



NORTH CAROLINA

Department of Transportation



Integrated Mobility Division Transit Systems Call

December 14, 2021

AGENDA

- Finance and Grant Admin. Updates
- Vehicle Shortage
- Fare Free Study
- Driver Recognition
- Other Updates and Reminders
- Questions

Finance Updates

- 5311 CARES Claims Summary



5311 Claims Reimbursements (76 Agreements)



512 Submitted



\$49,957,288 in claims

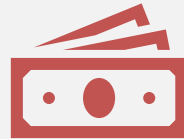


\$45,532,625 approved for
payment

CARES Intercity Reimbursements (4 Agreements)



4 Submitted



\$13,252,160 in claims



\$13,100,595 approved for
payment

CARES 5307GA/ADTAP

5307

- 45 Claims
- \$5,600,013 in claims
- \$5,507,461 approved for payment

ADTAP

- 29 claims
- \$778,945 in claims
- \$778,945 approved for payment

Grant Administration Updates



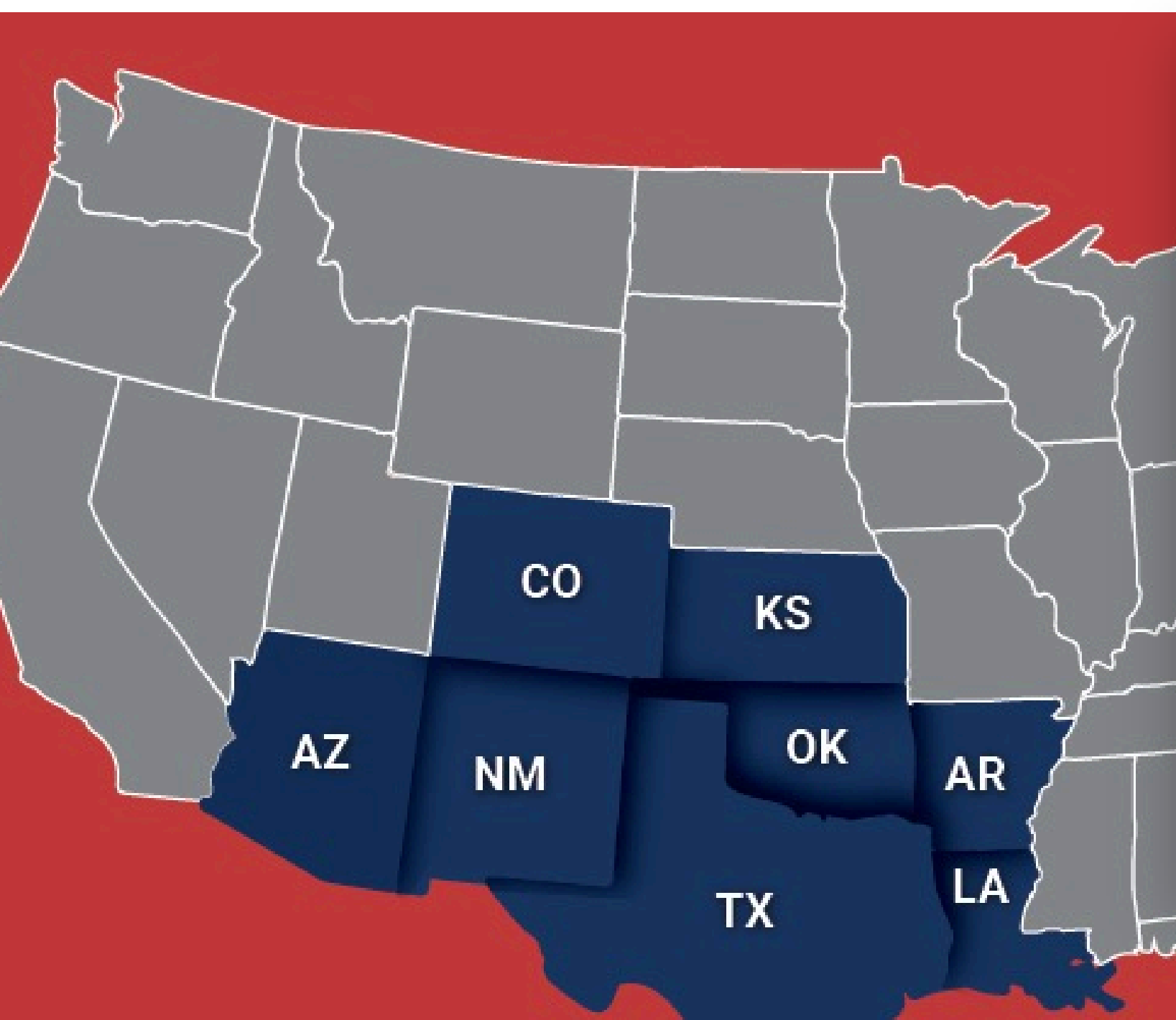
Recent Updates

- Released FY23 5303 Planning Program on Dec 6th.
- FY23 Call for Projects under review
 - Regional Grant Specialist's ongoing outreach for follow-up.
- 1-1 Technical Assistance meetings for 2nd call interest
 - Email: [Pam DiGiovanni](mailto:Pam.DiGiovanni@ncdot.gov)
- 5307 Transition Updates
 - Monthly FTA/NCDOT Meetings
 - Listening Session with Key Regional Voices
 - Jan 2022 – RLS Launching 1-1 Technical Assistance & Help Desk
 - Website: <https://connect.ncdot.gov/business/Transit/Pages/5307-Transition.aspx>

Second Call for Projects

- IMD issued Second Call on November 1 (due Feb. 1)
- Focus on committing state and federal funds not already included in existing grants or the current FY 23 call for projects.
- Programs include: ARP Operating; ARP Capital; CRRSAA/ARP 5310; Rural Capital; Advanced Technology for Large Urbans.
- Set up 1-1 Call to Review opportunities
- <https://connect.ncdot.gov/business/Transit/Documents/2nd%20Call%20Funding%20Matrix%20Transit%20Call%2011.17.21.pdf>





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About the
SWTA Nation |

SMALL VEHICLE DELIVERY DELAYS

**12-24 month
avg. delay in
delivery**

