



# PRTC FY2025 Proposed Budget



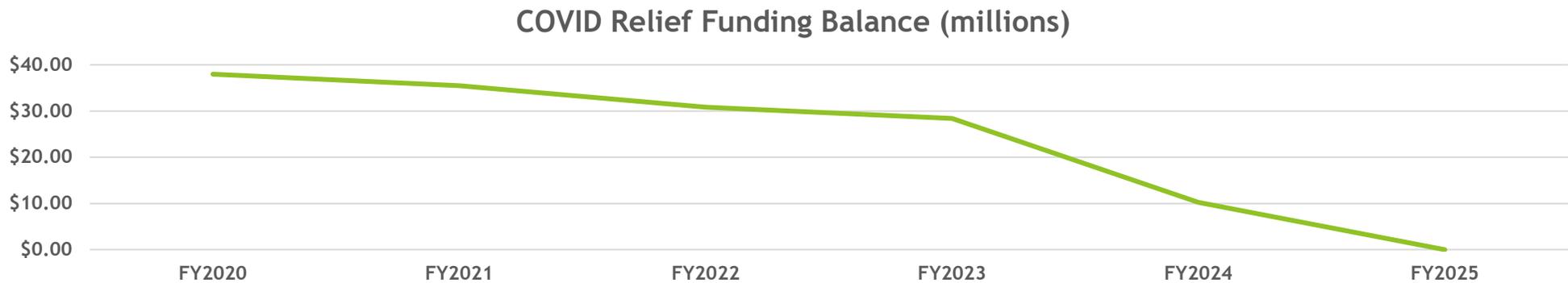
# Summary

- ▶ Key Issues for Budget Consideration
- ▶ Actions Proposed
  - ▶ Commuter Fare Increase
  - ▶ Service Reductions
- ▶ Budget Process
- ▶ Proposed FY2025 Operating and Capital Plan
- ▶ FY2025 Proposed Jurisdictional Subsidy Summary



# Key Issues: COVID Recovery Funding

- ▶ PRTC received \$38 million in COVID recovery funding
  - ▶ Offset Jurisdictional Subsidy and Customer Revenue
  - ▶ Preserved Motor Fuel Tax Balance
- ▶ Last \$10 million used in FY2024



# Key Issues: Inflation

<b>Contractor Expense</b>	<b>FY2021*</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024**</b>
Transportation	\$8,053,970	\$12,322,958	\$13,810,780	\$9,047,427
Maintenance	\$2,898,995	\$5,774,217	\$8,947,010	\$5,184,814
Administration / Management	\$5,361,371	\$9,050,024	\$8,201,408	\$5,087,757
<b>Total Expense</b>	<b>\$16,314,335</b>	<b>\$27,147,199</b>	<b>\$30,959,199</b>	<b>\$19,319,998</b>
Service Hours	170,676	239,110	215,807	144,463
Cost / Hour	\$95.59	\$113.53	\$143.46	\$133.74

