

Budget Step Recap

- Nov/Dec: Budget Assumptions (forecast)
- Jan: Budget Transmission
- April: Public Hearing/Community Input
- May: Adjustments based on variables
- June: Final budget (Commission approval)

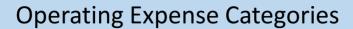




- State/Federal: Grants & Formula Funds
- New legislation
- Cost savings (fuel, contracts, etc.)
- Policy decision (jurisdictional level)
- Service changes/Western Facility



Description Operating Capital Total Passenger Revenue 11,846,000 11,846,000 State Grants 9,660,600 7,720,600 17,381,200 Federal Grants 3,199,800 3,854,400 7,054,200 Jurisdictional Subsidies 19,413,600 3,431,900 22,845,500 Other 359,700 359,700 359,700 Total Revenue 44,479,700 15,006,900 59,486,500 Personnel and Fringe Benefits 6,341,000 6,341,000 Contractual Services 31,393,000 31,393,000 Other Services 2,948,900 2,948,900 Materials, Supplies, Minor Equipment 80,800 80,800 Fuel 3,716,000 3,716,000 Total Operating 44,479,700 44,479,700 Expansion Bus 4,187,000 4,187,000 Replacement Bus 5,208,500 5,208,500 Bus Rehabs 3,600,300 3,600,300
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Replacement Bus 5,208,500 5,208,500 Bus Rehabs 3,600,300 3,600,300
Bus Rehabs 3,600,300 3,600,300
Staff Vehicles 34,600 34,600
Bus Shelters 200,000 200,000 No.v/Doc
ADP Hardware 528,000 528,000 Nov/Dec
ADP Software 521,200 521,200 Office Furniture & Equipment 242,500 242,500
Office Furniture & Equipment 242,500 242,500 ASSUMPTIO
Rehab/Renovation Admin/Maint Facility 191,500 191,500
Debt Service (2012 VRA Loan) 293,300 293,300
Total Capital - 15,006,900 15,006,900



Amount % of budget
▶ Personnel and Fringe Benefits
\$6.34M 14.26%

Contractual Services 31.39M 70.58%

> Other Services 2.95M 6.63%

➤ Materials, Supplies & Minor Equip. 0.08M 0.18%

Fuel <u>3.72M</u> <u>8.35%</u> \$44.48M 100%

FY20 / FY21 Budget Comparison – Operating Expenses

Categories	FY20	FY21	Difference
			(== 000)
Personnel and Fringe Benefits	6,418,800	6,341,000	(77,800)
Contractual Services	25,990,500	31,393,000	5,402,500
Other Services	2,590,200	2,948,900	358,700
Materials, Supplies, Minor			
Equipment	83,600	80,800	(2,800)
Fuel	2,994,200	3,716,000	721,800
Total Operating Expenses	38,077,300	44,479,700	6,402,400



Personnel and Fringe Benefits

FY20 FY21 \$4.66M \$4.62M

Personnel cost decrease

Includes three new positions

- Chief Financial Officer \$219K salary & fringes

- Grants Administrator \$131K salary & fringes

- Western Facility Manager \$136K salary & fringes

- Overall reduction of 5 FTES (down from 58.5 FTEs in FY20)

Includes 2% COLA; 1% merit

Includes \$100K for compensation/parity study impact (2012/2013)

FY20 FY21

\$1.72M

\$1.76M

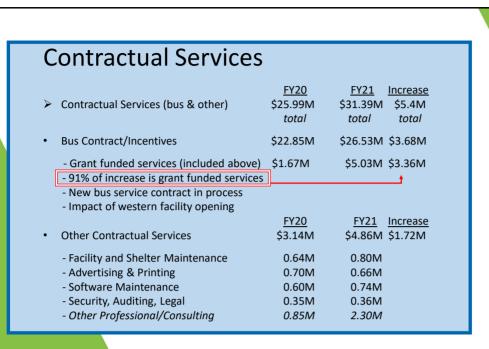
Budgeted Fringe rate - 40%

Fringe Benefits cost decrease

Service Assumptions

- Only grant funded expansion of services associated with the I-95/395 & I-66 transit/TDM plans and commuter choice program
- Eight (8) daily platform (modest contingency) hours to allow for schedule adjustments and to ease chronic overcrowding (no change from FY20)
- Ongoing western Local service change, including implementation of Paratransit - Dec 2019







Other Professional/Consulting Increase \$1.1M Consulting Ferry Study (50% grant funded)* \$.250M I-66 sluglines promotion (100% grant funded) + .287M Vanpool* .320M Transit center engineering support** .175M Diversity, equity & inclusion consulting+ .078M Other Professional \$.388M Wheels to Wellness (100% PWC)** \$.150M Mobile ticketing app (80% grant funded)+ .100M Bus wraps** .070M + essential functions .041M Compensation study** **near term Paratransit ADARide+ .023M * outlying need Other .004M

Other Services/Materials, Supplies

ightharpoonup FY20 FY21 ightharpoonup Other Services \$2.6M \$2.9M

VanPool Incentives (self-funded) \$1.5M
 Utilities/Communication
 Other
 0.6M
 0.6M
 0.6M

Materials, Supplies, Minor Equip \$0.1M \$0.08M



Fuel

<u>FY20</u> <u>FY21</u>
➤ Diesel Fuel \$3.0M \$3.7M

Grant funded services \$0.35M \$0.85M Estimated gallons 1.6M

\$2.30

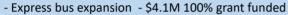
o Fuel futures/hedging through June 2020

Estimated price per gallon



Capital Expenditures

1	Constant	<u>FY20</u>	FY21
	Capital	\$6.2M	\$15M
0	OmniRide bus rehabs	\$2.8M	\$3.6M
0	Bus expansion/replacement	2.0M	9.4M
0	Bus Shelters	0.1M	0.2M
0	Hardware, software, equip, vehicle	0.9M	1.3M
0	Facility improvements	0.1M	0.2M
0	Debt service (2012 VRA Loan)	0.3M	0.3M



- Express bus replacement \$4.7M federal; CMAQ; state/local
- Local bus expansion/replacement \$0.6M state/local



Impacts on Subsidies:

Decreases: Manassas & Manassas Park

- Local Service Restructure
- Change in bus contract from revenue to platform hours
- Operating Staff Reduction (offset by three new positions)

Increases: Stafford, Spotsylvania & Fredericksburg

- Two new admin positions (CFO, Grants Administrator)
- Consulting (diversity, equity & inclusion)
- · Transit center engineering support
- Capital for staff vehicle replacement and transit center board room upgrade (Phase II)
- Documentation and materials provided to non-bus jurisdictions



Impacts on Subsidies:

Increases: Prince William

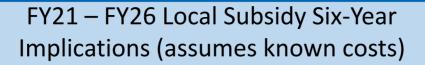
- Operating Staff Reduction (offset by three new positions)
- Reduced passenger revenue (including \$175K free senior fares) \$-700K
- Loss of federal operating funding (preventive maintenance) \$-1.35M
- Loss of federal/state commuter assistance funding \$-200K
- Western Facility costs (one-time and recurring): \$435K / \$430K
- New Budgeted Professional/Consulting services
 - Wheels to Wellness (\$150K) (paid from past operating budget)
 - Ferry study (\$125K)
 - Diversity, equity & inclusion (\$78K) (paid from past operating budget)
 - Transit center engineering support (\$167K)

OMNIRIDE SET THERE SMARTER

FY21 Local Subsidy in Brief

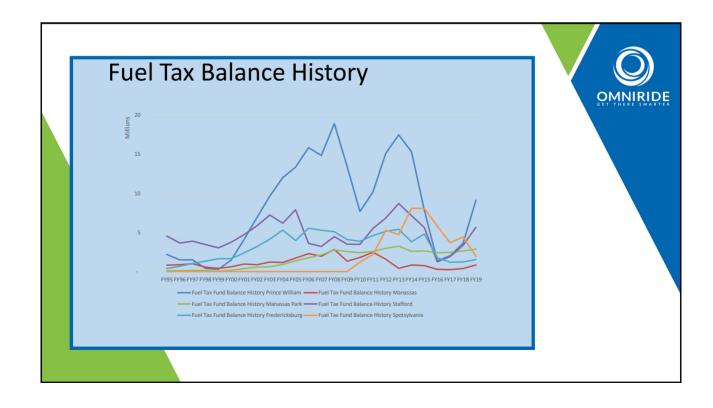
Jurisdiction	FY20	FY21	Change
Prince William	\$16.868M	\$21.762M	29%
Manassas	0.472M	0.409M	(13%)
Manassas Park	0.250M	0.220M	(12%)
Stafford	0.104M	0.183M	76%
Fredericksburg	0.040M	0.067M	67%
Spotsylvania	0.114M	0.205M	79%
PRTC Local Subsidy	\$17.848M	\$22.846M	28%
(Exluding VRE)			





Jurisdiction	FY21	FY22	FY23	FY24	FY25	FY26
Prince William	\$21.76M	\$19.40M	\$20.00M	\$23.72M	\$21.23M	\$21.69M
Manassas	0.41M	0.38M	0.42M	0.46M	0.44M	0.46M
Manassas Park	0.22M	0.20M	0.22M	0.24M	0.24M	0.25M
Stafford	0.18M	0.16M	0.18M	0.20M	0.22M	0.24M
Fredericksburg	0.07M	0.06M	0.06M	0.07M	0.08M	0.09M
Spotsylvania	0.21M	0.18M	0.20M	0.22M	0.25M	0.27M
Total	\$22.85M	\$20.38M	\$21.08M	\$24.91M	\$22.46M	\$23.00M
(Exluding VRE)				replacem local mat	cheduled ents and a ch for ant tate fundi	associated icipated







- ➤ Mar Apr: Jurisdictional feedback on subsidy limits (prefer to know before public hearings)
- > Early May, public hearings/community input
- ➤ June: Adjusted budget for Commission approval (balanced)





PWC Motor Fuels Tax Fund Balance History

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FY95 $2,180,985
FY96 $1,491,052
FY97 $1,495,861
FY98 $407,856
FY99 $289,559
FY00 $1,478,142
FY01 $4,109,046
FY02 $6,902,344
FY03 $9,621,707
FY04 $11,994,956
FY05 $13,323,936
FY06 $15,812,883
FY07 $14,819,060
FY08 $18,876,473
                  Final year of PWC general fund support of PRTC
FY09 $13,397,425
FY10 $7,670,620
FY11 $10,154,583
FY12 $15,085,360
FY13 $17,442,576
FY14 $15,273,121
FY15 $7,835,322
                   Final year of PWC funding of VRE from fuel tax
FY16 $1,376,282
FY17 $2,027,496
                   PWC funds $1,298,017 in cash flow due to low fuel tax collection
FY18 $3,626,816
FY19 $9,116,760
                   Introduction of fuel tax floor after required
                          VRE CROC reduction (-$5,236,419)
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Prince William County Fuel Tax: Five Year History	FY2015	FY2016	FY2017	FY2018	FY2019
Fund Balance, Beginning, July 1	15,273,121	7,835,322	1,376,282	2,027,496	3,626,816
Revenues:					
Fuel Tax	12,729,572	9,716,530	10,727,996	12,164,220	20,047,135
Interest	5,762	8,197	14,561	26,281	99,328
PRTC Operating Carryforward*		4,860,807	2,253,740	3,818,119	5,414,300
Funds from PWC (to cover fuel tax shortfall)	_		1,298,017	ı	1
Subtotal Revenues	12,735,334	14,585,534	14,294,314	16,008,620	25,560,763
Expenses:					
PRTC Operating/Capital Funding	(14,687,800)	(15,734,900)	(13,643,100)	(14,409,300)	(14,834,400)
VRE perating/Capital Funding**	(5,485,333)	(5,309,674)	ı	•	ı
VRE Commuter Rail Operating/Capital (CROC)***					(5,236,419)
Subtotal Expenses	(20,173,133)	(21,044,574)	(13,643,100)	(14,409,300)	(20,070,819)
Fund Balance, Ending, June 30	7,835,322	1,376,282	2,027,496	3,626,816	9,116,760
Increase/(decrease) in fund balance (reserve)	(7,437,799)	(6,459,040)	651,214	1,599,320	5,489,944

^{*}PRTC Carryforward is the return of budgeted funds to the jurisdictions based on cost reductions (i.e, fares, fuel, salary/fringe) during the fiscal year **Beginning July 2017, VRE Operating/Capital funds are no longer paid from motor fuels tax; VRE is now funded from NVTA 30% funds

^{***}Beginning July 2018, VRE receives \$15 million from motor fuels tax revenues in a CROC funds diverted from NVTC and PRTC jurisdiction collections Example: Prince William County motor fuels collection increased by approx \$10 million, \$5.2Mof which was applied to CROC

