

Arlington Transit Advisory Committee

Meeting Notes

March 13, 2018

7:00 p.m.

Ellen M. Bozman Government Center

2100 Clarendon Boulevard

“Cherry” and “Dogwood” Conference Room

TAC Members Present:

John Carten
Laura MacNeil
Linda Massaro
Andrew McAllister
Erika Chiang
Alexa Mavroidis
Herschel Kanter
Takis Karantonis
Carlota Cobo

Other Attendees Present:

Lynn Rivers (staff)
Pierre Holloman (staff)
Steve Yaffe (staff)
William Jones (staff)
Tim Roseboom (staff)
Andre Stafford (WMATA)
Justin Antos (WMATA)
Deb MacKenzie (WMATA RAC)

Call to Order

- John Carten opened the meeting at 7:02 pm.

Introductions

- John Carten introduced and welcomed Andrew McAllister as the newest TAC member.

Public Comment

- Deb MacKenzie expressed concerns regarding Red Top’s new ownership and how such has impacted STAR. It was noted that Red Top’s dispatch services were outsourced to a location in Utah and such has caused some issues. It was also noted that STAR has not been meeting time obligations and Red Top has had issues in meeting special instructions due to the new meters which have been installed in Red Top cabs.

Approval of Meeting Notes from February 13, 2018

- February 13, 2018 meeting notes were approved unanimously.

Understanding Transportation Network Companies – Justin Antos

- Justin Antos of WMATA provided an overview of the growth and impacts of Transportation Network Companies (TNCs) in the Washington region. Uber, Lyft, Via, and other TNCs began arriving in the Washington region in 2012 and UberX began in 2015. It is expected that TNCs plus taxi ridership will soon exceed all local U.S. bus ridership combined. In the District, there were approximately 42,000 Uber drivers in 2017 and the average response time in 2016 showed that an Uber driver was able to pick up a passenger within 5 to 7 minutes. In New York City, there are approximately 650,000 TNC trips per day, and there are approximately 255,000 TNC trips per day in San Francisco. For comparison, there are approximately 650,000 trips per day on Metrorail and 400,000 on Metrobus. It is estimated that TNCs make up between 200,000 to 400,000 trips in the Washington region daily. In New York City, the rise of TNCs has coincided with a 15% increase in congestion and a drop in transit ridership. In Boston, TNCs are eroding ridership at MBTA and increasing congestion and VMT as approximately 60% to 70% of all TNC trips have only 1 rider. It is believed that the cost per trip on a TNC will rise over time; however, it is not clear what impacts a price increase per trip will have on increases or decreases in TNC ridership.
- Based on available data TNC usage matches transit commute patterns closely during the week; however, TNC usage significantly increases in the evenings and weekends. Overall TNCs are serving times and places where congestion is high, and transit options are strong. Most TNC trips are in central D.C. and in Arlington. There is a greater need to understand the impacts of TNCs on transit ridership as if TNCs were solving the first and last mile trips to Metrorail, there is an expectation that there would be an increase in transit ridership; however, that is not the case. TNCs seem to be filling gaps.
- It is important for the public sector to understand the impacts of TNCs as TNCs have impacts on use of public space, public transit, equity, and modeling travel behavior. Without data on TNCs, the public sector is unable to understand their impacts to the transportation system, and cannot inform public policy responses. Data which the public sector needs from TNCs include: trip volumes, travel markets served, efficiency data, and travel behavior. It was noted that Uber Movement supplies most of this data; however, trip counts are missing. Other cities have begun to regulate TNCs to obtain data. In New York City, TNCs are regulated by the Taxi and Limousine Commission and must provide trip logs, fares paid by transaction, number of passengers, and pickup/drop-off locations by latitude and longitude. In Chicago, TNCs are regulated by the Chicago Department of Business Affairs and Consumer Protection and TNCs are required to report monthly on the origin/destination location and time as well as trip request data for any trip requests within the City of Chicago.

Update on ART's Service Evaluation Report – William Jones

- William Jones noted that this item has been placed on hold. It was noted that a visual of the finalized service evaluation report will show how routes perform versus standards as well as averages from 2017. This item will be presented to the TAC in the future. It was noted that staff will continue to monitor ART service and will provide a quarterly report to the TAC at the next TAC meeting.

ART Proposed FY 2019 Service Changes – William Jones

- William Jones noted that two ART routes have been included in the proposed FY 2019 budget for elimination: ART 92 and ART 54. If the ART 92 and ART 54 are eliminated, it would provide more flexibility and improve efficiency of ART's service delivery. The elimination of the ART 92 and ART 54 would generate a \$400,000 annual savings in FY 2019.

TAC Meeting Calendar – Pierre Holloman

- Pierre Holloman referred to the TAC Charter which noted that the TAC was expected to meet every other month or more often if needed. A calendar year 2018 TAC meeting calendar was proposed which included TAC meetings in May, July, September, and November 2018. It was noted that the TAC will not meet in June, August, October, or December unless needed. The proposed 2018 calendar year TAC meeting calendar was unanimously approved.

Report from Accessibility Subcommittee

- Alexa Mavroidis noted that the subcommittee did not meet in February; however, the subcommittee will meet on Thursday, March 15, 2018 to discuss the issues resulting via the change in ownership with Red Top.

Additional Items from Committee Members and Staff

- John Carten provided and read a resolution encouraging the Arlington School Board to fully fund the transportation demand program. A motion was placed on the table for the TAC to adopt the resolution and send such resolution to the Arlington School Board. The resolution was unanimously approved.

Adjournment

- The meeting was adjourned at 8:33 pm.

Next Meeting

The next meeting is scheduled for Tuesday, May 8, 2018.