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MEETING SUMMARY

February 23, 2017

# Welcome & INTRODUCTIONS

Charles Allen, AFA Chairman

Mr. Allen welcomed committee members and asked attendees to introduce themselves, including those participating via conference.

Chairman Allen announced a slight change in the order of items on the agenda to accommodate his need to end the meeting at 1:45pm. The summary reflects the change.

# AN UPDATE ON JARC, NEW FREEDOM AND ENHANCED MOBILITY GRANT PROJECTS

 Lynn Winchell-Mendy, TPB Transportation Planner

Chairman Allen advised of the AFA role in providing input into the priority projects as lead up to the Enhanced Mobility Solicitation process.

Ms. Winchell-Mendy provided a brief update on the status of projects previously funded through FTA’s Job Access and Reverse Commute (JARC) and New Freedom programs, which ended under MAP-21 though there are still existing projects winding down:

* Purpose is to improve transportation for low-income workers and individuals with disabilities in the DC-MD-VA urbanized area.
* COG is the Designated Recipient
* Between 2007-2013 FTA’s Job Access Reverse Commute (JARC) New Freedom programs administered by COG funded 59 projects, totaling more than $22 million (FTA & match)
* 9 JARC projects are finishing including Reach a Ride, a Rideshare coordination project in the Dulles Corridor, and a project that provides transportation to jobs for incarcerated individuals
* 5 New Freedom projects are finishing, including wheelchair accessible taxi vehicles plus operating costs, improvements to sidewalks and crosswalks in Alexandria, and a volunteer driver program
* There is a link to historically funded JARC and New Freedom projects on website [www.tpbcoordination.org](http://www.tpbcoordination.org) and as a handout.

Ms. Winchell-Mendy provided a brief update on the status of projects funded under the FTA’s Enhanced Mobility of Seniors and Individuals with Disabilities Program:

* Established under MAP-21, the program replaced New Freedom and prior Section 5310 programs.
* The goal of program is to “improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding transportation mobility options available” in the DC-MD-VA urbanized area
* COG is the Designated R ecipient.
* Program provides approximately $2.8 million per year in matching grants (80/20 Capital & Mobility Management, 50/50 Operating) for non-profit organizations, local governments, transit agencies and private for-profit providers. Some restrictions apply.
* There have been two Solicitations so far:
* Round 1 – 13 projects, 35 vehicles mainly to human service agencies but also for wheelchair accessible taxis, accessible audio mapping of Metro stations, 3 mobility management projects to increase awareness of transportation options and access to information, volunteer driver recruitment
* Round 2 – 19 projects, 56 vehicles mainly to human service agencies but also for accessible taxis and WMATA, voucher program, 2 travel training programs, a volunteer driver program, accessible taxi co-op startup
* There is a link to funded Enhanced Mobility projects on website [www.tpbcoordination.org](http://www.tpbcoordination.org) and as a handout.

Also on the website is a link to the Program Management Plan approved by FTA. This is COG’s bible that outlines how COG meets FTA requirements and oversees the Enhanced Mobility Program.

The upcoming Solicitation for Enhanced Mobility Projects is anticipated to occur in August 2017 with an application due date in October of 2017. The solicitation now occurs every 2-years and approved grants offer 2-years (or 3-years for vehicles with preventative maintenance) of funding. The on-line grant application is extensive and there are many Federal requirements for the grant. A link to the application is available on the website [www.tpbcoordination.org](http://www.tpbcoordination.org). COG staff will provide technical assist with forms, guidance, etc. Ms. Winchell-Mendy is available for questions.

COG staff Is working on publications about the projects and looks forward to sharing them with the AFA committee in the near future.

Mr. Charlie Crawford asked about the status of Reach a Ride and staff confirmed it was funded through 2019. COG staff doesn’t anticipate that project ending as an application for Enhanced Mobility funding would likely be submitted in the future.

