

ITEM 11 - Information

July 19, 2006

Briefing on the TPB Access for All Advisory Committee's Report
"Transportation Issues for Low-Income Populations: Findings and
Recommendations"

Staff

Recommendation: Receive briefing on the TPB Access for All (AFA) Advisory Committee's enclosed report "Transportation Issues for Low-Income Populations: Findings and Recommendations"

Issues: None

Background: The AFA Committee established a subcommittee in 2005 to look more closely at transportation concerns for low-income communities, with a focus on the economic and racial divide between the eastern and western sides of the region. The subcommittee was chaired by AFA member Brenda Richardson. The subcommittee identified transportation barriers faced by low-income populations and recommended strategies for addressing these barriers.

THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
ACCESS FOR ALL ADVISORY COMMITTEE

SUBCOMMITTEE ON

TRANSPORTATION ISSUES FOR LOW- INCOME POPULATIONS



FINDINGS AND RECOMMENDATIONS

JULY 10, 2006

Subcommittee Members

Brenda Richardson, Subcommittee Chair, Women Like Us, District of Columbia

Cheryl Cort, Washington Regional Network

Harold Foster, The Americas Institute

Regina Lee, Independence NOW, Prince George's County

Leonard Lewis, Virginia Department of Transportation

Lillian Nazario, District of Columbia Workforce Investment Council

Kim Propeack, CASA of Maryland, Inc.

Julie Ruszczyk, Virginia Department of Transportation

Josephine Rutledge, Fairfax County Department of Family Services

Gloria Swieringa, Association of Community Organizations for Reform Now (ACORN), Prince George's County

Dr. Nguyen Dinh Thang, Boat People S.O.S., Inc.. Northern Virginia

Report Author

Jill K. Locantore



Alternative formats of this publication can be made available for persons with disabilities. Phone: 202.962.3321 or 202-962.3213 (TDD)
Email: accommodations@mwcog.org. For details: www.mwcog.org

Executive Summary

The National Capital Region Transportation Planning Board's (TPB)¹ Access for All (AFA) Advisory Committee established a subcommittee to look more closely at transportation concerns for low-income communities, a continuing issue for the AFA. The AFA advises the TPB on concerns of transportation disadvantaged communities, such as low-income communities, minority communities and people with disabilities. This report describes the subcommittee's major findings and recommendations, which are summarized below.

Subcommittee Purpose

- To identify transportation barriers faced by the low-income population in the Washington region, and to recommend strategies for addressing these barriers.

Subcommittee Findings

Poverty in the Washington Region, According to the 2000 Census

- 7% of the region's population lives below the federal poverty threshold, and an additional 10% is considered low-income.
- Poverty is more prevalent among minorities and people with disabilities.
- Low-income households are most heavily concentrated on the eastern side of the region, in Prince George's County and the District of Columbia, and along major transportation corridors in Virginia and Maryland.

Access to Jobs and Services

- Economic development on the eastern side of the region, where many low-income families live, is lagging behind the western side of the region. Between 1990 and 2000, job growth on the western side of the region outpaced job growth on the eastern side of the region 20 to 1.
- Furthermore, between 2002 and 2030, the forecast job growth rate is 52% for western activity clusters, compared to 30% for eastern activity clusters.
- Regional disparities contribute to rush-hour congestion and long commutes for families living in the east.
- The land around eastern Metrorail stations is highly accessible yet underutilized, offering great potential for new economic development.
- Shifting future job and household growth to the eastern side of the region would increase transit use and decrease driving and congestion across the whole region.

¹ The TPB is responsible for coordinating the long-range transportation plan in the Washington region, which includes Suburban Maryland, Northern Virginia, and the District of Columbia. The membership is comprised of local elected officials, state transportation agencies, and the Washington Metropolitan Area Transit Authority (WMATA). For more information, go to <http://www.mwcog.org/transportation/>.

Transit Dependency of the Low-Income Population

- Low-income workers are more likely to take the bus, walk, or bike to work, compared to the general population.
- 30% of low-income individuals do not have access to a private automobile.
- Transportation plans tend to favor expensive, auto-oriented highway and rail projects rather than enhancing bus services and pedestrian infrastructure.
- Transit agencies and local governments do not provide adequate information about the transportation services and options available to low-income commuters.
- States and local jurisdictions have identified some funding for transit and pedestrian improvements, but it remains unclear exactly how this funding will be spent and whether it will be enough to fully address the needs of low-income commuters.

Recommendations

Access to Jobs and Services

1. Local governments should work to increase the density of jobs and housing around underutilized Metro stations, while mitigating negative impacts of new development on low-income populations such as increased housing costs and displacement
2. Local governments should work towards implementing the land use changes in the “Region Undivided” scenario, and provide more low-income housing in Regional Activity Centers
3. The TPB should share information about the accessibility of job sites on the eastern side of the region with economic development agencies, to help them promote more balanced development
4. The Planning Directors Technical Advisory Committee should consider the east-west imbalance as they update the Activity Centers over the coming months

Transit Improvements

5. To improve access to bus stops, WMATA and local jurisdictions should:
 - Complete the regional bus stop inventory (Prince George’s County and District of Columbia inventories are underway but not yet completed)
 - Adopt uniform standards for safe and accessible bus stops
 - Adhere to universal design principles² when redesigning existing facilities and developing new transit stations in order to safely accommodate the widest range of potential users, including people with disabilities and limited- English speakers.
 - Prioritize bus stop improvements in areas with highest concentrations of poverty, where bus use is also high
 - Identify those bus stops that need serious improvements and set a goal of fixing up these bus stops by the year 2010

² For more information about universal design, see the Center for Universal Design website at <http://www.design.ncsu.edu/cud/>

6. To facilitate implementation of bus stop improvements
 - The TPB should develop a “regional pot” of money to fund bus stop and pedestrian improvements
 - WMATA should hire a full-time pedestrian and bicycle coordinator
7. Local jurisdictions should identify funding and work with WMATA to enhance bus service in low-income areas to better serve shift-workers and reverse-commuters
8. WMATA, local transit agencies, and local jurisdictions should provide comprehensive information about the transportation options available to low-income commuters, and distribute this information widely.
9. WMATA and local transit providers should implement all AFA recommendations on transit information for limited-English speakers.³

Pilot Areas (Route 1 Corridor in Virginia, Langley Park in Maryland, and Anacostia in the District of Columbia)

10. Virginia should secure additional funding to address all of the pedestrian issues identified in the Route 1 corridor, including the estimated \$500,000 required for a multi-lingual pedestrian safety campaign.
11. Maryland, Montgomery County, and Prince George’s County should secure additional funding for pedestrian safety and bus stop improvements in the larger area surrounding the planned Langley Park Transit Center.
12. The District of Columbia should devote funding from the “Safe Routes to School” and “Great Streets” programs to providing more frequent bus service and additional bus stops within Anacostia.

³ The AFA’s Report on Major Findings and Recommendations to Improve Transit Information to Limited English Proficiency (LEP) Customers is available at <http://www.mwcog.org/uploads/committee-documents/91tfWw20030626163841.pdf>

Table of Contents

EXECUTIVE SUMMARY..... I

Subcommittee Purpose..... i

Subcommittee Findings..... i

Recommendations..... ii

BACKGROUND AND PURPOSE..... I

POVERTY IN THE WASHINGTON REGION..... 2

A Region Divided..... 5

ACCESS TO JOBS AND SERVICES 5

Economic Development is Lagging on the Eastern Side of the Region..... 6

Land Around Eastern Metrorail Stations Is Underutilized 7

Regional Disparities Contribute to Congestion, Long Commutes 8

Economic Development Potential on the Eastern Side of the Region 9

A “Region Undivided” Would Create Benefits for All..... 10

Changing Both Land-Use and Transportation Magnifies Potential Benefits..... 12

TRANSIT DEPENDENCY OF THE LOW-INCOME POPULATION 13

Inadequate Funding for Bus Service Improvements 14

Inadequate Information About Transportation Services and Options 14

Concerns Regarding Transit Services in Pilot Areas..... 17

SUMMARY OF FINDINGS 18

Poverty in the Washington Region 18

Access to Jobs and Services..... 18

Transit Dependency of the Low-Income Population 18

RECOMMENDATIONS..... 19

Access to Jobs and Services..... 19

Transit Improvements..... 19

Pilot Areas (Route 1 Corridor in Virginia, Langley Park in Maryland, and Anacostia in the District of Columbia)..... 20

CONCLUSION 20

APPENDIX: INVENTORY OF TRANSPORTATION SERVICES IN PILOT AREAS..... 22

List of Figures

Figure 1. Regional Percent of the Population below the Poverty Line and Low Income..2
Figure 2. Poverty Rates for Minority and Disabled Population Groups.....3
Figure 3. 2000 Low-Income Population and Selected Pilot Areas.....4
Figure 4. The East-West Dividing Line Identified in the 1999 Brookings Institution Report, *A Region Divided*, and Percent Job Growth 1990-2000.....5
Figure 5. Activity Clusters and Forecast Job Growth Rate, 2002-2030.....6
Figure 6. Activity Clusters and Current and Planned Rail Stations7
Figure 7. West-bound Travel on the Capital Beltway near Silver Spring, MD, During Morning Rush Hour.....8
Figure 8. Average Commute Times (2000 Census Data).....8
Figure 9. Number of Households Within 45 Minutes by Fastest Mode (Auto or Transit)9
Figure 10. The Regional Mobility and Accessibility Study “Region Undivided” Scenario 10
Figure 11. Job Growth in Pilot Areas Under the “Region Undivided” Scenario 11
Figure 12. Regional Transportation Impacts of the “Region Undivided” Scenario..... 11
Figure 13. Network of Transit Improvements for the “Region Undivided” Scenario 12
Figure 14. Regional Transportation Impacts of the “Region Undivided” Land Use Scenario Plus Transportation Improvements 13
Figure 15. Means of Transportation to Work: All Workers vs. Low-Income Workers 13
Figure 16. Percent of Individuals with No Vehicle Available..... 14
Figure 17. Examples of Effective Information Distribution..... 16

List of Tables

Table I. Information About Transportation Services and Options That Would Be Useful to Low-Income Commuters..... 15

Background and Purpose

The National Capital Region Transportation Planning Board (TPB)⁴ created the Access for All (AFA) Advisory Committee in 2001. Comprised of diverse community leaders, the AFA's mission is to identify concerns and of low-income and minority populations and persons with disabilities, and to determine whether and how these issues might be addressed within the TPB process.

The AFA chose the transportation needs of low-income people and the issue of bus dependency as a focus area for 2005, and created a subcommittee to work on this topic. Brenda Richardson of *Women Like Us* chaired the subcommittee, which met a total of five times in March, April, May, August, and October of 2005. At the subcommittee's first meeting, members participated in a brainstorming exercise to identify transportation barriers for low-income people, and possible strategies for addressing these barriers.

