

TPB'S COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

2018 Update

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Citizens Advisory Committee
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National Capital Region
Transportation Planning Board

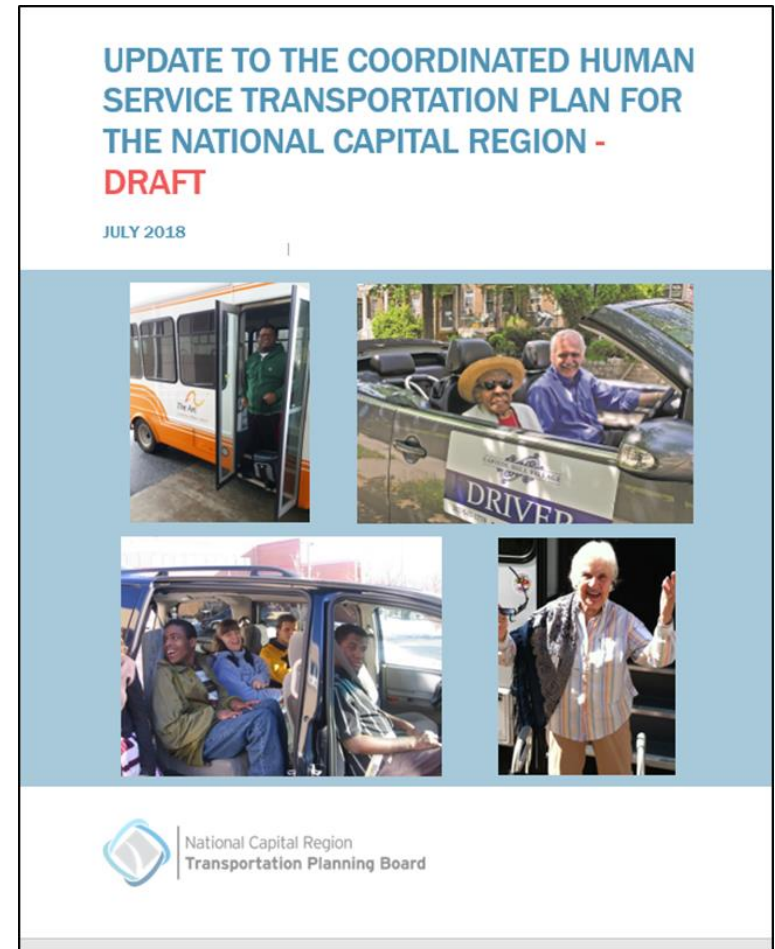
Purpose of Presentation

- Describe:
 - Purpose of Coordinated Plan
 - Key Elements in the Updated Draft Plan



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
- Guidance from Access for All Advisory Committee



Key Elements of the Coordinated Plan

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

Enhanced Mobility Program

- Unique role for TPB: prioritizes, selects and implements projects
- Approximately \$2.5 million per year in matching grants to improve transportation for people with disabilities and older adults
- Non-profits, transit agencies, local governments and private providers can apply
- Matching funds required by applicant:
 - 20% for Capital or Mobility Management
 - 50% for Operating



What is “Coordination”?

