



Northern Virginia Transportation Commission

NVTC



Thinking Outside the Car Since 1964

Public Transit Investments Yield Powerful Returns

Statement of Gerry Connolly
Chairman, Northern Virginia Transportation Commission

CTB FY 2008-2013 SIX YEAR IMPROVEMENT PROGRAM
FALL TRANSPORTATION MEETING

--Fairfax County Government Center--
--November 1, 2006--



NVTC is...



- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million.
- The agency manages over \$120 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit www.thinkoutsidethecar.org.



Northern Virginia's Transit Systems



Potomac and Rappahannock
Transportation Commission



More Places. More Often. More Columbia Pike.





Transit is very popular in Northern Virginia



- Annual transit ridership in Northern Virginia is up 7 percent in the last year and 17 percent since FY 2002.
- For local bus systems alone, ridership has increased 46 percent since FY 2002 showing a strong upward trend.
- Almost every transit system in NoVA has seen double digit growth in ridership since FY 2002 and many have done so in the past year.



Transit is very popular in Northern Virginia



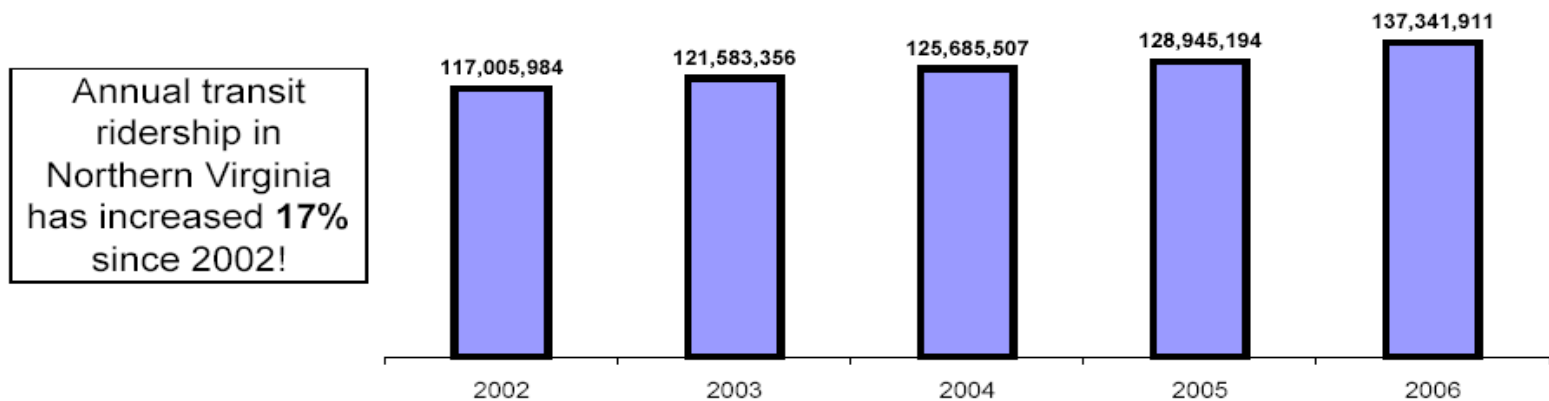
NORTHERN VIRGINIA ANNUAL TRANSIT RIDERSHIP, FY 2005 - FY 2006

Transit Provider	FY 2005 Passenger Trips	FY 2006 Passenger Trips	Ridership Growth (FY2005-2006)
Metrorail (Northern Virginia)	89,624,272	94,642,466	6%
Metrobus (Northern Virginia)	19,314,871	20,899,080	8%
Fairfax Connector	8,474,143	9,529,056	12%
Virginia Railway Express	3,745,382	3,640,000	-3%
Alexandria DASH Bus	3,323,021	3,556,486	7%
PRTC OMNI Link Bus	694,367	843,407	21%
PRTC OMNI Ride Bus	1,398,026	1,608,583	15%
City of Fairfax CUE Bus	1,068,492	1,093,926	2%
Arlington Transit	788,854	926,574	17%
Loudoun County Transit	513,766	602,333	17%
TOTAL	128,945,194	137,341,911	7%

Total Transit Ridership Growth NoVA FY 2002 - 2006

FY 2002 - FY 2006 Annual Ridership Growth on Transit Systems in Northern Virginia

Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
Metrorail (Northern Virginia)	80,008,842	83,529,741	87,817,948	89,624,272	94,642,466
Metrobus (Northern Virginia)	21,781,277	20,855,658	19,190,908	19,314,871	20,899,080
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486
PRTC OMNI Ride Bus	938,778	1,182,996	1,251,316	1,398,026	1,608,583
City of Fairfax CUE Bus	919,877	925,000	985,500	1,068,492	1,093,926
Arlington Transit	251,869	397,001	674,806	788,854	926,574
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333
TOTAL	117,005,984	121,583,356	125,685,507	128,945,194	137,341,911

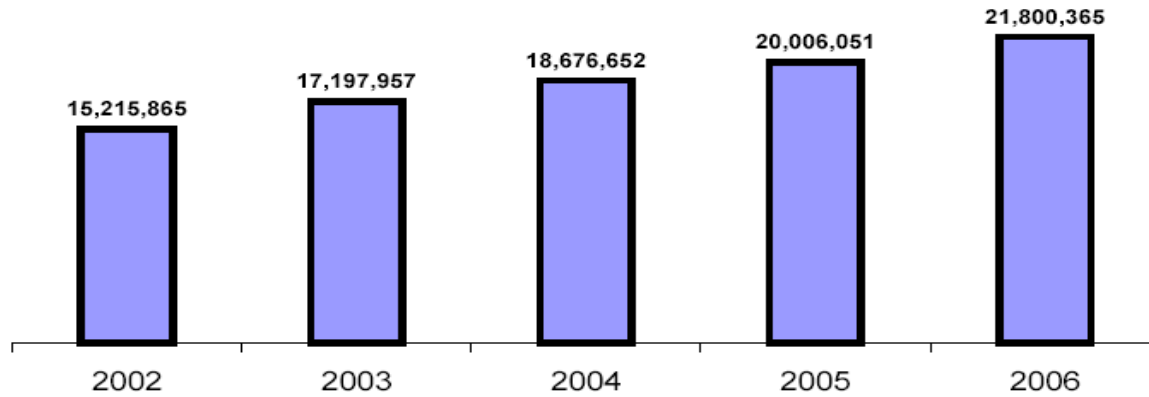


Local Transit Ridership Growth NoVA FY 2002 - 2006

FY 2002 - FY 2006 Annual Ridership Growth on Local Transit Systems in Northern Virginia

Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
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TOTAL	15,215,865	17,197,957	18,676,652	20,006,051	21,800,365

Annual ridership on local transit systems in Northern Virginia has increased **43%** since 2002!





Transit Yields Solid Investment Returns



- The American Public Transportation Association (APTA) estimates that each dollar invested in transit generates about \$6 in economic activity.
- That translates to about \$7 per transit trip in Northern Virginia.
- Jobs in the Northern Virginia region yield 50 percent more than the state average in sales and income taxes.
- Without an effective public transit system, Northern Virginia could not sustain its economic prosperity and compete for new jobs. That, in turn, would be a crushing blow to the entire commonwealth.



The State Transit Funding Shortfall



- For the entire commonwealth, formula funding from the Virginia Department of Rail and Public Transportation for operations and capital expenses totals \$129.3 million for FY 2007.
- To achieve the state's own 95 % statutory target, the commonwealth needs to provide another \$228 million for FY 2007.
- Funding would have to almost triple statewide. NVTC alone is short changed by \$159 million for FY 2007. NVTC state formula funding is down in absolute terms in FY 2007 by over \$1 million compared to FY 2006.



Northern Virginians pay more than their fair share

- The most recent estimate for FY 2001 by the Virginia Department of Rail and Public Transportation showed per capita transit funding using standard local sources of \$126 per person in Northern Virginia.
- This was more than four times greater than any other urban area of Virginia.
- NVTC's estimates for FY 2005 confirm that this discrepancy still exists and has grown considerably.
- For NVTC's five jurisdictions contributing to WMATA, the per capita local effort--including fares, gas tax and general funds--is over \$208 for FY 2005. Including Loudoun County, PRTC and the entire Northern Virginia Transportation District, the amount is \$161.
- The next largest transportation district in terms of per capita local transit effort is Richmond at \$20. Hampton Roads is \$16. Thus, Northern Virginia has a local effort at least eight times as great as any other transportation district. NVTC's five WMATA jurisdictions have a local effort 10 times greater.



The Role of the CTB



- The CTB should do everything in its power to provide discretionary funding, including flexed federal dollars, to make up for the growing state shortfall. CTB has the ability to help address Northern Virginia's needs by choosing how to allocate discretionary federal funds among modes and regions and should direct this funding where it will do the most good.
- These funds should be used to support the transit projects identified in the 2030 Transportation Plan recently approved by the Northern Virginia Transportation Authority. They are described in more detail in the statement by NVTA and NVTC fully supports NVTA's statement.