



NORTH CAROLINA

Department of Transportation



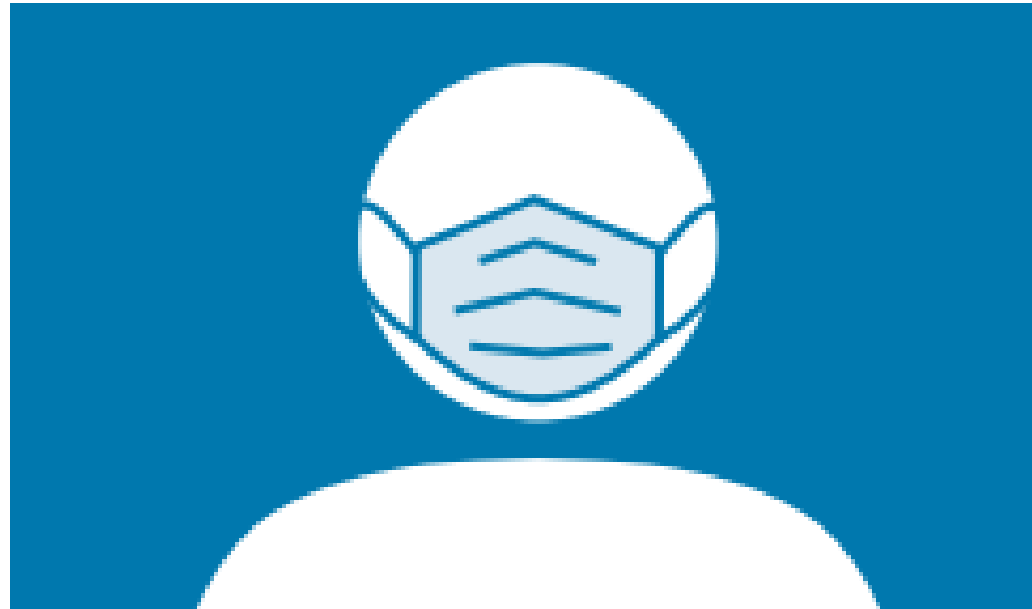
Integrated Mobility Division Transit Systems Call

February 3, 2021

AGENDA

- Welcome
- CARES Act Implementation
- Access to vaccination sites
- NC Transit Cares follow up
- Upcoming events
- Questions

Face masks required.



Mask Requirement

TSA requires proper wearing of face masks, per federal law. Face masks are to be worn at all times. Failure to comply will result in denial of boarding or removal, and may result in penalties.



CARES Act Update

- 5311 Claims Summary
- Update on 5307GA and ADTAP
- DHHS CARES
- CARES Act Round 3



5311 Claims Reimbursements

(74 Agreements;
change orders
being processed)



237 Submitted



\$21,318,725 in claims



\$18,890,624 approved for
payment

CARES 5307GA/ADTAP

5307

- 11 Agreement
- 12 Claims
- \$1,884,650 in claims
- \$550,369 paid

ADTAP

- 21 Agreements
- 2 claims
- \$51,279 in claims
- \$24,799 paid

CARES Act Phase 3

- Survey closed last week
- Approximately \$6M requested for operating needs through June 30
- An additional \$6M requested for capital and \$1.2M requested for vaccine transportation support
- We are analyzing results and developing a strategy for the remaining funding.