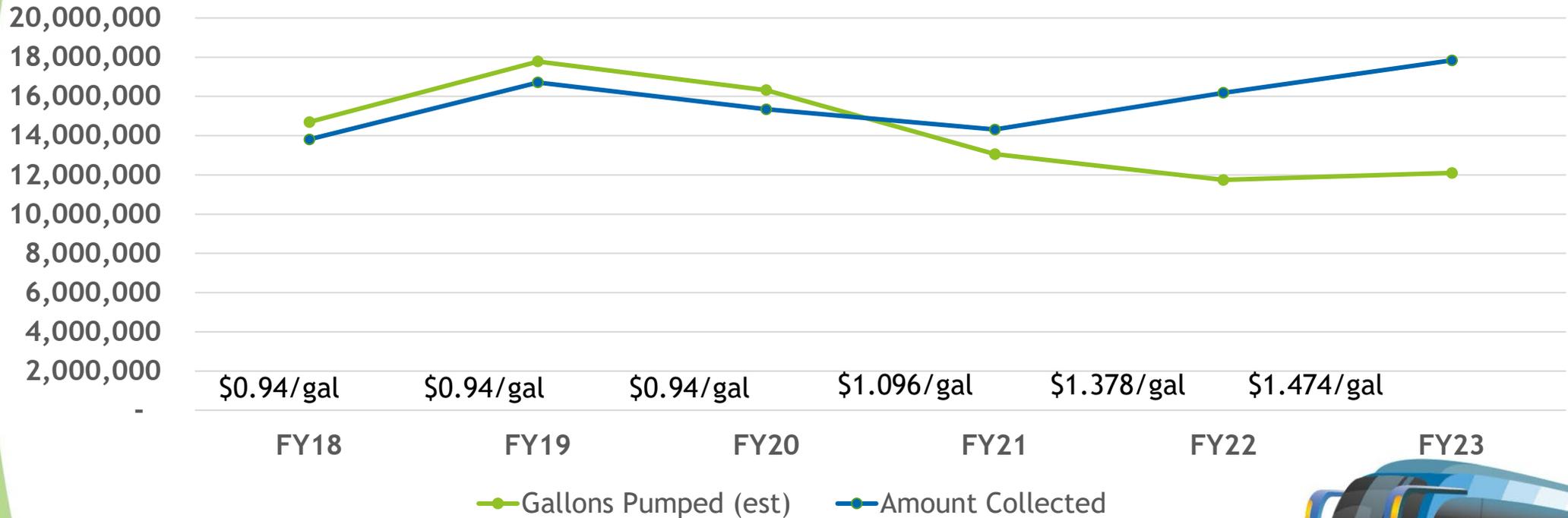
\*November 2020 - July 2021

\*\*July 2023 - January 2024



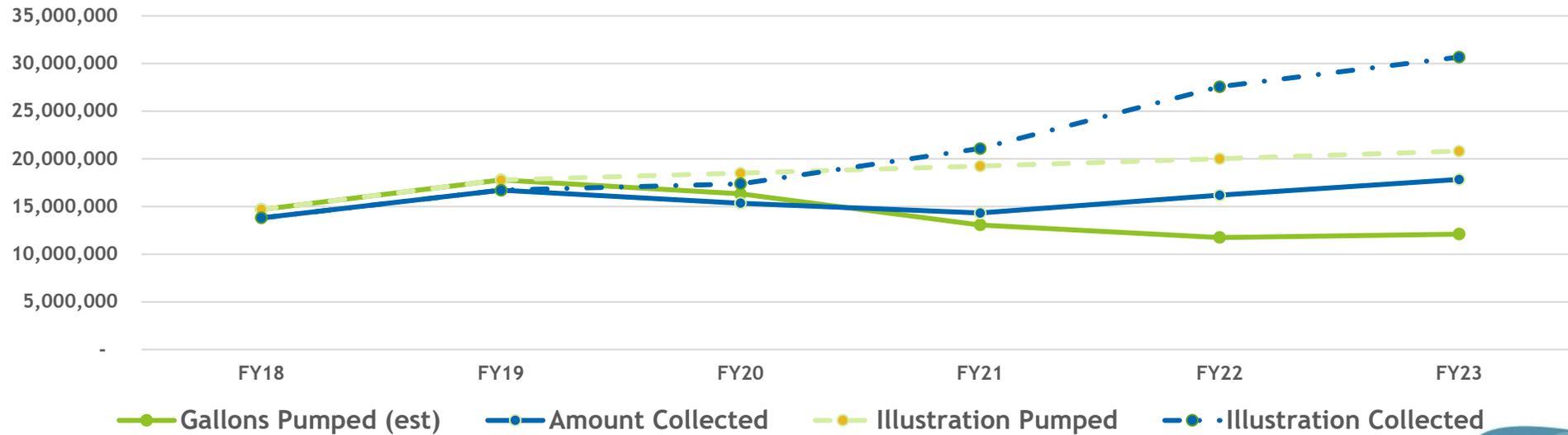
# Key Issues: Motor Fuels Tax

## Gallons Pumped vs Amount Collected \$ - Bus Sponsoring



# Continuation of Pre-Pandemic Fuels Tax Growth

Fuels Tax Revenue: Actual (Solid) vs Continuation of Pre-Pandemic Growth (Dash)



# Budget Process

- ▶ March 2023 - Projected \$15 million revenue shortfall in FY2025
- ▶ December 2023 - Presented Initial FY2025 Budget with \$15 million shortfall
- ▶ March 2024 - Reduced budget, shortfall now \$13 million
- ▶ April 2024 - PRTC Presents at PWC Mobility Workshop and PWC Budget Session
- ▶ April 2024 - PWC approves \$9.8 million in budget, shortfall now \$3.2 million
- ▶ May 2024 - PRTC presents Balanced Budget Plan at May Meeting



# Proposed Action: Commuter Fare Increase

- ▶ Base fare increased from \$9.00 to \$11.00
- ▶ Monthly Unlimited Pass increased from \$265 to \$285
- ▶ Will generate \$0.6 million in jurisdictional funding relief
- ▶ Will generate \$1.6 million offset of State funding



# Proposed Action: Service Reductions

Route	Daily Platform Hours Saved	Annual Platform Hours Saved	Net Grant Savings	Net Local Savings
Eliminate RS	14.21	3,538	\$0	\$416,344
Eliminate 602	27.70	6,897	\$0	\$1,167,995
Reduce trips 601 5AM / 6PM trips	20.13	5,012	\$0	\$726,670
Reduce trips 981 4AM / 5PM trips	10.24	2,550	\$34,250	\$291,791
Reduce buses on 60 (Tysons - Mall, 45 min frequency)	18.35	4,679	\$257,404	\$523,447
<b>Total</b>	<b>90.63</b>	<b>22,677</b>	<b>\$291,655</b>	<b>\$3,126,247</b>



# FY2025 Proposed Operating Expense

<b>Operating Expenses</b>	<b>FY2024 Budget</b>	<b>Budget to Budget Change</b>	<b>FY2025 Draft Budget</b>
Salaries	\$5,700,000	\$151,700	\$5,851,700
Fringe Benefits	\$2,408,100	\$243,300	\$2,651,400
Professional Services	\$2,715,000	(\$96,000)	\$2,619,000
Software Maintenance	\$920,700	(\$138,100)	\$782,600
Facility, Shelter, Equipment Maintenance	\$1,828,200	(\$134,800)	\$1,693,400
Bus Service Contract/Incentives	\$36,929,200	\$6,611,100	\$43,540,300
Advertising/Printing	\$815,400	\$268,600	\$1,084,000
Utilities and Communications	\$835,800	\$39,600	\$875,400
Other Services and Supplies	\$1,151,600	\$95,100	\$1,246,700
VanPool	\$1,416,000	\$100,000	\$1,516,000
Fuel	\$4,992,700	(\$335,800)	\$4,656,900
<b>Total Operating Expense</b>	<b>\$59,712,700</b>	<b>\$6,804,700</b>	<b>\$66,517,400</b>



# FY2025 Proposed Operating Expense

- ▶ \$6.8 million expense increase
- ▶ Bus Contract \$6.6 million increase
  - ▶ +\$3.6 million: New I-66 service, 100% state funded
  - ▶ +\$1.7 million: Full year of I-95 service, 100% state funded
  - ▶ +\$4.4 million: Market Inflation - Wages and Materials
  - ▶ -\$3.1 million: Service reductions
- ▶ All other expenses - \$0.2 million increase



# FY2025 Proposed Operating Revenue

<b>Operating Revenues</b>	<b>FY2024 Budget</b>	<b>Budget to Budget Change</b>	<b>FY2025 Draft Budget</b>
Passenger Revenue	\$7,316,100	\$2,406,100	\$9,722,200
Federal Grants	\$5,955,400	\$1,422,700	\$7,378,100
COVID Recovery Funding	\$10,255,200	(\$10,255,200)	\$0
State Grants	\$15,322,700	\$4,843,100	\$20,165,800
Jurisdictional Subsidies	\$20,591,500	\$8,374,900	\$28,966,400
Other	\$271,800	\$13,100	\$284,900
<b>Total Operating Revenues</b>	<b>\$59,712,700</b>	<b>\$6,804,700</b>	<b>\$66,517,400</b>



# FY2025 Proposed Operating Revenue

- ▶ \$6.8 million increase
- ▶ -\$10.3 million: Last COVID recovery funds used in FY2024
- ▶ +\$8.4 million: Jurisdictional Subsidy Request
- ▶ +\$4.8 million: State Grants
- ▶ +\$1.4 million: Federal Grants
- ▶ +\$2.4 million: Passenger Revenue