Specific barriers identified by the subcommittee include the following:

- A lack of political will to address transportation issues for low-income populations
- Long distances between low-income residents and employment opportunities
- Employer and government choices to locate businesses and services far from low-income populations and in areas that are not transit accessible
- A lack of funding for transportation facilities and services that meet the needs of the low-income population
- Poor delivery of information about transportation services and options; materials that are not user friendly or not appropriate for the local community
- Transportation investments in expensive, auto-oriented highway and rail projects, rather than maintenance of existing infrastructure and lower-cost projects that increase accessibility for all residents

The subcommittee decided to focus on two major issues that emerged from the brainstorming session: access to jobs and services, and the transit dependency of low-income populations. TPB staff conducted additional research into these issues, paying particular attention to three "pilot" low-income areas selected by the subcommittee: Langley Park in Maryland, the Route 1 corridor in Virginia, and Anacostia in the District of Columbia. Based on these findings, the subcommittee developed several recommendations directed to the TPB and its member jurisdictions, the Washington Metropolitan Area Transit Authority (WMATA) and local transit agencies, and the Metropolitan Washington Council of Governments (MWCOC) Planning Directors Technical Advisory Committee (PDTAC). This report describes the subcommittee's major findings and recommendations.

⁴ The TPB is responsible for coordinating the long-range transportation plan in the Washington region, which includes Suburban Maryland, Northern Virginia, and the District of Columbia. The membership is comprised of local elected officials, state transportation agencies, and the Washington Metropolitan Area Transit Authority (WMATA). For more information, go to <http://www.mwcog.org/transportation/>.

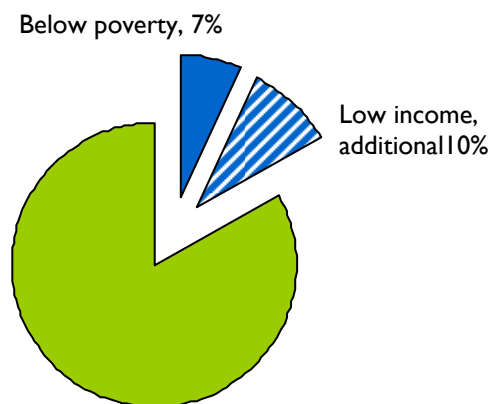
Poverty in the Washington Region

The federal government's official poverty threshold is calculated based on assumptions regarding the dietary needs of families on austere budgets, and the proportion of family income spent on food. Although the poverty threshold is revised annual to allow for changes in the cost of living as reflected in the Consumer Price Index, it is not adjusted for regional, state or local variations in the cost of living.

The official poverty threshold depends on family size. For a single person, the 1999 poverty line was an income of \$8,500 per year. For a family of four, the 1999 poverty line was an income of \$17,000 per year. By comparison, the median household income for the Washington region was \$65,700 in 1999.⁵ Because the federal government's poverty threshold is so low relative to the Washington region's median income, this report defines as low-income any person whose household income is less than two times the official poverty threshold. For example, a family of four with an income in 1999 of less than \$34,000 is considered low income.

According to the 2000 Census⁶, 7% of the Washington region's population lives below the poverty line, and an additional 10% of the population is low-income (Figure 1). As Figure 2 shows, poverty rates are higher for minority population groups and individuals with disabilities. The African American population has the highest poverty rate, at 13%. Figure 3 shows that the low-income population is concentrated in central and eastern jurisdictions, particularly the eastern half of the District of Columbia and Prince George's County, and along major transportation corridors such as I-270 in Maryland and the Route 1 corridor in Virginia. Figure 3 also shows the location of the "pilot" low-income areas selected by the subcommittee for more in depth analysis.

Figure 1. Regional Percent of the Population below the Poverty Line and Low Income



⁵ Metropolitan Washington Council of Governments, *Our Changing Region: Census 2000; Volume 1 Number 5*. (Washington, DC: 2003).

⁶ Numbers refer to the Washington DC-MD-VA Metropolitan Statistical Area

Figure 2. Poverty Rates for Minority and Disabled Population Groups

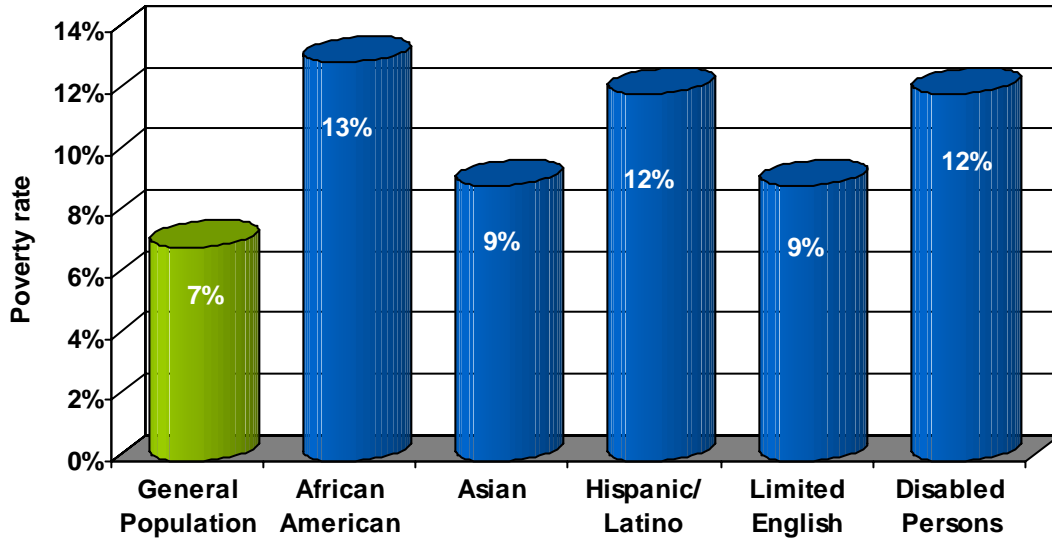
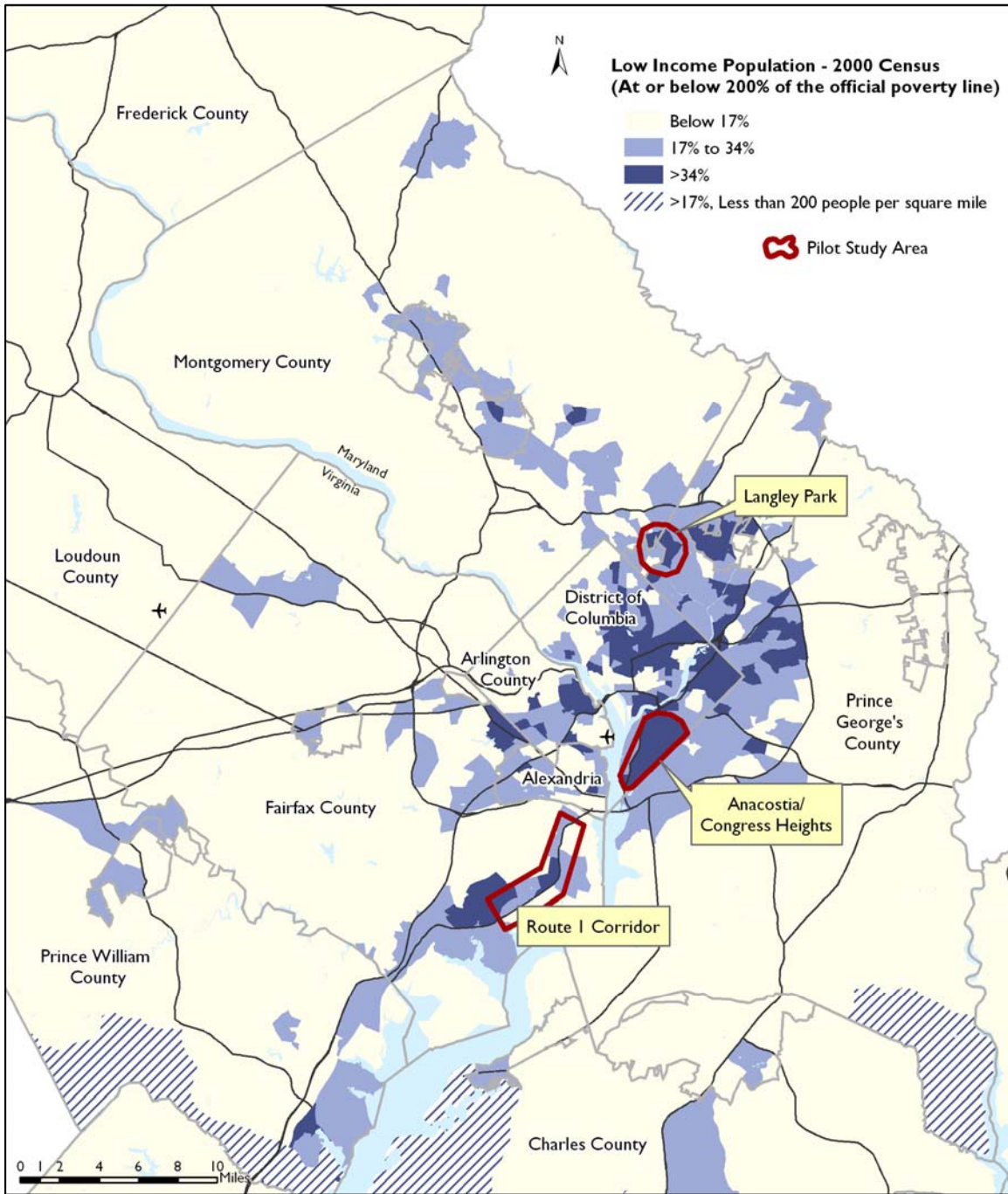


