



NORTH CAROLINA

Department of Transportation



Integrated Mobility Division Transit Systems Call

March 8, 2023

AGENDA

- Finance & Grant Admin. Updates
- Procurement & Vehicle Updates
- Compliance updates
- Multimodal Planning Updates
- Other reminders and updates
- NCSU Microtransit Research
- Questions

Finance Updates



Finance Updates

- Finance has begun working on the Supplemental Capital agreements. The period of performance for these projects will be extended for another year, ending June 30, 2025.
- FY24 Elderly & Disabled agreements are expected to go out next month
- We are working to catch claims up in the Mountain Region
- We are looking forward to seeing each of you at the NCPTA conference in Concord!

ROAP Update as of March 7, 2023

ROAP Overview DASHBOARD

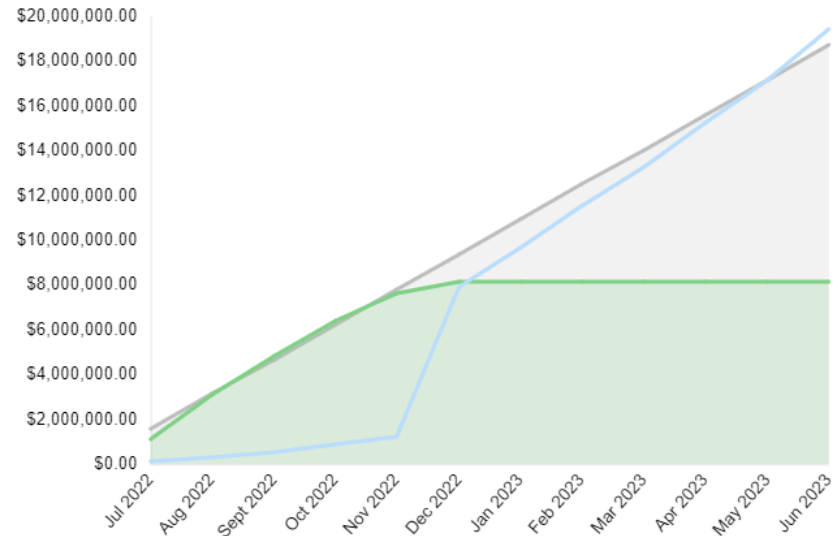


Overall ROAP Stats		
Primary	Amount	% Total Allocation
ROAP Allocation	\$18,690,029	
Carryover	\$3,629,744	
Allocation + Carryover	\$22,319,773	
Transferred Out	\$120,445	1%
YTD Expenditures	\$8,638,930	46%
Total Balance	\$13,560,398	73%

EDTAP, EMPL, RGP Stats				
SFY2023	Net Allocation	Expenditures	% Expended	County Funds Used
EDTAP	\$9,960,162	\$3,855,008	39%	\$437,849
EMPL	\$2,897,293	\$1,398,747	48%	\$557,034
RGP	\$9,341,866	\$3,385,175	36%	\$171,003
Totals	\$22,199,320	\$8,638,930	39%	\$1,165,885

Net Allocation includes Carryover Amounts and Transfers.

Actual vs Projected Expenditures



ROAP Update Continued

- January 2023 ROAP report is due March 15th.
- The end of year reconciliation of ROAP reports will begin in July, if past reports need to be corrected or submitted, please advise as soon as possible.

The link to the SmartSheet is:

<https://app.smartsheet.com/b/form/ea46d9e0611c406d84b62a9b72b82c78>

Procurement Updates

Procurement Updates

- Raised Roof Van/LTV Contract Status Update
 - As of 10/5/21, the previous NCDOT-specific contract for LTVs has expired
 - The IFB (Invitation for Bids) for an NCDOT-specific contract for LTVs and Raised Roof Vans was advertised as of 8/8/22; **Bids opened as of 12/13/22**
 - Mid-roof and high-top RR vans
 - 20ft, 22ft, 25ft and 28ft Light Transit Cutaway-type Vehicles (LTV)
 - Fully electric has been advertised as an eligible option for vendors to bid on
 - Currently projecting that contract awards will take place by end March of 2023
 - Order forms for FY23 vehicle projects will be released shortly after
 - NCDOT will pay the federal and state share for the higher pricing on most outstanding FY22 and FY23 vehicle projects

Vehicle Inspection/Disposition Training

- **New training video to be posted soon to NCDOT Connect website regarding new Smartsheet process for tracking vehicle inspections/disposition**
 - **Will include guidance on the following:**
 - **Process for returning proceeds in excess of \$5,000 (per new federal guidance through Bipartisan Infrastructure Law)**
 - **How to report vehicle dispositions**
 - **What documentation is necessary before NCDOT-IMD will close out a disposition file**
 - **EAM/Assetworks reporting requirements and best practices**
 - **Eligible methods of vehicle disposition**
- **Training will be conducted by**
 - **Chris Dodson, IMD Procurement Officer**
 - **Jonah Freedman, Research Associate and GIS Analyst, ITRE**

Grant Administration & Procurement Updates



Vehicle Capital Supplemental Funding

For the transit systems with outstanding FY 22 and FY 23 vehicle orders, your transit system will have the opportunity to reorder the vehicles when the new state contract is executed. For most FY 22 and FY 23 contracts, vehicle overages will be funded with state funding with no additional local funding required.

- Your assigned RGS will reach out to you with detailed information concerning the change request needed for the FY22/23 vehicles.
- Supplemental agreements will be issued based on the change request and the funding split
- New order forms will be distributed to the transit systems following the award of the state contract
- Order forms to be sent to the vendor with cc to Chris Dodson, IMD Procurement Officer

