
**TPB ACCESS FOR ALL ADVISORY COMMITTEE
DRAFT MEETING SUMMARY**

December 15, 2016

1. WELCOME & INTRODUCTIONS

Charles Allen, AFA Chairman

Mr. Allen welcomed committee members and asked attendees to introduce themselves, including those participating via conference.

2. BRIEFING AND DISCUSSION ON PROPOSED SERVICE CHANGES ON METRORAIL AND METROBUS

Christian Blake, Director, WMATA Office of ADA Policy and Planning

Mr. Blake presented on the proposed changes to Metrorail and Metrobus services that address maximization of the maintenance schedule and budget/cost savings. The proposed Metrorail service changes adopted by the board allow for additional hours for maintenance, but affect service start and end times, overall train headway, and offpeak service frequency. The proposal also includes regional and non-regional Metrobus reductions. The reductions will impact the Metro Access service area, but less than 65 riders. It was a comprehensive effort not to just cut across the board, but also look at impact on general ridership and paratransit customers as well. WMATA also reports that the schedule changes will result in \$17 million in savings. These changes were one of four proposals WMATA presented for public comment back in October, with this proposal garnering support from 45% of 15,000 respondents. WMATA will take public comment on the selected proposal to service changes between January 14 – February 6, 2017 and the proposed changes for Metrorail and Metrobus will be finalized at the December 15 WMATA Board meeting.

Mr. Allen stated that the role of the AFA is to provide meaningful comments to help the TPB and WMATA address the impacts of the proposed service changes. He reminded the group that Mr. Blake may not be able to answer all of the committee's concerns.

Members of the AFA expressed several concerns about the impact of the WMATA Board's vote to adoption reduced service hours for Metrorail and removal of select Metrobus routes. The following specific areas of impact were addressed by the committee:

Disproportionate impact on populations the AFA represents:

- Low-income workers and those on a fixed income cannot afford alternatives such as taxicabs or Uber.
- Bus service reduction directly impacts 65 users of Metro Access, some who require mobility devices to travel.
- Limits the opportunity for people with disabilities to be out in the community in the evenings and to participate in events such as advisory committees due to cost and service times of alternatives. For example, some alternatives do not operate in the evenings or on weekends.
- Reduction of bus routes in Prince George's County affect workers trying to get to jobs at National Harbor such as the MGM Casino, specifically P18.
- Frequent transportation users such as people requiring dialysis 3 times per week

Impact on DOTs and Human Service Transportation providers:

- Left filling the gaps while many are already at capacity.
- Many provide service only during regular business hours.
- Combination of subway and bus reductions will make it very difficult in Northern Virginia, especially Fairfax County where there are no alternatives.

Impact on employers and agencies serving people with disabilities:

- Employers of low-income workers are affected by employee inability to get to work.
- Non-profits helping low-income workers and/or people with disabilities obtain employment are impacted because they can't change shift times of jobs to accommodate early shut down of service.
- Many jobs are located in non-urban areas to save on operating costs, so transportation access is important.

Specific questions/comments stemming from the discussion:

- Core vs. key Metro stations
- Was combining nearby routes to benefit more people considered instead of slashing services in entirety? For example, route P17 and P19 in Prince George's County.
- How was the decision of which routes and which hours to cut made and were low-income workers and people with disabilities considered?
- Is information available on who receives subsidies that can be compare to locations of service reduction to prove disproportionate impact?
- If changes such as these are proposed, those impacted must be part of the discussion. For example, bus bridges and a survey that didn't reach those most impacted.
- How can the AFA membership and organizations represented help with solutions for the 65 Metro Access riders being impacted by the changes (mostly in Virginia)?

Mr. Blake asked questions as he was able, mentioned WMATA's support of other local options and alternatives such as Transport DC and confirmed that fare changes were not part of the proposal selected today by WMATA. Chairman Allen requested that Mr. Blake report back to the AFA to address member questions, including information about decisions behind the bus route changes, particularly the number of riders per route and the rider subsidy. Mr. Blake stated he would return to the group with more information about the analysis behind the proposed service changes.

AFA members reached a consensus that the committee should formally comment. A plan was made to summarize comments to share with committee members before finalization for presentation to WMATA during the scheduled comment period. Individual comments to WMATA were also encouraged.

3. PRESENTATION OF THE "COMMUNITIES OF CONCERN" MAP FOR THE TPB'S TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Sergio Ritacco, TPB Transportation Planner

Mr. Ritacco provided an overview of Title VI (prohibition against discrimination based on race, color, or national origin in any program or activity receiving Federal financial assistance) and

Environmental Justice (fair and meaningful involvement) as related to the Communities of Concern Map developed by the Transportation Planning Board (TPB). TPB is seeking feedback from the AFA on how the map and its criteria will be shared and used in TPB planning activities as part of Federal regulation aimed at mitigating discrimination and ensuring that attention is paid to the Communities of Concern identified. There were two phases to the project. Phase 1 was development of the map and identification of Communities of Concern based on certain criteria. Phase 2 will be the analysis of the Constrained Long-Range Transportation Plan (CLRP) for Disproportionate Impacts. Mr. Ritacco demonstrated the map's interactive features and discussed the criteria developed to identify Communities of Concern.

