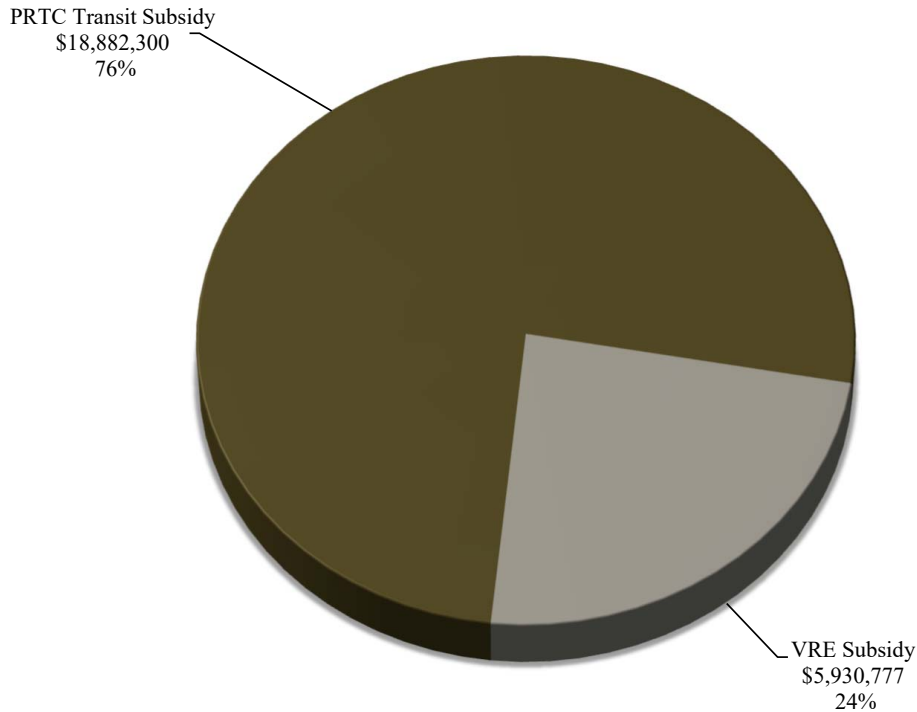
## Transit Service in Prince William County

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](https://www.omniride.com) and [Vre.org](https://www.vre.org).

### FY2021 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.

# Transit Subsidy

## Expenditure and Revenue Summary



	FY17 Adopted	FY18 Adopted	FY19 Adopted	FY20 Adopted	FY21 Adopted	% Change Budget FY20/ Budget FY21
<b>PWC PRTC Transit Subsidy</b>						
PRTC Administration	\$247,700	\$269,700	\$295,400	\$304,000	\$368,400	21.18%
OmniRide Express (Commuter Bus Service)	\$3,834,000	\$3,893,000	\$2,241,200	\$3,274,700	\$6,474,400	97.71%
OmniRide Ridesharing Services/Marketing	\$701,200	\$800,600	\$831,700	\$945,300	\$1,154,200	22.10%
OmniRide Local (Local Bus Service)	\$7,212,900	\$7,633,300	\$7,218,600	\$8,341,300	\$6,502,000	(22.05%)
Local Capital Match	\$1,647,300	\$1,812,700	\$2,616,700	\$2,165,500	\$2,220,900	2.56%
Vanpool Program	\$0	\$0	\$1,630,800	\$1,837,500	\$1,979,200	7.71%
Paratransit	\$0	\$0	\$0	\$0	\$183,200	—
<b>Total PRTC Subsidy Expenditures</b>	<b>\$13,643,100</b>	<b>\$14,409,300</b>	<b>\$14,834,400</b>	<b>\$16,868,300</b>	<b>\$18,882,300</b>	<b>11.94%</b>