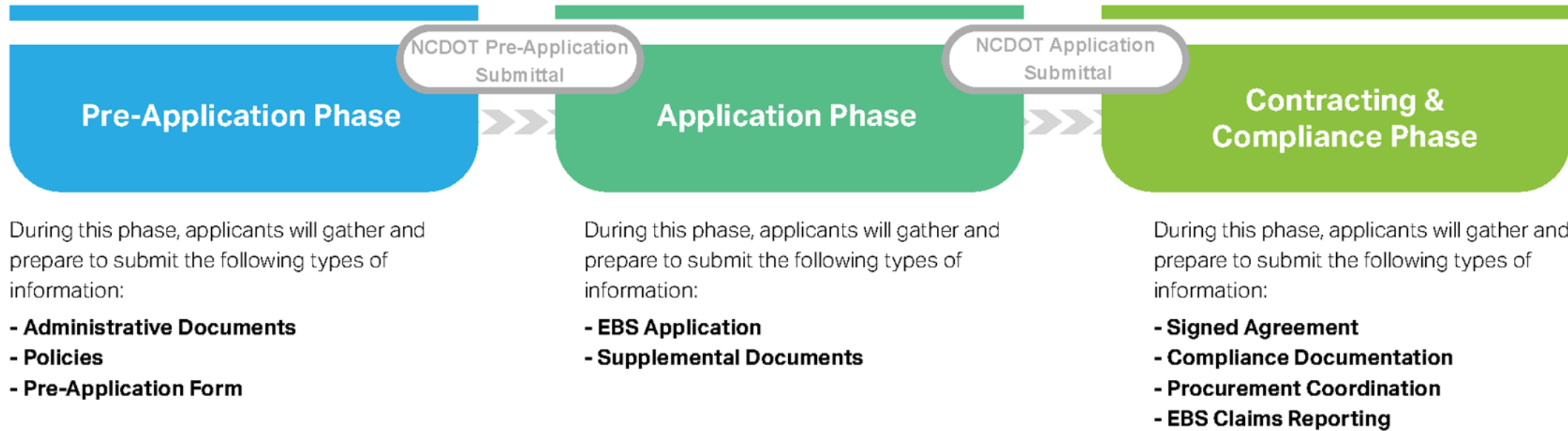


FY 24 Unified Grant Application (UGA) Process

Key Updates

- The FY24 5303 planning grant DRAFT UPWP's are being reviewed by the FTA and any necessary feedback will be provided to the individual MPO.
- The Final UPWP and other required documents are due in EBS by March 31st, 2023.
- The Certs and Assurances are due in EBS Upload into FY 2024 Certs and Assurances DROP Box by Thursday April 27,2023 in order to meet the FTA guidelines of submitting them within 90 days of publication.

FY 25 Unified Grant Application (UGA) Process



- Interactive, single guidance document
- Organized into 3 distinct phases
- Efficiency by pre-completing some documents in pre-application phase
- State and Federal guidance
- Extended application period

Benefits to Applicants

- Simplified process by integrating applications into single process
- Streamlined process and material, and outlining eligibility clearly
- Modernized process by incorporating SmartSheet

Key Dates: April 3, 2023, Open Call for Projects – Friday, October 6, 2023, Grant Applications due in EBS

Unified Grant Application (UGA) Process

Key Updates



- FY25 training webinars have been scheduled for March 21st and March 22nd. Meeting information was sent on March 3rd. Notice of a conflict with the NCPTA monthly call on March 22nd has been made. That call will still be held in the event other participants call in.
- A 3rd training webinar will be planned for the week of April 3rd, meeting details will follow.
- IMD is looking into developing potential ConCPT Coordination projects focusing on regional collaboration and other feasible transit projects. A SmartSheet survey regarding potential coordination projects will be sent out shortly after the transit call.

Compliance Updates

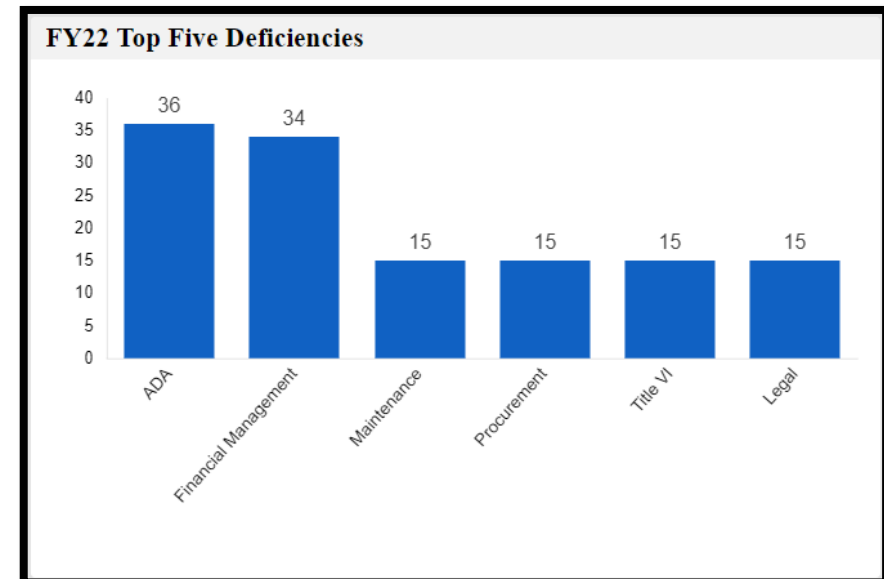
Compliance Review Updates

Compliance Review (33 Reviews in Total)

- Compliance Review Visits Conducted: 33 (100%)
- Scheduled, but not conducted: 0 (0%)
- Compliance Reviews in the Corrective Action Stage: 8 (24%)
- Closed: 25 (76%)

Deficiency Trends

- 186 (133 closed) Total Deficiencies (Final)
- Top Five Findings Categories:
 - ADA (36)
 - Financial Management (34)
 - Maintenance, Procurement, Title VI & Legal (15)



ADA Deficiency Breakdown

- The most common ADA Deficiency was related to the question “How do you inform the public about your process for filing an ADA complaint?” (Most were website related)
 - Followed up by “How does your agency make reasonable modifications to your policies, practices or procedures when necessary to avoid discrimination on the basis of disability? What process is used to consider such requests? Are drivers and staff trained on these requirements? How does the agency inform riders about how to request a reasonable modification?”
-

2023 Compliance Reviews

- In 2023, we will cover 51 Compliance Reviews
 - 30 5310 Non-Profit Reviews (will begin in April/May)
 - 21 5311 Transit System Reviews (Will begin in the Fall)

Other Updates & Reminders



Transit System/Mobility Hub Feasibility Studies

- Survey to transit systems to be posted later this month/March
- Focus on administrative and maintenance facilities - addition/replacement, renovation, enhancement of facilities
- Feasibility studies support grant opportunities:
 - 5339(a) Grants for Buses and Bus Facilities Formula Program
 - 5339(b) Bus and Bus Facilities Discretionary Program
- Mobility hub concepts to be explored
- IMD is exploring federal funding options

IMD SESSION TOPICS TO BE PRESENTED AT NCPTA CONFERENCE

- **IMD Best Practices & Resources** (2 Sessions with different topics)
- **Session 1** - This session will be packed with best practices and information from peers and consultants! Topics covered will be:
 - Grants management and preparation – focused on creating a local budget that incorporates grant funds requests;
 - Understanding DBE goals and how rural systems can meet them;
 - How grant applications and change requests, relate to federal funding, and why it's important to plan ahead when submitting to IMD.
- **Session 2** - Session two will be more best practices along with resource information and meeting IMD staff. Topics of this session will include:
 - Capital assets budgeting and maintaining transit assets;
 - Local procurement processes – the good, the bad, and the ugly;
 - Resources, Training & Technical Assistance offered by IMD including the new (and developing) NCRTAP;
 - Town Hall Question & Answers with IMD Staff.
- **Innovations in Shared Mobility** – IMD staff will share updates on their innovative shared mobility projects and programs, including:
 - The Connected Autonomous Shuttle Innovation (CASSI) program;
 - Mobility-as-a-Service (MaaS) initiatives;
 - Transportation Disadvantage Index (TDI) and Environmental Justice (EJ) tools and dashboards.
- **The Future of Regional Multimodal Planning with IMD** - IMD will present on a variety of multimodal planning activities the Division is currently leading. The session will focus on:
 - Regional transit/multimodal plans;
 - NCDOT's locally-coordinated plan (5310);
 - Multimodal network plans;
 - Microtransit feasibility studies;
 - Transportation demand management (TDM) plans.

