



NORTH CAROLINA

Department of Transportation



Integrated Mobility Division Transit Systems Call

March 3, 2021

AGENDA

- CARES Act Implementation
- COVID-19 Response
- Training, Reminders and Updates
- Questions

CARES Act Update

- 5311 CARES overall status
- 5311 Claims Summary
- Update on 5307GA and ADTAP



5311 CARES Funding Overall Status

- \$94.9 Million – total available from FTA
- \$52 Million – awarded by FTA so far (includes 10% admin.)
- \$10.4 Million – pending intercity bus application
- \$9.6 Million – pending operating application (“Round 3”)
- \$23 Million – amount remaining
 - \$2.5 Million for intercity bus
 - \$20.5 Million – additional rural needs, with priority for operating but may include capital – precise allocation approach is undecided.

5311 Claims Reimbursements (76 Agreements)



257 Submitted



\$24,572,175 in claims



\$23,570,937 approved for
payment

CARES 5307GA/ADTAP

5307

- 13 Agreement
- 15 Claims
- \$2,491,327 in claims
- \$2,023,141 approved for payment

ADTAP

- 21 Agreements
- 4 claims
- \$74,452 in claims
- \$58,587 approved for payment

COVID-19 Response

- Vaccine Group 3
- Mask mandate
- NC Transit Cares updates
- Transportation to vaccination sites

Gov. Cooper Announces Frontline Essential Workers Eligible for Vaccination Beginning March 3

Group 4 vaccinations to begin March 24 for people who have a medical condition that puts them at higher risk or who live in certain congregate settings

The infographic is split into two vertical panels. The left panel has a dark teal background and features a white silhouette of North Carolina at the top. Below the map, the text 'FRONTLINE ESSENTIAL WORKERS' is written in large, bold, white, all-caps letters. The right panel has a light teal background with a subtle geometric pattern. It lists five categories, each preceded by a white syringe icon. The categories are: GROCERY STORES, RESTAURANTS, FIRST RESPONDERS, POSTAL WORKERS, and PUBLIC TRANSIT. In the top left corner of the infographic is the text 'wncn.com' and in the top right corner is 'CREDIT: DREAMSTIME'.

Update on Mask Requirements

- Federal Guidance Summary
 - Public transportation workers and riders (2 years and older) must wear face masks at all times (unless an official exception applies) while on public transportation vehicles or in public transportation facilities including airports, bus and train stations or stops.
 - Individuals who do not comply with these requirements must be denied boarding and/or removed from the transit vehicle and/or facility.

Comparison between State and Federal Guidance

State Guidance	Federal Guidance (Overrides State Guidance)
Applies to riders <u>5 years</u> and older	Applies to riders <u>2 years</u> and older
Is a child whose parent, guardian, or responsible person has been unable to place the Face Covering safely on the child's face.	This exemption not granted.

Update on Mask Requirements

- Required Actions under the Federal Government:
 1. Submit your policies for managing situations with persons who refuse to comply with the mask requirement to your NCDOT IMD Planner.
Per the TSA Security Directive, policies must:
 - a) Deny boarding;
 - b) Make best efforts to disembark the individual as soon as practicable; or
 - c) Make best efforts to remove the individual from the transportation hub/facility.
 2. Provide TSA (TSA-Surface@tsa.dhs.gov) with written confirmation that the Security Directive was received and copy your NCDOT IMD Planner
- For additional information, refer to the latest distributed NCDOT IMD state and federal mask requirements matrix.

- **COVID-19 Safety and Health Webinar** held on February 24
- Recording available on NC Transit Cares webpage through Connect NCDOT
- 15-minute version to be developed and released soon
- Refer to COVID-19 Safety Action Plan for a cheat-sheet on the key safety and health practices your agency can take

To keep staff and passengers safe, remember to do the following (click [hyperlinked text](#) below for more information):

Follow the **3 Ws** at all times:

Wear a cloth mask over your nose and mouth.
Wait 6 feet apart and avoid close contact.
Wash your hands with warm water or use hand sanitizer frequently.



