

# Transit Subsidy

## Transit Service in Prince William County

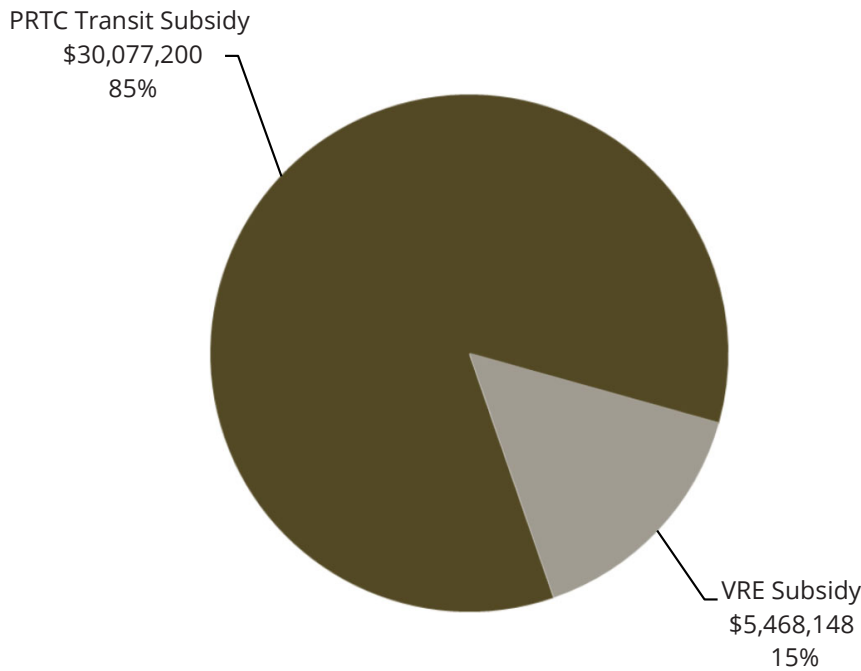
The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing Prince William, Stafford, and Spotsylvania Counties, and the Cities of Manassas, Manassas Park, and Fredericksburg. Located in Virginia about 25 miles southwest of Washington, D.C., PRTC provides commuter bus service along the busy I-95 and I-66 corridors to points north (OmniRide Express) and local bus services in the County and the Cities of Manassas and Manassas Park (OmniRide Local).

PRTC also offers OmniRide Ridesharing Services, a free ridesharing service. Operated by PRTC in partnership with the Northern Virginia Transportation Commission (NVTC), the Virginia Railway Express (VRE) provides commuter rail service along the Manassas and Fredericksburg lines, connecting to transit providers at stations in Virginia and the District of Columbia.

For more information, go to [omniride.com](http://omniride.com) and [vre.org](http://vre.org).



### FY2025 Transit Subsidy



*Total Requested PWC Transit Subsidy*  
**\$35,545,348**

## Mandates

There is no state or federal mandate requiring the provision of mass transit services. Some federal and state transportation funds require certain activities to be performed; however, these are not considered mandates since the County is not obligated to accept the funding.

# Transit Subsidy

## Expenditure and Revenue Summary



	FY21 Adopted	FY22 Adopted	FY23 Adopted	FY24 Adopted	FY25 Adopted	% Change Budget FY24/ Budget FY25
<b>PWC PRTC Transit Subsidy</b>						
PRTC Administration	\$368,400	\$334,100	\$104,900	\$388,600	\$404,200	4.01%
OmniRide Express (Commuter Bus Service)	\$6,474,400	\$5,234,100	\$4,542,300	\$6,375,400	\$8,071,500	26.60%
OmniRide Ridesharing Services/Marketing	\$1,154,200	\$1,163,200	\$1,676,000	\$1,837,100	\$2,025,300	10.24%
OmniRide Local (Local Bus Service)	\$6,502,000	\$6,899,900	\$1,427,100	\$6,405,800	\$12,237,600	91.04%
Local Capital Match	\$2,220,900	\$897,500	\$3,168,500	\$1,397,900	\$2,553,100	82.64%
Vanpool Program	\$1,979,200	\$2,066,300	\$2,016,600	\$2,013,700	\$2,080,800	3.33%
Paratransit	\$183,200	\$166,400	\$166,900	\$2,545,700	\$2,704,700	6.25%
<b>Total PRTC Subsidy Expenditures</b>	<b>\$18,882,300</b>	<b>\$16,761,500</b>	<b>\$13,102,300</b>	<b>\$20,964,200</b>	<b>\$30,077,200</b>	<b>43.47%</b>