FY23 Carbon Reduction Program (CRP)

- The Infrastructure Investment and Jobs Act (IIJA) authorizes the CRP to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects that reduce transportation emissions.
- FHWA allocated \$33.5M to North Carolina in FY23
- NCDOT is accepting **internal** applications from its units/divisions to fund projects statewide.
- IMD will be seeking approx. \$2.9 million in funding for an electric bus, charging station, feasibility studies, and tracking of key performance indicators (KPI).
- **Due March 17, 2023**

FY23 Low-No and Bus and Bus Facilities

- \$1.7 billion available in FY23 for FTA to buy or modernize buses, improve bus facilities, and support related workforce development.
 - Low or No Emissions provides funding for the purchase or lease of zero-emission and low-emission transit buses and improvements to supporting facilities.
 - 25% reserved for Low Emission vehicles
 - Bus and Bus Facilities provides funding to assist in the financing of buses and bus facilities capital projects.
- IMD is coordinating applications with transit systems that responded to a call for interest survey.
- Seeking funding for electric buses, charging stations, propane fueling, and facility expansion. Applications will also include a workforce development component.
- **Due April 13, 2023**

NCDOT IMD FY23 Partner Survey Overview

- IMD is launching a survey to determine stakeholder and partner satisfaction with IMD staff, programs, processes, activities, achievements and strategies.
 - Open March 8 – March 24, 2023
 - Available online via [PublicInput.com](https://publicinput.com)
 - Takes 15-20 minutes to complete
 - Results will be compiled and shared by IMD
 - Results will help IMD make improvements to better meet stakeholder and partner needs
- <https://publicinput.com/imd-partner-survey-2023>



Challenges and Lessons Learned from Public Microtransit Pilots in North Carolina

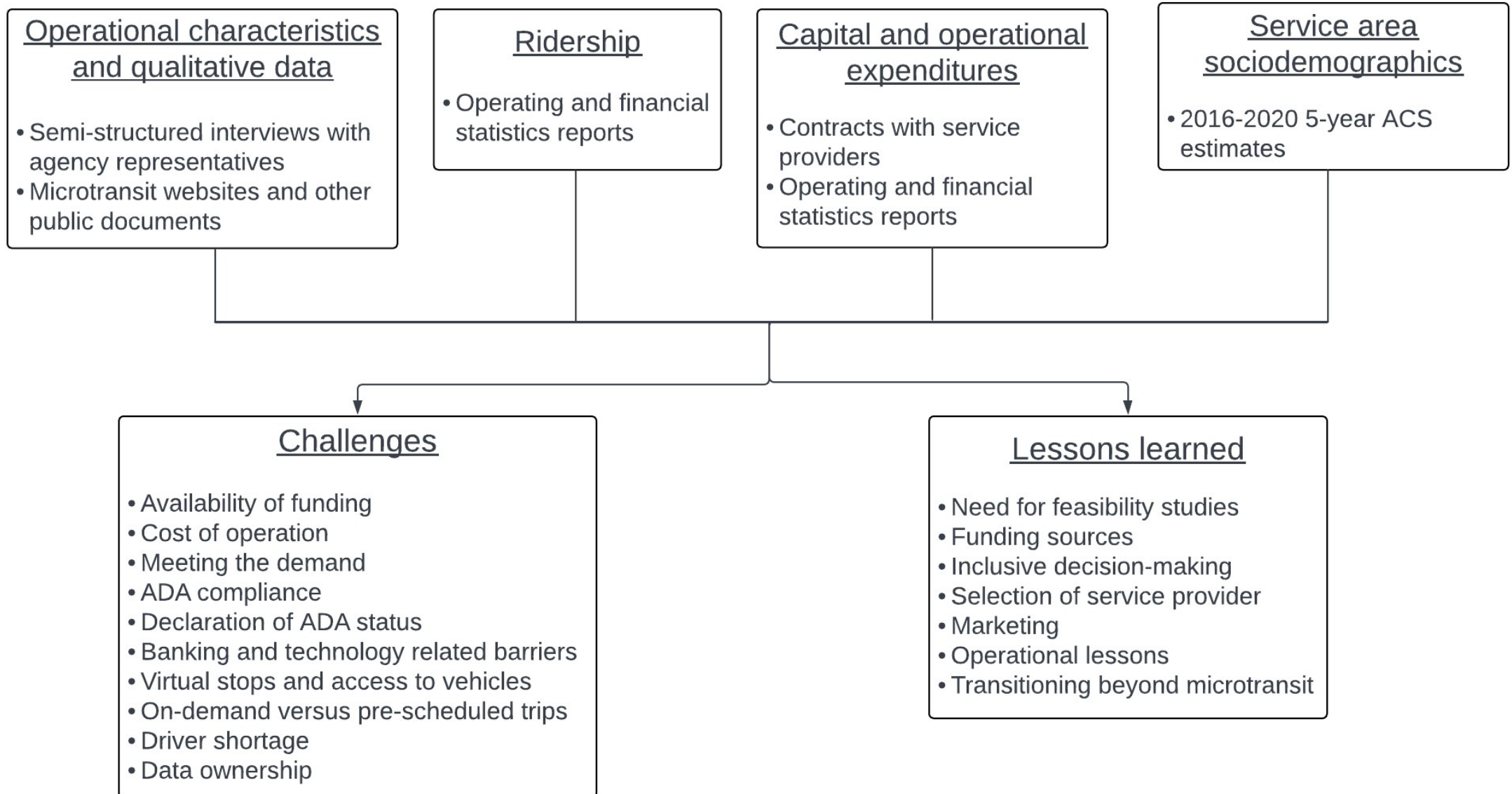
Subid Ghimire¹, Dr. Eleni Bardaka¹, Dr. Kai Monast²,
Juan Wang¹, Waugh Wright², and Jeremy Scott²

¹ Department of Civil, Construction, and Environmental Engineering,
North Carolina State University (NCSU)

² Institute for Transportation Research and Education (ITRE), NCSU

Research objectives

- Consolidate the experience of the six transit agencies in NC that have implemented microtransit
- Discuss the challenges they faced during planning and implementation and the lessons learned
- Examine the cost of microtransit systems through analysis of the operational expenditures and the contracts public agencies formed with service providers.



