

**TO:** Chair Cristol and NVTC Commissioners

**FROM:** Kate Mattice, Dan Goldfarb, PE, and Dinah Girma

**DATE:** September 24, 2020

**SUBJECT:** Transit Resource Center

At the October meeting the Commission will receive an update on the FY 2020 4<sup>th</sup> Quarter Transit Performance, FY 2020 Year-To-Date (YTD) 4<sup>th</sup> Quarter Parking Utilization and the FY 2020 Annual Transit Performance Report. The update will highlight changes in ridership and review changes to transit operations across Northern Virginia due to the COVID-19 public health emergency.

### A. FY 2020 4th Quarter (April through June) Transit Ridership Report and Service Changes

The [FY 2020 4<sup>th</sup> Quarter Metrorail Ridership and Parking Data Report](#) (April to June 2020 compared to April to June 2019) is the second reporting period to capture the impact of the COVID-19 on the area's transit systems.

Compared to 4<sup>th</sup> quarter of FY 2019, the impacts of ridership on non-Metrorail modes is very noticeable as Virginia stay-at-home orders and mandatory telework that began in mid-March continued. The result was an overall 78% decrease in ridership, resulting in 8,424,369 fewer transit trips for the regional transit providers.

**Table 1: Transit Boardings in Virginia by System**

System	4 <sup>th</sup> Quarter FY 2019	4 <sup>th</sup> Quarter FY 2020	% Change
Arlington Transit	757,592	270,818	-64%
Alexandria DASH	982,546	230,328	-77%
Fairfax County Connector	2,190,369	808,704	-63%
Fairfax City CUE	149,867	50,675	-66%
Loudoun County Transit	473,303	37,464	-91%
OmniRide	627,495	90,386	-86%
Virginia Railway Express	1,207,191	38,322	-97%
Metrobus	4,346,111	851,845	-71%
Metro Access	89,499	21,095	-76%
<b>Total</b>	<b>10,824,006</b>	<b>2,399,637</b>	<b>-78%</b>

Source: OLGA and WMATA

Table 2 shows Weekday, Saturday and Sunday average boardings were down significantly due to the pandemic.

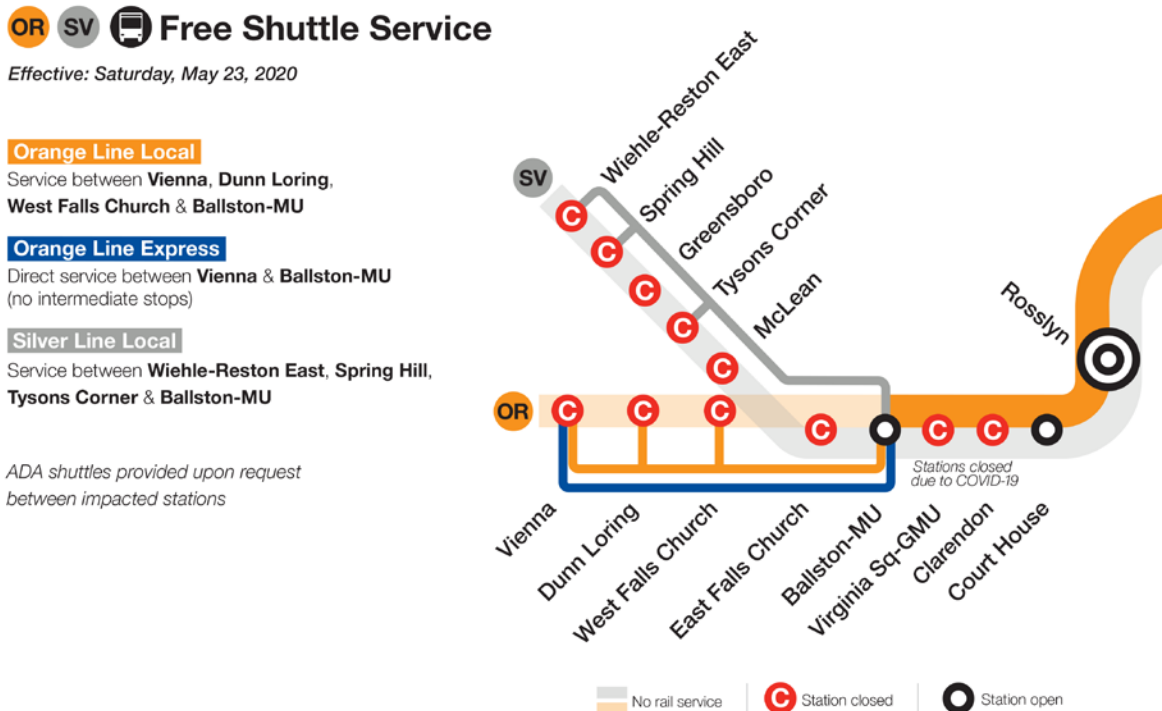
**Table 2: WMATA Metrorail Virginia Station Entries**