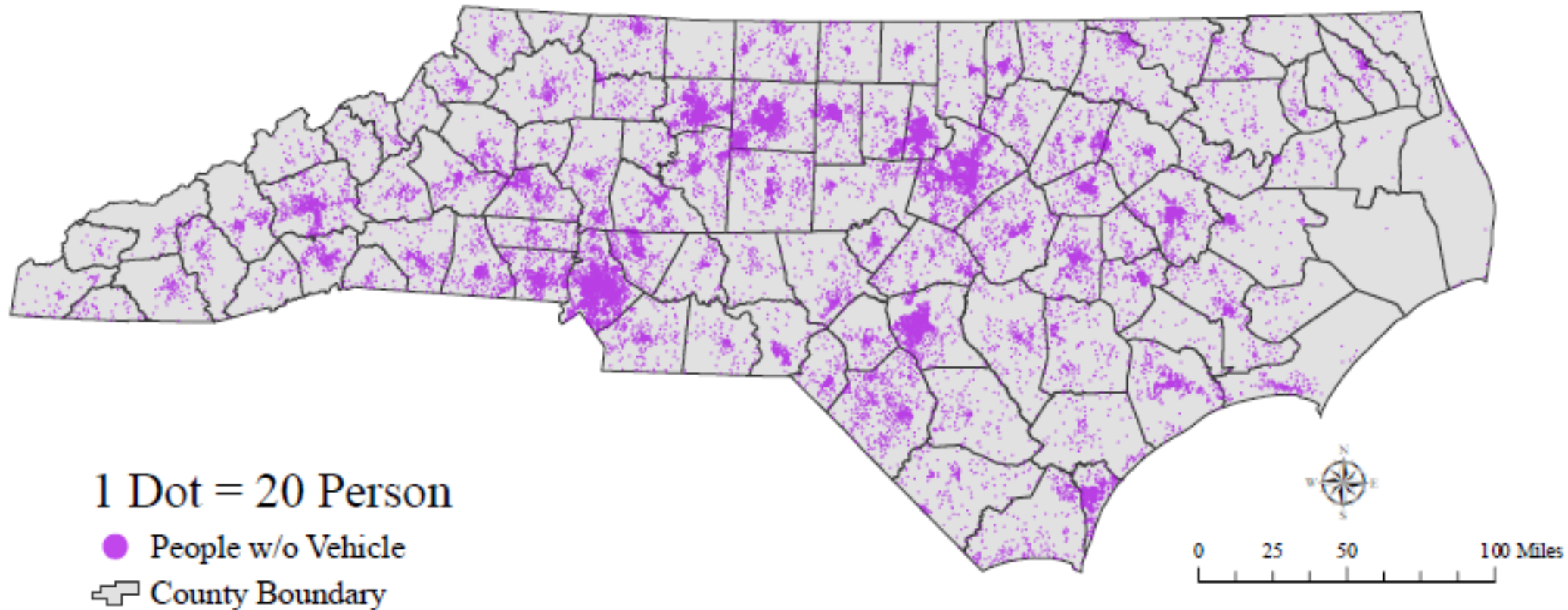
Transportation to Vaccine Sites



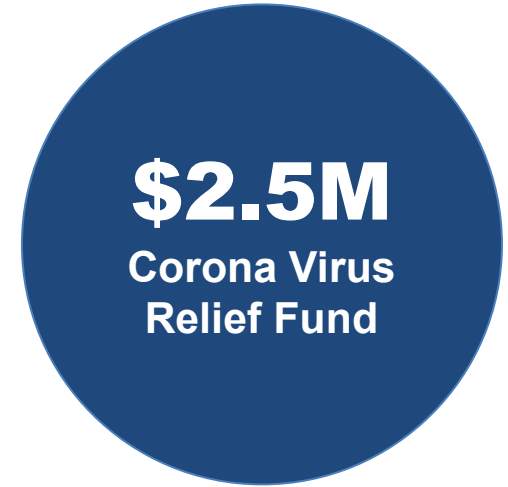
Connecting rural and vulnerable citizens to COVID-19 vaccinations

- Collaboration between NCDOT, transit agencies and NCDHHS
- Key components:
 - Funding for trips
 - Solutions to assist with capacity and technology needs
 - Communication

ESTIMATED PEOPLE REQUIRING ASSISTANCE ACCESSING VACCINE SITES- 18 YEARS AND OLDER



DHHS Funding



- Distribution amounts sent out this morning.
- Funding will be provided by end of the week.
- Please review guidance document and claim instructions in the January 28 email from Blair Chambers

