

Potomac and Rappahannock Transportation Commission

Infrastructure Gap Analysis Study

January 4, 2018

Prepared by:



Agenda



- Update on activities related to possible Woodbridge ferry service

- Potential for PRTC to assume lead status on VDOT/NVRC grant from FTA



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VDOT FERRY FEASIBILITY STUDY 2001



Major Recommendations:

- VDOT support of private operation by:
 - Improvements to VDOT facilities that would enhance access to docking sites
 - Assisting local agencies with planning and grant preparation
- Integration into local public transportation infrastructure through:
 - A common fare medium
 - Alternative service provisions due to weather or other interruptions
 - Supporting shuttle bus service to/from terminals
- Technical proving and demonstration project to further assist the private sector in establishing service

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PRINCE WILLIAM COUNTY SERVICE STUDY AND ROUTE PROVING EXERCISE - 2009



Major Recommendations:

- Commuter ferry service will require public financial support.
- Potomac ferry operation has the potential to be competitive with commuter services offered by PRTC and VRE in travel time and service between the area of Occoquan and SE Washington DC.
- Initial investigations into an authority to oversee ferry operations should also be discussed with counties and cities that may have an interest in commuter ferry service
- Continued coordination with local governments and military installations that front the Potomac River should be pursued



PRINCE WILLIAM COUNTY SERVICE STUDY AND ROUTE PROVING EXERCISE - 2009



Major Recommendations:

- Additional analysis of travel demands through market studies and a new trip generation model is warranted.
- No significant noise or wave impacts associated with ferry service are anticipated.
- Coordination with the proper authorities to obtain speed restriction waivers along the Potomac River should be initiated.



NVRC MARKET ANALYSIS REPORT 2015



- Conducted by coalition of interests all along the Potomac
- Extensive market research and modeling
- Identified six final corridors with potentially sustainable markets:
 - Old Town Alexandria to Southwest Waterfront
 - Old Town Alexandria to Southeast Waterfront
 - National Airport to Southwest Waterfront
 - National Airport to Southeast Waterfront
 - Alexandria – Wilson Bridge to Joint Base Anacostia/Bolling (JBAB)
 - Woodbridge, VA to Southeast Waterfront



Current Study



Current Project Infrastructure Gap Analysis - 2018

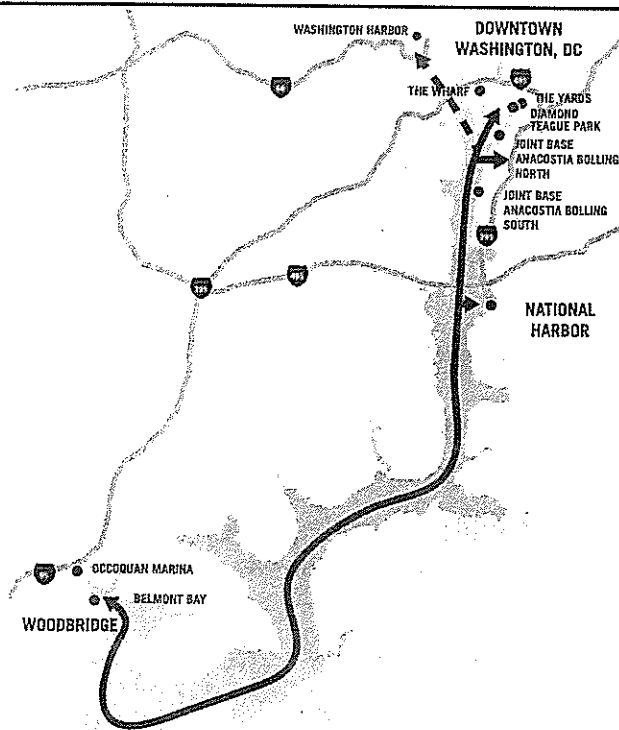


Concept

- Target - commuters living in Prince William, Stafford, and Spotsylvania Counties
- Working in
 - Joint Base Anacostia/Bolling
 - Department of Homeland Security
 - Downtown DC
 - National Harbor, Gaylord, and MGM Casino
 - Georgetown
- Southern terminus in Woodbridge



Corridors/Terminals Being Evaluated



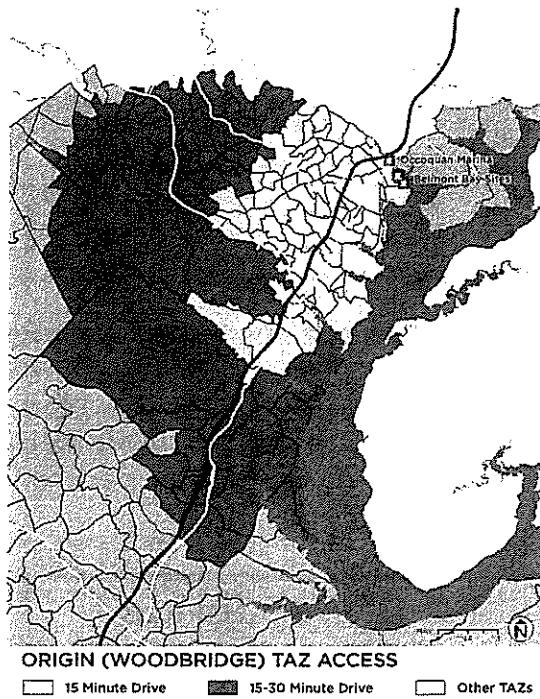
Routes:

Woodbridge, VA to:

- National Harbor
- Joint Base Anacostia Bolling/DHS
- Downtown Washington, DC
- Georgetown