Provide **guidance** to employees to stay home when sick.
Screen all on-site staff daily for symptoms.



Educate employees about the safety and efficacy of COVID-19 vaccines and encourage them to get **vaccinated**.



Air Management - refer to our **HVAC Technology Guide**.
Stay tuned - a "How To" guide for vehicle management is in development.




Disinfect high-touch surfaces regularly.



Communicate frequently based on information from local health experts.

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



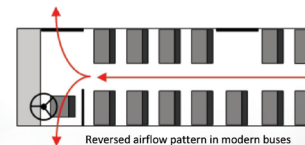
SAFE SERVICE NOW
COVID-19 – Bus Airflows
and Solutions

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.



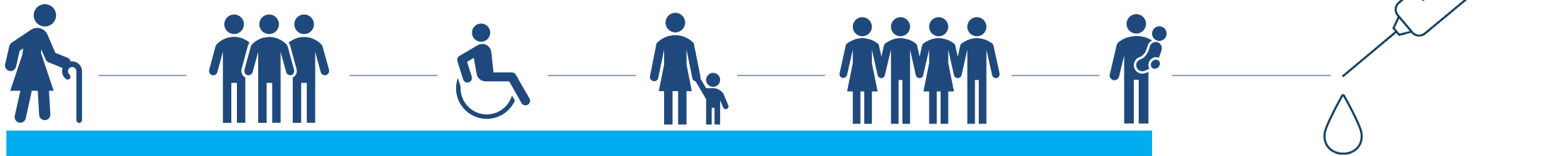
To get involved, visit www.atu.org/covid-19 and go to the Safe Service Now section



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NC T2V – Transit to Vaccine

Connecting citizens to COVID-19 vaccinations



- DHHS funding delivered to transit agencies
- RFI solutions tool delivered to transit agencies
- Website & weekly data reporting launched
- Weekly Recap Newsletter launched
- Collaborations initiated with LYFT/BCBS and UBER