# FY2025 Proposed Capital Plan

Potomac and Rappahannock Transportation Commission  
FY2025 Proposed Capital Budget  
May 2, 2024

<b>Capital Revenue</b>	<b>FY2025</b>
Federal Grants	\$2,640,000
State Grants	\$9,075,200
Jurisdictional Subsidies	\$2,640,200
<b>Total Capital Revenue</b>	<b>\$14,355,400</b>

<b>Capital Expenses</b>	<b>FY2025</b>
Fleet Purchases	\$11,571,600
Flet Maintenance	\$422,200
Bus Shelters	\$900,000
Information Technology	\$358,600
Facilities	\$1,103,000
<b>Total Capital Expenses</b>	<b>\$14,355,400</b>



# Jurisdictional Subsidy Request

	PWC	Manassas	Man Park	Stafford	Fred'burg	Spotsylvania	Total
<b>PRTC Subsidy Expense</b>	<b>Proposed</b>	<b>Proposed</b>	<b>Proposed</b>	<b>Proposed</b>	<b>Proposed</b>	<b>Proposed</b>	<b>Proposed</b>
Admin	\$404,200	\$25,700	\$17,500	\$127,100	\$29,200	\$166,800	\$770,500
Marketing	\$2,025,300	\$38,900	\$20,100	\$0	\$0	\$0	\$2,084,300
OmniRide Express	\$8,071,500	\$0	\$0	\$0	\$0	\$0	\$8,071,500
OmniRide Local	\$12,237,600	\$489,700	\$252,700	\$0	\$0	\$0	\$12,980,000
OmniRide Flex	\$2,704,700	\$181,200	\$93,400	\$0	\$0	\$0	\$2,979,300
Vanpool Program	\$2,080,800	\$0	\$0	\$0	\$0	\$0	\$2,080,800
Local Capital Match	\$2,553,100	\$39,400	\$20,800	\$10,600	\$2,400	\$13,900	\$2,640,200
<b>Total Subsidy Expense</b>	<b>\$30,077,200</b>	<b>\$774,900</b>	<b>\$404,500</b>	<b>\$137,700</b>	<b>\$31,600</b>	<b>\$180,700</b>	<b>\$31,606,600</b>



# FY2025 Balanced Budget Service Plan

Immediate Action: Reduce PWC Operating Expense by ~\$3.2M

- Locally-funded express services impacted first
- Impacted routes would have nearby alternatives: (ie, different Route or Park & Ride lot)
- Route Restructure/Consolidation (shorten/combine)
- Service Area & Span-of-Service (where/how much)
- Trip Frequency (fewer trips)



# FY2025 Balanced Budget Service Plan

Summary of Option A: Recommended Service Changes:

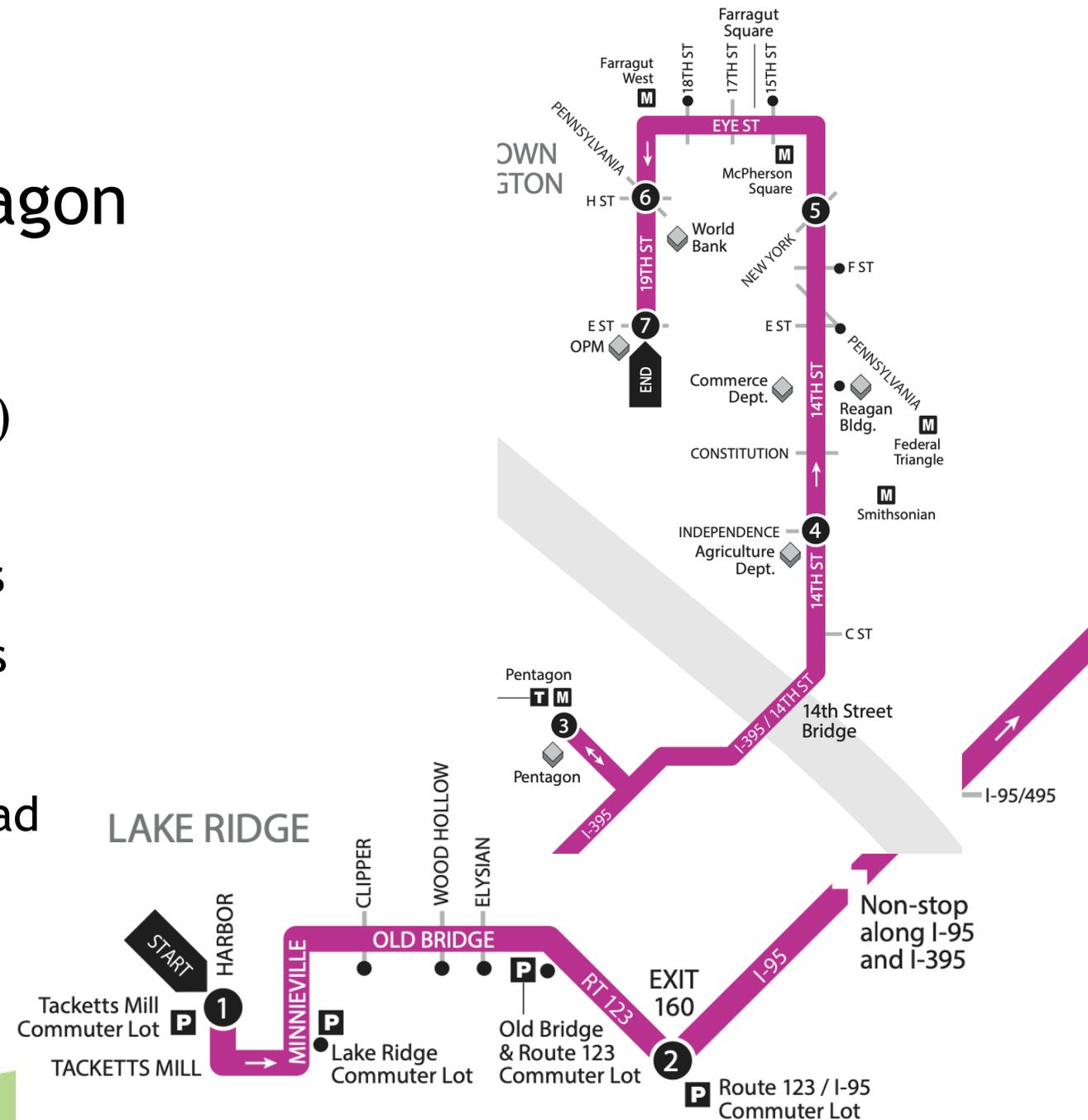
- I-95 Corridor: Reduced **\$708K** (net fuel and fares)
- Reduce Route 981: Lake Ridge (**\$292K**)
- Eliminate 3 Suspended Routes (since January 2023)
  - RS1: South US1 to Pentagon (budgeted/not expended) (**\$416K**)
  - D-400: Dale City to Mark Center (unbudgeted/not expended)
  - Woodbridge/Tysons (unbudgeted/not expended)