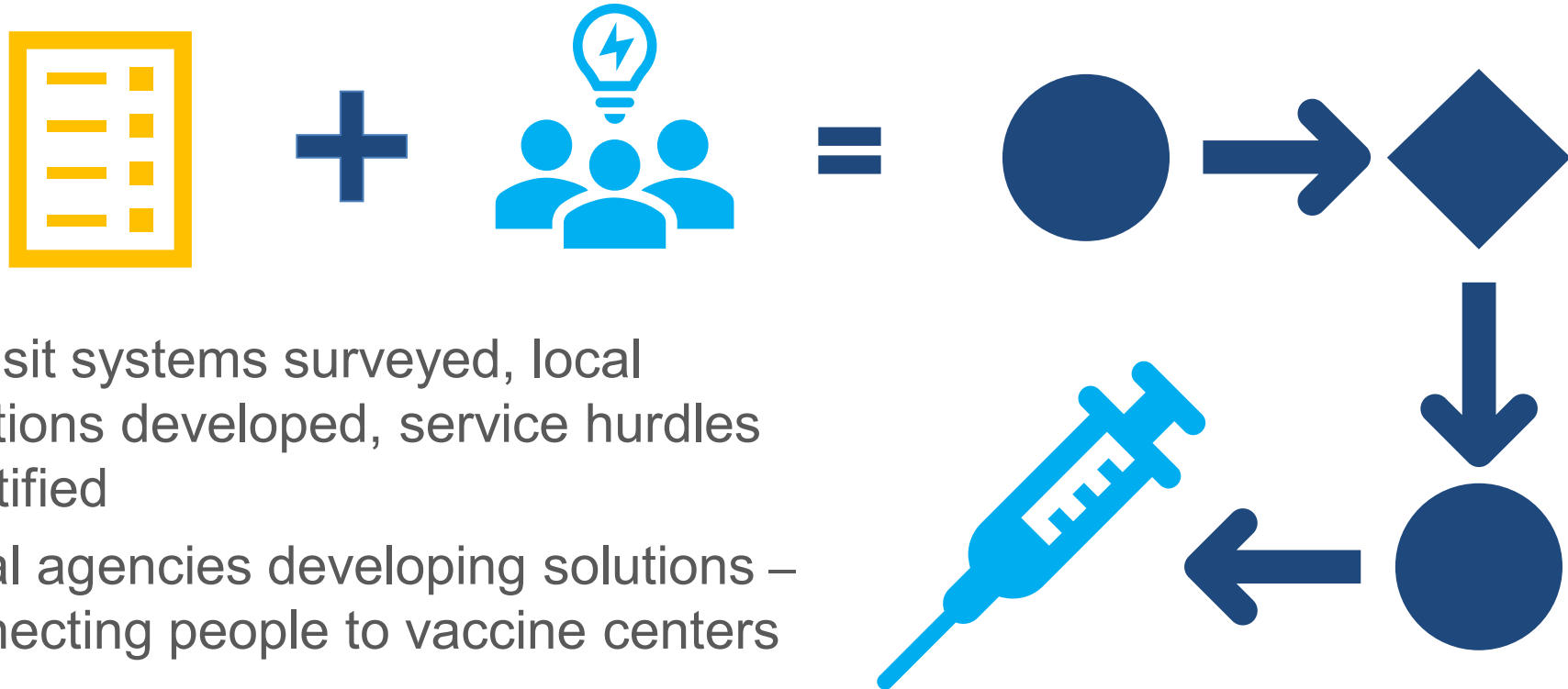
DHHS Funding – Info. for Round 1 Recipients

- DHHS round 1 claims were due by January 22nd.
- After reconciling claims, systems fall into three categories:
 1. Funds remaining.
 2. All funding expended and claims submitted above the amount provided (“overages”).
 3. All funding expended and no overages.
- Please closely review email from this morning for information about your round 1 funding and new funding for vaccine transportation support.

Reminder – FTA Guidance Regarding Transportation to Vaccine Sites

- FTA funding can be used for transportation services to COVID-19 vaccination sites.
- Non-shared ride service to vaccination sites is eligible as an incidental use.
- See CE18 on the FTA COVID-19 FAQ page for more details.

