

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION



FY 2018 Proposed PRTC Budget

Public Hearing(s) Presentation

PRTC Transit Center on April 24, 2017 @ 7 pm

Manassas City Hall on April 26, 2017 @ 7 pm

Background

- Going into FY18 budget preparation, Prince William County and the City of Manassas faced an average annual shortfall for FY18 – FY22 of \$2.2M and \$0.8M, respectively
- FY16 carryforward \$2.4M above \$1.6M assumed for FY18 in FY17 six-year plan
- Estimated bus service efficiency savings of \$175K-\$400K and budget savings (like printing) of \$50K - \$150K
- Changes anticipated to result in Prince William County positive fuel tax fund balance at the end of FY18
- Changes estimated to reduce but not eliminate Manassas City's negative fuel tax account fund balance at the end of FY18; initial discussions held with the City
- Budget presented complies with guidelines adopted 10/24

Revenue Assumptions

- DRPT FY18 capital grant estimated funding of:
 - Tier 1 (Rolling Stock) -68%
 - Tier 2 (Large Capital) – 28%
 - Tier 3 (Other Capital) – 14%
- No funding from the Federal Fixing America's Surface Transportation Act (FAST Act) for rolling stock
- Prince William County continues to use NVRTA 30% funds for VRE subsidies
- Does not assume:
 - Fuel tax floor enacted
 - Additional funding from Manassas

Fares

- Fare increase proposed for FY18

Existing and Proposed FY18 Fares				
Service Type	Fare Type and Payment Medium	Current Fare	Proposed FY18 Fare	Pct Change
OmniRide	SmarTrip	\$6.50	\$6.90	6.15%
	Cash	\$8.75	\$9.20	5.14%
	Reduced (Senior/Disabled)	\$4.35	\$4.60	5.75%
Metro Direct	SmarTrip	\$3.25	\$3.45	6.15%
	Cash	\$4.00	\$4.25	6.25%
	Reduced (Senior/Disabled)	\$2.00	\$2.10	5.00%
OmniLink	Single Trip	\$1.50	\$1.55	3.33%
	Single Reduced (Senior/Disabled)	\$0.75	\$0.75	0.00%
OmniLink	Day Pass (Regular)	\$3.40	\$3.60	5.88%
	Day Pass (Reduced)	\$1.70	\$1.80	5.88%
OmniLink	Weekly Pass (Regular)	\$13.65	\$14.35	5.13%
	Weekly Pass (Reduced)	\$6.80	\$7.15	5.15%


- Fare increase each year thereafter
- Average increase = 5% over 6-year period

Bus Service Assumptions

- No bus expansion other than state-sponsored services associated with the I-95/395 & I-66 TDM plans
- Modest revenue hour contingency of eight daily hours to allow for schedule adjustments and to ease chronic overcrowding
- Proposed OmniRide changes beginning July 2017 resulting in \$200K FY18 savings (no public hearings required):
 - **Manassas Metro Direct** - eliminate route between Manassas Junction and Manassas Mall
 - **Cross County** - adjust routing around Potomac Mills
 - **Manassas/Pentagon** - adjust later morning trips via I-66/495/395 instead of I-66/Rt. 110
 - **Dale City/Navy Yard** - eliminate route between Lindendale & Dale City commuter lots on half morning trips
 - **South Rt. 1** - adjust DC route to 7th street instead of 4th street



Western Maintenance Facility Assumptions

- Facility construction in FY18-19
 - Occupancy at the start of FY20
 - Construction funding (from NVTA, DRPT, CMAQ) adequate to complete
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Other Services Assumptions

- Vanpool Alliance financially self-supporting
 - Estimated net earnings of \$1.2M for PRTC
- Wheels-to-Wellness Program
 - Currently funded by a contribution from Prince William County and a Kaiser Permanente grant
 - In the process of finalizing a Council of Governments/Potomac Health Foundation grant agreement with funds estimated to last through end of FY18
 - The Independence Empowerment Center will continue to submit grant applications and complete required reporting for awarded grants
 - No PRTC funding

Administrative Savings

- \$56K annual savings - printing and facility
- \$74K savings in FY18 and FY19 - vacant facility position to remain unfilled until western maintenance facility opens in FY20