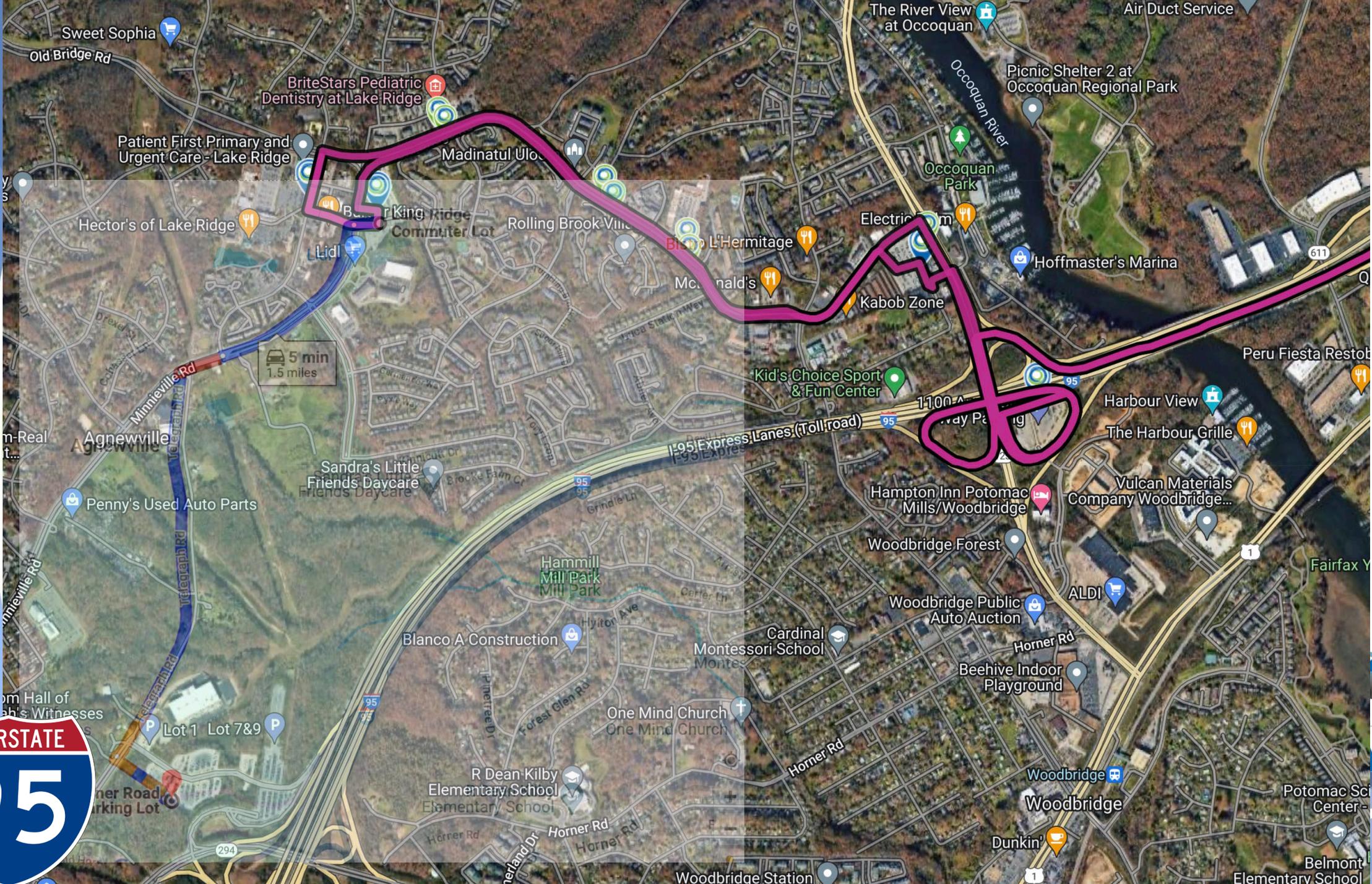


# Reduce Route: 981: Lake Ridge to Pentagon / Washington, DC

(originally planned for elimination)