Solutions Ideas to Local Transit Agencies



- Transit systems surveyed, local solutions developed, service hurdles identified
- Local agencies developing solutions – connecting people to vaccine centers

RFI for Vaccine Technology

- We are currently working to advertise an RFI (Request for Information) for products/services related to transportation to COVID-19 vaccination sites
- Potential services include
 - Transportation as a Service (TaaS)
 - Software as a Service (SaaS)
- Operating cost proposals only, not capital
- IMD will lead webinar the week of February 15 to summarize RFI and next steps (invite will go out soon)
- Please contact Chris Dodson @ 919-707-4696 or by email @ cbdodson@ncdot.gov with any questions

Connect NCDOT
BUSINESS PARTNER RESOURCES

Home Help Site Map

Doing Business Bidding & Letting Projects Resources Local Governments

Search...

Prequalify Small Business Consultants Directory of Firms Trucking Fleet & Material Mgmt DMV Public Trans Purchasing ROW Turnpike

Transportation to COVID-19 Vaccine Sites

Transportation to COVID-19 Vaccine Sites

Connect NCDOT > Doing Business > Public Trans > Transportation to COVID-19 Vaccine Sites

Transportation to COVID-19 Vaccine Dashboard

*Need to find a ride to your shot?

- 1) Review the Transit System Map below to find your local transit providers;
- 2) Call or visit the website of your transit system to find information on available transportation in your area.

NCDOT-IMD, in collaboration with NCDHHS, are currently collaborating on a plan to assist local transit agencies in providing rides to COVID-19 vaccinations.

On December 29th, 2020 the FTA posted a new **Frequently Asked Question** (CE18) regarding

Documents

[Best Practices & Funding Information for Local Transit Agencies](#)



[COVID-19 Vaccine Ride Assistance Initiative Overview for Transit Agencies and Vaccine Providers](#)



Communications

[Vaccine Transportation Weekly Progress & Claims Submission](#)



NC Transit Cares



Through surveys and virtual meetings, gathered input from transit systems about impacts of COVID-19, unique ideas to respond and recover, and innovative solutions to long-term challenges

1

Keeping passengers and employees safe and healthy

2

Increasing and maintaining ridership levels

3

Restoring revenue and funding lost due to COVID-19

4


Moving to new service models as needs evolve

Three workgroups formed – safety and health, funding, technology

HVAC Technology Reference Document

- Help NC Agencies understand opportunities and risks associated with HVAC upgrades and other products
- Reviewed by UNC Gillings School of Public Health
- No bolt-on HVAC technologies to significantly reduce risk of airborne transmission by themselves
- 4 recommended technologies to reduce airborne disease
- 4 helpful for overall air quality but not for reduction of airborne disease
- 9 should be avoided

HVAC Technology Reference Document

Indoor Air Management Technology	Application	How it Works	Important Considerations	Potential Funding Sources/ROM Cost
TECHNOLOGIES TO CONSIDER FOR REDUCING THE RISK OF AIRBORNE DISEASES LIKE COVID-19				
<p>Higher MERV rated or HEPA filters (In-line)</p> 	<p>Filtration Efficiency (Facilities and Vehicles)</p>	<p>MERV-13 and higher rated filters, including HEPA filters (MERV-17 and 18), mechanically remove a vast majority of potentially harmful particles from the air.</p>	<ul style="list-style-type: none"> * Higher MERV rated filters are a reliable way of removing potentially infectious particles from the air. Any upgrade – even from a MERV-6 to a MERV-7 filter – can be beneficial. * ASHRAE states here that “Research has shown that the particle size of the SARS-CoV-2 virus is around 0.1 μm (micrometer). However, the virus does not travel through the air by itself. Since it is human generated, the virus is trapped in respiratory droplets and droplet nuclei (dried respiratory droplets) that are predominantly 1.0 μm in size and larger.” * According to ASHRAE standard 52.2, MERV-13 and better filters can remove more than 98% of particles between 0.3 μm and 1.0 μm on the first pass; HEPA filters (MERV-17 and better) can remove more than 99.97% of particles 0.3 μm in size on the first pass. * According to ASHRAE, “HEPA filters may not be an appropriate option for some into HVAC systems due to high pressure drops and the likelihood that systems will need new filter racks to allow sufficient sealing to prevent filter bypass”- check with your HVAC provider to evaluate feasibility, airflow reductions due to pressure drops, and potential noise concerns. * In-Line HEPA filters, if properly sized to the HVAC system, can be very effective at removing potentially harmful particles from the air. NCDOT endorses their use in critical facility spaces and vehicles. NCDOT recommends working with your HVAC contractor and/or vehicle manufacturer to determine the highest MERV rated filter than can be used without putting unacceptable strain on your HVAC equipment and/or voiding its warranty. 	<p>Operating/Capital \$30 - \$400 each</p>