Travel Demand Analysis Origin Zones

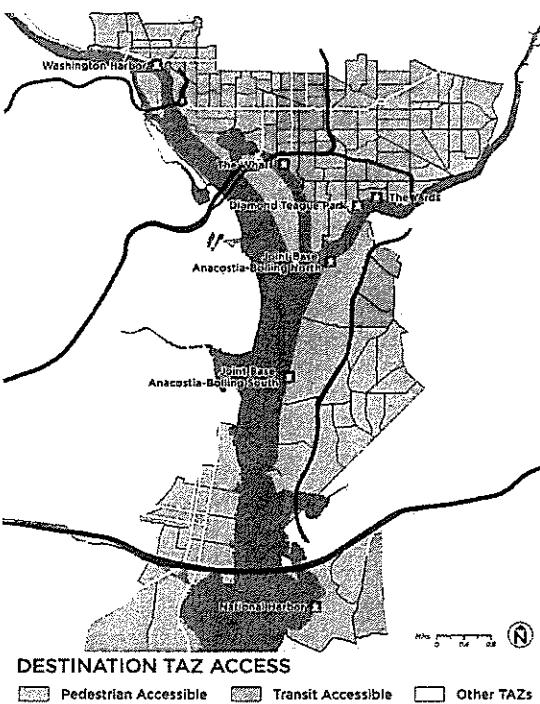


ORIGIN (WOODBRIDGE) TAZ ACCESS

■ 15 Minute Drive ■ 15-30 Minute Drive ■ Other TAZs



Travel Demand Analysis Destination Zones



DESTINATION TAZ ACCESS

■ Pedestrian Accessible ■ Transit Accessible ■ Other TAZs



Initial Conclusions



- ✓ Market into target zones is about 12,000* trips within a 30 minute drive south and west of Woodbridge. Analysis does not account for trips that may originate beyond a 30 minute drive from Woodbridge
- ✓ Average AM commute time is 90, or more, minutes
- ✓ About half +/- are in SOV mode
- ✓ Ferry travel time plus access time will be shorter or competitive with SOV time and more reliable
- ✓ In perspective - if a ferry three had three commute trips averaging 200 passengers, total 600 commute period boardings; that is a mode split of about 10% of the available market within those zones. This is about the same as present bus ridership going into the same destination zones.
- ✓ Need to further segment into specific destination zones to test viability

*This number is under review with MWCOG and is likely low



Current Project Concept



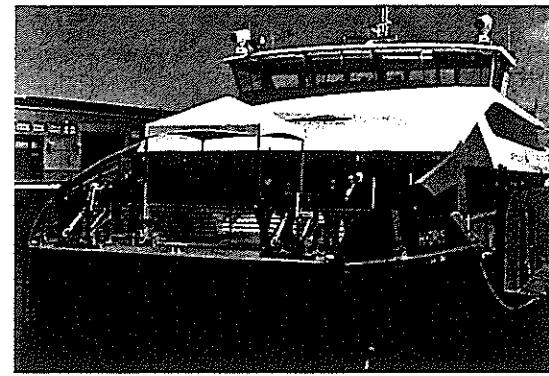
- Public-Private partnership
 - Public: terminals (all or some), transit connections, integrated fares, and information
 - Private: Vessels, operations and maintenance, perhaps terminals, vessel maintenance facilities
 - TBD – setting fares and service levels



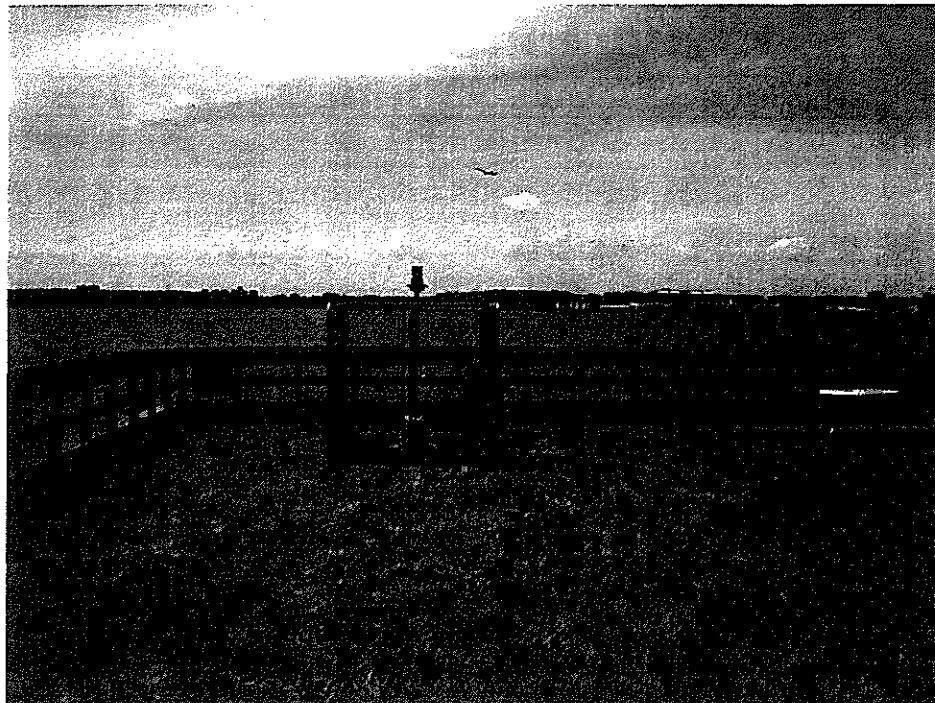
Terminal Needs Implications



- Transit connections
- Good walkability
- Parking adjacent or nearby - only in Woodbridge
- Ability to navigate, dock, and load/unload ferry
- Passenger amenities – safe walking path, shelter, illumination, seating area



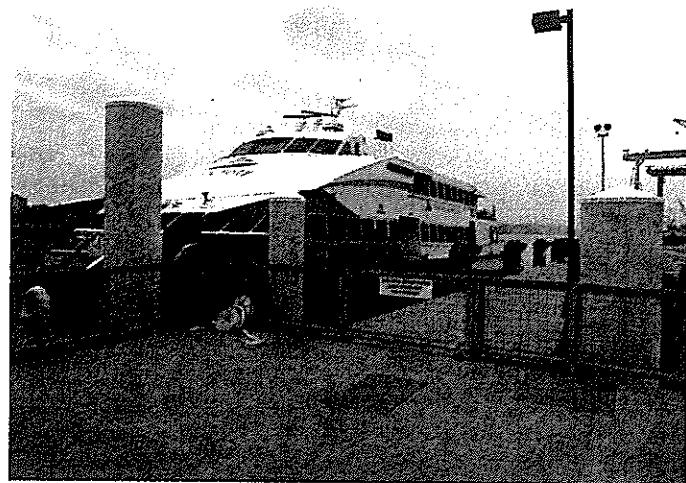
Current Site Conditions - Undeveloped



To - Fully Developed and Active



Commuter Terminal Examples



The difference between what exists today and what is needed to establish a commuter ferry operation within the next five years.

Looking for:

- Sites where federal grant funds can be used to improve the terminal
- Sites that make sense in terms of meeting the commute needs of the intended population

FTA Grant



FTA Grant – History



- US Maritime Administration declared Potomac River a marine highway corridor, M-495, in 2013
- Makes transportation projects in the corridor eligible for federal funds
- VDOT/NVRC applied for discretionary FTA grant in late 2013
- FTA awarded \$3.38 million (federal share) in 2014
- Grant basics
 - Capital only - fund acquisition of vessels and terminal improvements
 - Support service between Alexandria and JBAB
 - Must be obligated by September 30, 2019



FTA Grant – three years later



- JBAB/DHS remain vitally interested in project
 - highly desirable terminal location offered by JBAB
 - DHS continues to look for commuting solutions and has funding
 - DoD commuter subsidy returned to \$220 per month
- Alexandria has declined to participate
- VDOT desires to transition the FTA grant to local control
- New DHS HQ site and JBAB show promise for Woodbridge
 - More than 4,000 DHS employees in study area
- Significant employment of study area workers at MGM



What Could Be PRTC's Role?