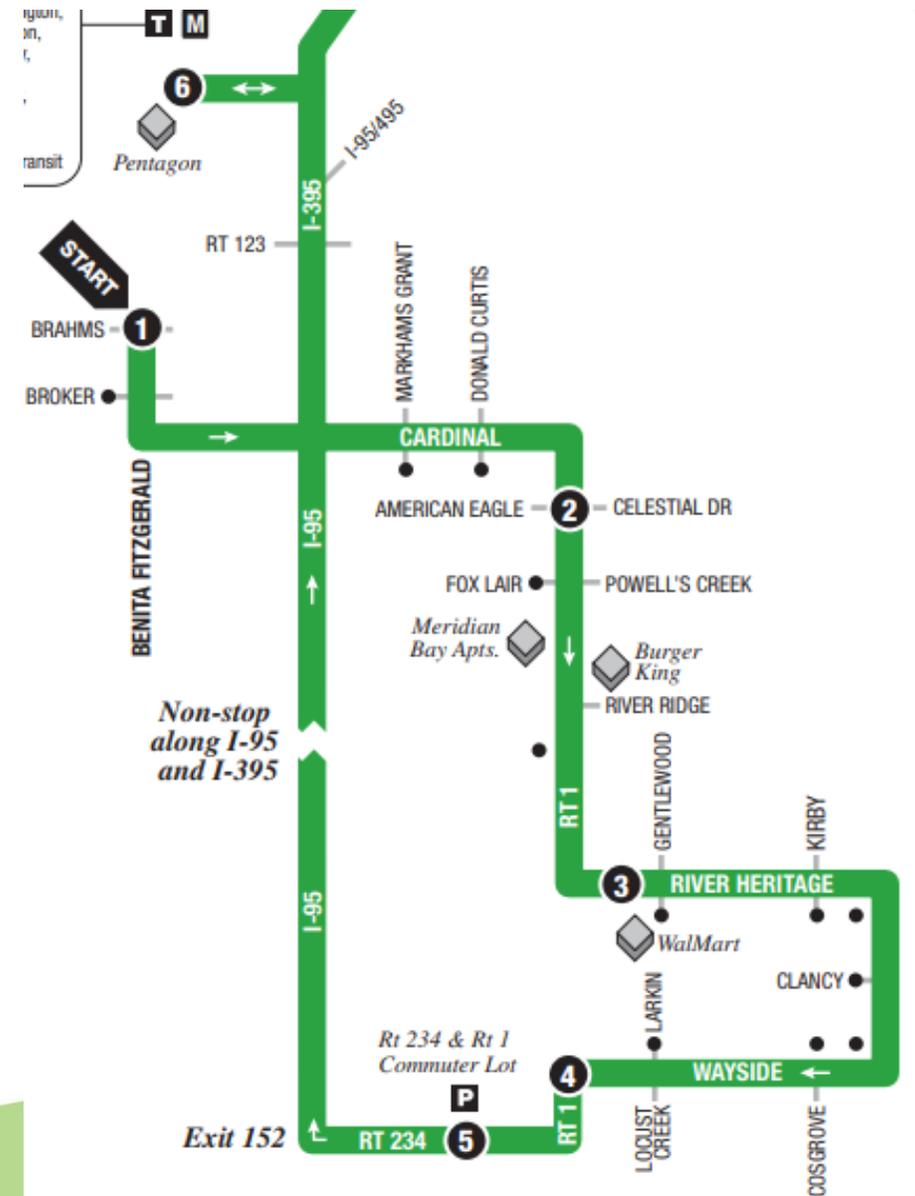
- Reduce number of trips (50%)
  - From 7 AM trips to 4 AM trips
  - From 9 PM trips to 5 PM trips
- Alternative service:
  - Telegraph Road & Horner Road Commuter Lots (1.5 miles)
  - Dale City (aka Gemini Lot)
- Savings: 2,550 annual platform hours & **\$292K** net expense





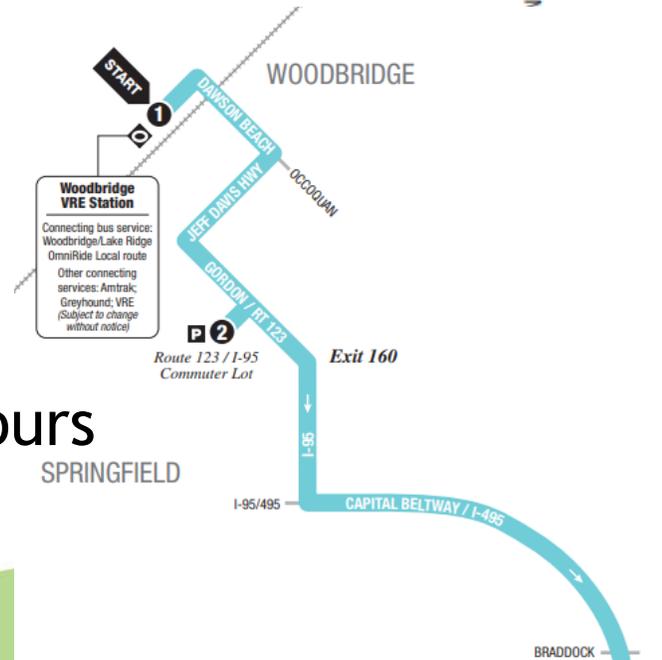
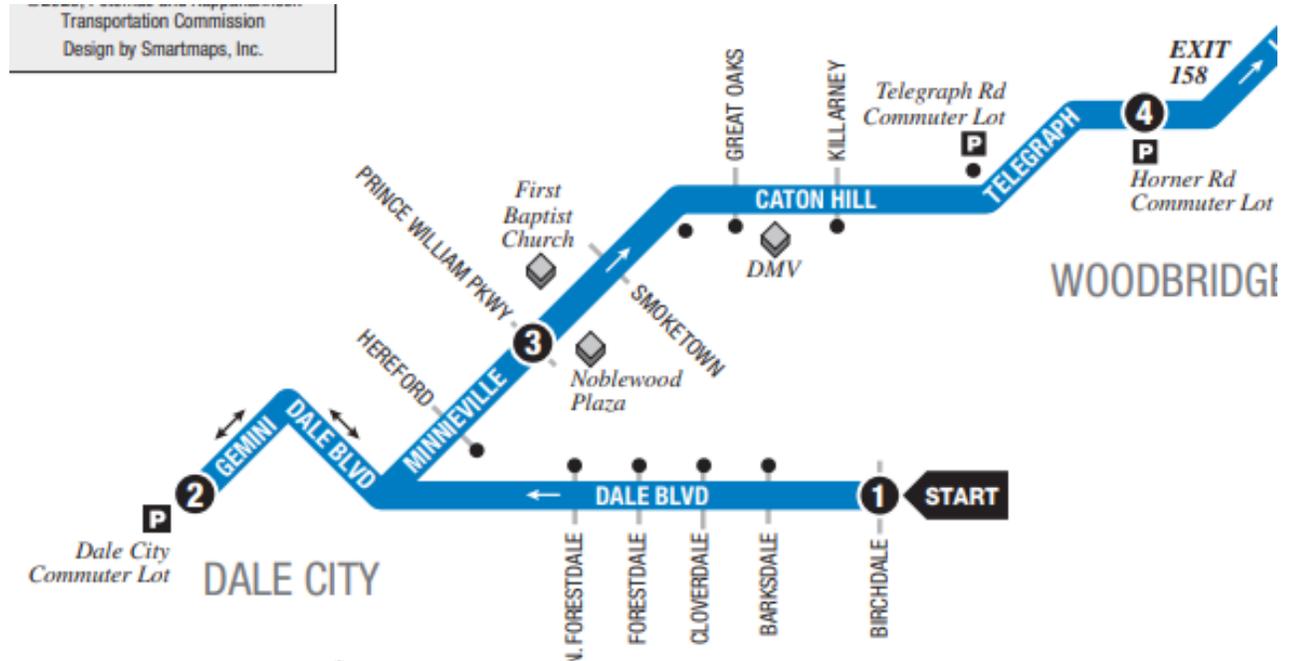
# Eliminate Route: RS1: South Route 1 to Pentagon / Washington, DC