Bus Replacement Savings

- Reduction of 3 OmniRide bus replacements due to FY17 service cuts
- Actual bus costs lower than assumed in FY17 six-year plan as a result of a joint procurement
- Adjustment of PPI from 3% to 1.5% inflationary increase
- Estimated savings for bus purchases of \$4M in FY18 and \$2.9M in FY19 - FY23

FY17/FY18 Budget Comparison

	<u>FY17</u>	<u>FY18</u>	<u>Difference</u>
Revenue			
Fares	\$10,887,400	\$11,672,100	\$784,700
Local	14,415,300	15,275,700	860,400
Federal/State/Other	30,743,600	33,304,800	2,561,200
Total	\$56,046,300	\$60,252,600	\$4,206,300
Expenses			
Bus Service Contract	\$20,243,800	\$21,217,700	\$973,900
PRTC Personnel	5,487,200	5,565,500	78,300
Fuel	3,524,900	3,564,600	39,700
Facility Maintenance	325,100	321,900	(3,200)
Bus Shelter Maintenance	265,400	280,400	15,000
Printing and Reproduction	493,000	470,400	(22,600)
Computer Services	565,300	558,700	(6,600)
Professional Services	1,148,300	1,425,400	277,100
All Other	2,431,000	2,710,900	279,900
Total Operating Budget	\$34,484,000	\$36,115,500	\$1,631,500
Bus Purchases/Rehabs/Other Capital	21,562,300	24,137,100	2,574,800
Total	\$56,046,300	\$60,252,600	\$4,206,300

FY18 PRTC Subsidy Comparison

Jurisdiction	FY18 Projected in FY17 Six Year Plan	FY18 Proposed Budget	Variance
Prince William County	\$14,808,000	\$14,409,300	\$(398,700)
City of Manassas	421,200	419,200	(2,000)
City of Manassas Park	190,000	194,200	4,200
Stafford County	85,600	98,100	12,500
City of Fredericksburg	38,200	43,500	5,300
Spotsylvania County	106,400	111,400	5,000
Total	\$15,649,400	\$15,275,700	\$(373,700)

2.1% Motor Fuel Tax Fund Balance Projections

<u>Jurisdiction</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>
Prince William	\$ 1,300,151	\$ (835,286)	\$ (2,370,636)	\$ (3,878,667)	\$ (7,753,108)	\$ (10,922,957)
Manassas	\$ (250,776)	\$ (774,362)	\$ (1,302,138)	\$ (1,930,270)	\$ (2,559,198)	\$ (3,230,132)
Manassas Park	\$ 1,335,731	\$ 1,195,667	\$ 1,057,639	\$ 912,182	\$ 771,656	\$ 607,354
Stafford	\$ 1,541,503	\$ 1,229,793	\$ 976,386	\$ 728,423	\$ 556,191	\$ 309,377
Fredericksburg	\$ 1,104,855	\$ 1,031,010	\$ 982,983	\$ 958,671	\$ 967,901	\$ 966,132
Spotsylvania	\$ 1,044,464	\$ 1,128,384	\$ 1,428,489	\$ 1,980,773	\$ 2,619,084	\$ 3,220,174

City of Manassas Fuel Tax Fund Balance Deficit Options

- Use NVTAF funds again in FY18 to cover a portion of its VRE subsidies
- Forego using fuel tax account to cover the City's parking garage debt service and parking lot leases that are partially offset by state grants (approximately \$212K), using NVTAF 30% funds to supplement the remainder
- PRTC management does not recommend OmniLink bus service cuts - would eliminate roughly two-thirds of remaining local Manassas area bus service, impacting Prince William County and Manassas Park residents as well
- Beginning in FY19, City fuel tax revenues are projected to be insufficient to cover obligations, including VRE (even if the City's local bus subsidy was eliminated)

Next Steps

- February - Board approves transmittal of PRTC budget to jurisdictions
- Spring – Public hearings held on budget, fare increases, and federal grant applications
- Spring – City of Manassas decides how to handle its estimated FY18 deficit
- June – Board approves FY18 budget



Questions?