A discussion ensued about how the map could be used by TPB, the AFA and individual member organizations. Members had the following comments:

- Clarification on the meaning of environmental justice and how the TPB planned to use the information provided.
- Acknowledgement that the maps would be a valuable tool for the region
- Requests for the TPB to analyze the Communities of Concern relative to elderly and disabled populations.

Wendy Klancher clarified that one can't just look at where the disparity appears on the map, but the analysis of the CLRP using the map will address built vs. proposed to be built and compare the projects to the communities of concern.

Chairman Allen summarized that the committee should ask itself how do we have a greater sense of Environmental Justice and keep it front of mind while doing our work. He stated that the Communities of Concern can help the TPB think through how transportation investments in the CLRP and local decision making affect disadvantaged groups.

Finally, Ms. Klancher led a brief discussion and asked for members to provide additional feedback via email on the name of the project being Communities of Concern and whether there was a more appropriate name.

4. UPDATE AND FOLLOW- UP ITEMS

AFA COMMENTS ON THE CLRP

Wendy Klancher, TPB Transportation Planner

Ms. Klancher provided an overview of the TPB's responses to the AFA comments on the CLRP that were presented to the board in November.

REACH-A-RIDE WEBSITE FOR SPECIALIZED TRANSPORTATION SERVICES IN THE REGION

Lynn Winchell-Mendy, TPB Transportation Planner

Ms. Winchell-Mendy provided the following responses to pending member questions about Reach-A-Ride from the August meeting.

- Q.** Can riders doing a search identify the language they speak when requesting a trip?
A. The provider form captures languages other than English spoken. Reach-a-Ride staff is considering how they can incorporate it into the search feature.

- Q. Can we get information about Reach-a-Ride to share with clients and colleagues?
- A. Brochures are available for taking by members. In addition, requests for bulk copies can be addressed to Ms. Winchell-Mendy
- Q. How does Reach-a-Ride coordinate with other Information & Referral (I&R) providers such as Maryland Access Point and Area Agencies on Aging?
- A. Ms. Winchell-Mendy is working with Reach-a-Ride staff to connect with the DOTs to add a link to their website and reported that WMATA and Ride On have already done so. In addition, Reach-a-Ride staff will be contacting Area Agencies on Aging and Aging & Disability Resource Centers (Maryland Access Point is one) to ask that they put information about Reach-a-Ride in their I&R databases.

ATTENDEES

Abby Levin, Jewish Council for the Aging	Jennifer Kanarek (phone), NV Rides	Tyra Redus (phone), DDOT
Al Torrez, The Arc of Montgomery County	Karen Smith, The Arc of Greater Prince William	Bryan Hayes, staff
Alexa Mavroidis, Arlington Transit Advisory Committee Accessibility Subcommittee	Kate Robb (phone), American Public Health Association	Lyn Erickson, Plan Development and Support Manager
Andy Wexler, Arlington Transit	Lessie Henderson (phone), Prince George's Advocates for Community-Based Transit	Lamont Cobb, staff
Angela White, National MS Greater DC-Maryland Chapter	Libby Cornelsson (phone), SOME (So Others Might Eat)	Lynn Winchell-Mendy, staff
Brenda Richardson, Earth Conservation Corps	Lorena Rios, Aeris Realty Group	Sergio Ritacco, staff
Charlie Crawford, Representing people with disabilities/AFA liaison to AAC	Marieannette Otero (phone), Safe Routes to School National Partnership	Travis Johnston, staff
Chris Blake, Washington Metropolitan Area Transit Authority Office of ADA Programs	Nechama Masliansky (phone), SOME (So Others Might Eat)	Wendy Klancher, staff
Dan Emerine, DC Office of Planning	Richard Ezike, Congressional Black Caucus Foundation	Bill Orleans, resident
David Do, Mayor's Office on Asian and Pacific Islander Affairs	Robbie Werth, Diamond Transportation, Inc.	
Debby Fisher, CHI, Inc.	Robert Malone (phone), Arc of Prince George's County	
Denis Paddeu, Rappahannock Area Agency on Aging	Roger Hoskins, representing older adults	
Doris Ray, ENDependence Center of Northern Virginia	Rosa Carillo (phone), Multicultural Community Services	
Edward Estes, DC Department of General Services	Sharlene Reed, WMATA	
Rev. Gloria Sweringa, Prince George's County Commission on People with Disabilities	Shawn Brennan, Montgomery County DHHS	
Heidi Mitter (phone), VDOT	Steve Faison (phone), New Horizons	
James Lewis (phone), City of Alexandria Traffic & Parking Board/Transportation Commission	Susan Ingram (phone), Community Support Services, Inc.	
Jeanna Muhoro, Fairfax County DOT	Susie McFadden-Resper, DC Office of Disability Rights	
Janine Ashe (phone), FHWA – DC Division	Thomas Curtis, Maryland Department of Disabilities	