- Budgeted but unexpended in FY24
- Suspended since Jan. 2023;  
Passengers already adapted
- Alternate service available at Route  
234 Commuter Lot
- Savings: 3,538 annual platform  
hours & **\$416K** net expense



# Eliminate 2 Routes: D-400 - Dale City to Mark Center & Woodbridge to Tysons

- Suspended since Jan. 2023
- State Funded Route
- Platform Hours saved in FY23 budget and beyond
- Requires formal process for elimination
- Savings: 0 annual platform hours & \$0K net expense



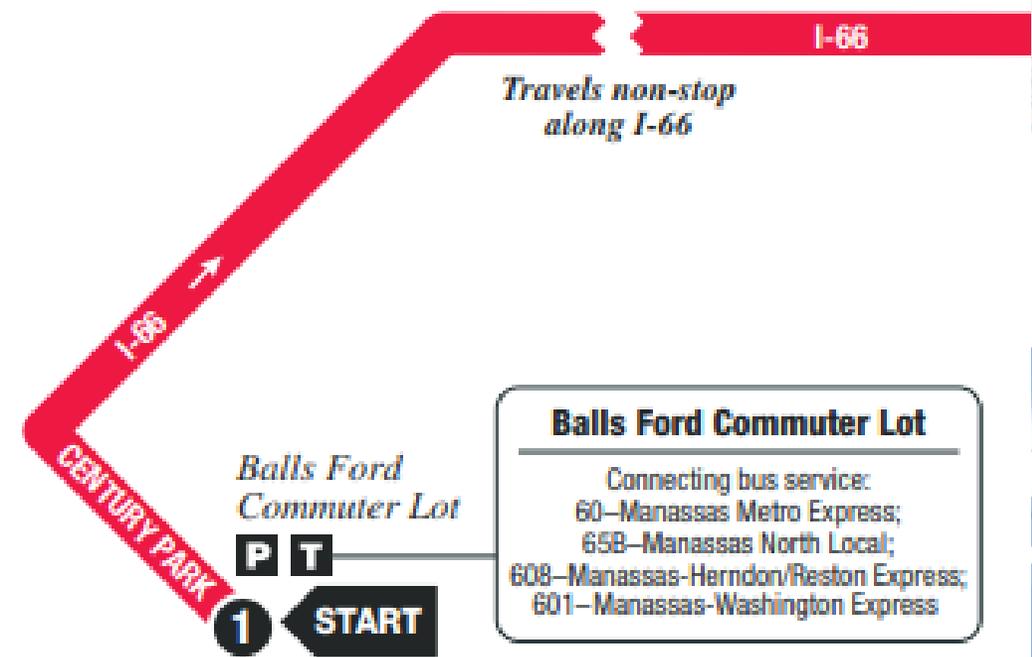
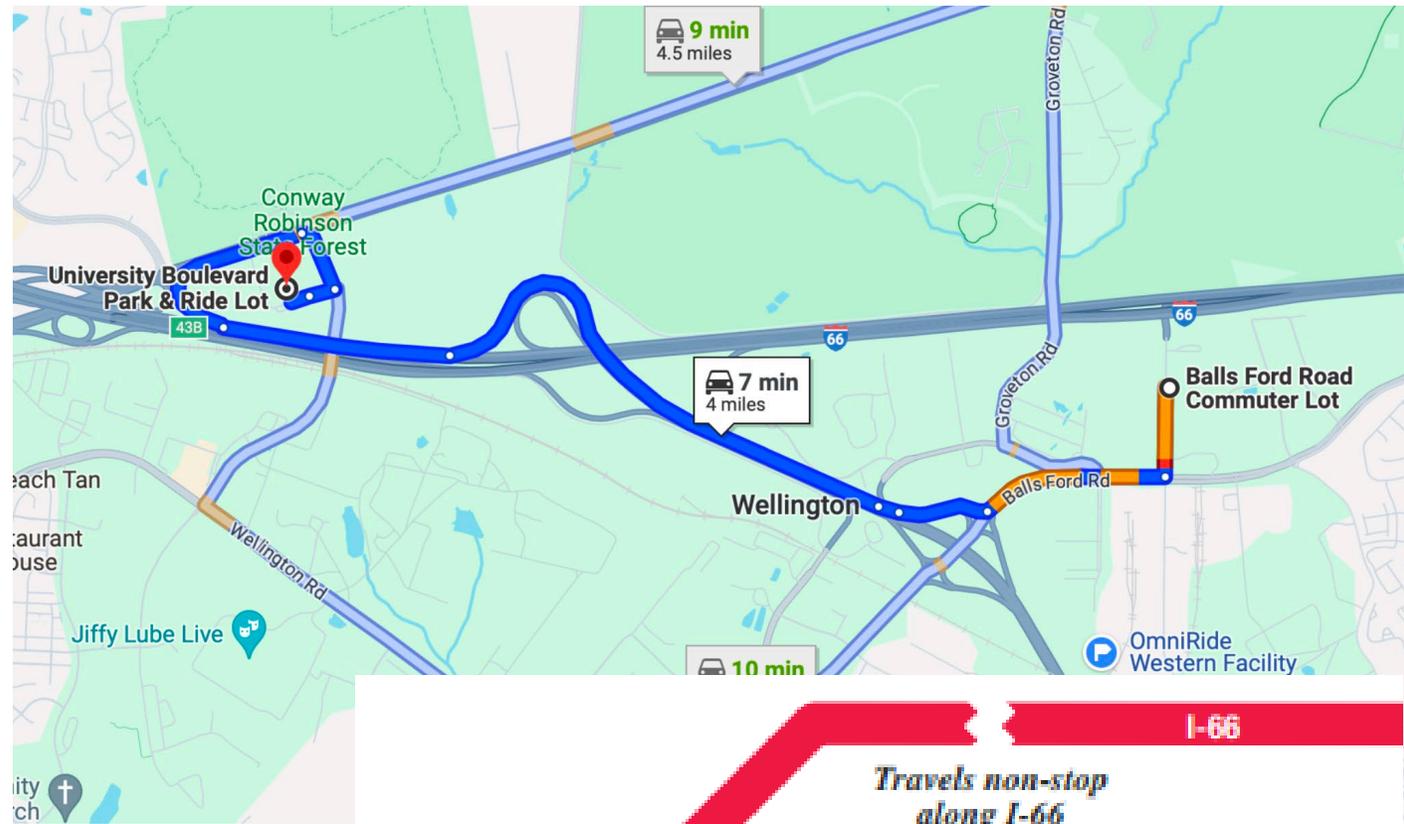
# FY2025 Balanced Budget Service Plan