Service delivery models

- **Turnkey** model: technology, vehicles, drivers, and operations through a single contract with one private provider
- **Separate contracts** for technology, drivers, or vehicles with different entities
- **Technology acquisition** model: the public agency owns the vehicles and ensures that vehicle operators are available while contracting with a private service provider to obtain the technology

Classification of microtransit systems by service delivery models

Turnkey model

Wilmington, RideMICRO
– Turnkey contract with Bus.com;
Bus.com subcontracted with Moovit
(technology)

Wilson, RIDE
– Turnkey contract with Via;
Via subcontracted with Buggy
(vehicles and drivers)

Separate contracts for software, drivers
and vehicles with different entities

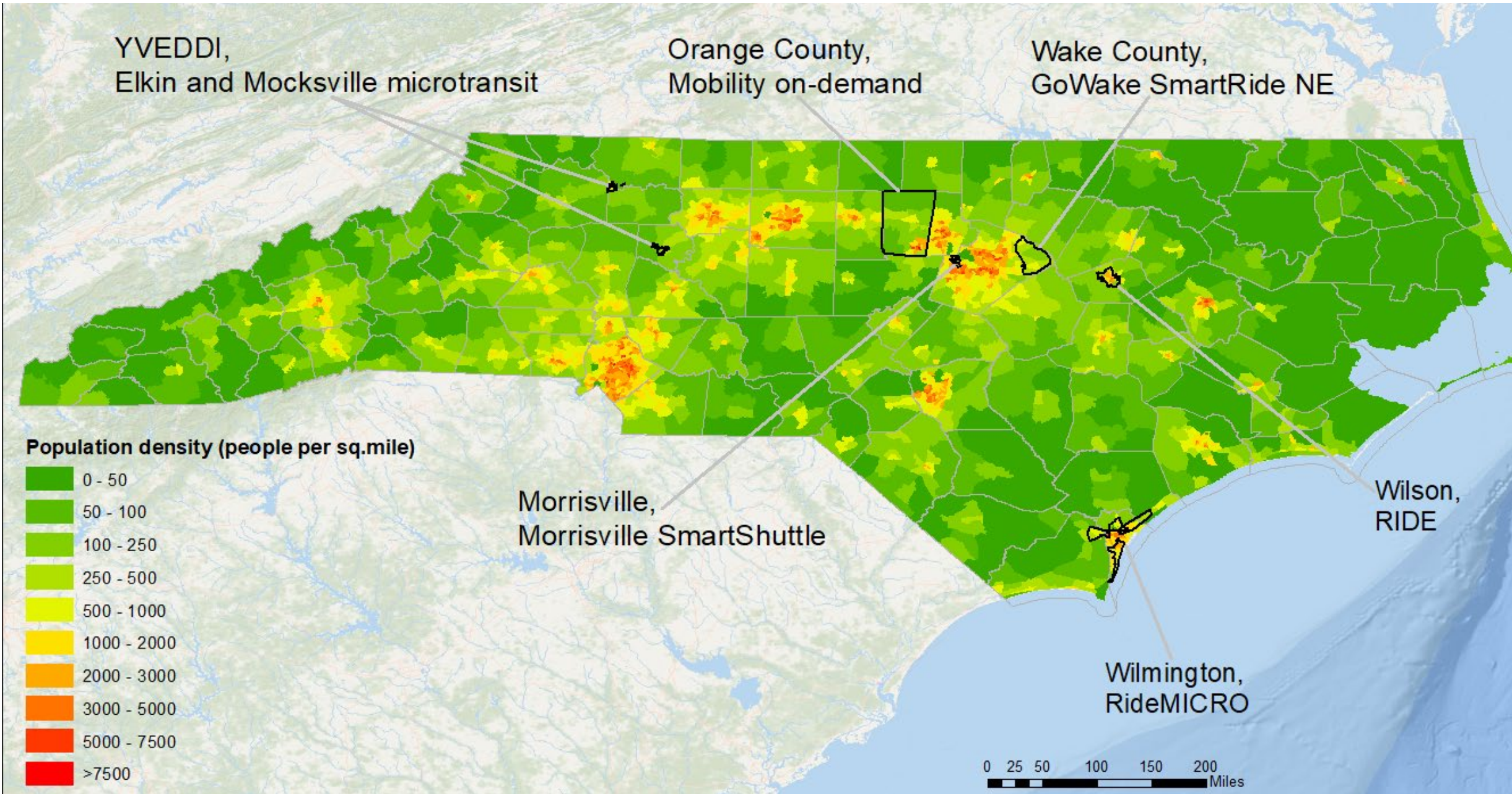
Morrisville, Morrisville SmartShuttle
– Contracts with GoCary (vehicles
and drivers) and Via (technology)

Wake County, GoWake Smart Ride NE
– Contracts with MV transit (vehicles
and drivers) and Uber (technology)

Technology acquisition model

Orange County, Mobility on-demand
– Contract with TransLoc

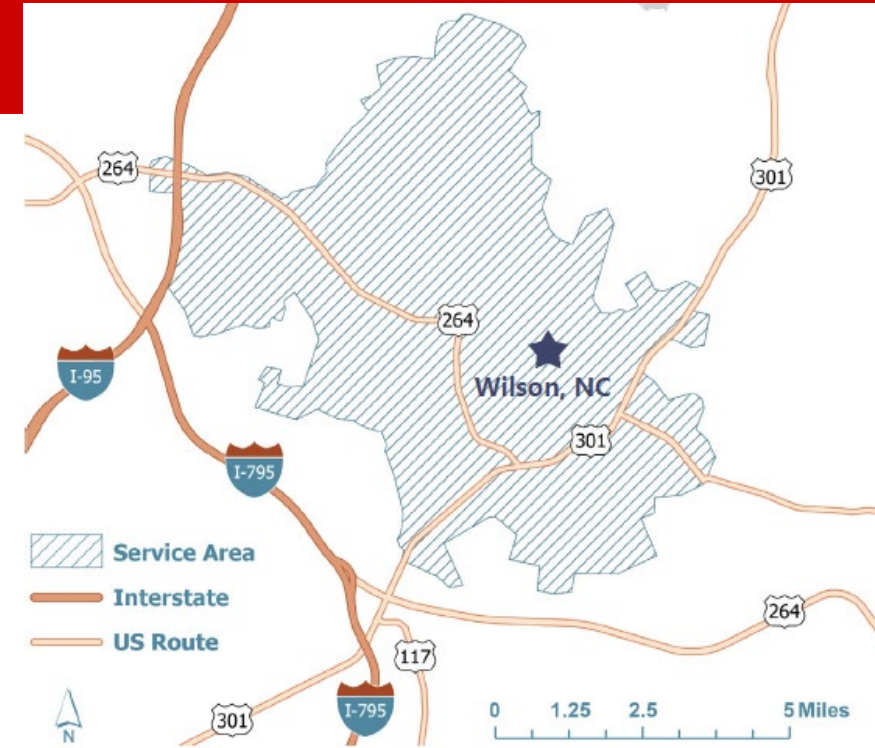
YVEDDI, Elkin and Mocksville microtransit
– Contract with CTS



Wilson, RIDE (Sep 2020)