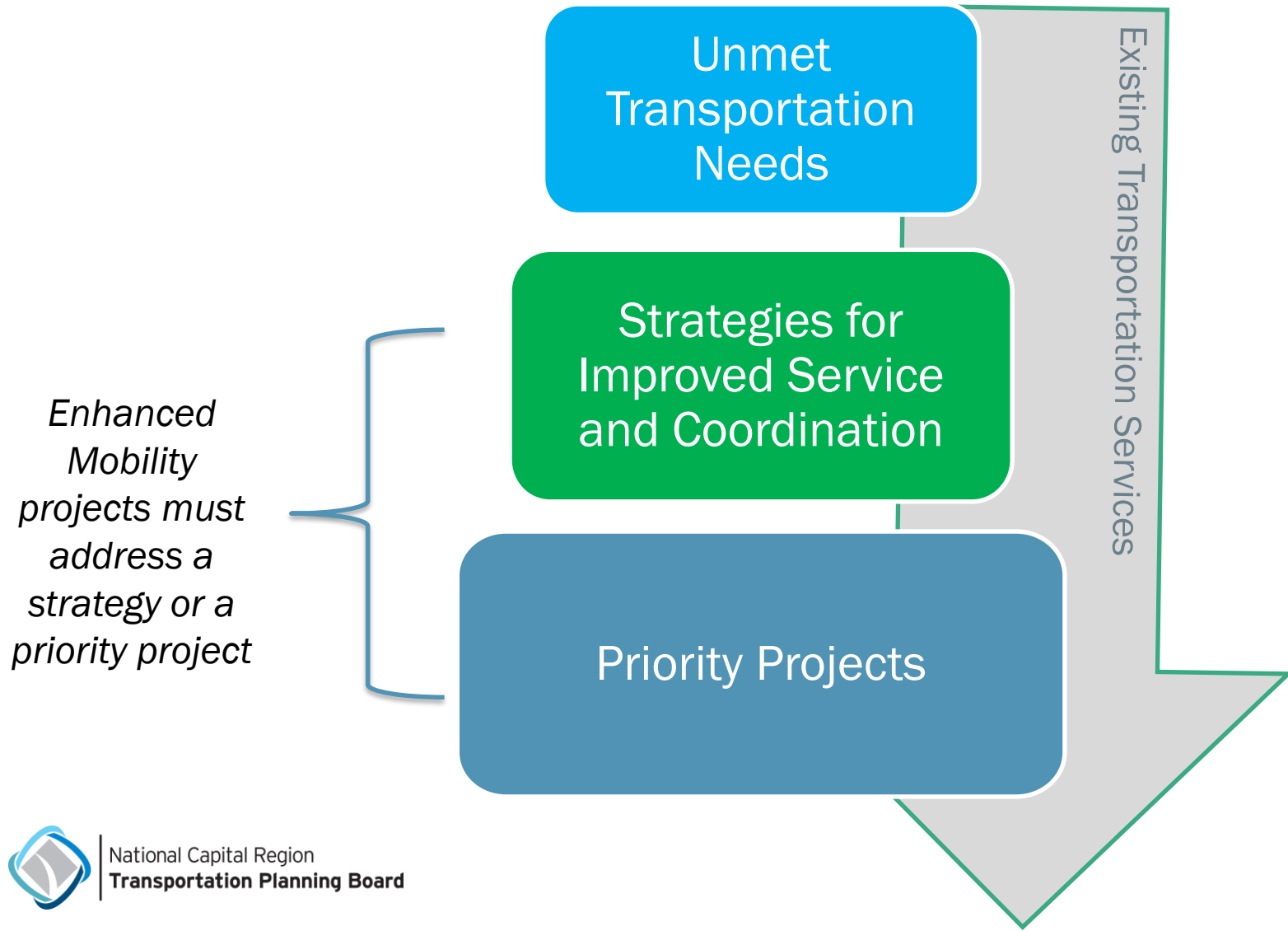
- A process through which representatives of different agencies work together to achieve any one or all of the following goals:
 - more cost effective service delivery;
 - increased capacity to service unmet needs;
 - improved quality of service; and
 - services more easily understood and accessed by riders

