



The State of Public Transportation in Northern Virginia

Kate Mattice
Executive Director

Scott Kalkwarf
*Director of Finance and
Administration*

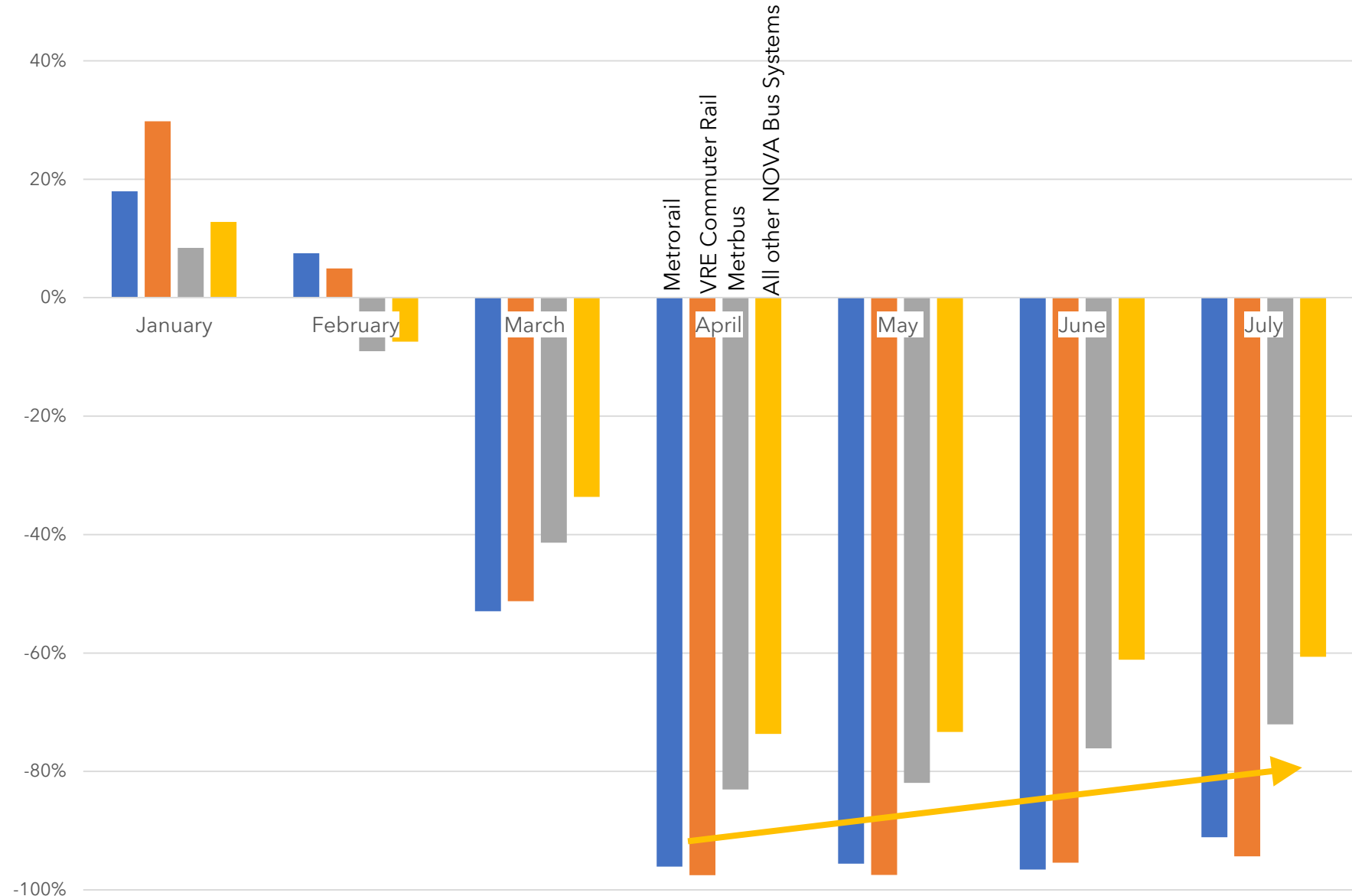
Outline

- **Current Trends and Actions**
- **Commuter Travel and Outlook**
- **Rider Perception and Challenges**
- **Transit Revenue Outlook**

**Early in 2020,
NOVA transit
ridership was
trending above
2019.**

**Stay-at-home
orders affected
ridership on all
transit services,
but not equally.**

Percent Change in Ridership 2019-2020, by Service Type



**Transit
provided the
essential
service for
the region's
essential
workers.**

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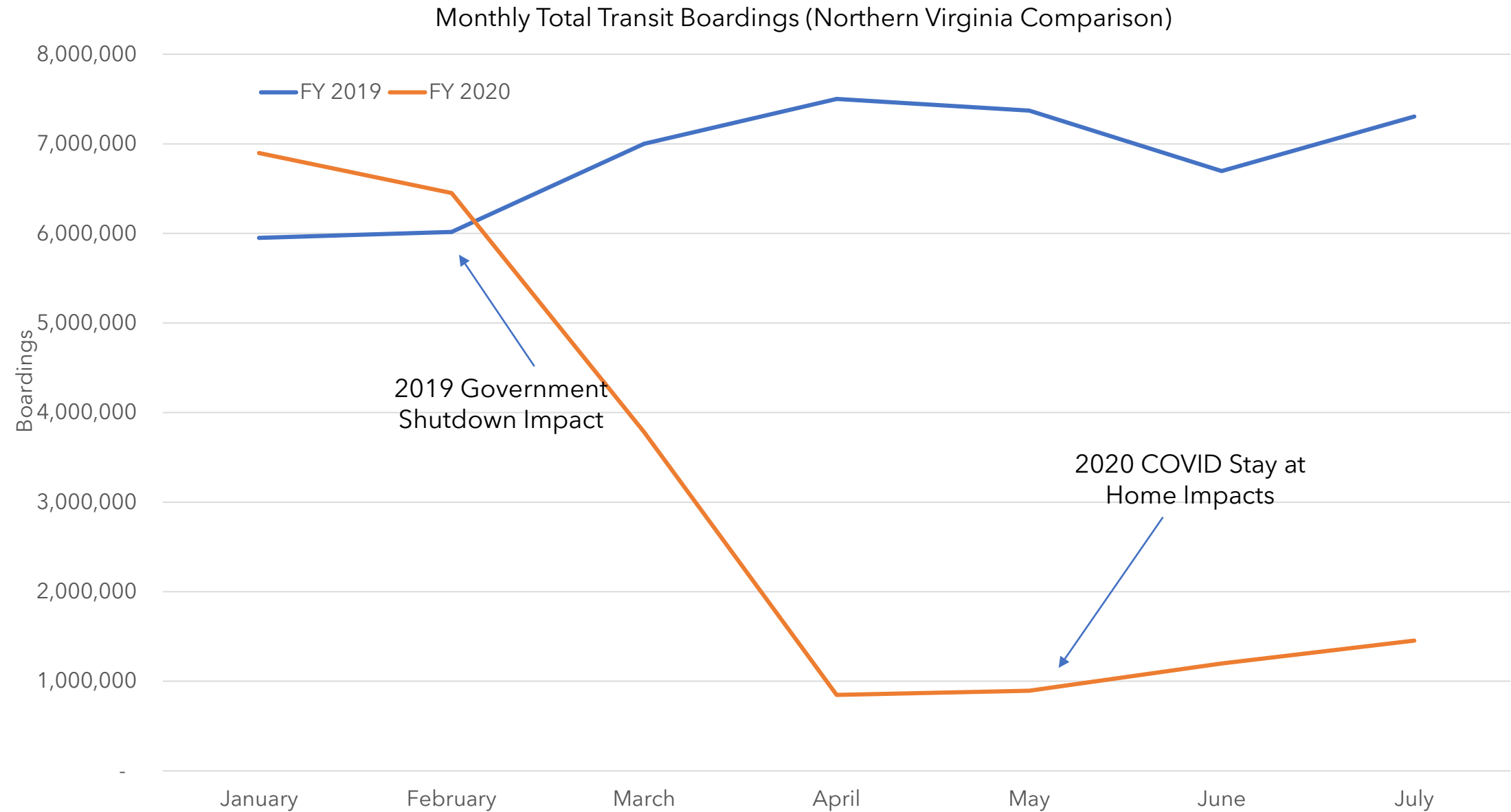
Initial Service Changes

