

AGENDA

TRANSIT PROVIDERS MEETING

North Central Texas Council of Governments

Transportation Council Room

616 Six Flags Drive, Arlington, TX 76011

Thursday, February 15th, 2023: 9:00 AM to 12:00 PM

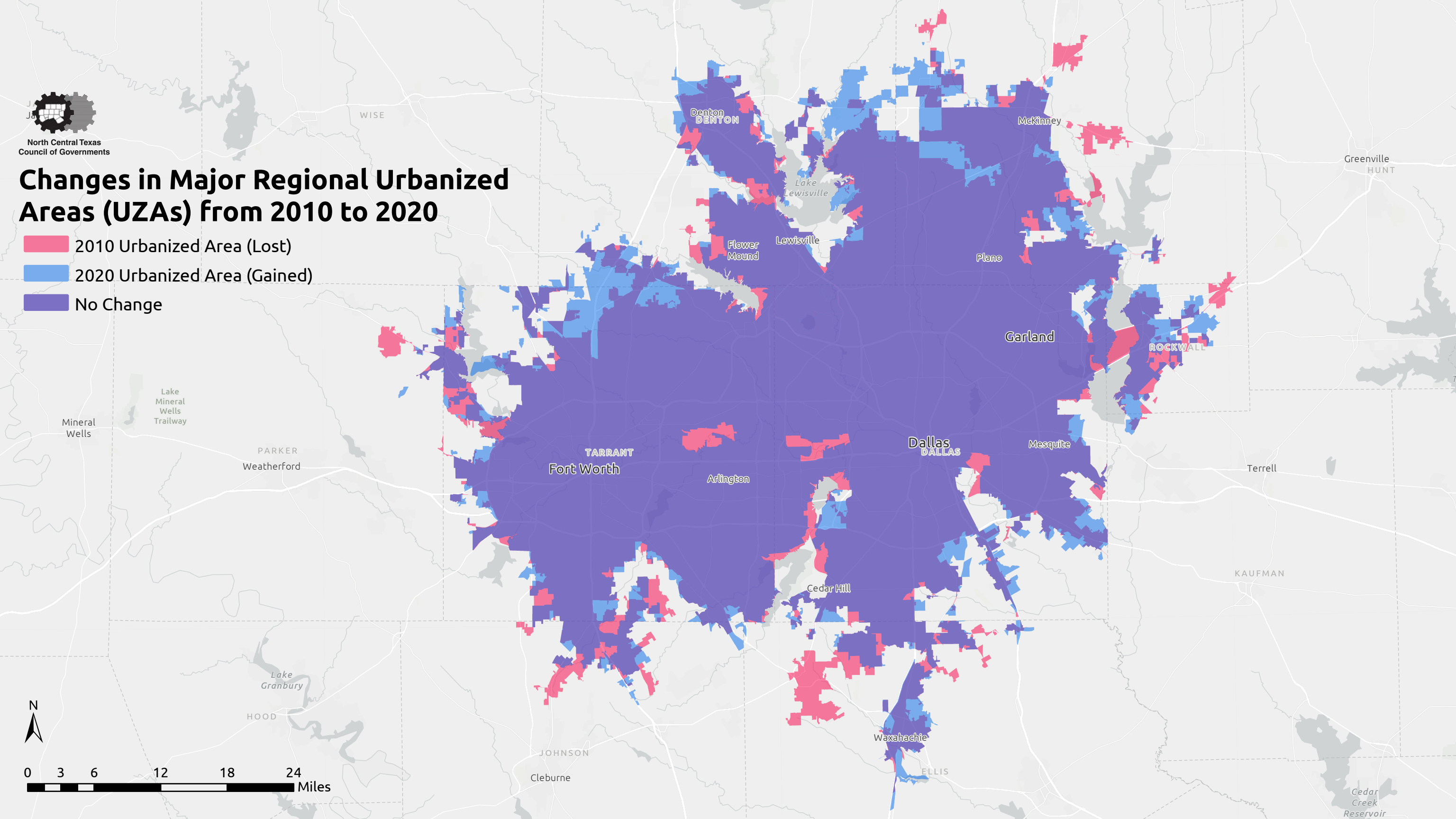
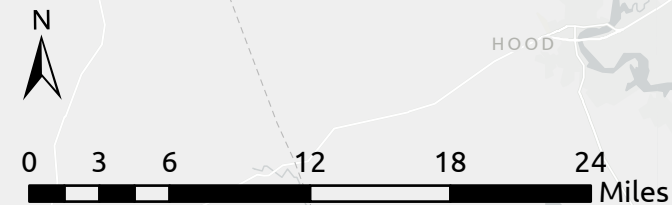
1. Welcome and Introductions Lorena Carrillo/Shannon Stevenson
2. 2020 Census Update.....Bobby Gomez
3. Funding Updates Ke’Ana Jones/Michael Linsenman
4. Overview of Access North Texas and the 2026 Update Evan Paret
5. Transit Strategic Partnerships Program: May 2024 Cycle Zoë Aguilar
6. Risk Management.....Emily Beckham
7. Procurement and Contract Compliance Emily Beckham
8. Fast Facts Various
 - a. Triennial Final Report Shawn Dintino
 - b. Procurement Updates Anna Willits
 - c. Planning Studies Update Ezra Pratt
 - d. Cost Allocation Plans & Billings Worksheet Training Update Lorena Carrillo
 - e. FIFA World Cup 2026 Update Shannon Stevenson
 - f. Transit 2.0 Shannon Stevenson
 - g. SWTA Summer University 2024 – Fort Worth Shannon Stevenson
9. Open Discussion
 - a. Software Inventory Margarita Zollo
 - b. LoNo Opportunity Anna Willits