Figure 3. 2000 Low-Income Population and Selected Pilot Areas

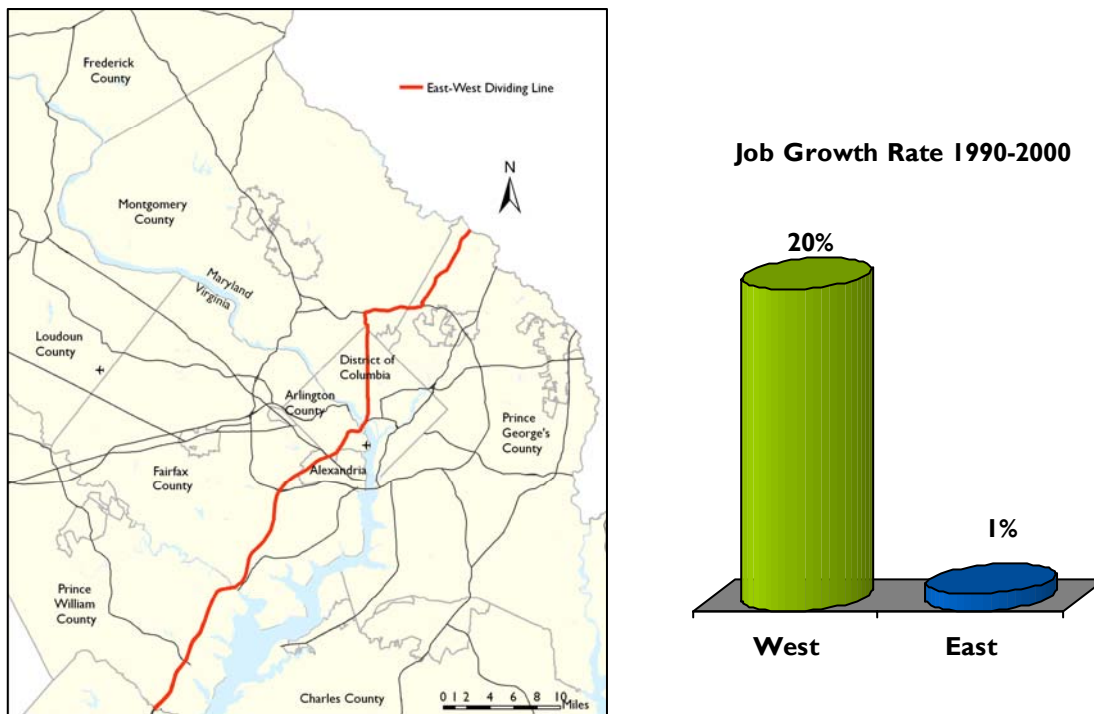


The percent of the population classified as low-income is higher in each of the pilot areas, compared the regional percentage of 17%, at 35% in Langley Park, 24% in the Route 1 corridor, and 62% in Anacostia.

A Region Divided

The concentration of poverty on the eastern side of the region was noted in the 1999 Brookings Institution report, *A Region Divided*.⁷ The report identified a number of disparities between the eastern and western parts of the Washington region, with the dividing line running along 16th Street NW in the District, and along I-95 in Maryland and Virginia (Figure 4). The report concluded that, “for the most part, middle- and upper-income families, substantial public and private sector investment, and economic expansion are found on the western side of this line, while lower-income families, minorities, and little or no job growth are found on the east side of this divide.”

Figure 4. The East-West Dividing Line Identified in the 1999 Brookings Institution Report, *A Region Divided*, and Percent Job Growth 1990-2000



Access to Jobs and Services

Access to jobs and services was one of the main issues to emerge from the subcommittee’s brainstorming session about transportation barriers for low-income people. Specific issues identified by the subcommittee include long distances between low-income residents and employment opportunities, and employer and government decisions to locate businesses and services far from low-income populations in areas that are not transit accessible.

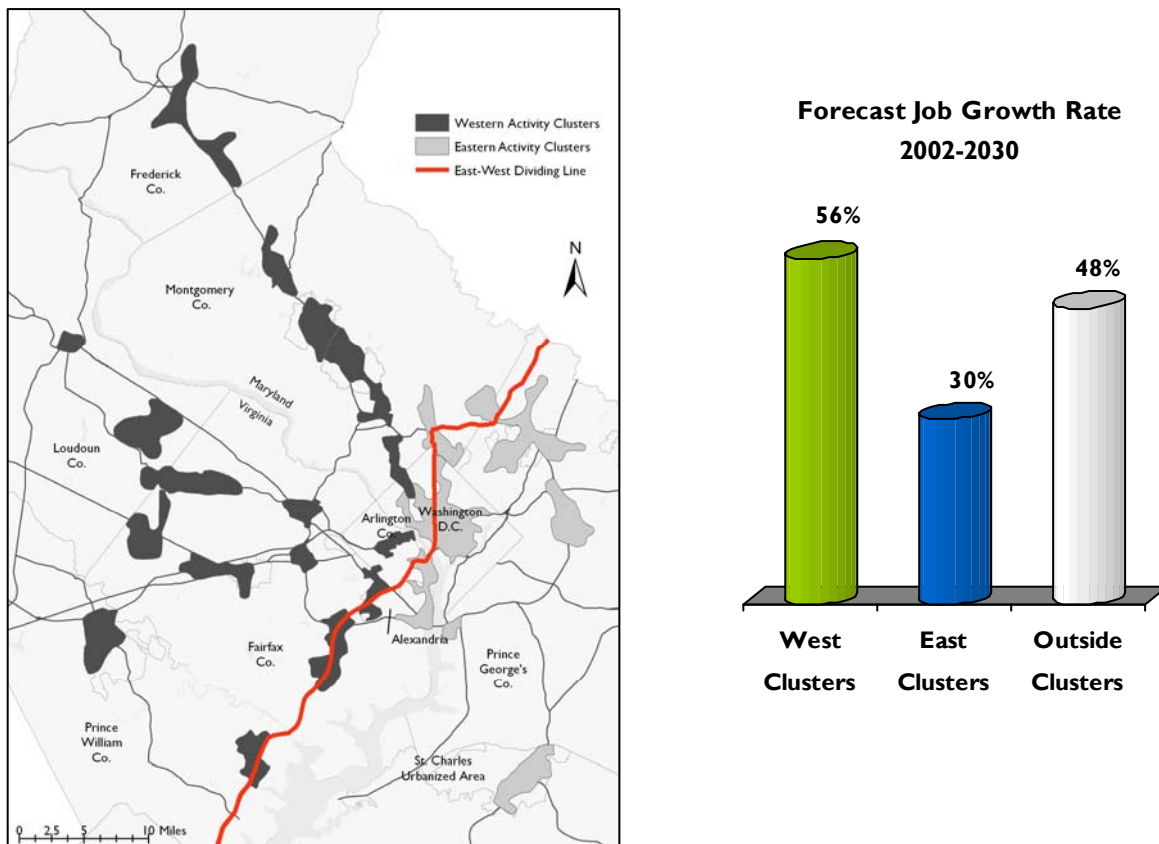
⁷ Brookings Institution Center on Urban and Metropolitan Policy, *A Region Divided: The State of Growth in Greater Washington, D.C.* (Washington, DC: 1999).

Economic Development is Lagging on the Eastern Side of the Region

The problem of access to jobs and services for low-income populations is exacerbated by regional disparities such as those identified in the Brookings Institution report. One particularly stark illustration of the regional divide is the job growth rate between 1990 and 2000. As Figure 4 illustrates, the job growth rate on the western side of the region was 20 times the growth rate on the eastern side of the region, where many low-income families reside.

This imbalance is forecast to continue, particularly within regional activity centers. Developed by the Metropolitan Washington Council of Governments (MWCOCG) and the TPB in 2002, regional activity center maps are intended to identify focal points for job and housing growth, and nodes for transportation linkages. Activity centers are grouped into “clusters” to better represent concentrations of housing and employment located along major transportation corridors. As Figure 5 illustrates, between 2002 and 2030 jobs are forecast to grow by 56% within activity clusters on the western side of the region.⁸ In contrast, jobs are forecast to grow by only 30% on the eastern side of the region; even less than the 48% job growth rate forecast for areas *outside* of activity clusters.

Figure 5. Activity Clusters and Forecast Job Growth Rate, 2002-2030

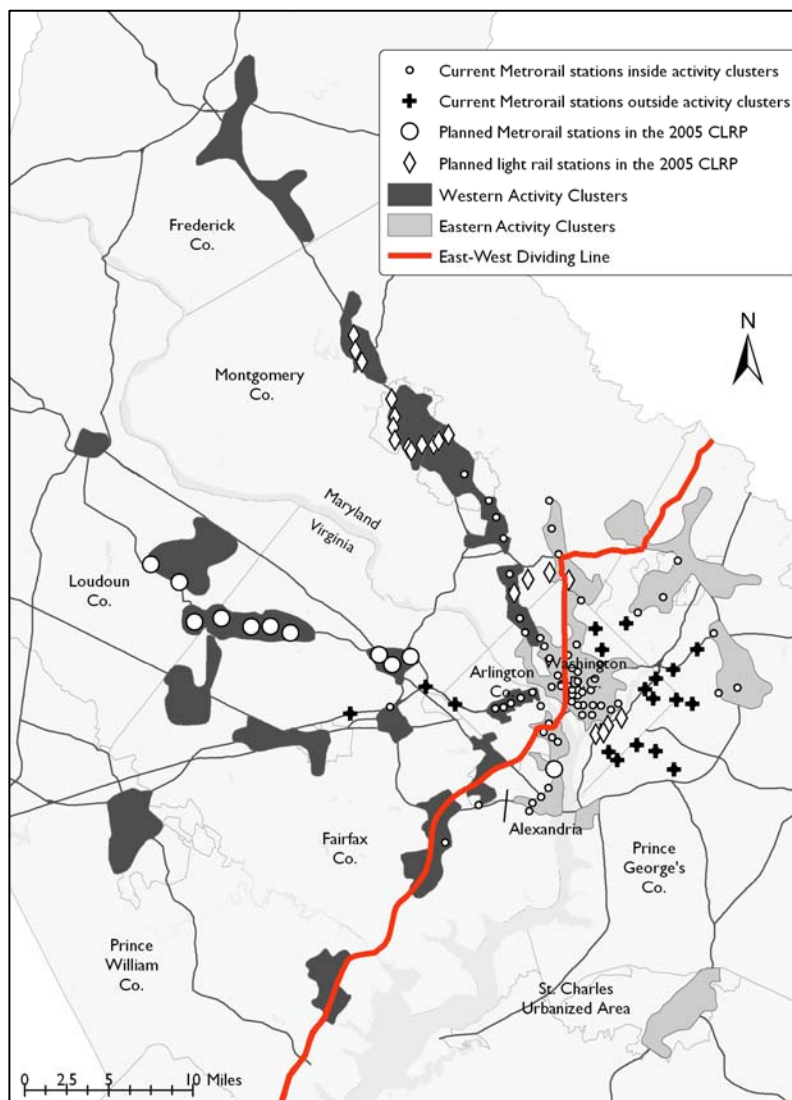


⁸ MWCOCG Cooperative Forecasts, Round 7.0

Land Around Eastern Metrorail Stations Is Underutilized

The fact that 14 out of 24 activity clusters are located on the western side of the region further illustrates the east-west divide. The lack of development on the eastern side of the region means that land around many of the eastern Metrorail stations is underutilized. As Figure 6 shows, a total of 19 Metrorail stations are located in areas outside activity clusters; 16 of these Metrorail stations are located on the eastern side of the region. These areas do not contain enough housing or employment density to qualify as regional activity centers or clusters. Figure 6 also shows that most new rail stations contained in the region’s long range transportation plan will be located inside activity clusters on the western side of the region.⁹

Figure 6. Activity Clusters and Current and Planned Rail Stations



⁹ For more information about the Financially Constrained Long-Range Transportation Plan for the National Capital Region as adopted October 19, 2005, go to <http://www.mwcog.org/transportation/>.