### Revenue and Use of Fund Balance

PWC Fuel Tax Revenue (PRTC Estimate)	\$12,749,700	\$13,827,100	\$13,683,100	\$17,636,900	\$16,881,900	(4.28%)
Interest on Fuel Tax	\$20,000	\$10,000	\$5,000	\$5,000	\$0	(100.00%)
PWC Grantor's Tax Contribution	\$0	\$0	\$0	\$0	\$4,650,000	-
PWC Transient Occupancy Tax Contribution	\$0	\$0	\$0	\$0	\$4,500,000	-
PWC General Fund Contribution	\$0	\$0	\$0	\$0	\$700,000	-
Vanpool (net of expenses)	\$0	\$0	\$0	\$0	\$0	-
PWC Contribution for Wheels-to-Wellness	\$0	\$150,000	\$150,000	\$150,000	\$150,000	0.00%
PWC Fuel Tax Trust Fund Balance	\$8,317,360	\$5,231,882	\$2,388,334	\$6,410,647	\$3,195,300	(50.16%)
PWC Operating Fund Balance	\$1,328,900	\$1,092,100	\$0	\$0	\$0	-
(Contribution To)/Use of PWC Fuel Tax Fund Balance	(\$3,533,660)	(\$3,549,582)	(\$3,124,134)	(\$3,238,347)	\$0	(100.00%)
<b>PRTC Subsidy Revenues</b>	<b>\$18,882,300</b>	<b>\$16,761,500</b>	<b>\$13,102,300</b>	<b>\$20,964,200</b>	<b>\$30,077,200</b>	<b>43.47%</b>

	FY21 Adopted	FY22 Adopted	FY23 Adopted	FY24 Adopted	FY25 Adopted	% Change Budget FY24/ Budget FY25
<b>Requested Subsidy by VRE</b>						
VRE Subsidy (Commuter Rail Service)	\$5,930,777	\$5,930,777	\$4,389,276	\$4,924,666	\$5,468,148	11.04%
<b>Total VRE Subsidy Expenditures</b>	<b>\$5,930,777</b>	<b>\$5,930,777</b>	<b>\$4,389,276</b>	<b>\$4,924,666</b>	<b>\$5,468,148</b>	<b>11.04%</b>
PWC Fuel Tax Revenue	\$0	\$0	\$0	\$0	\$0	-
PWC NVTA 30% Funding	\$5,930,777	\$5,930,777	\$4,389,276	\$4,924,666	\$5,468,148	11.04%
<b>Total VRE Subsidy Revenues</b>	<b>\$5,930,777</b>	<b>\$5,930,777</b>	<b>\$4,389,276</b>	<b>\$4,924,666</b>	<b>\$5,468,148</b>	<b>11.04%</b>
<b>PWC Net General Tax Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>-</b>

	FY21 Adopted	FY22 Adopted	FY23 Adopted	FY24 Adopted	FY25 Adopted	% Change Budget FY24/ Budget FY25
<b>Total Subsidy</b>						
Total Subsidy Expenditures	\$24,813,077	\$22,692,277	\$17,491,576	\$25,888,866	\$35,545,348	37.30%
Total Subsidy Revenues & Use of Fund Balance	\$24,813,077	\$22,692,277	\$17,491,576	\$25,888,866	\$35,545,348	37.30%
<b>PWC Net General Tax Support</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>-</b>

# Transit Subsidy

## General Overview

**A. Prince William County (PWC) Budget Allocations to Transit Services** – The following funding allocations are adopted in FY25:

- 1. Motor Vehicle Fuel Tax Revenue** – The budget continues allocation of the 2.1% motor vehicle fuels tax collected by the Department of Motor Vehicles from wholesale fuel distributors and remitted monthly to PRTC. The tax will support the operating and capital expenditures in the PRTC FY2025 Budget. PRTC’s estimated motor fuels tax revenue for FY25 is \$16.9 million. The designation of the motor vehicle fuels tax revenue to PRTC is consistent with prior practice.
- 2. General Property Tax Revenue** – The budget includes a \$0.7 million contribution in general property tax revenue to support the operating and capital expenditures in the PRTC FY2025 Budget.
- 3. Grantor’s Tax Revenue** – The budget includes a contribution of \$4.7 million in grantor’s tax revenue designated for transportation purposes to support the operating and capital expenditures in the PRTC FY2025 Budget.
- 4. Transient Occupancy Tax (TOT) Revenue** – The budget includes a contribution of \$4.5 million in TOT funds designated for public transportation purposes to support the operating and capital expenditures in the PRTC FY2025 Budget.
- 5. Jurisdictional Subsidy to VRE** – The budget includes \$5,468,148 of Northern Virginia Transportation Authority (NVTA) 30% funding to support FY25 operating and capital expenses at VRE. The PWC subsidy amount is approximately 30% of VRE’s total jurisdictional subsidy revenue. This is an increase of \$543,482 from the FY24 adopted amount of \$4,924,666.
- 6. Support for PRTC Wheels-to-Wellness** – The budget includes \$150,000 of TOT funds designated for public transportation purposes to support the Wheels-to-Wellness program. The program is a medical transportation assistance program to help eligible residents access health services and is administered by PRTC through support from community partners including medical service providers and the County.

**B. PRTC FY2025 Budget** – The PRTC FY2025 Budget was approved by the PRTC Board on June 6, 2024. The PRTC budget is based on a PWC total local subsidy increase of \$9.1 million.

The total PWC transit subsidy of \$30.1 million to PRTC is budgeted for the OmniRide Express, OmniRide Local, PRTC Administration, OmniRide Ridesharing Service/Marketing, Vanpool, Paratransit, and Local Capital Match programs. Of this amount, \$16.9 million is funded by PWC fuel tax revenue projected by PRTC, local PWC contribution of \$0.7 million in general property tax revenue, local PWC contribution of \$4.7 million in grantor’s tax revenue, local PWC contribution of \$4.7 million in TOT tax revenue (includes \$0.2 million for Wheels-to-Wellness), and a \$3.2 million net use of PWC fuel tax fund balance. Based on PRTC projections, a \$3.2 million use of PWC fuel tax fund balance in FY25 would fully deplete the fuel tax fund balance.

**C. PRTC Customer Fares** – The PRTC FY2025 Budget maintains a zero-fare for local services and increases daily commuter fares \$2.00 (from \$9.00 to \$11.00) and \$20.00 (from \$265 to \$285) for monthly unlimited passes. This increase will generate \$0.6 million in jurisdictional funding relief and a \$1.6 million offset of state funding.

**D. PRTC Operating Expense Increase** – The PRTC FY2025 Budget increased by \$6.8 million from FY24 to FY25. New services on I-95 and I-66 account for \$6.3 million of the increase and are 100% state funded. The remaining \$0.5 million is the net impact of bus service cost increases in labor and materials and a base service level reduction of 22,700 hours.

**E. PRTC Route Elimination and Reductions** – The table below shows a summary of the eliminated/reduced routes and projected savings.

Route	Daily Platform Hours Saved	Annual Platform Hours Saved	Net Grant Savings	Net Local Savings
Eliminate RS1: South Route 1 to Pentagon	14.21	3,538	\$0	\$416,344
Eliminate 602: Manassas to Pentagon	27.70	6,897	\$0	\$1,167,995
Reduce trips 601: Manassas to State Department	20.13	5,012	\$0	\$726,670
Reduce trips 981: Lake Ridge to Pentagon	10.24	2,550	\$34,250	\$291,791
Reduce buses on 60: Manassas Metro Express	18.35	4,679	\$257,404	\$523,447
<b>Total</b>	<b>90.63</b>	<b>22,676</b>	<b>\$291,654</b>	<b>\$3,126,247</b>

The table below compares the total PRTC budget for FY24 to the PRTC budget for FY25. Note, this table represents the total PRTC budget and therefore reflects total expenditures and revenues for all jurisdictional partners.