### Revenue and Use of Fund Balance

PWC Fuel Tax Revenue	\$9,784,435	\$10,559,471	\$11,320,700	\$14,823,600	\$12,749,700	(13.99%)
Interest on Fuel Tax	\$2,500	\$2,500	\$2,500	\$10,000	\$20,000	100.00%
Van Pool (net of expenses)	\$13,100	\$1,287,387	\$0	\$0	\$0	—
PWC Fuel Tax Trust Fund Balance	\$0	\$0	\$4,026,900	\$8,476,216	\$8,317,360	(1.87%)
PWC Operating Fund Balance	\$2,253,740	\$3,818,119	\$5,414,300	\$2,984,000	\$1,328,900	(55.47%)
(Contribution To)/Use of PWC Fuel Tax Fund Balance	\$1,589,325	(\$1,258,177)	(\$5,930,000)	(\$9,425,516)	(\$3,533,660)	(62.51%)
<b>Total PRTC Subsidy Revenues</b>	<b>\$13,643,100</b>	<b>\$14,409,300</b>	<b>\$14,834,400</b>	<b>\$16,868,300</b>	<b>\$18,882,300</b>	<b>11.94%</b>
<b>PWC Net General Tax Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>

	FY17 Adopted	FY18 Adopted	FY19 Adopted	FY20 Adopted	FY21 Adopted	% Change Budget FY20/ Budget FY21
<b>PWC VRE Subsidy</b>						
VRE (Commuter Rail Service)	\$5,968,406	\$5,363,372	\$6,183,745	\$6,098,311	\$5,930,777	(2.75%)
<b>Total VRE Subsidy Expenditures</b>	<b>\$5,968,406</b>	<b>\$5,363,372</b>	<b>\$6,183,745</b>	<b>\$6,098,311</b>	<b>\$5,930,777</b>	<b>(2.75%)</b>
PWC Fuel Tax Revenue	\$0	\$0	\$0	\$0	\$0	—
PWC NVT A 30% Funding	\$5,968,406	\$5,363,372	\$6,183,745	\$6,098,311	\$5,930,777	(2.75%)
<b>Total VRE Subsidy Revenues</b>	<b>\$5,968,406</b>	<b>\$5,363,372</b>	<b>\$6,183,745</b>	<b>\$6,098,311</b>	<b>\$5,930,777</b>	<b>(2.75%)</b>
<b>PWC Net General Tax Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>

	FY17 Adopted	FY18 Adopted	FY19 Adopted	FY20 Adopted	FY21 Adopted	% Change Budget FY20/ Budget FY21
<b>Total Subsidy</b>						
Total Subsidy Expenditures	\$19,611,506	\$19,772,672	\$21,018,145	\$22,966,611	\$24,813,077	8.04%
Total Subsidy Revenues & Use of Fund Balance	\$19,611,506	\$19,772,672	\$21,018,145	\$22,966,611	\$24,813,077	8.04%
<b>PWC Net General Tax Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>

## General Overview

- A. Impact of COVID-19 Pandemic** – Both transit service and revenue were significantly impacted by the onset of 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. FY21 performance measures adopted were prior to known impacts of the pandemic, the target outcomes may be different considering the crisis. PRTC and VRE will be eligible to receive a portion of the \$25.0 billion included in the 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 will help support both PRTC and VRE operations during the pandemic.
- B. 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 County's 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.
- C. 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 and remitted monthly to PRTC. While the fuel tax funding does not pass through the County, the Board of County Supervisors (BOCS) 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.
- D. 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 recalculates 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.
- E. 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 NVTC and PRTC fuels tax revenues. At the conclusion of last year's programming process for C-ROC funds, the VRE Operations Board agreed to commit \$15 million to the Crystal City Station Improvements project (FY20 funding) and \$30 million to the L'Enfant Station Improvements project (FY19 and FY21 funding). For FY21, PRTC's share is approximately \$9.5 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.