- Potential to assume FTA grantee position from VDOT
- Possibilities depending on PRTC direction
 - Coordination role with other partners who then provide local match for FTA grant
 - Custodian of procurement process to franchise terminal locations and acquire a private sector partner
 - Primary operator and funder of the service
 - Some combination of all three or something entirely different
- Consistent with PRTC's adopted Strategic Plan (2017)



PRTC Strategic Plan FUTURE INNOVATION RECOMMENDATION #1



Support local and regional efforts to explore new modes of High-Capacity Transit

Objectives

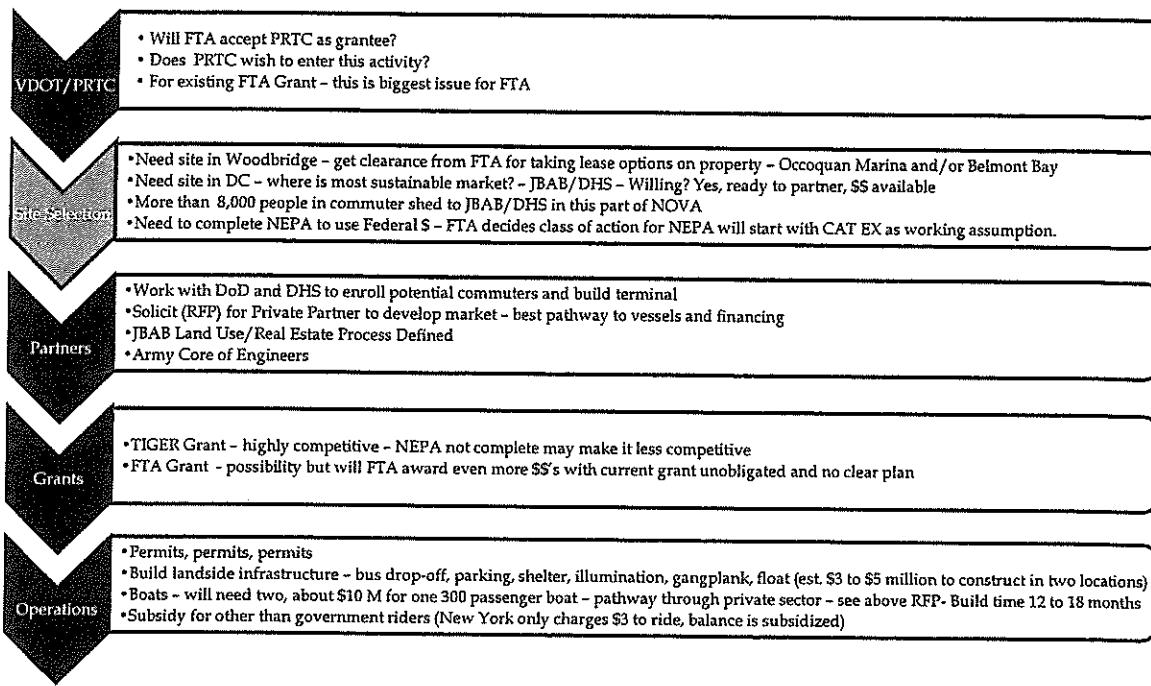
- Provide subject matter expertise to project sponsors during the planning and design of new corridors that will help maximize the use of transit
- Promote transit-oriented development in the Prince William area that is supportive of high-capacity transit investments

Actions

- Continue to actively participate in the planning for high-capacity transit ... and NVRC high-speed ferry planning
- Continue to engage in regional and state planning efforts that seek to identify and develop high-capacity transit corridors



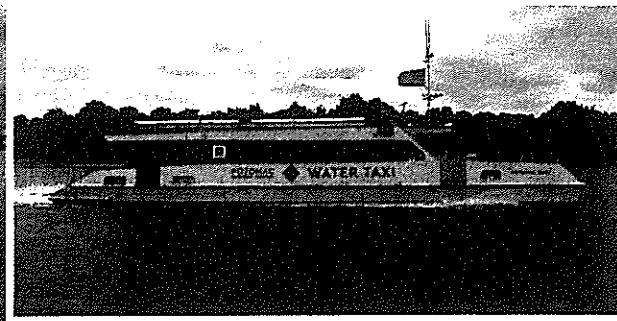
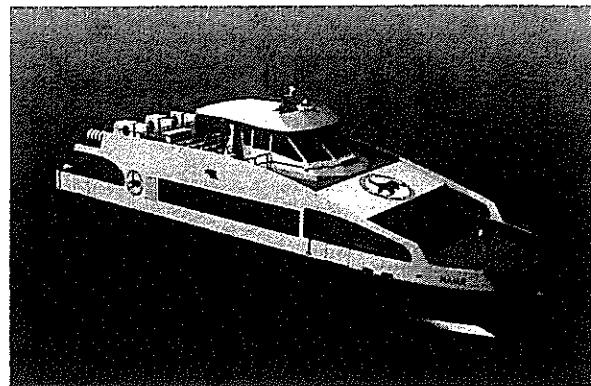
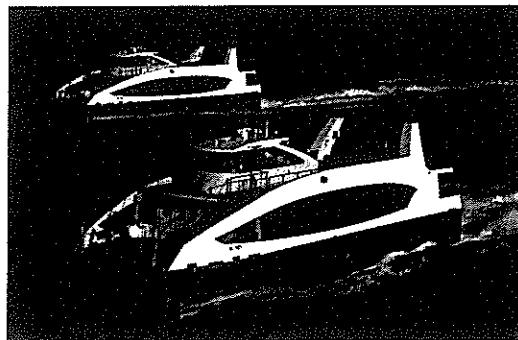
FTA Grant – Future Steps



Why is this compelling?



Working in Other Places in US



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Puget Sound - Washington



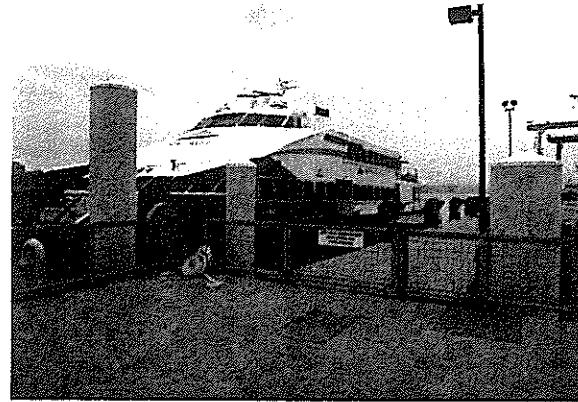
- King County, Washington
 - County assumed lead role from state for passenger ferry service about six years ago – two routes, both setting new ridership records every year
 - Integrated fares with transit
 - Operated by same agency that operates transit
 - Two new vessels in past two years
- Kitsap County, Washington
 - Began operation of passenger ferry service on long route, similar to Woodbridge, Summer 2017
 - Lead agency is local transit agency
 - Limited vessel capacity – fully utilized on almost all trips even though fare is \$12.00 roundtrip compared to \$8.35 roundtrip for slower ferry