	4 <sup>th</sup> Quarter FY 2019	4 <sup>th</sup> Quarter FY 2020	% Change
Weekday Average	146,047	7,393	-95%
Saturday Average	61,686	4,146	-93%
Sunday Average	41,523	3,115	-92%
<b>Total</b>	<b>10,834,786</b>	<b>574,939</b>	<b>-95%</b>

Source: WMATA

However, as shown in Figure 1, during FY 2020 Q4 WMATA closed nine Virginia Metrorail stations to take advantage of reduced ridership during the pandemic and to better coordinate two major Virginia Metro capital projects: rebuilding station platforms along the Orange Line and connecting Silver Line Phase 2 to the existing Metrorail system. In order to address service needs that still existed, free express and local bus service were provided between closed stations.

**Figure 1: Stations Closed During 2020 Platform Improvement Project**



Source: WMATA

## B. FY 2020 4<sup>th</sup> Quarter Parking Utilization Report

Table 3 provides an overview of average weekday parking utilization for FY 2020 year to date. Therefore, parking lot closures or reductions in capacity are not fully represented in the lot capacity, especially for middle of the month or temporary work closures. The objective of the utilization data is to provide a metric to understand the parking dynamics and provide an overall snapshot of how the parking facilities are operating at the station located in Northern Virginia. Since COVID-19, parking facility usage decreased by 25% (in parallel with ridership decreases) and as people drove less and increased telework.

**Table 3: WMATA Virginia Parking Facility Usage (Average Weekday) – 4<sup>th</sup> Quarter FY 2020**

Station	2019 Capacity	2019 % Usage	2019 Average	2020 Capacity	2020 % Usage	2020 Average	% Change (2019-2020)
Huntington*	2,732	72%	1,967	2,732	59%	1,612	-18%
West Falls Church	2,009	54%	1,085	1,275	46%	587	-46%
Dunn Loring	1,964	44%	864	1,964	38%	746	-14%
Vienna**	4,719	72%	3,398	4,240	56%	2,374	-30%
Franconia	5,069	55%	2,788	5,069	36%	1,825	-35%
Van Dorn	361	100%	361	361	59%	213	-41%
East Falls Church	422	115%	485	422	81%	342	-30%
Wiehle-Reston East	2,300	93%	2,139	2,300	92%	2,116	-1%
<b>Total<sup>1</sup></b>	<b>19,576</b>	<b>76%</b>	<b>13,087</b>	<b>18,363</b>	<b>58%</b>	<b>9,815</b>	<b>-25%</b>

Source: WMATA

\*Huntington South Garage closed August 2018

\*\*Garage rehab at Vienna, 450 spaces; Vienna Lot 1, 479 spaces were closed as of 3/15/20

<sup>1</sup>Starting on March 15, surface parking lots closed East Falls Church, West Falls Church and Vienna Stations for “pre-construction” activity in preparation for Metro 2020 summer shutdown on the Orange Line. Paid Parking was suspended as of April 5, 2020.