- I-66 Corridor: Reduced **\$2.4M** (net fuel and fares)
- Eliminate Route 602: Manassas to Pentagon: (**\$1.2M**)
  - All passengers moved to 612: Gainesville to Pentagon/Navy Yard (already in service from University Lot)
- Reduce & Relocate 601: Manassas to Washington, DC (**\$727K**)
- Reduce & Truncate Route 60: Manassas to Tyson's Metro Express (**\$523K**)
- Eliminate 1 Suspended Route (since Jan 2023)
  - Route 62: Western Lot Connector (unbudgeted/ not expended)



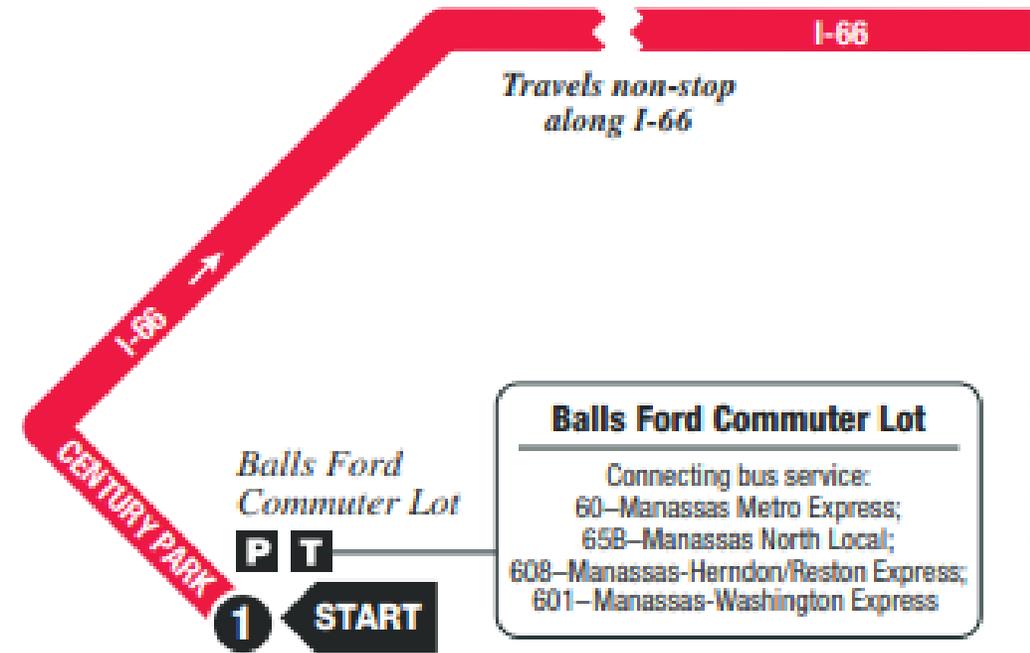
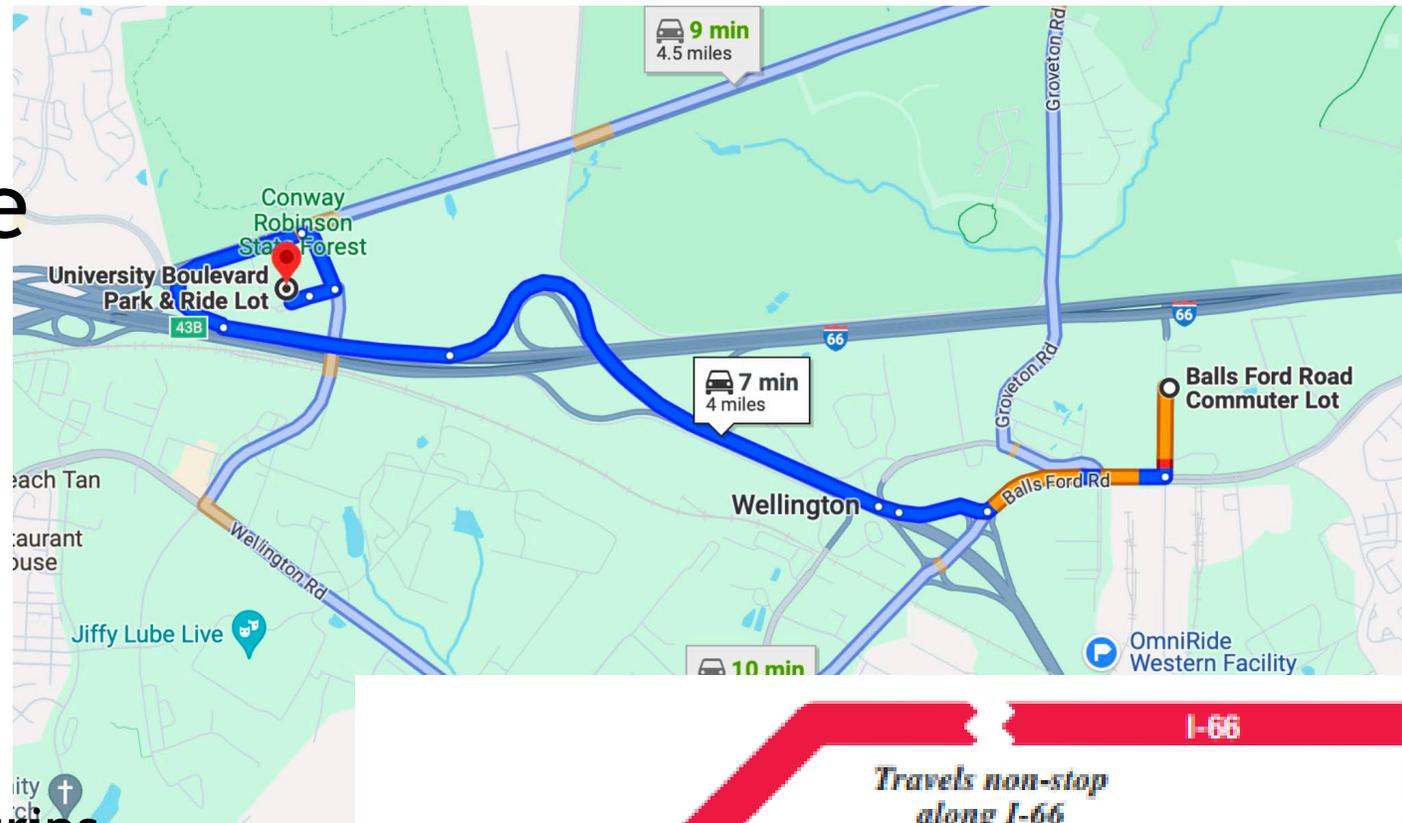
# Eliminate Route: 602: Manassas to Pentagon

