



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: July 25, 2017

ATTENDEES

- Kyle Nembhard, MTA
- Carrie-Anderson-Watters, Frederick Translt
- Nick Perfili, WMATA
- Jonathan Parker, WMATA
- David Koch, DDOT
- Randy White, Fairfax County
- Pierre Holloman, City of Alexandria
- Gary Erenrich, Montgomery County
- Darcy Buckley, Montgomery County
- Khaled Aizwyimy, Montgomery County
- Patricia Happ, NVTC
- Allison Hahn, NVTC
- Kevin Thornton, Prince George's County
- Tim Roseboom, DRPT
- Clinton Edwards, DRPT
- Steve Yaffe, Arlington County
- Lauren Molesworth, MTA
- Andy Meese, TPB
- Lyn Erickson, TPB
- Arianna Koudounas, TPB
- Eric Randall, TPB
- Bill Orleans, Public

AGENDA

1. **WELCOME AND INTRODUCTIONS**, *Kyle Nembhard, Chair*
Call to order and introductions.
2. **VIRGINIA REVENUE ADVISORY BOARD**, *Tim Roseboom, Department of Rail and Public Transportation*
 - Tim Roseboom spoke to a presentation. The current transit capital allocation system dates to legislative action in 2013 (passed in the same session as HB 2313) and included new transit funding. A Transit Service Delivery Advisory Committee (TSDAC) disburses funds, with 25% of funds for capital distributed according to tiered methodology (the other funds are allocated 72% for operations and 3% for special projects). The capital funding is further allocated at a percentage match according to three tiers: tier 1 (68%) includes replacement and expansion vehicles and onboard equipment; tier 2 (34%) includes infrastructure and facilities including major capital projects (new/extended BRT, LRT, commuter rail); and tier 3 (17%) includes other equipment for operations and maintenance.
 - Transit operators prepare Transit Development Plans, for which there is new guidance to better align with MPO TIPs and long-range plans, and the capital plans in these identify needed capital projects.
 - Transit capital funding comes from six sources, both state and federal, but the largest portion (44%) comes from CPR bonds, the authorization legislation for which ends in 2020. Accordingly, either new funding is needed or the DRPT capital project will be halved in size. The shortfall is estimated at between \$500 million up to \$2 billion over the next ten years.

- In response, in 2016 the General Assembly created a Revenue Advisory Board (RAB) to meet and identify new funding sources. The RAB has done this and has also proposed a new capital project prioritization arrangement, to consist of two programs: State of Good Repair (SGR)/Minor Expansion and Major Expansion, with the former getting at least 80% of funds. Minor expansion projects would be under \$5 million. Capital projects would be matched at a consistent rate, with SGR projects at a higher match rate. The RAB also recommended that transit capital projects be prioritized using quantitative and qualitative measures, to be further developed. He then showed several schematics of the proposed project selection and funding process, which would include ranking and prioritization.
- The RAB report was endorsed by the Commonwealth Transportation Board last week, which will also act on the prioritization methodology by the end of the year. The report is due to the General Assembly by August 1st. Presumably the Assembly will take action in their 2018 session.

Questions:

- Gary Erenrich: Are DRPT funds used for WMATA besides the \$50 million PRIIA match? Yes, funds flow to NVTC which allocates them in Northern Virginia to both the local jurisdictions and WMATA.
- Pierre Holloman: There will be a new Governor next year, but this has not been an election issue to date. What is the feeling in the rest of Virginia? This not just a NoVa or urban issue; decision-makers are being informed on the issue.
- Randy White: Are replacement buses considered an SGR project? Yes.
- David Koch: Major expenditures will be rated like the HB2 process; will there be different weightings by region? Not at this time. The weighted importance of congestion reduction is TBD. Also complicated by the fact that there are multiple funding sources, which may have their own criteria.

3. ENVIRONMENTAL AND SUSTAINABILITY MANAGEMENT SYSTEMS (ESMS), Lauren Molesworth, Maryland Transit Administration

- Lauren Molesworth spoke to a presentation. An environmental planner for the MTA, she discussed the agency efforts to implement ISO 14001 compliance standards, originally with the 2004 framework and now the 2015 framework. The major difference is the increased involvement of leadership, both in supporting the effort and as required in the new framework. Current efforts have completed the planning stage and the agency is now in the implementation phase.
- The ESMS effort supports environmental actions, which is a priority of MDOT. MTA also just completed a final audit with FTA and Virginia Tech staff, which was a year-long process.
- She showed pictures of the before and after conditions at the MTA Cromwell facility. There are 48 corrective action plans being worked though at the facility.

