Prince William in *Motion*: Office on Aging

6.22.2021
OmniRide: Who we are...

- Transit operations (local & express)
- Co-owners of VRE
- Alternative mode developers
- Regional leaders
OmniRide: Who we are...

- 165 buses
- Service footprint:
  - DC / Tyson’s Corner / Pentagon
  - Haymarket I-66 / Stafford I-95
  - Points in-between
OmniRide: Who we are...

- 250 employees (200+ contracted)
- 18 Commissioners:
  - 6 jurisdictions + DRPT + GenAssembly
  - Almost ALL elected
- $32M budget
OmniRide: Impact...(pre-COVID)

- 18,000 car trips a day off the road
- Collect $11M annually in fares
- Quality of life
- Most cost-effective system in the region
Vision: 2020

1. Strategic Plan Implementation
2. Identity Crisis
3. Staffing for the Future
4. New Operational Models
5. Fiscal Management & Vision
6. Governing & Funding Structure
7. Facilities & the Future
1. Strategic Plan: Constant Focus
2. Refresh & Rebrand: OmniRide
2. Refresh & Rebrand: OmniRide

OmniRide commuter buses serve destinations throughout Northern Virginia and Washington, DC.

SERVICE UPDATES AND PRTC NEWS

- FOR NEW RIDERS
- METRO/Subway Blue Line Shutdown May 4 and 5
- CHIN Center Bus Stop Closed Starting Monday, April 23
- Take a Survey About 495 Outside the Beltway for a Chance to Win!
- Commission Meeting May 2
- OmniRide Introduces College Pass for NVCC Students and Staff
- Navy Yard Trips May Be Impacted by Baseball Games
- OmniRide Offers Service for Navy Nationals Games

We are a public transportation organization located in the Prince William County area - a subset of the Northern Virginia region.

We want to further position ourselves as a regional transit leader in a community that is widely known as one of the worst traffic areas in the U.S.

Our goal is to be recognized as the easier way for people to get where they want to go through multiple and convenient transit options, including our commuter and local bus services, carpools, vanpools, ridesharing, and our partnership with the instant carpooling (slugging) community.
3. Staffing for the Future: New Values

appreciation
development
togetherness
inclusiveness
4. New Operational Models: Modular

Began Dec 2019
4. New Operational Models: Throughput
New Routes

The Hub at Historic Downtown Manassas PWC Courthouse

- Manassas North (Route 65)
- Manassas South (Route 67)
- Manassas Park (Route 68)
Service Features

- Smartphone real-time tracking
- New bus stop sign design
- Route numbers
- 5 routes connecting in Historic Downtown Manassas
Next Steps

- Evaluate & deploy in Eastern PWCo
- Introduce new Flex Services
  - Flexible vanpool
  - Flex shuttle for park & ride
- Refine & improve
Partnerships

- NOVA Community College
- Lockheed-Martin/GMU
- PW Chamber of Commerce
- City of Manassas
- More on the horizon
5. Fiscal Management & Vision

• Fiscal Stability: transit services not at risk
• Improved Revenues & Needs
  • Fuel Tax Floor
  • New grant funds
  • Maximized match sources (federal & state)
• Improved budget process
• Improved capital planning
6. Governing & Funding Structure
7. Facilities & the Future
Customers want...

- Reliability
- Frequent/direct routes
- Transit amenities
- Bike/pedestrian plan
- Accessibility
What is the right choice for you?

Ridership model
- The service is geared to higher density areas
- Majority of area served
- Frequent service (5-15 min.)
- Low-density areas get no service

Coverage model
- Everyone has transit service
- Lower frequency (30-60)
- Circuitous routings

Same # of buses

You can have both...$$$$$$$$$
OmniRide Access

- Disability prevents you from riding fixed route bus
- Eligibility requirements
  - ¾ mile area from local fixed routes
OmniRide Access

- ADA-based parameters
- User-driven cost escalation
- The new model of “Micro-transit” is biggest potential
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Same # of buses
OmniRide exploring Micro-Transit

- Same operational cost + Tech = ZONE
- "Coverage" philosophy
- After hours/weekends
- Low Density
- Blended services
OmniRide exploring Micro-Transit
Wheels to Wellness

• Taxi Vouchers: $12 per one-way eligible trip + $3 co-pay

• Narrow Scope of Eligibility
  • 80 years old or older; OR
  • Disabled as defined by the Americans with Disabilities Act; AND/OR
  • Have income that is no greater than 1.9 times the federal poverty level and NOT BE eligible for Medicaid transportation services

• In addition, the applicant must reside in Prince William County, Manassas City, or Manassas Park City, although trips do not have to begin or end in those areas.
Wheels to Wellness

• Troubled financial history...
• New philosophy for program management
  • More $$$ for trips
  • Less overhead
• Establish baseline costs and impacts
• COG/PFH grant ended 6/30/19 but “we” funded it through July 2020
Maintain Baseline

- $75,000 mid-year budget revision funded through favorable variance in FY2020
- Funded @ $150,000 per year in FY21-26 budget
Hold Steady (pre-COVID)

• Average number of trips served per month remains steady at 1,000
• Average monthly cost remains steady at $10,000
• COVID-19 reduced demand...coming back...
Position of Strength

• Provides surety for program participants
• Better positions program to leverage grant funding opportunities
  • Budgeted source of any required local match
• Better positions program to form and leverage partnerships
• Removes constraints that come with some grant funding
Enhanced Program

• Enhanced promotion

• Program eligibility changes (eligibility age reduction, etc.)

• Introduction of technology platform
  • Integration with paratransit service
  • Enable electronic payments
  • Integration with TNC’s (feasibility study recommendations)
Mobility is radically changing...

- Electric Vehicles & Infrastructure
- Automated vehicles
  - Speed / processor (Moore’s law)
  - Internet of Things
- Challenge to transit monopoly
Mobility is radically changing...

- Seamless travel via tech
- Accessibility is “universal”
- 2000’s assumptions were wrong
- Suburban Living vs. Urban needs
- $$$ (as always) is the barrier