- F. PRTC Fuel Tax Revenues** – In FY21, it is estimated that approximately 450 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 FY19 net fuel tax revenue. For PWC, fuel tax revenue is estimated at \$12,749,700 in FY21 which represents a 14% reduction from FY20.
- G. 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. The Virginia Department of Rail and Public Transportation (DRPT) first used this methodology to calculate state operating assistance in FY20, with transition assistance provided in FY20. The methodology was further adjusted for FY21. The changes in allocation have a minimal impact on state operating assistance received by VRE, as commuter rail was separated from other transit entities. However, there is more of a negative impact for PRTC. PWC's share of state operating assistance will decrease, \$395,100, from \$3,672,000 in FY20 to \$3,276,900 in FY21.
- H. 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.

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.

For the state's share of capital projects, Capital Project Revenue Bonds were 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.

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, facilities, and other capital items which previously had received state matching amounts of 34% and 17% respectively, are assumed to become 100% locally funded.

- I. Federal Formula Funding** – PRTC will receive \$4.6 million in federal formula funding (5307/5337/5339) in FY21. 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.

# Transit Subsidy

- J. PRTC Fare Revenues** – No fare increase is included in the PRTC budget proposal for FY21.
- K. FY21 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 \$167,534 or 2.75% in FY21 to \$5.9 million compared to the FY20 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 2019. For subsidy allocation purposes, the County has 29.1% of the total jurisdictional ridership and 32.4% of the total jurisdictional fare revenue.
- L. FY21 PRTC Subsidy** – A total PRTC subsidy of \$18,882,300 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 \$2,014,000 or a 11.9% increase over the FY20 budget amount of \$16,868,300. PRTC is planning a \$6.1 million use of PWC fuel tax/operating fund balance to fund the FY21 subsidy.
- M. FY21 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 69.45% in FY20 to 69.48% in FY21. The County’s overall subsidy percentage for OmniRide Local is 94.5% for FY21.

PRTC’s FY21 administrative subsidies are funded based on the County’s FY19 percentage of PRTC fuel tax receipts. The County’s fuel tax receipts budgeted percentage decreased slightly from 52.31% in FY20 to 51.94% in FY21.

- N. PRTC Outyear Budget Operating Deficits** – 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 to fund the County’s share of projected bus capital needs through FY21. 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 FY21, recurring funding sources support only 67.6% of subsidy expenditures (in previous years the recurring funding sources supported more than 85% of expenditures).

PWC subsidy expenditures and revenues projections in the FY21 budget are shown below:

PWC Subsidy – FY21 Budget as Adopted by PRTC		
	FY20 Adopted	FY21 Adopted
Bus and Admin Operations	\$14,702,800	\$16,661,400
Capital Expenditures	\$2,165,500	\$2,220,900
<b>Sub-Total Expenditures</b>	<b>\$16,868,300</b>	<b>\$18,882,300</b>
Recurring Revenues (fuel tax revenue/interest income)	\$14,833,600	\$12,769,700
Fuel Tax / Operating Fund Balance Available	\$11,460,216	\$9,646,260
<b>Sub-Total Revenues &amp; Fund Balance</b>	<b>\$26,293,816</b>	<b>\$22,415,960</b>
<b>Ending Fund Balance - Surplus / (Deficit)</b>	<b>\$9,425,516</b>	<b>\$3,533,660</b>
<b>Percent of Expenditures Funded from Recurring Revenues</b>	<b>87.9%</b>	<b>67.6%</b>

# Transit Subsidy

At the current rate of recurring, budgeted expenses in FY21, the PWC fuel tax trust fund balance is projected to be completely liquidated in FY22 resulting in significant cash deficits. Addressing these deficits will require either service reductions, additional funding sources, or a combination of both to balance recurring revenues with recurring expenses and ensure a structurally balanced budget. There is currently a significant reliance on one-time subsidy sources such as PWC fuel tax trust fund balance and PRTC operating fund balance to fund on-going subsidy expenditures.

- O. VRE Six-Year Financial Forecast** – In accordance with the VRE Master Agreement, the FY21 VRE Budget includes a six-year financial plan, covering FY21 to FY26. Beginning in FY21 and continuing through FY24, 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. Fare increases (3%) are also programmed in FY22, FY24, and FY26. Despite these programmed fare and jurisdictional subsidy increases, relatively flat ridership projections combined with increasing contractual and other service costs results in small, projected operating deficits in the final two 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 FY22.