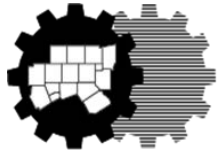
www.nctcog.org/transitsubs



Changes in Major Regional Urbanized Areas (UZAs) from 2010 to 2020

- 2010 Urbanized Area (Lost)
- 2020 Urbanized Area (Gained)
- No Change





**North Central Texas
Council of Governments**

2024 TRANSIT FUNDING UPDATES

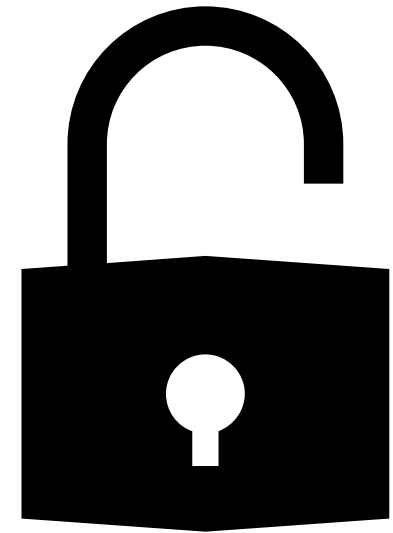


FY2024 AND BEYOND

- FY2023 apportionment made available using 2010 census data
- FY2024 apportionment will utilize 2020 census data
 - In late February, FTA will announce \$11.3 billion in partial-year formula funding, which provides FY2024 funding through March 1, 2024
 - Amounts only will reflect formula funding for five months (Oct 1, 2023 – March 1, 2024) based on FY2023 program levels while the government operates under a Continuing Resolution
 - Remaining funds will be apportioned after a full-year appropriation is enacted and FTA publishes full-year tables
 - Staff working to incorporate 2020 census data into allocation methodology
 - Allocation methodology not anticipated to deviate from federal formula

KEYS TO FORMULA FUNDS

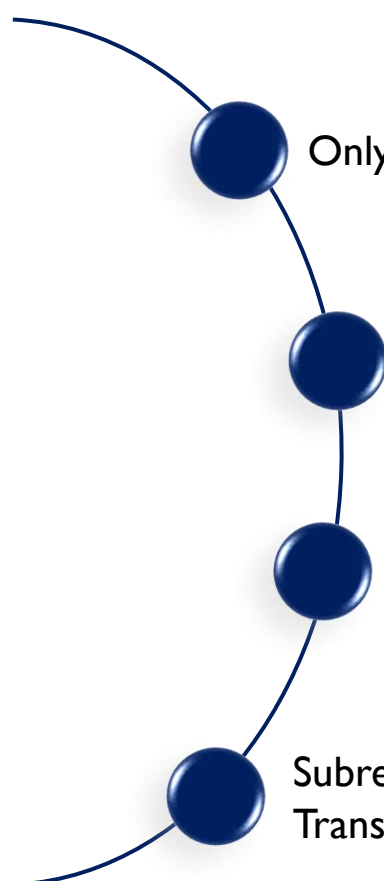
- Focus on National Transit Database reporting
 - More service provided and reported in the urbanized area = More urban funds for the region
- Plan ahead on how formula funds will be used for urban services
 - Ensure financial resources are proportionate to the federal funding requested
 - Ensure a local match is in place for the federal funding requested
- NCTCOG requirements to continue receiving formula funds
 - Work with your Project Managers to develop your Program of Projects
 - Submission of annual audits
 - Adequate financial controls carried out by qualified personnel with checks and balances in place
- Federal Transit Administration (FTA) requirements must be met to continue receiving formula funds
 - FTA's Certifications and Assurances
 - Direct recipients can reach out to their FTA contact for further information



PROGRAM OF PROJECTS (POP) DEVELOPMENT

- What is POP Development?
 - Process by which NCTCOG works with traditional transit providers to determine funding needs based on current funding levels and expenditures
 - Traditional Transit Providers – agencies providing public transportation services and recognized by the state as rural or urban transit providers
 - NCTCOG staff review funding requests and work with providers to accommodate those requests within the confines of the current year apportionment in accordance with applicable regulations
- Per NCTCOG's Regional Transportation Council policy, small provider needs will continue to be met first, with the transit authorities receiving the remainder of the funds
- Awarded funding will be communicated through the Split Letter sent out by NCTCOG
 - Split Letter – notifies FTA of the allocation of formula funds

KEYS TO POP DEVELOPMENT



Only expenses attributable to the urbanized area are eligible

Subrecipients: Requests should account for capital expenditures through 2025

Subrecipients: List of anticipated procurements will need to be submitted before award if requesting funding for project administration and capital projects

Subrecipients: Procurement timelines, 3-5-year Capital Improvement Plans, and Architectural statements for Intelligent Transportation Systems projects

POP DEVELOPMENT SCHEDULE

Activity	Timeframe/Deadline
2024 Apportionment Published	March 1, 2024
Prepare Sub-Allocation Tables and Matrices	March 2024
2024 POP Development	April 2024
Submit Proposed POPs	May 2024
POP Review	May – Early June 2024
November 2024 TIP Cycle Due Date	June 26, 2024
Public Meeting	September 2024
RTC Action of November TIP Cycle	September 10, 2024
Executive Board (Action Item)	October 2024
2024 Apportionment Split Letter	Mid November 2024/Early December 2024

- [FTA Grant Program Information](#)
- [2 CFR 200](#)
- [TIP Webpage](#)
- [TIP Modification Cycle Schedule](#)
- [TrAMS Guidance and Training](#)
- [Scope and Activity Line Item Codes](#)
- [Strategic Partnerships](#)
- NCTCOG Staff
- FTA Staff