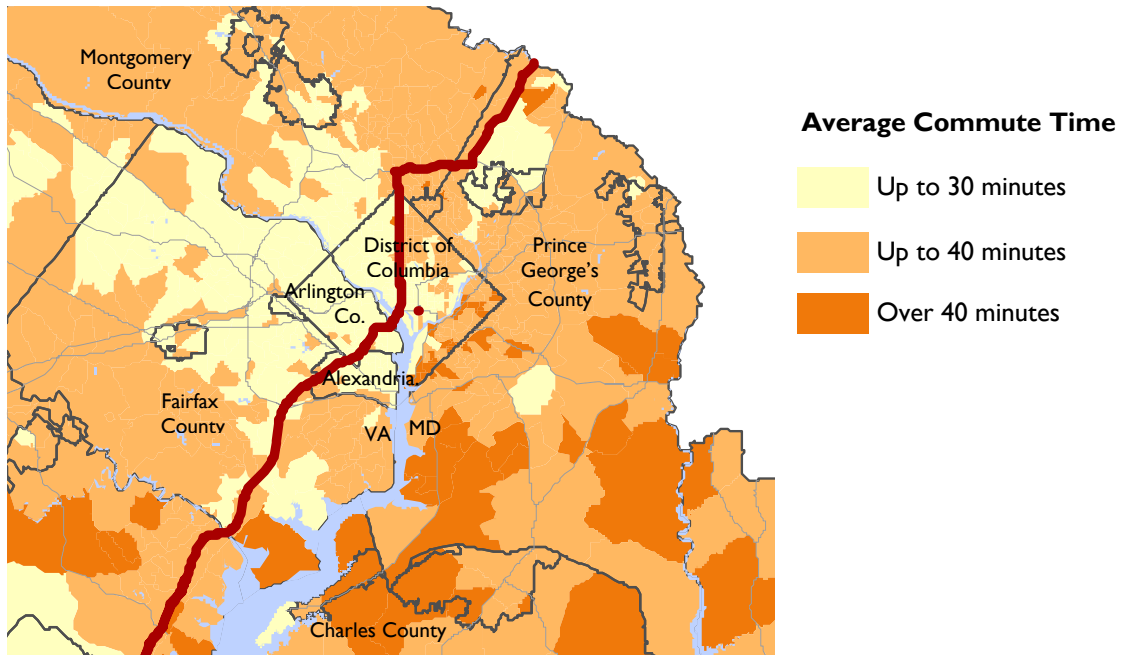
Regional Disparities Contribute to Congestion, Long Commutes

Regional disparities in land use have important transportation implications. Because many residents on the eastern side of the region must travel long distances to job sites on the western side of the region, vehicular traffic clogs west-bound lanes during the morning rush hour, and east-bound lanes during the evening rush hour (Figure 7). As Figure 8 shows, commuters who live on the eastern side of the region tend to have longer commutes than those who live on the western side of the region, up to 40 minutes or longer each way.

Figure 7. Westbound Travel on the Capital Beltway near Silver Spring, MD, During Morning Rush Hour
Source: SkyComp 2005



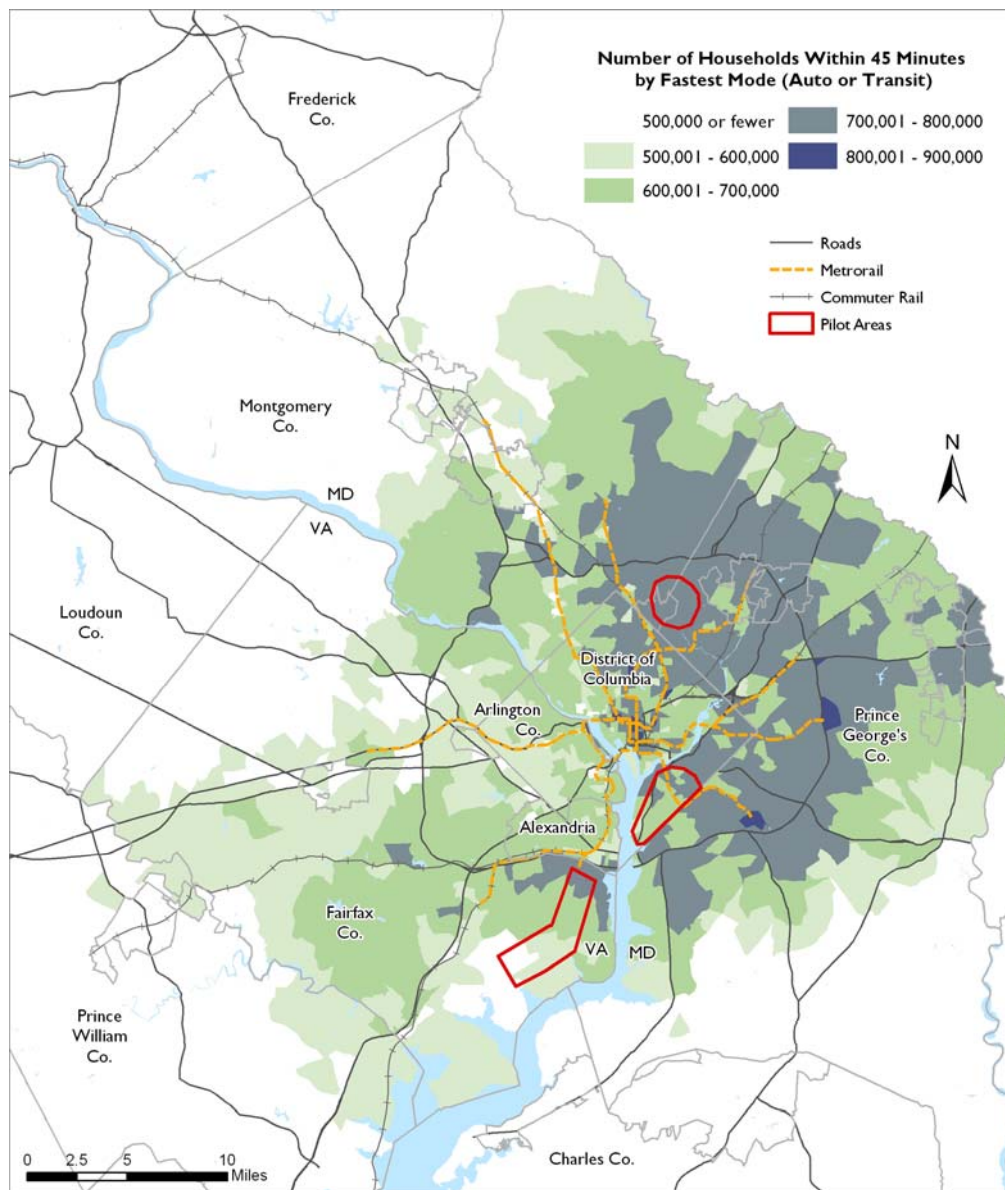
Figure 8. Average Commute Times (2000 Census Data)



Economic Development Potential on the Eastern Side of the Region

From a transportation perspective, because the land around many of the Metrorail stations on the eastern side of the region is underutilized, these areas offer enormous potential as sites for new employment growth. Indeed, as Figure 9 shows, potential employment sites on the eastern side of the region are accessible to more households than sites on the western side of the region. More employees and customers can reach shops or businesses located on the eastern side of the region within 45 minutes by auto or by transit, compared to shops and businesses located on the western side of the region.

Figure 9. Number of Households Within 45 Minutes by Fastest Mode (Auto or Transit)
Based on the Long-Range Transportation Plan Adopted November 17, 2004



A “Region Undivided” Would Create Benefits for All

The TPB explored the potential benefits of shifting more development to the eastern side of the region in its Regional Mobility and Accessibility Study (RMAS). The RMAS is a special study called for by the TPB to “evaluate alternative options to improve mobility and accessibility between and among regional activity centers and the regional core.” In the study’s “Region Undivided” scenario, 113,800 new jobs currently forecast for the western side of the region, are shifted to activity clusters and transit centers on the eastern side of the region (Figure 10). This shift represents 16% of the forecast employment growth between 2010 and 2030, but only 3% of the total employment in the year 2030. As shown in Figure 11, each of the pilot areas would gain substantial new employment growth under this scenario. The scenario also shifts 57,400 new households from the western to the eastern side of the region, representing 20% of the forecast growth between 2010 and 2030, and 3% of total households in the year 2030.

Figure 10. The Regional Mobility and Accessibility Study “Region Undivided” Scenario

