

## **ITEM 11 - Information**

December 17, 2014

### Briefing on the Reconstitution of the Regional Public Transportation Subcommittee

**Staff Recommendation:** Receive briefing on the reconstituted subcommittee.

**Issues:** None

**Background:** At its September meeting, the TPB approved reconstituting the Regional Bus Subcommittee as the Regional Public Transportation Subcommittee. In November and December, the TPB Technical Committee was briefed on the proposed goals, mission statement, activities, membership and governance of the new subcommittee and recommended that this information be presented to the TPB.





# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Eric Randall  
Department of Transportation Planning

**SUBJECT:** Briefing on the Reconstitution of the Regional Public Transportation Subcommittee

**DATE:** December 11, 2014

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The purpose of this memorandum is to brief the Transportation Planning Board (TPB) on the mission, goals and membership of the reconstituted Regional Public Transportation Subcommittee (RPTS). The RPTS has replaced the Regional Bus Subcommittee, broadening its scope and responsibilities to cover all modes of public transportation 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. The new rules stipulate that the targets must in turn be coordinated with performance targets set by the MPO for these same measures, and that the MPO describe in its Transportation Improvement Plan (TIP) how the programs included in the TIP are expected to affect progress in achieving the targets.

#### **Elements of TPB Resolution R4-2015**

On September 17, 2014, the TPB adopted Resolution R4-2015 responding 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. Changed the name of the TPB Regional Bus Subcommittee to the **Regional Public Transportation Subcommittee** and broadened its scope to include all eligible public transportation service providers.
3. 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 Resolution R4-2015, the Regional Bus Subcommittee has been reconstituted as the Regional Public Transportation Subcommittee, and is undertaking the following:

1. Broadening attendance and activities to include all eligible public transportation service providers, including:
  - Other public transportation modes operated by existing subcommittee members, including: DC Streetcar, Metrorail, MARC;
  - New members from other public transportation modes, including: Virginia Railway Express;
  - Other providers of public transportation, including: human services transportation providers, private providers.
2. Broadening the scope of the Subcommittee's discussion to include topics of interest and consideration of the needs of all providers of public transportation, in order to ensure these are being met through the federal metropolitan planning process and the MAP-21 performance provisions.

3. Providing input on the work activities in the Transit Planning element of the Unified Planning Work Program (UPWP), including inputs to the Constrained Long-Range Transportation Plan (CLRP), ridership surveys, congestion reports, regional coordination and inter-operability items, 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 have been developed for the Regional Public Transportation Subcommittee.

#### *RPTS Mission Statement*

The mission of the Regional Public Transportation Subcommittee 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 Transportation 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*

The activities of the RPTS will support the TPB's work plan and objectives. TPB studies and the unified planning work program (UPWP) are one of two primary sources for RPTS agenda items, with member-initiated topics the other primary source. Activities of the RPTS include:

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's long-range transportation plan (CLRP) and regional travel demand 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 future 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. Regional Emergency Support Function (RESF) #1
  - b. MATOC Transit Task Force
  - c. TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Task Force
  - d. Commuter Connections
  - e. TPB Private Providers Task Force
  - f. TPB Access for All Advisory Committee
  - g. TPB's Human Service Transportation Coordination Task Force
  - h. Bicycle and Pedestrian Subcommittee
  - i. Transportation Safety Subcommittee.

A work activity and budget for Transit Planning is developed annually for inclusion by the TPB in the Unified Planning Work Program (UPWP) and will support the activities of the RPTS.

#### *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 are ideally public transportation planners for local, state, and regional agencies. RPTS participation is on an as-willing basis, with members attending as responsibilities permit.

The Subcommittee will coordinate with and engage the following public transportation providers in the region:

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

### *RPTS Governance*

Governance of the Subcommittee will follow standard TPB protocols. The RPTS is established 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. TPB staff support the activities of the subcommittee.