Primarily due to production challenges involving computer chip components, deliveries of cutaway and minivan vehicles most often used for rural demand-response & urban paratransit services are currently delayed between one & two years from procurement date. Additionally, these vehicles compete with personal and commercial vehicle markets while fixed-route buses generally are an exclusive market for transit. Also, manufacturers assign lower priority to transit orders than other fleet vehicles such as ambulance and highway.

OPERATOR SHORTAGES

**Openings =
missed trips &
↓ reliability**

As COVID has reset labor availability and pay trends, transit is experiencing operator shortages at systems of all sizes. While many agencies have increased pay and benefits and offered other incentives, unfilled driver & operator positions are leading to service impacts such as late or cancelled trips and existing workforce are working longer shifts or more overtime. Competition from private sector employers make offering attractive wages difficult for transit providers with limited budget flexibility.

LIMITED LOCAL MATCH

**"We can buy
buses but can't
afford to run
them"**

Especially in rural communities and smaller urban areas, attracting local investment that's required to match federal funding has always been a challenge. That reality was enhanced by emergency COVID funding from federal programs. While needed & welcome to respond to the initial & unexpected emergence of COVID, many localities have redirected funding previously assigned to transit systems to cover other budgetary needs. Additional federal funds requiring match compound the difficulty in lining-up new matching funds.

OLDER VEHICLES MEAN MORE UPKEEP COSTS

**More
maintenance
hamstrings
budgets**

Although maintenance professionals at transit agencies do expert work in keeping their vehicle fleets on the road far longer than expected, the cost of materials and labor time to maintain older vehicles grows with every day and every mile in service. The longer these systems wait for delivery of already-ordered vehicles or cannot advance new procurement due to absent local match means trip reliability goes down and operating budgets become strained, potentially leading to service cuts down the road.