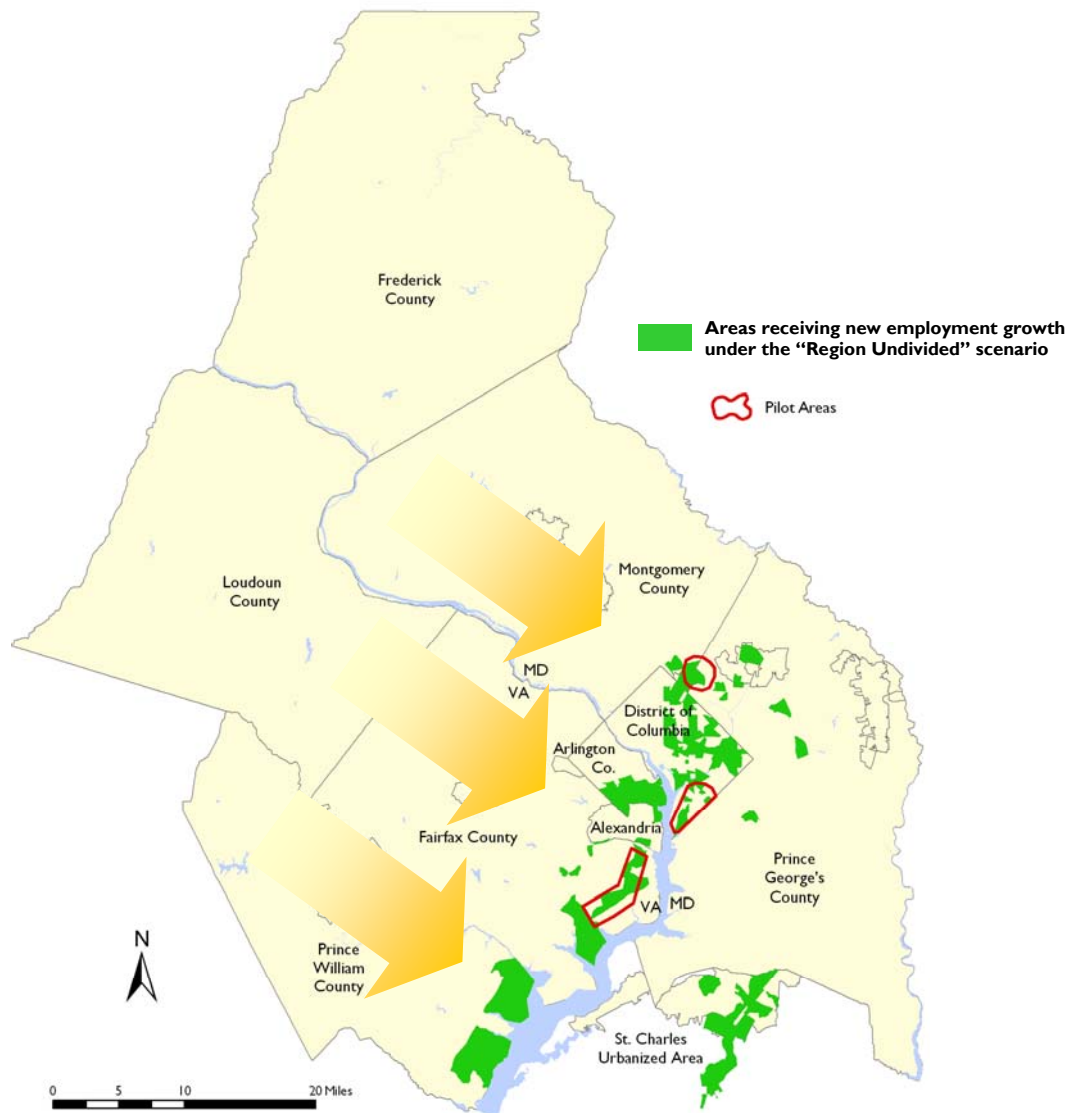
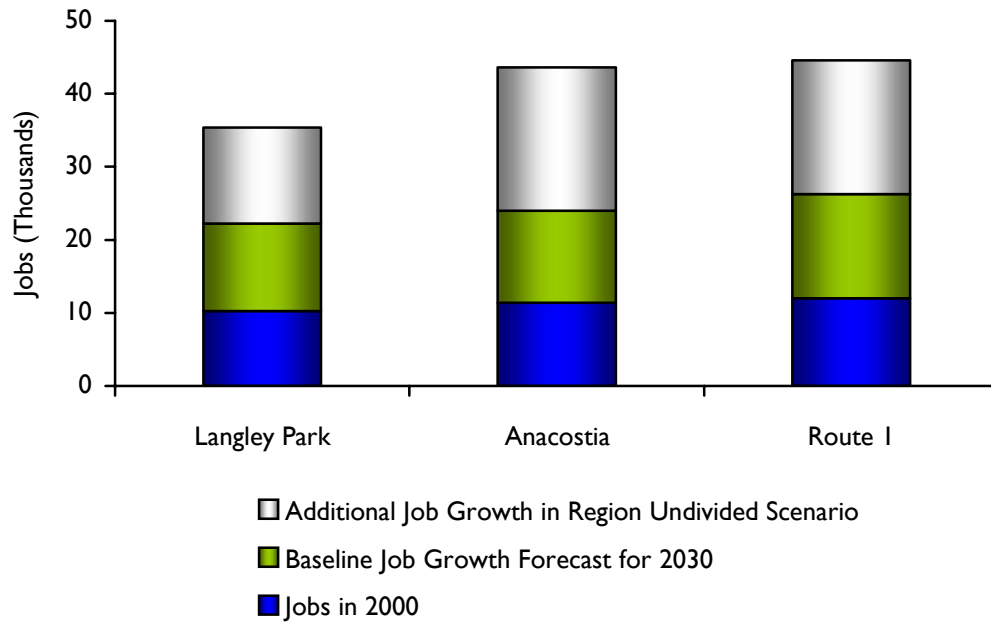
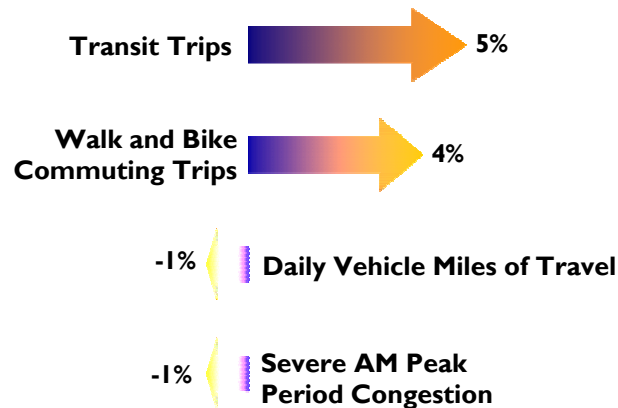


Figure 11. Job Growth in Pilot Areas Under the “Region Undivided” Scenario



Analysis of the “Region Undivided” scenario indicates that region-wide improvements in travel conditions would result from shifting new development to the eastern side of the region. As shown in Figure 12, compared to baseline forecasts for the year 2030, transit trips, walking, and biking would all increase, while daily vehicle miles of travel (VMT) – a measure of how much people drive – and roadway congestion would decrease. Although a 1% decrease in VMT may seem small, across the entire region this adds up to a decrease of 1.2 million vehicle miles per day, the equivalent of 48 trips around the earth. This reduction in driving would not only reduce congestion, but would also contribute to improved air quality.

Figure 12. Regional Transportation Impacts of the “Region Undivided” Scenario
Percent Change Relative to Baseline 2030 Forecasts



Changing Both Land-Use and Transportation Magnifies Potential Benefits

RMAS also examined the potential benefits of combining the “Region Undivided” land use scenario with new transit on the eastern side of the region. Transit improvements in this scenario include light rail in the District of Columbia; transitways (either light rail or bus rapid transit) along MD Route 1, MD 193, MD 5, MD 210, VA Route 1, and Columbia Pike; and the extension of the Bi-County Light Rail Line (also known as the Purple Line) around the Beltway from Silver Spring to Branch Avenue, where it would connect with an extension of Metrorail across the Woodrow Wilson Bridge (Figure 13). All together these improvements add up to nearly 200 miles of new fixed-route transit. Analysis of this combined scenario indicates that pairing land use and transportation improvements would amplify the benefits of an “undivided” region: compared to baseline forecasts for 2030, transit trips would increase nearly 9%, and lane-miles of severe morning rush hour congestion would decrease by nearly 3% (Figure 14).

Figure 13. Network of Transit Improvements for the “Region Undivided” Scenario

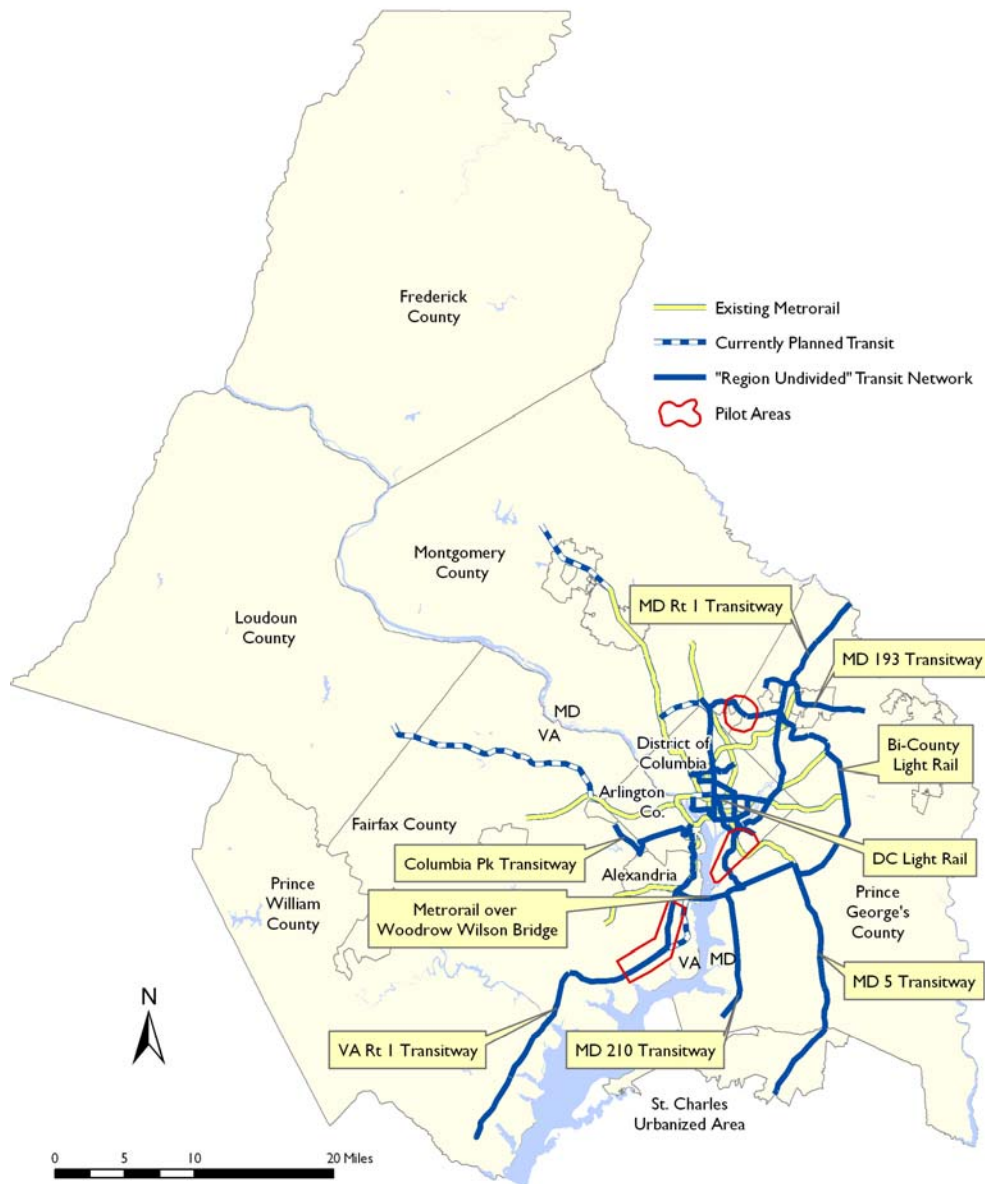
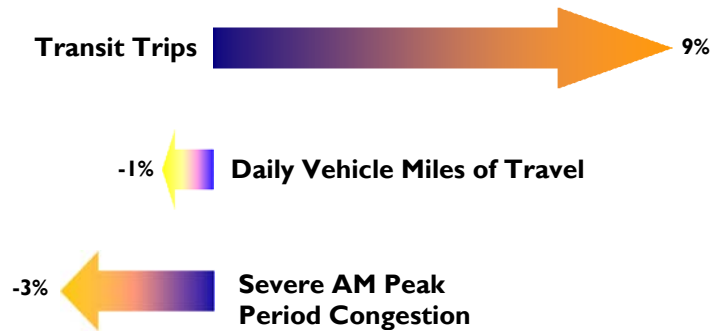


Figure 14. Regional Transportation Impacts of the “Region Undivided” Land Use Scenario Plus Transportation Improvements
 Percent Change Relative to Baseline 2030 Forecasts



Transit Dependency of the Low-Income Population

Another major issue identified by the subcommittee is the transit dependency of the low-income population, and concerns about the quality and reliability of available transit services. As shown in Figure 14, 2000 Census data indicates that low-income workers are more than three times as likely as the general population to commute by bus. Low-income commuters are also more likely to walk or bike to work. Figure 15 shows that automobiles are simply not available to many low-income individuals.