- Population: 40,351
- Service: Monday-Saturday
- Fleet: 26 vehicles (6 wheelchair accessible); 15 vehicles operating at peak
- Vehicle capacity: 6 passengers
- Fare: \$2.5
- Pre-scheduling: not available
- Stops: intersections and major destinations
- Turnkey contract with Via

June 2022
16,243 riders



Wilmington, RideMICRO (Oct 2021)

- 4 zones
- Population: 125,800
- Fleet: 5 (1 wheelchair accessible vehicle shared across all zones)
- Vehicle capacity: 14 passengers
- Fare: \$2
- Booking at least 1 hour in advance
- Pre-scheduling: up to 1 week in advance
- Stops: 3000 fixed stops
- Turnkey contract with Bus.com

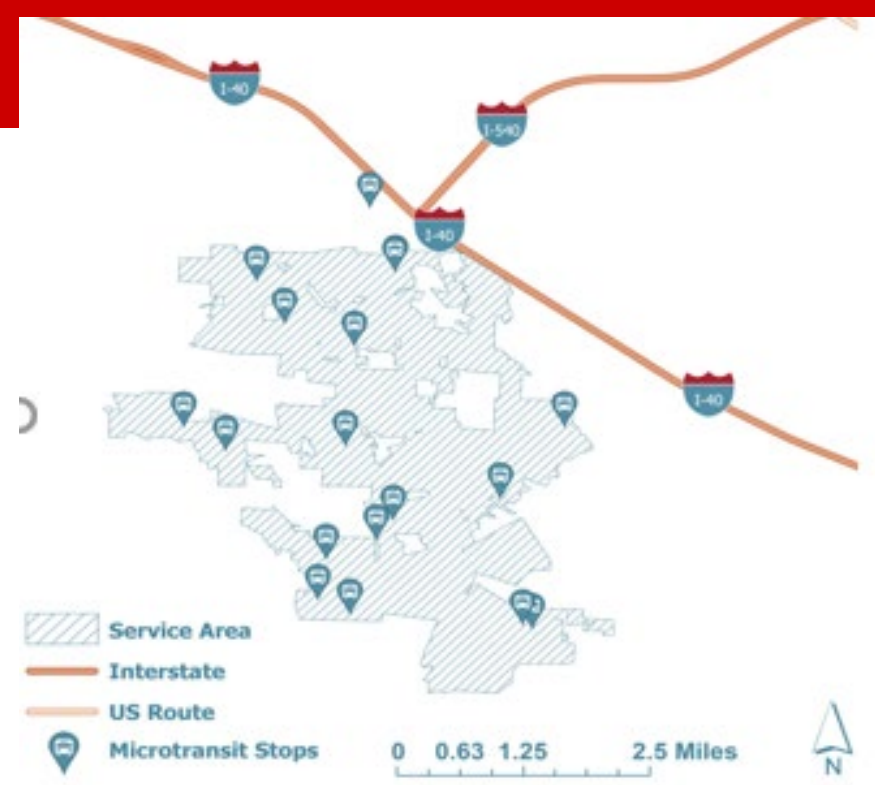
June 2022
301 riders



Morrisville, Smart Shuttle (Oct 2021)

- Population: 39,092
- Service: Monday-Sunday
- Fleet: 2 vehicles
- Vehicle capacity: 16 passengers
- Fare: free
- Pre-scheduling: not available
- Stops: 16 stops with shelters
- Technology provider: Via
- Vehicle/driver provider: GoCary (with MV Transportation)

June 2022
1,695 riders



Wake County, GoWake SmartRide NE (Mar 2022)

- Population: 36,984
- Service: Monday-Friday
- Fleet: 3 vehicles
- Vehicle capacity: 12 passengers
- Fare: free
- Pre-scheduling: up to 30 days in advance
- Stops: Curb-to-curb service
- Technology provider: Uber
- Vehicle/driver provider: MV Transportation

June 2022
556 riders



Orange County, Mobility On-Demand (Mar 2020)

- Population: 146,354
- Service: Friday-Saturday
- Fleet: 5 vehicles
- Vehicle capacity: 6 passengers
- Fare: \$5
- Pre-scheduling: not available
- Stops: Curb-to-curb service
- Technology provider: Transloc
- Vehicle/driver provider: Orange County

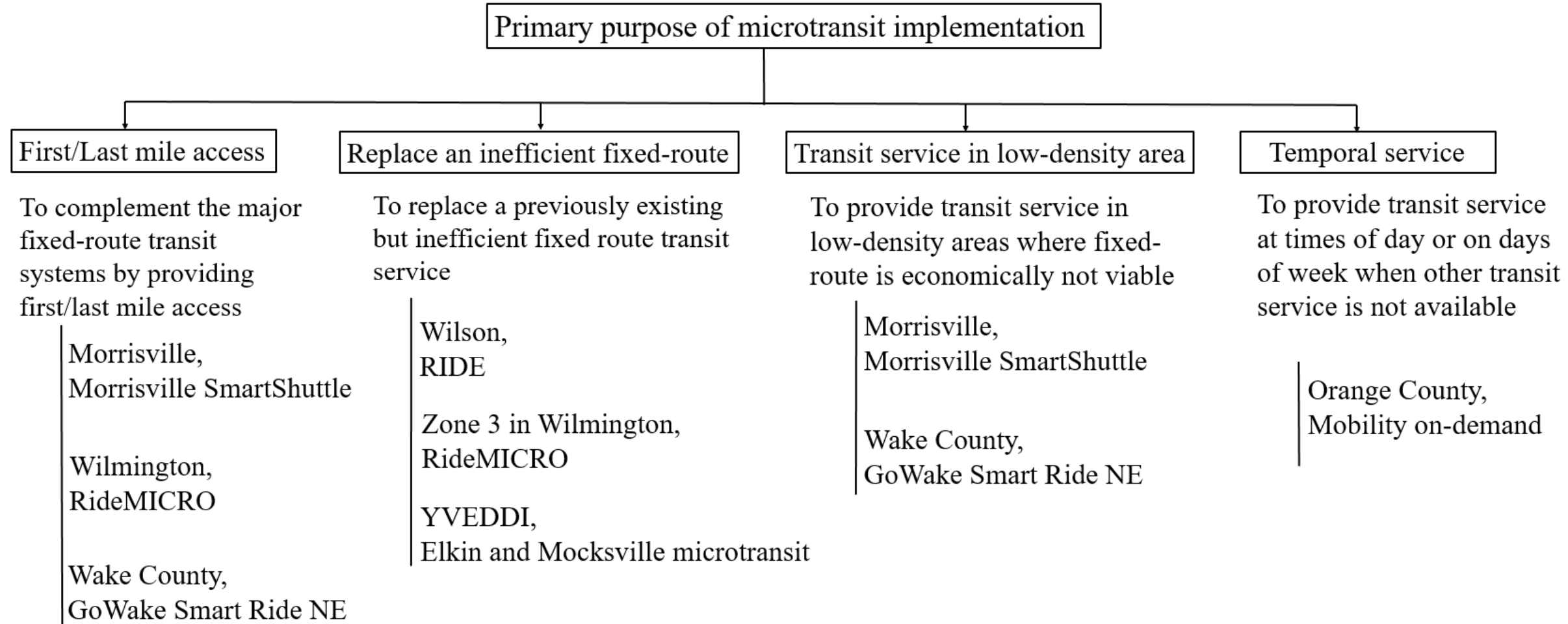
June 2022
24 riders



YVEDDI, Elkin and Mocksville microtransit (Jul 2022)