Integrated Mobility Division

N.C. DEPARTMENT OF TRANSPORTATION

NUMBER OF VACCINE TRIPS PROVIDED COMPARED TO ESTIMATED NEED

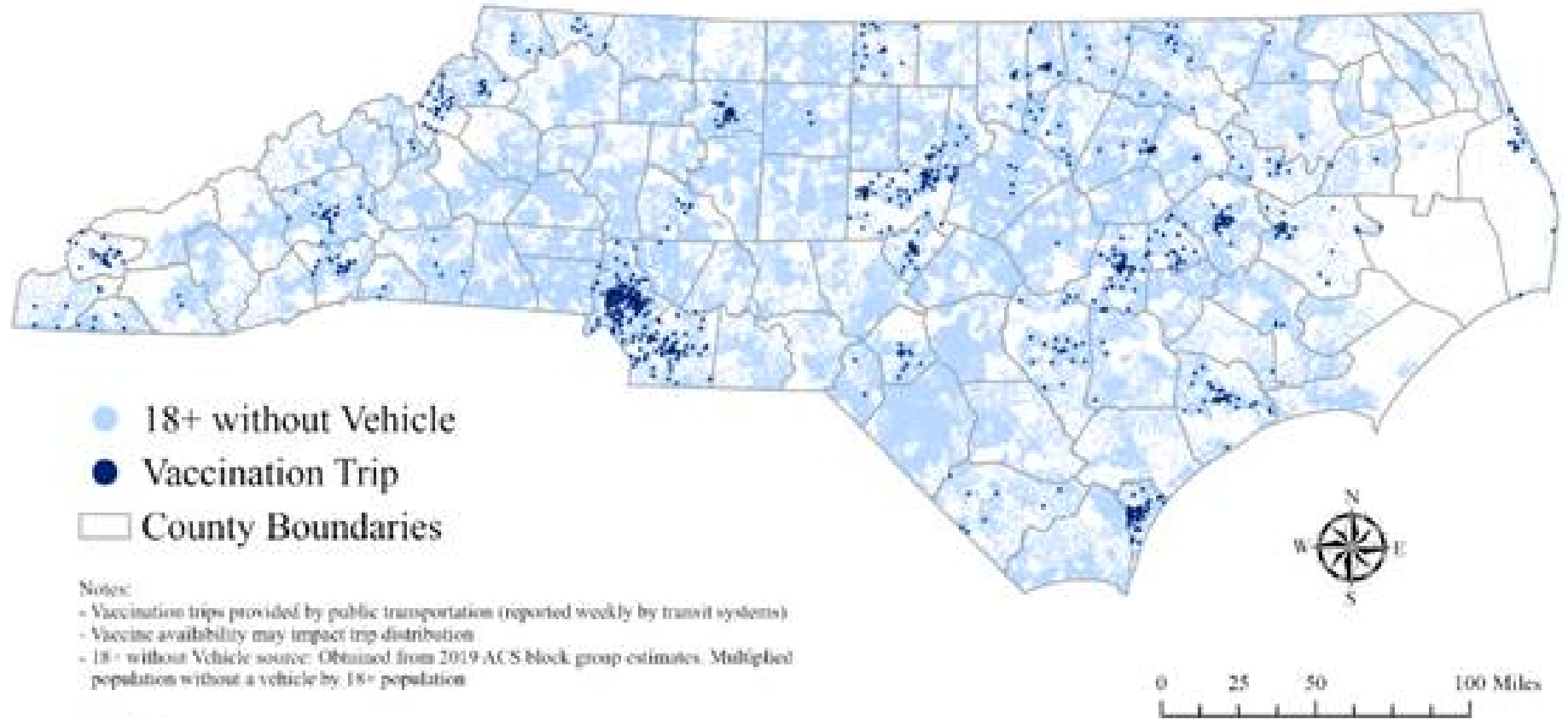
Through March 3rd, 2021

Total Miles Traveled: **18,118**

Total Trips: **1,815**

Total Riders: **1,157**

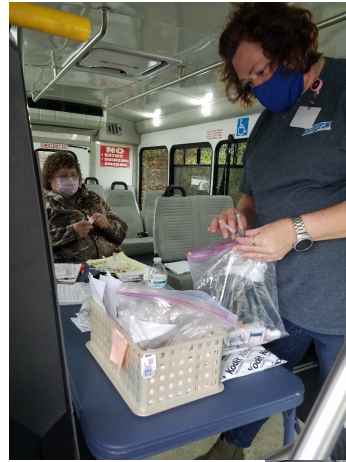
57 (59%) Different Systems have submitted **209** Reports



1102 - 010
July 2021

Inter-County Public Transportation Authority (ICPTA)

- ICPTA is part of the local health dept
- Vaccine clinics
- Transit to ICPTA Vaccine Clinics on Fridays
- Reaching homebound clients by reverse transportation concept
- Free rides



Cabarrus County Transportation

- Close collaboration with many community partner agencies
- Transportation for vaccinations on Fridays
- Drop off and pick up design – to eliminate client waiting in vehicles



Johnston County Area Transportation System (JCATS)

- Healthcare workers to mass vaccine sites
- Making vaccine appts for elderly – follow up with rides
- Partnered with other local agencies
- Delivered meals on wheels
- Free rides





- Orange County Public Transportation, in collaboration with Orange County Health Department, has provided trips to various vaccination sites throughout the County.
- OCPT uses its new M.O.D. vans, or if there are more passengers, larger paratransit vans to accommodate safe social distancing.
- We have provided vaccination trips to local hospitals, clinics, community centers, and pop-up sites.
- To date, OCPT has provided 11 trips, covering over 100 miles.
- Knowing that this is just the beginning of our effort, we are poised and ready to provide more trips as more vaccine dosages become available to the community.

