

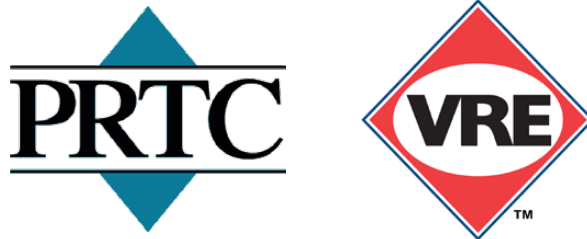
Transit Subsidy

Transit Service in Prince William County

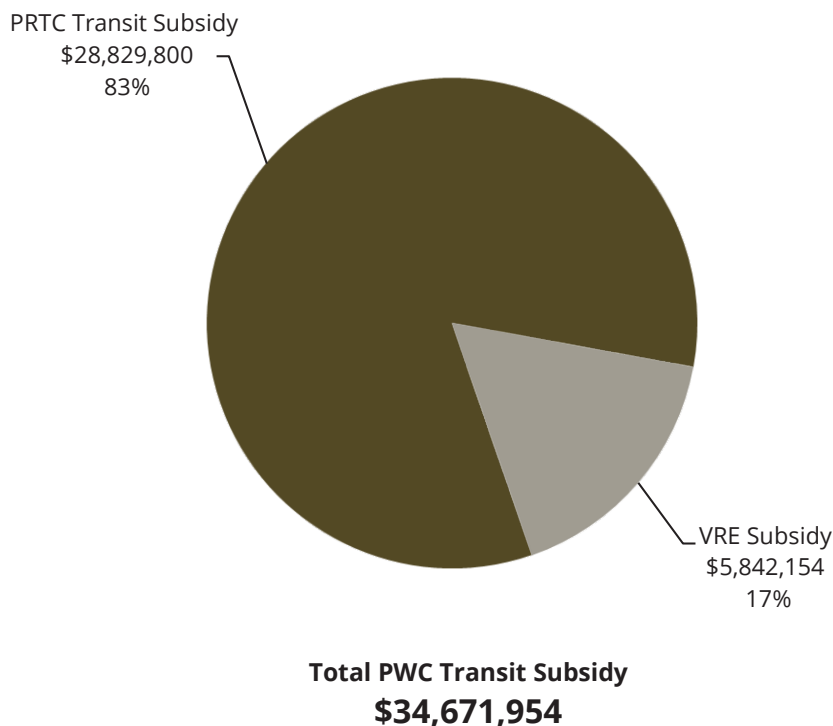
The Potomac and Rappahannock Transportation Commission (PRTC) is a multi-jurisdictional agency representing Prince William, Stafford, and Spotsylvania Counties, and the Cities of Manassas, Manassas Park, and Fredericksburg. Located in Virginia about 25 miles southwest of Washington, D.C., PRTC provides commuter bus service along the 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 and vre.org.



FY2026 Transit Subsidy



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



	FY22 Adopted	FY23 Adopted	FY24 Adopted	FY25 Adopted	FY26 Proposed	% Change Budget FY25/ Budget FY26
PWC PRTC Transit Subsidy						
PRTC Administration	\$334,100	\$104,900	\$388,600	\$404,200	\$327,400	(19.00%)
OmniRide Express (Commuter Bus Service)	\$5,234,100	\$4,542,300	\$6,375,400	\$8,071,500	\$8,201,300	1.61%
OmniRide Ridesharing Services/Marketing	\$1,163,200	\$1,676,000	\$1,837,100	\$2,025,300	\$2,357,600	16.41%
OmniRide Local (Local Bus Service)	\$6,899,900	\$1,427,100	\$6,405,800	\$12,237,600	\$12,538,200	2.46%
Local Capital Match	\$897,500	\$3,168,500	\$1,397,900	\$2,553,100	\$591,700	(76.82%)
Vanpool Program	\$2,066,300	\$2,016,600	\$2,013,700	\$2,080,800	\$2,121,000	1.93%
Paratransit	\$166,400	\$166,900	\$2,545,700	\$2,704,700	\$2,692,600	(0.45%)
Total PRTC Subsidy Expenditures	\$16,761,500	\$13,102,300	\$20,964,200	\$30,077,200	\$28,829,800	(4.15%)

