

Strategic Plan Phase I – Potential Funding Strategies

Draft: September 8, 2016

For Strategies Not Leveraged by PRTC (Potential Implementation Timeframe)

For Strategies Already Leveraged by PRTC (Extent of Use)

Other

■ Immediate
 ■ Short-term
 ■ Long-term or Future Possibility
 ■ Potential for Additional Leverage
 ■ Used to Fullest Extent
 ■ Not currently applicable to PRTC



Type	Strategy	Description	Practicality	For Existing Services or Expansion	Potential Uses			Source	Examples/Reference
			Can PRTC use it or not	Could this be applied to offset existing costs or only for new services	Capital	Operating	Project Specific	Literature review, case study, expert interview, other	
PRIVATE	Expanded Advertising	Currently PRTC offers bus wrapping as advertisement. This could be expanded and additional locations for advertising could be examined including at bus shelters, inside the buses and at maintenance and transit center facilities.	✓	Existing	●	●		Case Study	Golden Gate Transit - Buses, Ferries, and Shelters
	Transit Benefits Sales Pitch	Develop a recurring program that visits major employers, elected officials, and other key entities to promote the benefits of transit and seek out partnership opportunities. This sales pitch would support many of the other potential strategies.	✓	Both	●	●	●	Expert Interview	↗ www.novatransit.org/transit-means-business/
	Partnerships with Major Employers/ Public Institutions on Specific Routes	Partnerships between PRTC and major employers such as corporate centers, universities, and hospitals to provide local service that caters to their needs while receiving financial support from these employers.	✓	Expansion			●	Expert Interview; Case Study	TANK - Partnership with FedEx and Amazon; Loudoun County - Partnerships with Leesburg and GWU
	Leasing Real Estate to other uses	Examine potential to use land currently owned by Prince William County or PRTC for leasing to temporary business.	✓	Existing	●	●		Expert Interview	↗ www.virginiadot.org/projects/resources/OutsourcingReportforVDOTwebsite.pdf
	Partnerships with Transportation Network Companies (Uber/Lyft/Others)	PRTC has the potential to partner with TNCs such as Uber, Lyft, Via, to help supplement or replace existing service and/or provide first/last mile connections to users of PRTC's services.	✓	Both			●	Case Study	Identified In Arlington's 10-year Plan; DART (Dallas, TX) Partnership (Non-Financial)
	Private Financing	Funding from philanthropic foundations or individuals.	✓	Both	●	●	●	Literature Review	↗ www.apta.com/resources/statistics/Documents/Caseforbusiness.pdf
INTERNAL	Parking Fees	Potential to generate parking revenue at parking facilities.	✓	Both	●	●		Literature Review	WMATA Parking Garages
	Changing Bus Type	FTA and other organization have conducted research on the use of hybrids, CNG, or other alternative bus types and the potential cost savings and potential new revenue sources associated with these fleet conversions. Also there is the potential to look at smaller buses or vans for local service that would require less capital and operating expenditure.	✓	Expansion	●			Expert Interview	↗ www.transit.dot.gov/about/news/us-department-transportation-announces-266-million-funding-opportunity-improve-bus
	Additional Fare Increases	With the increase in the Federal commute-to-work benefit, Express Lanes tolls, and lack of affordable parking in the District, additional fare increases for OmniRide and Metro Direct Services are viable.	✓	Existing		●		Literature Review	NJ Transit Fare Expansion & Recent PRTC Increases
	Sale of Old Buses	Sell buses that are out of commission but are still usable or have usable parts.	✓	Both	●	●		Literature Review	PRTC currently uses this strategy
	Use of Buses for Charter Events	PRTC could examine the use of PRTC buses to be temporarily leased to a third party or operated by First Transit for special events in which >100% farebox recovery would be assumed. Potential events could include bus service to Jiffy Lube Live or other major weekend attractions.		Not applicable - Federal regulations against using buses for chartered uses					
LOCAL	Additional Local Tax Source - General Property Tax	General Property Taxes include real estate taxes, real and personal public service taxes, personal property taxes, and penalties and interest.	✓	Existing	●	●		Expert Interview; Case Study	Golden Gate Transit; Fairfax County Commercial Real Estate Tax
	Additional Local Tax Source - PWC "Charges for Services"	Charges for Services include court costs, Commonwealth Attorney fees, charges for correction and detention, mental health/mental retardation services, welfare and social services, libraries, sanitation and waste removal, education, parks and recreation, housing and community development, planning and community development, environmental management, public safety, internal service funds, medical insurance, and other items.	✓	Existing	●	●		Literature Review	↗ www.pwcgov.org/government/dept/budget/Documents/04-Revenues--FY17.pdf
	Additional Local Tax Source - PWC Other Local Taxes	Other Local Taxes include short term rental tax, local sales tax, consumer utility tax, bank stock taxes, business/professional/occupational license (BPOL) tax, motor vehicle licenses, taxes on recordation, hotel and motel tax, and franchise license tax.	✓	Existing	●	●		Literature Review	↗ www.pwcgov.org/government/dept/budget/Documents/04-Revenues--FY17.pdf
	Changes to Gas Tax (Increase or Floor)	Either increase gas tax or implementation of a floor for a minimum tax rate.	✓	Existing		●		Literature Review; Expert Interview	PRTC has contracted lobbyists to pursue this initiative
REGIONAL	NVTA Funding (70% Regional Funds)	Potential to use NVTA 70% (regional projects) funds for partnerships with other jurisdictions or transit agencies.	✓	Expansion	●		●	Literature Review	↗ www.thenovaauthority.org/wp-content/uploads/2015/09/HB-2313-Funding-Fact-Sheet.Revised-8.6.15.pdf
	Capital Investment to Offset Operating Expenses (Storage or Layover Facility)	PRTC could partner with other entities to invest in Capital improvements in the region that could help offset operating costs. One potential project would be investment in a layover/ storage facility location in DC or the inner core to reduce deadhead.	✓	Existing		●	●	Case Studies	Golden Gate Transit; MWCOG Midday Storage Study
	NVTA Funding (30% Local Funds)	Prince William County's share of the NVTA 30% (local projects) will be used for VRE.	✓	Existing		●		Literature Review	↗ www.thenovaauthority.org/wp-content/uploads/2015/09/HB-2313-Funding-Fact-Sheet.Revised-8.6.15.pdf
TOLLING	NVTC I-66 Inside the Beltway	Beginning in 2017, PRTC has applied and been selected for funding for a new route. PRTC should continue to monitor this process and seek out opportunities to receive the maximum funding amounts.	✓	Expansion		●	●	Expert Interview	New PRTC Gainesville to the Pentagon Route
	Corridor Projects (I-66 and I-95/I-395)	Transform I-66 Outside the Beltway and the previous I-95 plans will and have provided funding directly for transit, for which PRTC will be a primary recipient. PRTC should continue to monitor this process and seek out opportunities to receive the maximum funding amounts.	✓	Expansion	●	●		Expert Interview	Transform I-66 Outside the Beltway: ↗ outside.transform66.org
	Toll Funding from Other Roadways	Through legislative approval and coordination with VDOT, I tolls could be implemented on other roadways within Prince William County that could provide additional funding to transit as well as other uses.	✓	Expansion	●	●	●	Case Study	↗ www.transform66.org

