

TPB'S COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

2023 Update

Sergio Ritacco
Transportation Planner

Transportation Planning Board
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Objective

- Define the TPB's role
- Describe the purpose of the Coordinated Plan
- Review key elements in the updated draft
- TPB to consider approval May 17, 2023

Enhanced Mobility Program

- MAP-21 established the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility Program
- FTA required a Designated Recipient be named for the DC-MD-VA Urbanized Area before funds could be awarded
- In 2013, COG was named Designated Recipient as the TPB's administrative agent by the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia
- TPB prioritizes, selects, and implements projects for the program every 2 years



Enhanced Mobility Program

- Approximately \$5.0 million per year in matching grants to improve transportation for people with disabilities and older adults in the DC-MD-VA urbanized area
 - Significant increase in apportionments from IIJA
 - 2020 Census-approved Urbanized Areas starting for FY 2024 apportionments
- Eligible applicants: Non-profits, transit agencies, local governments, and private providers
- Matching funds required by applicant:
 - 20% for Capital or Mobility Management
 - 50% for Operating



What is the Coordinated Plan?

- The Federal Transit Administration (FTA) requires a Coordinated Plan to guide implementation of the Enhanced Mobility grant program
- Must be updated every 4 years
- Must include input and guidance from TPB's Access for All Advisory Committee and the impacted populations: Older Adults, People with Disabilities, and low-income

Coordination Benefits

- Greater efficiency with limited funding/more cost-effective service delivery
- Less duplication of service
- More extensive service/increased capacity for unmet needs
- Easier access to transportation
- Improved quality of service

Source: Federal Coordinating Council on Access and Mobility



Key Elements of the Coordinated Plan

- Unmet Transportation Needs
- Inventory of Existing Services
- Strategies for Improved Service and Coordination
- Priority Projects
- Competitive Selection Process



Unmet Needs

Key Elements

Unmet Transportation Needs



Strategies for Improved Service and Coordination



Priority Projects

Example

Lack of Assisted Transportation



Provide customer-oriented, tailored transportation



Volunteer Driver programs



Unmet Needs

- **Availability**
 - Fragmented transportation services and programs
 - Frequency and geographic coverage
 - Lack of reliability
 - More assisted-transportation and same-day services needed
- **Affordability**
 - Fares are expensive
 - Tighter budgets are making it more difficult for agencies to fund services




Unmet Needs

- **Awareness**
 - Services need to be more customer-focused and tailored to the audience
 - Need for interjurisdictional coordination
- **Accessibility**
 - Services/features not always easy to use (stops, stations, vehicles, taxis, sidewalks, payment systems, apps)
 - Safety concerns
 - Lack of accessibility in new/popular modes: Bike Lanes, bike-sharing, and ride-hailing services



Inventory of Existing Services



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Strategies for Improved Service & Coordination

- I. Expand availability and coordination of transportation options
- II. Increase awareness of existing transportation services
- III. Improve accessibility of transportation options
- IV. Make transportation options more affordable and sustainable



Priority Projects

- Applications that respond to Priority Projects & Strategies can score higher, however:
 - Applicants can propose other eligible projects
 - Competitive selection process is dependent on applications received

- Mobility Management (System & Individual level)
- Coordinated Planning Efforts
- Travel Training
- Door-through-Door or Escorted Transportation Service
- Increase Access to Transit Stations (and First Mile/Last Mile Connections)
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies (e.g. Vehicle Acquisition)



Selection Criteria

| Criterion | Maximum Score |
|--|---------------|
| Coordination Among Agencies | 25 |
| Responsiveness to Coordinated Plan | 20 |
| Institutional Capacity to Manage & Administer an FTA grant | 20 |
| Project Feasibility | 15 |
| Customer Focus | 10 |
| Regional Need | 5 |
| Equity Emphasis Areas | 5 |
| Total | 100 |



Next Steps

- Release for Public Comment: April 13 to May 13, 2023
- Introduce (April 2023) and Approval (May 2023) by TPB
- Next Solicitation for Enhanced Mobility grant applications: Summer 2023



Sergio Ritacco

Transportation Planner

(202) 962-3232

sritacco@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board