Operating Assistance UL Passenger Trips Vehicle Revenue Miles Vehicle Revenue Hours Vehicle Deadhead Miles Vehicle Deadhead Hours Capital Assistance Mid-Life Bus Overhaul (SGR) Bus Replacement (2 MCI, 1 40-Ft, 1 30-ft)(SGR) Rehab/Rebuild Bus, engines, transmissions (SGR) Replacement Service Vehicle (SGR)	\$35,006,900 2,357,736 3,086,970 149,215 1,276,493 72,807 \$3.421 million \$1.988 million \$.175 million \$.034 million \$.192 million	\$33,287,500 2,408,052 2,980,164 146,293 N/A N/A \$.271 million N/A
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Rehab/Rebuild Bus, engines, transmissions (SGR) Replacement Service Vehicle (SGR)	\$.175 million \$.034 million	\$.271 million N/A
Replacement Service Vehicle (SGR)	\$.034 million	N/A
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G (II) D 1 (1D) (GOD)	\$.192 million	
Facility Related Repairs (SGR)		\$.053 millio
Cities of Manassas & Manassas Park Debt Service (SGR)	\$1.006 million	\$.208 millio
Paratransit Vehicle (Minor Enhancement)	\$.082 million	\$.183 millio
Administrative Capital, hardware (Minor Enhancement)	\$.210 million	\$.096 millio
Bus Shelters (Minor Enhancement)	\$.200 million	
Security Enhancement (SGR)		\$.030 Millio
TDM/Mobility Program (Rideshare)	\$.188 million	\$.210 millio
Intern Program	\$.038 million	\$.038 millio
I-95 Express Toll Lanes Capital Assistance	\$1.273 million	N/A
I-95 Express Toll Lanes Operating Assistance	\$.868 million	\$.868 millio
Technical Assistance Grant Program		
PRTC Fast Ferry Business Plan	\$.500 million	N/A
Facility Assessment and Infrastructure Improvement	\$.267 million	N/A
Strategic Plan		\$.125 million
Demonstration Project Grant Program		
Mobile Ticketing	\$.100 million	N/A
Total Requested Excluding Operating	10.542 million	2.082 millior

PRTC expense allocation method, as established by the six jurisdictional partners in the interagency/governing agreements:

Expres	<u>ss:</u>	PWC	100%
Local:			
	Eastern	PWC	100%
	Western	PWC	69.48%
		Manassas	20.19%
		Manassas Park	10.33%
		(Total	100%)
Δdmin	v (snlit determined h	y FY19 fuel tax revenu	e collection)
Admin	<u></u> (spiit deterrimed b	PWC	51.94%
		Spotsylvania	18.62%
		Stafford	16.66%
		Manassas	3.80%
		Manassas Park	2.87%
		Fredericksburg	6.11%
		(Total	100%)

Discussion Information:

As demonstrated in the above fluctuations of Motor Fuels Tax revenues and the annual fund balance, the fuel tax has not been constricted to a dedicated reserve fund. Fuel tax revenue swings have seen increases of almost 100% (FY18 vs 19) and decreases of near 50% (FY14-15) year-over-year. The fund balance would not be at its current level without the tax floor established in 2018, nor without the significant cost savings implemented by OmniRide in FY2018 & 2019 as demonstrated in the PRTC Carryforward line item. OmniRide has replaced 40 vehicles for nominal local cost, added millions of dollars in externally-funded resources, and is continuing on the same trajectory as the past three years.

The significant changes in this fiscal year's budgetary year-over-year comparison, as described below, and provided in the technical worksheet, are:

- \$2,547,000 reduction in non-local revenues through the loss of federal and state funding and declining fares. These directly support transit operations and can be recovered only by reducing transit operation expenses.
- There are approximately \$1M in one-time capital costs for FY21. A portion is directly related to the up-fit of the Western Maintenance Facility; the balance is for necessary updates to existing hardware and software systems that have been delayed as long as possible.
- Approximately \$850K in annual recurring costs directly associated with the Western
 Maintenance Facility, of which more than half is associated with routine expenses of
 utilities, security, and telecom while the other half will be additional personnel for
 support of the new operational costs (maintenance, operational staff, and field
 personnel).
- \$1.40M in routine increases in operational costs for an organization where the majority of expense is in labor (3.8% annual budgeted increase for contracted operations is \$900K) plus increases in diesel fuel (\$225K) and routine expenses (health benefits, utilities, and employee compensation).
- OmniRide has made no assumptions regarding any General Assembly legislation that may improve revenues and can only assume static revenue streams.

When combining the significant revenue loss in federal/state funds for operating expense, one-time capital expenses, the new expenses for the Western Maintenance Facility and the regular cost of operations, this creates a seemingly sudden crisis. However, almost all increases have been projected in outlying budget years and known to the jurisdictional finance staffs. Some of the capital needs, as shown in the attached FY21 vs FY20 grant request document shows we are attempting to leverage even more external funding than last year and expand commuter based services.

Despite the influx of millions of new dollars in annual fuel tax funds, (i.e. \$10M for Prince William), a significant portion (CROC) is diverted to VRE and reduced the available motor fuels tax revenues for the fund balance for transportation programs.

Key factors impacting budget:

Revenues:

- Loss of Federal and State Funding, recurring: (-\$1,550,000)
 - -\$200,000: State & Federal reduction of Commuter Assistance funding—
 OmniRide has historically offset printing, website, and marketing/information from these funds.
 - -\$1,350,000: Reduction in expected preventive maintenance-eligible federal funding. Section 5339 funds may not be used for preventive maintenance expenses. For FY21, these funds may only be used for new bus and bus facilities acquisition, which accelerates new vehicle purchases but does not lower local operating expense.
 - Staff does not recommend service changes to reduce costs at this time. Legislation introduced in January 2020 at the General Assembly may offset some of these expenses. Based on the budget process of bus-sponsoring jurisdictions (April/May 2020) and the Commonwealth (May/June 2020), staff will be prepared to make cost-reducing recommendations in operations expenses, if necessary.
- OmniRide Retained Fares (-704,700):
 - o No fare increase is recommended for the initial FY21 budget presentation. Five fare increases occurred between July 2010 and July 2017 (31.5% total) and increased three consecutive during FY16-18 (11% total).
 - o Fares revenues are paid predominantly by the federal Smart Benefits plan through our customers. OmniRide Express current base SmarTrip fare of \$6.90 outpaces the federal allotment (\$270/\$6.90 = 39 one way trips—or 19.5 work days) and customers either pay out of pocket or slug to save the \$13.80 per-day in additional costs. Historical data shows that our increase in fares does not proportionally increase revenue significantly unless it is paired with an increase in the Smart Benefits plan, which increased by only \$5 last year (and we still outpace that expense).
 - (-529,700) Data is showing that new ridership is occurring on grant-sponsored routes. By rule fares collected on grant-sponsored routes must be deducted from the grant draw-down from the operating expense reimbursement. New services, especially those in Western Prince William have significantly siphoned ridership from the Portsmouth services, among others, which converts those fares from revenues retained by OmniRide to those offsetting grant funding. Unless the entire route is profitable, increased fares actually earns money for the state vs. OmniRide.
 - o (-175,000): SeniorFREEDOM Initiative: Annual recurring expense for fares on local/Metro Express services. This initiative was developed in partnership with the greater Prince William social services communities, along with feedback from independent living, aging, and veteran organizations. The actual expense is directly tied to current seniors riding existing services; the benefit, however, expands beyond the initial expense as it eliminates the significant fare barrier to

- transit access for seniors, especially those with more frequent needs for health care transportation. It is possible this may also provide an offset for demand in the Wheels-to-Wellness program, while also reducing transportation costs in other parts of the community.
- Staff recommends waiting for the new federal budget process and examining whether increases are made to the commuter transit benefit and coupling fare and benefits increases in FY22. Staff will also watch ridership trends to reduce underperforming routes and re-direct resources to offset expenses.

