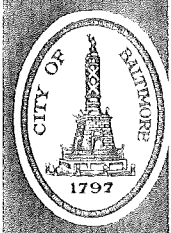


FROM

KS

NAME & TITLE	Karen Sitnick, Director
AGENCY NAME & ADDRESS	Mayor's Office of Employment Development 417 E. Fayette Street, Suite 468
SUBJECT	Draft – Baltimore Area Coordinated Public Transit-Human Services Transportation Plan

CITY of
BALTIMORE
MEMO



TO

DATE: August 20, 2007

Mr. Jeff Drinkwater
Department of Transportation

The Mayor's Office of Employment Development (MOED), Baltimore's workforce investment agency and one-stop career center operator, has reviewed the PRELIMINARY DRAFT Baltimore Area Coordinated Public Transit—Human Services Transportation Plan prepared by the Maryland Transit Administration (MTA) in partnership with the Baltimore Regional Transportation Board (BRTB).

MOED commends the MTA and BRTB for its inclusive, locally developed planning process, and we support the findings outlined in Section Three: Transportation Needs of Individuals with Disabilities, Older Adults, and People with Lower Incomes of the preliminary draft report. Section Three highlights the following critical, ongoing transportation needs of concern to the business community, a key MOED stakeholder, as regards transportation and employment:

- The fact that some larger employers in outlying areas – *where good jobs are available* – are not served by public transit;
- Fixed-route services are not available in outlying areas – *where good jobs are available* – during the evenings or on weekends outside the urbanized areas;
- Many users, especially cash assistance recipients and low-wager earners, cannot afford the available private transportation services that exist;
- There is an urgent need to consider specific transportation issues, such as work schedules that require late night or weekend hours, multiple destination needs for child care and employment, long travel due to multiple transfers concerns about personal safety, the complexity of the system, and the need for reverse commute services as part of a comprehensive transportation plan.

In reviewing Section Four: Current Transportation Services and Resources, we note that MOED purchases 24,000 weekly and 1,800 monthly bus passes for cash assistance recipients and former cash assistance recipients who receive services at the agency's Workforce Reception Center. We recommend adding this information to Table 4-1.

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Finally, MOED is very concerned that the funding formula for Jobs Access Reverse Commute (JARC) in the new SAFETTEA-LU legislation will significantly reduce the amount of funds that Maryland will receive through the program. JARC is crucial to meeting the employment needs of employers in metropolitan Baltimore and a reduction in funding will reduce the number of viable transportation options Baltimore City residents with low incomes.

In closing, we appreciate the opportunity to review and comment on the PRELIMINARY DRAFT Baltimore Area Coordinated Public Transit—Human Services Transportation Plan. Please contact me at 410/396-1910 if you have questions about our comments.

Cc: Deputy Mayor Andy Frank, Neighborhood and Economic Development
Elaine Garven, Assistant Deputy Mayor, Neighborhood and Economic Development
Jamie Kendrick, Deputy Director for Operations, Department of Transportation
Anne Clemson, Legislative Liaison, MOED
Mary Sloat, Assistant Director, MOED

CITY D.O.T. / ADA COMPLIANCE OFFICE

MR. NOLLIE WOOD

Draft – Baltimore City Pilot – Accessible Taxi Project

A. Proposed Bill

Propose a pilot program through the State Department of Transportation using Federal Funding (5310) for a small accessible taxi cab program in Baltimore City.

B. Problem

Currently people who use wheelchairs generally have to use the State of Maryland's, Maryland Transit Administration's, Mobility Service. Rides have to be scheduled 24 hours in advance, using Para-transit services. This does not allow individuals with this mobility disability to have the independence and freedom to travel to medical appointments, businesses, churches, job sites, and recreational and performing arts events on the same day as able bodied individuals.

C. Background

The Public Service Commission regulates the medallions/licenses that allow a cab driver to operate in any jurisdiction. The number of medallions is restricted and currently small independent business operators must rent/lease these licenses from larger previously established cab-transportation companies. Additionally the cost of making a cab wheelchair accessible may require the cab to cost approximately \$25,000. Montgomery County was given the authority through legislation to require Transportation Companies to have 2% of their fleet be accessible. However, with this authority, they have taken over responsibility of all licensing, inspections, etc. Currently, the Public Service Commission has allowed a local vendor, Viola Transportation, expanded medallions for 2 accessible taxi cabs for Baltimore City.

We would not propose to have this authority with these associated costs. We are requesting limited authority to: 1) through the Public Service Commission to increase the number of medallions available to contractors for up to 10 accessible taxi's and or 2% of their fleet, 2) have the State continue licensing and inspections, 3) create incentives for the purchasing and marketing of these vehicles using Federal Transportation funds through 5310.

D. Fiscal Impact

Our pilot Baltimore City Pilot Accessible Taxi Cab Project would have local fiscal impact if we can use the Federal Transportation funds. Our Legislative Committee will be meeting on Wednesday, August 29th, in the Reeves Room at noon to develop a more detailed summary of this issue.



Tyson Byrne

From: Emery Hines
Sent: Tuesday, August 28, 2007 12:28 PM
To: Tyson.Byrne
Subject: JARC/New Freedom

Tyson,

CountyRide's comments on JARC/New Freedom are below:

*Emery,
These are my observations:*

- 1. Supply forms to use when reporting statistics so they are easier for evaluation purposes. Ex. passenger trips current and projected. Also include census figures and other documented sources. Emphasize "documented".*
- 2. Have sample agreement forms for partnerships included in grant package. Again, this will make evaluation easier if some of these things are standard. Include exactly how partners will participate, especially the private sector.*
- 3. Require a calendar of actions steps with dates. Again, supply a sample.*
- 4. Can these dollars be used to purchase equipment and pay additional staff? How about software? To do this project correctly, software would be a real asset for scheduling and reporting purposes.*
- 5. Separate budgets and show percentages of participation. Long term commitment probably not possible although it is dearly loved by grantors. This requirement will severely restrict applicants.*
- 6. Provide calendar and forms for reporting purposes. Include in grant so applicants know how to proceed and a standard is set to make things fair for all applicants and easier for evaluators.*

Summary: What does "to the extent possible mean"? Statements such as this are too vague to use for evaluation purposes. How would an Agency prove it has the technical capacity to achieve project goals? What is the standard? What would a "broad coordination effort" entail? Unless evaluators define such terms and communicate them to the applicants, the process will be seriously flawed.

Hope this is helpful. If I can clarify or be of any further assistance, let me know.

*Rosalie B. Coffman
CountyRide Manager
Baltimore County Department of Aging*