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Bay Area



- WETA continues to develop services in the area
- Recognized as high value economic development tool such as re-development of Treasure Island
- Heavy investments in terminals and new vessels
- Private sector operators also engaged in freelance services



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New York



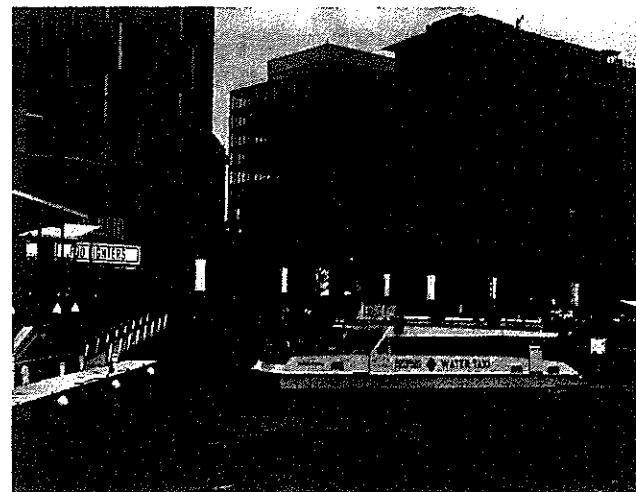
- 30 years ago Staten Island Ferry was singular service
- Today ferry routes and operators are almost too numerous to count, service from North Jersey Shore, Hudson River, East Channel all at multiple locations
- Several successful routes with trip lengths equal to potential Woodbridge service
- Public infrastructure investment – private operators
- City has recognized economic development opportunity along East Channel – numerous subsidized ferry operations to support new waterfront development
- On Hudson side some developers have constructed terminals to court private ferry operations
- Newest services are producing ridership not expected in first few years, and growing
- Most resilient of all NYC transportation modes
- More reliable than subway system

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- Several routes already operating, public, private, and National Park Service
- MBTA taking fresh look at ferries
- Study is to assess opportunities for accelerated waterfront development

Washington, DC

- SW Waterfront development “The Wharf” started water taxi service October 2017
- Scheduled for expansion in 2018
- Alexandria to National Harbor water taxi – operational since opening of Gaylord
 - Sustainable private operation
 - Exceeds 700 passenger trips per day on busy days

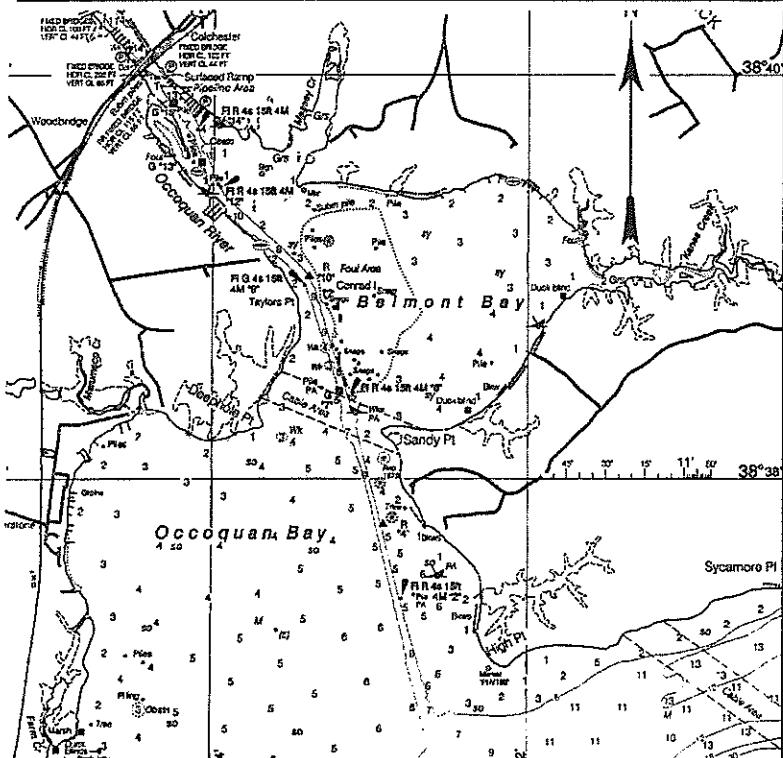


Questions?



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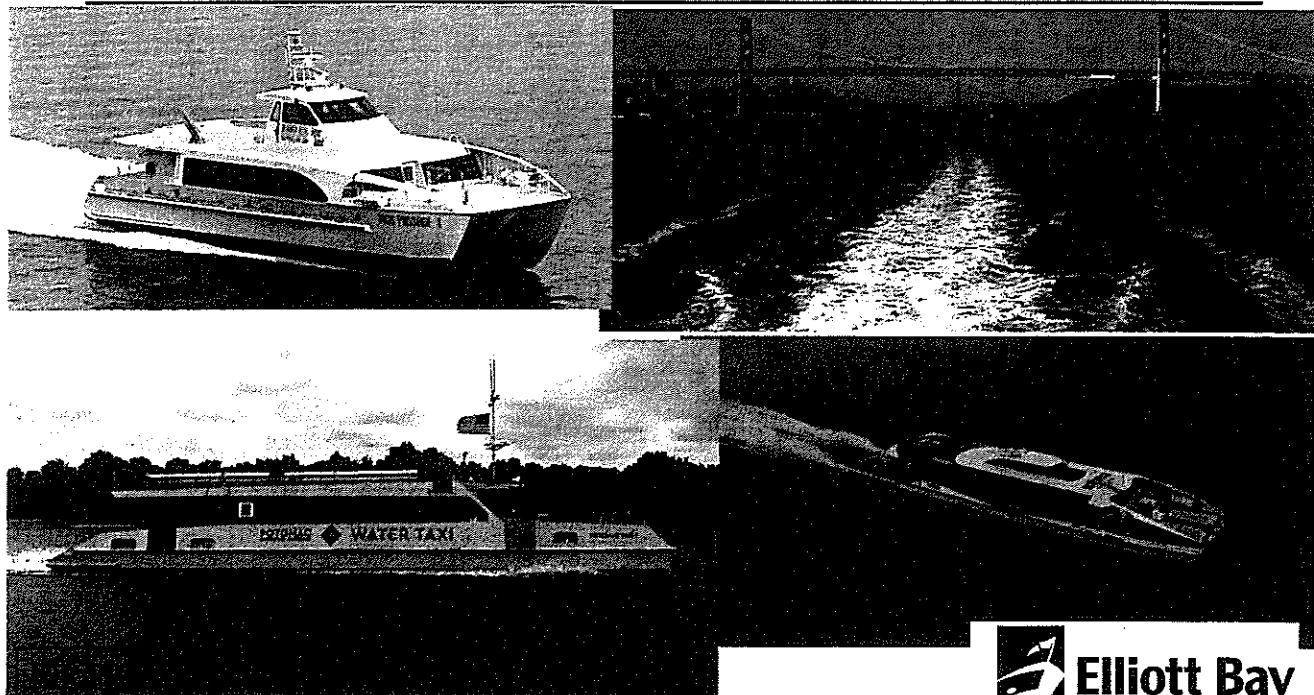
Challenges- Routes