Questions:

- Jonathan Parker: It appears that involving maintenance staff would be key. Is there any way to quantify the maintenance productivity benefits? Lauren responded that LA Metro provided considerable advice and visited. They are currently certified for the maintenance activities and are looking to certify their operations activities. The overall lesson they had is that champions are needed, as there will be inertia and resistance from staff and current processes. Cromwell staff are engaged, and MTA is also looking at an incentive scheme.

- Gary Erenrich: Are there safety benefits, such as cleaner floors reducing trips, slips, and falls? Yes, though safety issues are a separate office at MTA. There was a specific decision to split these activities in order to focus the scope, but there is coordination between the two offices.

4. BRT STATION DESIGN, *Darcy Buckley, Montgomery County*

- Darcy Buckley spoke to a presentation. She reviewed the County's BRT efforts, focused on four lines, with US 29 the leader for implementation and currently in the design phase.
- The BRT stop design project was an effort to reach beyond to achieve general design goals. The stops need to work in a wide variety of conditions, from downtown Silver Spring to some fairly desolate locations. They need to be easy to maintain, by two guys and a truck.
- A Technical Advisory Group was formed, with representatives from WMATA, Arlington, and Alexandria. There were also two open houses and eight meetings with Corridor Advisory Committees.
- The first choice was whether to go with a shelter design that could be easily expanded or that enabled repetition, and the County went with a repetition approach.
- The basic shelter is on a raised platform, 10 to 12 inches. There were four design options, and the choice was a hybrid of the facet and uplift designs.
- The US 29 BRT project has \$11 million budgeted for 13 stations, though this does not fund all elements. Currently completing preliminary design and getting ready to move to final design.
- There will also be 16 bikeshare stations and \$2 million investment in pedestrian improvements on the project.

Questions:

- Carrie Anderson-Watters: Will the shelters be graffiti and scratch resistant? Yes, that is the goal, with tempered glass used. The incorporation of art work also often deters graffiti.
- Steve Yaffe: What will be the source of the public art? Also, will there be CCTV? The art is a separate project, but local artists will be providing for each stop. Re CCTV, there aren't the personnel available to monitor stops like these, so no plans for it at this time.
- Lauren Molesworth: Has there been any pushback on the 16 foot stop marker, on historic preservation or other grounds? No, not to date. The main pushback has been on the shelter canopies. The bus stop markers are about the same height as the streetlights.
- Clinton Edwards: These shelters will go on the US 29 BRT project? Yes.

5. PRINCE GEORGE'S COUNTY TRANSIT PLANNING UPDATE , *Kevin Thornton, Prince George's County*

- Kevin Thornton spoke to a presentation. Topics included trends in Prince George's County, new service, improving On Time Performance (OTP), the Bus Stop Improvement Program, and the new Transit Development Plan (TDP).
- Re bus stops, he spoke about the MedStar hospital of Southern Maryland stop, which had previously been removed but was reinstated due to public demand, making it a "boomerang stop." The County is now in phase two of a program of improvements, with better coordination and tracking lessons learned from the first phase. The focus this time is on TheBus stops.

- On OTP, he spoke about the length of Route 18 being a factor in its poor performance, while 35S is a short route bus also has issues. Both are being evaluated for options to change the routes to improve OTP.
- The County is working on a new survey that will collect O&D info as part of the TDP which is in the development phase.

Questions:

- Steve Yaffe: Does the County put stop flags on utility poles? No, all are stand-alone poles.
- Pierre Holloman: Will there be a survey on the NH2 National Harbor route? Alexandria would like to share in the info. Yes, there should be a survey of the riders on that route.
- Gary Erenrich: Has the Takoma Langley Crossroads Transit Center affected bus operations? For instance, is the time getting in and out of the center impacting OTP? There has not been any observable impact; hard to tell if OTP has been affected.

6. FEDERAL RULEMAKING AND WORK PROGRAM UPDATE, *Eric Randall, TPB*

- Eric Randall spoke to a presentation. There were no comments.

7. ADJOURN

- Wendy Klancher, TPB Planner, spoke to the subcommittee about the new Enhanced Mobility grant solicitation. She noted that it is only for applicants in the Washington DC, UZA, so Frederick County cannot apply. A flier was distributed with more information. She emphasized that participation in a pre-application meeting is mandatory for applicants.
- Future agenda items were discussed for the next meeting on September 26.
- The meeting adjourned at 1:55 PM.

All meeting materials are available for download from the subcommittee's website:
<https://www.mwcog.org/committees/regional-public-transportation-subcommittee/>