The Six-Year Plan identifies tools for addressing potential funding gaps in the future, including, adjusting capital reserve contributions, use of federal funds for preventative maintenance, use of C-ROC dedicated funding for operating expenses, or use of capital or operating reserve funds as applicable. The plan states that some combination of these and other options would be considered to address future funding issues.

The FY2021-2026 Six-Year Plan includes 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.

VRE Subsidy as Adopted by VRE							
	FY20 Adopted	FY21 Adopted	FY22 Forecast	FY23 Forecast	FY24 Forecast	FY25 Forecast	FY26 Forecast
VRE Subsidy	\$6,098,311	\$5,930,777	\$5,930,777	\$6,108,700	\$6,108,700	\$6,291,961	\$6,291,961
Potential Funding Gap in Operations/Capital Program based on VRE Six-Year Plan (PWC share)	-	-	\$318,937	\$741,628	\$956,768	\$1,436,104	\$1,557,092
<b>Total</b>	<b>\$6,098,311</b>	<b>\$5,930,777</b>	<b>\$6,249,714</b>	<b>\$6,850,328</b>	<b>\$7,065,469</b>	<b>\$7,728,065</b>	<b>\$7,849,053</b>

To fully fund all projects in the VRE CIP would require approximately \$836.0 million. Of this total, \$728.9 million or 87.2% is already funded from a range of federal, state, regional, and local sources. The table below represents the distribution by project type of the \$107.2 million unfunded costs over the six-year CIP:

VRE CIP Funded & Unfunded Projects			
Project Type	Project Cost	Funded	Unfunded
Asset Management	\$15.7	\$15.7	\$0.0
Expansion	\$610.1	\$521.9	\$88.2
Replacement and Rehabilitation	\$210.1	\$191.2	\$19.0
Other	\$0.1	\$0.1	\$0.0
<b>Total</b>	<b>\$836.0</b>	<b>\$728.9</b>	<b>\$107.2</b>

*Figures in millions*

Copies of the VRE FY2021 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](#).

# Transit Subsidy

- P. VRE Operations Board and PRTC Commission Action on FY2021 Budget** – The VRE Operations Board recommended the Proposed VRE FY2021 Budget on January 1 and forwarded it to NVTC and PRTC for adoption. On January 16, 2020, the PRTC Commissioners adopted the VRE FY2021 Budget and forwarded it to the local jurisdictions for inclusion in their budget and appropriations in accordance with the VRE Master Agreement. On January 16, 2020, the PRTC Commissioners also authorized the Executive Director to refer the PRTC FY2021 Budget to the jurisdictions for consideration. Due to the COVID-19 pandemic, PRTC submitted a revised budget proposal to jurisdictions for consideration in April and presented the revised budget on May 7, 2020, at the PRTC Commission meeting.

## Budget Initiatives

### A. Budget Initiatives for PRTC

- 1. FY2020 and FY2021 Budget Comparison** – The table below compares the total PRTC budget for FY20 to the PRTC budget for FY21. Note, this table represents the total PRTC budget and therefore reflects total expenditures and revenues for all jurisdictional partners.