# PRESENTATION BY ENHANCED MOBILITY GRANTEE FAIRFAX COUNTY OFFICE OF NEIGHBORHOOD & COMMUNITY SERVICES ON THEIR NORTHERN VIRGINIA MOBILITY ACCESS PROJECT (NVMAP)

*Susan Shaw – Human Services Transportation Mobility Manager, Fairfax County Neighborhood & Community Services*

Ms. Shaw provided an overview of the NVMAP project, initially funded with New Freedom dollars and currently operating with an Enhanced Mobility grant, highlighting transportation-related challenges and opportunities in the northern Virginia region. She started with the history behind the project:

* In 2014 Fairfax County had a number of initiatives that assisted in a platform for them to see what data existed
* Supported by the Human Services system and Board of Supervisor’s support (50+ Committee) because transportation came up time and time again as a challenge
* Existing Fairfax County Social Equity Resolution was an important piece. Resolution focused on children and youth services within Fairfax County but encouraged them to look at disparities that exist within other programs, policies, and how to break down those barriers. A conscious effort has been made to put that back into this project and build those relationships to create the equity piece.

The grant focuses on seniors and individuals with disabilities and populations that are low-income. Arlington, City of Alexandria, Loudoun and stakeholders across Fairfax got together to discuss challenges across the region and how they could be solved. The discussion was used to develop goals for the project. One invaluable asset in Fairfax County is 11 volunteer transportation programs for seniors & individuals with disabilities. But, there are still gaps in those services.

GOALS:

* GOAL 1: Increasing capacity in the community – in neighborhoods
* GOAL 2: Increasing capacity in the community - in faith based and community based organizations.

The platform used as the framework for meeting these two goals is Asset-based Community Development by John McKnight. It addresses determining and mobilizing existing resources. NVMAP staff is currently on the ground, developing these relationships organically through step by step networking.

* GOAL 3: Building capacity for no wrong door framework. The purpose of this goal is to ensure that information on transportation options is consistent across the board (within all Fairfax County agencies). This goal was initially a later part of the project Work Plan, but NVMAP staff determined it was important for it to happen up front.
* GOAL 4: Creating a cross-jurisdictional Mobility Management Network – Arlington, Alexandria, Loudoun, Fairfax. Once NVMAP staff determined the need for a mobility network, they determined that the group that participated in the conversation about challenges should continue to be part of the network to bring the challenges a voice. NVMAP staff felt the network should also have policy makers to move initiatives. NVMAP staff didn’t want to create something brand new, so reached out to other jurisdictions for models. NVMAP staff is still working on what the Mobility Network will look like and meeting frequency.

Highlights of New Freedom phase:

* Inventory of existing transportation options
* Website redesign –mobility management landing page, working on 1-click toolkits
* Created GIS map that brings up transportation options that exist in an area based on address

Highlights of Enhanced Mobility phase (Loudoun County brought resources to the table and is a partner in this phase):

* Identifying churches and other potential partners (Villages, Shepard Center) to help with two areas in Fairfax not covered by volunteer driver services
* Consulting with a health care provider that is piloting a program to get folks to Dr. appointments
* Exploring a model where a non-profit organization is using Uber
* Linking the GIS mapping tool with human resource guide and service planning unit so that other available non-profit services, not only transportation, are being addressed

Ms. Shaw emphasized how the grant allowed them to strategically plan for the future, which was previously impossible with fiscal impacts and Band-Aid fixes of the past. Fairfax County needed a framework to be able to take advantage of technology and innovative practices and while moving in that direction, they wouldn’t be moving as fast if it wasn’t for the ability to look at mobility management practices through this grant.

Questions/Comments:

1. Roger Hoskins asked if eligibility for the transportation programs was needs tested.
2. Some options have a tiered system approach for meeting economic guidelines. Others, like volunteer driver program, have no means test. Fairfax is wealthy but there are poor areas and gaps. Fairfax is more broadly looking at whether people are better off in the county. They also did a survey as part of the grant, but have never done an assessment of whether people who need it the most are getting it. However, much of the outreach is targeting the communities that need it the most – seniors people with disabilities, low-income

Q. Roger Hoskins also asked if transportation programs were available to people with a temporary disability.

A. It’s definitely seen as a need. Volunteer driver programs work well for that.

Comment.