## C. FY 2020 Annual Transit Performance Report

The FY 2020 Annual Transit Performance Report provides an overview of the transit ridership trends during FY 2020. Prior to COVID-19 and the sudden increase in teleworking, transit ridership overall for all modes was trending 5% higher in FY 2020 compared to the same period in FY 2019. However, the public health emergency has hit the transit ridership particularly hard resulting in a FY 2020 overall reduction of 24% compared to FY 2019. The sections below provide a snapshot of the impact of COVID-19 on transit providers in Northern Virginia.

### ▪ FY 2020 Regional Transit Performance Trends

Starting in March, transit ridership dropped dramatically. By the summer, the ridership started to increase slightly. Typically transit moves over a quarter million people on an average day in Northern Virginia. Although this year has been impacted greatly by COVID-19, the amount of people moved daily by transit in FY 2020 is still approximately equal to the daily traffic volume on I-395, an indication that transit is still a vital and effective transportation service even during the pandemic.

Prior to COVID-19, FY 2020 showed a 4% increase for bus in Northern Virginia compared to FY 2019. Since COVID-19, bus ridership declined by over 75% for those months.

- FY 2020 Revenue Miles

The impacts of COVID-19 resulted in a drop in ridership and for most systems a decrease in service operated. Only CUE continued to operate similar levels of service during this period. As ridership is slowly returning, systems have been increasing levels of service.

- FY 2020 System-Specific Trends

#### *Metrorail*

Weekday ridership is influenced greatly by commuter travel. The weekday average ridership is approximately twice the Saturday or Sunday average ridership. Prior to COVID-19, ridership showed a slight increase of 2%. Since COVID-19 overall weekday ridership has dropped close to 40%, due to the increase in telework. The weekend ridership has significantly decreased as well as a result of COVID-19.

#### *VRE*

Prior to COVID-19, the Virginia Railway Express experienced strong ridership and train utilization. VRE service – which operates on weekdays, primarily in the morning and evening commuter periods – carries close to 10% of the transit riders in Northern Virginia. Since COVID-19, VRE ridership a decreased by over 90%.

#### *ART*

Unlike other bus systems in Northern Virginia, ART ridership peaked in FY 2017. Recent ridership levels started to show a return to higher levels. Prior to COVID-19, ART showed a greater than 10% increase in ridership. Since COVID-19 there has been over 50% drop in ridership.

#### *CUE*

CUE ridership had been stabilizing since a high in 2015. Prior to COVID-19, CUE was holding steady with ridership similar to FY 2019. Since COVID-19, CUE saw a 60% decline in ridership. CUE has maintained the same level of service during this period in anticipation of ridership returning.

#### *DASH*

DASH has the third largest bus ridership in Northern Virginia. Prior to COVID-19, DASH showed over a 10% increase in ridership compared to the same period in FY 2019. Since COVID-19, FY 2020 showed an approximately 70% decline in ridership.

#### *Fairfax Connector*

Fairfax Connector carries the second highest number of bus riders in Northern Virginia. Prior to COVID-19, Fairfax Connector showed stable ridership to the same period in FY 2019. Since COVID-19, Fairfax Connector showed the lowest percent reduction in ridership compared to other systems.

*Loudoun County Transit*

Loudoun County Transit had experienced consistent ridership levels with only modest variation over the past five years. Prior to COVID-19, Loudoun County Transit showed an approximately 10% increase in ridership for FY 2020. Since COVID-19, Loudoun County Transit has had one of the highest drops in ridership, likely a function of increased telework and similar to other commuter-based services.

*Metrobus*

Metrobus carries the majority of bus riders in Northern Virginia. Service and ridership have declined since FY 2016, but recent trends show ridership stabilizing. Prior to COVID-19, ridership in FY 2020 was holding steady at FY 2019 levels. Since COVID-19, overall Metrobus for the fiscal year has experienced a 24% decrease in FY 2020 ridership in Virginia, when compared to FY 2019.