# Transit Subsidy

PRTC - FY2024 and FY2025 Budget Comparison				
Budget Category	FY24	FY25	\$ Diff	% Diff
Passenger Revenue	\$7,316,100	\$9,722,200	\$2,406,100	32.9%
State Grants	\$28,942,600	\$29,241,000	\$298,400	1.0%
Federal Grants	\$27,330,700	\$10,018,100	(\$17,312,600)	(63.3%)
Jurisdictional Subsidies	\$22,120,100	\$31,606,600	\$9,486,500	42.9%
Other	\$271,800	\$284,900	\$13,100	4.8%
<b>Total Revenue</b>	<b>\$85,981,300</b>	<b>\$80,872,800</b>	<b>(\$5,108,500)</b>	<b>(5.9%)</b>
Bus Service Contract/Incentives	\$36,929,200	\$43,540,300	\$6,611,100	17.9%
Personnel and Fringe Benefits	\$8,108,100	\$8,503,100	\$395,000	4.9%
Fuel	\$4,992,700	\$4,656,900	(\$335,800)	(6.7%)
Professional Services	\$2,715,000	\$2,619,000	(\$96,000)	(3.5%)
Vanpool	\$1,416,000	\$1,516,000	\$100,000	7.1%
Other Services & Supplies	\$1,151,600	\$1,246,700	\$95,100	8.3%
Facility, Shelter, Equipment Maintenance	\$1,828,200	\$1,693,400	(\$134,800)	(7.4%)
Software Maintenance	\$920,700	\$782,600	(\$138,100)	(15.0%)
Advertising/Printing	\$815,400	\$1,084,000	\$268,600	32.9%
Utilities & Communications	\$835,800	\$875,400	\$39,600	4.7%
<b>Total Operating Expenses</b>	<b>\$59,712,700</b>	<b>\$66,517,400</b>	<b>\$6,804,700</b>	<b>11.4%</b>
Bus Purchases	\$23,203,100	\$11,480,800	(\$11,722,300)	(50.5%)
Bus Rehabilitations	\$184,400	\$422,200	\$237,800	129.0%
Staff/Vanpool Vehicles	\$82,500	\$90,800	\$8,300	10.1%
Hardware/Software	\$313,300	\$332,700	\$19,400	6.2%
Bus Shelters	\$300,000	\$925,900	\$625,900	208.6%
Office Furniture and Equipment	\$0	\$80,100	\$80,100	-
Rehabilitation/Renovation of Admin/Maint Facility	\$2,185,300	\$1,022,900	(\$1,162,400)	(53.2%)
<b>Total Capital Expenses</b>	<b>\$26,268,600</b>	<b>\$14,355,400</b>	<b>(\$11,913,200)</b>	<b>(45.4%)</b>
<b>Total Expenses</b>	<b>\$85,981,300</b>	<b>\$80,872,800</b>	<b>(\$5,108,500)</b>	<b>(5.9%)</b>

**F. VRE FY2025 Budget** – The VRE Operations Board recommended the Proposed VRE FY2025 Budget on December 15, 2023, and forwarded it to NVTC and PRTC for adoption. On January 11, 2024, the PRTC Commissioners adopted the VRE FY2025 Budget and referred it to the local jurisdictions for inclusion in their budget and appropriations in accordance with the VRE Master Agreement.

The adopted FY2025 VRE Operating and Capital Budget totals \$205.7 million. The budget includes a 5% fare increase and projects average workday daily ridership of 8,500 passengers and average Saturday ridership of 1,000 passengers, which results in \$23.0 million of total fare revenue. These projections reflect ongoing ridership trends since the end of the COVID-19 pandemic and remain lower than pre-pandemic figures.

The total jurisdictional contribution of \$18.3 million represents an increase of \$2.3 million over the FY24 Budget amount of \$16.0 million. Copies of the VRE FY2025 Budget may be viewed on the VRE [website](#).