HELPFUL RESOURCES

TRANSIT FUNDING AND REPORTING CONTACTS

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NCTCOG PRESENTATION

Overview of Access North Texas 2026 Update

Evan Paret | Transportation Planner
Transit Management & Planning

February 15, 2024

Agenda

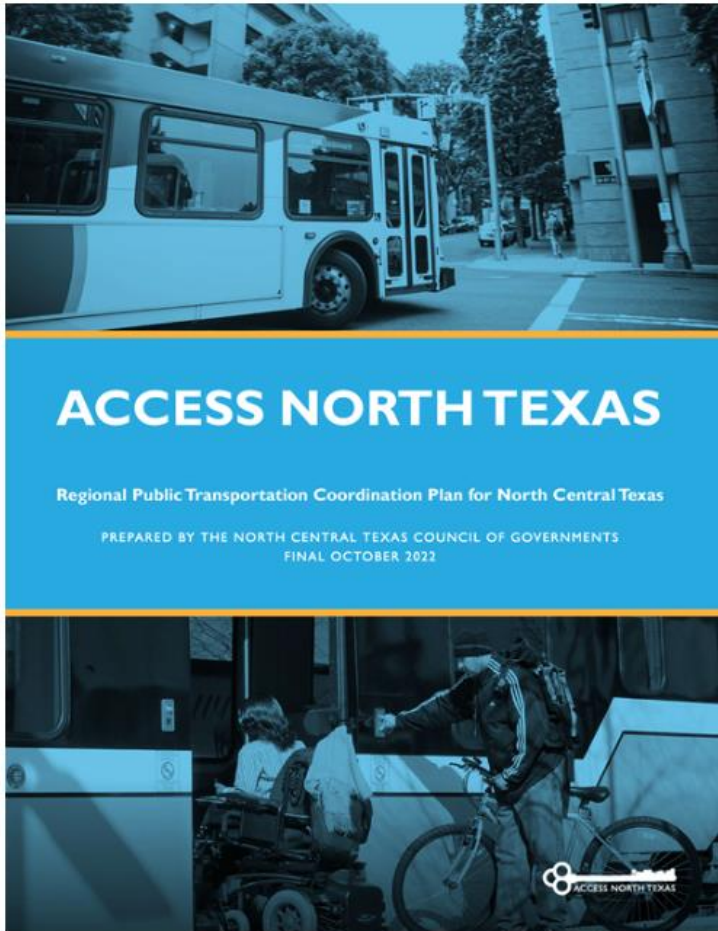
- Introduction to Access North Texas
 - What is Access North Texas?
 - The 2022 Update
 - The 2026 Update
- Projected Timeline
- Outreach
- Next Steps

Access North Texas

- Regional Public Transportation Coordination Plan required by FTA & TxDOT
- Identifies public transportation needs of low-income individuals, older individuals, and those with disabilities.
- Information is used for planning & funding decisions
- Updated every 4 years
- Visit www.accessnorthtexas.org to find the 2018 and 2022 updates



Access North Texas 2022 Plan



- The most recent update was adopted by the Regional Transportation Council (RTC) in 2022
- The Plan includes:
 - Executive summary
 - Regional goals
 - County-specific chapters
 - County-specific prioritized strategies
 - Additional information
- Planning
 - Outreach/Public Meetings/Surveys
 - Data collection and analysis
 - Partner/Public input

Over 1500 survey responses

2022 Regional Goals

1

PLAN and **DEVELOP** Transportation Options by Assessing Community Needs and Challenges

2

IMPLEMENT Services by Enhancing Transportation Options and Expanding Where Service Gaps Exist

3

COORDINATE with Transportation Providers, Public Agencies, and Stakeholders to Increase Efficiencies

4

SUPPORT Public Transportation Recovery and Growth

5

PROMOTE Access and Information About Available Transit

Each chapter includes prioritized strategies for those counties.
To review county-specific strategies, visit document at www.AccessNorthTexas.org.

Example Transportation Services and Initiatives



Go Pass App

Purchase tickets for any major transit authority in the region, access information, and request on-demand trips



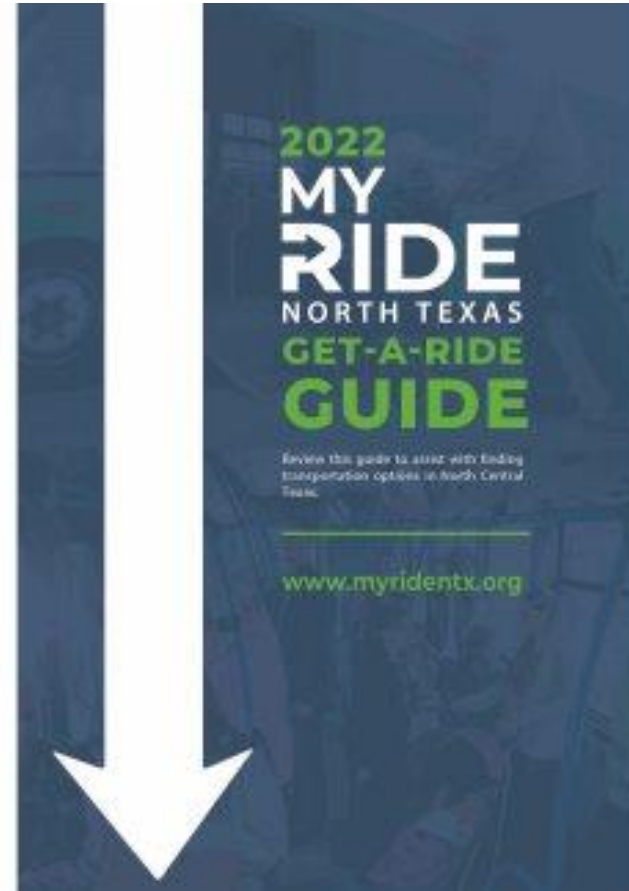
Arlington On-Demand

Transportation throughout Arlington and connects riders to Centreport TRE (Trinity Rail Express) Station

