



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: June 26, 2018

ATTENDEES

David Koch, DDOT (Chair)	Betsy Massie, PRTC	Brandon Brown, TPB
Roman Steichen, Frederick Co.	Robert Peskin, AECOM	Tim Canan, TPB
Kyle Nembhard, MDOT	David Miller, FITP	Kanti Srikanth, TPB
Faye Dastgheib, DDOT	Bill Orleans, Citizen	Allison Davis, WMATA (phone)
Randy White, FCDOT	Jim Maslanka, Alexandria	Antony Foster, Prince George's Co. (phone)
Christine Wells, WSTC	Dan Goldfarb, NVTC	James Li, TPB (phone)
Carrie Anderson-Watters, Frederick Co.	John Swanson, TPB	Chole Ritter, Fairfax Co.(phone)
Al Himes, WMATA	Arianna Koudounas, TPB	Sarah Klechner, Loudoun Co. (phone)
Sean Egan, DDOT	Eric Randall, TPB	
	Matthew Gaskin, TPB	

AGENDA

- 1. WELCOME AND INTRODUCTIONS, *David Koch, Chair***
 - Call to order and introductions.
- 2. TPB REGIONAL BUS SERVICE PROVISION STUDY REPORT, *David Miller & Robert Peskin, FITP and AECOM***
 - Before the presentation began Kanti Srikanth and Arianna Koudounas both thanked all parties involved in this creation and participation in this study. This final report will provide both actionable and comprehensive items that could be implemented, with an explicit call to increase transit and opportunities in coordination and collaboration that could provide savings and user benefits. Potential next steps for this study may be presentations to the TPB Technical Committee and the Board, to provide more information for their future decision-making process.
 - The purpose of this presentation is to provide a high-level overview of the ten different bus service agencies in the region, each with unique geography, cost drivers, funding structures, and operational practices.
 - David Miller described how the study had two primary objectives:
 - Better understand how and why agencies' cost vary.
 - Identify potential instances where coordination, collaboration, and efficiency could be enhanced between agencies.
 - Bob Peskin described the cost data sources and context. National Transit Database (NTD) functional classification and cost drivers were used. The primary cost factor is driver labor, but the report considered other costs as well.
 - David Miller went into more detail on how the overall context of the report included

considerations of both short term and small scale, and long term and large scale, all of which were and should be taken into consideration.

- In the development of this study, an extensive peer and literature review was also conducted.
- Through the course of completing this report and performing analysis eight recommendations were discovered to implement the regional bus service strategy to enhance efficiency:
 - Shared maintenance, storage, and parking facilities
 - Shared technology
 - Joint training
 - Specifically for maintenance workers, including a pipeline program with local schools to provide the training
 - Shared administrative functions
 - Shared customer service functions
 - Joint procurement
 - The region will procure some 1400 buses over the next seven years, 1/3 for the local services. Electric bus penetration and infrastructure are possible opportunities.
 - Shared infrastructure in high investment corridors
 - Transfer or merging of service between agencies
- It is anticipated the final report will be completed in the next week.

Questions

- In terms of the shared maintenance and parking facility strategy did your study consider public and private ownership of land? Not at that level of detail, perhaps that could be another study to examine that.
- Do you have examples of some of these recommendations being implemented? Yes, there are some examples provided in the peer review.
- In terms of joint training, particularly among mechanics, did you find any challenges with unions? Potential friction? There weren't any specific examples for that question.
 - Span of Service, Land Usage, Rides per Capita
 - Bike/Ped. Access or improvements, information on paratransit
- More interjurisdictional coordination is needed in Northern Virginia. Discussion that NVTC provides this forum. Opinion that there is a lack of thinking on coordination; there is no regional Transit Development Plan. NVTC noted that they are considering a fall workshop to look at BRT connection issues as well as labor issues.

