



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: July 24, 2018

ATTENDEES

David Koch, DDOT (Chair)
Kyle Nembhard, MDOT
Faye Dastgheib, DDOT
Carrie Anderson-Watters,
Frederick Co. (Phone)
Todd Horsley, DRPT
Gary Erenrich, MCDOT
Rachel Lesniak, FITP

David Miller, FITP
Bill Orleans, Citizen
Michael Karpouzie, WMATA
Mark Moran, TPB
Arianna Koudounas, TPB
Eric Randall, TPB
Matthew Gaskin, TPB

Brandon Brown, TPB (Phone)
Allison Davis, WMATA
Steve Yaffe, Citizen
Andrew Meese, TPB
Catherine Vanderwaart, WMATA
Sam Stepney, WMATA
Raphael Alfred, WMATA
James Li, TPB

AGENDA

- 1. WELCOME AND INTRODUCTIONS**, *David Koch, Chair*
 - Call to order and introductions.
- 2. WMATA BUS DATA PRESENTATIONS**, *Raphael Alfred & Catherine Vanderwaart, WMATA*

WMATA representatives provided two separate presentations concerning updates and applications on how WMATA collects and uses bus data to solve questions and provide effective services.

The first presentation concerned the on-board and fixed end systems on WMATA buses.

- WMATA currently has a fleet of approx. 1583 buses, with an average age of 7.5 years. There are a series of Preventative Maintenance programs to maintain and achieve operational performance.
- 2012 marked the year when WMATA first began to make consolidation of bus systems via a contract awarded to Clever Devices.
- Over the years the old system, which was plagued with reliability issues, has evolved to a system that was not consistent and did not provide real time data transmission and collection.
- Modernization of the system began in 1999 with the introduction of AVA (Automated Voice Annunciation) of stops.
- The now consolidated on-board bus systems include: AVA, APC, AVHM, AVL, bus radios for voice/data communications, and a CAD system.
- This consolidation of these complex systems are the components of WMATA's Intelligent Transportation System. This system becomes activated with the simple tap of the operators ID Badge. This tapping in begins service and brings the components online.
- One particular component that was discussed was the AVHM or Automated Vehicle Health Monitoring system. AVHM gives an assessment of the vehicle health when it is due for

service or there is significant maintenance that needs addressing. This system is more predictive in bus service orders than the standard scheduling for maintenance, which may lead to unnecessary and ineffective usage of resources.

- SmartYard, a bus yard management software, was also discussed. This software provides detailed information on bus location, depot management, and AVHM issues. WMATA was the first transit agency in the country to make use of this system.
- On the horizon, WMATA is installing APCs (Automated People Counters) which are video based. Previous infra-red counters have been prone to vandalism and inaccurate data collection.
- With the evolution of technology, WMATA hopes to one day have a Transportation Intelligence System that is dynamic instead of static.

Questions:

- When this system is in operation in the field, will it enable schedule adjustments due to supervisor inputs? *Not really, it is a static system although we are conducting tests to make to system more dynamic.*
- What does the current maintenance of the APC look like? *Currently maintenance is contacted out to RideCheck Plus. They come in annually and provide updates and replacements. WMATA handles any replacement costs.*

The second WMATA bus data presentation dealt with trace modeling.

- Currently the data collected by WMATA on both bus and rail do not provide a deep, robust understanding of how passengers move through the system, and the conditions they are experiencing.
- With trace modeling there are several basic inferences that can be made about an individual: Origin, Destination, Transfer, and Path.
- Trace data can be used to address questions such as, level of ridership, platform crowding, crowding at station entrances and exits, etc.

Questions:

- Is WMATA looking at personal cell phone data for tracing purposes? *No, we are not. While other entities may use this data, it is challenging to analyze on a granular level.*
- In terms of getting the full trace of a rider who used WMATA and another service from a regional partner to complete a trip, are you working with them in collecting information? *Currently we are not, but it is an area that could use some exploration.*
- Is there a standard format that other transit agencies would have to use to participate in this data sharing or would they use a different provider? *That is something that could be discussed.*

3. REGION BUS DATA PRESENTATION Rachel Lesniak, FITP

- The purpose of this presentation was to provide information on the work FITP did for BaltimoreLink in terms of providing them with a performance monitoring system.
- This new dashboard was created using Tableau.
- The system takes inputs from the APC on the buses, this data is then cleaned and placed in a SharePoint portal by FITP. Tableau then extracts daily from the SharePoint.
- A demonstration of this was conducted.

Questions:

- Does MTA plan on making this available to the public? *We have not had conversations about that, however the tools and technology are available to make that possible.*



- At the end of this presentation, David Miller, provided some brief information on the much talked about WMATA Metrobus Study.
- This is being called the Bus Transformation Project, and it was stressed that this is **not** a bus system redesign.
- It is examining the current business model WMATA currently has in the system. The study will also examine Metrobus' regional role in terms of mobility, customers, funding, as well as governance and expectations.
- One question that was brought up was, looking to the future of public transportation, the slice of the pie buses makes up continues to shrink. A close examination of the future of surface mobility and equity needs to be looked at.
- An additional comment made was for the Bus Transformation Project to contact PRTC, who went through a similar endeavor in the past and could possibly provide feedback on the process.

4. **TPB ENDORSED INITIATIVES: ROUNDTABLE DISCUSSION, Eric Randall, TPB**

- At the end of last year, the TPB endorsed seven initiatives after working through a year-long process with its Long-Range Plan Task Force. The purpose of this agenda item was to provide a second opportunity for open discussion for the three initiatives relevant to the RPTS:
 - Regionwide Bus Rapid Transit and Transitways
 - Metrorail Core Capacity Improvements
 - Improve Access to Transit Stations
- Feedback from these discussions will be developed into potential near and long-term future implementation.
- Besides feedback that was provided in advance of the meeting and included in the presentation, further discussion was conducted.
 - *There needs to be a policy concerning what the distribution is of multimodal projects/initiatives in the region.*
 - *Take into consideration the changing "typical" work schedule. Compressed work week and telework are on the rise in the region.*
 - *Another examination of a flat fare for regional transportation (previous studies have cited potential Title VI violations if implemented).*
 - *An examination of the discounts that are given out on public transportation systems; multiple agencies (NY, Boston) have started implementing programs. Provides assistance for low income and young adult (not in college) populations.*
 - *Better communication between WMATA and regional providers; there are multiple examples where the lack of communications has led to significant gaps of service in the system.*
 - *Agencies should optimize existing infrastructure.*
 - *A reverse commute discount should possibly be examined, without adding congestion to the core.*
 - *Identifying and standardizing a definition of density throughout the region. This would help address questions of feasibility of placement of BRT, additional bus stops.*
 - *Examination of the placement of bus stops in relation to the near and far side of congested/busy intersections.*

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

- A summary of the Transit Safety Rule, finally released, was provided.
- Discussion and call for presentations for future meetings.
- Announcement that RPTS will not be meeting in August.



6. ADJOURN

- David Koch adjourned the meeting at 2:00 PM.
- The next meeting is scheduled for September 25, 2018.

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

<https://www.mwcog.org/events/2018/7/24/tpb-regional-public-transportation-subcommittee/>

