Slide 1: TPB’s Coordinated Human Service Transportation Plan

2023 Update

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TPB’s Access for All Advisory Committee

April 24, 2023

Slide 2: Objective

* Receive a final briefing on draft plan
* Review key elements in the updated draft
* TPB to consider approval May 17, 2023

Slide 3: Status and Timeline

* Complete
  + Draft document for public comment
* Today
  + Final summary of full document prior to TPB introduction
* Next
  + April 13 – May 13, 2023: Public Comment period
  + April 19, 2023: Presentation to TPB
  + May 17, 2023: Finalized Draft introduced for TPB action

Slide 4: 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

Slide 5: 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

Slide 6: Urbanized Area

* Figure 2: TPB Planning Area and Washington DC-MD-VA Urbanized Area, As Defined by the 2010 Census for FY 2023 Funding
* Figure 3: TPB Planning Area and Washington DC-MD-VA Urbanized Area, As Defined by the 2020 Census for funding starting in FY 2024
  + The figure identifies the urbanized areas throughout the TPB’s Planning Area.

Slide 7: 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 four 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

Slide 8: Coordination Benefits

* Greater efficiency with limited funding/most 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

Slide 9: Key Elements of the Coordinated Plan

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

Slide 10: Unmet Needs

* Key Elements
  + Unmet transportation needs 🡪 Strategies for Improved Service and Coordination 🡪 Priority Projects
* Example
  + Unmet transportation need: lack of assisted transportation 🡪 Strategy for improved service and coordination: provide customer-oriented, tailored transportation 🡪 Priority project: volunteer driver programs

Slide 11: 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

Slide 12: Unmet Needs

* Awareness
  + Services need to be more customer-focused and tailored to the audience
  + Need for interjurisdictional coordination
* Accessibility
  + Services/features are 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

Slide 13: Inventory of Existing Services

* Image of Reach a Ride, a directory of transportation options for individuals with special transportation needs in the National Capital Region hosted by the Metropolitan Washington Council of Governments

Slide 14: Strategies for Improved Service & Coordination

1. Expand availability and coordination of transportation options
2. Increase awareness of existing transportation services
3. Improve accessibility of transportation options
4. Make transportation options more affordable and sustainable

Slide 15: 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
* Priority projects include:
  + Mobility management (system and individual level)
  + Coordinated planning efforts
  + Travel training
  + Door-through-door or escorted transportation service
  + Increased 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)

Slide 16: Selection Criteria

|  |  |
| --- | --- |
| **Criteria** | **Maximum Score** |
| Coordination among agencies | 25 |
| Responsiveness to Coordinated Plan | 20 |
| Institutional capacity to manage and administer an FTA grant | 20 |
| Project feasibility | 15 |
| Customer focus | 10 |
| Regional need | 5 |
| Equity Emphasis Areas | 5 |
| **Total** | **100** |

Slide 17: Next Steps

* Complete
  + Draft document for public comment
* Today
  + Final summary of full document prior to TPB introduction
* Next
  + April 13 – May 13, 2023: Public Comment period
  + April 19, 2023: Presentation to TPB
  + May 17, 2023: Finalized draft introduced for TPB action
* Next solicitation: Summer 2023

Slide 18: Contact information

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