- Population: 5,484
- Service: Monday-Friday
- Fleet: 4 vehicles
- Vehicle capacity: 12-15 passengers
- Fare: \$1
- Pre-scheduling: up to 2 days in advance
- Stops: Curb-to-curb service
- Technology provider: CTS
- Vehicle/driver provider: YVEDDI





NC STATE UNIVERSITY

Microtransit contracts	Wilson, RIDE	Wilmington, RideMICRO	Morrisville, Morrisville SmartShuttle	Wake County, GoWake SmartRide NE	Orange County, MOD	YVEDDI, Elkin and Mocksville microtransit
Total contract cost	<u>Turnkey contract:</u> not to exceed \$1,464,300 (in the 1 st year)	<u>Turnkey contract:</u> not to exceed \$700,000	<u>Technology:</u> not to exceed \$142,280	<u>Technology:</u> \$42,493 <u>Vehicles/drivers:</u> \$265,379	<u>Technology:</u> \$34,000	<u>Technology:</u> \$7,695
Contracted fleet size	9	5	3	3	3	4
One-time technology fees						
Installation and other technology fees	(\$50,000)	-	\$29,000	\$25,000	\$25,000	\$5,295
Device hardware and installation per vehicle	-	-	\$380/vehicle	\$845/vehicle	-	-
Annual technology fees						
Annual data plan	-	-	\$180/vehicle	\$336/vehicle	-	-
Monthly or hourly technology fees						
Fees/month	-	-	-	-	-	\$200/ month
Fees/vehicle/month	-	-	\$384 -\$912/vehicle/ month	\$350/vehicle/ month	\$300-\$500/ vehicle/month	-
Fees/service hour	\$15/service hour	-	-	-	-	-
Call center operation						
Responsibility to operate call center	Via	Bus.com	GoTriangle	Wake County	Orange County	YVEDDI
Vehicle and drivers' costs						
Rate/vehicle revenue hour	min rate: \$38.27; max rate: \$40.39	\$70.00	\$97.50	\$42.53	-	-

Operational expenditures

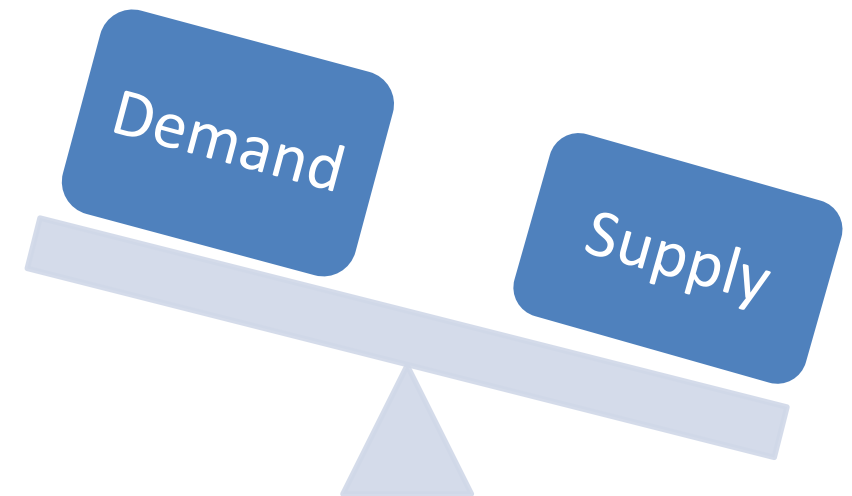
Microtransit operational expenditures	Wilson, RIDE	Wilmington, RideMICRO	Morrisville, Morrisville SmartShuttle	Wake County, GoWake SmartRide NE
Average monthly ridership	13,074	176	1,236	364
Latest monthly ridership (June 2022)	16,243	301	1,695	556
Cost per operating day	\$5,141	\$2,106	\$1,572	\$806
Cost per vehicle revenue hour	\$72.92	\$70.75	\$95.43	\$42.12
Cost per revenue mile	\$5.10	\$22.47	\$7.80	\$3.61
Cost per passenger	\$10.26	\$246.08	\$38.30	\$41.05

Planning and implementation challenges

- **Funding availability and sustainability**
 - Funding formulas have not been updated to include microtransit
 - Microtransit typically grouped with demand response service -> less funds compared to fixed route
 - Most systems were funded as pilots through one-year grants

Planning and implementation challenges

- Meeting the demand
 - Funding governs the operation hours, the fleet size, and the number of drivers
 - Surge pricing should not be used to manage demand
 - Vehicles are usually underutilized
 - Low proportion of trips are shared with another booking



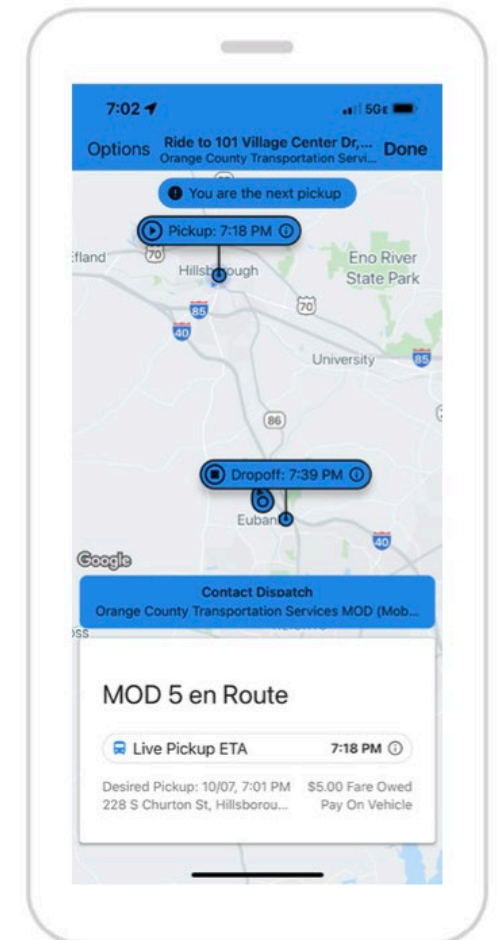
Planning and implementation challenges

- ADA compliance
 - If microtransit replaced a fixed route, the requirement for ADA paratransit is removed
 - Equivalent service to individuals with disabilities
 - Different process for scheduling, limited ADA certified operators, limited numbers of ADA compliant vehicles