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STATE	I-66 TMP	As part of the I-66 TMP, fund will be provided for 50% buy-down for existing transit services along I-66.	✓	Existing		●	●	Literature Review	In FY 18, I-66 TMP will provide fare buy-downs (50% on all I-66 Routes): outside.transform66.org/
	DRPT Demonstration Project Assistance	Supports innovative investments in all functional areas of public transportation.	✓	Expansion	●	●	●	Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	DRPT Technical Assistance	Supports planning or technical assistance to help improve or initiate public transportation related services.	✓	Expansion		●	●	Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	DRPT Operating Assistance	Supports costs borne by eligible recipients for operating related public transportation expenses.	✓	Existing		●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	DRPT Public Transportation Intern Program	Supports increased awareness of public transportation as a career choice.	✓	Existing			●	Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	DRPT TDM Operating Assistance	Supports administration of existing or new local and regional Transportation Demand Management/ Commuter Assistance programs.	✓	Both		●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	DRPT Transportation Management Project Assistance	Supports Transportation Demand Management projects and programs that encourage the reduction of single occupant vehicle trips.	✓	Expansion		●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	DRPT Senior Transportation Program	Supports projects and programs that improve mobility for senior citizens.	Not currently applicable due to lack of specific service for seniors and individuals with disabilities						
FEDERAL	TIGER Grants (Opportunity Grant)	TIGER grants are competitive grants that provide funding for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.	✓	Expansion	●		●	Literature Review	Regional Partnership for Bus Technologies: www.mwcog.org/transportation/tiger/
	FTA Section 5312 - Public Transportation Innovation	Provides competitive funds to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	✓	Expansion			●	Literature Review	rip.trb.org/view/2016/P/1410364
	FTA Section 5309 - Capital Investment Grants (CIG)	The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail.	✓	Expansion	●		●	Literature Review	Small Starts/New Starts: www.transit.dot.gov/sites/fta.dot.gov/files/docs/5309_Capital_Investment_Grant_Fact_Sheet.pdf
	CMAQ Funding	CMAQ provides formula funds for areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter; funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	✓	Existing	●	●		Literature Review	www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm
	Capital Cost of Contracting (Preventative Maintenance)	Some FTA recipients turn to an outside source to obtain public transportation service, maintenance service or vehicles that the recipient will use in the provision of public transportation service. When recipient's contract for such service, FTA will provide assistance with the capital consumed in the course of the contract.	✓	Existing	●	●		Case Study	Gwinnett County Transit
	FTA Section 5339 - Buses and Bus Facilities Grants Program	Competitive funds for States and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Potential for additional funding if lower-emitting vehicles were to be used.	✓	Both	●	●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	FTA Section 5303 and 5304 - Metropolitan and Statewide Planning	Supports local, regional, and statewide transit planning projects.	✓	Both	●	●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	FTA Section 5307 - Urbanized Area Formula Grant	Supports operating and capital costs of transit operators in small urban areas.	✓	Existing	●	●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	FTA Section 5337 - State of Good Repair Grants	Formula funds that provide capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	✓	Existing	●	●		Literature Review	DRPT Grant Program Application Guidance (FY 2017) bit.ly/DRPT-Grants-17
	FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	Supports the purchase of vehicles and equipment.	Not currently applicable due to lack of specific service for seniors and individuals with disabilities						
	FTA Section 5307(h) - Passenger Ferry Grant Discretionary Program	Provides competitive funding to public ferry systems in urbanized areas.	Competitive funding is available for existing or planned ferry programs, once programs are defined						
	FTA Section 5311 - Formula Grants for Rural Area	Formula funds that provide capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Not applicable, population greater than 50,000						
	FTA Section 5324- Public Transportation Emergency Relief Program	Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.	Funding is available in the case of a national emergency or major disaster						