



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: September 25, 2018

ATTENDEES

David Koch, DDOT (Chair)
Kyle Nembhard, MDOT
Todd Horsley, DRPT
Tiffany Dubinsky, DRPT
Clinton Edwards, DRPT
Xavier Harmony, DRPT
Nicole McCall, TPB

Andrew Newhart, ABA
Tim Canan, TPB
John Swanson, TPB
Bill Orleans, Citizen
Arianna Koudounas, TPB
Eric Randall, TPB
Matthew Gaskin, TPB

Dan Goldfarb, NVTC
Brandon Brown, TPB (Phone)
James Li, TPB (phone)
Anthony Foster, PG (Phone)
Sonali Soneji, VRE (Phone)

AGENDA

- 1. WELCOME AND INTRODUCTIONS, *David Koch, Chair***
 - Call to order and introductions.
- 2. UPDATE: DRPT INTERGRATED MOBILITY PLAN, *Tiffany Dubinsky, DRPT***
 - The purpose of this presentation was to provide an update on the progress being made with DRPT's Integrated Mobility Plan.
 - Integrated and shared mobility is often shared use of a vehicle or other mode, enabled by technology.
 - DRPT is developing this plan in response to the widening mobility ecosystem and Virginia's focus on performance.
 - This plan will assist in identifying trends in Virginia, development of recommendations, and documentation of current and planned technology deployments of Virginia transit agencies.
 - Plan development has a nine-month scope with assistance from Kimley-Horn and the IBI Group.
 - An initial survey was distributed to stakeholders, and the responses were shared during the meeting. The responses were shared earlier with stakeholders earlier via webinars.
 - The presentation then looked at active work currently in Virginia. This included PRTC completing its Mobility On Demand Healthcare Access Feasibility Study and the GRTC CARE Program (Paratransit)
 - The next steps include, continuing to overview domestic and international examples of integrated mobility; host three statewide workshops; and develop final recommendations.

Questions:

- Mr. Goldfarb made a comment on the presentation. Stating he is on the TCRP Panel, a recent report, TCRP 201, completed a report that examined demographics that are using transit. The report, like other reports and meeting show that demographics and the overall transit market are going down. Mr. Nembhard agreed and gave an example involving Baltimore's Bus redesign.
- Chair Koch inquired about how much interest the state (Virginia) has in providing more resources for technologies, changing the model that agencies are currently using? *The new administration has provided some funding and there is general interest. While DRTP is still constrained we are actively looking for other funding opportunities.* Chair Koch offered a suggestion using the example that DC Government is currently using, taxing TNCs be means of requiring them to provide data. *TNCs have been resistant to sharing data, due to proprietary concerns.*
- Mr. Orleans stated that he felt TNCs may not be around forever, and so the request for data shouldn't be a priority.
- Mr. Goldfarb added additional comment concerning the search for additional funding by giving the example of the recent I-66 funding.
- Mr. Randall stated that this plan is focused on what the providers are doing and offering, is DRPT looking at what actual customers are doing which the changes in the market? *DRPT is interested in looking at that, however right now, that is beyond the scope of the plan and we lack the resources to do so.* How much outreach has been done to TDM agencies? These are things we are doing at COG. We have had some TDM agencies involved in the survey, however, there is a lot already occurring with TDM agencies, so we are just focusing primarily on Transit Operators.
- Mr. Li asked what is the current status of DC Governments efforts to obtain data from TNCs? Chair Koch responded that this was a fairly recent action and is unsure when it will go into effect.

3. REVIEW OF TRANSIT SAFETY FINAL RULE *Matthew Gaskin, TPB*

- The purpose of this presentation was to provide a high-level overview of the recent final ruling for Public Transportation Agency Safety Plans, capping off the Public Transportation Safety Program.
- Final Rule was issued on July 19, 2018 and will be effective next year (July 19, 2020).
- After that applicable public transportation will have one year to develop and implement a safety plan, with performance targets by July 2020. The TPB will then have 180 days to set regional targets.
- The performance measures include: Fatalities, Injuries, Safety Events, and System Reliability
- Applicable agencies are those that are recipients or subrecipients of 5307 grant funding and have more than 100 peak revenue vehicles in service.
- Agencies that receive 5310 or 5311 grant funding or have their safety jurisdiction covered by another federal agency are not applicable.
- Additionally, smaller public transportation agencies that receive 5307 grant funding will have several options with the development of a safety plan.
 - The State DOT agency can create a safety plan for the individual agency or a group plan for multiple agencies
 - Smaller agencies can create their own safety plan
- TPB will continue to coordinate and receive data from MTA, WMATA, PRTC, and DRPT via PBPP LOAs

Discussions:

- *Several public transportation agencies were added to the list of applicable and non-applicable agencies (DC Circulator, Frederick and Charles Co.)*



- A discussion about applicability for contracted operators was posed.

4. **TPB ENDORSED INITIATIVES: ROUNDTABLE/RECOMMENDATIONS**, *Matthew Gaskin, TPB*

- This presentation had the objective of finalizing the RPTS final recommendations from the TPB Endorsed Initiatives.
- To recap, 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 strategies.
- The recommendation for Regionwide BRT and Transitways
 - Identifying a definition of a density (transit use, ridership, and land use) in the region as a standard for the feasibility.
- The recommendation for Access Improvements to High-Capacity Transit Stations
 - Transit operators should prioritize the functionality of high capacity transit stations for all modes
- In terms of a recommendation for Metrorail Core Capacity Improvements, at this time RPTS does not have an official recommendation.
- These recommendations were created based on a survey, feedback, and previous meeting discussions. All of which can be found in the presentations.
- This presentation will be presented before the Technical Committee as well as before the TPB Meeting in November during a work session.

Discussion/Suggestions:

- One suggestion was to clarify the definition of “BRT” and to expand the spectrum of the initiative to improve all bus transit.
- Removing the term “land use” and replacing it with “the political will.”
- One suggestion that was made was to more clearly define “BRT”

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

- An update of the TPB Transit Planning Activities was given which included Visualize 2045 and the regional TAM targets.
- Regional revenues and expenditures were also discussed concerning Visualize 2045.
- There was more discussion of the SOPTR
- Discussion and call for presentations for future meetings.

6. **ADJOURN**

- David Koch adjourned the meeting at 2:00 PM.
- The next meeting is scheduled for October 23, 2018.

All meeting materials are available for download from the subcommittee’s website:
<https://www.mwcog.org/events/2018/9/25/tpb-regional-public-transportation-subcommittee/>