Charles Crawford commented that with Uber & Lyft there are concerns about accessibility for service animals and people with disabilities.

Response.

NVMAP staff is just exploring opportunities with a non-profit model. They are aware of the concerns but see TNCs as just one tool in a myriad of creative options, not the one thing that solves all the issues.

Q. Karen Smith asked if Prince William County was invited to participate?

A. Prince William County was not in the original grant proposal due to timing. The history behind whether they didn’t come or weren’t contacted isn’t known, but they will absolutely be invited to be part of the Mobility Network.

Q. Deborah Fischer asked about funding sources for non-profits and where would their dollars would be coming from to cover some of the transportation expenses?

A. The faith-based organizations have current capacity to take on more, so the outreach being done is to build that capacity. Many of the non-profits have money from Fairfax County through its community fund pool and other projects so there are existing relationships and partnerships. This grant also has operating money that can be used to purchase transportation around gap areas or to fund other creative options.

4. Presentation from WMATA’s budget proposal for FY 2018

Christiaan Blake, WMATA Office of ADA Policy and Planning

Chairman Allen referenced the discussion at the December meeting where Mr. Blake presented and the Committee decided to submit comments during WMATA’s public comment period. AFA did submit comments to WMATA Board Chairman Jack Evans expressing concern about the proposed budget.

Mr. Blake presented a brief update on the agency’s proposed FY2018 budget and the reduction of late-night service on Metrorail, but stated that not much has changed since he last presented. The process is currently in the hands of the board. Metro is facing financial challenges and issues on the table for the FY2018 budget include:

* The possibility of fare increases - the first in 3 years
* Service cuts for both bus and rail
* Asking the jurisdictions for additional resources
* Internal cuts within WMATA – staff size, management

They have gone through the public participation process and will be presenting a report on the results as well as a Title VI analysis that will go to the WMATA board. The WMATA board will begin steps towards a decision on March 9th and the WMATA board will be reviewing the proposals, having a public discussion, and making a decision.

Chairman Allen mentioned the proposed increases in fare, .10 rail, .20 bus, and concerns about those impacted not being able to take on a greater share.

Questions/Comments:

Q. Charlie Crawford asked about the funds raised in Montgomery County with the tax on TNC trips and how those funds can be used?

A. Mr. Blake said that WMATA is not involved in that process, and that the counties can choose what they do with the funds but it depends on the procurement process and selection of the vendors for the program as to whether or not that will include a TNC.

Q. Richard Ezike asked if it is possible for developers around the Metro stations who benefit from being near the stations to contribute to meeting the budget gap?

A. Christiaan Blake responded that WMATA recognizes the benefits the developers get from being near the stations, but this is not part of the proposal for FY2018.

Nechama Maslianksy from So Others May Eat (S.O.M.E.) specifically shared a concern that according to their survey on transportation needs, even a slight increase in bus fare will provide an enormous hardship to their clients. S.O.M.E. cannot subsidize the difference. Their clientele is extremely low-income, primarily African-American, and S.O.M.E. sees it as an equity issue. These individuals cannot afford the train and the proposed bus fare increase will mean they may not be able to afford the bus either, making it impossible to get to job training, interviews or Doctor appointments.

# Presentation oF the TPB’s revised “Equity Emphasis Areas” (Formerly “Communities of Concern”) Map for the TPB’s Title VI/Environmental Justice Analysis of the CLRP

Sergio Ritacco, TPB Transportation Planner

Mr. Allen explained the name change and the plan to take the item to the TPB on March 15th for approval of the changes. Mr. Ritacco updated the committee on revisions in the ‘Equity Emphasis Areas’ map for the Title VI/Environmental Justice (EJ) analysis of the Financially Constrained Long-Range Transportation Plan (CLRP) and other planning efforts.

