Transit Data and Performance Collection, Standards and Reporting Program

Presentation to TSDAC
May 5, 2016
Outline

- Transit Agency Working Group/TSDAC recommendations
- Survey of pilot agencies
- Outreach to agencies
- Lessons learned
- Concerns
- Proposed approach moving forward
Transit Agency Working Group Recommendations

- Consider standardization of data collection and reporting practices
- Consider ways in which to address issues of data integrity and data collection practices
## TSDAC Recommendations

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<tr>
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<th>Large Urban/College Town</th>
<th>Small/Rural</th>
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<tr>
<td><strong>Data Definitions</strong></td>
<td>Existing DRPT data definitions&lt;br&gt;DRPT to clearly document and distribute definitions</td>
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<tr>
<td><strong>Collection Methods</strong></td>
<td><strong>Fixed Route:</strong>&lt;br&gt;ERF, AVL system, scheduling software, accounting/payroll systems</td>
<td><strong>Fixed Route:</strong>&lt;br&gt;Manual: cash fareboxes, manual ridership count including free fares, scheduling software&lt;br&gt;<strong>Agencies to move to simple electronic systems in 3 years</strong></td>
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<td><strong>Demand Response:</strong>&lt;br&gt;Mobile data terminals, scheduling software</td>
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<td><strong>Processing Methods</strong></td>
<td>Electronic database (e.g., Microsoft Excel, Access)&lt;br&gt;<strong>DRPT to create spreadsheet templates to institute uniform calculations</strong></td>
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<td><strong>Verification Methods</strong></td>
<td>Staff review for anomalies; cross check 2 or more sources of data&lt;br&gt;<strong>DRPT to incorporate automatic variance flags into OLGA</strong></td>
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*Source: SB1140 Performance-Based Funding Allocation Study Final Report*
Survey of Pilot Agencies

- Work out implementation details in a focused way before rolling out standards across the Commonwealth
- Select three agencies that represent a cross section of Virginia
  - Fairfax Connector (FCDOT)
  - Charlottesville Area Transit (CAT)
  - Bay Transit
Outreach to Agencies

• Outlined effort and gathered information on current processes with pilot agencies
• Presented proposed data flows and standardization to pilot agencies
• Met with all grantees in two workshops to present findings from Pilots and discuss approaches:
  – Charlottesville on Nov 2, 2015
  – Blacksburg on Nov 3, 2015
• Presented final report findings to Pilots
Lessons Learned

• Implementation Planning
  – Each agency is different – three pilots were not sufficient to develop a statewide implementation approach
  – Small agencies would have trouble adopting simple electronic systems (fixed route) or mobile data terminals (demand-response) for data collection
• Technology
  – We were able to estimate costs and resources needed for transit ITS systems
  – Technology products
    • Effort to maintain vendor relationships
    • No forum for grantees to share experiences with common platforms
  – Implementing and maintaining technologies requires resources and expertise beyond what many agencies have
Concerns

- How much technology is required to fulfill TSDAC recommendations
- Explore potential agency exemptions
  - Based on size (do no harm principle)
  - Due to a qualified exception
- How much flexibility to allow in data collection and processing
Proposed Approach Moving Forward

- All agencies are different. One technology approach doesn’t fit all circumstances.
- DRPT will work with each transit agency in the state and document its data collection and validation process.
- There is a need for individualized data collection and processing approaches, leading towards a statewide standardized reporting approach.
- Those processes will be reviewed for flaws, gaps, etc.
- Recommendations will be made to improve those processes on a case-by-case basis, tailored to the agency’s needs and resources.