Expenses:

- Western Maintenance & Operations Facility (WEF):
 - O Non-recurring: \$441,000. For FY21 there are one-time capital costs associated with upfit of the facility to include workspaces, IT/telecom, system-provided maintenance equipment, and other associated non-recurring expenses. A \$2M construction contingency fund was programmed in FY18/19. Should construction costs stay below \$2M contingency threshold, these funds can offset up-fit and other capital costs. The contingency balance will remain unknown until the next fiscal year.
 - o Recurring: \$435,600. For FY21, these are annual operations costs associated with the new facility, to include key areas of utilities, facility maintenance, building security, IT/telecom, and additional personnel for key functions. This does not include additional contracted transit service employees/expenses. These were first included in the 6-year budget beginning in FY2017 and have been included in each 6-year budget thereafter.

Programs & Services:

- Wheels-to-Wellness: \$150,000, annual recurring expense; Taxi voucher program for seniors and persons with disabilities living 1.9x below the federal poverty level. Actual spending may be reduced through other fare incentive programs, such as fare-free fixed route transit for senior citizens on local/Metro Express.
- Fast Ferry Business Plan Grant Match: \$125,000 OmniRide proposes a grant match of 50% (\$125K of a total of \$250K) for a DRPT grant to develop a Stage 1 business plan to translate potential service from Woodbridge to/from Joint Base Anacostia-Boling. The remaining share would come from DRPT. This would provide the basis for any additional aspects such as tourism or additional destinations (i.e. The Wharf/Georgetown). Prince William County has supported exploration of alternate public transportation options but without prior fiscal commitment. Stage 2 of the process would identify the formal start-up process and procurement of contracted ferry services.

Operating Expenses, significant cost factors:

- Bus Service Contractor (i.e., Contract Operator): \$3,692,300 recurring.
 - o \$3.35M is 100% grant-funded expense
 - Projected annual increase of 3.8% (\$900K)

- Offset of costs by reducing total deadhead volumes upon opening of Western Facility; projected expansion of paratransit into flex-service zones based on FY20 utilization.
- Start-up cost if new contractor selected (3 consecutive years): \$330K
- Salary & Fringe: \$-77,800 (actual reduction). Includes: 2% COLA, 1% merit and \$100K in parity study impacts; includes projected health, retirements and other benefits increases; Includes new Grants Administrator and Chief Financial Officer.
- Hardware/Software: \$472,700, non-recurring; \$147,700, recurring.
- Fuel Expenses Projections: \$721,800, recurring: Diesel fuel expenses. Local portion is \$224,300; \$497,500 is grant funded.

Professional & Technical Services/Consulting:

- Class and Compensation Study: \$41,000, non-recurring. This is funded jointly with VRE, to examine the employee classification system, the comparable salaries within the region, and the recommended re-classification of positions.
- OmniRide Woodbridge Facility Review and Engineering: \$175,000, non-recurring. This
 would perform a review of the entire property footprint of the Woodbridge OmniRide
 facility to assess the 25-year old building and grounds and develop engineering plans
 and recommendations for HVAC, electrical, plumbing, structural, and workspace/vehicle
 utilization needs. Also critical is the use of passenger waiting areas, exterior restroom
 facilities, and available bus bays. This also includes review and plans for upgrades to the
 mechanic workbays, fuel island, bus wash, storm-water drainage, and security needs.
- Diversity, Equity & Inclusion Services: \$78,000 recurring. Includes employee conflict resolution (ad hoc), external support for employee-led implementation working group, dedicated training for employees, managers, and commissioners and managerial coaching for communication and engagement. Assists with EEO programs for employment, policy, and best practices.
- Mobile Fares/Ticketing Grant Match: \$20,000 non-recurring. OmniRide will add mobile ticketing options, with 80% grant from DRPT (\$80K) to improve customer experience, enhance ticketing options, and reduce vehicle dwell time.
- VanPool: \$320,000, non-recurring for VanPool Virginia marketing and materials, to include employer outreach programs.