As defined by the Federal Coordinating Council on Access and Mobility

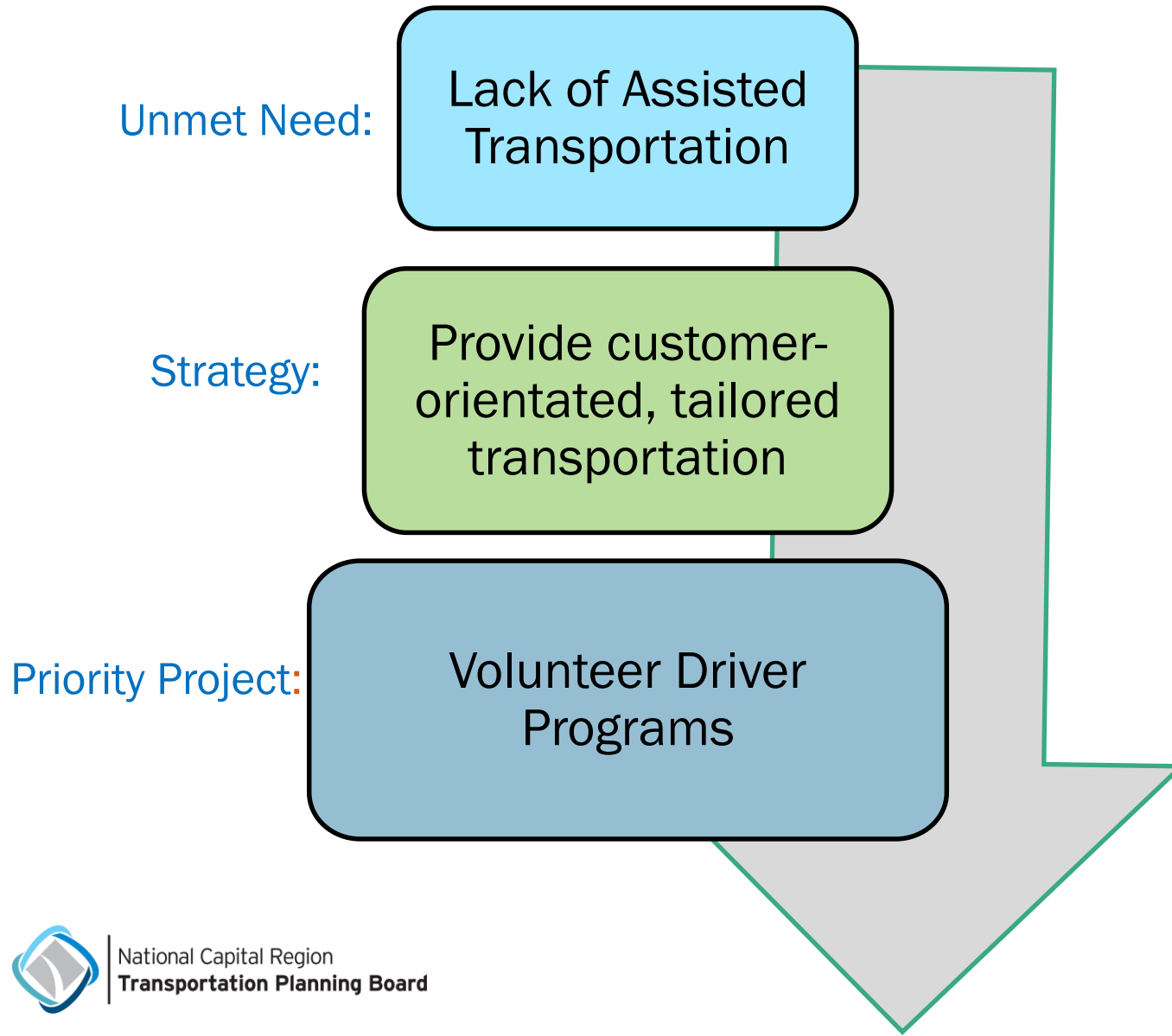


Unmet Transportation Needs

Building Block for Coordinated Plan



Example



Existing Transportation Services

- Traditional Public Transit – Bus, Metrorail, Commuter Rail
- Paratransit (Demand Responsive-Services)
- Private services: Taxi, Medical,
 - Ride-hailing (e.g. Uber and Lyft),
 - Microtransit (e.g. Via)
- Human service agency



Complex Region: Many Different Services



Themes of Unmet Transportation 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 for people
- Tighter budgets are making it more difficult for agencies to fund services



Themes of Unmet Transportation Needs

- **Awareness**

- Services need to be more customer-focused
- Lack of user-friendly information 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
- Accessibility an after-thought
- Lack of accessibility in new/popular modes:
 - Bike Lanes and bike-sharing
 - Ride-hailing Services (e.g. Lyft and Uber) and Microtransit (e.g. Via)



Strategies

Based on Unmet Needs

Strategies for
Improved Service
and 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

Priority Projects

- Eight priority projects
- Applications that respond to Priority Projects AND strategies can score higher; however:
 - Applicants can propose other eligible projects
 - Competitive selection process is dependent on applications received

Priority Projects

Priority Projects

A. Mobility Management

- Systems Level: Mobility Manager for a jurisdiction
- Individual Level: Mobility counselor

