TPB'S COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

2023 Update

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TPB's Community Advisory Committee April 13, 2023



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 costeffective 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 customeroriented, 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

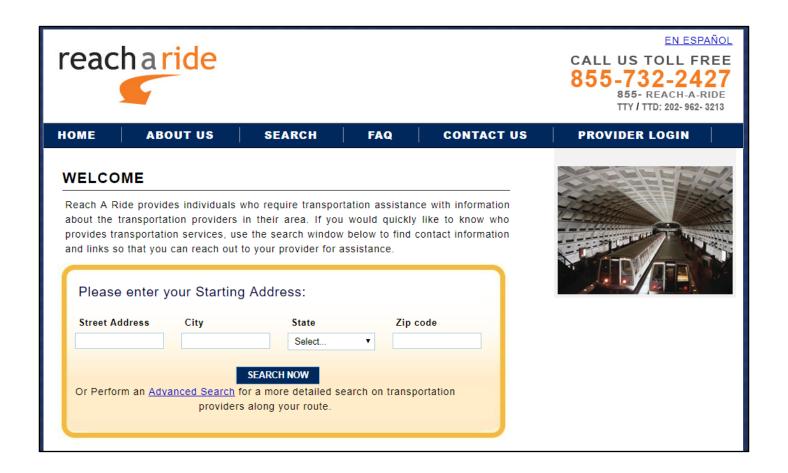
- Services need to be more customer-focused and tailored to the audience
- Need for interjurisdictional coordination

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





Strategies for Improved Service & Coordination

- 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 to TPB in April 2023 and Approval in May 2023
- Next Solicitation for Enhanced Mobility grant applications: Summer 2023



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