- Continued key routes to essential workplaces
- Rightsized service to respond to ridership needs, operator safety
- Eliminated front-door boarding on buses / reduced “touch” opportunities

Enhanced Safety Measures

- Stepped up cleaning
- Social distancing markings
- Driver safety shields
- Contactless boarding
- Mask requirements

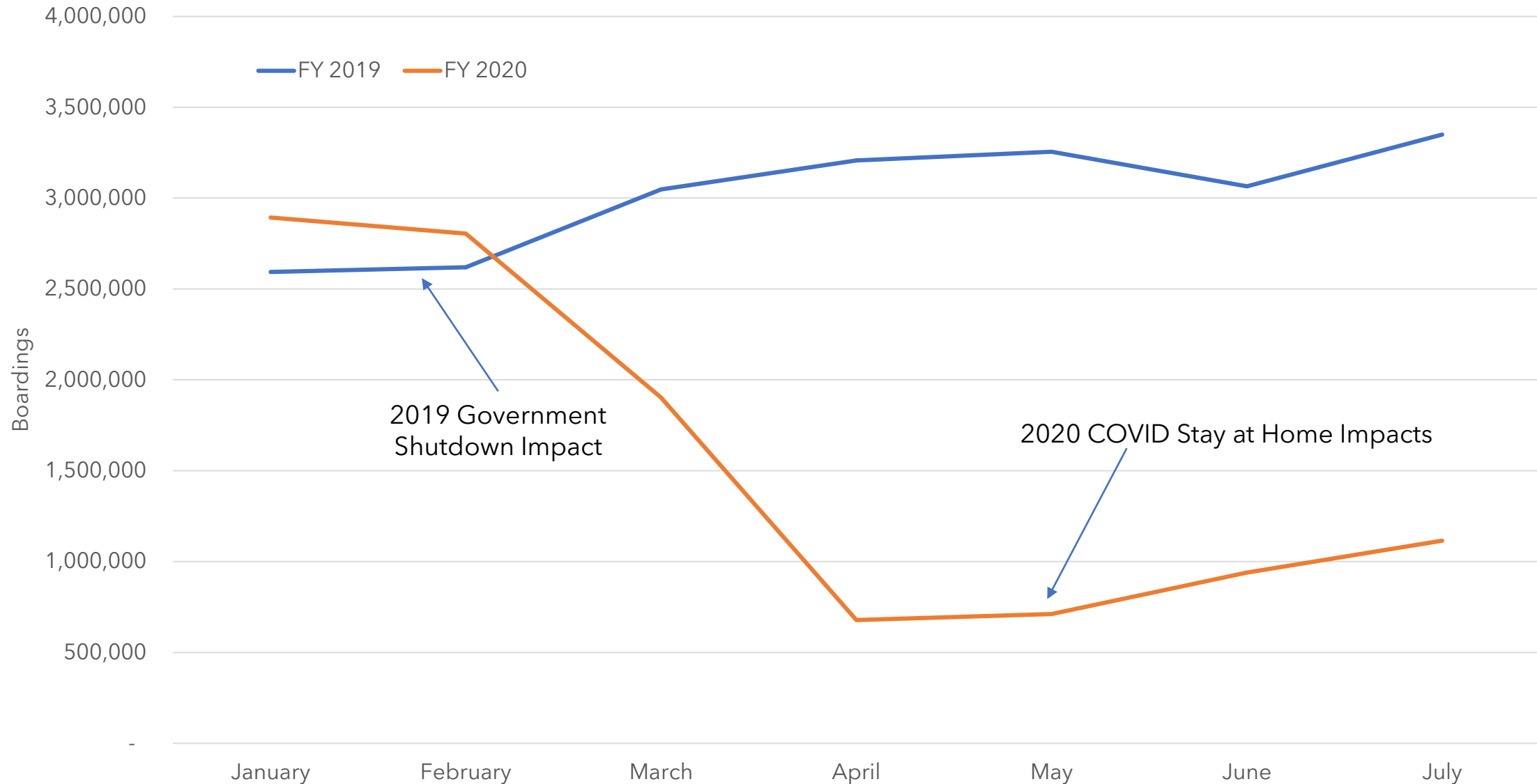
Transit Boardings have already declined 26.3M from 2019 to 2020



Source: Department of Rail and Public Transportation <https://olga.drpt.virginia.gov>

Bus boardings show a less dramatic decline (10M from 2019 to 2020)

Monthly Total Bus Transit Boardings Northern Virginia Comparison



More transit options are coming online.

Worker and rider safety will continue to be top priorities.

