



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Virtual Meeting Summary: November 23, 2021

ATTENDEES - Total: 21

Deanna Archey, MCDOT (Chair)	Lara Hegler, STV	Andy Meese, TPB
William Jones, ART	George Kandathil, TCCSMD	Eric Randall, TPB
Paul Mounier, ART	Nick Ruiz, VRE	James Li, TPB
Keith Belcher, Belstar?	Heather Ferguson, WMATA	Mark, Moran, TPB
Faye Dastgheib, DDOT	Melissa Kim, WMATA	Joe Davis, TPB
Clinton Edwards, DRPT	Kit Conway, WMATA	Antonio Castañeda, TPB
Ronetta Zack-Williams, NVTC	Mark Irvine, WMATA	
Patricia Happ, NVTC		

AGENDA

- 1. WELCOME AND INTRODUCTIONS, Deanna Archey, RPTS Chair**
 - The meeting was called to order at 12:05 PM along with a roll call of online attendees.
- 2. METRORAIL SERVICE STANDARDS UPDATE, Heather Ferguson, WMATA**
 - Heather provided an overview of Metrorail's new service standards for the committee. WMATA has begun shifting policies to a demand-based model. Metrorail service standards were last adopted in 2013. The new changes will allow for more service adjustments with service renewal and shift away from the existing weekday rush hour / non-rush focus. New service standards include establishing a minimum train frequency, 7 days a week, for daytime and early evening (12 min headways on all lines except red, 6 min for red), and late night frequency (15 min all except red, 10 min for red). Additionally, a weekday rush period average passenger load at or below 100 passengers per car (PPC), and for non-rush period, an average passenger load at or below seated load (~60 seats). WMATA also aims to maintain a consistent eight car service frequency. 71% of stations would receive 6 minute or better headways with the new service standards.
 - Discussion: Why is the rail ridership growth rate higher in the late evenings? Multiple reasons: extended service hours help but more businesses opening and more events resuming in 2021 all contribute to higher ridership in 2021 compared to 2020. Transit operator shortage: is it currently affecting you or do you see if affecting future plans for service changes? Our current service changes have been delayed on Metrobus due to operator shortages. Hiring will ramp up this winter for both Bus and Rail, especially as WMATA plans to open Silver Line Phase II in April 2022. Metrorail needs typically needs fewer operators per passenger because of higher ridership efficiency compared to bus.

3. FTA TITLE VI CIRCULAR INPUT REQUEST, *Antonio Castañeda, TPB*

- Tony briefed the subcommittee on the FTA's Title VI Circular Request for Information (RFI). He provided an overview of the FTA circular, noted that it was previously updated in 2013 and that the FTA is requesting comments particularly in the areas of public participation, service & fare equity, facility, equity analyses, the implementation of rider conduct policies, and technical resources for determining & documenting disparate impact. Comments are welcome through December 3rd 2021,.

4. 2021 STATE OF PUBLIC TRANSPORTATION REPORT, *Antonio Castañeda, TPB*

- Tony updated the committee on the commencement of the 2021 State of Public Transportation report. He noted the purpose of the report, which is to provide a snapshot of public transportation activities in the region, highlighting recent accomplishments and activities of regional service providers. He also reviewed the sections for this year's report and provided a few highlights from the 2020 report.

5. PBPP TRANSIT ASSET MANAGEMENT TARGETS, *Eric Randall, TPB*

- Eric provided an overview of the federally required regional TAM targets. While transit agencies are required to update their targets annually, MPOs are required to update their targets every two years. Transit providers are required to set targets within four months of the end of the fiscal year, and are separated into two tiers: more than (or operates rail service) or less than 100 vehicles in revenue service. MPOs adopt transit asset targets within 180 days of transit providers and are recommended to set a single regional target for each performance measure asset class. Performance measures include rolling stock, service vehicles, rail infrastructure, station/facility condition. TPB expects under 5% of buses to exceed their useful life benchmark across the region. TPB staff will continue collecting information on the region's transit systems including 2022 TAM targets, and 2021 TAM targets vs actual performance as well as a narrative report. Draft targets will be sent to the TPB in Feb 2022, with Board approval in Mar 2022.
- Discussion: Can you explain the useful life benchmark metric? Definitions vary; however, the industry standard is typically 14 years. Operating in different conditions like extreme weather or poor road conditions can impact the condition of vehicles, which is the FTA allows each benchmark to be established by each agency depending on their own local conditions. Many agencies still use the benchmark established by FTA (~14 years).



6. CONNECTED AND AUTOMATED VEHICLES: UPDATE ON RECENT ACTIVITIES AND REVIEW OF DRAFT PRINCIPLES, Andrew Meese, TPB

- Andrew updated the committee on the recent CAV activities and draft principles, sharing the role of TPB including information sharing, and regional policy development like the CAV principles. The draft principles, approach and structure (focusing on brevity, positive phrasing, focus areas within the TPB's purview, emphasis on policies and outcomes, not strategies or tactics, etc) were highlighted. Topics within the principles include addressing safety, equity, access, prioritizing transit on roadways and bolstering environmental and land use objectives, interoperability, and revenue generation.
- Discussion: Dunn Loring Automated pilot? The pilot is the only CAV example currently operating in the region in regular service. COVID-19 impacts? Are primarily seen in the delay of starting CAV pilots. Do you think CAV has the potential to increase HOV ridership and decrease SOV? The answer varies on who is operating the service, and travel use. Do you see a situation where tax revenues generated from CAV operation (i.e. user or sales tax) are used to fund transit improvements? Is that a paradigm we should be planning for? There are all sorts of tax possibilities and implementation types, but there aren't any current CAV tax proposals that we're aware of.

7. OTHER BUSINESS / ADJOURN, Deanna Archey, Chair

- The meeting was adjourned at 1:30 PM.
- The next meeting is scheduled for January 25, 2022
- All meeting materials are available for download from the subcommittee's website:

<https://www.mwcog.org/events/2021/3/1/tpb-regional-public-transportation-subcommittee/>