B. Coordinated Planning Efforts

C. Travel Training

D. Door-through-Door or Escorted Transportation Service



E. Increase Access to Transit Stations (and First Mile/Last Mile Connections)

- Pedestrian infrastructure, Adaptive Cycling and Taxi/Ride-hailing/Shuttle

F. Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services

G. Volunteer Driver Programs

H. Tailored Transportation Service for Clients of Human Service Agencies (e.g. Vehicle Acquisition)

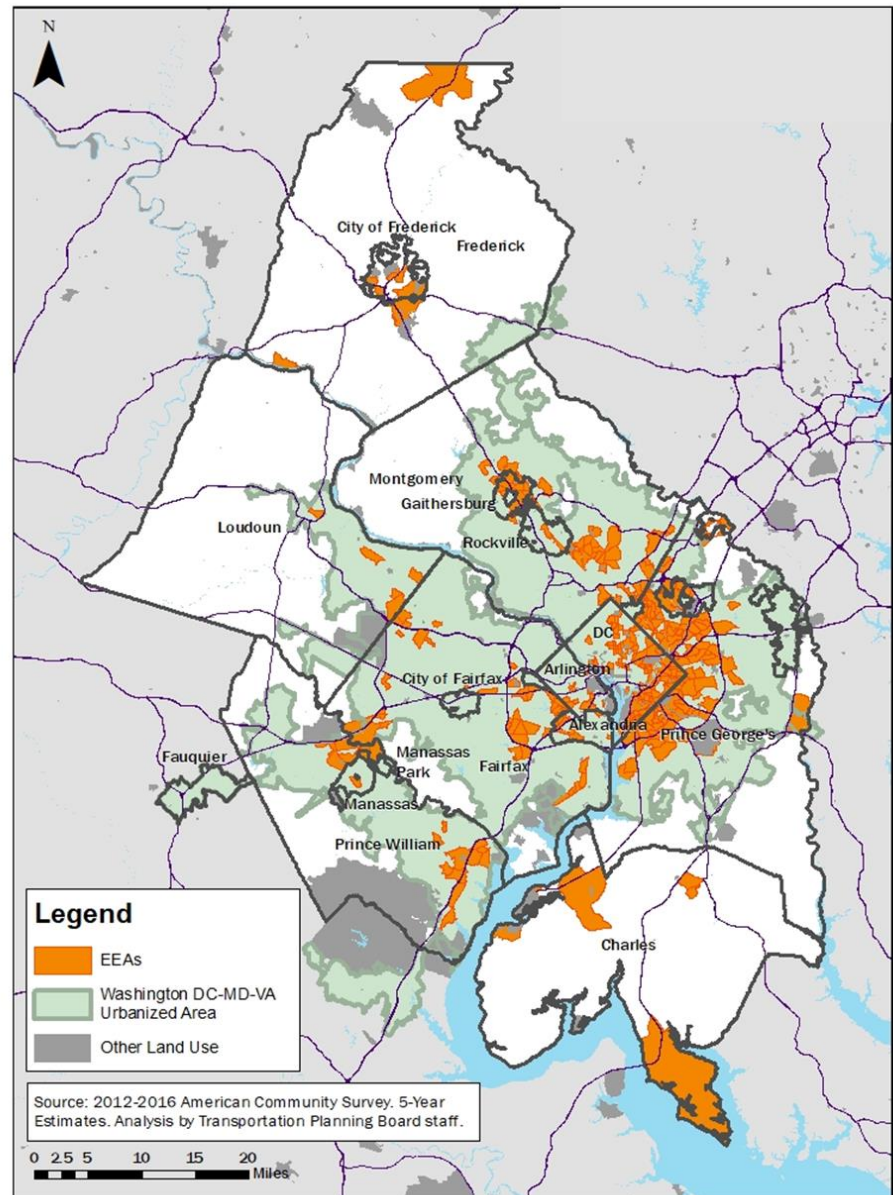


Competitive Selection Process: Criteria

Criterion	Maximum Score
Coordination Among Agencies	25
Responsiveness to Coordinated Plan Applications that propose Priority Projects can score up to 12 points; those that address the Strategies up to 8 points)	20
Institutional Capacity to Manage & Administer an FTA grant	20
Project Feasibility	15
Customer Focus	10
Regional Need Applications that propose to serve more than one jurisdiction can score up to 5 points	5
Equity Emphasis Areas Applications that propose to serve these areas can score up to 5 points	5
	100

Equity Emphasis Areas

- Enhanced Mobility grants must serve the Washington DC-VA-MD Urbanized Area
- Grant proposals that serve EEAs in this Urbanized Area will receive extra points in the scoring process



Timeline

- Draft Plan Document
 - July 2018
- Release for Public Comment
 - Oct 2018
- TPB Approval
 - Nov 2018
- Next Solicitation for Enhanced Mobility grant applications
 - Summer 2019



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