TPB Regional Public Transportation Subcommittee

Meeting Summary: February 27, 2018

Due to a network outage, the Regional Public Transportation Subcomittee was unable to conduct conference calling/webinar interactions per usual. this also resulted in one presentor unable to particpate. we apologize for the inconvience.

Attendees

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| David Koch, DDOT (Chair)  Steve Yaffe, Arlington Co.  Kyeongsu Kim, Connetics Transp. Grp.  Nick Perfili, WMATA  Gary Erenrich, MCDOT  Andy Meese, COG/TPB (phone)  Kyle Nembhard, MDOT  Bill Orleans | Jim Yin, COG/TPB  Mark Moran, COG/TPB  Joe Davis, COG/TPB  Wanda Hamlin, COG/TPB  Arianna Koudounas, COG/TPB  Eric Randall, COG/TPB  Matthew Gaskin, COG/TPB |  |

AGENDA

1. Welcome and Introductions, *David Koch, Chair*

* Call to order and introductions.

1. wmata: connecticut/mt pleasant service study, *Nick Perfili, WMATA*

* This study marks the 65th out of a goal of 70 service studies conducted by WMATA
* Survey is generalized, open ended, and conducted on the bus, with an overall response rate of 69%, with 800 participants.
* Routes 42, 43 serve Mt. Pleasant area; Routes L1, L2 serve Connecticut Ave.
* In addition to the service survey, these routes were scored based on their capacity to meet WMATA guidelines: These performance measures were “graded” as “meets the guidelines,”   
  “partially meets the guidelines,” or “does not meet the guidelines.”
* 42 Local traverses along the side streets in and around Dupont Circle, while the 43 Express travels directly through the underpass. Both serve work-related trips during the peak hours.
* L1 and L2 accounts for more non-work-related trips; students, trips for errands, etc.
* Key Survey Findings for 42,43
  + Mostly work-related trips, 65%
  + Concerns of crowding and bus bunching.
* Key Survey Findings for L1, L2
  + Only 48% use for work
  + Call for reducing the number of L2 buses and for increase of L1 buses
  + Concerns of crowding and bus bunching
* Potential recommendations:
  + Running Time recalibration
  + Bus stop balancing
  + Move the Farragut Square bus stop
  + Woodley Park realignment
  + Mt. Pleasant Line – Additional Route 43 Service.

Questions

* Where and how were the surveys conducted? Surveys were generalized and conducted on the buses on the designated routes.

1. wmata: abilities ride program, *Christiaan Blake, WMATA*

* This program is a continuation on Metro’s commitment to providing paratransit alternatives.
* Service is currently available to those who are MetroAccess eligible living in Maryland (trips beginning and ending), with plans for future expansion of service.
* Currently, two taxi providers: Regency Taxi and Silver Cab in Montgomery and Prince George’s Counties respectively.
* WMATA conducted a RFP process. Any private transportation provider (taxi or TNC) could qualify, if they could meet the six rigid criteria to be considered participants in this program.
* Service is run via subsidies ($15); provides riders same day service, direct trips and the process for placing reservations is simple.
* Wheel chair accessibility vehicle are required in the fleet, there is also a non-discrimination policy in place that requires all drivers to accept all customers, and undergo required training.
* Soft launch was initiated in September 2017 with a targeted audience approach first.
* 8000 riders to date, steadily increasing, full launch is currently underway.

Questions:

* Can you show how many trips would have been taken if the Abilities Ride Program was not implemented? During our initial soft launch, we intentionally targeted those riders who would have used MetroAccess. Yes, potential rides were taken from the MetroAccess program.
* How do you handle the image that some people may have that you are simply taking riders from one program and moving them to another? The Abilities Ride Program meets all FTA ADA guidelines, we launched this program to provide those riders with more freedom of movement, access, and choice in terms of transportation.
* Payment? Payment can be made by cash or credit card. As part of our full launch, currently underway, we will be offering free rides.
* Discounted script? We do accept vouchers that can be used in this program and we are in talks to expand on that.
* How long did it take from the idea of this program to actual launch? Two years.
* Can you give a breakdown on the riders per provider? We are not at liberty to share that information.
* What is your process with the reviewing of invoices? We use a quality assurance program and we are always on the outlook for fraud and abuse.

1. how tpb staff develops transit networks used by the regional travel model, *Mark Moran, MWCOG*

* The travel demand model is a trip based model that uses a four-step process:
  + Trip generation
  + Trip distribution
  + Mode choice
  + Trip assignment
* The TPB Travel Demand Model covers over 6800 sq. miles, 22 jurisdictions, covers 7 million people and 4 million jobs.
* Some major inputs into the model are land use data and transportation networks.
* Transportation Networks can be broken down into two categories; the Highway Network and the Transit network.
* Transit Network data comes from transit agencies.
* The format of data is primarily General Transit Feed Specification (GTFS).
* The use of GFTS has increased the efficiency of the annual network updates and has minimized errors. Nonetheless, issues do still occur, since each transit agency may implement the GTFS standard in a different way (e.g., 1:00 AM versus 25:00).

Questions:

* So, you could miss some local streets using this model? Yes, that is common with any travel demand model. The highway network includes all freeways, all arterials, most collectors, and some local streets, which some buses may use.
* Is the travel demand model based on scheduling? No, while some organizations do use that method we do not.
* Are you sending out suggestions to providers that would better improve the quality of the data received? That is a great question, however, the purpose of this presentation is to provide an overview on how the data we receive is being used.
* Does an operating agency have the ability to verify a route? Yes, it doesn’t happen as often as it could, but we do provide a means for an agency to verify a route.
* Do you provide guidance on how to use/interpret data from the travel demand model when a request comes in? Yes, however, in some cases, the advice is not followed.

1. demonstration of tripshot on-demand transportation software, *Barry Arata, Tripshot, Inc*

* Cancelled due to network outage. Rescheduled for the March RPTS meeting.

1. federal rulemaking and work program update, *Eric Randall, TPB*

* Update to the Transportation Safety Rule, final release is set for April 25.

1. Adjourn

* David Koch, RPTS chair for 2018 adjourned the meeting at 2:00 PM.
* The next meeting is scheduled for March 27, 2018.

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

<https://www.mwcog.org/events/2018/2/27/tpb-regional-public-transportation-subcommittee/>