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1 2 3									Potom	nac and Rappahann Fiscal Year 2020-2	-		1											
4	FY2020	Administration FY2021	Increase (Decrease)	FY2020	mniRide Expres	Increase (Decrease)	FY2020	OmniRide Loca FY2021	Increase (Decrease)	FY2020	Marketing FY2021	Increase (Decrease)	Paratransit FY2020 FY2021	Increase (Decrease)	I-95 TDN FY2020	M/I-66 Commute FY2021	Increase	FY2020	Van Pool FY2021	Increase (Decrease)	FY2020	TOTAL FY2021	Increase (Decrease)	Comments
5 Description 6 REVENUES	F12020	F12021	(Decrease)	F12020	F12021	(Decrease)	F12020	F12021	(Decrease)	F12020	F12021	(Decrease)	F12020 F12021	(Decrease)	F12020	F12021	(Decrease)	F12020	F12021	(Decrease)	F12020	F12021	Ì	175K Senior FREEdom
Farebox (Net of returned checks)	-	-	-	9,679,300	9,142,300	(537,000)	576,000	408,300	(167,700)	-	-		6,200	6,200	812,700	2,289,200	1,476,500				11,068,000	11,846,000	778,000 fa	npact; inc. in grant funded res offset by shift in opress & drop in local dership
8 9 Advertising Revenue	_	_			_		_	_		60.000	45,000	(15,000)									60,000	45,000	N	ew brand advertises mniRide vs "McDonalds"
10 11 State Formula	1,941,800	2,033,500	91,700	1,567,500	1,641,500	74,000	1,169,800	1,225,000	55,200	-	-	-									4,679,100	4,900,000	220,900	minute vs Mebonalas
12 State Ridesharing 13 State Match to Federal Ridesharing 14 State Intern	-	-	-	7,500		(7,500)	5,800		(5,800)	142,700 60,000	150,000 20,000	7,300 (40,000)									156,000 60,000	150,000 20,000		see note on Federal)
15 State Other (Vanpool VA)	-	-	-	22,700	25,400	2,700	15,200	17,000	1,800		-	-						158,300	450,000	291,700	37,900 158,300	42,400 450,000		spress: \$125K ferry study; 287K I-66 slugline; \$80K
16 State Special Project (Operating)			-	1,300	480,000	478,700	800	12,000	11,200	14,900	17,600	2,700			1,268,400	3,588,600	2,320,200				1,285,400	4,098,200	2,812,800 se	cketing app (express/local); crease of grant funded ervice expansion buses 100%
17 State Capital 18 Subtotal State	- 1,941,800	8,500 2,042,000	8,500 100,200	2,327,400 3,926,400	7,314,600 9,461,500	4,987,200 5,535,100	140,000 1,331,600	340,500 1,594,500	200,500 262,900	217,600	2,800 190,400	2,800 (27,200)	54,200 54,200	54,200 54,200	1,268,400	3,588,600	2,320,200	158,300	450,000	291,700	2,467,400 8,844,100	7,720,600 17,381,200		nded
19 20 Federal Employer Outreach 21 Federal Grants RSTP/Ridesharing	- -	-	-	5,000	-	(5,000)	3,400	-	(3,400)	59,600 240,000	70,400 80,000	10,800 (160,000)		>							68,000 240,000	70,400 80,000		200K loss for CMAQ
22 Federal Grants (Bus Capital/Other Capital)	-	-	-	1,435,600	3,854,400	2,418,800	-	-	-	-	-	-									1,435,600	3,854,400	2,418,800 pi	0. 3333 to .cac.a.
23 Federal 5307/5337 SOGR (preventive maintena 24 Fed 5307 (enhance (shelt); safety/sec) 25 Subtotal Federal	-	-	-	3,773,600 14,400 5,228,600	2,410,800 - 6,265,200	(1,362,800) (14,400) 1,036,600	629,000 9,600 642,000	638,600 - 638,600	9,600 (9,600) (3,400)	299,600	150,400	(149,200)		-		-	_	-	-	-	4,402,600 24,000 6,170,200	3,049,400 - 7,054,200	(1,353,200) ca (24,000) 884,000	pridi
26 27 Interest	100,000	150,000	50,000	30,000	40,000	10,000	30,000	40,000	10,000	-	-			>		-			-		160,000	230,000	70,000	
28 29 Reimbursements from VRE 30 Subtotal Other	85,500 85,500	84,700 84,700	(800) (800)	-	-	-	-	-	-	-				-	-	-	-	-	-	-	85,500 85,500	84,700 84,700	(800) (800)	
31 32 Operating Subsidy - PWC 33 Operating Subsidy - Manassas	304,000 21,600	527,900 38,700	223,900 17,100	3,274,700	7,897,400	4,622,700	8,341,300 399,000	6,589,900 252,600	(1,751,400) (146,400)	945,300 22,400	1,210,600 22,700	265,300 300	200,300 58,200	200,300 58,200				1,837,500	1,994,800	157,300	14,702,800 443,000	18,420,900 372,200	3,718,100 (70,800)	
34 Operating Subsidy - Manassas Park35 Operating Subsidy - Stafford	19,500 95,200	29,200 169,300	9,700 74,100		-	-	203,500	129,300	(74,200)	11,400	11,600	200	29,800	29,800							234,400 95,200	199,900 169,300	(34,500) 74,100	
36 Operating Subsidy - Fredericksburg 37 Operating Subsidy - Spotsylvania 38 Subtotal Operating Subsidy	36,800 104,300 581,400	62,100 189,200 1,016,400	25,300 84,900 435,000	3,274,700	- - 7,897,400	4,622,700	8,943,800	6,971,800	(1,972,000)	979,100	1,244,900	265,800	- 288,300	288,300		_		1,837,500	1,994,800	157,300	36,800 104,300 15,616,500	62,100 189,200 19,413,600	25,300 84,900 3,797,100	
39 40 Capital Subsidy - PWC	28,800	42,800	14,000	1,776,400	2,726,900	950,500	339,600	501,100	161,500	20,700	22,000	1,300	47,900	47,900				1,837,300	1,334,800	137,300	2,165,500	3,340,700	1,175,200	
41 Capital Subsidy - Manassas 42 Capital Subsidy - Manassas Park 43 Capital Subsidy - Stafford	2,000 1,800	3,100 2,400	1,100 600	-	-		23,900 12,200	17,700 9,200	(6,200) (3,000)	2,400 1,300	2,600 1,300	200	13,800 7,100	13,800 7,100							28,300 15,300	37,200 20,000	8,900 4,700	
44 Capital Subsidy - Stafford 44 Capital Subsidy - Fredericksburg 45 Capital Subsidy - Spotsylvania	9,000 3,500 9,900	13,700 5,000 15,300	4,700 1,500 5,400		-	-	-			-	-	-		-							9,000 3,500 9,900	13,700 5,000 15,300	4,700 1,500 5,400	
44 Capital Subsidy - Fredericksburg 45 Capital Subsidy - Spotsylvania 46 Subtotal Capital Subsidy 47	55,000	82,300	27,300		2,726,900	950,500	375,700	528,000		24,400	25,900		- 68,800	68,800	-	-	-	-	-	-	2,231,500	3,431,900	1,200,400	
48 Total Revenue 49 50 EXPENSES	2,763,700	3,375,400	611,700	23,915,400	35,533,300	11,617,900	11,899,100	10,181,200	(1,717,900)	1,580,700	1,656,600	75,900	- 417,500	417,500	2,081,100	5,877,800	3,796,700	1,995,800	2,444,800	449,000	44,235,800	59,486,600	15,250,800	
	1,611,400	1,839,700	228,300	1,083,700	862,200	(221,500)	1,094,100	958,900	(135,200)	396,900	411,900	15,000						186,200	191,100	4,900	4,372,300	4,263,800	(C	dmin increase: 2 new FO/Grant adm); press/Local decrease
51	-	_		30,100	10,300	(19,800)	41,100	22,100	(19,000)		_							_			71,200	32,400	ne	et decrease in payroll due cost savings
52 Overtime 53 Incentives/Leave Accruals/Parity 54 Subtotal Personal Services	86,800 1,698,200	133,300 1,973,000	46,500 274,800	48,800 1,162,600	67,200 939,700	18,400 (222,900)	54,500 1,189,700	84,800 1,065,800	30,300 (123,900)	21,300 418,200	29,400 441,300			-		-	-	5,100 191,300	11,200 202,300	6,100 11,000	216,500 4,660,000	325,900 4,622,100	109,400 \$1 (37,900)	LOOK parity study impact
55 Fringe Benefits 56 Workers Comp Insurance 57 Tuition Assistance	644,600 1,200 5,400	735,800 1,600	91,200 400 (5,400)	433,500 1,200	344,900 1,000	(88,600)	437,600 1,500	383,600 1,300	(54,000) (200)	158,800 500	164,800 500 9,000	6,000 - 9,000						74,500	76,400 - -	1,900	1,749,000 4,400 5,400	1,705,500 4,400 9,000	(43,500) (s - 3,600	see note on salaries)
58 Subtotal Employee Benefits 59 Personal Services and Employee Benefits	651,200 2,349,400	737,400 2,710,400	86,200 361,000	434,700 1,597,300		(88,800) (311,700)	439,100 1,628,800	384,900 1,450,700	(54,200) (178,100)	159,300 577,500	174,300 615,600	15,000 38,100		-	-	-	-	74,500 265,800	76,400 278,700	1,900 12,900	1,758,800 6,418,800	1,718,900 6,341,000	(39,900) (77,800)	
60 Accounting and Auditing 61 Legal Services	4,400 43,500	6,000 36,000	1,600 (7,500)	54,200 42,500	53,800 22,500	(400) (20,000)	27,700 48,000	28,000 30,200	300 (17,800)	6,000 16,500	6,500 12,000	500 (4,500)	-	-				-	-	-	92,300 150,500	94,300 100,700	2,000 (49,800)	
62 Consulting 63 Security Guard 64 Marketing (Misc.)	47,700 - -	154,900 - -	107,200	151,800	779,600 44,700	627,800 44,700	38,300 105,300	58,400 120,100	20,100 14,800	80,800 - 40,000	98,700 - -	17,900 - (40,000)	17,500	17,500 - -				60,000	380,000 - -	320,000	378,600 105,300 40,000	1,489,100 164,800		see separate note) cludes \$52K WEF
65 Employment Related 66 Other Professional	2,700 20,500	3,400 37,400	700 16,900	3,400 113,900	3,000 355,400	(400) 241,500	3,500 74,100	3,400 132,400	(100) 58,300	1,000 63,500	1,100 81,500	100 18,000	53,000	53,000				45,200	45,800	- 600	10,600 317,200	10,900 705,500	300	see separate note)
67 Temporary Help General Software Maint	30,200	60,300	30,100	2,000 38,700	1,500 46,700	(500) 8,000	2,900 35,000	1,000 52,400	(1,900) 17,400		26,200	10,600		-					-	-	4,900 119,500	2,500 185,600	66,100 Fi	roject Mgmt; governance; nance & HR software (new
Operations Software Maint	-	-	-	298,400	376,500	78,100	176,100	176,100	-	_	-	-	3,500	3,500				_	-	-	474,500	556,100	81,600 C	upgraded) AD/AVL; modems; on-board
70 Building Maintenance Custodial Facility 71 Cuectrical services	2,100 2,300 900	3,700 3,100 1,500	1,600 800 600	20,800 24,600 6,400	35,400 67,700 13,000	14,600 43,100 6,600	6,000 68,800 1,900	9,800 77,100 3,600	3,800 8,300 1,700	600 900 300	1,100 1,100 400	500 200 100	-	-				- - -	-	:	29,500 96,600 9,500	50,000 149,000 18,500	20,500 52,400 In	cludes \$40K WEF