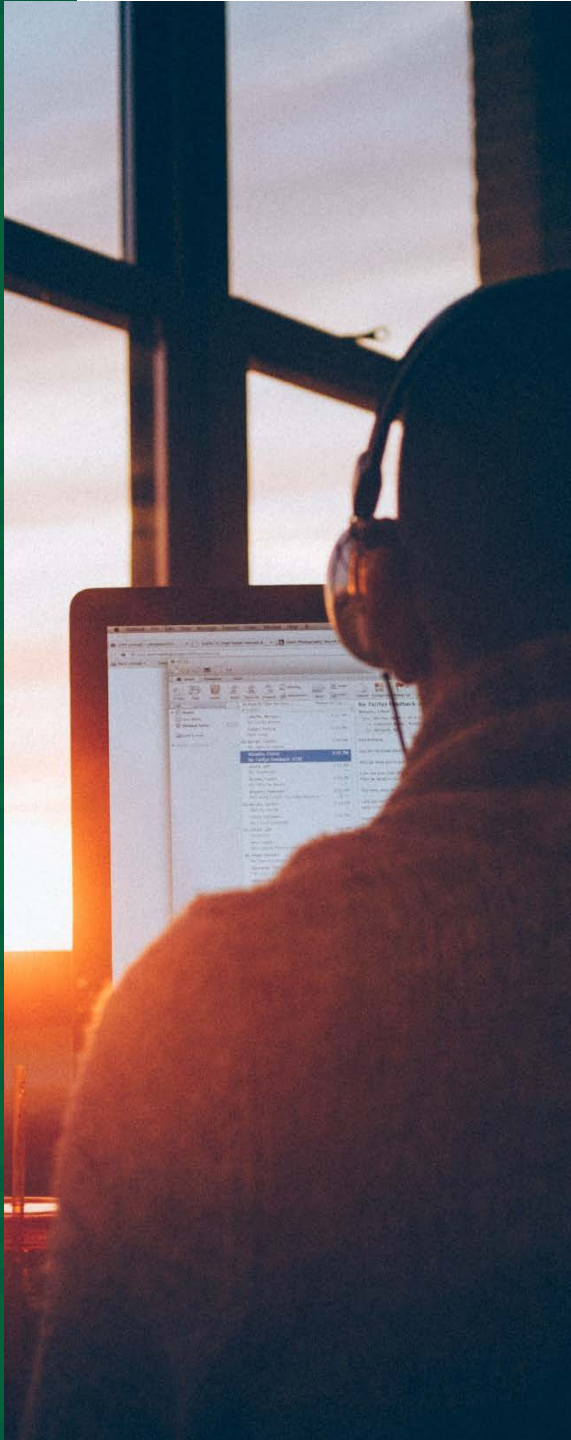
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- Metrorail and Metrobus moved to near-normal service in August
- Dunn Loring and Vienna Metrorail stations reopen September 8 (end of Platform Improvement Project)
- Fairfax Connector returned to full service this past weekend (August 29)
- ART returned to near-normal service in August
- DASH to return to 80% of service September 13

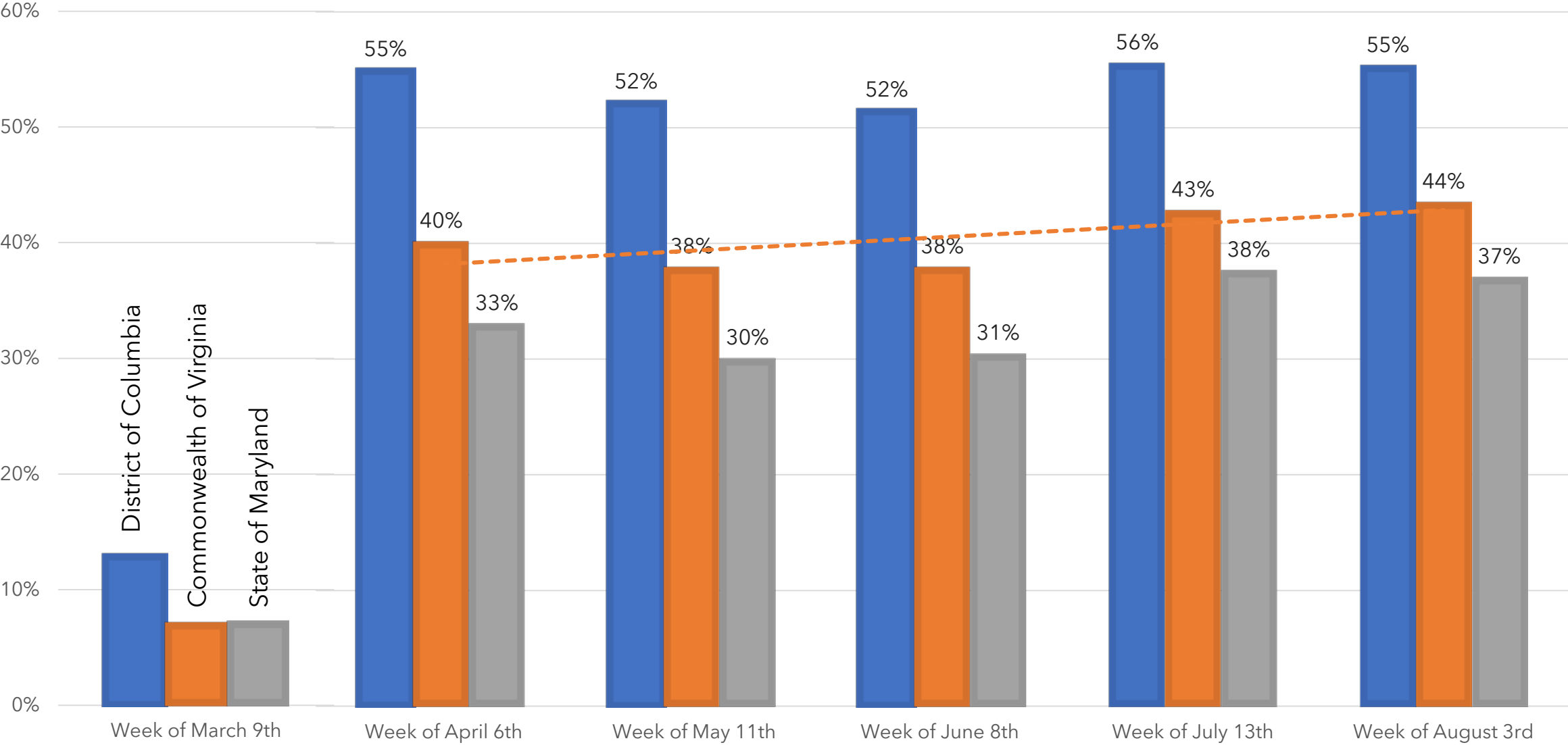
But increased work-from- home will affect our travel networks