INPUT FROM VEHICLE DISTRIBUTORS

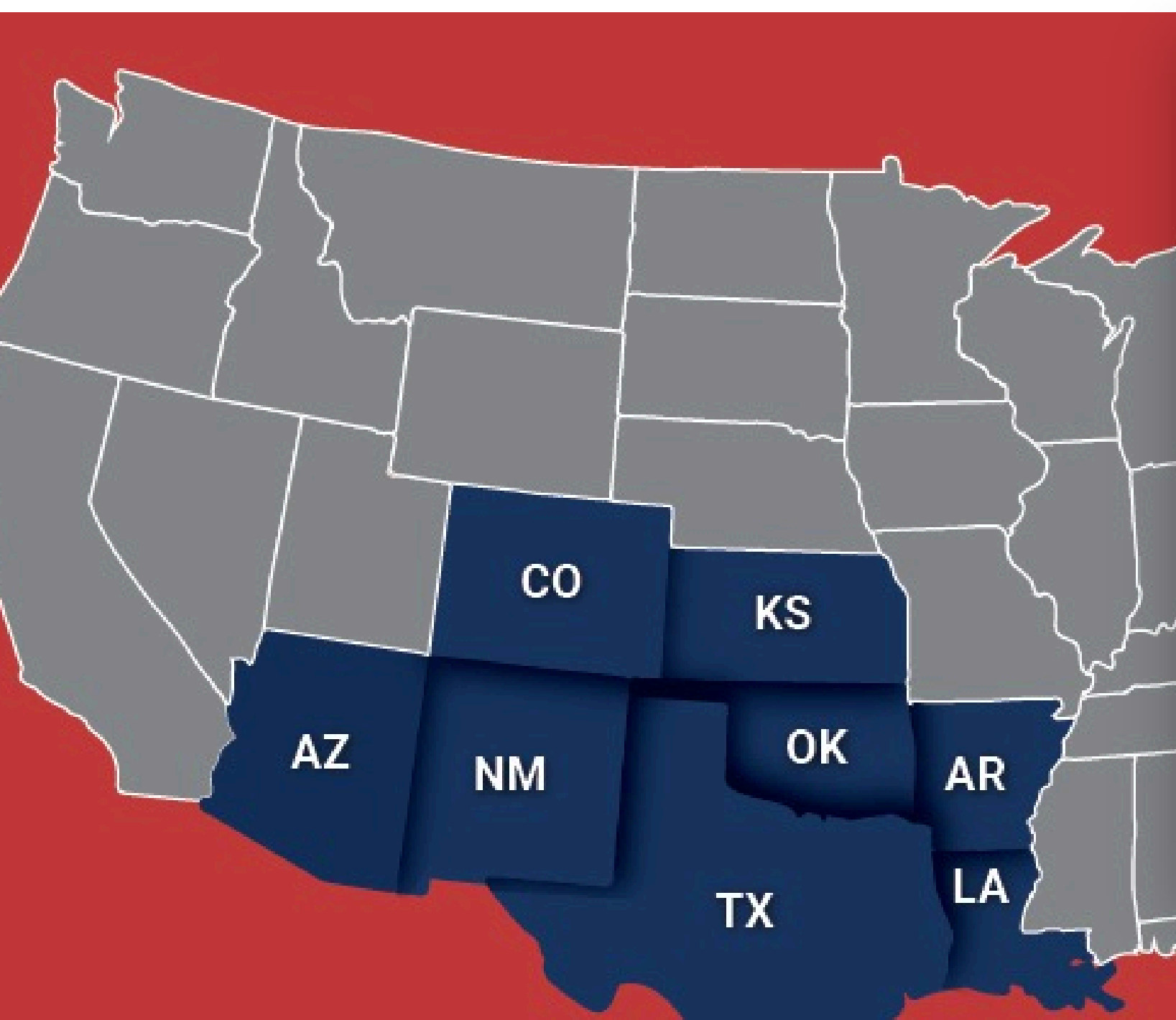
- Largely just applies to smaller demand-response/paratransit vehicles (cutaways & minivans), not full-size transit buses (30-, 35- & 40-foot)
- Ford E-Series cutaways & Transits hardest hit, but Promasters & Dodge Rams also impacted
- Decreasing options on Chrysler/Dodge minivan platforms for medication by Braun are also an issue due to domestic content/Buy America levels
- On Ford vehicles, distributors used to receive 70-100 vehicles per month (depending on the size of their company) before the shortage are now receiving 15-25 per month)

INPUT FROM VEHICLE DISTRIBUTORS (cont.)

- Ford is pressing customers with fleet codes (which the distributors have) to get all their 2022 orders in this week; it was a sliding schedule previously.

- Computer chips are the prime factor but steel and other hard materials are also more costly and slow to deliver; one recommended the 60 minutes segment on the chip shortage issue for background https://www.cbs.com/shows/60_minutes/video/t2lvDUmEqmmUAklpCihhk7NzpnhLFy0o/america-s-microchip-problem/

- None expected the situation to improve before 2023



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Questions/
Comments



Fare Free Transit in North Carolina Brief Version

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What Do These Communities Have in Common?