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4		Administration	Increase	On	niRide Express		Or	mniRide Local	Increase		Marketing	Increase		Paratransit	Increase	I-95 TDM	/I-66 Commute	r Choice Increase		Van Pool	Increase		TOTAL	Increase	
5 Description	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020		Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	Increase (Decrease)	Comments
73 Environmental and Health 74 HVAC 75 Landscaping	200	200	-	1,700	3,600	1,900	500	900	400	100		-	1111111	-	-	11242		(= = = = = = = = = = = = = = = = = = =	-	-	-	2,500	4,800	2,300	
74 HVAC	600	500	(100)	4,900	7,200	2,300	1,600	2,100	500	200		-		-	-				-	-	-	7,300	10,000		Includes \$ for WEF
75 Landscaping	5,600	5,600	-	56,300	96,000	39,700	15,900	21,800	5,900	1,600	1	-		-	-				-	-	-	79,400	125,000		Includes \$45K WEF
76 Parking Lot	500	700	200	4,500	8,900	4,400	1,300	2,400	1,100	100		100		-	-				-	-	-	6,400	12,200		Includes \$ for WEF
76 Parking Lot 77 Plumbing 78 Safety	500 1,300	500 1,300	-	4,100 12,200	5,000 18,800	900 6,600	1,300 3,800	1,400 4,800	100 1,000	100 500		-		-	-				-	-	-	6,000 17,800	7,000 25,400		Includes \$ for WEF Includes \$ for WEF
79 Security	1,200	1,000	(200)	14,500	18,200	3,700	4,200	4,100	(100)	300											-	20,200	23,600		Includes \$ for WEF
79 Security 80 Sewer 81 Storm Water Management	700	700	-	5,900	7,100	1,200	1,600	2,000	400	200		-		-	-				-	-	-	8,400	10,000	1,600	morades y for the
81 Storm Water Management	1,500	1,700	200	15,500	16,200	700	4,600	4,600	-	400	500	100		-	-				-	-	-	22,000	23,000	1,000	
82 Waste Removal	300	300	-	1,700	4,000	2,300	500	1,000	500	100		-		-	-				-	-	-	2,600	5,400		Includes \$ for WEF
83 Other Maintenance - Facility	2,100	2,800	700	21,300	28,400	7,100	6,000	8,000	2,000	600	800	200		-	-				-	-	-	30,000	40,000	10,000	
84 Custodial Shelters	-	-	-	50,800 31,500	51,000 27,000	200 (4,500)	33,800 21,000	33,900 18,000	100 (3,000)	-	-	-		-	-				-	-	-	84,600 52,500	84,900 45,000	300 (7,500)	
85 Displays 86 Repairs and Shelters				9,600	12,300	2,700	6,400	8,200	1,800					_								16,000	20,500	4,500)	
87 Signage - Shelters	-	-	-	22,200	19,400	(2,800)	14,700	12,900	(1,800)	-	-	-		-	-				-	-	-	36,900	32,300	(4,600)	
88 Snow Removal - Shelters	-	-	-	36,000	36,000	-	24,000	24,000	-	-	-	-		-					-	-	-	60,000	60,000	-	
89 Waste Removal -Shelters	-	-	-	14,700	16,200	1,500	9,800	10,800	1,000	-	-	-		-					-	-	-	24,500	27,000	2,500	
90 Easement	-	-	-		-		2,300	2,500	200	-	-	-		-	-				-	-	-	2,300	2,500	200	
91 Commuter Lot Maintenance	-	-	-	29,400	31,400	2,000	-	-	-	-	-	-		-	-				-	-	-	29,400	31,400	2,000	yo.oo g.aaaca,
																									contract operator start-up;
Bus Svc Contractor	-	-	-	12,395,800	14,622,100	2,226,300	8,141,800	6,035,200 ((2,106,600)	1,500	1,500	-		213,400	213,400	1,671,900	5,031,100	3,359,200	-	-	-	22,211,000	25,903,300		net change from changing to
92																									platform hours w/ reduced deadhead
93 Bus Svc Contractor Incentives	_	_	-	469,400	462,500	(6,900)	173,600	162,500	(11,100)		[_	_	-	643,000	625,000	(18,000)	
I 94 ISmarTrip	-	-	-	59,400	58,500	(900)	12,100	10,200	(1,900)	500	500	-		-	- 1				-	-	-	72,000	69,200	(2,800)	
95 Advertising - Promo	-	-	-	-	-	- 1	-	-	-	249,900		8,800		3,000	3,000				100,000	40,000	(60,000)	349,900	301,700	(48,200)	
96 Advertising - Employment	900	2,200	1,300	900	1,200	300	900	1,900	1,000	300		400		-	-				-	-	-	3,000	6,000	3,000	
97 Advertising - Pub Notice Other	2,900	3,200	300	2,800	1,800	(1,000)	3,200	2,500	(700)	1,100		(100)		_4	-				-	-	-	10,000	8,500	(1,500)	
98 Printing 99 Staff Vehicles	1,400	1 000	(400)	1,500	700	- (900)	1,600	900	- (700)	335,300 600		5,500 (200)			-				200	- 500	300	335,300 5,300	340,800 3,500	5,500 (1,800)	
100 Equipment	1,400 5,700	1,000 6,100	400)	1,500 8,900	4,200	(800) (4,700)	6,500	5,100	(1,400)	2,100		(100)		600	600				200	500	500	23,200	18.000	(1,800)	
101 Subtotal Contractual Services	179,700		154,400	14,032,200		3,325,300	9,080,600	7,074,200 (820,700		18,100	-	000	291,000	1,671,900	5,031,100	3,359,200	205,400	466,300	260,900	25,990,500	31,393,000	5,402,500	
102 Electric	6,400	6,600	200	65,400	136,500	71,100	18,400	29,300	10,900	1,800	1,900	100	· ·		-				-	-	-	92,000	174,300	82,300	Includes \$80K for WEF
102 Electric 103 Gas	2,100	2,500	400	21,300	50,800	29,500	6,000	11,000	5,000	600	1	100			_				-	_	-	30,000	65,000		Includes \$30K for WEF
	· ·			,	,	,	Í .	,	,													,	,		
land w	2 400	4 000	(500)	24.200	25.000	40.000	6 700	7.700	4 000	700	500	(200)										24.000	45.000		Includes \$20K for WEF offset
104 Water and Sewer	2,400	1,800	(600) 100	24,200	35,000	10,800	6,700	7,700	1,000	700		(200)			-				-	400	100	34,000	45,000		by \$9K drop in transit center
105 Postal Services 106 Messenger 107 Telephone	2,100 100	2,200 700	600	100	100 100	100	200	200 300	300	3,600 800		(1,800)							300	400	100	6,200 1,000	4,700 1,700	(1,500) 700	
107 Telephone	17,600	25,500	7,900	22,500	22,500	-	22,300	24,300	2,000	6,800		500		_	_				_	_	_	69,200	79,600	10,400	
108 Bus Communications	-	-	-	189,200	168,200	(21,000)	38,700	29,800	(8,900)	-		-		-	-	40,000		(40,000)	-	-	-	267,900	198,000	(69,900)	
109 Data Connections and Other	8,300	8,600	300	13,000	30,700	17,700	12,400	13,900	1,500	4,200	7,600	3,400		1,200	1,200				-	-	-	37,900	62,000	24,100	Includes \$22K for WEF
110 Property Insurance	1,400	700	(700)	12,900	7,700	(5,200)	3,800	2,200	(1,600)	400	200	(200)		-	-				-	-	-	18,500	10,800	(7,700)	
111 Automobile Insurance	1,000	1,300	300	900	700	(200)	1,200	1,100	(100)	400	400	·		-	-				2,000	2,000	-	5,500	5,500	-	