DHHS CARES Act Vaccine Trip Claims (as of March 1, 2021)



57 Submitted



\$18,449.36 in claims submitted

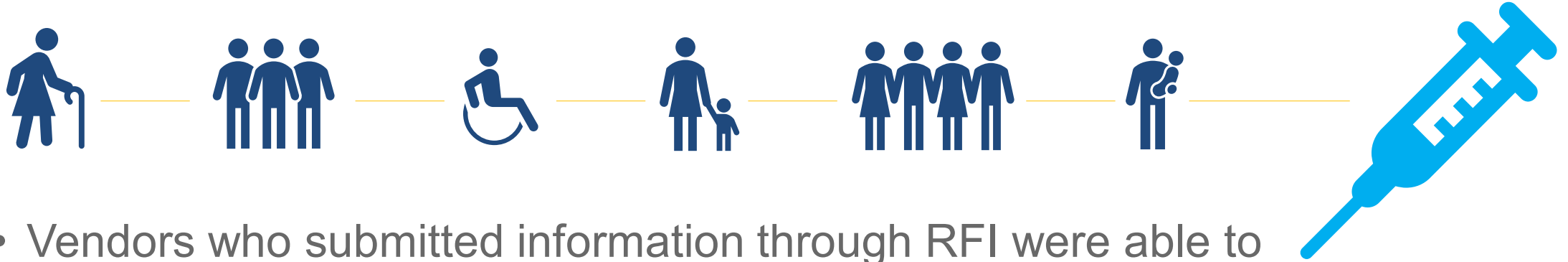


\$18,427.06 reviewed and
approved

DHHS Funding – Info. for Round 1 Recipients

- DHHS round 1 claims were due by January 22nd.
- After reconciling claims, systems fell 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.
- Systems with funds remaining above your vaccine funding allotment will be invoiced for the difference. Invoices going out this week.

RFI for Vaccine Transportation Technology



- Vendors who submitted information through RFI were able to present on 2/17
- Please reach out to your planner for RFI submissions
- Sole Source Procurement is an option for emergency software or transportation-as-a-service needs
- For any procurement related questions, reach out to

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Reminders, training and other updates



- FY 22 applications updates
- Training hub reminder
- Innovations webinar series
- Raised Roof van procurement
- ADA Training

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

March 23

Equity in transportation: ensuring equal access to opportunities and services for all North Carolinians

Procurement Updates

- Raised roof vans are currently available from Ilderton Dodge through Statewide Term Contract #070A
 - 12 passenger & 13 passenger models of high top raised roof vans available through this contract (Ford Transit U4X)
 - 2 lift station and 3 lift station options for lift equipped vans
 - Order forms will be posted on NCDOT-IMD Procurement page ASAP

ADA Training

- The Americans with Disabilities Act is a civil right and important to ensure all people have equal access
- Registrations for the first round are full, but more sessions will be added soon
- Three part, live-instruction online training series
 - **ADA Requirements for All Types of Agencies Part I**
 - 2 hours
 - Intended for: all public transportation providers
 - **ADA Requirements for All Types of Agencies Part II**
 - Must attend Part I first
 - 2 hours
 - Intended for: all public transportation providers
 - **Additional ADA Requirements for Public Fixed Route Service Providers**
 - Must attend Parts I & II first
 - 3 hours
 - Intended for: public transportation providers operating fixed routes



QUESTIONS



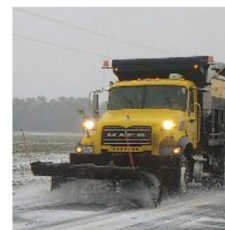
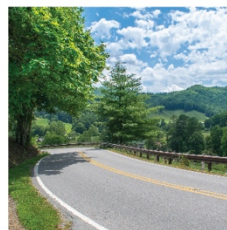
Previous slides, recordings and FAQs:

<https://connect.ncdot.gov/business/Transit/Pages/Transit-Meeting-Resources.aspx>



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Transit Systems Call