Vehicle ‘How To Guides’

- Creating “How-To-Guides” for air control settings in common NC transit vehicles
- Starting with:
 - 22-25 ft LTV
 - Raised Roof Van
- Using input and pictures from agencies to develop guides



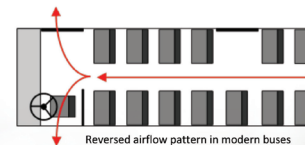
SAFE SERVICE NOW
COVID-19 – Bus Airflows
and Solutions

Air in buses recycles in the cabin and then flows to the front carrying bacteria and viruses with it.

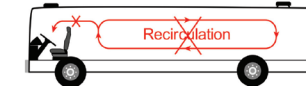
EVERY OPERATOR should use these **AIR CONTROL SETTINGS** to create safer airflow in their vehicles. Also, where temporary barriers have been installed, these settings will **INCREASE** effectiveness.

1. Driver's window **CLOSED**
2. Driver's air and front vents set to **FRESH**
3. Blowers on **FULL POWER** in Front (wear earplugs)
4. Passenger windows **CLOSED**
5. Front roof hatch **CLOSED**
6. Blowers **OFF** in back
7. Rear roof hatch **OPEN** at its back
8. **REAR DOOR** Boarding

When a bus is moving forward it creates reversed airflow in the cabin bringing viral particles into the driver's workstation and out through the driver's window and other air leaks. We can protect drivers who are currently at the wrong end of that flow with simple changes to air control settings.



Status Quo Creates Dangerous flow with recycled and very poorly filtered air. That is why the blowers should be shut off in back with the rear roof hatch open. Recycling also aerosolizes respiratory particles, creating small viral particles that stay in the air, putting passengers and operators at risk.



Implementation of Barriers Vastly Improves Air Flow Quality. The suggested air control settings with properly designed barriers are even more effective and will bring fresh air through the front and expel it at the rear of the bus, eliminating the recirculation of viral particles and reduce infection risk for transit workers and passengers. ATU International is working with engineers at the **Virginia Tech Transportation Institute** and the **University of Washington Aerodynamics Department** to design barrier prototypes for common bus designs. Temporary barriers can help tremendously, and semi-permanent design plans will be distributed soon. A semi-permanent barrier design is approaching completion at the Toronto Transit Commission.



To get involved, visit www.atu.org/covid-19 and go to the Safe Service Now section



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Funding Workgroup

- Survey and review of CARES Round 3 needs
- Workgroup will divide into 2 subgroups, one to address immediate funding needs one for long-term strategies
- Work will proceed in coordination with NCPTA actions

Training and Other Updates



- Innovations webinar series
- Raised Roof van procurement

Multimodal Innovations Webinar Series



2020

Oct. 21

Wilson and Via launch RIDE – a new microtransit service

Nov. 12

The Bicycle and Pedestrian Explosion in COVID: What is the data showing and how can we maintain it?

Dec. 15

Non-Motorized Policies and Programs – How are we doing and how do we compare with other states?

2021

Jan. 26

S-Line: Leveraging new rail access and transit-oriented development to spur economic growth

Feb. 23

Charlotte Gateway Station: Learn how to develop an iconic multimodal station at any scale

Procurement Updates

- Raised Roof Van IFB draft currently being reviewed by Main Purchasing Division at NCDOT
- Will be posted after submittal to NC Purchase & Contract Division (Department of Administration)
- Process for new LTV contract will start once new Raised Roof Van contract is in place

QUESTIONS



IMD FAQs from previous presentations:

<https://connect.ncdot.gov/business/Transit/Pages/COVID-19-Response.aspx>



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Transit Systems Call