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- Commuter travel represents 66% of weekday transit trips in Northern Virginia
- Pre-COVID, regional telework was consistent at 10% of commuters (TPB Household Travel Survey)
- Telework is not even across income levels
 - Typical options are in higher income brackets (>\$50,000 household income)
- Impact of telework is not even across transit modes
- Non-work transit travel is still affected

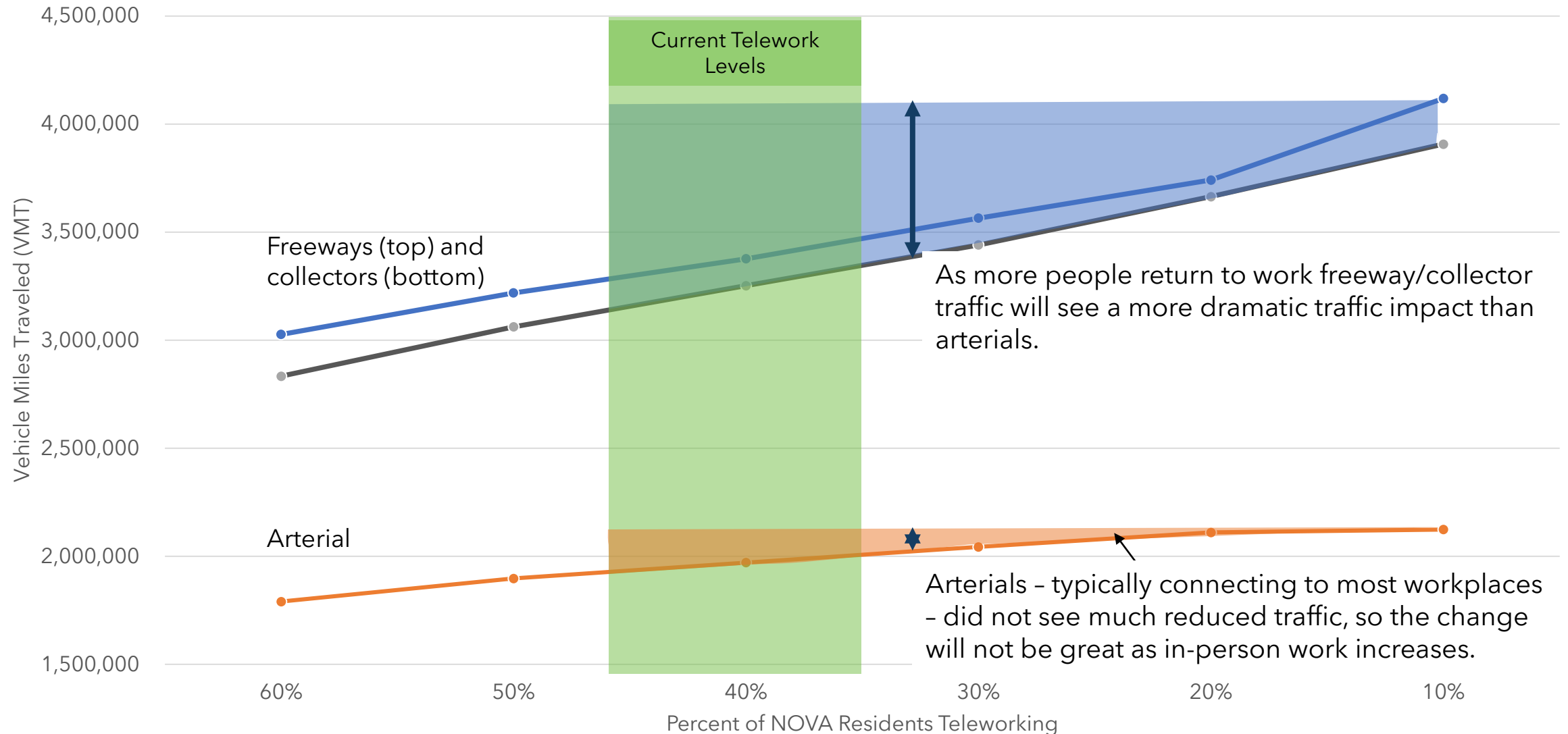
Working from Home Trends



Source: University of Maryland COVID-19 Impact Analysis <https://data.covid.umd.edu/>

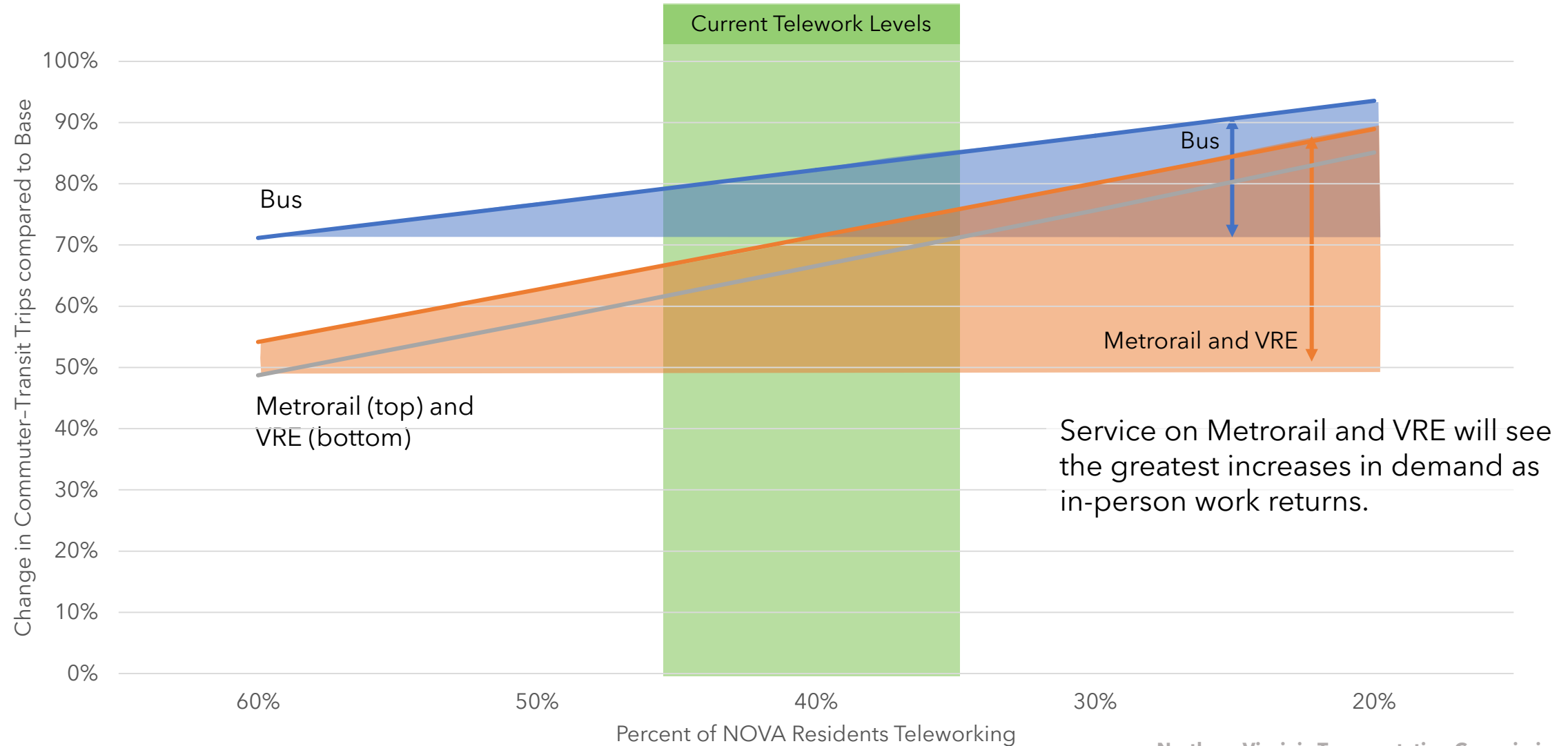
Level of Telework does affect NOVA Roadways differently