- Move ALL passengers to Route 612: Gainesville to Pentagon at University Lot
- Savings: 6.897 annual platform hours & **\$1.2M** net expense



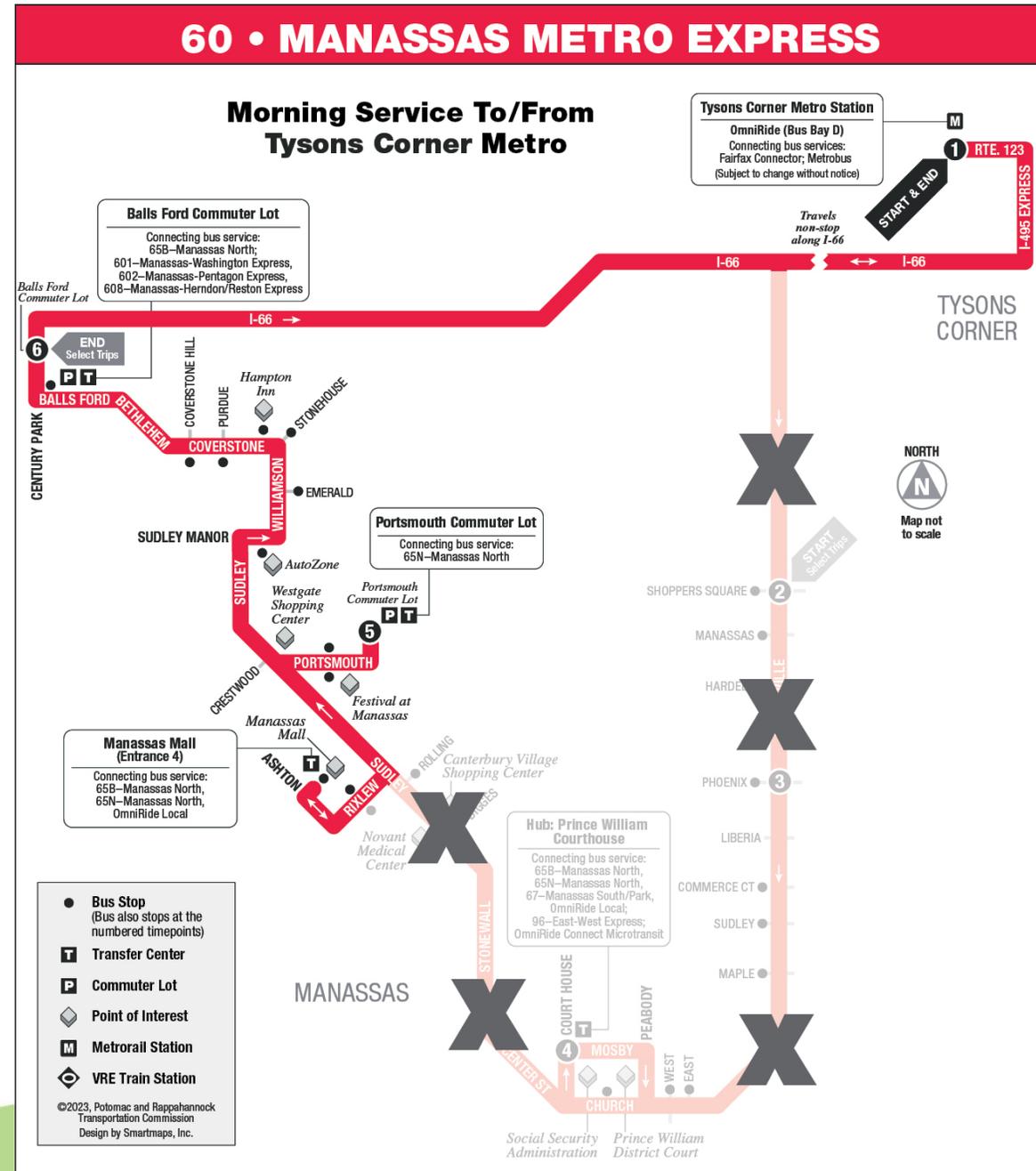
# Relocate and Reduce 601: Manassas to State Department / Washington, DC

- Move Route to University Lot
- Reduce number of trips:
  - From 10 AM trips to 5 AM trips
  - From 11 PM trips to 6 PM trips
- Savings: 5,012 annual platform hours & \$727K net expense



# Restructure Route 60 - Manassas Metro Express

- Truncate route: alternate service available on Local Routes 65B/N, 67 and microtransit
- Manassas Mall to Tysons Metro
- 45-minute frequencies all-day
- Savings: 4,679 annual platform hours & \$524K net expense



# Eliminate Route: 62: Western Commuter Connector

- Suspended since Jan. 2023
- Platform Hours saved in FY23 budget and beyond
- Requires formal process for elimination
- Savings: 0 annual platform hours & **\$0K** net expense





# Questions?

