



## What Would PRTC Bus Service Look Like if More Service Cuts were Necessary?

PRTC's proposed FY17 budget includes service reductions netting \$1.4 million in savings, cutting 70 daily service hours, and losing 125,000 annual passenger trips. Proposed service cuts were a compilation of reductions considered least harmful to riders and the transit system. If additional funding from Prince William County and/or the Commonwealth does not fully materialize, major additional service cuts will be necessary- any further reductions would cause great harm and would affect even the most productive services.

To realize an additional \$1.4 million of net savings it would be necessary to cut another 140 hours of service. The following type of service reductions would be required and would result in the loss of about 350,000 additional annual passenger trips.

- Eliminate all OmniRide service between the Lindendale Commuter Lot and the Dale City commuter lot. This would further crowd commuter lots along the Dale City routes, most of which are already at capacity.
- Eliminate Route 1 OmniLink. Passengers would need to use Dumfries and Woodbridge OmniLink routes to travel the Route 1 corridor. Route 1 between Neabsco Mills Road and Opitz Boulevard and the Town of Quantico would no longer be served. Remaining routes would be overcrowded.
- Eliminate Manassas and Manassas Park OmniLink routes. Only transit options would be peak period OmniRide and Metro Direct and every two hour Cross County service. The City of Manassas Park would have no service.
- Eliminate Montclair service. Trips would only serve the over-capacity 234 commuter lot.
- Eliminate at least 10 OmniRide trips. Other trips would be overcrowded.
- Reduce Cross County Connector frequency. Buses would run every two hours and service would end at 8 PM, severely restricting access to employment and services.
- Reduce peak frequency and span of service for remaining OmniLink routes. Service would end at 8 PM severely restricting access to employment, education and services for riders in the Woodbridge, Dale City and Dumfries areas. Further overcrowding will result.

*Should PRTC need to implement additional cost reductions with net savings of more than another \$800,000, traditional commuter services would be reconfigured to serve Metrorail and remaining local bus services would be eliminated. Paradoxically, state-funded transit services, such as Woodbridge to Tysons and Mark Center routes, and newly implemented I-95 and I-66 routes would operate as traditional commuter services.*