*OmniRide*

In the past OmniRide showed a decline in riders, much of that is due to local service versus long haul commuter bus service. Prior to COVID-19, ridership showed an increase of 4% for FY 2020. Since COVID-19, OmniRide showed one of the highest decreases in ridership, likely a function of increased telework similar to other commuter-based services.

## FY 2020 Q4 Metrorail Ridership and Parking Data



Figure 1: Virginia Metrorail Ridership by Station, Change from FY 2019 Q4 to FY 2020 Q4

Station	
East Falls Church	-100%
Virginia Square	-100%
Arlington Cemetery	-100%
Van Dorn	-100%
Clarendon	-100%
McLean	-100%
Greensboro	-100%
Eisenhower Avenue	-99%
Wiehle-Reston East	-98%
Vienna	-97%
West Falls Church	-97%
Tysons Corner	-97%
Dunn Loring	-97%
Crystal City	-96%
Pentagon	-96%
Rosslyn	-95%
Court House	-94%
Spring Hill	-94%
Pentagon City	-94%
National Airport	-94%
Ballston	-89%
Braddock Road	-88%
Franconia Springfield	-86%
King Street	-85%
Huntington	-83%

Source: WMATA. Ridership is based on station entries

**Note:** The following stations were closed during FY 2020 Q4 due the Summer 2020 Platform Improvement Program: Vienna, Dunn Loring, West Falls Church, East Falls Church, Wiehle-Reston East, Spring Hill, Greensboro, Tysons Corner, and McLean. These additional stations were closed due to COVID-19: Virginia Square-GMU, Clarendon, Eisenhower Ave., and Van Dorn St.



**Table 1: Metrorail Ridership by Station in Virginia  
4<sup>th</sup> Quarter FY 2020**

Line/Station	Year	April	May	June	Total	Percent Change FY19 - FY20
<b>Silver</b>						
Greensboro	FY19	36,004	36,927	39,196	112,127	-99.5%
	FY20	233	129	183	545	
McLean	FY19	54,237	56,443	58,505	169,185	-99.7%
	FY20	192	180	117	489	
Spring Hill	FY19	31,536	31,918	37,159	100,613	-94.1%
	FY20	3,295	2,597	2	5,894	
Tysons Corner	FY19	97,024	99,234	101,228	297,486	-96.9%
	FY20	5,017	4,252	74	9,343	
Wiehle-Reston East	FY19	214,125	210,257	201,795	626,177	-97.8%
	FY20	7,417	5,966	168	13,551	
<b>Total Silver Line</b>	<b>FY19</b>	<b>432,926</b>	<b>434,779</b>	<b>437,883</b>	<b>1,305,588</b>	<b>-97.7%</b>
	<b>FY20</b>	<b>16,154</b>	<b>13,124</b>	<b>544</b>	<b>29,822</b>	
<b>Orange</b>						
Dunn Loring	FY19	97,995	100,719	98,367	297,081	-96.9%
	FY20	5,205	4,031	-	9,236	
West Falls Church	FY19	71,679	65,071	63,433	200,183	-96.9%
	FY20	3,537	2,709	-	6,246	
Vienna	FY19	235,018	229,044	227,087	691,149	-98.1%
	FY20	7,087	5,998	-	13,085	
<b>Total Orange Line</b>	<b>FY19</b>	<b>404,692</b>	<b>394,833</b>	<b>388,887</b>	<b>1,188,412</b>	<b>-97.6%</b>
	<b>FY20</b>	<b>15,829</b>	<b>12,738</b>	<b>-</b>	<b>28,567</b>	
<b>Silver/Orange</b>						
Ballston	FY19	248,796	247,355	246,100	742,251	-88.9%
	FY20	15,687	21,483	45,184	82,354	
Clarendon	FY19	124,538	124,586	121,673	370,797	-99.8%
	FY20	79	22	521	622	
Court House	FY19	169,837	170,595	164,176	504,608	-94.3%
	FY20	7,379	8,253	12,991	28,623	
East Falls Church	FY19	104,444	104,928	102,943	312,315	-100.0%
	FY20	-	-	-	-	
Rosslyn	FY19	355,878	349,464	343,887	1,049,229	-94.9%
	FY20	13,779	15,228	24,326	53,333	
Virginia Square	FY19	101,207	99,916	98,255	299,378	-99.9%
	FY20	24	23	401	448	
<b>Total</b>	<b>FY19</b>	<b>1,104,700</b>	<b>1,096,843</b>	<b>1,077,034</b>	<b>3,278,577</b>	<b>-95.0%</b>
	<b>FY20</b>	<b>36,948</b>	<b>45,010</b>	<b>83,423</b>	<b>165,381</b>	