- Shallow Water
- Debris & Ice
- Narrow Channels

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Wake Wash



**Elliott Bay
Design Group**

Architectural & Engineering Services
for the Marine Industry

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Wake Wash

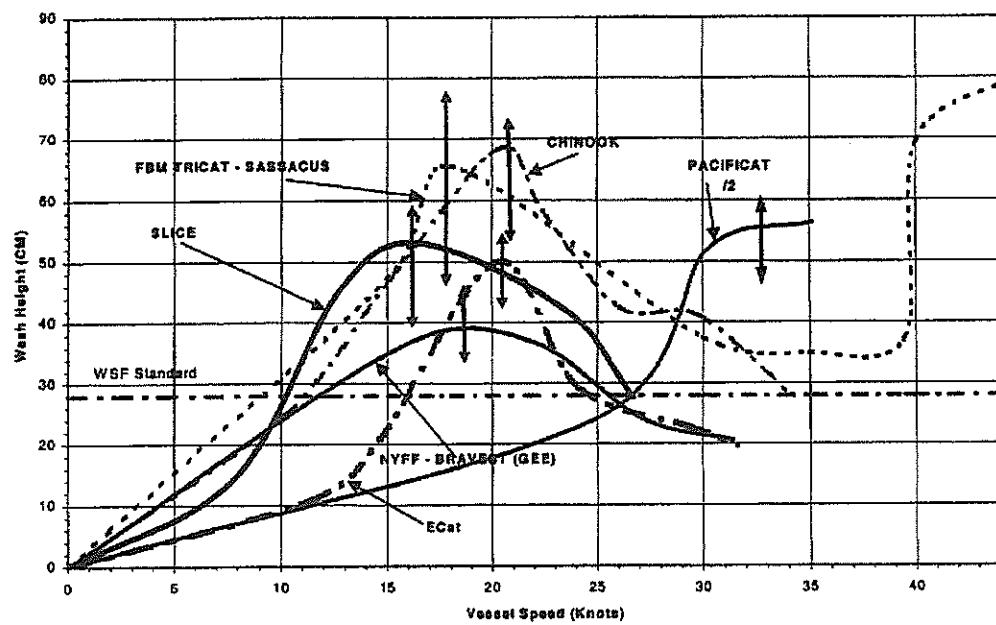


Figure 3: Comparison of Vessel Wash Height at 300 Meters

OmniRide Budget Proposal

FY 2019 Proposed PRTC Budget

January 4, 2018

Key Issues

- ▶ Vision 2020 Plan guides budget preparation
- ▶ FY19 carryforward of \$5.68M
 - \$3.1M under budget for expenses
 - Fuel (\$1.5M)
 - Increased operating assistance (state formula \$1M)
 - Other (i.e., contracted savings, IT, etc.) (\$600K)
 - \$1.6M in Prince William County carryforward
 - \$900K: Increased fare collection, Unused Local Match etc.

Key Issues

- ▶ FY19 carryforward Recommendations (\$5.68M)
 - Reduce Jurisdictional Contributions:
 - Prince William County: \$5.4M
 - Manassas City \$43K
 - Manassas Park \$30K
 - Stafford County \$71K
 - Fredericksburg \$32K
 - Spotsylvania \$89K

Key Issues

- ▶ Motor Fuels Tax:
 - Prince William Co: Projection of positive balance through FY20
 - Manassas City: Projection of negative fund balance through the six-year plan
 - Later years for remaining jurisdictions are tied to VRE program “split”
- ▶ Prince William County continues to use NVTA 30% funds for VRE subsidies

Key Issues

- ▶ Capital Expenditures:
 - DRPT FY19 capital grant estimated funding of:
 - Tier 1 (Rolling Stock) – 68%
 - Tier 2 (Large Capital) – 34%
 - Tier 3 (Other Capital) – 17%
 - No concrete \$\$ yet
 - No funding from the Federal Fixing America's Surface Transportation Act (FAST Act) for rolling stock

Fares & Non-Fuel Tax Revenues

- ▶ No Fare Increase in FY19
 - 5% fare increased moved to FY20
 - Could result in a 10%+ in FY2020
 - Will be re-evaluated next year
- ▶ Does not include:
 - Possible Motor Fuels Tax Floor
 - Continued VDRPT Capital Replacement Program

Service Assumptions

- ▶ No expansion other than state-sponsored services associated with the I-95/395 & I-66 transit/TDM plans
- ▶ Modest revenue hour contingency of six daily hours to allow for schedule adjustments and to ease chronic overcrowding
- ▶ Initial discussions held with the bus sponsoring jurisdictions regarding possible budget neutral changes to western bus services

Western Maintenance Facility

- ▶ Assumes facility construction in FY19–20
- ▶ Occupancy at the start of FY21
- ▶ Construction funding (from NVTA, CMAQ, DRPT, I-66 concessionaire funding) adequate to complete

Other Service Assumptions

- ▶ Vanpool Alliance Program
 - Swap \$1.64M for preventive maintenance for local funding

- ▶ Wheels-to-Wellness Program
 - Funding through June 2019
 - Next budget cycle will determine whether PRTC brings the program internal or identifies an external partner to take on the project