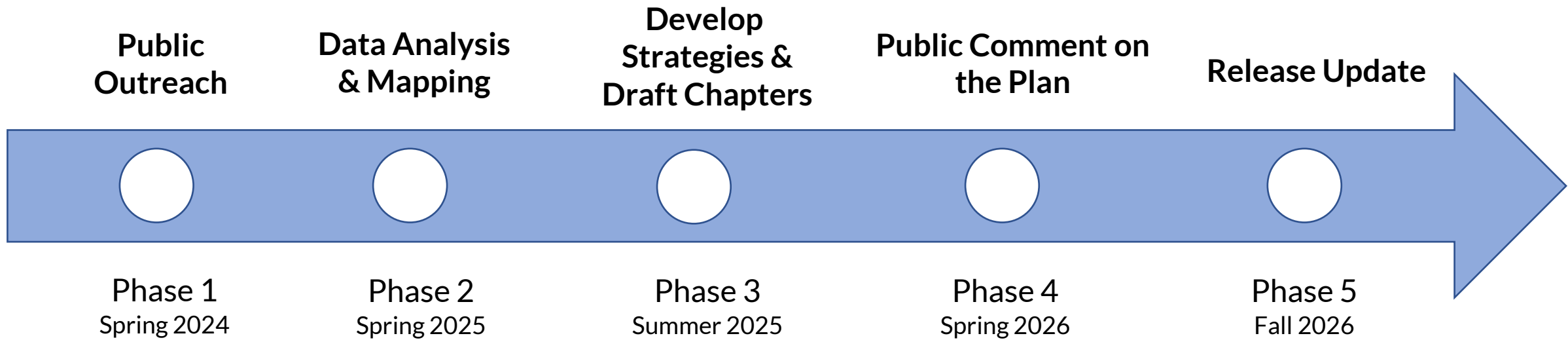


Get-A-Ride Guide

- Provides information on various transportation resources throughout the North Central Texas region
- Includes
 - Public transportation services
 - Specialized transportation
 - Private transportation
 - Vanpool / carpool
 - Accessible vans
 - Referral resources
- If you are or know of a transportation provider that is not listed, please let us know



2026 Update Projected Timeline



Emails, Surveys, Public Meetings

Email Communication

- Public Input
- Subscription
- Key updates
- Meeting schedules

Surveys for:

- The public
- Public agencies

Public Meetings

- Announcements to raise awareness

*See Access North Texas website for more information

Meetings



Survey



Emails

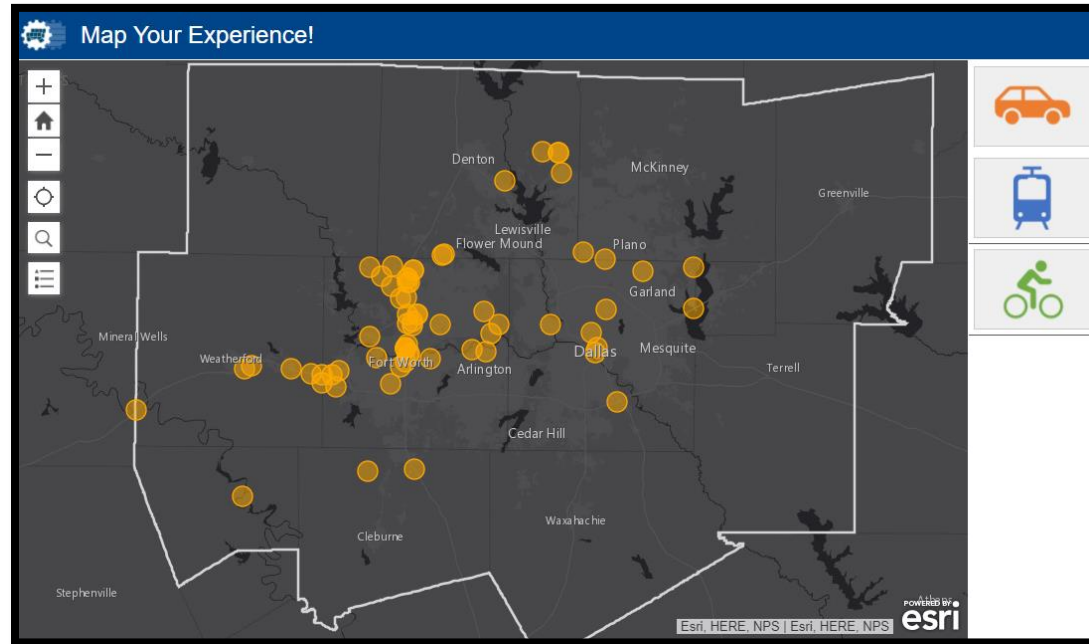


Outreach Meetings

- There will be in-person and virtual outreach meetings to provide an overview of Access North Texas and gather public feedback
- At least one region-wide virtual meeting
- Example Feedback we are looking for:
 - Do you use transit?
 - Where do you use transit?
 - What was your experience using transit?
 - Where is transit needed?
 - What barriers are keeping you from using transit?
 - What barriers are preventing you from expanding transit?



Map Your Experience



- Leave location-based comments on public transportation and other mobility issues in the region. This tool is still actively collecting data for other initiatives.
- [Map Your Experience Tool](#)
- [Map Your Experience Tool FAQs](#)

How Can You Get Involved?

Confirm Interest in Staying Up-to-date

Subscribe to Access North Texas Email List

Attend Outreach Meetings

Provide Feedback

Help Raise Awareness

Contact Us



accessnorthtexas@nctcog.org



www.accessnorthtexas.org



Dora Kelly

Sr. Transportation Planner

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Evan Paret

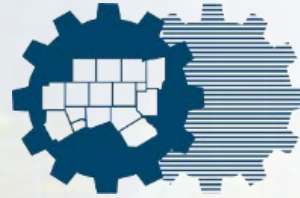
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Conclusion

Thank you for your time!