Mr. Ritacco explained the plan to go to the TPB for endorsement of the map and methodology and the reasoning behind the activity. The activity stems from Title VI requirements and is part of the Environmental Justice Executive Order requiring analysis of disproportionate impact on low-income and minority populations for any program or recipient of federal funds. TPB’s federal requirement it to examine the Financially Constrained Long Range Plan (CLRP). The CLRP has over 500 regionally specific projects. The analysis will be of the region and the projects as a whole, using a 2-phase approach:

Phase 1 – identification of concentrations of low-income and minority populations in the TPB planning area, now officially designated Equity Emphasis Areas.

Phase 2 – analysis of the CLRP. Analysis of the region and Equity Emphasis Areas through a variety of accessibility and mobility measures and determining if any disproportionately high and adverse impact exists because of the impact of the CLRP.

Staff has taken feedback from AFA and other committees and boards and found a name that is inclusive and descriptive of what the analysis is.

In January, staff received comments and feedback from the Tech Committee and TPB on the methodology to identify these areas. The initial methodology had 2 criteria:

1. high concentration of low-income

2. dual minority criteria.

 A TPB member examined the methodology and raised concerns about some anomalies. Staff re-examined the method and modified it so it now identifies areas with a single minority that may have a concentration of low-income at or above the regional average. Mr. Ritacco provided handouts of the revised areas map and a map with the proposed changes for comparison, and described some of the changes and reasons.

The TPB will be asked to endorse the Equity Emphasis Areas at its March 15 meeting. Staff will then move forward with Title VI/EJ analysis in May and draft findings in May/June. The findings will be brought back before the TPB and other committees in June/July. A final report will follow.

Mr. Ritacco demonstrated the updated interactive map. It now has user friendly instructions, that describe how to zoom into particular jurisdictions and the tab where different layers such as low-income or Equity Emphasis area can be turned on or off.

The committee asked the following questions:

Q. Brenda Richardson noted that there is a significant discrepancy in East vs. West and asked if the Title VI Executive Orders will be honored by the new administration?

A. It is still being enforced and it is still a federal requirement.

Q. Doris Ray asked where do the population figures come from? Is it the same as what the jurisdictions are using?

A. U.S. Census data allows us to look at each jurisdiction with the same lens. There could be a difference if jurisdictions are using different indicators or thresholds or different ways of looking at concentrations.

A discussion ensued regarding the methodology for determining data for low-income and people with disabilities (census data is limited in this regard) and how the data is tied in with decisions about regional planning and bus reduction. Ms. Klancher advised that the data on these populations is self-identified but the best available; staff will be adding spatial data to the online map with locations of people with disabilities, older adults, and English-speakers. Ms. Klancher clarified that the primary purpose of the map is to make sure the CLRP investments don’t have a disproportionate impact and is not related to operational decisions for bus services

Mr. Ritacco also clarified for members that the interactive maps are and have been available to this committee and the general public.

# BRIEFING ON THE TPB’S TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

Lamont B. Cobb, TPB Transportation Planner

Mr. Cobb provided an overview of the Transportation Land-Use Connections (TLC) Program, which provides technical assistance for small planning projects to provide livable, walkable communities.

The TLC program is a bridge for implementing regional policies at the local level. There are 3 components:

1. Technical Assistance - planning and 30% design projects with 5-7 month time spans
2. Transportation Alternative Program (TAP)– COG works with state DOTs to implement some of the projects using Federal funds.
3. TLC Peer Exchange Network – success stories through workshops, webinars, etc.