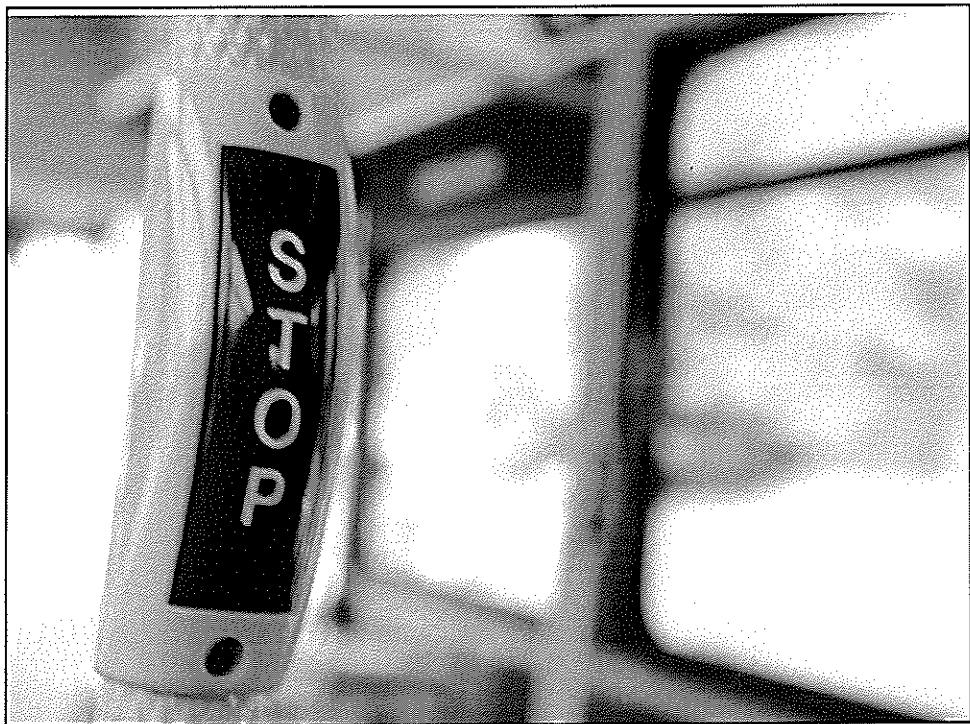
FY18/FY19 Budget Comparison

	FY18	FY19	Difference
Revenue			
Fares	\$11,672,100	\$11,107,500	<i>\$(564,600)</i>
Local	15,275,700	15,669,900	<i>394,200</i>
Federal/State/Other	33,304,800	15,340,200	<i>(17,964,600)</i>
Total	\$60,252,600	\$42,117,600	<i>\$(18,135,000)</i>
Expenses			
Bus Service Contract	\$21,217,700	\$22,147,700	<i>\$930,000</i>
PRTC Personnel	5,565,500	5,593,000	<i>27,500</i>
Fuel	3,564,600	3,132,700	<i>(431,900)</i>
Facility Maintenance	321,900	296,600	<i>(25,300)</i>
Bus Shelter Maintenance	280,400	274,300	<i>(6,100)</i>
Printing and Reproduction	470,400	357,300	<i>(113,100)</i>
Computer Services	558,700	448,500	<i>(110,200)</i>
Professional Services	1,425,400	915,400	<i>(510,000)</i>
All Other	2,710,900	2,859,800	<i>148,900</i>
Total Operating Budget	\$36,115,500	\$36,025,300	<i>\$(90,200)</i>
Bus Purchases/Rehabs/Other Capital	24,137,100	6,092,300	<i>(18,044,800)</i>
Total	\$60,252,600	\$42,117,600	<i>\$(18,135,000)</i>

Next Steps

- ▶ January: Board approves transmittal of PRTC budget to jurisdictions
- ▶ February: Review of Revenues
- ▶ March: Review of Expenses
- ▶ April: Final Budget presentation
- ▶ May: Public Hearings
- ▶ June: Final Approval

Questions?



Potomac and Rappahannock Transportation Commission
FY19 Proposed Budget

Description	Admin	OmniRide	OmniLink	Marketing	Vanpool	Total
Farebox	0	10,443,200	664,300	0	0	11,107,500
Reimbursements from VRE	77,800	0	0	0	0	77,800
State Grants	1,598,300	7,220,400	1,530,100	219,300	360,000	10,928,100
Federal Grants	0	3,309,200	637,500	305,000	0	4,251,700
Advertising Revenue	0	0	0	60,000	0	60,000
Interest	14,000	4,300	4,300	0	0	22,600
Subsidy - PWC	342,900	4,631,900	7,375,200	853,600	1,630,800	14,834,400
Subsidy - Manassas	24,400	0	338,300	22,300	0	385,000
Subsidy - Manassas Park	21,900	0	152,100	10,000	0	184,000
Subsidy - Stafford	107,500	0	0	0	0	107,500
Subsidy - Fredericksburg	40,300	0	0	0	0	40,300
Subsidy - Spotsylvania	118,700	0	0	0	0	118,700
Total Revenue	2,345,800	25,609,000	10,701,800	1,470,200	1,990,800	42,117,600
Personnel and Fringe Benefits	1,996,600	1,425,800	1,466,100	524,500	180,000	5,593,000
Contractual Services	118,500	15,241,300	8,407,500	865,200	196,500	24,829,000
Other Services	108,100	489,600	165,900	40,500	1,614,100	2,418,200
Materials, Supplies, Minor Equipment	9,100	18,800	17,300	7,000	200	52,400
Fuel	0	2,692,700	440,000	0	0	3,132,700
Capital	113,500	5,740,800	205,000	33,000	0	6,092,300
Total Expenses	2,345,800	25,609,000	10,701,800	1,470,200	1,990,800	42,117,600

Note: OmniRide includes I-95, Tysons, Mark Center and I-66 Commuter Choice

**Summary Subsidy by Jurisdiction
FY19 PRTC Budget - Six Year Plan**

<i>Net Local Transit Expenditures</i>	PWC Proposed	Manassas Proposed	Man Park Proposed	Stafford Proposed	Fredericksburg Proposed	Spotsylvania Proposed	Total Proposed
PRTC							
PRTC Admin Subsidy	295,400	21,000	18,900	92,600	34,700	102,300	564,900
Omniride (Commuter Bus)	2,241,200	0	0	0	0	0	2,241,200
Marketing	831,700	19,200	8,600	0	0	0	859,500
Omnilink (Local Bus)	7,219,200	332,800	149,000	0	0	0	7,701,000
Vanpool Program	1,630,800						1,630,800
Local Capital Match	2,616,700	12,000	6,900	14,900	5,600	16,400	2,672,500
Subtotal	14,835,000	385,000	183,400	107,500	40,300	118,700	15,669,900
 VRE Op. Subsidy							
VRE Add'l. Required for Operation/Base Program	0	785,898	511,311	2,475,127	436,568	1,632,635	5,841,539
Total PRTC/VRE Subsidy	14,835,000	1,170,898	694,711	2,582,627	476,868	1,751,335	21,511,439