Figure 15. Means of Transportation to Work: All Workers vs. Low-Income Workers

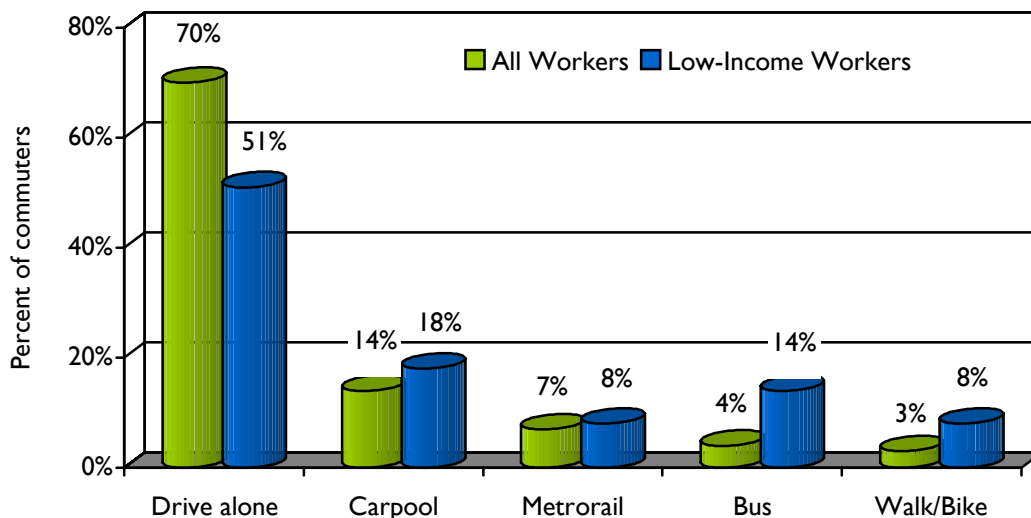
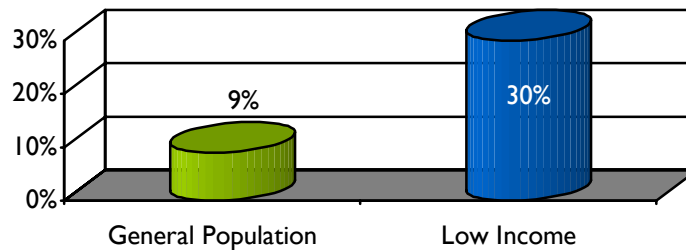


Figure 16. Percent of Individuals with No Vehicle Available



Inadequate Funding for Bus Service Improvements

Given the dependency of the low-income population on bus transit, the subcommittee expressed concern about the lack of funding for transportation facilities and services that meet the needs of low-income commuters. For example, the recently completed Fairfax County Bus Stop Inventory found that of the county’s nearly 4,000 bus stops, at least 2,448 are not fully accessible and need minor improvements. 655 stops need serious improvements, and only 150 of the stops comply with the Americans with Disabilities Act (ADA) requirements regarding accessibility for people with disabilities. To fix up the 655 bus stops that need the most work, cost estimates range between \$25 million and \$35 million.

Unfunded needs such as bus stop improvements underscore the subcommittee’s concern that the current long-range plan favors transportation investments in expensive, auto-oriented highway and rail projects, rather than more cost-effective enhancements to bus services and the pedestrian infrastructure. The subcommittee was pleased to learn that the recent “Metro Matters” funding agreement includes a total of \$28 million for bus “customer facilities,” but is concerned that most of this money will be spent in areas with high-income commuters on expensive technologies, such as real-time passenger information. Real-time passenger information is a nice amenity, however, basic bus improvements, such as shelters and safety and accessibility infrastructure, should be the first priority. Any funding for bus improvements should be focused on low-income bus-dependent communities, like the pilot areas in this study.

Inadequate Information About Transportation Services and Options

The subcommittee is also concerned that customer-oriented information about existing transit services and options is inadequate, creating an unnecessary transportation barrier for transit-dependent individuals. Comprehensive inventories of the services available regionally and within local communities would be a valuable resource for all commuters, and especially for the low-income population. Table I lists the type of information that the subcommittee would like to see included in such inventories.

Table 1. Information About Transportation Services and Options That Would Be Useful to Low-Income Commuters

Bus, Metrorail, Commuter rail	<ul style="list-style-type: none"> • Routes • Schedules • Fares (including transfer costs) • Service reliability (e.g., on-time performance)
Bicycle facilities	<ul style="list-style-type: none"> • Trails • Bicycle parking
Pedestrian facilities	<ul style="list-style-type: none"> • Sidewalks and safe routes to transit stations • Accessibility features (e.g accessible bus shelters, curb ramps, audible pedestrian signals)
Carsharing	<ul style="list-style-type: none"> • Companies • Vehicle locations • Rates
Commercial transportation services	<ul style="list-style-type: none"> • Taxicabs • Amtrak • Greyhound • Airport transportation
Specialized transportation services	<ul style="list-style-type: none"> • Providers (MetroAccess, local government agencies, non-profits) • Eligibility requirements • Trip restrictions • Rates
Commuter services	<ul style="list-style-type: none"> • Carpool and vanpool services • Park and Ride lots • High-Occupancy Vehicle (HOV) lanes • Guaranteed ride home • Bicycle commuter assistance • Slug lines • Additional information and referral services
Subsidy and incentive programs	<ul style="list-style-type: none"> • Metrochek and SmartBenefits • Transit subsidies for social service programs • Low-interest car loans
Maps	<ul style="list-style-type: none"> • Transportation facilities • Common destinations (e.g., Human service providers, employment sites, day-laborer pick-up locations, youth and senior centers, etc.)

Simply collecting the information is not enough, however. Transit agencies and local governments must make the information widely available in multiple, accessible formats, such as the following:

- Brochures
- Information mailed to homes
- Information available at place of work or apartment building

- Information available at churches, schools and civic associations
- Web sites
- Posters or spinning transit information tubes at bus stops
- Videos
- Newspapers
- Information in other languages

Abbreviated inventories of the transportation services available in each of the pilot areas are included as an appendix to this report. Some good examples of information distribution, shown in Figure 17, include Montgomery County’s publication on transportation options for seniors and people with disabilities,¹⁰ the PikeRide spinning information tubes present at bus stops along Columbia Pike, and Arlington County’s “Getting Around Arlington” web page (http://www.commuterpage.com/art/villages/arl_tran.htm).

Figure 17. Examples of Effective Information Distribution



¹⁰ Available online at www.montgomerycountymd.gov/content/dpwt/transit/routesandschedules/pdf/files/transportationguide.pdf

Concerns Regarding Transit Services in Pilot Areas

The subcommittee identified the following specific gaps in the services currently available in each of the pilot areas.

Route 1 Corridor, Virginia:

- Inadequate bus feeder service to Metro
- Inadequate bus service for reverse commuters
- Need more materials in languages other than English, particularly for the large middle-eastern population located in the area
- The subcommittee is pleased that the Virginia Department of Transportation (VDOT) has designated \$7 million for transit and pedestrian improvements in the Route 1 corridor, including significant changes to the Route 1/South County Connector routes, establishment of some form of bus rapid transit, and correction of infrastructure deficiencies such as bus shelters and pedestrian access. However, VDOT staff estimates that a total of \$15-20 million will be needed to correctly address all of the pedestrian issues identified for Route 1.

Langley Park, Maryland:

- Inadequate late-night bus service for shift workers
- Information at bus stops is confusing
- Need more materials in languages other than English, particularly Spanish
- The subcommittee is pleased that Maryland, Montgomery County, and Prince George's County have designated a total of \$12.3 million for the construction of a new Langley Park Transit Center, located along the alignment of the future Bi-County Transitway. The funding will include some safety improvements, to ensure that pedestrians can get to the transit center safely. However, the state has not yet secured additional funding for pedestrian safety improvements in the wider area outside of the transit center construction zone.

Anacostia, District of Columbia

- Need more frequent bus service
- Need more bus stops
- The District has recently identified a number of funding sources that could be put towards improving transit and pedestrian facilities, including a \$5 million federal award to increase the safety of District students who walk and bike to school, and an agreement with the private company ClearChannel to pay more than \$150 million over 20 years for the right to erect hundreds of bus shelters that would be adorned with display advertising posters. The majority of the money from the ClearChannel agreement, \$100 million, will help finance the Mayor's "Great Streets" program, which is intended to upgrade several of the city's principal transportation corridors, including Martin Luther King Jr. Avenue in Anacostia. However, exactly how the city plans on utilizing these funding sources remains unclear.

Summary of Findings

Poverty in the Washington Region

Seven percent of the region's population lives below the federal poverty line, and an additional 10% is classified as "low-income." Poverty is more prevalent among minorities and people with disabilities. Low-income households are located throughout the region, but most heavily concentrated on the eastern side of the region in the District of Columbia and Prince George's County, as well as along major transportation corridors in Northern Virginia and Suburban Maryland.

Access to Jobs and Services

Data from a variety of sources indicate that economic development is lagging on the eastern side of the region where many low-income families are located, exacerbating the problem of access to jobs and services. Regional disparities in development patterns contribute to rush-hour congestion and long commutes for families living in the east. The high accessibility and underutilization of land around eastern Metrorail stations means that these areas have great potential for new economic development. The "Region Undivided" scenario from the TBP's Regional Mobility and Accessibility Study confirms that shifting new development to activity clusters and transit centers on the eastern side of the region would benefit the region as a whole in terms of reduced driving and congestion, and increased use of alternative travel modes. Pairing land use changes with transit improvements on the eastern side of the region would further amplify the benefits of an "undivided" region.