National Discussion Highlights

- *“A bus that is free, but only runs every two hours and doesn’t run on weekends—that’s no bargain at all,”*
(TransitCenter’s David Bragdon)
- *Free public transit would create more equitable cities and increase people’s mobility*
(Boston Globe columnist Abdallah Fayya)
- *“This (fare free) program has removed barriers . . . , increased ridership . . . and eased congestion . . .”*
(Boston Mayor Michelle Wu)
- *“As far as I’m concerned, a fare is a regressive tax”*
(RideKC CEO Robbie Makinen)

Overview

- COVID-19 provides an opportunity to rethink fundamental assumptions about public transportation
- Suspending fares was a common approach to provide essential mobility while ensuring operator safety
- Drastic decreases in ridership, slow ridership recoveries, and uncertain future travel patterns
- Influx of emergency and sustained federal funds
- Which leads to the question...

– Why do we collect fares?

Discussion Points

1. Transit costs are obvious while driving costs are hidden
2. Fares don't equate to much compared to expenses
3. Fares should be set to help us achieve our goals
4. Charging fares is mostly harmful when it comes to achieving transit goals
5. Arguments for cashless fare collection support zero fare collection even more than cashless systems
6. Charging fares based on choice rider preferences has reduced access and affordability for essential trips
7. Fare evasion penalties have the greatest impact on the most vulnerable

Why do we collect fares?

Fares have 2 primary functions...

1. Generate revenue
2. Exclude people for
 - a. clientele selection and/or
 - b. resource management

Takeaway Messages

- COVID-19 has proven that public transportation's main purpose is to provide essential mobility
- Fare free transit is a real possibility that has widespread societal benefits
- Safety and security concerns with fare free systems must be properly addressed
- Policies should be in place to address capacity concerns
- In a fare free fixed-route system, ADA paratransit eligibility should be closely regulated
- In a fare free demand response system, trips can be prioritized based on purpose
- In both, premium services beyond essential mobility can and should be charged fares

Webinar and Discussion

January 5, 10 am

- Longer presentation of the pros and cons from media reports and academic studies
- Chance to provide feedback, relay plans, and discuss ideas
- Registrations- email Terry Karlson (tgkarlso@ncsu.edu)

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Driver Recognition

- The 2021 Rural Public and Intercity Bus Transportation Conference (RIBTC) Frontline Heroes award was given to all rural transit operators.
- Recognition buttons are available for all rural transit providers to give to your operators.
- Recognition certificates can also be completed and downloaded on the National RTAP website to give to your operators.



Other Updates & Reminders



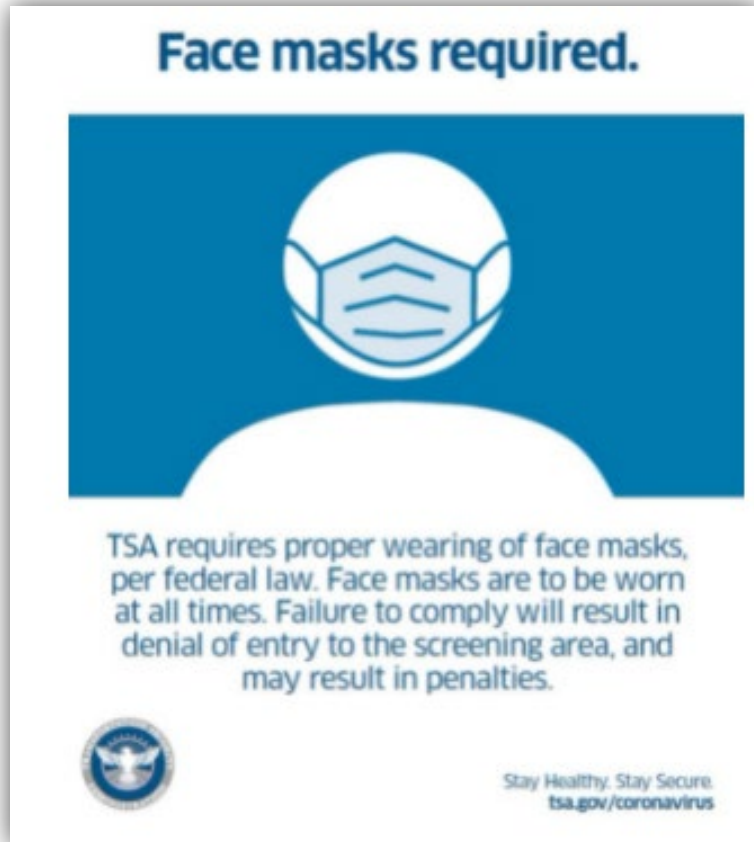
DHHS CARES Funding

- Invoices went out last month and must be paid immediately upon receipt.
- If you have not paid your invoice, please do so as soon as possible.
- DOT must transfer the funds to DHHS who then must expend the funds by December 31, 2021.

