

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION



PROPOSED FY 2012 BUDGET & SIX YEAR PLAN

Presentation to
Prince William County Board of
Supervisors

March 8, 2011



CENTRAL POINTS

- FY 2012 budget inaugurates practice of preparing a budget in tandem with a state-mandated transit development plan (TDP)
- Proposed budget & two six-year plan options
 - With a Prince William general fund supplement (~ \$1.9M as late as FY2017)
 - Without a Prince William general fund supplement
 - Differences in two proposals confined to FY 2013 – FY 2017
- Two options differ in two respects
 - Magnitude of fare increases in out-years
 - Age of OmniRide buses when they are retired
- No new or expanded service

FY 2012 – FY2017 SIX YEAR PLAN - DIFFERENCES*

- **With** Prince William general fund supplement
 - A sum of \$1.9 million spread over the FY 2013 – FY 2017 period
 - Fare increases amount to (on average)
 - 8% in FY 2013
 - 8% in FY 2015
 - 8% in FY 2017
 - 14 year life for OmniRide buses

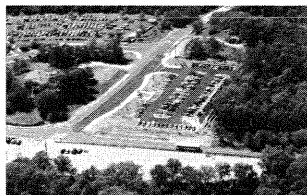
- **Without** Prince William general fund supplement
 - Fare increases amount to (on average)
 - 10% in FY 2013
 - 10% in FY 2015
 - 10% in FY 2017
 - 15 year life for OmniRide buses

* Both six year plans sustain existing services, exclude new or expanded services, and nearly deplete Prince William County's fuel tax fund balance by end of six year period absent additional federal and/or state help

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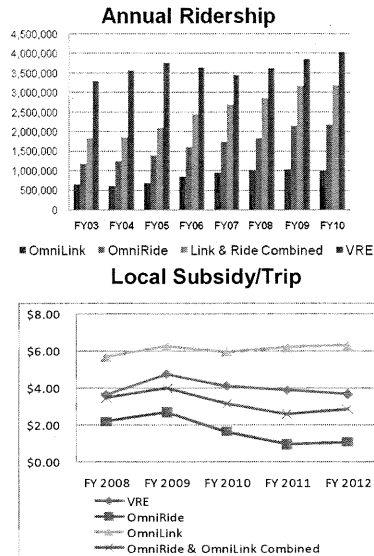
RECENT/ONGOING ACCOMPLISHMENTS

- Commuter park-ride lot completed @ PRTC Transit Center
- Mid-life bus overhauls progressing as scheduled
 - 13 Orion's completed 2009
 - 61 MCI's over a four year period (commenced 2010)
- 17 buses being procured
- Surveillance cameras on entire bus fleet
- Continuing bus shelter installations



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SERVICE QUALITY & RIDERSHIP / PRODUCTIVITY TRENDS



- Satisfaction surveys once every four months
 - Some erosion in “excellent” ratings owing to on-time performance challenges
 - Excellent ratings still predominate
 - OmniRide / Metro-Direct – 77%
 - OmniLink – 61%
- Ridership growth largely sustained despite recession, 5% service cut in May ‘09, and July ‘10 fare increase
 - Commuter benefit increase a factor
 - Favorable perceptions of service a factor too
- Local subsidy per trip steady
 - Figures shown are budgeted; actuals are almost always better

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PROPOSED TRANSIT EXPENDITURES VS. COUNTY'S MOTOR FUELS TAX YIELD

- While projected tax yield is higher than a year ago, it is still less than combined PRTC/VRE subsidy
- VRE subsidy taken as a given, leaving residual for PRTC
- PRTC's two six-year plans fashioned to insure that County's fuel tax fund balance stays in the black through FY 2017, but with progressively diminishing fuel tax fund balance
- Conservative assumptions used for federal and state funding

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FY 2012 PRTC BUDGET

PRTC	<u>Total Budget</u>	<u>%</u>
Revenue		
Fares	\$10,233,400	28%
Local	\$10,972,300	30%
Federal / State / Other	\$14,952,600	42%
Total	\$36,158,300	100%
Expenses		
First Transit contract	\$16,264,000	58%
PRTC personnel	\$4,284,900	15%
Fuel	\$3,810,400	14%
Facility improvements/maintenance	\$603,800	2%
Bus shelters/maintenance	\$521,000	2%
Printing and reproduction	\$510,800	2%
Computer equipment/services	\$378,200	1%
Professional services	\$353,600	1%
All other	\$1,486,900	5%
Total operating budget	\$28,213,600	100%
Bus purchases / rehabs / other capital improvements	\$7,944,700	
Total	\$36,158,300	
VRE		
Operating & Capital (PRTC & NVTC jurisdictions combined)	\$87,686,175	

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PROPOSED FY 2012 BUDGET – PRTC/VRE LOCAL SUBSIDIES

Expenditure Type	Total	Prince William Share
PRTC		
PRTC Administration	\$343,900	\$192,400
OmniRide	2,327,900	2,327,900
Marketing	683,700	664,100
OmniLink	6,327,200	5,974,400
Local Capital Match	691,895	689,995
SUBTOTAL	\$10,374,595	\$9,848,795
VRE		
Annual Subsidy	\$10,746,895	* 5,859,007
TOTAL	\$21,121,490	\$15,707,802

* PRTC jurisdictions only

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