**G. VRE Fares and Fare Policy** – VRE’s FY2025 Budget includes several changes to VRE fares and fare policies:

- 5% increase in passenger fares.
- Making Zone 1-3 promotional \$5.00 flat fare permanent.
- Simplification of the fare structure via elimination of the under-utilized seven-day weekly pass.
- Allowing children 18 and under to ride for free (riders under age 11 currently ride free).
- Restoration of the Amtrak Step-Up ticket program on VRE Mobile only.

# Transit Subsidy

## Program Summary

### PRTC Administration

The PRTC is a multi-jurisdictional agency representing Prince William, Stafford, and Spotsylvania counties, and the Cities of Manassas, Manassas Park, and Fredericksburg. PRTC administration performs executive management, grants management (including federal rail service grants since PRTC is the federal grantee on VRE's behalf), human resources, and financial services as well as legislative support to the 17 PRTC Commissioners.

Key Measures	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
PRTC Commission meetings	11	10	11	11	11
Public hearings	3	4	9	3	3

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>PRTC Administration</b>	<b>\$368</b>	<b>\$334</b>	<b>\$105</b>	<b>\$389</b>	<b>\$404</b>
Employees Paid (PRTC)	48	47	49	55	56
Employees Paid (VRE)	49	53	54	56	58
Vendor checks produced	2,364	2,220	2,272	2,242	2,295
State grants (bus only) expended	\$12.6M	\$14.5M	\$19.3M	\$28.3M	\$29.2M
Federal grants (bus & rail) expended	\$68.5M	\$79.1M	\$66.7M	\$107.5M	\$89.3M
2.1% Motor fuels tax receipts	\$25.2M	\$28.0M	\$31.7M	\$33.9M	\$32.2M
2.1% Motor fuels tax disbursements	\$28.5M	\$28.4M	\$28.9M	\$19.7M	\$28.7M

FY21-FY23 program costs are based on adopted budgets.

### OmniRide Express (Commuter Bus Service)

OmniRide Express provides services from eastern PWC and the Manassas area to points in Northern Virginia and the District of Columbia. In addition to morning and evening commuter service, limited mid-day service is also available.

Key Measures	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
Complaints per 10,000 passenger trips - OmniRide Express	10	8	8	8	9
Farebox recovery - OmniRide Express	8%	12%	12%	18%	23%
Passenger trips per vehicle revenue hour - OmniRide Express	4	9	12	7	7
PWC local subsidy per passenger trip - OmniRide Express	\$4.87	\$6.79	\$4.74	\$5.09	\$5.85

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>OmniRide Express (Commuter Bus Service)</b>	<b>\$6,474</b>	<b>\$5,234</b>	<b>\$4,542</b>	<b>\$6,375</b>	<b>\$8,072</b>
OmniRide Express passenger trips	415,295	771,114	958,689	1,253,691	1,380,140

FY21-FY23 program costs are based on adopted budgets.

# Transit Subsidy

## OmniRide Ridesharing Service/Marketing

With the assistance of an extensive regional database, OmniRide Ridesharing Services matches residents with carpoolers and vanpoolers who have similar commutes and work hours. Carpoolers and vanpoolers have access to HOV lanes that allow them to cruise to work faster and at less expense than driving alone. To encourage development of new vanpools, OmniRide Ridesharing Services also offers a start-up subsidy program.

Key Measures	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
Annual vehicle trips reduced by slugging/carpool/vanpools	3,418,361	3,668,694	3,628,488	3,892,810	4,087,451

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>Ridesharing/Marketing:</b>	<b>\$1,154</b>	<b>\$1,163</b>	<b>\$1,676</b>	<b>\$1,837</b>	<b>\$2,025</b>
Carpool, vanpool, slugging trips	1,127,992	6,171,001	1,771,663	6,532,872	1,865,807
Vanpool passenger trips	-	-	-	-	605,603
PWC local subsidy per passenger trip - Vanpool	-	-	-	-	\$3.40
Customer inquiries handled by customer service staff	93,529	61,184	55,125	73,421	71,400

FY21-FY23 program costs are based on adopted budgets.