Sensitivity Test Results for Northern Virginia Morning Peak Period Vehicle Miles Traveled (VMT)



Which can translate into different impact by transit type

Percent Change in Northern Virginia Commute Transit Trips by Type, Compared to Base



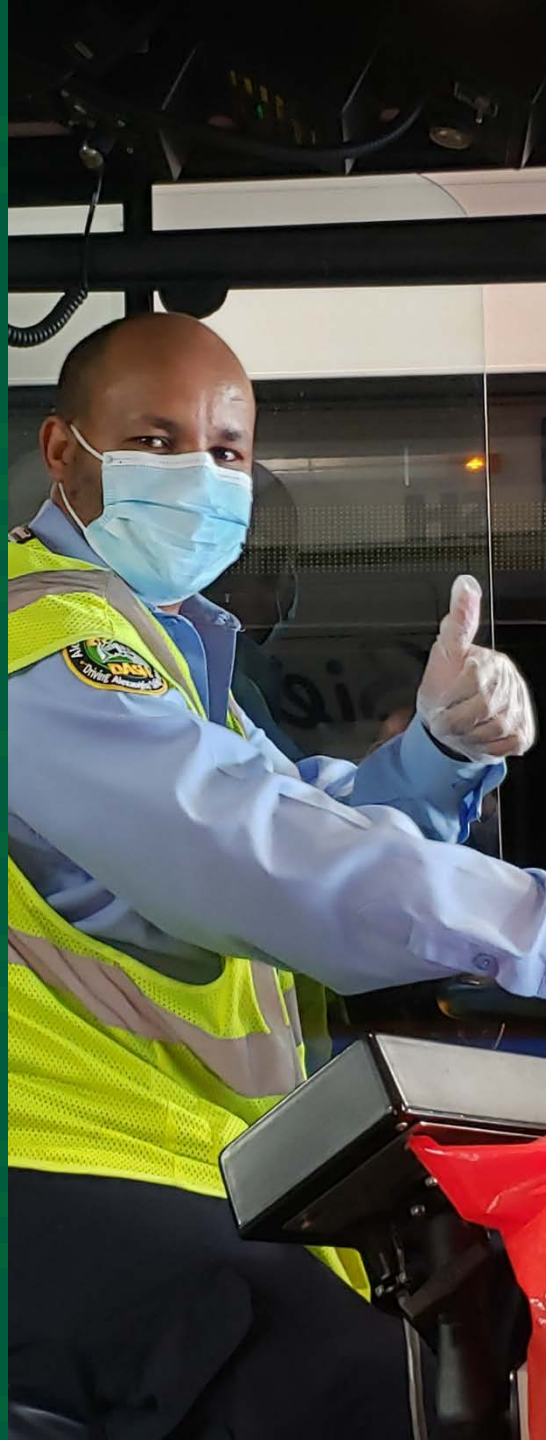
Perceptions of safety on transit will continue to affect ridership

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- Early CDC guidance cautioned against transit use but was found to be baseless, if masks/distancing required
- National surveys still show riders have concern with returning to transit
- Cleaning protocols, spacing and ventilation appear to be greatest rider concerns
- Marketing/communication efforts will vital to improving confidence

NOVA transit services are ready to welcome back riders



- Transit need may morph and change, but it is still too early to predict
- All systems continually review and refine their service plans, but it does take time
- Fare revenues are important to the operational health of all transit systems
- Restoring confidence in riding will be important
- Aligning service with safe capacity and needs will continue to be important