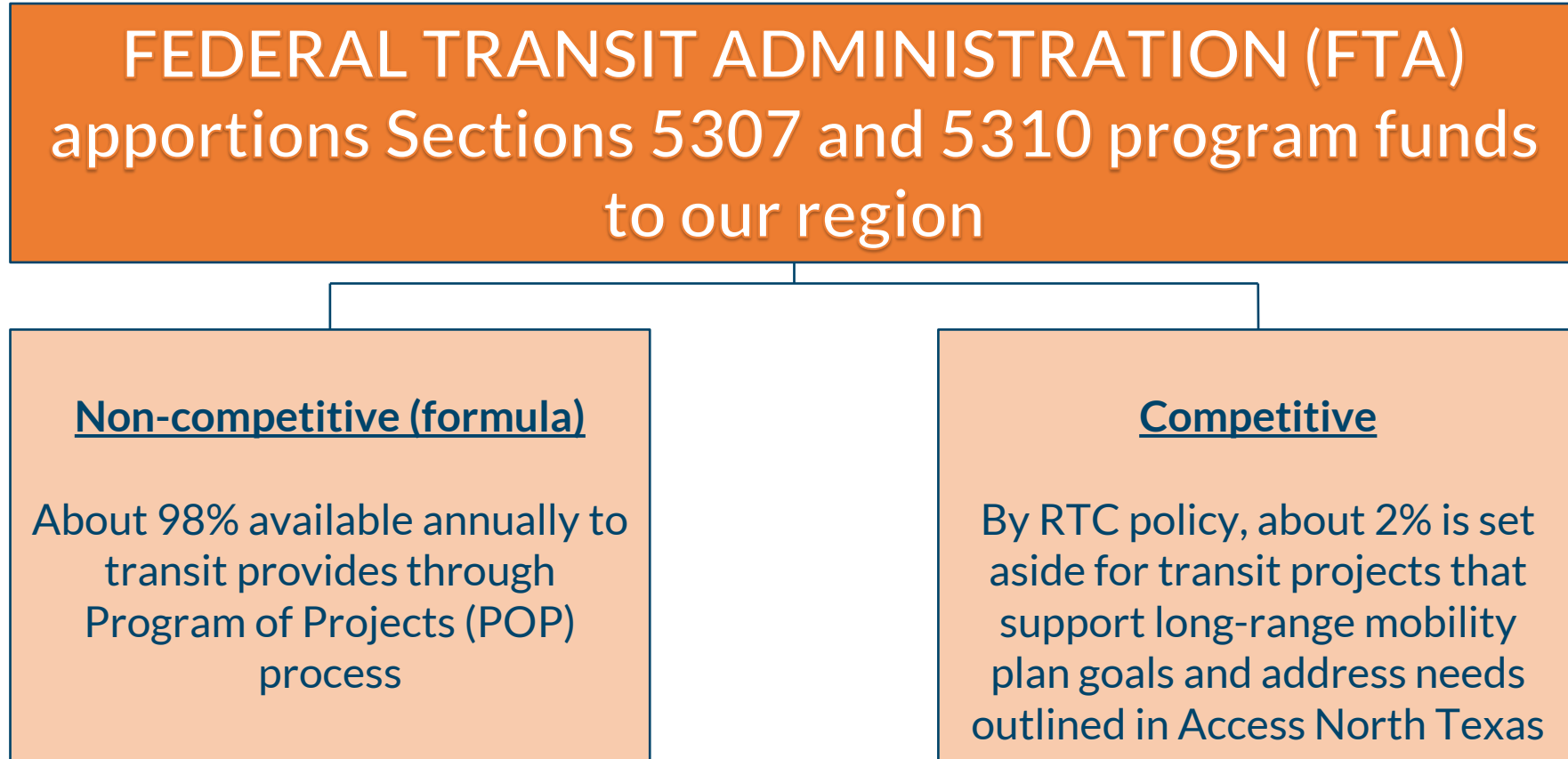




Transit Strategic Partnerships Program

Annual Transit Providers Meeting | February 15, 2024 |
Zoë Aguilar, Transportation Planner

Transit Strategic Partnerships Program: Funding Sources



Transit Strategic Partnerships Program: Program Elements/Eligibility

Competitive funding program to support transit project ideas and implement new and/or expanded services that address Mobility 2045 Update goals and Access North Texas.

Eligible applicants	Transit authorities Public Transit providers Non-profits (encourage partnership with an existing transit provider)	Project elements	Cannot be used for operating shortfalls. Service must be within the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas Encourage partnerships and collaboration between non-service providers (non-profits) and transit providers Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, transit dependent populations, risk
Eligibility	Must be an entity that can receive federal funds		
Project Length	Typically a 2-3 year pilot		



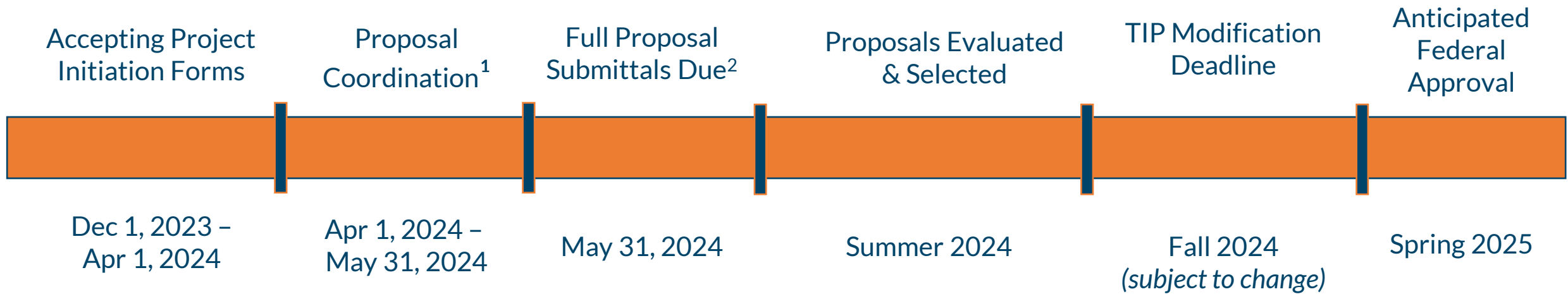
Transit Strategic Partnerships Program: Program Evaluation Criteria

CATEGORY	POSSIBLE POINTS
Needs Assessment Address Access North Texas, Transit Studies, Transit Dependent Populations, Environmental Justice, and/or Accessibility. Is it non-duplicative?	60
Strategic Value and Innovation Is it an innovative project that serves an immediate need? Could it serve as a model to other areas?	15
Project Funding and Sustainability Are budget assumptions sound and reasonable? Meet minimum funding requirements? Local match identified? Sustainability?	15
Implementation Capacity and Collaboration Include coordination with stakeholders and existing providers? Does the agency have the required capacity to implement?	10
TOTAL	100



Transit Strategic Partnerships Program Funding Cycle

Ideas accepted on a rolling basis, and evaluated twice a year



¹ Projects may get shifted to next cycle if more development is needed

² The Proposal Submission Form will be updated for the next cycle



HAVE ANY IDEAS?

Specifically, any projects that would be good under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program?