## OmniRide Local (Local Bus Service)

OmniRide Local provides local bus service to the communities of Dale City, Manassas and Manassas Park, Dumfries (including Quantico), and Woodbridge/Lake Ridge. The buses operate on a "flexroute" system that allows for deviation of up to ¾ mile away from the route.

Key Measures	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
Complaints per 10,000 passenger trips - OmniRide Local	10	4	3	5	5
Farebox recovery - OmniRide Local	0%	2%	0%	0%	0%
Passenger trips per vehicle revenue hour - OmniRide Local	5	7	10	10	9
PWC local subsidy per passenger trip - OmniRide Local	\$13.78	\$15.46	\$2.31	\$8.76	\$18.26

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>OmniRide Local (Local Bus Service)</b>	<b>\$6,502</b>	<b>\$6,900</b>	<b>\$1,427</b>	<b>\$6,406</b>	<b>\$12,238</b>
OmniRide Local passenger trips	306,481	446,349	618,054	731,483	670,138

FY21-FY23 program costs are based on adopted budgets.

# Transit Subsidy

## Local Capital Match

PRTC purchases capital items such as OmniRide Express and OmniRide Local buses, facilities, support vehicles, and shop equipment using a combination of federal and state grants. Local capital match is the PWC contribution required as a condition of receiving the federal or state grant.

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>Local Capital Match</b>	<b>\$2,221</b>	<b>\$898</b>	<b>\$3,169</b>	<b>\$1,398</b>	<b>\$2,553</b>

FY21-23 program costs are based on adopted budgets.

## Vanpool

PRTC is the administrative home for a regional vanpool incentive program. This program collects mileage driven from vanpools and submits it to the National Transit Database where it increases PRTC's share of federal transit formula funding. Net program earnings are used to support the County's bus expenses reducing the strain on the 2.1% motor fuels tax.

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>Vanpool Program</b>	<b>\$1,979</b>	<b>\$2,066</b>	<b>\$2,017</b>	<b>\$2,014</b>	<b>\$2,081</b>

FY21-FY23 program costs are based on adopted budgets.

## Paratransit

OmniRide Local provides service to support the requirements of the Americans with Disabilities Act to provide "complementary paratransit" service to people with disabilities who cannot use the fixed route bus service because of a disability. The program supports both eastern and western service areas.

Key Measures	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
Complaints per 10,000 passenger trips - Para/Micro Service	-	-	-	-	2
Farebox recovery - Para/Micro Service	-	-	-	-	0%
Passenger trips per vehicle revenue hour - Para/Micro Service	-	-	-	-	3
PWC local subsidy per passenger trip - Para/Micro Service	-	-	-	-	\$19.47

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>Paratransit/Microtransit Program</b>	<b>\$183</b>	<b>\$166</b>	<b>\$167</b>	<b>\$2,546</b>	<b>\$2,705</b>
Paratransit/Microtransit Service passenger trips	-	-	-	-	138,895

FY21-FY23 program costs are based on adopted budgets.

# Transit Subsidy

## VRE (Commuter Rail Service)

The VRE is a transportation partnership of the NVTC and PRTC, the counties of Fairfax, Prince William, Stafford, Spotsylvania, and Arlington and the cities of Manassas, Manassas Park, Fredericksburg, and Alexandria. VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City, and downtown Washington, D.C.

Key Measures	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
Trips on-time	91%	87%	84%	90%	90%
Cost recovery ratio	9%	13%	15%	30%	22%
Passenger trips per vehicle revenue hour	7	12	19	28	26
Local subsidy (all jurisdictions) per passenger trip	\$53.56	\$5.79	\$9.24	\$6.37	\$8.41

Program Activities & Workload Measures <i>(Dollar amounts expressed in thousands)</i>	FY21 Actuals	FY22 Actuals	FY23 Actuals	FY24 Adopted	FY25 Adopted
<b>VRE (Commuter Rail Service)</b>	<b>\$5,931</b>	<b>\$5,931</b>	<b>\$4,389</b>	<b>\$4,925</b>	<b>\$5,468</b>
VRE passenger trips	341,662	821,828	1,466,480	2,510,000	2,177,000

FY21-FY23 program costs are based on adopted budgets. The FY22 amended VRE subsidy amount is \$1,542,501.