Line/Station	Year	April	May	June	Total	Percent Change FY19 - FY20
<b>Blue</b>						
Arlington Cemetery	FY19	54,453	50,844	52,058	157,355	-99.9%
	FY20	78	41	71	190	
Franconia	FY19	171,090	118,437	-	289,527	-86.1%
Springfield	FY20	10,007	11,740	18,385	40,132	
Van Dorn	FY19	66,579	49,189	-	115,768	-99.6%
	FY20	24	13	424	461	
<b>Total</b>	<b>FY19</b>	<b>292,122</b>	<b>218,470</b>	<b>52,058</b>	<b>562,650</b>	<b>-92.8%</b>
	<b>FY20</b>	<b>10,109</b>	<b>11,793</b>	<b>18,880</b>	<b>40,782</b>	
<b>Yellow</b>						
Eisenhower Avenue	FY19	50,106	36,890	-	86,996	-99.3%
	FY20	127	44	444	615	
Huntington	FY19	169,921	128,534	-	298,455	-82.8%
	FY20	15,113	16,196	20,022	51,331	
<b>Total</b>	<b>FY19</b>	<b>220,027</b>	<b>165,424</b>	<b>-</b>	<b>385,451</b>	<b>-86.5%</b>
	<b>FY20</b>	<b>15,240</b>	<b>16,240</b>	<b>20,466</b>	<b>51,946</b>	
<b>Blue/Yellow</b>						
Braddock Road	FY19	115,777	85,795	-	201,572	-88.1%
	FY20	6,257	7,196	10,565	24,018	
Crystal City	FY19	293,628	303,113	322,941	919,682	-95.9%
	FY20	9,798	11,204	16,321	37,323	
King Street	FY19	181,405	131,917	-	313,322	-84.5%
	FY20	13,248	14,833	20,505	48,586	
National Airport	FY19	175,926	192,047	213,824	581,797	-93.7%
	FY20	10,102	10,606	16,025	36,733	
Pentagon	FY19	314,941	348,914	411,668	1,075,523	-95.5%
	FY20	13,336	14,676	20,599	48,611	
Pentagon City	FY19	347,604	341,975	332,632	1,022,211	-93.8%
	FY20	14,095	16,588	32,487	63,170	
<b>Total</b>	<b>FY19</b>	<b>1,429,281</b>	<b>1,403,761</b>	<b>1,281,065</b>	<b>4,114,107</b>	<b>-93.7%</b>
	<b>FY20</b>	<b>66,836</b>	<b>75,103</b>	<b>116,502</b>	<b>258,441</b>	
<b>Total Virginia Stations</b>	FY19	<b>3,883,748</b>	<b>3,714,112</b>	<b>3,236,927</b>	<b>10,834,787</b>	<b>-94.7%</b>
	FY20	<b>161,116</b>	<b>174,008</b>	<b>239,815</b>	<b>574,939</b>	

Source: WMATA. Ridership is based on station entries



**Note:** The following stations were closed during FY 2020 Q4 due the Summer 2020 Platform Improvement Program: Vienna, Dunn Loring, West Falls Church, East Falls Church, Wiehle-Reston East, Spring Hill, Greensboro, Tysons Corner, and McLean. These additional stations were closed due to COVID-19: Virginia Square-GMU, Clarendon, Eisenhower Ave., and Van Dorn St.



Figure 2: Virginia Metrorail Parking Utilization by Station, FY 2020 Year to Date