112 Directors and Officers Insurance 113 Other Insurance	10,000	8,000	(2,000)		-	-		-	-			1		-	-				-	-	-	10,000	8,000	(2,000)	
113 Other Insurance 114 Cyber Liability Insurance	500 2,300	4,000 2,800	3,500 500	4,700 2,200	6,300 1,700	1,600 (500)	1,300 2,600	3,800 2,200	2,500 (400)	200	1,300 900	1,100		-	-				-	-	-	6,700 8,000	15,400 7,600	8,700 (400)	
115 Equipment Lease	7,700	4,400	(3,300)	7,400	8,300	900	8,800	4,400	(4,400)	2,900		(200)		_								26,800	19,800	(7,000)	
116 Parking Lease	-	-	(3,300)	34,500	34,800	300	-	-	- (4,400)	-	-	-		_	_	20,000		(20,000)	_	-	-	54,500	34,800	(19,700)	
115 Equipment Lease 116 Parking Lease 117 Other Lease	600	800	200	700	500	(200)	600	500	(100)	87,600	91,400	3,800		-	-			, , ,	-	-	-	89,500	93,200	3,700	
118 Mileage and Local Travel	6,600	8,000	1,400	1,500	1,700	200	1,300	1,800	500	3,700	3,000	(700)		-	-				300	300	-	13,400	14,800	1,400	
119 Conferences - Employees	29,200	45,700	16,500	14,300	22,600	8,300	6,200	8,400	2,200	3,500	5,000	1,500		-	-				5,000	5,000	-	58,200	86,700	28,500	640V B: :: /
Training and Education	21,600	46 700	25,100	17,800	31,300	13,500	17,200	37,100	19,900	7,900	12,300	4,400							400	500	100	64,900	127,900	63,000	\$48K Diversity/ emergenitics; \$10K staff
120	21,000	46,700	23,100	17,800	31,300	13,300	17,200	37,100	15,500	7,500	12,300	4,400		-	-				400	300	100	04,900	127,500	03,000	development
121 Travel in Excess of Per Diem	-	-	-	500	300	(200)	-	-			-	-		-	-				-	-	-	500	300	(200)	development
122 Business Meals	12,000	11,100	(900)	6,600	5,800	(800)	3,200	4,100	900	800	2,500	1,700		-	-				-	-	-	22,600	23,500	900	
123 Dues and Memberships	13,000	13,200	200	13,200	12,700	(500)	11,000	10,800	(200)	11,700	11,100	(600)		-	-				600	600	-	49,500	48,400	(1,100)	
124 Bank Charges	10,400	10,600	200	7,400	7,300	(100)	4,500	4,500		-	-	-		-	-				-	-	-	22,300	22,400	100	
125 Permits & Fees 126 Return Checks	800	1,000	200	9,600	11,800	2,200	4,000	1,800	(2,200)	300	1	100		-	-				-	-	-	14,700	15,000	300	
126 Return Checks 127 VanPool Assistance	-	-	Ţ	200	200	-	100	100		7,500	7,500			-	-				1,440,000	1,440,000	-	300 1,447,500	300 1,447,500	-	
128 VanPool Assistance (VanpoolVA)	-		-		-		1	-	_					-	-				75,000	250,000	175,000	75,000	250,000	175.000	VPP related
129 Miscellaneous 130 Other Services	5,000	13,200	8,200	34,700	40,000	5,300	21,000	28,000	7,000	2,900	5,500	2,600		-					-	-	-	63,600	86,700	23,100	
130 Other Services	161,100	219,400	58,300	504,800	637,600	132,800	191,500	227,300	35,800	149,200		15,400	-	1,200	1,200	60,000	-	(60,000)	1,523,600	1,698,800	175,200	2,590,200	2,948,900	358,700	
131 Office Supplies	9,400	11,700	2,300	9,700	7,900	(1,800)	10,900	10,400	(500)	5,500	5,900	400		1,000	1,000				1,000	1,000	- 7	36,500	37,900	1,400	
132 Repair & Maintenance Supplies	200	200	-	1,900	1,900	-	600	600	-	-	-	-		-	-				-	-	-	2,700	2,700	-	
133 Miscellaneous Tools 134 Uniforms	2 500	2 200	- (1 200)	100	700	(1.700)	100	300	(1.800)	1 000	1 200	-		-	-				-	-	-	200	1,000	800 (F 300)	
134 Uniforms 135 Reference Materials	3,500 1,700	2,300 2,000	(1,200) 300	4,900 200	3,200 100	(1,700) (100)	4,700 200	2,900 300	(1,800) 100	1,800 200		(600)		-						-	-	14,900 2,300	9,600 2,600	(5,300) 300	
136 Food Supplies	3,400	4,000	600	3,200	2,600	(600)	3,600	3,500	(100)	1,300		100		-						-		11,500	11,500	-	
136 Food Supplies 137 Operating Supplies	300	500	200	12,300	12,300	-	2,800	2,500	(300)	100		100					<u> </u>					15,500	15,500	-	
138 Subtotal Materials Supplies and Minor Equipm	18,500	20,700	2,200	32,300	28,700	(3,600)	22,900	20,500	(2,400)	8,900	8,900	-	-	1,000	1,000	-	-	-	1,000	1,000	-	83,600	80,800	(2,800)	
138 Subtotal Materials Supplies and Minor Equipm 139 Fuel - Diesel 140 Fuel - Gas 141 Subtotal Fuel	-	-		2,170,000	2,300,000	130,000	450,000	540,000	90,000	-	-			-		349,200	846,700	497,500	-	-		2,969,200	3,686,700	717,500	\$500K grant funded
140 Fuel - Gas		-		25,000	28,000	3,000		-	-		-			1,300	1,300					-		25,000	29,300	4,300	
141 Subtotal Fuel	-	-		2,195,000	2,328,000	133,000	450,000	540,000	90,000	<u> </u>	-		<u> </u>	1,300	1,300	349,200	846,700	497,500	-	-		2,994,200	3,716,000	721,800	
143 Total Operating Evpenses	2,708,700	3,284,600	575,900	18,361,600	21.637.400	3,275,800	11,373,800	9,312,700 ((2,061,100)	1,556,300	1,627,900	71,600	_	294,500	294,500	2,081,100	5,877,800	3,796,700	1,995,800	2,444,800	449,000	38,077,300	44,479,700	6,402,400	
144	2,700,700	3,204,000	373,300	10,301,000	-1,037,400	3,273,000	11,3/3,800	3,312,700 (2,001,100)	1,330,300	1,027,300	71,000	<u> </u>	254,500	434,300	2,001,100	3,011,000	3,130,100	1,333,600	2,444,000	7777,000	30,077,300	 ,+/3,/00	0,402,400	
142 143 144 145 146 Expansion Bus 147 Replacement Bus																							+		
146 Expansion Bus	-	-	-	-	4,107,300	4,107,300	172,900	-	(172,900)	-	-	-		79,700	79,700							172,900	4,187,000	4,014,100	100% grant funded
147 Replacement Bus	-	-	-	1,794,500	4,747,700	2,953,200	-	460,800	460,800	-	-	-		-	-							1,794,500	5,208,500		8 Express; 1 Local
148 Bus Overhauls/Rehabs	-	-	-	2,845,400	3,600,300	754,900	-	-		-	-	-		-	-							2,845,400	3,600,300		10 Express
148 Bus Overhauls/Rehabs 149 Staff Vehicles 150 Bus Shelters	-	12,500	12,500	46.000	7,400	7,400	21 200	10,600	10,600	-	4,100	4,100		-	-							70.000	34,600	34,600	1 replacement
150 Bus Sneiters	-	-	-	46,800	120,000	73,200	31,200	80,000	48,800		-	-		-	-							78,000	200,000	122,000	\$235k WEF offset by one-
ADP Hardware	31,800	55,900	24,100	551,700	299,100	(252,600)	223,200	115,200	(108,000)	10,900	14,500	3,600		43,300	43,300							817,600	528,000	(289,600)	\$235K WEF Offset by one- time capital in FY20
1771	1	1	l l								1			l			1				i	1	<u> </u>		and capital in 1120

