

MOTION:

SECOND:

**RE: AUTHORIZATION TO REFER THE POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION PROPOSED FY2022 BUDGET TO MEMBER
JURISDICTIONS FOR CONSIDERATION AND HOLD PUBLIC HEARINGS ON THE
PROPOSED FY2021 BUDGET AND FEDERAL GRANT APPLICATIONS**

ACTION:

WHEREAS, the proposed FY2022 Potomac and Rappahannock Transportation Commission (PRTC) budget and separately proposed FY2022 Virginia Railway Express (VRE) budget assume that federal funding will be sought for a program of projects as specified in the proposed budget materials; and

WHEREAS, the PRTC public participation policy requires a public review process (including public hearings) prior to adoption of the proposed annual budget, as well as an invitation for public comment on the proposed program of projects for which federal funds are being sought.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director to refer the proposed FY2022 PRTC budget to the jurisdictions for consideration.

BE IT FURTHER RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director to commence a public review process (including public hearings) on the proposed FY2022 budget and federal grant applications.

Votes:

Ayes:

Abstain:

Nays:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:



February 4, 2021

TO: Chair Franklin and PRTC Commissioners

FROM: Joyce Embrey
Director of Finance and Administration

THROUGH: Robert A. Schneider, PhD
Executive Director

A handwritten signature in black ink, appearing to read "R. Schneider", is placed next to the name and title of the Executive Director.

SUBJECT: Authorization to Refer the Potomac and Rappahannock Transportation Commission Proposed FY2022 Budget to Member Jurisdictions for Consideration and Hold Public Hearings on the Proposed FY2022 Budget and Federal Grant Applications

Recommendation:

Authorize the Executive Director to refer the proposed FY2022 Potomac and Rappahannock Transportation Commission (PRTC) budget to member jurisdictions for consideration and hold public hearings on the proposed FY2022 budget and federal grant applications.

Background:

The following is a summary of major budget assumptions:

- Fuel tax revenue

PRTC fuel tax revenue for FY2020 actuals decreased by seven (7) percent from FY2019 actuals, which is in line with the 8.2 percent reduction in statewide fuel consumption for the same time frame. The statewide consumption of fuel is estimated to grow by 2.5 percent from FY2020 to FY2021. However, since the growth is anticipated to not occur until the last quarter of FY2021, PRTC is assuming that the FY2021 consumption remains flat compared to FY2020, based on the recommendation of the principal economist for the Virginia Department of Taxation. The Taxation economist has assumed that statewide consumption will grow .3 percent from FY2021 to FY2022, which is what PRTC has assumed to calculate the fuel tax revenue for the FY2022 budget. PRTC's share of the Commuter Rail Operating and Capital Fund (CROC), which is based on its percentage of the Virginia Railway Express (VRE) subsidy, are deducted from the projections.

- Bus service levels

The FY2022 budget assumes Friday only service levels for the entire fiscal year. The FY2022 budget assumes paratransit service on the western side and other sponsored services associated with the I-95/395 and I-66 transit/TDM plans and the Commuter Choice program for the I-95/395/I-66 corridors. PRTC management proposes to continue incorporating a modest platform hour contingency of six (6) daily hours to allow for schedule adjustments and to ease chronic overcrowding. Ridership is estimated at 47 percent compared to pre-COVID levels.

- Fares

The FY2022 budget assumes no fare increases. Fares are assumed to continue to be free for the entire fiscal year for OmniRide Local, OmniRide Metro Express, OmniRide East-West Express, and OmniRide Access. SmarTrip fares are assumed to continue to be collected in FY2022 for the OmniRide Express services.

- State assistance

For FY2022, PRTC assumed a four (4) percent decrease in the Department of Rail and Public Transportation (DRPT) operating assistance from FY2021 actuals. DRPT instituted a performance based capital assistance program, starting in FY2020. DRPT allocates 80 percent of its available funding to State of Good Repair or Minor Enhancement projects and the other 20 percent for Major Expansion projects. All capital projects are scored and ranked and those falling within the available funding will receive 68 percent funding. All others will not receive any state funding and will be totally locally funded. Rolling stock projects score the highest, so projects for replacing buses that have met their useful life or mid-life overhauls will be funded at 68 percent, while bus shelters, computer equipment, and cameras on buses score the lowest and most likely will not receive any state funding.

- Federal funding

The budget also assumes relatively steady federal funding for preventive maintenance. Annual federal earnings from the VanPool Alliance Program will be used for preventive maintenance as well as bus purchases.

The FY2022 budget assumes an estimated amount for the second phase of federal Cares Act funding.

- Western maintenance facility

PRTC received the occupancy permit in September 2020 for the western maintenance facility, so the FY2022 budget assumes a full fiscal year of operating costs for this facility.

Some bus service is assumed to start running out of the western maintenance facility in the spring of 2021, so a full year of such service is assumed for the FY2022 budget.

- Bus purchases - replacements/expansions

The proposed FY2022 budget assumes 100 percent CMAQ funding for seven (7) of the 10 OmniRide Express 45-foot bus replacements. The remaining three (3) 45-foot and one (1) 40-foot bus replacements are covered by federal, state, and local funding. No debt financing for local match is assumed. Bus purchases for OmniRide Express expansion are assumed to be 100 percent funded by the Commuter Choice program.

- Bus mid-life overhauls

The FY2022 budget assumes no bus overhauls based on a typical mid-life schedule.

- Wheels-to-Wellness

Prince William County has agreed to fund the Wheels-to-Wellness Program for the FY2022 budget, at a cost of approximately \$150,000 (not from County fuel tax revenue).

- Administrative

No new positions have been included in the FY2022 budget. The FY2022 budget incorporates a COLA/merit allowance sized after surveying the member jurisdictions. The FY2022 budget also makes an allowance for implementation of the compensation study.

- Federally participating projects

The program of projects for which federal funds are envisioned/sought on behalf of PRTC and VRE appears below:

- PRTC Bus Preventive Maintenance
- PRTC TDM/Commuter Assistance Program
- PRTC Security Enhancements
- PRTC Bus Acquisition
- PRTC Operating
- PRTC Bus Driver Barriers
- FRED Bus Preventive Maintenance
- FRED Operating
- FRED Fareboxes
- FRED Security Enhancements
- FRED Vehicle Acquisition
- VRE Operating

- VRE Track Lease/Improvement Payments
- VRE Facilities Asset Management
- VRE Crystal City Station Improvements
- VRE New York Avenue Mid-Day Storage
- VRE L'Enfant Station Improvements
- VRE Crystal City Station Improvements
- VRE Broad Run Expansion
- VRE Brooke and Leeland Station Improvement Projects
- VRE Equipment Asset Management Program
- VRE Grant and Project Management
- VRE Cameras and Security Enhancements

Fiscal Impact:

Administrative expenses - All PRTC member jurisdictions support the administration portion of the PRTC budget based on respective percentages of fuel tax receipts.

Bus service subsidies - The local subsidy required for OmniRide Express, OmniRide Metro Express, and the easterly OmniRide Local routes has been and continues to be borne exclusively by Prince William County. Local subsidy required for the westerly OmniRide Local routes and OmniRide Access is an expense shared by Prince William County and the cities of Manassas and Manassas Park (allocated among the three local government sponsors by a Board-adopted formula accounting for both riders' residency and population).

Marketing - Marketing is supported by federal and state grants, advertising revenue, Prince William County, and the cities of Manassas and Manassas Park.

The proposed FY2022 PRTC subsidies will be provided at the February 11, 2021 Commission meeting.