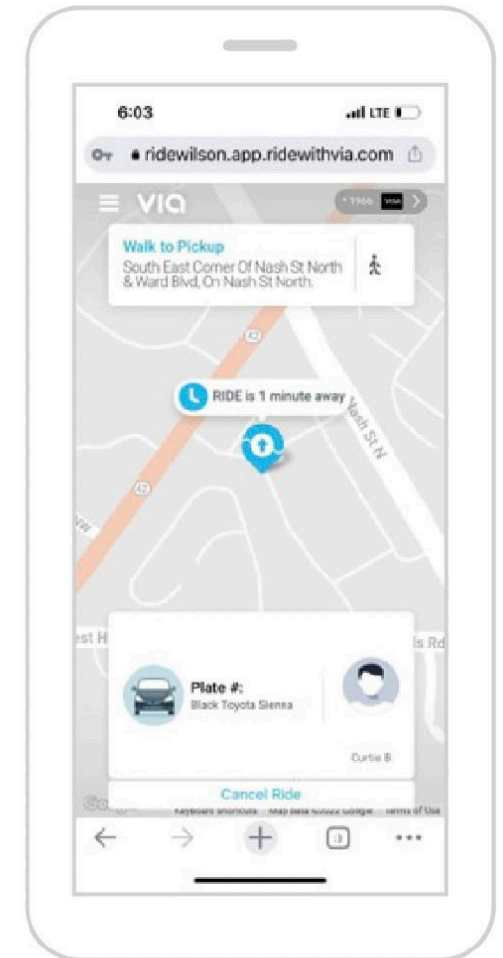
Planning and implementation challenges

- Banking and technology related barriers
 - Call centers are important
 - Most trips requested by phone in Wilmington and Wake
 - Trip requests may require electronic form of payment



Planning and implementation challenges

- Virtual stops and access to vehicles
 - Users walk a certain distance from their location to access the service
 - Algorithms can be ignorant to the local traffic and pedestrian infrastructure and ask users to walk across unsafe conditions
 - Drivers intervene to avoid unsafe circumstances




Service delivery model	(+)	(-)
Turnkey	Convenience (no need to own vehicles, employ drivers, and coordinate daily operation)	Limited control
	Single point of contact	Replacing the provider may have a big impact
Separate contracts for software, drivers or vehicles	Convenience (no need to own vehicles, and employ drivers)	Coordination and communication between the different providers
Technology acquisition	Control vehicle inspection and maintenance, alcohol and drug screening, etc.	Purchase vehicles Higher cost, short shifts may not apply if the drivers are public employees

Lessons learned

- Selection of service delivery model

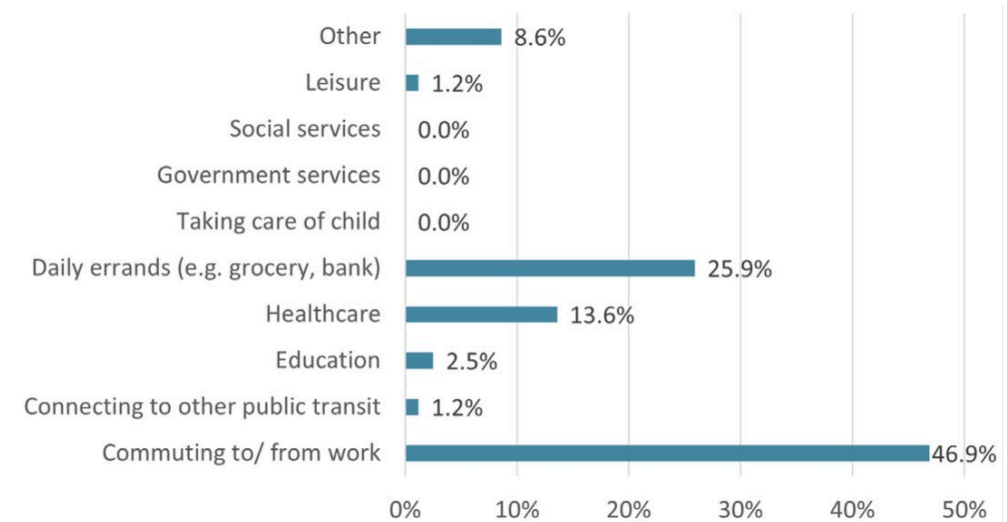
- Previous experience with public transportation?
- Vehicles and drivers already available?
- Budget
- Consider pros and cons

- Selection of service provider

- Provider experience
- Be meticulous with contracts, require adequate detail; **data ownership**
- **Marketing** is essential 
- Transitioning to a new provider is challenging

Lessons learned

- On-demand vs. pre-scheduled trips
 - Strictly on-demand systems may not work well for time-sensitive trips and pattern-reliant individuals
- Transitioning beyond microtransit
 - Uncover transportation need
 - Leverage data to plan future public systems



Funding Acknowledgment



Integrated Mobility Division

N.C. DEPARTMENT OF TRANSPORTATION

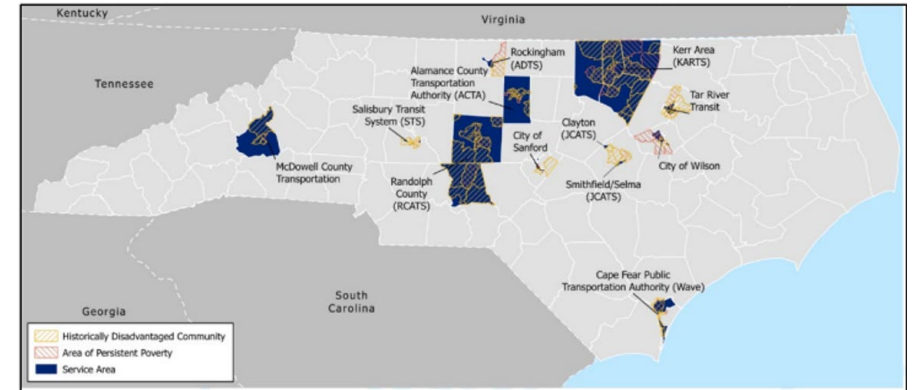


Contacts

- Dr. Eleni Bardaka ebardak@ncsu.edu
- Dr. Kai Monast kai_monast@ncsu.edu

Mobility for Everyone Everywhere in NC Implementation Status

- All 11 communities have participated in follow-up meetings to further discuss service models and implementation.
- Budget development for each community based on chosen service model is ongoing through April as needed. Could be finished sooner.
- Work with each community on public engagement and outreach methods including surveys is beginning and will be ongoing.
- Develop a Data Management Plan prior to procuring vendors
- Develop an Equity & Accessibility Plan prior to procuring vendors



FY 2022 USDOT Rural Surface Transportation Grant Summary

Mobility for Everyone, Everywhere in NC (MEE NC) will accelerate the deployment of high-quality, on-demand transit services to rural, low-income communities throughout North Carolina, leading to more equitable mobility and improved access to opportunities, services, and resources for transportation disadvantaged populations.