ROAP & SMAP

- Funding distributed in November
- Very important that all funds are expended expeditiously during FY 2022 (ending June 30, 2022)

TSA Mask Mandate



- The Transportation Security Administration (TSA) is extending the face mask requirement for individuals across all transportation networks throughout the United States, including at airports, onboard commercial aircraft, on over-the-road buses, and on commuter bus and rail systems **March 18, 2022.**

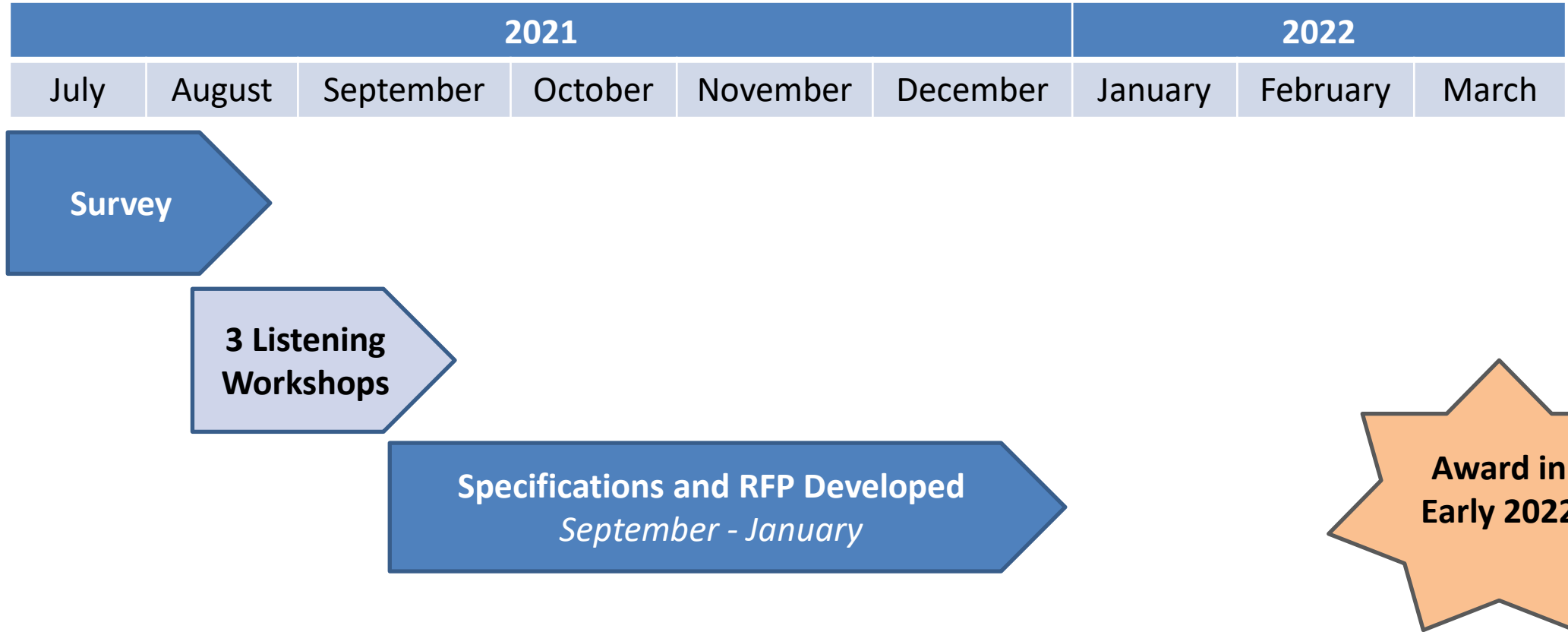
COVID-19 Response Reporting

- Federal Transit Administration (FTA) has launched an online application to collect information from recipients and subrecipients on the impacts of COVID-19. The FTA will use information submitted through the application to inform FTA actions in support of the transit industry's COVID-19 recovery efforts and implementation of the Federal mask requirement for public transportation. Information on the program can be accessed at this link: <https://www.transit.dot.gov/COVID-19Data>

Compensation Study Updates

- Wrapping up edits to final report.
- Developing infographics with highlights of findings.
- Anticipate release of report, executive summary, and infographic soon.