CONTACT INFORMATION



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<https://www.nctcog.org/trans/funds/cfps/transit-strategic-partnerships-program>





NCTCOG Legal Services

Risk & Procurement Compliance

2024|Annual Transit Providers Meeting|2.15.2024

Agenda

- Risk Assessment Reminder
- Compliance Snapshot
 - Process Overview
- Procurement Highlights
 - Updated Clause Matrix
 - Required Clauses



Risk Assessment Reminder

Annual agency baseline risk assessments will be released in April

- No changes to process from last year
- Financial information and other documentation will be submitted to the Agency only once
- Staff contact: Nancy Luong, nluong@nctcog.org

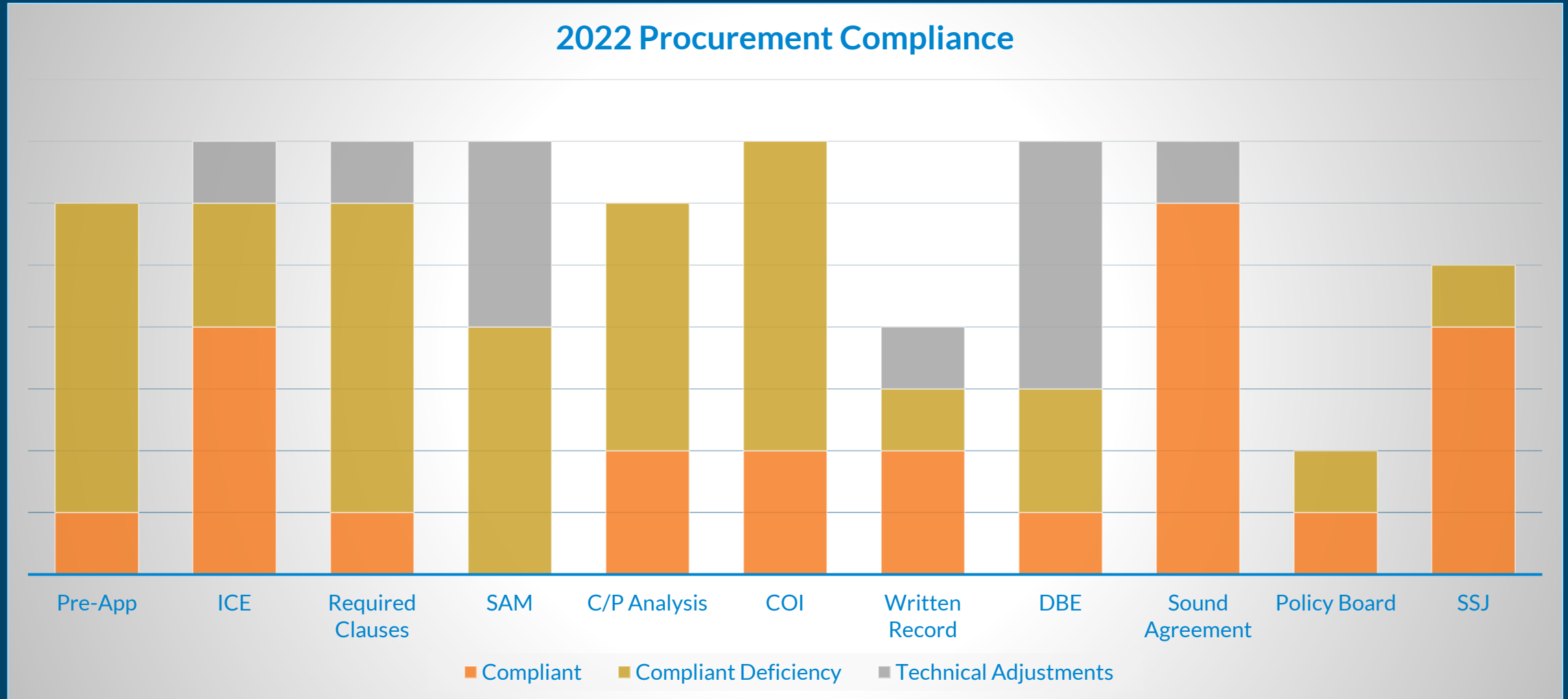


Compliance Snapshot

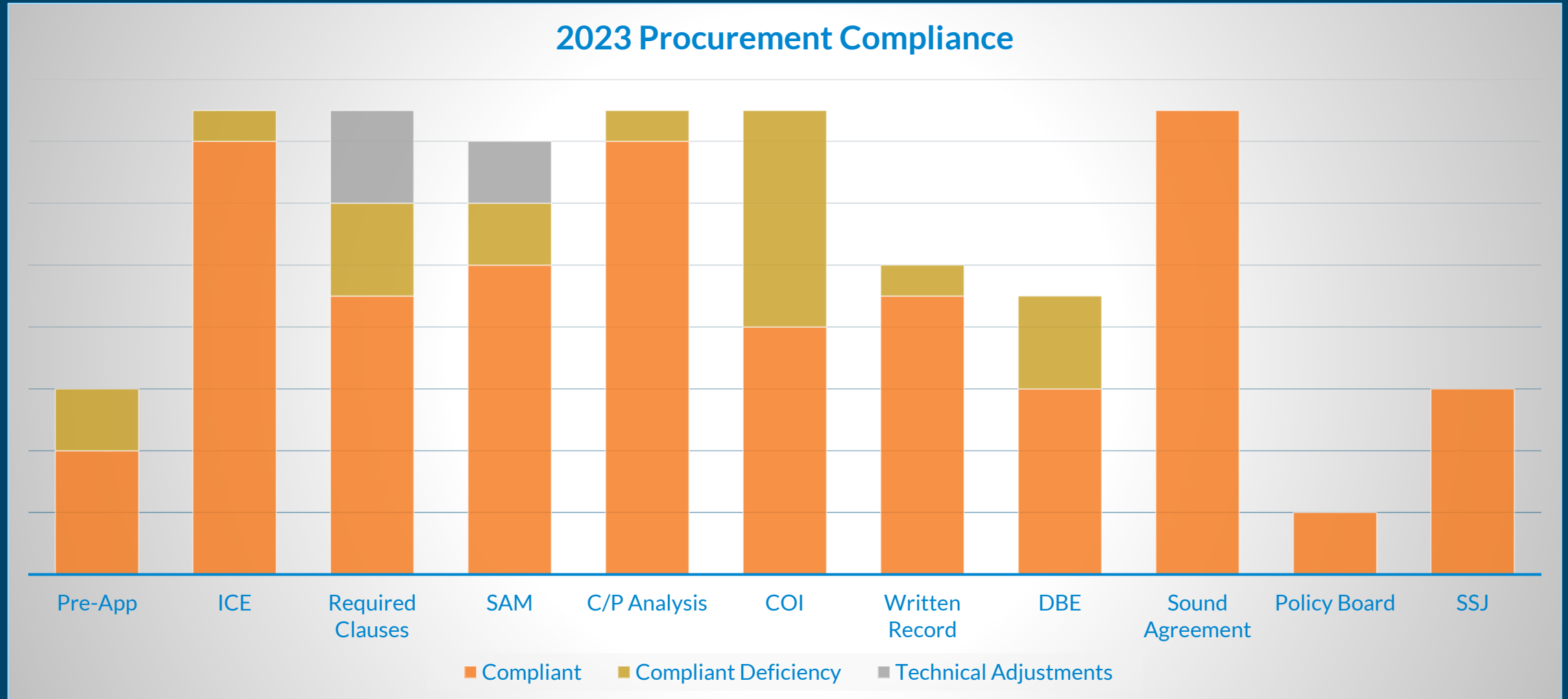
- Comparison of compliance on procurement reviews between 2022 and 2023
 - **Compliant:** no revisions were necessary to procurement documentation to determine compliance
 - **Technical Adjustment:** minor adjustments were needed to clarify provided documentation
 - **Compliance Deficiency:** compliance communication was issued to address missing documentation, process steps, pre-approval, etc.
- Process Highlights:
 - Increased pre-approvals & 3 step review
 - Meetings to review compliance deficiencies



