

Update on TPB Human Service Transportation Coordination Efforts



TPB Access for All Committee
January 25, 2007

1

What is Human Service Transportation Coordination?

- **Coordination can mean:**
 - Consolidation of funding, resources, trips or information related to transportation services for low-income individuals, persons with disabilities and older adults;
- **In reality coordination is:**
 - A political process that requires shared power, responsibility, management, and funding; desired results may take significant time and energy

Sources: 2003 GAO Report 03-697 and 2004 TCRP Report "Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged"

2

What is the TPB Role in Human Service Transportation Coordination?

Approved by the Board July 2006

1. Establish a task force to oversee the development of the coordinated plan
2. Serve as the recipient for JARC and New Freedom
3. Conduct the competitive selection process for JARC and New Freedom programs

3

How will the Coordinated Plan be Used?

- The Coordinated Plan will guide priorities for three Federal Transit Administration (FTA) programs:
 1. Elderly and Disabled Individuals Program (5310)
 2. Job Access and Reverse Commute (JARC, 5316) *Changed from Earmark to Formula*
 3. New Freedom Program (5317) for transportation for persons with disabilities that goes above and beyond what the ADA requires



4

What is the Purpose of the Task Force?

- **To oversee the development of a Human Service Transportation Coordinated Plan**
 - **TPB will review and approve**
- **To work towards greater coordination in the region**
- **Task force membership approved by TPB in September**
- **Task Force reports to the TPB**

5

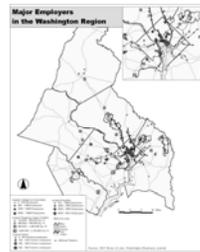
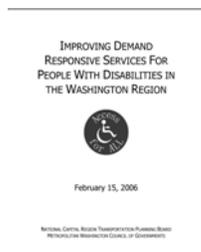
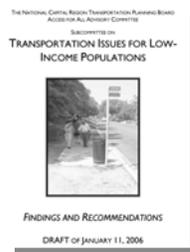
Task Force Membership

- **Chaired by a TPB member: Kathy Porter**
- **Task Force includes representatives from:**
 - **Public transit agencies**
 - **State/DC Departments of Transportation**
 - **Private and Non-Profit transportation providers**
 - **Human service agencies**
 - **Users/Customers**

6

TPB Work to Draw Upon

- Regional Job Access Reverse Commute (JARC) Plan, 1999
- AFA Report on Transportation Issues for Low-Income Populations, 2006
- TPB Study: Improving Demand Responsive Services for People with Disabilities 2006



7



TPB Demand Responsive Study



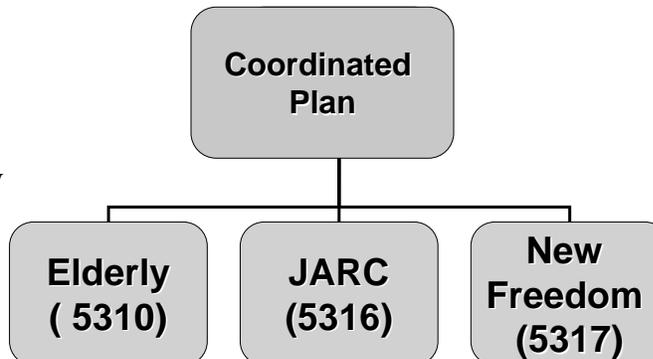
- Completed in February 2006
- Study Made Recommendations for Improving MetroAccess
- Study identified existing specialized services for persons with disabilities, unmet needs and strategies to address those needs
- Also Examined Potential for “Coordination” of Specialized Services

8

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SAFETEA-LU Program Requirements

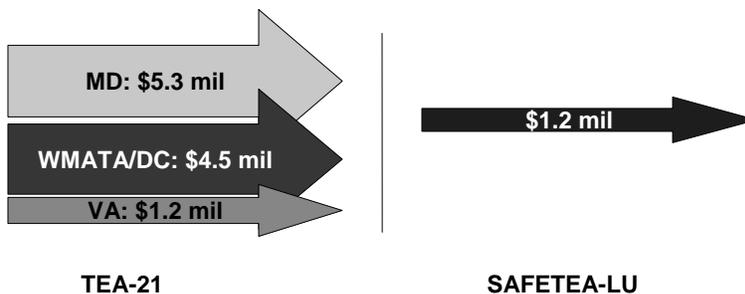
- A "locally developed coordinated plan" must be drafted with stakeholder involvement by July 2007
- Projects for the three programs must be derived from the plan
- Projects for JARC and New Freedom must be selected on a competitive basis



9

Funding Changes

JARC changes significantly under SAFETEA-LU



Source: http://www.apta.com/government_affairs/appropriations/fy2004omnibus.cfm#jarc

10

Timeline

March	Task Force Presents Draft Coordinated Plan to the TPB Plan is released for 30-day public comment period
April	TPB Approves Coordinated Plan and Reviews Framework for Competitive Selection Process
May	TPB Approves Framework for Competitive Selection Process
May/June	Solicitation for Projects and Competitive Selection Process
July/September	TPB Approves Selection for Inclusion in the Transportation Improvement Program (TIP)

11

Strategies

- Four strategies developed based on the needs assessment
 1. Tailor transportation services to better respond to needs
 2. Provide improved, user-friendly information to customers
 3. Develop services that augment existing paratransit and fixed-route service
 4. Develop and implement new programs to provide additional transportation choices
- Proposed projects should address strategies

12

Project Examples for JARC Funding

► Compile and distribute publications about transportation services and options for low-income commuters

- Tailored information for targeted geographic areas (examples include Langley Park, Route 1 corridor in VA, Anacostia)
- Available in multiple languages
- Extensive distribution to community and social organizations
- Good example: Montgomery County publication



13

JARC Project Example

- Establish a low-interest loan fund for low-income workers to purchase cars
 - Vehicles for Change – example in Maryland
 - Limited to workers who met income requirement, and whose jobs or homes are inaccessible by transit
 - Focus on outer suburban workers
 - Loans repaid to replenish fund

14

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Project Example for New Freedom Funding

► Accessible Taxi Service Subsidy Pilot



- Provide financial subsidies and incentives to encourage taxi companies to provide and maintain sufficient supply of accessible service
- Local governments could lease accessible vehicles to taxi companies to operate in regular taxi service, at full fare and with immediate dispatching
- New Standard Taxi attractive option

15

New Freedom Project Example

- Same-Day Paratransit Service Pilot
 - Sponsored by a jurisdiction
 - Participants would pay sliding scale fee
 - Pilot project would provide opportunity to address operational issues, and test reasonableness of sliding scale fee

16

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Public Outreach

- Two focus groups
 - One for low-income workers
 - One for older adults/persons with disabilities
 - 8-10 people
- Present strategies and proposed actions
 - Gather feedback
- Incorporate comments into plan



17

Questions?

18