

Overview of the TPB Coordinated Human Services Transportation Plan

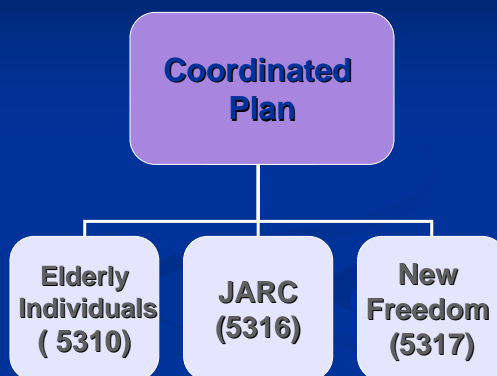
National Capital Region Transportation
Planning Board
March 21, 2007



Background

SAFETEA-LU Requires:

- A "locally developed coordinated plan" be drafted with stakeholder involvement
- Projects for the three programs must be derived from the plan
- Projects for JARC and New Freedom must be selected on a competitive basis



2

Plan will Guide Funding Decisions

TPB was designated the recipient for two FTA programs in August 2006

Program	Purpose	Federal FY2006 Funding	Total Funding with Match
Job Access Reverse Commute	Assist low-income commuters getting to job sites	\$1.1 Million	\$2.2 Operating (50/50) \$1.3 Capital (80/20)
New Freedom	Transportation for people with disabilities that goes above and beyond the ADA	\$1.0 Million	\$2.0 Operating (50/50) \$1.25 Capital (80/20)

-Other Non-DOT Federal funds can be used for the required 80/20 match for capital and the 50/50 match for operating programs.

-SAFETEA-LU allows for up to 10% of the programs to be used for administrative and planning purposes

3

Relationship of Plan to Elderly Individuals Program (Section 5310)

- Section 5310 programs **administered by:**
 - D.C. Office of Mass Transit
 - MD Transit Administration
 - VA Department of Rail and Public Transportation
- 5310 applications will be **evaluated to ensure consistency** with TPB Coordinated Plan
 - 5310 projects must meet a need identified in the Plan
 - TPB Task Force will rank and recommend 5310 applications based on competitive selection criteria

4

TPB Established the Human Services Transportation Coordination Task Force in September 2006

Chaired by Kathy Porter, TPB Member

- **Purpose:**
 - Develop the Coordinated Plan
 - Work towards greater coordination of services
 - Evaluate the effectiveness of the Plan and the competitive selection criteria
- **42 Members Represent:**
 - Public transit agencies
 - State/DC Departments of Transportation
 - Private and nonprofit transportation providers
 - Human service agencies
 - Users/Consumers

5

Plan Approach

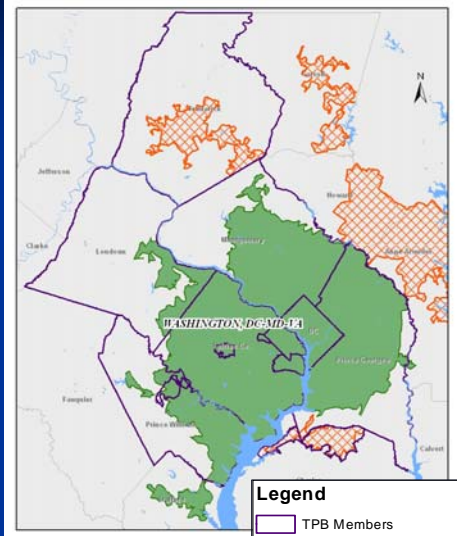
- Encourage **innovative pilots** that:
 - Creatively address unmet needs
 - “Incentivize” coordination of funding, vehicles, information or other resources
 - Offer lessons learned about addressing obstacles
 - Are replicable or have a regional impact
- Sets **framework for greater coordination** and collaboration



6

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Plan “Geographies”



The map displays the Washington DC-MD-VA Urbanized Area in green, with TPB Members outlined in purple and other urbanized areas in orange. A legend at the bottom left identifies these categories.

- TPB Members (Plan)
- Washington DC-MD-VA Urbanized Area (\$\$\$)

Legend

- TPB Members
- Urbanized Areas Defined by the 2000 Census
- Other Urbanized Areas
- Washington, DC-MD-VA Urbanized Area

7

Unmet Transportation Needs

- Identified by the Task Force
 - Customer Focus
 - Better Information
 - Improved Reliability
 - Additional Funding and Transportation Choices
- Previous studies conducted by TPB confirm these needs



The image shows two report covers. The top one is titled 'IMPROVING DEMAND RESPONSIVE SERVICES FOR PEOPLE WITH DISABILITIES IN THE WASHINGTON REGION' and is dated February 15, 2006. The bottom one is titled 'TRANSPORTATION ISSUES FOR LOW-INCOME POPULATIONS' and is a draft from January 11, 2006.

8

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Four Strategies in Plan

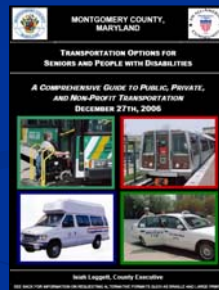
- Project proposals will be required to address one or more of these strategies:
 - **Tailor transportation services** to better respond to needs
 - Provide improved, **user-friendly information to customers**
 - Develop services that **improve reliability** and augment existing paratransit and fixed-route service
 - Develop and implement **new programs** to provide additional transportation choices



9

Recommended Priority Actions in the Plan for Job Access Reverse Commute (JARC) Funding

1. **Brochure** for Low-Income Commuters on Transportation Options
2. **Low-Interest Loans** to low-income individuals to purchase cars
3. **Expanded** Guaranteed Ride Home Program
4. Expanded **Shuttle Service** to Employment Sites



We'll get you home. Guaranteed.

10

Recommended Priority Actions in the Plan for New Freedom Funding

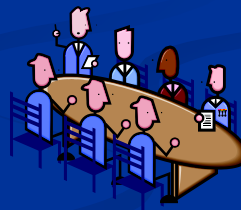
1. **Accessible Taxis** in Jurisdictions Without Them
2. **Sensitivity Training** for Front-Line Employees (for bus drivers, taxi cab drivers, etc)
3. Personalized **Travel Training** on how to use the fixed-route
4. **Same-Day** Service for MetroAccess Users
5. **Escorted Transportation** or “Door-through-Door” Service
6. **Accessible Pedestrian Infrastructure** at Bus and Rail Stations



11

Competitive Selection Process Proposed Selection Committee

- Chaired by **Kathy Porter**
- **Members** would include:
 - **TPB Officers**
 - **Task Force members** representing:
 - Transit
 - Human Services
 - Non-Profit Providers
 - Private providers
 - Users or consumers
- Members **must not have** submitted a proposal



12

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Proposed Selection Criteria

- **100** Maximum Points
- Proposals will be Ranked Based on **Eight Criteria**
 - Responsiveness to **Strategies in Plan**
 - Demonstrates **Coordination**
 - **Innovative** Idea that is Replicable
 - Meets a **Regional** Need
 - **Feasibility**
 - Potential **Number of People** Impacted
 - Involvement of the **Private Sector**
 - Strategies for **On-going Funding**

13

Timeline



- April 18** TPB is Asked to Approve Coordinated Plan
- May to June** Solicitation for Projects
- July to Aug.** Selection Committee Recommends Projects based on Competitive Selection Criteria
- Sept. or Oct.** TPB Approves Selection for Inclusion in the Transportation Improvement Program (TIP)
- Early 2008** New Freedom and JARC Projects Initiated

14