



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: November 22, 2016

ATTENDEES

| | |
|-----------------------------------|--|
| Pierre Holloman, Alexandria | Carrie Watters, Frederick TransIt (phone) |
| Darcy Buckley, Montgomery County | Dan Goldfarb, NVTC (phone) |
| Cody Christensen, STV | Hejun Kang, Fairfax County (phone) |
| Gary Erenrich, Montgomery County | Patricia Happ, NVTC (phone) |
| Kyle Nembhard, MTA | Sonali Soneji, VRE (phone) |
| Jason Kacamburas, Alexandria | Anthony Foster, Prince George's County (phone) |
| Nick Perfili, WMATA | Andy Meese, TPB (phone) |
| Dave Roberts, RK&K | Rich Roisman, TPB |
| Steve Yaffe, Arlington | Ken Joh, TPB |
| Tim Roseboom, DRPT | Daivamani "Siva" Sivasailam, TPB |
| Laura Barcena, Wallace Montgomery | Bill Orleans, Public |
| Tom Harrison, CS | |
| Sheldon Brown, CS | |

AGENDA

1. WELCOME AND INTRODUCTIONS, *Pierre Holloman, Chair*

Call to order and introductions.

2. POTOMAC YARD METRORAIL STATION UPDATE, *Jason Kacamburas, City of Alexandria*

- Spoke to a presentation.
- Current shopping center tenants have a 20-year lease from 1999.
- 2010, Small Area Plan approved
- 2011, EIS Process began.
- Draft EIS focused on B-CSX Alternative at NPS request, as it has a reduced green scenic impact and wetland impact. This extended the DEIS process.
- Alternative D was the most expensive, with two track flyovers.
- NPS very involved, weekly meetings on Net Benefit Agreement.
- North Potomac Yard developer also involved with weekly meetings.
- Construction of the station expected to take 32-36 months. Three special use permits.
- City is working with WMATA now on Design Build RFP package. Contractor bids are expected in the Spring. WMATA will be contracting agent.
- Slide 12 shows artist renderings of the station: upper right: looking north at south end of station; lower left: from GW Parkway; lower right, on East Glebe, looking east.

Questions:

- Gary Erenrich: How long are the footbridges? About 200 ft to Potomac Green, about 600 ft to

current cinema location.

- Will the station be built on separate tracks? Yes, the station will be built to the side of the current Metrorail tracks, and then when complete the switch will be thrown to redirect the trains to the station. Options for the current track alignment are still under discussion; could be used as a storage siding.
- What is cost? Still refining and will ultimately depend on construction bids, but anticipate around \$268 million.
- Gary Erenrich: what will be the origin of the payment for the TIFIA loans? Will get back to you.
- Tim Roseboom: Confirm there were two Records of Decision (RODs), from FTA and NPS? Yes, two separate documents, as each is a distinct federal agency.

3. ONEBUSAWAY UPDATE, *Sheldon Brown, Cambridge Systematics*

- Spoke to a presentation.
- Previously here in April, when system was just being launched; now in a much more operational stage.
- buseta.wmata.com is WMATA's branding for OneBusAway platform.
- Incorporated customer feedback, including refresh bar, which is most popular feature.
- OneBusAway is open source, community supported, open API. Integrated with native apps. Working on further display app efforts.
- Starts with raw schedule GTFS, and then adds data layers. For WMATA, works with Clever systems to get raw GPS data and then Automated Vehicle Location data, which includes route or block number. Then incorporates prediction model.
- Clever data is hosted on Amazon Web Services. Transittime, the prediction model, is open source and unlicensed.
- WMATA already had its own API platform, which helped things out, but the transition from NextBus did have some challenging issues.
- OneBusAway being implemented in Tampa area (HART/PTSA) with an innovate demand-response service. Also adding in disruption information.
- In the Puget Sound region the system is in use by ten agencies.
- In Utah, pilot deployment conducted for under \$25,000 as a demonstration.
- Any agency that develops innovate features, these are all open-source and therefore become available to all.
- Future development plans include heat maps of bus speeds, passenger loading in real time. The development website lists others.

Questions:

- Gary Erenrich: How old is the data? GPS data is refreshed every 30 seconds. With other lags, could be 45 seconds old on the system.
- What does the bold mean on the listed buses? These buses have pending layovers/turnarounds, and so still some uncertainty in schedule.
- Pierre Holloman: Is there an audio component? Not currently, but simple screen reader could be incorporated.
- Daivamani "Siva" Sivasailam: Does the prediction model include traffic speed information? This is incorporated through the last layer, the prediction model, based on what the bus is experiencing. But does not take into account general traffic speed information. Would need a low-cost option way to incorporate that data in real-time.

- Gary Erenrich: What is accuracy? How do you define? Metrobus OTP standards? Location data is 99.95% accurate. The prediction model is vulnerable to external traffic impacts or bus operations; no real standard for measuring this. Model continues to improve its accuracy though, using historical data as a reference.

4. TPB HOUSEHOLD TRAVEL SURVEY OVERVIEW, *Ken Joh, TPB Senior Statistical Survey Analyst*

- Spoke to a presentation.
- Emphasized importance of HTS in making forecast for future investments in transportation.
- Change for this HTS is that it will be address-based, rather than the telephone-based HTS of 2007-2008. Home telephone has fallen out of favor.
- Would highly encourage any transit agencies to conduct a compatible transit survey during the period of the HTS.

Questions:

- Steve Yaffe: Is rMove module bilingual? No, it is English only due to resource constraints. However, printed materials will be bilingual in Spanish. Many other languages in the region of course, but can't cover all of them.
- What about multiple households at same address? Don't really cover that situation.

5. VEIRS MILL ROAD BRT STUDY UPDATE, *Gary Erenrich, Montgomery County*

- Dave Roberts spoke to a presentation.
- Map of transit service along corridor; the only through service is operated by WMATA, but the County operates many routes that use part of the corridor.
- Study started with ten alternatives, then four retained alternatives, as described in Draft Corridor Report.
- Now at the point of selection of a recommended alternative.
- Alternative 2 and others added a connection to Montgomery College based on public comment.
- Alternative 3 would have BAT (Business Access & Transit) lanes and more transit service.
- Alternative 5B would have switching direction median lane, as is used in Cleveland and Eugene.
- Public very negative on left hand-turn restrictions of Alternative 5B.
- Corridor is already saturated, with little new development or new transit riders likely.
- Planned BRT would overlay on current bus service, not replace it.
- Automobiles would also benefit from these alternatives.
- Used COG model and Cambridge Systematics analysis.
- Darcy Buckley added that the County has four active BRT projects, also including the Corridor Cities Transitway; US 29, which just received a TIGER Grant; and MD 355.

Questions:

- Tom Harrington: What is public reaction so far? Alternative 2 looks the most cost-effective.
- Tim Roseboom: Operationally, a switching median lane would really make use challenging.

6. WORK PROGRAM UPDATE AND TRANSIT SURVEY SUMMARY, *Eric Randall, TPB*

- Spoke to a presentation.

7. ADJOURN

Kyle Nembhard, MTA, was announced as RPTS chair for 2016. The meeting adjourned at 2:00 PM.

All meeting materials are available for download from the subcommittee's website:

https://www.mwcog.org/events/2016/?F_committee=165