Revenue and Use of Fund Balance

PWC Fuel Tax Revenue (PRTC Estimate)	\$13,827,100	\$13,683,100	\$17,636,900	\$16,881,900	\$17,581,500	4.14%
Interest on Fuel Tax	\$10,000	\$5,000	\$5,000	\$0	\$0	-
PWC Grantor's Tax Contribution	\$0	\$0	\$0	\$4,650,000	\$5,900,000	26.88%
PWC Transient Occupancy Tax Contribution	\$0	\$0	\$0	\$4,500,000	\$3,523,024	(21.71%)
PWC General Fund Contribution	\$0	\$0	\$0	\$700,000	\$0	(100.00%)
PWC Contribution for Wheels-to-Wellness	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	0.00%
PWC Fuel Tax Trust Fund Balance	\$5,231,882	\$2,388,334	\$6,410,647	\$3,195,300	\$1,675,276	(47.57%)
PWC Operating Fund Balance	\$1,092,100	\$0	\$0	\$0	\$0	-
(Contribution To)/Use of PWC Fuel Tax Fund Balance	(\$3,549,582)	(\$3,124,134)	(\$3,238,347)	\$0	\$0	-
PRTC Subsidy Revenues	\$16,761,500	\$13,102,300	\$20,964,200	\$30,077,200	\$28,829,800	(4.15%)

	FY22 Adopted	FY23 Adopted	FY24 Adopted	FY25 Adopted	FY26 Proposed	% Change Budget FY25/ Budget FY26
Requested Subsidy by VRE						
VRE Subsidy (Commuter Rail Service)	\$5,930,777	\$4,389,276	\$4,924,666	\$5,468,148	\$5,842,154	6.84%
Total VRE Subsidy Expenditures	\$5,930,777	\$4,389,276	\$4,924,666	\$5,468,148	\$5,842,154	6.84%
PWC NVTA 30% Funding	\$5,930,777	\$4,389,276	\$4,924,666	\$5,468,148	\$5,842,154	6.84%
Total VRE Subsidy Revenues	\$5,930,777	\$4,389,276	\$4,924,666	\$5,468,148	\$5,842,154	6.84%
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	-

	FY22 Adopted	FY23 Adopted	FY24 Adopted	FY25 Adopted	FY26 Proposed	% Change Budget FY25/ Budget FY26
Total Subsidy						
Total Subsidy Expenditures	\$22,692,277	\$17,491,576	\$25,888,866	\$35,545,348	\$34,671,954	(2.46%)
Total Subsidy Revenues & Use of Fund Balance	\$22,692,277	\$17,491,576	\$25,888,866	\$35,545,348	\$34,671,954	(2.46%)
PWC Net General Tax Support	\$0	\$0	\$0	\$0	\$0	-

Transit Subsidy

General Overview

A. Prince William County (PWC) Budget Allocations to Transit Services – The following funding allocations are proposed in FY26:

- 1. Motor Vehicle Fuel Tax Revenue** – The proposed 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 FY2026 Budget. PRTC's estimated motor fuels tax revenue for FY26 is \$17.6 million. The designation of the motor vehicle fuels tax revenue to PRTC is consistent with prior practice.
- 2. Grantor's Tax Revenue** – The proposed budget includes a contribution of \$5.9 million in grantor's tax revenue designated for transportation purposes to support the operating and capital expenditures in the PRTC FY2026 Budget.
- 3. Transient Occupancy Tax (TOT) Revenue** – The proposed budget includes a contribution of \$3.5 million in TOT funds designated for public transportation purposes to support the operating and capital expenditures in the PRTC FY2026 Budget.
- 4. Jurisdictional Subsidy to VRE** – The proposed budget includes \$5.8 million of Northern Virginia Transportation Authority (NVTA) 30% funding to support FY26 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 \$0.3 million from the FY25 adopted amount of \$5.5 million.
- 5. Support for PRTC Wheels-to-Wellness** – The proposed budget includes \$150,000 of Transient Occupancy Tax 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 FY2026 Budget – The Proposed PRTC FY2026 Budget was presented to the Commission on December 5, 2024 and the Commission authorized the referral of PRTC's proposed budget for consideration by member localities. PRTC's proposed budget is based on a PWC total local subsidy decrease of \$1.2 million.