Transit Revenue Sources

Revenue through NVTC

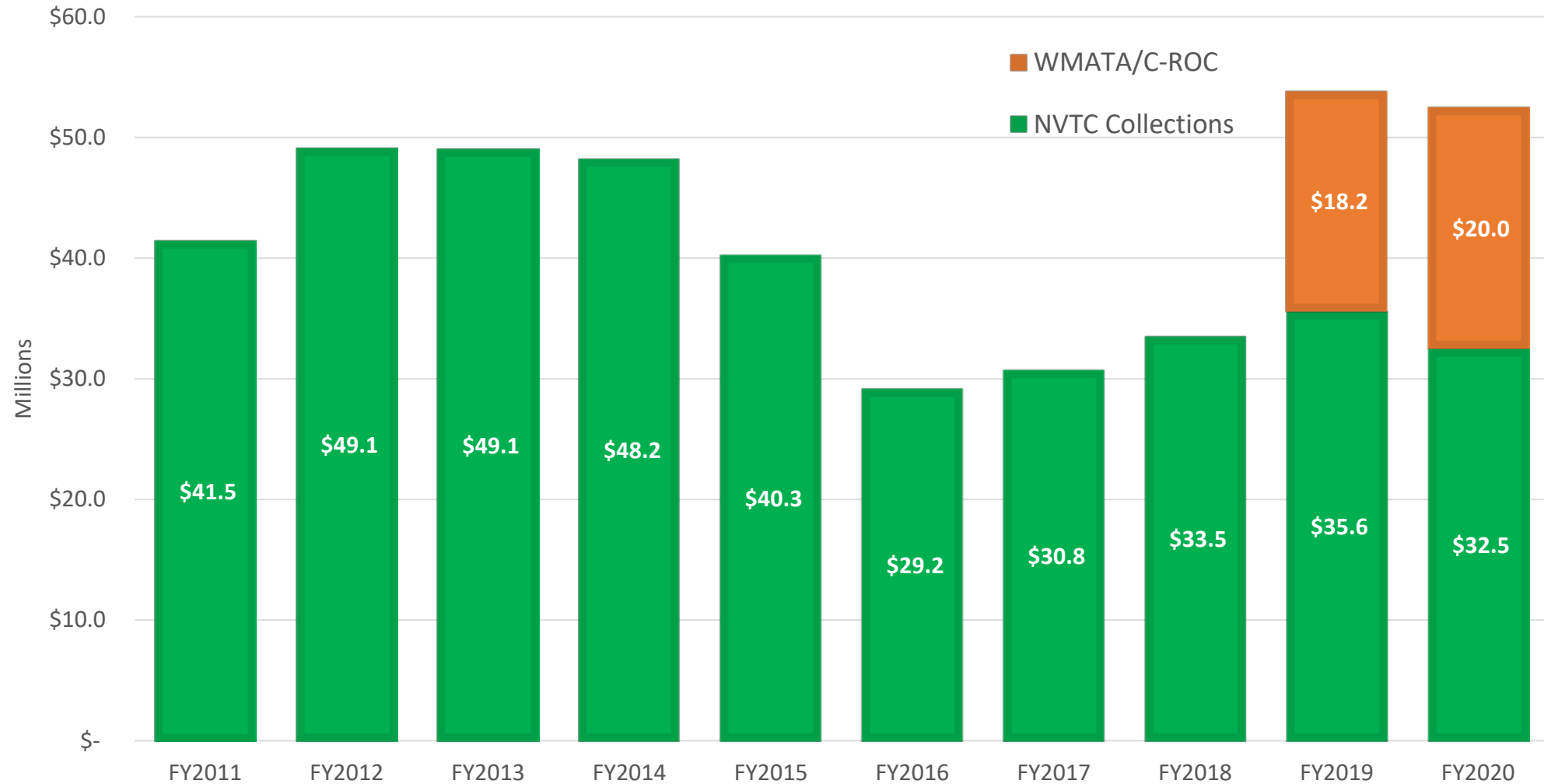
- Regional Motor Fuels Tax
- DRPT Capital and Operating Assistance
- Commuter Choice I-66
- Commuter Choice I-395/95
- NVTC General and Administrative Budget

Revenue Direct to WMATA

- DRPT WMATA Capital Fund - Dedicated Funding
- DRPT PRIIA Match

NVTC Regional Motor Fuels Tax

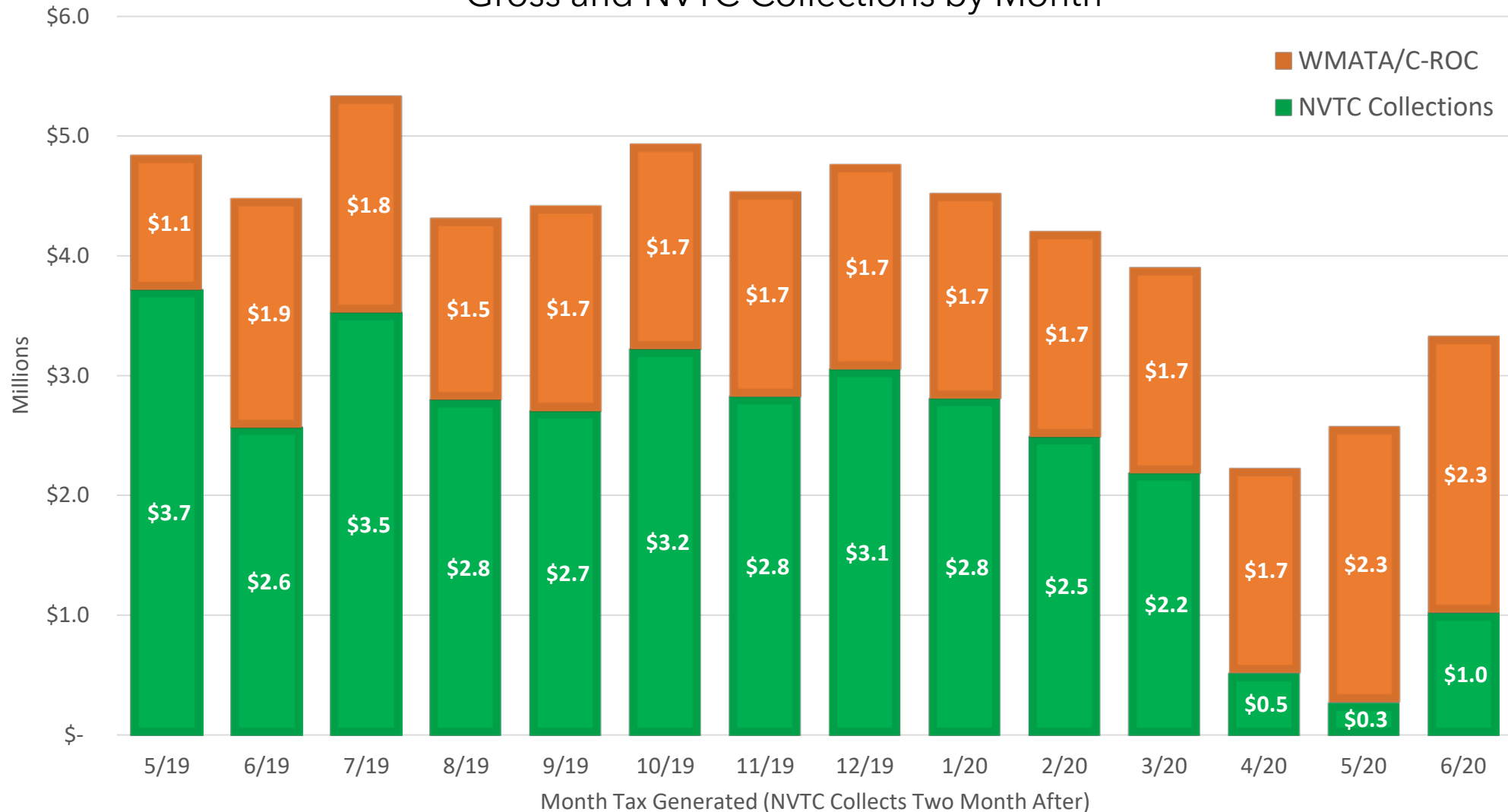
Gross and NVTC Collections by Fiscal Year



