

AGENDA

RICHMOND REGIONAL
TRANSPORTATION PLANNING ORGANIZATION
PUBLIC TRANSPORTATION WORK GROUP

Friday, February 19, 2021

3:00 p.m.

Zoom Meeting & PlanRVA YouTube Channel

Members of the public may observe the meeting via YouTube Live Streaming on the [PlanRVA YouTube Channel](#). Opportunities for sharing comments are described in the [Public Participation](#) guide.

WELCOME AND INTRODUCTIONS

(Parsons).....

STATEMENT REGARDING VIRTUAL MEETINGS

(Parsons)..... page 1

ATTENDANCE BY ROLL CALL

(Parsons)

1. Consideration of Amendments to the Agenda

(Parsons)

2. Approval of January 5, 2021 Meeting Summary

(Parsons) page 2

3. Transit Service Governance Report

(AECOM Team).....

- Kickoff Meeting

4. Next Steps

(Parsons)

5. Next Public Transportation Work Group Meeting – TBD

(Parsons)

6. Adjournment

(Parsons).....

CAP/nm

Opening Statement for Electronic Meetings

Due to the 2020 COVID-19 virus and current guidance regarding physical distancing to reduce the potential for spread, meetings of the Richmond Regional Planning District Commissions have transitioned to a virtual format in accordance with provisions of Virginia Code § 2.2-3708.2 and related legislation approved by the General Assembly of Virginia during the period of the Governor's State of Emergency Declaration for COVID-19.

While we meet in a remote/virtual format, we remain committed to public accessibility and opportunity to participate. Staff provided notice of this meeting to members and the public on February 16, 2021 through electronic posting on the PlanRVA website and email distribution of notice to members, alternates, and known interested parties, including the media.

This meeting will be recorded. Audio and visual recordings of the meeting and materials will be posted on the PlanRVA website within 48 hours of this meeting.

Any member of the public participating as an observer during the meeting today may submit comments or questions at any time prior to or during the meeting via email at rrtpoinput@PlanRVA.org. All comments and questions submitted at this time will be reviewed following the meeting and to the extent practical, responses will be provided or posted on the PlanRVA website.

We ask that members identify themselves first when speaking so we can more accurately record the activities of the meeting. All lines should be muted to minimize additional noise and feedback. You may unmute your line at any time to request acknowledgement from the Chair.

Please let us know if you have any questions regarding the process for assuring effective facilitation of this meeting or for how members of the public may participate.

By providing this statement, staff certifies that we have followed the approved procedures for appropriate notice of this meeting and the means by which we are convening.

Please indicate your presence by saying "HERE" when your name is called during a roll call. Anyone who wishes to identify themselves following the roll call of members will be invited to do so.

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
PUBLIC TRANSPORTATION WORK GROUP**

**MEETING SUMMARY
Zoom Virtual Meeting
January 5, 2021
9:30 a.m.**

MEMBERS PRESENT:

Chesterfield County		City of Richmond		Hanover County	
Barbara K. Smith	x	Dironna Moore Clarke	x	Joe E. Vidunas	x
Henrico County		CTAC		DRPT	
Sharon Smidler	x	Lisa Guthrie	x	Tiffany Dubinsky	x
GRTC		PlanRVA		RideFinders	
Adrienne Torres	x	Ken Lantz	x	John O'Keeffe	x

Others Present:

Dawn Bailey GRTC
 Emily DelRoss GRTC
 Kesha Reed GTRC
 Scudder Wagg Jarrett Walker + Associates
 Jarrett Walker Jarrett Walker + Associates
 Nick Britton Michael Baker International
 Ryan Furgerson Michael Baker International
 Lorna Parkins Michael Baker International
 Nicole Mueller PlanRVA
 Chet Parsons PlanRVA

The RRTPO Public Transportation Work Group meeting was held by electronic communication means as set forth by the April 22, 2020 actions of the General Assembly in response to the continued spread of novel coronavirus, or COVID-19. The technology used for this meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

CALL TO ORDER

Chet Parsons, Richmond Regional Transportation Planning Organization (RRTPO) Director of Transportation, presided and called the January 5, 2021 RRTPO Public Transportation Work Group meeting to order at 9:30 a.m.

1. Considerations of Amendments to the Agenda

There were no requested changes to the meeting agenda. Seeing and hearing no objections, the agenda was approved by acclamation as presented.

2. Approval of November 2, 2020 Meeting Summary

There were no comments or corrections to the November 2, 2020 meeting summary. The RRTPO Public Transportation Work Group unanimously approved the meeting summary of the November 2, 2020 meeting by acclamation as presented.