The TLC Solicitation for technical assistance projects for FY2018 is open until April 3, 2017. Abstracts are due tomorrow (February 24th). While not required, an abstract gives the opportunity for feedback prior to application. Applications must come from TPB member organizations, but they can partner with a non-profit. Since 2007, 100 projects have been funded for a total of just over $3 million. Projects must support regional priority criteria:

1. Support our regional goals and priorities (Region Forward, Regional Transportation Priorities Plan)
2. Be cross-jurisdictional
3. Support Activity Centers – connecting activity centers, increasing circulation and encouraging development within
4. Support access to transit
5. Look at equity and justice (eventually to support Equity Emphasis Areas)

The application includes a narrative question on how the project includes income, diversity, and equity measures in their project. For transportation, accessibility for disadvantaged groups is sought. Tips for a good project:

* Time investment of jurisdictional staff
* Connected to priority criteria
* For a local community but also show regional benefits so it can be shared with other jurisdictions
* Simple, clear idea and has a defined impact

Selection panel is in April with plans to present recommendations for funding to TBP in May.

 Committee members asked for examples of projects:

* Central Avenue Connector Trail – multi-use trail from Capital Heights metro station to Largo metro station.
* ADA Accessibility project in Arlington. A study on how to improve sidewalks, signage between Rosslyn and Ballston. Later received federal funding to implement.

Doris Ray asked about the applicability of specific projects they had in mind, such as cross-jurisdictional transit and Susie McFadden-Resper asked about the eligibility of sidewalks improvements leading to DC government buildings.

Other Business

Richard Ezike made an announcement to the committee that he is working with an organization examining how autonomous vehicle’s may impact many of the communities the AFA represents, and that he will be working with COG/TPB staff to get some input from the committee on this issue.

The next meeting will be held in April or May, depending on Chairman Allen’s schedule.

ATTENDEES

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| --- | --- | --- |
| Abby Levin, Jewish Council for the Aging | Jeanna Muhoro, Fairfax County DOT | Tim Roseboom (phone), VDRPT |
| Alexa Mavroidis, Arlington Transit Advisory Committee Accessibility Subcommittee | Jennifer Kanarek (phone), NV Rides | Tom Furlong, Diamond Transportation, Inc. |
| Andrew Riddle, VDOT | Karen Smith, The Arc of Greater Prince William | Tyra Redus, DDOT |
| Andy Wexler, Arlington Transit | Kari Snyder (phone), MDOT | Kanti Srikanth, staff |
| Angela White, National MS Greater DC-Maryland Chapter | Kate Robb (phone), American Public Health Association | Lyn Erickson, staff |
| Brenda Richardson, Earth Conservation Corps | Lorena Rios, Northern VA Hispanic Chamber of Commerce | Lamont Cobb, staff |
| Charlie Crawford, Representing people with disabilities/AFA liaison to AAC | Marieannette Otero, Safe Routes to School National Partnership | Lynn Winchell-Mendy, staff |
| Christiaan Blake, WMATA | Nechama Masliansky, SOME (So Others Might Eat) | Sergio Ritacco, staff |
| Cynthia Alarico, Fairfax County | Nichole Opkins, Chairman Allen’s staff | Wendy Klancher, staff |
| David Do, Mayor's Office on Asian and Pacific Islander Affairs | Richard Ezike, Congressional Black Caucus Foundation | Lori Zeller, staff |
| Debby Fisher, CHI, Inc. | Rikki Epstein, Arc of Northern Virginia | Bill Orleans, resident |
| Denis Paddeu, Rappahannock Area Agency on Aging | Roger Hoskins, representing older adults |  |
| Doris Ray, ENDependence Center of Northern Virginia | Sharlene Reed, WMATA |  |
| Elizabeth Tesi, St. John's Norwood Parish | Shawn Brennan, Montgomery County DHHS |  |
| Glenn Millis (phone), WMATA | Shiva Shrestha (phone), MD State Highway Administration |  |
| Gloria Butler, Arc of Prince George’s County | Susan Shaw, Fairfax County |  |
| Harriet Block (phone), Jewish Council for the Aging | Susie McFadden-Resper, DC Office of Disability Rights |  |
| Heidi Mitter (phone), VDOT | Thomas Curtis, Maryland Department of Disabilities |  |
| Janet Moye Cornick, MDOT |  |  |