### *Annual “State of Public Transportation” Report*

To provide a means of communication of public transportation provider interests and needs to the TPB, the RPTS will produce an annual report summarizing the state of public transportation in the region. A draft outline of the “State of Public Transportation” report includes:

1. Intro / Overview
2. Past Year Accomplishments / Major Events
  - Projects completed / started, major studies, etc.
3. Operator Profile Page
  - Financial Data – Funding and Operating & Capital Expenditures
  - Ridership and Service Data
  - *in future...*MAP-21 Data (State of Good Repair and Safety)
4. Issues Discussed at RPTS
  - E.g., customer info, commuter bus staging, technology integration, etc.
5. Findings / Recommendations for consideration by the TPB
  - Priority Project Listing
6. Upcoming Year’s Projects / Events

The RPTS will provide input on the development of the metropolitan region's performance measures and targets for MAP-21 for transit safety and state of good repair & asset management. These performance provisions are scheduled to be published in draft form in June 2015, finalized in the subsequent year, and become a required part of the metropolitan planning process two years later.

*RPTS Relationship with Human Services Transportation Providers and Private Providers*

The TPB's Human Service Transportation Coordination Task Force is the main venue for coordination and discussion of the issues and needs of human service providers and their customers. Similarly, private providers of public transportation are typically engaged through the TPB's Private Providers Task Force, the Chair of which sits on the TPB. Members of both committees are welcome to attend meetings of the RPTS and to engage in the topics taken up by the subcommittee. Relevant information for these committees (e.g., major events, studies completed, etc.) would be included in the State of Public Transportation report.

**Approval by Technical Committee**

The TPB Technical Committee approved this mission statement, goals, activities, membership and governance of the reconstituted Regional Public Transportation Subcommittee at their December 5 meeting.

# The Reconstitution of the Regional Public Transportation Subcommittee

Transportation Planning Board

December 17, 2014

# Structure of Presentation

- Regional Bus Subcommittee
- MAP-21 and TPB Resolution
- Reconstitution of RBS as the Regional Public Transportation Subcommittee (RPTS)
- “State of Public Transportation” Report
- Reconstitution Completed



# Regional Bus Subcommittee



- Subcommittee of the TPB Technical Committee since 2007
  - Members are bus transit agency staff and jurisdictional transit planners. Typically meets on a monthly basis.
- Coordinates regional bus planning for the CLRP and TIP
- Advises on TPB studies of public transportation
  - e.g., Commuter Bus Staging, Bus on Shoulders, Bus Hot Spots, etc.
- Forum for discussion of general bus and transit topics
  - e.g., Customer Information, Bus Stop Accessibility, Ridership Surveys, etc.

# MAP-21 and TPB Resolution R4-2015

The federal surface transportation act, MAP-21, added a requirement for representation of public transportation providers in the metropolitan planning process and MPO policy boards.

In response, on September 17, 2014 the TPB passed R4-2015. The TPB resolved hereby:

1. The current composition of the policy board... satisfies the requirement of MAP-21...
2. *Changes the name of the TPB Regional Bus Subcommittee to the **Regional Public Transportation Subcommittee** and broadens its scope to include all eligible public transportation service providers*
3. Commits to continuing a cooperative discussion with the providers of public transportation... in carrying out the metropolitan transportation planning process...

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

# Regional Public Transportation Subcommittee (RPTS) Reconstitution Memorandum

Memorandum establishes the following for the RPTS:

- *Mission Statement*: coordinate long-range public transportation planning for the region.
- *Activities*: information sharing, technical inputs, consultation on federal requirements, strategies and projects, coordinate with other committees.
  - In the future, provide input on the measures and targets for the MAP-21 performance provisions for transit state of good repair and safety.
- *Participation and Membership*: jurisdiction staff, providers of public transportation.
- *Governance*: rotating annual chair.



# RPTS Annual Report: *“State of Public Transportation”*

Annual report each Fall to the TPB to communicate the accomplishments, issues, and recommendations of the region’s public transportation providers.

Contents :

- 1) Past/Upcoming Accomplishments and Major Events
  - Projects started/completed, major studies, etc.
- 2) Provider Profile Page
  - Financial Data: Funding, Operating & Capital Expenditures
  - Ridership and Service Data
  - MAP-21 Performance Measures (Asset Management and Safety)
- 3) Topics discussed at RPTS meetings
  - Findings / recommendations for consideration by the TPB

# METRO TRANSIT: REGULAR ROUTE BUS



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## 2012 highlights

- Purchased two next-generation hybrid-electric buses
- 33 new hybrid-electric buses began service in St. Paul and communities in the east metro
- Achieved highest maintenance reliability in service history: 7,456 miles between road calls
- Opened 180-space park & ride lot in Little Canada with express service to Minneapolis and St. Paul