3. Regional Public Transportation Plan – Workshop

a. Introduction to the Regional Transit Plan

The charge was presented to the work group as follows: “The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286. The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.”

GRTC staff as well as Michael Baker International consultant staff along with members of the Jarrett Walker + Associates consultant team will assist with the strategic planning process and help with thinking through the framework to guide the design of the regional public transportation plan. Among some of the basic questions that the plan will be addressing are what kind of service is regionally fundable, what is the fairest way to distribute service across the region, and does ridership matter? The study consultants presented information on three ways to think about the division of public transit resources, the ridership-coverage trade-off, and FY19-22 revenues and expenses under different operational scenarios.

b. What’s a Fair Way to Distribute Service Across the Region?

Jarrett Walker presented on the ridership versus coverage problem: High ridership transit arises from providing useful service, in places where many people can use it. Those are places where lots of people can get to a bus stop, and where the service can run efficiently to get many people to their destinations. If high ridership is the goal, transit would look for markets that offer density, walkability, linearity and proximity, and focus excellent service there. Some of the funding sources require high ridership. Services whose purpose is not ridership are called *coverage* services; the result is usually to spread out service over a vast area so that everyone gets a little bit, no matter where they live. GRTC Staff and Board have expressed a strong desire that regionally funded services meet some threshold of “regional connectivity” to be eligible. It is important to understand, that every jurisdiction is free to create or buy additional transit service as it wants above and beyond what the regional formula pays for.

The work group was polled on the following 3 ways to think about dividing resources and the results were as follows:

1. 0% voted for a map-based approach: no formula, just a map of corridors
 - a. Define a network of regional corridors that are where regional money must be spent.
 - b. Negotiate the network not the formula.
2. 0% voted for a formula-driven approach: a formula dividing service by jurisdiction
 - a. A set of rules on what % of resources to go to each county.
 - b. Rules would need to incorporate population but also ridership-driving features like density, walkability etc.
3. 85% voted for a ridership-coverage policy approach: balance of (a) division by county and (b) ridership
 - a. Distribute part of the resources by coverage.
 - b. Use the rest to pursue maximum ridership, wherever that takes us.

4. 15% were not sure

The next poll question asked the following of the work group: Should all resources be limited in a way that tends to serve more people? E.g. not local circulation in low demand areas. 50% answered yes, 8% answered no, 42% answered not sure.

c. How Big is the Pie? Update on Financial Forecasts

Scudder Wagg presented a strategic look at financial scenarios to understand the long-term financial environment and to ensure the plan is robust and sustainable. The projected FY 2022 baseline for the cost of revenue hours of service is approximately \$56,350,000 in fixed route service with 536,498 revenue hours at \$105.03 per revenue hour. If costs escalate at about 4.8% per year, the FY 2026 cost per revenue hour would be \$126.49 and would buy 550,639 revenue hours at the low end (3% more service than today). If costs escalate at about 2.9% per year, the FY 2026 cost per revenue hour would be \$116.99 and would buy 600,092 revenue hours at the high end (12% more service than today).

The work group was polled on how to distribute the Federal/State/Fare dollars by choosing one of the following two approaches:

1. 9% voted for even distribution by contribution: distribute revenue hours by local contribution alone
 - a. Each entity that pays in gets a share of revenue hours equal to contribution.
 - b. This splits the Federal/State/Fare dollars evenly by contribution.
2. 45% voted for distribution by contribution, but separate Fed/State/Fares: reserve Federal, State, and Fares for ridership maximizing service
 - a. This puts the external revenue sources in a separate bucket to fund services that maximize those same revenue sources.
 - b. Distribute remaining revenue hours by contribution.
3. 45% were not sure.

d. Alternatives Development and Next Steps

The financial projections will be refined by GRTC and the consultant team with local input on any revised assumptions about local contributions. Alternatives for stakeholder and public consideration will be developed.

Finally, the work group was polled on the following question: Which policy spectrum should we explore?

1. 71% voted for Ridership vs Coverage
2. 0% voted for Zero Fares vs Simpler Fares
3. 29% voted for Current Investment vs Additional Investment
4. 0% voted for Not Sure

The design studio workshop with Jarrett Walker + Associates will take place during the week of January 18th, 2021 and will be used to work through the details of the plan with the work group.

A summary presentation provided to the GRTC Board on the Regional Public Transportation Plan workshop with Jarrett Walker + Associates can be viewed [here](#).

4. Adjournment

The meeting was adjourned at 11:36 a.m. on January 5, 2021.

CAP/nm