Compliance Snapshot - 2022



Compliance Snapshot - 2023



Procurement Highlights

- [FTA Published an Updated Clause Matrix](#), December 2023
- Required Clauses:
 - Trafficking in Persons, 2 CFR § 175.15
 - **Applicability:** 1) Each award where funding is provided to a private entity, 2) Grant or cooperative agreement to a State, Local Government, Indian Tribe, or Foreign Public Entity, if funding could be provided under the award to a private entity as a subrecipient.
 - Notice to FTA and U.S. DOT Inspector General of Information Related to Fraud, Waste, Etc.
 - **Applicability:** All procurements \$25,000 or more.



Clause Language – Trafficking in Persons

2 CFR § 175.15

PERFORMING PARTY agrees to comply with all applicable provisions of 2 CFR §175.15. AGENCY NAME, the PERFORMING PARTY, and its subcontractors are prohibited from (i) engaging in severe forms of trafficking in persons during the period of time that the award is in effect; (ii) procure a commercial sex act during the period of time that the award is in effect; (iii) use forced labor in the performance of the award or subawards under the award. The Federal award agency may unilaterally terminate the award, without penalty, if the PERFORMING PARTY (i) is determined to have violated an applicable prohibition; (ii) has an employee who is determined by the agency officially authorized to terminate the award to have violated an applicable prohibition of this award term. AGENCY NAME must notify the Federal award agency immediately if any information received from the PERFORMING PARTY indicates a violation of the applicable prohibitions.



Clause Language – U.S. DOT Inspector General

Notice to U.S. DOT Inspector General. AGENCY NAME must promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which AGENCY NAME is located, if AGENCY NAME has knowledge of potential fraud, waste, or abuse occurring on a Project receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729, et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bid rigging, misappropriation or embezzlement, bribery, gratuity, or similar misconduct involving federal assistance. This responsibility occurs whether the Project is subject to this Agreement or another agreement between AGENCY NAME and FTA, or an agreement involving a principal, officer, employee, agent, or Third-Party Participant of AGENCY NAME. It also applies to subcontractors at any tier. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative agency, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of AGENCY NAME. In this paragraph, “promptly” means to refer information without delay and without change. This notification provision applies to all divisions of AGENCY NAME, including divisions tasked with law enforcement or investigatory functions.



CONTACT US



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2024 Annual Transit Providers Meeting

Transit Planning Studies Update

February 15, 2024

Background: Regional Transit Studies

Requests Received from Partner Cities or Transit Providers

- Balancing Transportation Needs
- Addressing Equity
- Member/Non-Member Cities Considerations

Transit Studies Based on Common Framework

- **Four** Completed (Collin, S. Dallas, Tarrant, Denton Counties)
- **One** Underway (EDKR Counties)
- **One** Planned (Parker/Western Tarrant Counties)