PRTC - FY2020 and FY2021 Budget Comparison				
Budget Category	FY20	FY21	\$ Diff	% Diff
Passenger Revenue	\$11,068,000	\$10,786,200	(\$281,800)	(2.5%)
State Grants	\$8,844,100	\$14,097,600	\$5,253,500	59.4%
Federal Grants	\$6,170,200	\$8,641,400	\$2,471,200	40.1%
Jurisdictional Subsidies	\$17,848,000	\$19,792,400	\$1,944,400	10.9%
Other	\$305,000	\$357,400	\$52,400	17.2%
<b>Total Revenue</b>	<b>\$44,235,300</b>	<b>\$53,675,000</b>	<b>\$9,439,700</b>	<b>21.3%</b>
Personnel and Fringe Benefits	\$6,418,800	\$5,646,900	(\$771,900)	(12.0%)
Contractual Services	\$25,990,500	\$30,507,200	\$4,516,700	17.4%
Other Services	\$2,590,200	\$2,851,000	\$260,800	10.1%
Materials, Supplies, Minor Equipment	\$83,600	\$78,800	(\$4,800)	(5.7%)
Fuel	\$2,994,200	\$3,170,200	\$176,000	5.9%
<b>Total Operating</b>	<b>\$38,077,300</b>	<b>\$42,254,100</b>	<b>\$4,176,800</b>	<b>11.0%</b>
Expansion Bus Purchases	\$172,900	\$4,107,300	\$3,934,400	2275.5%
Replacement Bus Purchases	\$1,794,500	\$5,208,500	\$3,414,000	190.2%
Bus Rehabilitations	\$2,845,400	\$178,900	(\$2,666,500)	(93.7%)
Staff Vehicles	\$0	\$0	\$0	-
Bus Shelters	\$78,000	\$150,000	\$72,000	92.3%
ADP Software	\$817,600	\$528,000	(\$289,600)	(35.4%)
ADP Hardware	\$48,500	\$521,200	\$472,700	974.6%
Office Furniture and Equipment	\$28,700	\$242,500	\$213,800	744.9%
Rehabilitation/Renovation of Admin/Maint Facility	\$82,500	\$191,500	\$109,000	132.1%
Debt Service (2012 VRA Loan)	\$290,400	\$293,300	\$2,900	1.0%
<b>Total Capital</b>	<b>\$6,158,500</b>	<b>\$11,421,200</b>	<b>\$5,262,700</b>	<b>85.5%</b>
<b>Total Expenses</b>	<b>\$44,235,800</b>	<b>\$53,675,300</b>	<b>\$9,439,500</b>	<b>21.3%</b>

# Transit Subsidy

2. **Employee Compensation** – There are no cost of living or merit adjustments planned in FY21. There is a reduction to fringe benefits totaling \$0.20 million.
3. **Personnel Additions** – The PRTC FY21 Budget includes one new position.
  - a. **Western Facility Manager – 1.00 FTE – Bus Operations** – This position is responsible for management of the new Western Facility in Manassas and is funded with a projected salary and benefit costs of \$135,700.
4. **Other Operating & Capital Expense Increases** – The PRTC FY21 Budget has additional operating and capital expense increases.
  - a. **Bus Service Contract / \$3.5 million** – In FY21, PRTC completed a procurement process for a new contract to support bus service delivery. The additional costs also include new grant funded bus services as well as costs associated with opening of a new facility.
  - b. **Professional Consulting / \$0.6 million** – There are several studies proposed to be completed, including diversity/equity/inclusion (\$40,000), engineering review of current PRTC facilities to determine rehabilitation needs (\$175,000). Also included are consultant services for I-66 slug line design (\$287,000) and mobile ticking application development (\$100,000).
  - c. **Other Contractual Costs / \$0.2 million** – Additional funds to support general facility and shelter maintenance, advertising and printing, software maintenance, security, auditing and legal services.
  - d. **Capital Expense Increases / \$9.3 million** – Vehicle purchases for expansion buses (\$4.1 million) and replacement buses (\$5.2 million) represent 82% of capital expense increases. Expansion buses are fully funded by grants.

