



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: January 23, 2018

ATTENDEES

David Koch, DDOT (Chair)	Gary Erenrich, MCDOT
Deanna Archey, MCDOT (phone)	Andy Meese, TPB (phone)
Dan Goldfarb, NVTC	Kyle Nembhard, MDOT
Tom Harrington, Cambridge Systematics	Rich Roisman, TPB
Todd Horsley, DRPT	Patricia Happ, NVTC
Steve Yaffe, Arlington Co.	Sonali Soneji, VRE (phone)
Kyeongsu Kim, Connetics Transp. Grp.	Arianna Koudoumas, MWCOG
Andrea Lasker, Prince George's	Eric Randall, TPB
Nick Perfili, WMATA	Matthew Gaskin, TPB
Dan Hibbert, MCDOT	
Charlene Howard, DTP	

AGENDA

- 1. WELCOME AND INTRODUCTIONS, David Koch, Chair**
 - Call to order and introductions.
- 2. RTDC UPDATE, Charlene Howard, DTP GIS Analyst**
 - Regional Transportation Data Clearinghouse is an online database that is a regularly updated website containing open data from service providers; the database is available to regional members of MWCOG.
 - Regional public transit information is available going back to FY 2012.
 - Useful information that can be accessed are shape files, traffic counts, and the ability to export data easily.

Questions

- Is paratransit information available? *Not currently, but it is something we would like to add to the database.*
- How old is the ridership (public transit) data? *Externally there is ridership information going back to FY2012. Internal we have partial information going back to FY2009.*
- Is the data shown in real time? *No, however, the bike/pedestrian information is refreshed every five minutes.*
- Is there any taxi cab data? *No.*
- Are potential traffic deserts shown? *Not directly, however, with the applications on the website, one can show all open public transit information (rail and bus routes) and could formulate where areas are that are lacking access to public transit.*
- Do you have revenue per mile information in the database? *No, we do not, but if service providers provide us with that information we would consider posting it.*

3. NVTC: BENEFITS OF METRORAIL, *Dan Goldfarb, NVTC*

- Study was conducted to evaluate and assess the value of Metrorail for the state, specifically the Northern Virginia region. It focused on the level of activity that the regional transportation network could support, and looked beyond to the impacts on local generated revenues and a focus on state revenue.
- The approach to the study involved: 1) Determining the level of congestion, 2) Removing Metro and VRE from the network, 3) Redistribution of land use to reach existing congestion levels, 4) Estimate state revenue losses.
- Findings reveal the value Metrorail and VRE have on Virginia: More than \$600 million dollars annually in sales/income tax, 250% return on investment from the \$170 million Virginia gives to Metro and VRE, 130,000 additional daily transit trips, and 56,500 lane miles of congestion avoided
- Future study will focus on the relationship of affordable housing with rail transit.

Questions:

- Were the results expected? How long did it take for the study to be completed? Are VRE and Metro displayed as one unit, or are they separated? *The results that were found were expected and the study took about a year to complete. No, Metro and VRE were not separated, it would have been very challenging to make that separation for the study.*
- Was there a consideration to remove the buses from the network? *No, the focus of this study was solely on the impacts of Metrorail and VRE.*

4. MONTGOMERY COUNTY: RIDE-ON EXTRA UPDATE, *Dan Hibbert, MCDOT*

- Update on MCDOT latest public bus transportation option, extRa express bus service on MD 355, since the start of service in October 2017.
- RideOn extRa is a limited stop bus service, with 14 dedicated specialty buses equipped with TSP, Wi-Fi, and USB ports. Service overlays current routes 46 and 55.
- Service started to capture people who would not normally use bus public transportation, also is alleviating overloading issues on route 55.
- Branding of this new service extends not only to the buses but also to the shelters, which are equipped with real-time monitors, benches, and local art mosaics for aesthetics.
- MCDOT believes they have attracted 400 – 500 new riders of bus public transportation, primarily from NIH and Montgomery County College.
- RideOn extRa attributes the strong launch and respectable ridership to strong political support in the community.

Questions:

- About the 10min headways, how is that being maintained? *We have a dedicated dispatcher who is constantly monitoring the headways. Also, sometimes I ride the buses, unannounced, just to observe the timely arrivals.*
- Have you considered doing a ridership survey, to determine what the riders were using for public transportation prior to the new service? *Yes, that is something we have considered doing.*
- What has attributed to the increase of ridership, regarding NIH employees? *We offer free parking at our Lakeforest Transit Center, and recently a parking lot was removed from the NIH campus.*
- Are you conducting any segment performance, regarding routes 46 and 55? *Yes.*



5. LONG DISTANCE COMMUTER BUS STUDY, *Tom Harrington, Cambridge Systematics*

- The purpose of this study was to determine the demand and the strategies for publicly supported commuter bus service into DC and Northern Virginia from areas beyond the TPB planning area.
- The segment of commuters this study is targeted towards are those who live 50 – 100 miles or more from the planning area.
- Current commuter services include operators of trains, intercity buses, and commuter buses.
- A significant percentage of the commuter flow into the DC and Northern Virginia area comes from Stafford and Spotsylvania Counties.
- Seven potential markets were selected after an analysis of data was complete.
 - Winchester
 - Front Royal
 - Culpepper
 - Orange/Spotsylvania
 - Fredericksburg/Spotsylvania
 - King George
 - Stafford
- Similar commuter programs in Boston and Colorado were researched and analyzed.

Questions:

- Has there been any interest from the counties (Where the potential markets were identified)?
Yes, there has been general interest.
- Comment from Sonali Soneji, VRE: FAMPO recent concluded a similar study. Made a good case for using a similar system as a means of providing a feeder to VRE, vanpool/carpool, and buses, by providing them with more commuter capacity. The vote did not pass.

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

- No update on the release of the National Transportation Safety Plan final rule.
- DRPT has set new FY2018 Transit Vehicle Useful Life Benchmark Targets.
- One of the LRPTF initiatives, adopted by the TPB last year relates to this sub-committee: Regionwide Bus Rapid Transit (BRT) and Transitways.

7. ADJOURN

- David Koch, RPTS chair for 2018 adjourned the meeting at 2:00 PM.
- The next meeting is scheduled for February 27, 2018.

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

<https://www.mwcog.org/events/2017/11/21/tpb-regional-public-transportation-subcommittee/>