3. DC STREETCAR UPDATE *Sean Egan, DDOT*

- The purpose of this presentation was to provide an update on the DC Streetcar, which currently serves a portion of H Street NE. There are plans to have two expansions: one along Benning Road to the metro station and the other along K St. toward Georgetown.
- Since the completion of the H St section of DC Streetcar ridership has increased consistently. Averaging 3,700 weekday riders with 12-minute headways.
- Studies have shown that the increased ridership has not directly captured riders from complementary Metrobus routes like X2.
- Benning Rd. expansion should complete the planning phase next year. The Environmental Assessment and 30% Design are going ahead concurrently to address FHWA questions.
 - Significant bridge and road repair and infrastructure placement will need to be done, particularly over the Anacostia.
 - The expansion will be 2 miles along Benning Rd and the preferred alignment is center median, with shared ROW with vehicles and street cars.



- Union Station to Georgetown Expansion has the draft Environmental Assessment under review by FHWA/FTA right now, with public comment anticipated later this year.
 - Union Station will serve as the major hub in the system, provided an east to west connection across the District, as well as connecting riders to Amtrak and Commuter rail services. Union Station is expected to undergo significant expansion until 2040.
 - Route is projected to be along the busy K St. corridor using a combination of dedicated rail and shared transit ways.
 - Overhead wires are not permitted in the CBD in the District, therefore station charging stations and super capacitors battery usage could possibly be used.
 - One significant barrier must be examined, navigating Mt Vernon Square, without causing significant disruption.
- With the completion of both expansion the DC Streetcar will have 8 miles of track in service, yielding approx. 30,000 weekday riders. Will provide an important east-west transit link, connecting residential areas in the east with the business district in central and west DC.
- Completion will bridge network gaps:
 - Ward 7 to Mt. Vernon Sq.
 - H St to Georgetown
 - NoMa to Foggy Bottom

Questions:

- With the current segment of the Streetcar, were crossover or side tracks considered? No, operational considerations were not considered. However, with the expansion, lessons learned from the H St. section will be implemented.
- Is there a reason(s) why Benning Expansion will happen first as opposed to the K St? What is the level of interest from the Georgetown residents? Benning was selected first because the route has a clear ROW path, it provides a clear east to west connection, and there is less project delivery risk. As for Georgetown, the level of interest is significant. There is a possible minimum operable segment from the current line to Mount Vernon Square/Convention Center. There is an approved FONSI for the K Street Transitway, from 2010.
- In your presentation, you stated that 17% of VRE riders transfer to Metro to complete a trip. How did you obtain this information? VRE conducts two surveys annually. These surveys are completed on board and have a good response rate.
- Have you done any peer group analysis? Initially yes, however it proved to be too difficult to directly compare data. Peer providers are all arranged differently.

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 chance for open discussion for the three initiatives that relate closely 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:
 - DDOT spoke of the difficulty it has experienced with the NEPA process and the impacts of repurposing a GPL lane to transit-only. While this is not directly tied to the three initiatives under discussion, feedback was given that changes could possibly be helpful.
 - The need of a “Regional Productivity Report” akin to that of the WMATA Productivity



report was discussed. A regional report card on the performance of the public transit systems could in the future prove useful.

- Discussion of creating a regional bus performance standard was included. This too would increase the regional efficiency and cooperation of partners in the region.
 - Both of these talking points greatly supplement the Regionwide Bus Service Provision study that was given at the beginning of the meeting.
- Having a common fare structure across the region. This would increase equity across the region, with a fare based on the same level of service across the region.
- Use of the ten-year transit asst mobility plans required by October 1 could be used to forecast procurement needs.
- The conversion of HOV to HOT lanes has affected federal funding, leading to the loss of \$250,000 for PRTC.
- This discussion was cut short due to time constraints but will continue at the July RPTS meeting.

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

- Update to the Transportation Safety Rule, final release could possibly be in July.
- Agency TAM Plans due October 2018, TPB will collate and develop regional TAM targets
- FY17 Bus Grants awarded to WMATA, MTA, and PRTC
- FY18 Bus Grants NOFO
 - \$366.3 million available, applications due August 6.

6. ADJOURN

- David Koch, RPTS chair for 2018 adjourned the meeting at 2:00 PM.
- The next meeting is scheduled for July 24, 2018.

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

<https://www.mwcog.org/events/2018/6/26/tpb-regional-public-transportation-subcommittee/>