Transit Dependency of the Low-Income Population

Low-income workers are more likely to take the bus, walk, or bike to work, compared to the general population. Many low-income people do not have access to private automobiles. The current long-range transportation plan, however, emphasizes expensive, auto-oriented highway and rail projects, rather than more cost-effective improvements to existing bus services and pedestrian facilities. The subcommittee is concerned about the quality and reliability of transit services in the pilot areas specifically and low-income areas more generally, and about the lack of customer-oriented information about transportation services and options. States and local jurisdictions have identified some funding for transit and pedestrian improvements, but it remains unclear exactly how this funding will be spent and whether it will be enough to fully address the needs of low-income commuters.

Recommendations

Based on the findings described above, the subcommittee developed the following recommendations:

Access to Jobs and Services

1. Local governments should work to increase the density of jobs and housing around underutilized Metro stations, while mitigating negative impacts of new development on low-income populations such as increased housing costs and displacement
2. Local governments should work towards implementing the land use changes in the “Region Undivided” scenario, and provide more low-income housing in Regional Activity Centers
3. The TPB should share information about the accessibility of job sites on the eastern side of the region with economic development agencies, to help them promote more balanced development
4. The Planning Directors Technical Advisory Committee should consider the east-west imbalance as they update the Activity Centers over the coming months

Transit Improvements

5. To improve access to bus stops, WMATA and local jurisdictions should:
 - Complete the regional bus stop inventory (Prince George’s County and District of Columbia inventories are still incomplete)
 - Adopt uniform standards for safe and accessible bus stops
 - Adhere to universal design principles¹¹ when redesigning existing facilities and developing new transit stations in order to safely accommodate the widest range of potential users, including people with disabilities and limited- English speakers.
 - Prioritize bus stop improvements in areas with highest concentrations of poverty, where bus use is also high
 - Identify those bus stops that need serious improvements and set a goal of fixing up these bus stops by the year 2010
6. To facilitate implementation of bus stop improvements
 - The TPB should develop a “regional pot” of money to fund bus stop and pedestrian improvements
 - WMATA should hire a full-time pedestrian coordinator
7. Local jurisdictions should identify funding and work with WMATA to enhance bus service in low-income areas to better serve shift-workers and reverse-commuters

¹¹ For more information about universal design, see the Center for Universal Design website at <http://www.design.ncsu.edu/cud/>

8. WMATA, local transit agencies, and local jurisdictions should provide comprehensive information about the transportation options available to low-income commuters, and distribute this information widely.
9. WMATA and local transit providers should implement all AFA recommendations on transit information for limited-English speakers.¹²

Pilot Areas (Route 1 Corridor in Virginia, Langley Park in Maryland, and Anacostia in the District of Columbia)

10. Virginia should secure additional funding to address all of the pedestrian issues identified in the Route 1 corridor, including the estimated \$500,000 required for a multi-lingual pedestrian safety campaign.
11. Maryland, Montgomery County, and Prince George's County should secure additional funding for pedestrian safety and bus stop improvements in the larger area surrounding the planned Langley Park Transit Center.
12. The District of Columbia should devote funding from the "Safe Routes to School" and "Great Streets" programs to providing more frequent bus service and additional bus stops within Anacostia.

Conclusion

The purpose of this study was to identify transportation barriers faced by the low-income population in the Washington region, and to identify strategies for addressing these barriers. Two major issues emerged from the study: access to jobs and services, and the transit dependency of low-income individuals. Strategies for addressing the issue of transit dependency are relatively straight forward. The subcommittee's recommendations include identifying transit and pedestrian facilities that need serious improvement, adopting uniform standards for improving and designing new facilities, prioritizing improvements in low-income areas where bus use is high, designating funding to transit and pedestrian improvements, and widely distributing accessible information on transportation options and services available to the low-income community.

The issue of access to jobs and services is more complex, and relates to long-standing disparities between the eastern and western sides of the region, as well as current and future economic development patterns. Strategies for addressing this issue extend beyond the typical activities of the TPB. The subcommittee's recommendations include directing future growth to encourage more development on the eastern side of the region, particularly around underutilized Metrorail stations, while preventing the displacement of low-income households in these areas.

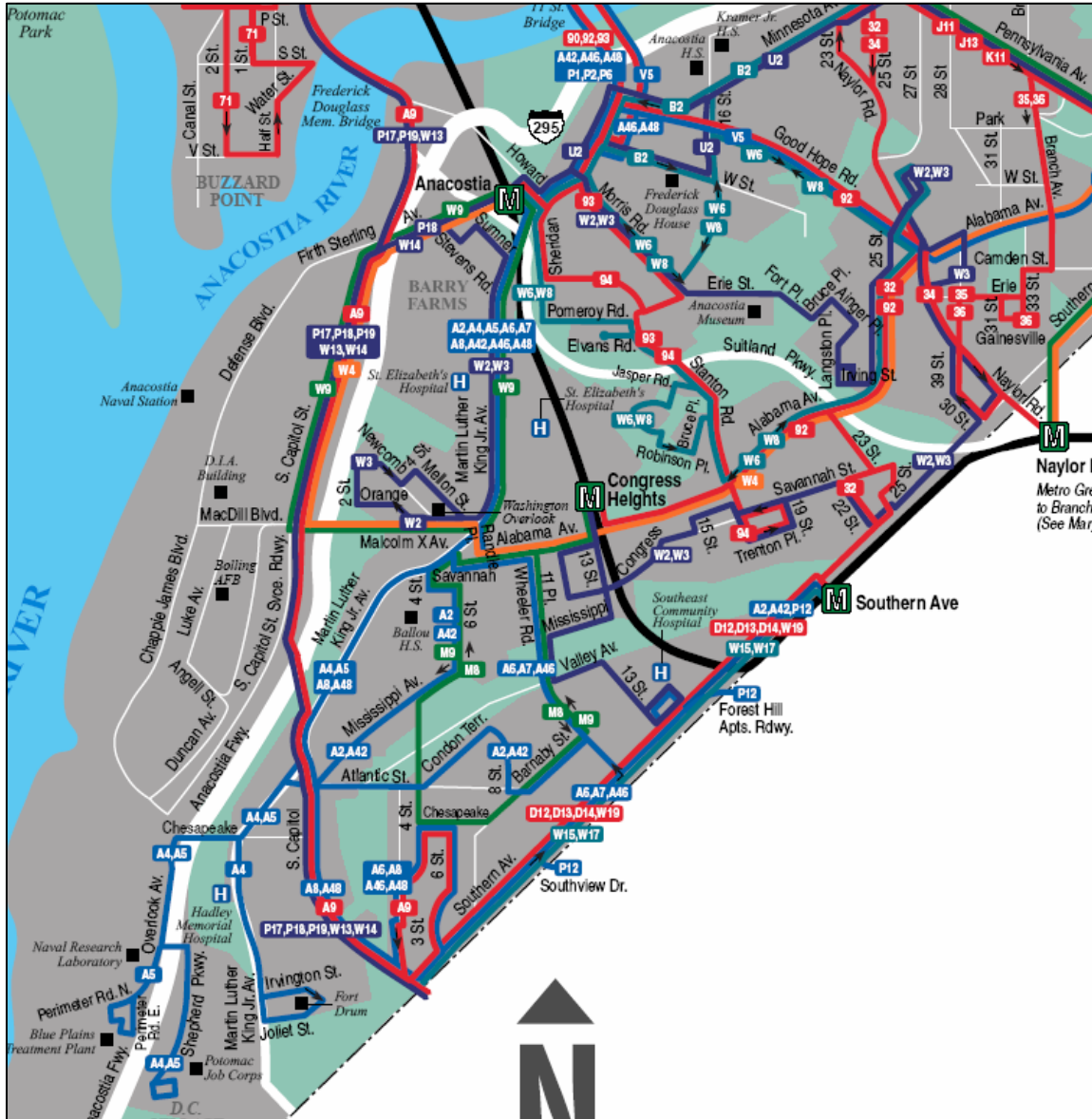
¹² The AFA's Report on Major Findings and Recommendations to Improve Transit Information to Limited English Proficiency (LEP) Customers is available at <http://www.mwcog.org/uploads/committee-documents/91tfWw20030626163841.pdf>

The subcommittee feels that a major barrier to progress on both of these issues is a lack of political will to address transportation and land-use issues that are important to low-income populations. The development of “regional champions,” or community leaders who advocate for the needs and interests of underserved populations, would go a long way toward moving the recommendations of this report closer to implementation. The subcommittee would like to see individual TPB members take on the role of regional champions for low-income transportation needs, and use their leadership positions to raise awareness of the issues and strategies identified in this report. The Community Leadership Institute, an innovative new aspect of the TPB’s public involvement plan intended to engage and educate community leaders, would also be an ideal venue for developing regional champions for low-income issues. The subcommittee would like to see the findings and recommendations of this report included as an integral part of the institute’s curriculum.

Appendix: Inventory of Transportation Services in Pilot Areas

Anacostia, DC

Transportation Services and Options



Metro Stations

NAME	LINE	COUNTY
ANACOSTIA	GREEN	District of Columbia
CONGRESS HEIGHTS	GREEN	District of Columbia
SOUTHERN AVENUE	GREEN	Prince George's
NAYLOR ROAD	GREEN	Prince George's

Anacostia, DC

Transportation Services and Options

Park & Ride Lots

NAME	LOCATION	COST	LINE	CONNECT SRV	BIKE	PARK SPACES	COUNTY	WEBSITE	PROVIDER
Eastover Shopping Center	MD 210 at Audrey Lane	0		Metrobus	No Bike Facilities	100	Prince Georges - MD	http://www.wmata.com/timetables/bus_timetables.cfm	CPVPBUS
Anacostia Metro Station	Shannon Pl, SE between MLKing Ave & Firth Sterling	2.75	Green Line	Metrobus	Racks & Lockers	808	District of Columbia	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA
Southern Avenue Metro Station	Southern Ave & Valley Terr, SE	2.75	Green Line	Metrobus	Racks & Lockers	1980	Prince Georges - MD	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA
Naylor Road Metro Station	Naylor Rd & Suitland Pkwy & Branch Ave	2.75	Green Line	Metrobus	Racks & Lockers	368	Prince Georges - MD	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA

Bicycle Facilities

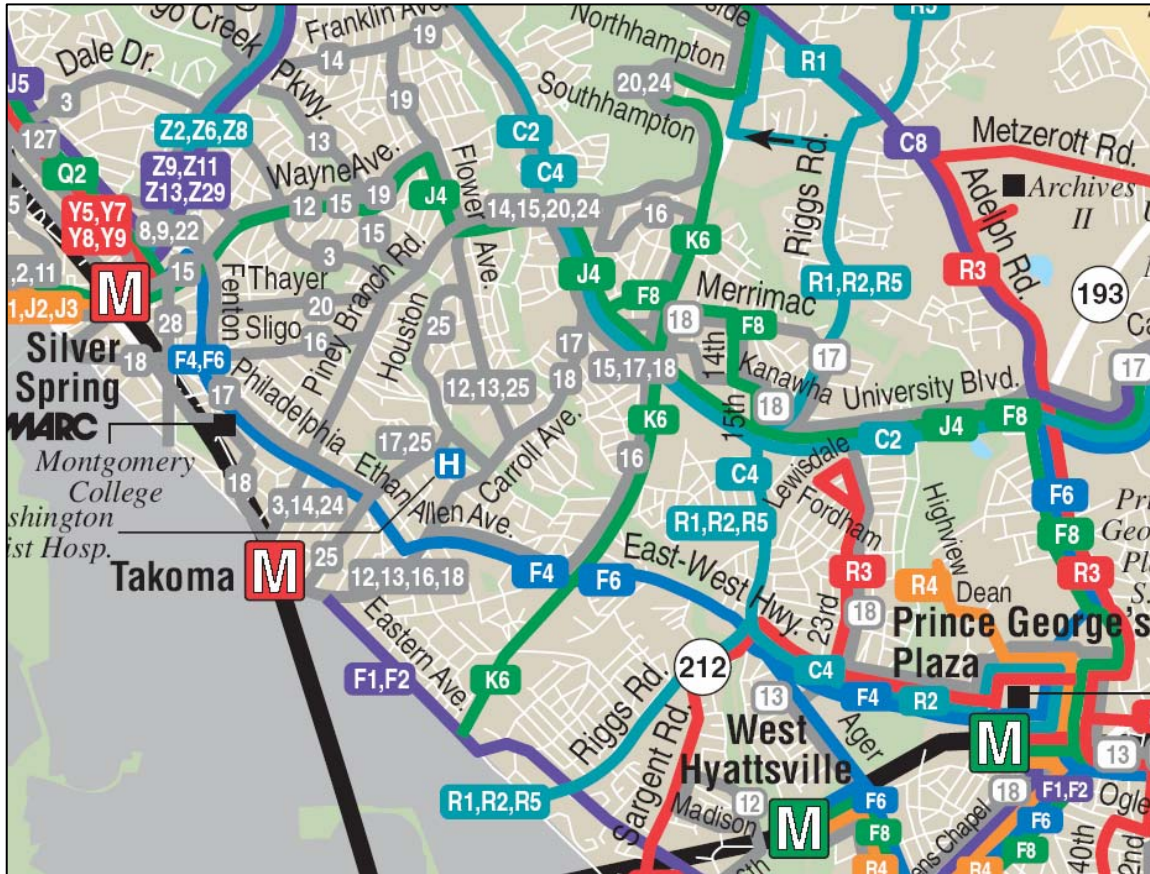
LENGTH	FROM_ST	TO_ST	NAME	SIGNED	LENGTH_MI	JURIS	TYPE
2354.837			SUITLAND PARKWAY TRAIL	U	0.446	DISTRICT OF COLUMBIA	SHARED USE PATH
2168.947			OXON RUN TRAIL	U	0.411	DISTRICT OF COLUMBIA	SHARED USE PATH
2204.899	BLUE PLAINS DR.	SOUTHEAST SIDE OF LOOP	DC VILLAGE LA.	Y	0.418	DISTRICT OF COLUMBIA	SHARED ROADWAY

Specialized Transportation

	Agency/Department/Program	Transportation Arrangement	Eligible Clients	FY03 Operating Cost
District of Columbia	Washington Elderly and Handicapped Transportation Service (WEHTS)	Operated directly by United Planning Organization (UPO) staff using 30 vehicles	Seniors (60+)	\$1,403,839
	Call 'N Ride - Taxi Subsidy Program	UPO administers; 3 D.C. taxi companies are providers	Seniors (60+)	\$61,608
	Medical Assistance Administration (MAA) - Medicaid transportation	Contracts with local providers for ambulatory trips (165 providers in network)	Medicaid eligible	\$11,000,000
	Office of Aging	Six lead agencies contract with local transportation companies and WEHTS	Seniors (60+)	\$2,300,000

Langley Park, MD

Transportation Services and Options



Metro Stations

NAME	LINE	COUNTY
SILVER SPRING	RED	Montgomery
TAKOMA	RED	District of Columbia
WEST HYATTSVILLE	GREEN	Prince George's
PRINCE GEORGE'S PLAZA	GREEN	Prince George's

Langley Park, MD

Transportation Services and Options

Park & Ride Lots

NAME	LOCATION	COST	LINE	CONNECTSRV	BIKE	PARK SPACES	COUNTY	WEBSITE	PROVIDER
Silver Spring Metro Station	Colesville Rd between East-West Hwy and Second Ave	4.5	Red Line	Metrobus, Ride-On	Racks & Lockers	716	Montgomery	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA
Fort Totten Metro Station	Galloway St east of South Dakota Ave, NE	2.75	Green & Red Lines	Metrobus	Racks	408	District of Columbia	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA
West Hyattsville Metro Station	Ager Rd north of Queens Chapel Rd	2.75	Green Line	Metrobus, THE BUS	Racks & Lockers	453	Prince Georges - MD	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA
Prince George's Plaza Metro Station	East-West Hwy west of Belcrest Rd	2.75	Green Line	Metrobus	Racks & Lockers	1068	Prince Georges - MD	http://www.wmata.com/timetables/bus_timetables.cfm	WMATA
Beltway	I-95 south of I-495	0			No Bike Facilities	265	Prince Georges - MD	http://www.goprincegeorgescounty.com/	CPVONLY

Bicycle Facilities

LENGTH	FROM_ST	TO_ST	NAME	SIGNED	LENGTH_MI	JURIS	TYPE
8681.194			SLIGO CREEK TRAIL	U	1.644	PRINCE GEORGE'S COUNTY	SHARED USE PATH
9852.241			SLIGO CREEK TRAIL	U	1.866	MONTGOMERY COUNTY	SHARED USE PATH
5227.085			NORTHWEST BRANCH TRAIL	U	0.99	PRINCE GEORGE'S COUNTY	SHARED USE PATH
5530.777			RIGGS RD	N	1.047	PRINCE GEORGE'S COUNTY	SHARED ROADWAY
4509.61			ADELPHI RD	N	0.854	PRINCE GEORGE'S COUNTY	SHARED ROADWAY

Specialized Transportation – Montgomery County

	Agency/Department/Program	Transportation Arrangement	Eligible Clients	FY03 Operating Cost
Montgomery County	Call 'N Ride - Taxi Subsidy Program	County administrators; 3 local taxi companies provide service	Low-income seniors (67) Low income disabled	\$1,923,000
	Same-Day Taxi Subsidy Program	County administrators; 3 local taxi companies provide service	MetroAccess Eligible	\$35,000
	Department of Public Works - Medicaid transportation	County contracts with providers of taxi, wheelchair van, and non-emergency ambulance service	Medicaid eligible	\$1,950,000
	Program Transportation	Administered by AAA using a contract provider	Residents 55+	\$645,000

Langley Park, MD

Transportation Services and Options

Specialized Transportation – Prince George’s County

	Agency/Department/Program	Transportation Arrangement	Eligible Clients	FY03 Operating Cost
Prince Georges County	Call-A-Bus	County directly operates	Paratransit - priority to seniors and disabled	\$1,007,837
	Senior Transportation Service (STS)	County directly operates	Seniors	\$1,482,993
	Call-A-Cab	County administers; local taxi companies provide service	Seniors (55+) and disabled	\$184,728
	Municipal Call-A-Bus	County provides vehicles for specialized service to 14 participating municipalities	Elderly and disabled	n.a.
	Health Department - Medicaid transportation	Direct provision and contracted service with 2 taxi companies, 2 private paratransit providers, and 1 ambulance company	Medicaid eligible	\$2,482,500

Route 1 Corridor, VA Transportation Services and Options



Metro Stations

NAME	LINE	COUNTY
HUNTINGTON	YELLOW	Fairfax

Route 1 Corridor, VA Transportation Services and Options

Park & Ride Lots

NAME	LOCATION	CO ST	LINE	CONNECTSRV	BIKE	PARK SPACES	COUNTY	WEBSITE	CONSRVGEN	PROVIDER
Huntington Metro Station	Huntington Ave & Fenwick Dr	3	Yellow Line	Metrobus, Fairfax Connector	Racks & Lockers	3090	Fairfax	http://www.wmata.com/timetables/bus_timetables.cfm	Metrobus, Fairfax Connector	WMATA
Jones Point Park	S. Royal St under Woodrow Wilson Bridge	0		Free shuttle service to Old Town	No Bike Facilities	100	Alexandria	http://ci.alexandria.va.us/	Free Shuttle Service to Old Town	CPVPBUS

Bicycle Facilities

LENGTH	FROM_ST	TO_ST	NAME	SIGNED	LENGTH_MI	JURIS	TYPE
17409.045	MOUNT VERNON TRAIL	WAYNEWOOD BLVD.	POTOMAC HERATIGE NATL. S	U	3.297	FAIRFAX COUNTY	SHARED USE PATH
17864.854	WAYNEWOOD BLVD.	MT. VERNON HWY. (VA 235)	POTOMAC HERATIGE NATL. S	U	3.384	FAIRFAX COUNTY	SHARED USE PATH
3628.231	POTOMAC HERITAGE NATL. S.	OLD MOUNT VERNON RD.	MT. VERNON HWY. (VA 235)	U	0.687	FAIRFAX COUNTY	SHARED USE PATH
1478.797	OLD MOUNT VERNON RD.	OLD MILL RD.	MT. VERNON HWY. (VA 235)	U	0.28	FAIRFAX COUNTY	SHARED USE PATH
3521.533	OLD MILL RD.	FOREST HAVEN DR.	MT. VERNON HWY. (VA 235)	U	0.667	FAIRFAX COUNTY	SHARED USE PATH
2819.528	FOREST HAVEN DR.	MCNAIR DR.	MT. VERNON HWY. (VA 235)	U	0.534	FAIRFAX COUNTY	SHARED USE PATH
2348.985	RICHMOND HWY.	MOUNT VERNON RD.	MT. VERNON HWY. (VA 235)	U	0.445	FAIRFAX COUNTY	SHARED ROADWAY

Specialized Transportation

	Agency/Department/Program	Transportation Arrangement	Eligible Clients	FY03 Operating Cost
Fairfax County, Cities of Fairfax and Falls Church	Fairfax County - Taxi Subsidy Program <i>Seniors on the Go</i>	MOU with 3 taxi companies	Low and moderate-income seniors (65+)	\$490,000
	FASTRAN	County contracts with 2 dedicated private providers; back-up and limited supplemental service by 2 taxi companies	Human service agency clients Low-income for medical, essential shopping, and social service trips	\$9,067,735
No. VA	Virginia Department of Medical Assistance Services (DMAS) - Northern Virginia Medicaid	LogistiCare contracts with local providers for non-emergency trips	Medicaid eligible	\$8,200,000