Technology RFP Timeline Updates



State Management Plan

- November – SMP draft updates distributed for feedback – 11 comments received.
- December – updating document to incorporate comments/feedback.
- January - complete SMP update – and share with transit agencies and FTA.

Note: Business guide update also anticipated to be completed by January 2022.

Transit Communication Hub

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

Calendar View Filter

October - November 2021 1 Month

October 2021						
S	M	T	W	T	F	S
26	27	28	29	30	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						

November 2021						
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				

December 2021						
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	1

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	
October 10	11	12	13	14	15	
Audit Report, Financial Statement, A-133 Single Audit						
FY2021 Grants for Buses and Bus Facilities Survey for Interest Window						
			Transit System		Charter Repor Training Repo Program Incor	
17	18	19	20	21	22	
Audit Report, Financial Statement, A-133 Single Audit						
24	25	26	27	28	29	
Audit Report, Financial Statement, A-133 Single Audit						
					Monthly Claim OpStats Due	
31	November 1	2	3	4	5	
Audit Report, Financial Statement, A-133 Single Audit						
Second Call for Projects Application Window						
	Second Call fo					
7	8	9	10	11	12	13
Audit Report, Financial Statement, A-133 Single Audit						
Second Call for Projects Application Window						
			Transit System Mandatory FT#			

View Detail

Primary Column
Transit System Meeting

Start Date
10/13/21

End Date

Time
1pm

Link
<https://global.gotomeeting.com/join/20...>

Description

View Detail

Time

Link
<https://app.smartsheet.com/b/form/e4bbb7196b8a4a9ba6>

Description
IMD is exploring opportunities to apply for federal funding under the FY 21 Buses and Bus Facilities program (5339(b)). The program allows for agencies to apply for funding for the following types of projects:

- o Capital projects to replace, rehabilitate or purchase buses, vans, or related equipment.
- o Rehabilitate, purchase or construct bus-related facilities.

FTA will give priority consideration to applications that are expected to create significant community benefits relating to the environment, including those projects that incorporate low or no emission technology or specific

FY22 Reporting Calendar

















If due dates are on the weekend reports must be submitted the last working day before the weekend due date.

Activity CT = Community Transportation	1 st Quarter Jul 1 – Sep 30	2 nd Quarter Oct 1 – Dec 31	3 rd Quarter Jan 1 – Mar 31	4 th Quarter Apr 1 – Jun 30
Emergency Contacts for Natural Disaster Communication	07-30-21	If Needed	If Needed	If Needed
Charter	10-15-21	1-15-22	4-15-22	7-15-22
Preferred: Monthly Claims (w/DBE and Progress Reports) – See Claims note below	All claims due by 30th of each month			
Quarterly Claims (w/DBE and Progress Reports) – *Monthly claims preferred	10-30-21	1-30-22	4-30-22	7-31-22
Final Year-End Claim				7-30-22
OpStats (CT and Large Urban)	10-31-21	1-31-22	4-30-22	8-31-22*
Annual Facility Maintenance Checklist (CT Federal and State)				7-15-22*
Transit Asset Management (TAM) Certified Inventory (CT, Tier II Providers)				7-15-22*
Training (CT)	10-15-21	1-15-22	4-15-22	7-15-22
Program Income (CT)	10-15-21	1-15-22	4-15-22	7-15-22
ROAP		1-15-22		7-31-22*
Transportation Demand Management (TDM)	10-15-21	1-15-22	4-15-22	7-15-22
Vehicle Utilization Data (VUD) (CT)	August 2-8, 2021 Due Back Aug. 27th			April 4-10, 2022 Due Back May 6th
DAMIS #1 Survey (Jan - June) (CT)	07-31-21			
DAMIS #2 Survey (Jul - Dec) (CT)		01-31-22		
DAMIS Report (Jan - Dec) (CT)			02-15-22	
Audit Report, Financial Statement, A-133 Single Audit	Audit Reports/Financial Statements: In accordance with 09 NCAC 03M .0205 (c), these reports are due no later than 9 months after the end of the subrecipient’s fiscal year ends, must be uploaded to the EBS drop box entitled “Annual Audit” and the transaction ID # sent to the Regional Grants Specialist for Compliance Recordkeeping.			
Split Letters for FY22 5307 Large UZA			TBD pending FTA apportionment	