## System snapshot

**Legal Name** Metro Transit  
**Governance** Regional  
**Area Served** Anoka, Dakota, Hennepin, Ramsey, Washington counties Metro  
**Legislative District** Metro  
**Congressional District** 2, 3, 4, 5, 6

## System characteristics

**Vehicle fleet** 740 buses, 166 articulated buses, 26 motor coaches  
**Service type** Fixed route

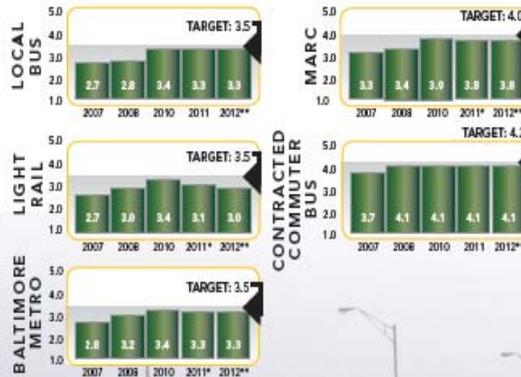
**Hours of Operation**  
 Monday - Friday 12:00 am - 11:59 pm  
 Saturday 12:00 am - 11:59 pm  
 Sunday 12:00 am - 11:59 pm  
**Base fare** \$1.75 - \$3.00

## System performance



## MTA: Customer Perceptions of Safety on the MTA System

A positive perception of personal safety is correlated with higher ridership and stronger commitment to transit as a mode of travel.



### Why Did Performance Change?

- As MTA's crime rate continues to fall, customers continue to feel safe
- Utilized the Police Cadet program to improve the visibility of MTA's Police Forces
- Used Closed Circuit TV (CCTV) and other security measures to ensure the safety of customers at Baltimore Metro stations and on the bus fleet
- Continued safety and security programs, such as the Zone Enforced Uniform Sweeps (ZEUS) and CompStat

### What Are Future Performance Strategies?

- Continue to utilize the Police Cadet program to improve the visibility of MTA's Police Forces, make traveling safer and give Maryland youth a point of entry into transit law enforcement
- Utilize CCTV and other security measures to ensure the safety of customers
- Target and prevent criminal activity through both covert and overt police operations, efficiently and effectively launched through the CompStat process
- In the FY2013-FY2018 Consolidated Transportation Plan (CTP), MTA has programmed over \$41 million in Department of Homeland Security grants to enhance law enforcement resources on the MTA system



## MTA: Preventable Accidents Per 100,000 Vehicle Miles

MTA has developed a baseline from which to reduce preventable accidents, increase efficiency and provide a safer ride to customers.

CALENDAR YEAR	2007	2008	2009	2010	2011	2012*	TARGET
Accident Rate							
Local Bus	2.50	2.50	2.93	2.86	3.10	2.12	2.0 by CY2013
Light Rail	n/a	n/a	0.06	0.31	0.16	0.19	0.15 by CY2013
Baltimore Metro	n/a	n/a	0.20	0.17	0.05	0.03	0.03 by CY2013
Paratransit/ Taxi Access	n/a	n/a	1.14	0.00	2.31	2.07	2.0 by CY2013

### Why Did Performance Change?

- All MTA modes except Light Rail have experienced a decrease in preventable accident rates (based on estimated 2012 data)
- Significant decreases in the Local Bus accident rate are due to ongoing efforts to increase operator accountability through re-training and corrective action
- Paratransit accidents are slightly higher over the past four years due to a change in how accidents are captured (including accidents from contracted service providers)

### What Are Future Performance Strategies?

- Continue accountability efforts to ensure that operators with multiple preventable accidents receive appropriate re-training and corrective action
- Utilize efficient and effective training methodologies, including the bus simulator, operator re-certification programs, and safe operation awards, to give operators the skills they need to perform their duties safely

(Baseline year = 2008)  
 \* 2012 data are estimates

# Reconstitution Completed

- The Technical Committee was briefed in November and December on the proposed mission and activities of the RPTS. The Regional Bus Subcommittee also provided comment.
- The reconstitution memorandum was accepted by the Technical Committee on December 5.
- The Regional Public Transportation Subcommittee will next meet in January 2015.





Questions?