**Prince William County Subsidy
FY19 PRTC Budget - Six Year Plan**

PW/C Net Local Transit Expenditures	FY19 Proposed	FY20 Forecast	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast
PRTC						
PRTC Admin Subsidy	295,400	328,600	357,800	418,200	443,000	507,100
OmniRide (Commuter Bus)	2,241,200	1,924,600	2,194,700	2,150,600	2,145,500	2,117,900
Marketing	831,700	879,900	881,500	937,000	990,400	1,049,900
Omnilink (Local Bus)	7,218,600	7,507,200	7,950,900	8,261,100	8,637,300	9,007,000
Vanpool Program	1,630,800	1,650,800	1,656,400	1,662,100	1,668,000	1,674,000
Local Capital Match	2,616,700	3,665,700	3,486,600	8,895,900	6,310,800	11,353,000
PRTC Subtotal	14,834,400	15,956,800	16,527,900	22,324,900	20,195,000	25,718,900
VRE Op. Subsidy						
Additional Required for Operations/Base Program	0	0	0	0	0	0
Gainesville/Haymarket PW/C Match	0	0	0	0	0	0
Debt Service	0	0	0	0	0	0
VRE Subtotal	0	0	0	0	0	0
Road Bond Program						
Total Expenditures	14,834,400	15,956,800	16,527,900	22,324,900	20,195,000	25,718,900
Recurring Funding Sources						
Fuel Tax Receipts	11,320,700	11,160,000	11,057,000	10,992,800	11,055,500	11,110,800
Van Pool 5307 (Net of Expenses)	0	0	0	0	0	0
Interest on Investments	2,500	2,500	2,500	2,500	2,500	2,500
One-Time Revenues						
Trust Fund Balance	4,026,900	5,930,000	1,135,700	(4,332,700)	(15,662,300)	(24,799,300)
Operating Fund Balance	5,414,300	0	0	0	0	0
Use of VRE Bi-Level Rail Car Reserve	0	0	0	0	0	0
Spotsylvania Deferred VRE Subsidy	0	0	0	0	0	0
Spotsylvania Deferred PRTC Subsidy	0	0	0	0	0	0
PRTC Debt Service Reserve Refund	0	0	0	0	0	0
Surplus in First Year of 5 year Plan	(5,930,000)	(1,135,700)	4,332,700	15,662,300	24,799,300	39,404,900
Net General Tax Support	0	0	0	0	0	0
PWC Railcar Debt Service Subsidy	0	0	0	0	0	0
Total Revenues	\$ 14,834,400	\$ 15,956,800	\$ 16,527,900	\$ 22,324,900	\$ 20,195,000	\$ 25,718,900

City of Manassas Subsidy
FY19 PRTC Budget - Six Year Plan

<i>Manassas Net Local Transit Expenditures</i>	FY19		FY20		FY21		FY22		FY23		FY24	
	Proposed	Forecast	Proposed	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
PRTC												
PRTC Admin Subsidy	21,000	23,400	25,500	29,800	31,600	36,100						
OmniRide (Commuter Bus)	0	0	0	0	0	0						
Ridesharing/Marketing	19,200	20,300	20,300	21,600	22,900	24,200						
Omnilink (Local Bus)	332,800	346,200	367,000	381,400	399,000	416,700						
Local Capital Match	12,000	9,200	1,300	167,600	4,500	9,900						
PRTC Subtotal	385,000	399,100	414,100	600,400	458,000	486,900						
VRE Op. Subsidy	785,898	785,900	809,500	809,500	833,800	833,800						
Additional Required for Operations/Base Program	0	323,100	424,400	507,800	633,700	708,400						
Parking Leases and Debt Service*	194,342	241,447	294,045	294,055	294,055	294,055						
Other Transportation Expenses	0	0	0	0	0	0						
Total Expenditures	1,365,240	1,749,547	1,942,045	2,211,755	2,219,555	2,323,155						
Funding Sources												
Fuel Tax Receipts	775,200	764,200	757,200	752,800	757,100	760,900						
Operating Fund Balance	43,300	0	0	0	0	0						
Spotsylvania Deferred VRE Subsidy	0	0	0	0	0	0						
Spotsylvania Deferred PRTC Subsidy	0	0	0	0	0	0						
Use of 2% Fuel Tax Fund Balance	546,740	985,347	1,184,845	1,458,955	1,462,455	1,562,255						
Total Revenues	1,365,240	1,749,547	1,942,045	2,211,755	2,219,555	2,323,155						
Beginning of Year Trust Fund Balance Available	(110,400)	(657,140)	(1,642,487)	(2,827,332)	(4,286,287)	(5,748,742)						
Expected Fuel Tax Receipts	775,200	764,200	757,200	752,800	757,100	760,900						
Use of Fuel Tax & Fund Balance	(1,321,940)	(1,749,547)	(1,942,045)	(2,211,755)	(2,219,555)	(2,323,155)						
End of Year Fuel Tax Trust Fund Balance Available	(657,140)	(1,642,487)	(2,827,332)	(4,286,287)	(5,748,742)	(7,310,997)						

City of Manassas Park Subsidy
FY19 PRTC Budget - Six Year Plan

<i>Manassas Park Net Local Transit Expenditures</i>	FY19 Proposed	FY20 Forecast	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast
PRTC Admin Subsidy	18,900	21,000	22,900	26,700	28,300	32,400
OmniRide (Commuter Bus)	0	0	0	0	0	0
Ridesharing/Marketing	8,600	9,100	9,100	9,700	10,200	10,800
Omnilink (Local Bus)	149,600	154,600	163,900	170,400	178,300	186,200
Local Capital Match	6,900	4,300	800	75,400	2,400	5,600
PRTC Subtotal	184,000	189,000	196,700	282,200	219,200	235,000
VRE Op. Subsidy	511,311	511,300	526,700	526,700	542,400	542,400
Additional Required for Operations/Base Program	0	210,200	276,100	330,300	412,300	460,900
Other Eligible Transportation Expenses	0	0	0	0	0	0
Total Expenditures	695,311	910,500	999,500	1,139,200	1,173,900	1,238,300
<i>Funding Sources</i>						
Fuel Tax Receipts	725,300	715,000	708,400	704,300	708,300	711,800
Other Local Funds	0	0	0	0	0	0
Operating Fund Balance	30,400	0	0	0	0	0
Spotsylvania Deferred VRE Subsidy	0	0	0	0	0	0
Spotsylvania Deferred PRTC Subsidy	0	0	0	0	0	0
Use of 2% Fuel Tax Fund Balance	(60,389)	195,500	291,100	434,900	465,600	526,500
Total Revenues	695,311	910,500	999,500	1,139,200	1,173,900	1,238,300
Beginning of Year Trust Fund Balance Available	892,600	952,989	757,489	466,389	31,489	(434,111)
Expected Fuel Tax Receipts	725,300	715,000	708,400	704,300	708,300	711,800
Use of Fuel Tax & Fund Balance	(64,911)	(910,500)	(999,500)	(1,139,200)	(1,173,900)	(1,238,300)
End of Year Fuel Tax Trust Fund Balance Available	952,989	757,489	466,389	31,489	(434,111)	(960,611)

