



## TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Tuesday, January 28, 2020

Chair: Charley Dingboom, Washington Metropolitan Area Transportation Authority

### MEETING SUMMARY

- 12:00 P.M.**    **1. WELCOME AND INTRODUCTIONS**  
*Charley Dingboom, Regional Public Transportation Subcommittee Chair*
- 12:05 P.M.**    **2. NVTC: TBEST SERVICE PLANNING MODELING FOR ALEXANDRIA AND FAIRFAX**  
*Matt Cheng, NVTC*

*The purpose of this presentation was to provide an overview of the TBEST (Transit Boardings Estimation and Simulation Tool) software and how it can be utilized as a transit service planning solution. TBEST was developed to support agencies' transit development plans (TDPs), via FDOT approved ridership estimation methodology. FDOT developed this with the objective to provide a "comprehensive transit network modeling, management, and analysis software with a focus on short to mid-term transit planning available to all Florida transit agencies" In short, it is a software solution for short-term transit service and strategic planning for local agencies. The TBEST modeling framework is comprised with data inputs, model structure, model development, application, and analysis. Mr. Cheng then described how TBEST has been used locally (Fairfax County) route realignments. Mr. Cheng described the process on applying the TBEST software to Fairfax Connector route 951. One of the main challenges Mr. Cheng discussed concerning TBEST was the maintaining of socioeconomic databases and the controlling of vacancies. Some opportunities for the further utilization of TBEST could be integration into program/policy evaluation and use of the mobility area analysis features. Currently, DRPT is exploring TBEST opportunities in Virginia.*

Questions:

Is there the possibility that this software could be used to do projected development? *Yes, that has already been done preliminary with the Metroway.*

Can the TBEST software consider things such as bus speed/travel times? Bus priority treatments? *Yes, that can be modeled using the TBEST software. Traffic simulations can be run, and that information can be gleaned from it.*

How long does it take to typically run a model? *Its takes about a day, 20 hours.*

- 12:30 P.M.**    **3. WMATA RIDERSHIP DATA PORTAL**

Andrew Gerritsen, WMATA

*The purpose of this presentation was to provide an overview of the ridership data portal created by WMATA for public consumption. This portal page is located on WMATA's website where the public can view and explore WMATA's ridership data from 2010 to present. Ridership data is split between Rail, Bus and Parking transactions. Data is published monthly on roughly a 30-day lag, along with an accompanying Ridership Snapshot explaining the major factors affecting ridership for that month. Rail and bus data began collection in 2010, followed by parking data in 2012. A few of the limitations of this data include: currently does not include Automatic Passenger Counter (APC) data, only transaction data; unable to link to a filtered view that users created; and, unable to see origins linked to destinations. Mr. Gerritsen then provided a live demonstration of the data portal.*

Questions:

Are unlinked trips shown in this portal? *At this time the portal does not provide that level of detail.*

**12:55 P.M. 4. TPB: REGIONAL TECHNICAL ASSISTANCE FISCAL YEAR 2021**

*Mark Philips, WMATA  
Nicole McCall, TPB*

*The purpose of this presentation was to make members aware of the technical assistance the TPB provides annually to member jurisdictions. Technical Assistance is a program unique to TPB. It assists state and local governments as well as transit operating agencies with preliminary planning of projects, programs or policy evaluations that advance metropolitan planning, including regional goals, priorities, and aspirations. In order to make a request for technical assistance, members were instructed to contact their state or regional transit Technical Assistance representative) as well as the TPB Technical Assistance Program Manager to discuss potential ideas. The project must meet two thresholds to be considered for funding.*

Questions:

How much money has been allocated for FY20? *Approximately 170K.*

Who actually provides the technical assistance? Is it just TPB staff? *While TPB staff does provide some of the technical assistance, on some projects consultants are called in to provide the assistance.*

**1:20 P.M. 5. TPB: 2019 STATE OF PUBLIC TRANSPORTATION REPORT**

*Matthew Gaskin, TPB*

*The purpose of this presentation was to provide an overview of how the 2019 State of Transportation will be created. Mr. Gaskin begin with giving an overview of the 2018 version of this report. 2018 marked the first time that such a report had been created by RPTS. Mr. Gaskin discussed some of the lessons learned*

from last years report. One issue was that of early coordination with some of the providers of public transportation in the region. Mr. Gaskin also stated that while a majority of the topics in the report will be carried over to the 2019 edition, a focus on regional paratransit and microtransit would also be featured in the 2019 edition. Mr. Gaskin stated that he will update RPTS regularly with the progress concerning the report, requests for information, and review of the draft report. The anticipated completion of this report will be in June 2020.

Questions:

When you are referring to the 2019 report are you referring to the fiscal year or the calendar year? *In terms of information of achievements/plans or projects completed by a public transit provider it is the calendar year (2019). However, in terms of the data collected in terms of operating costs and passenger ridership, that data is compiled from the NTD which has a lag of two years on the release of that information. SO that information will actually be 2018 data.*

**1:45 P.M. 6. TPB: DRAFT 2020 TRANSIT ASSET MANAGEMENT TARGETS**  
*Matthew Gaskin, TPB*

*The purpose of this presentation was to provide the RPTS an opportunity to provide comments or questions on the 2020 Transit Asset Management Targets as well as to provide information on the 2019 Transit Asset Management Targets. Concerning the 2019 TAM targets, this marked the first time that actual performance and targets could be assessed. Additionally, public transportation providers were required to share written documentation on the reasons why they were unable to obtain 2019 targets. Mr. Gaskin provided a summary of one of these narratives (WMATA) providing an explanation for falling short on the proposed bus target. This presentation has been shown to both the Technical and Planning Board in draft form. It will also be presented to the Citizens Advisory Council prior for back to the Planning Board for final approval in February. It should be noted that this is the third cycle of setting regional transit asset targets. Also, at the time of this presentation information from Fairfax County and the District of Columbia was unavailable. It is anticipated that information will be received prior to Board approval.*

**1:55 P.M. 7. ADJOURN**

The next regular meeting of the RPTS is scheduled for February 25, 2020.