	Α	В	С	D E	F	G	H I	J	K	L	M N	0	P Q	R	S	T	U V	W	X Y	Z	AA	AB A	C AD	AE	AF	AG
4			Administratio		Oı	mniRide Expre		0	mniRide Local			Marketing			Paratransit		I-95 TDN	M/I-66 Comn	muter Choice		Van Pool			TOTAL		
_	Description.	EV2020	EV2024	Increase	FV2020	EV2024	Increase	EV2020	EV2024	Increase (Decrease)	FY2020	EV2024	Increase	FV2020	EV2024	Increase (Decrease)	EV2020	EV2024	Increase	FV2020	EV2024	Increase	FY2020	FY2021	Increase (Dansers)	Comments
5	Description	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FY2020	FY2021	(Decrease)	FYZUZU	FYZUZI	(Decrease)	\$500K transit
152	ADP Software	11,000	6,300	(4,700)	13,900	430,000	416,100	14,300	79,800	65,500	9,300	5,100	(4,200)		-	-							48,500	521,200	4/2/00	planning/operations
153	Office Furniture & Equipment	8,300	13,300	5,000	8,100	187,100	179,000	9,200	37,800	28,600	3,100	4,300	1,200		-	-							28,700	242,500		\$206K WEF
154	Rehab/Renovation Admin/Maint Facility	3,900	2,800	(1,100)	54,800	156,000	101,200	22,700	32,000	9,300	1,100	700	(400)		-	-							82,500	191,500	109,000	Transit center fuel island
155	VRA Loan - Debt Service Total Capital	-	-	-	238,600	241,000	2,400	51,800	52,300	500	-	-	-		-	-							290,400	293,300	2,900	
156	Total Capital	55,000	90,800	35,800	5,553,800	13,895,900	8,342,100	525,300	868,500	343,200	24,400	28,700	4,300	-	123,000	123,000	-	-	-	-	-	-	6,158,500	15,006,900	8,848,400	
157	Net Income (Loss)																									
158	Net Income (Loss)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
162 163	Consulting: \$1,110,500 Ferry study - 50% grant funded I-66 sluglines promotion - 100% grant funded Vanpool Marketing & Development Plan Transit Center engineering support Diversity, equity & inclusion/employee relations																									
164	Consulting: \$1,110,500																									
165	Ferry study - 50% grant funded		\$250K																							
166	I-66 sluglines promotion - 100% grant funded		\$287K																							
167	Vanpool Marketing & Development Plan		\$320K																							
168	Transit Center engineering support		\$175K																							
169	Diversity, equity & inclusion/employee relations	S	\$78K																							
170																										
171	Other Professional: \$388,300																									
11/2	Wheels to Wellness		Ć1 FOV																							
1/3	Makila ticketing ann 200/ grant funded		\$150K \$100K																							
174	Finish hus wrap project		\$100K \$70K																							
176	Mobile ticketing app - 80% grant funded Finish bus wrap project Compensation study		\$70K \$41K																							
177	Paratransit ADARide (disability assessment)		\$41K \$23K												_ `											
1//	raratiansit ADAMide (disability assessment)		YLJN																							