## 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	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
PRTC Commission meetings	11	11	11	11	11
Public hearings	2	4	6	8	3

# Transit Subsidy

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>PRTC Administration</b>	<b>\$248</b>	<b>\$270</b>	<b>\$295</b>	<b>\$304</b>	<b>\$368</b>
Employees Paid (PRTC)	53	49	50	58	54
Employees Paid (VRE)	49	48	47	50	56
Vendor checks produced	2,313	2,317	2,350	2,340	2,374
State grants (bus only) expended	\$10.5M	\$8.7M	\$27.2M	\$8.8M	\$17.4M
Federal grants (bus & rail) expended	\$35.8M	\$29.1M	\$34.1M	\$49.4M	\$53.9M
2.1% Motor fuels tax receipts	\$20.5M	\$23.3M	\$28.5M	\$28.3M	\$28.3M
2.1% Motor fuels tax disbursements	\$25.7M	\$23.4M	\$28.4M	\$23.2M	\$28.7M

FY17-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	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
Complaints per 10,000 passenger trips - OmniRide Express	8	8	9	9	9
Farebox recovery - OmniRide Express	52%	51%	47%	45%	37%
Passenger trips per vehicle revenue hour - OmniRide Express	21	17	19	17	10
PWC local subsidy per passenger trip - OmniRide Express	\$2.08	\$2.22	\$1.27	\$1.79	\$4.03

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>OmniRide Express (Commuter Bus Service)</b>	<b>\$3,834</b>	<b>\$3,893</b>	<b>\$2,241</b>	<b>\$3,275</b>	<b>\$6,474</b>
OmniRide Express passenger trips	1,845,830	1,751,084	1,759,656	1,832,980	1,960,568

FY17-FY20 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	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
Annual vehicle trips reduced by slugging/carpool/vanpools	3,257,965	3,209,781	2,850,567	3,200,526	3,176,604

# Transit Subsidy

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>Ridesharing/Marketing:</b>	<b>\$701</b>	<b>\$801</b>	<b>\$832</b>	<b>\$945</b>	<b>\$1,154</b>
Carpool, vanpool, slugging trips	4,575,409	4,504,937	3,976,924	4,793,165	4,234,029
Customer inquiries handled by customer service staff	50,915	52,069	56,344	53,249	68,238
Customer inquiries handled by IVR	53,000	54,069	46,867	55,160	52,800

FY17-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	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
Complaints per 10,000 passenger trips - OmniRide Local	4	5	3	4	4
Farebox recovery - OmniRide Local	9%	8%	7%	4%	4%
Passenger trips per vehicle revenue hour - OmniRide Local	12	11	10	11	10
PWC local subsidy per passenger trip - OmniRide Local	\$9.95	\$11.62	\$11.94	\$12.84	\$10.84

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>OmniRide Local (Local Bus Service)</b>	<b>\$7,213</b>	<b>\$7,633</b>	<b>\$7,219</b>	<b>\$8,341</b>	<b>\$6,502</b>
OmniRide Local passenger trips	724,793	656,959	604,532	649,486	607,789

FY17-FY20 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)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>Local Capital Match</b>	<b>\$1,647</b>	<b>\$1,813</b>	<b>\$2,617</b>	<b>\$2,166</b>	<b>\$2,221</b>

FY17-FY20 program costs are based on adopted budgets.

# Transit Subsidy

## 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)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>Vanpool Program</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,631</b>	<b>\$1,838</b>	<b>\$1,979</b>

FY17-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)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>Paratransit Program</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$183</b>

FY17-FY20 program costs are based on adopted budgets.

## 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	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
Trips on-time	88%	89%	76%	90%	90%
Cost recovery ratio	58%	54%	54%	53%	52%
Passenger trips per vehicle revenue hour	64	60	56	60	60
Local subsidy (all jurisdictions) per passenger trip	\$3.62	\$3.67	\$3.97	\$3.77	\$3.86

Program Activities & Workload Measures (Dollar amounts expressed in thousands)	FY17 Actuals	FY18 Actuals	FY19 Actuals	FY20 Adopted	FY21 Adopted
<b>VRE (Commuter Rail Service)</b>	<b>\$5,968</b>	<b>\$5,363</b>	<b>\$6,184</b>	<b>\$6,098</b>	<b>\$5,931</b>
VRE passenger trips	4,761,035	4,705,529	4,477,266	4,712,400	4,743,900

FY17-FY20 program costs are based on adopted budgets.