



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item 8

MEMORANDUM

TO: TPB Technical Committee

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Proposed Reconstitution of the Regional Public Transportation Subcommittee

DATE: October 31, 2014

The purpose of this memorandum is to brief the TPB Technical Committee on the proposed mission, goals and membership of the reconstituted Regional Public Transportation Subcommittee (RPTS). The RPTS will replace the current Regional Bus Subcommittee, broadening its scope and responsibilities in accordance with a resolution of the TPB and in response to federal regulation under MAP-21.

Background

On June 2, 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly released final guidance on the MAP-21 requirement that providers of public transportation be represented on the MPO policy board. This guidance stems from the MAP-21 requirement that FTA establish safety and state of good repair performance measures and require each provider of public transportation to establish performance targets in relation to these performance measures, which in turn must be coordinated with MPO performance targets for these same measures. Further, the MPO must describe in its Transportation Improvement Plan (TIP) the anticipated effects of programs included in the TIP toward the achievement of transit performance targets.

Elements of TPB Resolution R4-2015

On September 17, 2014, the TPB passed a resolution in regard to the MAP-21 requirement and the federal final guidance. The resolution had three elements:

1. TPB is in compliance with the MAP-21 requirement as WMATA is a voting member on the policy board together with the local public transit and commuter bus and rail providers as represented by the respective jurisdiction that provides the funding
2. The TPB Regional Bus Subcommittee would be reconstituted as the **Regional Public Transportation Subcommittee** and its scope broadened to include all eligible public transportation service providers.
3. The TPB is committed to continuing a cooperative discussion with the providers of public transportation to determine respective responsibilities in carrying out the metropolitan transportation planning process, and to consider procedures for representation of all eligible providers of public transportation, including the role and responsibilities of the public transportation representation, and to making any mutually agreed changes to the TPB's Board membership and/or its committee process.

The text of TPB Resolution R4-2015 can be found at the following link:

<http://www.mwcog.org/uploads/committee-documents/fl1YWFZY20140922153142.pdf>

Reconstitution of the Regional Public Transportation Subcommittee

In accordance with the resolution, the Regional Bus Subcommittee is being re-named as the Regional Public Transportation Subcommittee, and is undertaking the following:

1. Broadening attendance to include all eligible public transportation service providers, including:
 - Other public transportation modes operated by current members: DC Streetcar, Metrorail, MARC;
 - New members from other public transportation modes: Virginia Railway Express;
 - Other providers of public transportation: paratransit, private providers.
2. Broadening the scope of the Subcommittee's discussion to include all MPO relevant topics of interest and needs of the providers and that these are being met through the federal metropolitan planning process, especially the MAP-21 performance provisions.
3. Providing input on the Transit Planning element of the Unified Planning Work Program (UPWP) to contribute to the objectives of the TPB. Sample transit planning work program activities include: inputs to the long-range transportation plan (using Transit Development Plans), ridership surveys, congestion reports, regional coordination and

inter-operability, accessibility issues, and the MAP-21 performance provisions for state of good repair and transit safety.

In regard to the above, the following mission and activities are proposed for the Regional Public Transportation Subcommittee.

RPTS Mission Statement

The mission of the Regional Public Transportation Committee is to provide a permanent process for the coordination of public transportation planning throughout the Washington region, and for incorporating regional public transportation plans into the Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP), and for implementing the performance provisions of MAP-21.

This mission is based on the belief that high quality public transportation service in the region depends upon successfully linking vehicles, services, stops and stations, running ways, operating facilities, maintenance shops, storage yards, and passenger and operating support systems to produce transit service that is easy to use, provides rider information where and when needed, and facilitates intra- and inter-agency service transfers. Increased customer satisfaction can broaden the appeal of public transportation in the transportation market place and generate increased ridership. Considerable cooperation among the various agencies responsible for transportation in the region is required to implement high quality public transportation services, owing to the complex nature of public transportation service provision and transportation facility ownership in this multi-state region.

RPTS Activities

1. Facilitation of technology transfer and information sharing, as it relates to regional, state and local public transportation services.
2. Coordination, input definition, and data collection for the TPB regional travel forecasting model.
3. Technical advice and input regarding regional transportation and land use coordination and the development of public transportation assumptions, including service, ridership, finances, safety, and other projections, for TPB planning studies.
4. Consultation and coordination on federal regulations and requirements including the implementation of the MAP-21 performance provisions and processes for data collection and target setting for transit safety and state of good repair measures.

5. Input on public transportation strategies and projects for consideration by the TPB in the members' project planning process.
6. Coordination with other regional committees regarding transit participation in planning, operations, and training activities, including:
 - a. The Regional Emergency Support Function (RESF) #1,
 - b. The MATOC Transit Task Force,
 - c. The TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Task Force,
 - d. Commuter Connections,
 - e. The TPB Private Providers Task Force,
 - f. The TPB Access for All Committee,
 - g. The Bicycle and Pedestrian Subcommittee, and
 - h. The Transportation Safety Subcommittee.

RPTS Participation and Membership

Participation is encouraged by all providers of public transportation in the TPB planning area to support the described planning processes and activities for public transportation activities in the National Capital Region. Participating subcommittee members will ideally be principal public transportation planners for local, state, and regional agencies. The subcommittee will coordinate with and engage the following public transportation services in the region:

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| 1. Metrobus and Metrorail | 10. PRTC Omni Ride |
| 2. Montgomery County Ride On | 11. MTA Commuter Bus |
| 3. Prince George 's County The Bus | 12. Virginia Railway Express |
| 4. DC Circulator and Streetcar | 13. MARC (Maryland Commuter Rail) |
| 5. Alexandria DASH | 14. Providers of other public transportation services, including paratransit |
| 6. Arlington Transit (ART) and Streetcar | 15. Private providers of public transportation services. |
| 7. City of Fairfax CUE | |
| 8. Fairfax Connector | |
| 9. Loudoun Commuter Transit | |

Participation by other relevant parties will also be welcomed. In addition, the subcommittee may recommend the establishment of special task forces or other groups to address particular topics in greater depth, such as customer information technology or surface transportation priority measures.

RPTS Governance

Governance of the Subcommittee will follow standard TPB protocols. The existing Regional Bus Subcommittee was established by the TPB as a subcommittee of the TPB Technical Committee, with a regular meeting schedule and members appointed by the transportation agencies of the TPB member jurisdictions. A chair is selected by the subcommittee members, rotating annually among members from the three states and WMATA. A member of the TPB staff is designated as the lead staff person for the subcommittee. The reconstituted Regional Public Transportation Subcommittee will follow the same structure. A work activity and budget for Transit Planning is developed annually for inclusion by the TPB in the Unified Planning Work Program (UPWP).

Next Steps

The TPB Technical Committee will be requested to recommend a proposed mission statement, goals, activities, membership and governance of the reconstituted Regional Public Transportation Subcommittee to the TPB. The agreed roles and responsibilities of the RPTS will serve to further the TPB's efforts in responding to MAP-21 and the implementation of the forthcoming performance provisions.