811k

SERVED BY ON-DEMAND
MOBILITY

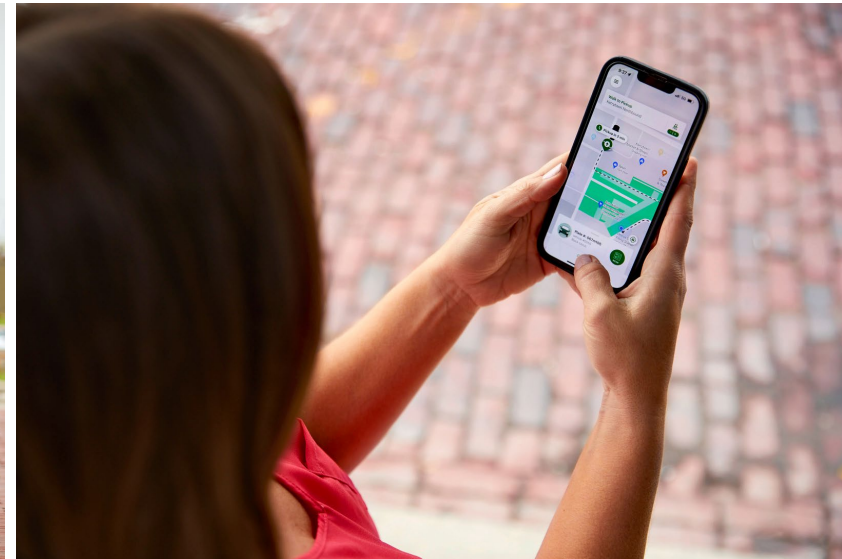
45%

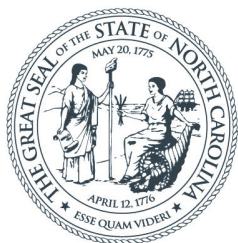
PEOPLE OF COLOR ON AVERAGE
IN MEE NC SERVICE AREAS

89

HISTORICALLY DISADVANTAGED
COMMUNITIES SERVED

Milestones





NORTH CAROLINA Department of Transportation



Microtransit Feasibility Studies

Call for Applications

<https://connect.ncdot.gov/business/Transit/Pages/Microtransit-Feasibility-Study-Grants.aspx>

Application Details

- Planning funds for feasibility studies, no local match
- All transit agencies in NC eligible
- Applications Open March 9 – Monday April 17, 2023
- Applications accepted via EBS
- Application consists of 7 questions, and some attachments
- You will *not* request a funding amount in EBS, NCDOT will assign the project cost after submission

What to Expect

- Analysis of microtransit service implementation:
 - Complete public and stakeholder engagement
 - Analysis of ridership demand, existing services, origins/destinations, commuting data, transit performance metrics, etc.
 - Consideration for MaaS vs SaaS service model options, including peer agency review
 - Operational and capital needs guidance (vehicles, drivers, technology, procurement)
 - Pilot project recommendations
 - Funding, grants guidance, and Benefit / Impact analysis

November 2022

Integrated Mobility Division **CONTENT STANDARDS FOR MICROTRANSIT/ SHARED MOBILITY STUDY**



Why Apply

- Agencies who are interested in exploring microtransit seriously
- Unmet transit needs existing in community
 - See ITRE Report on Purposes of Microtransit Implementation
- Agencies interested in pilot projects, improved customer experience, engaging elected officials
- Feasibility study may lead to grant opportunities

Contact

Bryan Lopez

IMD Regional Planning Manager

balopez@ncdot.gov

919-707-2606

Program webpage:

<https://connect.ncdot.gov/business/Transit/Pages/Microtransit-Feasibility-Study-Grants.aspx>

IMD SmartSheet Links for Transit Systems

IMD SmartSheet Links for Transit Systems

This page will list commonly used SmartSheet Links will doing business with IMD. Please send any questions to Timothy Blair Chambers, Jr., Compliance & Procurement Branch Manager, Integrated Mobility Division, North Carolina Department of Transportation, 919-707-4693 (office) or tbchambers@ncdot.gov.

General/Surveys

- ▣ Provide feedback from Transit Calls and Ideas for training topics here.
- ▣ ConCPT Coordination Project Feasibility Survey (Coming Soon)
- ▣ Transit Facility Feasibility Survey (Coming Soon)

ROAP Reports

- ▣ ROAP Report Entry (Monthly)

Charter Reports

- ▣ Charter Report Quarterly Submission (new)

Transit Activity Reporting

- ▣ Accident/Incident Reporting (Active)

Vehicle Related Reporting

- ▣ Vehicle Disposition Tracking (Coming Soon)

Transit Communication Hub

IMD Calendar (Website) (View Only) : **smartsheet** Report Abuse Help

Calendar View Filter

February - March 2023

1 Month

February 2023

S	M	T	W	T	F	S
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

March 2023

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April 2023

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
February 5	6	7	8	9	10	11
Areas of Persistent Poverty Program FY 2023 Survey of Interest Window						
FY23 Low or No Emission Grant Program & the Grants for Buses and Bus Facilities Competitive Pro						
FY24 5303 Planning Application Window						
			Transit System			
12	13	14	15	16	17	18
FY23 Low or No Emission Grant Program & the Grants for Buses and Bus Facil						
FY24 5303 Planning Application Window						
			Multimodal Up			
19	20	21	22	23	24	25
FY24 5303 Planning Application Window						
26	27	28	March 1	2	3	4
		Monthly Claim				
FY24 5303 Planning Application Window						
5	6	7	8	9	10	11
			Transit System			
FY24 5303 Planning Application Window						

View Detail

FY23 Low or No Emission Grant Program & the Grants for Buses and Bus Facilities Competitive Program Survey of Interest Window

Date
02/07/23

End Date
02/15/23

Time

Link
<https://app.smartsheet.com/b/form/6ef27e6b03434abc8fe>

Point of Contact
Blair Chambers

Contact Email
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Transit Communication Hub

Due in the Last 30 Days & the Next 45 Days (View): [smartsheet](#)

Transit System Meeting @ 1pm	02/08/23
DAMIS Report FY23 (Jan - Dec) (CT)	02/15/23
Multimodal Updates Meeting	02/15/23
Monthly Claims Due (w/DBE and Progress Reports)	02/28/23
Transit System Meeting @ 1pm	03/08/23

Communications

✓ Date Sent	 Name	Subject
2/7/2023	 FY23 5339 Survey of Interest ✱	Announcements
2/6/2023	 TLDP Registration - Spring 2023 ✱	Training
1/30/2023	 FY2024 Application Certs and Assurances Package	Announcements
1/30/2023	 Areas of Persistent Poverty Program FY2023 Notice of Funding Opportunity ✱	Announcements

QUESTIONS



Previous slides, recordings and FAQs:

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

Provide feedback and ideas for topics:

<https://app.smartsheet.com/b/form/f626a9fbbd7649e4ba4dd45b3bedbcfd>