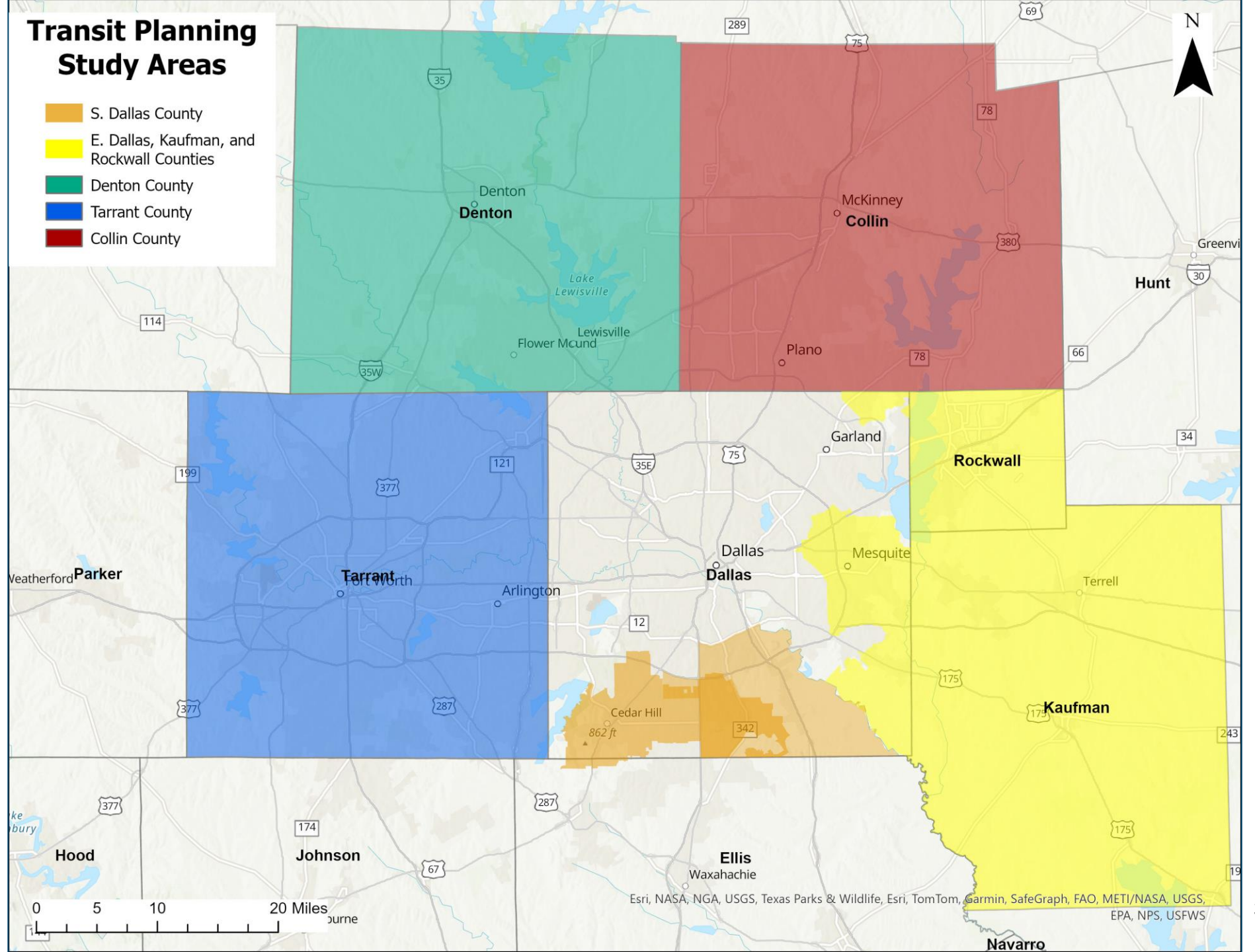
Common Elements	EDKR
Internal and regional connections	✓
Strategic implementation	✓
Near-term horizon (now to 10 years)	✓
Increase transportation options and innovation	✓
Funding options	✓
Private sector involvement	✓



Regional Overview

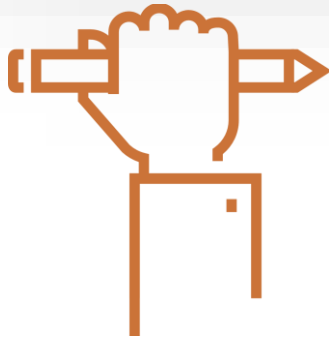
Transit Planning Study Areas

- S. Dallas County
- E. Dallas, Kaufman, and Rockwall Counties
- Denton County
- Tarrant County
- Collin County



Key Purposes Of Transit Studies

Develop a comprehensive approach to planning and implementing transit services outside of transit authority services areas.



**Implement Near-Term
Strategies**



**Review Transportation
Options**



**Identify Funding
Options**



2024 Transit Studies Schedule



Contact

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Transit Study Websites
www.nctcog.org/transitstudies





Mobility as a Service & Mobility on Demand Software Inventory

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Annual Transit Providers Meeting
02.15.2024

Margarita Zollo, Transportation Planner

Software Inventory Goals



Collect local references
for software platforms



Build historical
knowledge of software



Scope training
opportunities across the
region



Learn about future
projects and
procurements



Discuss desired software
improvements



Understand emerging
ideas and goals related to
routing software and fare
collection in the region

Project Timeline



Software Matrix (Draft)

	CTS Tripmaster/ Ecolane	Spare Labs	Trapeze	Via/Remix	Routematch/ TripSpark	Shah
Span, Inc.	Demand-Response					
STAR Transit	Demand-Response	On-Demand				
Catholic Charities – Fort Worth	Demand-Response					
Dallas Area Rapid Transit (DART)		On-Demand	Demand-Response/ Fixed Route	On-Demand		
Denton County Transit Association (DCTA)		On-Demand*		On-Demand/Fixed Route	Demand-Response*	
Trinity Metro			Demand-Response/ Fixed Route+	On-Demand		
Community Transit Services (CTS)						Demand-Response
Public Transit Services (PTS)						Demand-Response

*DCTA is transitioning from Routematch to Spare Labs

+Trinity Metro's paratransit service is run through Trapeze

PROVIDER FEEDBACK: Desired Improvements



During demos, it would be helpful to have a more hands-on experience rather than just observing the company's software expert navigate the system.



Staff at different agencies are having to manually intervene with what should be automatic booking processes because of capacity/overbooking issues.



Via integration with other apps, and specifically the GoPass app, could be better. There are also ongoing conversations on how fare payment should be handled on the Via apps.



Bulk pricing from TNCs should be available and trip quantity in the region should be leveraged for a better rate.

PROVIDER FEEDBACK: Goals and Observations



Comingling paratransit and microtransit is being explored across the region.



Group procurements or contracts would be appreciated by some agencies.



New software platforms have been useful for streamlining the booking process and ADA rider eligibility process for several agencies.



Agencies are not ready to fully integrate into one regional app. However, several agencies are open to a regional transit plan, pass, and/or fare structure in the future.



All agencies want to make the rider experience and system transfers more streamlined and cohesive across the region, especially for elderly and disabled riders.

Further Discussion

- Would your agencies be interested in cooperative procurements or group contracts?
- What are people's thoughts on a larger regional pass or a regional fare structure?
- How would the shared value of trips between agencies be ideally split if they were all under one system?
- How could app usage and fare payment be streamlined in our region?
- **What do you think our region's next steps with software should be?**

Contact Us



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