

TRANSIT SERVICE DELIVERY ADVISORY COMMITTEE AGENDA

VDOT Auditorium
1401 East Broad Street
Richmond, VA 23219
Monday, April 22, 2013
10 a.m. – 2 p.m.

1. Call to order – Chair, John McGlennon (10:09 a.m.)
2. Approval of minutes – Approved by committee
3. Public comment period – No comment at this moment
4. Old Business
 - a. Discussion of Overall Objective: 2x2 Table – Vice Chair, Cindy Mester – Chart is attached to the TSDAC website
The committee’s goal is to strive for services qualifying for quad 4 – most cost effective and efficient.
 - b. Discussion of Mission/Goals and Outcomes – Group Discussion – Chart is attached to the TSDAC website
The chart is loosely based on DRPT’s mission. The committee would like to define high quality service. The group agreed that ridership is an important consideration, with an accompanying recognition that ridership is situation-dependent (e.g., , urban versus rural systems; demand responsive versus fixed route systems; distance separating major activity centers / destinations from residential origins; the presence or absence of colleges / universities; service area density; etc.).
5. New Business -- Operationalization
 - a. First Steps – The committee discussed the different types of transit systems along with key characteristics, challenges, and opportunities associated with each:
 - Rural
 - Small Urban
 - Exurban
 - Large UrbanTransit systems are also marked by varying forms of service, which may be found in any of the foregoing service types
 - Demand Responsive
 - Fixed Route
 - b. The TSDAC Chairman suggested three conceptual ways of measuring performance in light of the variation discussed above:
 - i. Use of peer groups confined to state systems as was attempted in the SJR-297 Study

- ii. A Self-comparison approach
 - iii. Use of Peer groups drawing on nationwide data
- TSDAC members were invited to express their conceptual preferences; those that did favored a self-comparison approach perhaps augmented by the use of national benchmarks or standards

6. Staff Presentations

a. Asset Management – Terry Brown, DRPT

Overview:

- Brief History of PROGGRES
- Walk Thru of PROGGRES
- Discussion of Future Enhancements

Transit and TDM Investment Themes

- Four themes for evaluating investment scenarios
 - Transit State of Good Repair (SGR)
 - Transit Capacity Enhancements
 - TDM Capacity Enhancements
 - Transit Major Capital Projects

b. Transit Investment Scenarios examined in VDRPT's needs assessment

- **Low Investment**
 - Addresses SGR for existing vehicles
 - Maintains existing service levels plus TDP commitments, escalates costs for inflation (3%)
 - Assumes Major Capital Projects currently under development
- **Moderate Investment**
 - Addresses SGR for existing and future growth vehicles
 - Increases service levels
 - TDPs through 2018
 - Service level growth consistent with area population growth 2019 through 2040
 - Assumes Lower Level of Major Capital Project Investment
- **High Investment**
 - Addresses SGR for existing and future growth vehicles
 - Increases service levels
 - Moderate Growth plus
 - 3% service hour growth / year – Top quartile performers
 - 2% service hour growth / year – 2nd quartile performers
 - Assumes High Level of Major Capital Project Investment

c. Tiering of Capital Projects

- TSDAC is charged with recommending funding tiers within the capital program
- Current practice -- For the past four years, DRPT has had two tiers:
 - 80% for replacement rolling stock
 - 50-60% for all other capital

- Possible tiers going forward
 - General discussion of whether there's a need for a unique approach for FY 2014 because HB 2313 was enacted after FY 2014 budgets and grant applications were fashioned
 - Perhaps additional match for FY 2014 new funding can be waived so grants can be awarded without match complications
 - Perhaps some or all of FY 2014 new funds should be carried over to FY 2015 so grantees can better prepare for that infusion
 - A carried-over approach could be problematic from the point-of-view of the General Assembly's and the CTB's expectations
 - Use tiers as is current practice or change the tiers
 - Discussion of possible tiers for FY 2015 and beyond:
 - Replacement and mid-life overhauls of rolling stock
 - Expansion rolling stock
 - Bus Stops / Facilities
 - Other capital

7. Public Comment

- a. Gha-is Bashir Paige, Petersburg Area Transit, offered comments on the Mission/Goals and Outcomes chart and suggested looking at both transit dependent and transit choice riders. He also stated that instead of taking away funding from systems that do not "make the grade," DRPT should find out why they are struggling and offer assistance.
- b. Joe Lerch, VML, commented that the committee is going in the right direction and suggested looking at spending versus congestion.

8. Next Steps

9. Adjourn (2:12 p.m.)