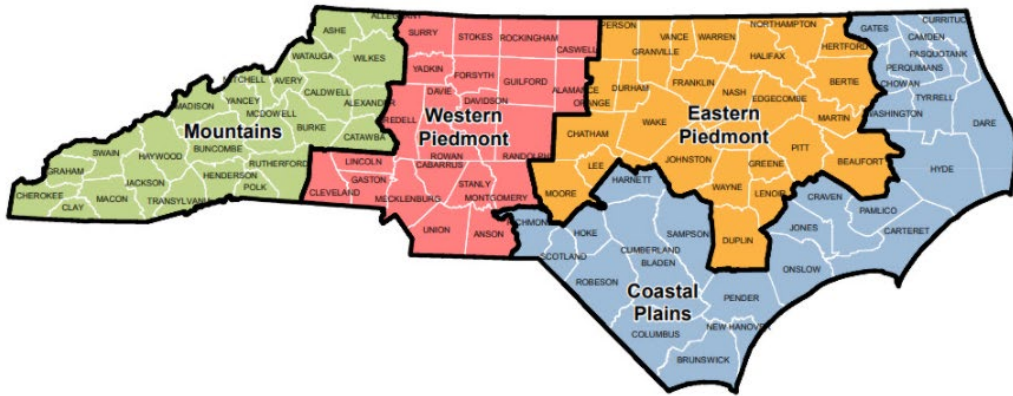
- <https://connect.ncdot.gov/business/Transit/Documents/NC DOT%20IMD%20FY22%20Calendar.pdf>

Transit Communication Hub

Communications

✓ Date Sent	📄 Name	Subject
10/12/2021	 Webinar_ Another Way to Get from Here to There_ IMD Innovation & Technology Webinar Series_ "New Census Data and What it Means to Transit Planning" ✳	Announcements
10/8/2021	 Updated IMD Contacts List - 100221	Announcements
10/2/2021	 Program Income	Announcements
9/24/2021	 Charter Reports - Instructions for Submission	Announcements
9/21/2021	 RE_ FY 2022 ROAP and SMAP Applications Posted to IMD Website	Announcements
9/14/2021	 FY 2022 ROAP and SMAP Applications Posted to IMD Website	Announcements
9/1/2021	 Mandatory FTA COVID-19 Impact Update - Due September 10th	Survey
8/23/2021	 Update - Federal Mask Requirement Extended for Public Transportation	Announcements
8/17/2021	 Expanded DHHS CARES Act Funding Approved	Announcements
8/5/2021	 NCDOT-IMD Regional Contact Information	Announcements
8/5/2021	 OPSTAT Forms Available Now	Announcements
8/5/2021	 NCDOT-IMD Compensation Survey of North Carolina Transit Systems	Survey
8/4/2021	 Webinar_ Another Way to Get from Here to There_ IMD Innovation & Technology Webinar Series_ Learn More About Transit Tech Companies in an Upcoming IMD Tech Showcase	Announcements
8/3/2021	 FTA COVID-19 Impact Update - Due August 9th - Reminder	Survey
7/22/2021	 Statewide Transit Technology Workshop and Listening Sessions Registration	Announcements
7/22/2021	 NCDOT Survey of Interest - U.S. Department of Transportation Announces \$16 Million Funding Opportunity to Help Communities Prosper through Transit	Survey

Regional Contact Information



Roles - Who to Contact

Finance	Contact for claims assistance, contract agreements and status; contract closeout, budget questions.
Grant Administration	Contact for grant application process, required documentation, program eligibility and guidelines, grant reporting requirements.
Planning	Contact for items related to multimodal (bicycle, pedestrian, transit, shared mobility) planning studies, multimodal planning grants, transportation demand management, multimodal needs assessment and complete streets implementation.
Safety, Education & Compliance	Contact with questions around safety requirements, emergency

Mountains

Section	Contact	Office Number	Email
Finance	Rose Hafford	919-707-2600	rhafford@ncdot.gov
Grants Administration	Emily Love*	919-924-2852	ext-eclove@ncdot.gov
Planning	Alexius Farris	919-707-4698	aafarris@ncdot.gov
Safety, Education and Compliance	Kevin Edwards*	919-707-4695	kbedwards2@ncdot.gov