The total PWC transit subsidy request of \$28.8 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, \$17.6 million is funded by PWC fuel tax revenue projected by PRTC, local PWC contribution of \$5.9 million in grantor's tax revenue, local PWC contribution of \$3.7 million in TOT tax revenue (includes \$0.2 million for Wheels-to-Wellness), and a \$1.7 million net use of PWC fuel tax fund balance. Based on PRTC projections, a \$1.7 million use of PWC fuel tax fund balance in FY26 would fully deplete the fuel tax fund balance.

The table on the next page compares the total PRTC budget for FY25 to the PRTC budget for FY26. Note, this table represents the total PRTC budget and therefore reflects total expenditures and revenues for all jurisdictional partners.

Transit Subsidy

PRTC - FY2025 and FY2026 Budget Comparison				
Budget Category	FY25	FY26	\$ Diff	% Diff
Passenger Revenue	\$9,722,200	\$8,449,600	(\$1,272,600)	(13.1%)
State Grants	\$29,241,000	\$20,011,800	(\$9,229,200)	(31.6%)
Federal Grants	\$10,018,100	\$13,535,000	\$3,516,900	35.1%
Jurisdictional Subsidies	\$31,606,600	\$30,247,900	(\$1,358,700)	(4.3%)
Other	\$284,900	\$288,000	\$3,100	1.1%
Total Revenue	\$80,872,800	\$72,532,300	(\$8,340,500)	(10.3%)
Bus Service Contract/Incentives	\$43,540,300	\$40,631,400	(\$2,908,900)	(6.7%)
Personnel and Fringe Benefits	\$8,503,100	\$8,805,000	\$301,900	3.6%
Fuel	\$4,656,900	\$5,030,800	\$373,900	8.0%
Professional Services	\$2,619,000	\$2,715,300	\$96,300	3.7%
Vanpool	\$1,516,000	\$1,516,000	\$0	0.0%
Other Services & Supplies	\$1,246,700	\$1,303,700	\$57,000	4.6%
Facility, Shelter, Equipment Maintenance	\$1,693,400	\$1,705,300	\$11,900	0.7%
Software Maintenance	\$782,600	\$834,100	\$51,500	6.6%
Advertising/Printing	\$1,084,000	\$1,214,800	\$130,800	12.1%
Utilities & Communications	\$875,400	\$886,500	\$11,100	1.3%
Total Operating Expenses	\$66,517,400	\$64,642,900	(\$1,874,500)	(2.8%)
Bus Purchases	\$11,480,800	\$7,300,000	(\$4,180,800)	(36.4%)
Bus Rehabilitations	\$422,200	\$0	(\$422,200)	(100.0%)
Staff/Vanpool Vehicles	\$90,800	\$0	(\$90,800)	(100.0%)
Hardware/Software	\$332,700	\$368,100	\$35,400	10.6%
Bus Shelters	\$925,900	\$25,900	(\$900,000)	(97.2%)
Office Furniture and Equipment	\$80,100	\$0	(\$80,100)	-
Rehabilitation/Renovation of Admin/Maint Facility	\$1,022,900	\$195,400	(\$827,500)	(80.9%)
Total Capital Expenses	\$14,355,400	\$7,889,400	(\$6,466,000)	(45.0%)
Total Expenses	\$80,872,800	\$72,532,300	(\$8,340,500)	(10.3%)

C. **VRE FY2026 Budget** – The VRE Operations Board recommended the Proposed VRE FY2026 Budget on December 20, 2024, and forwarded it to NVTC and PRTC for adoption. On January 16, 2025, the PRTC Commissioners adopted the VRE FY2026 Budget and referred it to the local jurisdictions for inclusion in their budget and appropriations in accordance with the VRE Master Agreement.

The adopted VRE budget is balanced, with no funding gap. The FY2026 budget includes a total jurisdictional subsidy contribution of \$19.8 million. Ridership revenue is forecasted to be \$20.1 million based on a projected weekday average daily ridership of 8,000 and 32 daily weekday revenue trains and a projected 1,000 average daily riders for the planned inaugural Saturday service of 12 revenue trains.

Copies of the VRE FY2026 Budget may be viewed on the VRE [website](#).