Stafford County Subsidy
FY19 PRTC Budget - Six Year Plan

<i>Stafford Net Local Transit Expenditures</i>	FY19		FY20		FY21		FY22		FY23		FY24	
	Proposed	Forecast	Proposed	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
PRTC												
PRTC Admin Subsidy	92,600	103,100	112,200	131,100	139,000	159,000						
OmniRide (Commuter Bus)	0	0	0	0	0	0						
Ridesharing/Marketing	0	0	0	0	0	0						
OmniLink (Local Bus)	0	0	0	0	0	0						
Local Capital Match	14,900	1,500	2,000	3,800	4,000	12,300						
PRTC Subtotal	107,500	104,600	114,200	134,900	143,000	171,300						
VRE Subsidy	2,475,127	2,475,100	2,549,400	2,549,400	2,625,900	2,625,900						
Additional Required for Operations/Base Program	0	1,017,500	1,336,500	1,599,100	1,995,900	2,231,000						
Other Transportation Projects	800,000	800,000	800,000	250,000	0	0						
Total Expenditures	3,382,627	4,397,200	4,800,100	4,533,400	4,764,800	5,028,200						
<i>Funding Sources</i>												
Fuel Tax Receipts	3,548,400	3,498,100	3,465,800	3,445,600	3,465,300	3,482,600						
Fuel Tax Interest	3,500	3,500	3,500	3,500	3,500	3,500						
Operating Fund Balance	71,400	0	0	0	0	0						
Spotsylvania Deferred VRE Subsidy	0	0	0	0	0	0						
Spotsylvania Deferred PRTC Subsidy	0	0	0	0	0	0						
Use of 2% Fuel Tax Fund Balance	(240,673)	895,600	1,330,800	1,084,300	1,296,000	1,542,100						
Total Revenues	3,382,627	4,397,200	4,800,100	4,533,400	4,764,800	5,028,200						
Beginning of Year Trust Fund Balance Available	3,118,600	3,359,273	2,463,673	1,132,873	48,573	(1,247,427)						
Expected Fuel Tax Receipts	3,548,400	3,498,100	3,465,800	3,445,600	3,465,300	3,482,600						
Use of Fuel Tax & Fund Balance	(3,307,727)	(4,393,700)	(4,796,600)	(4,529,900)	(4,761,300)	(5,024,700)						
End of Year Fuel Tax Trust Fund Balance Available	3,359,273	2,463,673	1,132,873	48,573	(1,247,427)	(2,789,527)						

City of Fredericksburg Subsidy
FY19 PRTC Budget - Six Year Plan

<i>Fredericksburg Net Local Transit Expenditures</i>	FY19	FY20	FY21	FY22	FY23	FY24
	Proposed	Forecast	Forecast	Forecast	Forecast	Forecast
PRTC						
PRTC Admin Subsidy	34,700	38,600	42,000	49,100	52,100	59,600
OmniRide (Commuter Bus)	0	0	0	0	0	0
Ridesharing/Marketing	0	0	0	0	0	0
Omnibus (Local Bus)	0	0	0	0	0	0
Local Capital Match	5,600	500	800	1,400	1,500	4,600
PRTC Subtotal	40,300	39,100	42,800	50,500	53,600	64,200
VRE Op. Subsidy	436,568	436,600	449,700	449,700	463,200	463,200
Additional Required for Operations/Base Program	0	179,500	235,700	282,100	352,000	393,500
Other Eligible Transportation Expenses	850,000	650,000	600,000	500,000	400,000	400,000
Total Expenditures	1,326,868	1,305,200	1,328,200	1,282,300	1,268,800	1,320,900
Funding Sources						
Fuel Tax Receipts	1,329,300	1,310,400	1,298,300	1,290,800	1,298,100	1,304,600
Operating Fund Balance	31,800	0	0	0	0	0
Spotsylvania Deferred VRE Subsidy	0	0	0	0	0	0
Spotsylvania Deferred PRTC Subsidy	0	0	0	0	0	0
Use of 2% Fuel Tax Fund Balance	(34,232)	(5,200)	29,900	(8,500)	(29,300)	16,300
Total Revenues	1,326,868	1,305,200	1,328,200	1,282,300	1,268,800	1,320,900
Beginning of Year Trust Fund Balance Available	807,900	842,132	847,332	817,432	825,932	855,232
Expected Fuel Tax Receipts	1,329,300	1,310,400	1,298,300	1,290,800	1,298,100	1,304,600
Use of Fuel Tax & Fund Balance	(1,295,068)	(1,305,200)	(1,328,200)	(1,282,300)	(1,268,800)	(1,320,900)
End of Year Fuel Tax Trust Fund Balance Available	842,132	847,332	817,432	825,932	855,232	838,932

County of Spotsylvania Subsidy
FY19 PRTC Budget - Six Year Plan

Pennsylvania Net Local Transit Expenditures		Proposed	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
PRTC								
PRTC Admin Subsidy	102,300	113,800	123,900	144,800	153,400	175,600		
OmniRide (Commuter Bus)	0	0	0	0	0	0		
Ridesharing/Marketing	0	0	0	0	0	0		
Omnilink (Local Bus)	0	0	0	0	0	0		
Local Capital Match	16,400	1,600	2,200	4,200	4,400	13,600		
PRTC Subtotal	<u>118,700</u>	<u>115,400</u>	<u>126,100</u>	<u>149,000</u>	<u>157,800</u>	<u>189,200</u>		
VRE Op. Subsidy	1,632,635	1,632,600	1,681,600	1,681,600	1,732,100	1,732,100		
Additional Required for Operations/Base Program	0	671,100	881,600	1,054,800	1,316,500	1,471,600		
Other Eligible Transportation Expenses	3,100,000	1,400,000	1,100,000	900,000	600,000	500,000		
Total Expenditures	<u>4,851,335</u>	<u>3,819,100</u>	<u>3,789,300</u>	<u>3,785,400</u>	<u>3,806,400</u>	<u>3,892,900</u>		
<i>Funding Sources</i>								
Fuel Tax Receipts	3,918,600	3,863,000	3,827,400	3,805,100	3,826,800	3,846,000		
Operating Fund Balance	88,800	0	0	0	0	0		
Spotsylvania Deferred VRE Subsidy	0	0	0	0	0	0		
Spotsylvania Deferred PRTC Subsidy	0	0	0	0	0	0		
Use of 2% Fuel Tax Fund Balance	843,935	(43,900)	(38,100)	(19,700)	(20,400)	46,900		
Total Revenues	<u>4,851,335</u>	<u>3,819,100</u>	<u>3,789,300</u>	<u>3,785,400</u>	<u>3,806,400</u>	<u>3,892,900</u>		
Beginning of Year Trust Fund Balance Available	1,791,800	947,865	991,765	1,029,865	1,049,565	1,069,965		
Expected Fuel Tax Receipts	3,918,600	3,863,000	3,827,400	3,805,100	3,826,800	3,846,000		
Use of Fuel Tax & Fund Balance	(4,762,535)	(3,819,100)	(3,789,300)	(3,785,400)	(3,806,400)	(3,892,900)		
End of Year Fuel Tax Trust Fund Balance Available	<u>947,865</u>	<u>991,765</u>	<u>1,029,865</u>	<u>1,049,565</u>	<u>1,069,965</u>	<u>1,023,065</u>		