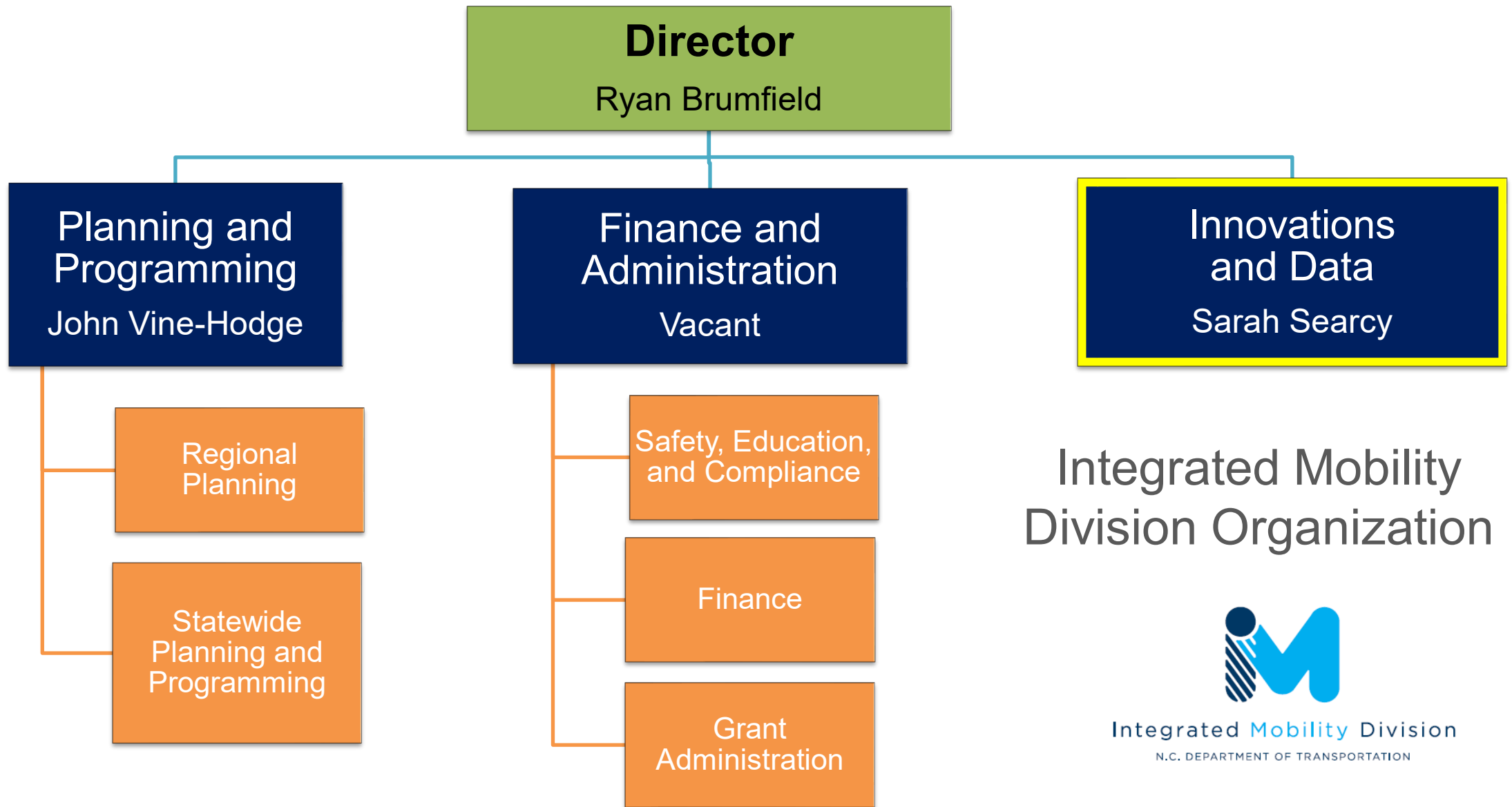
* - Interim

Mountains Agencies

Eastern Piedmont

Section	Contact	Office Number	Email
Finance	Cassandra Wilson	919-707-4671	cdwilson@ncdot.gov
Grants Administration	Bernard Clark	919-707-4678	bbclark2@ncdot.gov
Planning	Nick Morrison	919-707-2608	nemorrison@ncdot.gov
Safety, Education and Compliance	Eartle McNeill	919-707-4686	elmcneill1@ncdot.gov

Eastern Piedmont Agencies



Integrated Mobility Division Organization



Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

QUESTIONS



Previous slides, recordings and FAQs:

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

Lightning Training

- ROAP Reports – Claim submittal training via SmartSheet