Source: NVTC/Department of Motor Vehicles

NVTC Regional Motor Fuels Tax

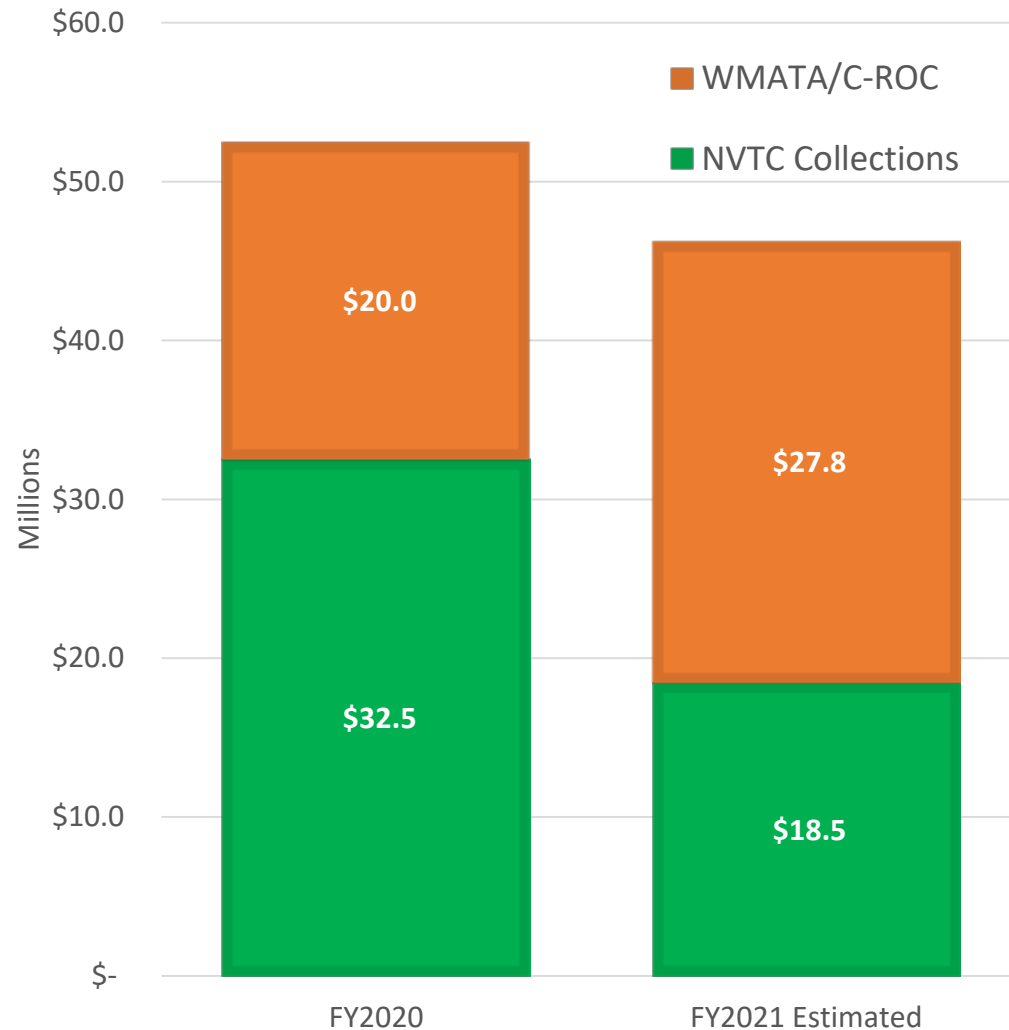
Gross and NVTC Collections by Month



Source: NVTC / DMV

NVTC Regional Motor Fuels Tax

FY2021 Estimated Gross and NVTC Collections

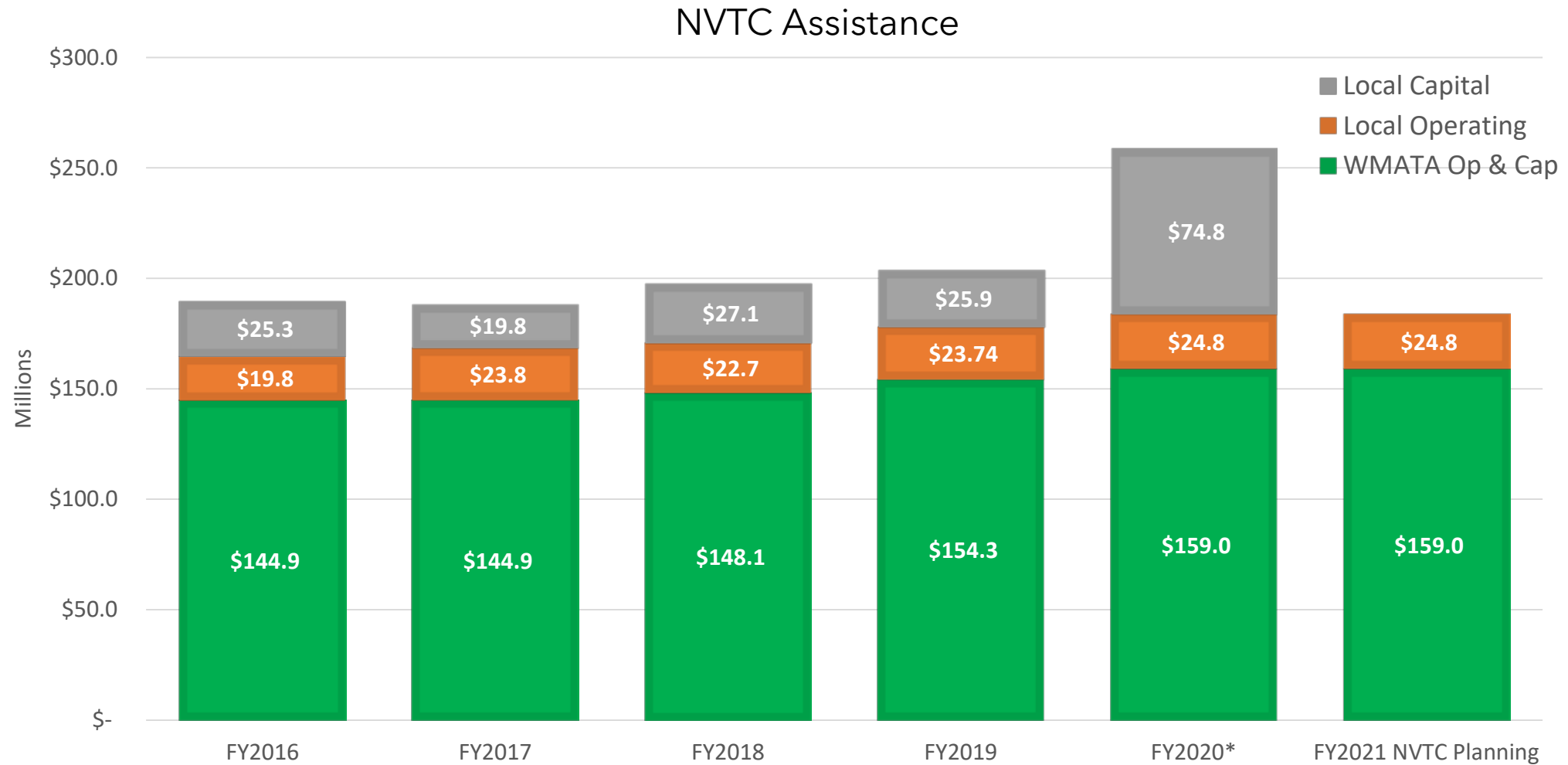


- DMV does not prepare revenue projections of the regional motor fuels tax
- Assuming state-wide motor fuels tax revenue projections can be applied to the NVTC regional tax, gross revenue would decrease by about \$6 million
- Withholding for WMATA & C-ROC Funds:

	<u>FY2020</u>	<u>FY2021</u>
WMATA Capital Fund	\$ 14.4	\$ 22.2
VRE C-ROC Fund	5.6	5.6
	<u>\$ 20.0</u>	<u>\$ 27.8</u>

Source: NVTC / DMV

DRPT Capital and Operating Assistance



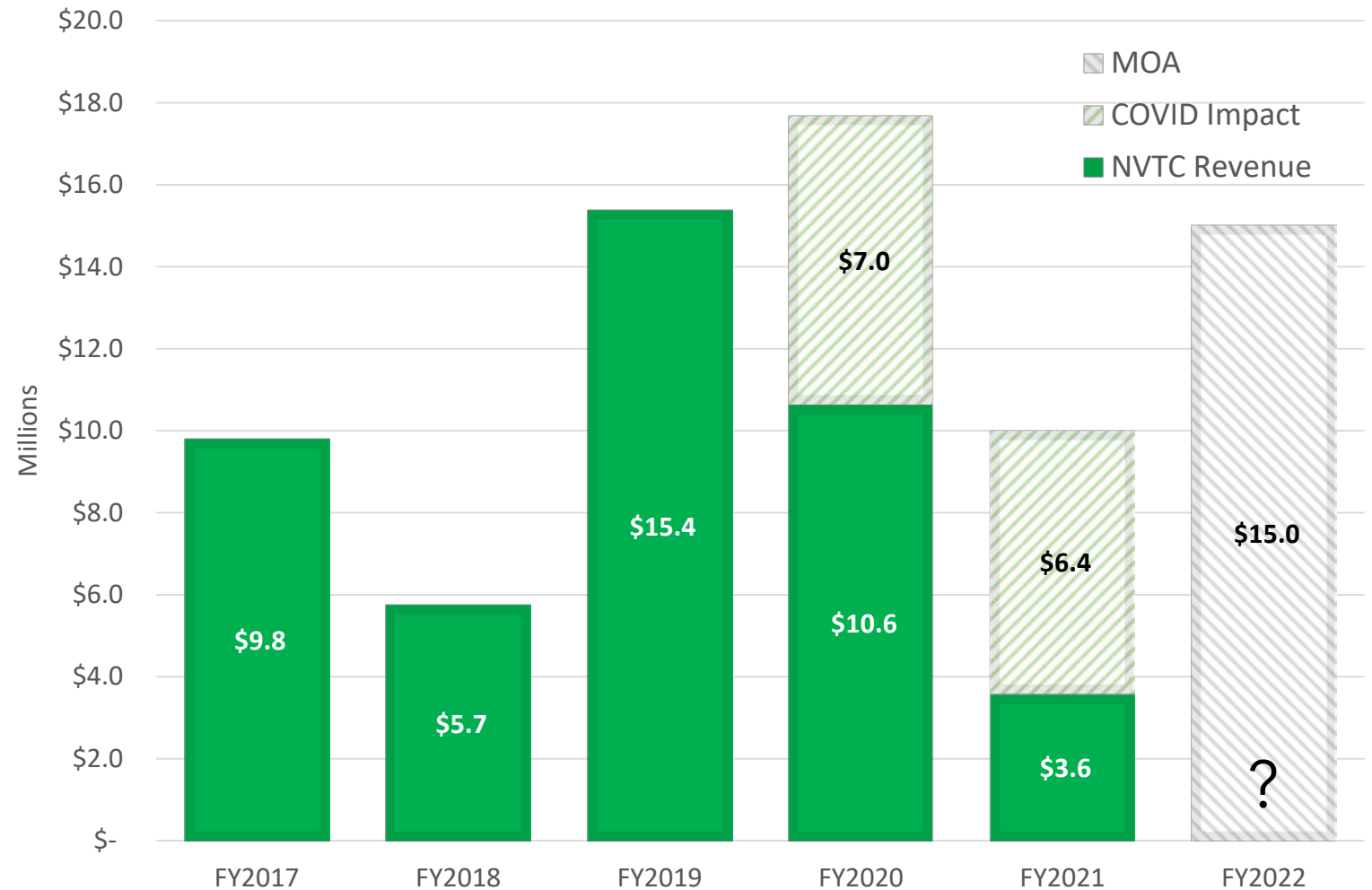
*Table does not include \$2.9M in FY2020 supplemental crisis funding for local operations

Source: NVTC / DRPT SYIP



Commuter Choice I-66

Revenue by Fiscal Year



Other Areas We are Monitoring

1. GA Special Session impact on State Funding
2. Commuter Choice I-395/95
 - MOA anticipates \$15M+ escalation each year
 - Revenues are based upon toll collections by Transurban
3. Other DRPT WMATA Funding
 - Dedicated Capital Funding (\$154.5M Budgeted)
 - Proportional dedicated funding by Maryland and DC
 - State PRIIA Match (\$50M budgeted)
4. NVT A 30% Funding
 - Used by many localities to support WMATA and local transit operations
5. Federal Formula Programs and Relief Funding
 - FAST Act to expire Sept 30th
 - CARES Act funding being expended by WMATA, VRE, PRTC





Questions

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