



MEETING AGENDA

Transit Operators Semi-Annual Business Meeting

Wednesday, January 25 | 8:30 A.M. – 4:15 P.M.

200 E. Riverside Drive - Auditorium

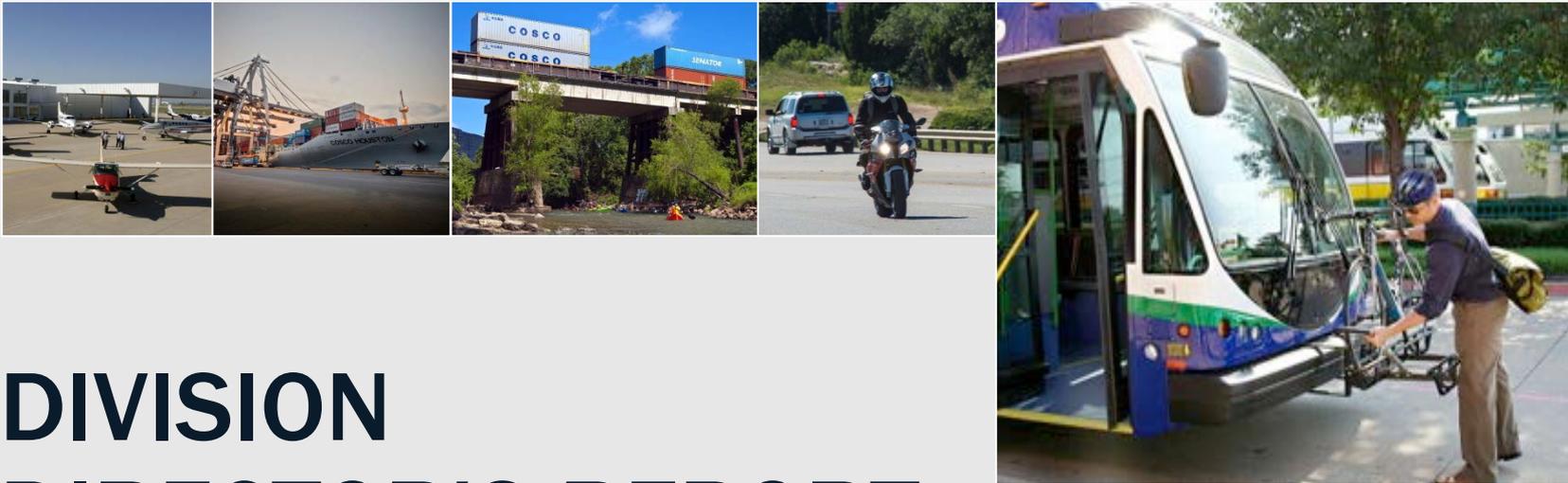
Austin, TX

8:30 A.M.	Settling In
8:40 A.M.	1. Welcome / Safety Briefing
	2. Director's Report / Opening Remarks
	3. Advisory Committee and Association Updates <ul style="list-style-type: none">• PTAC• TTA / ACT / SWTA
	4. FTA Region VI – Updates / Topics of Interest
	5. eGrants (Consultation meetings: 10:30-11:30 A.M. and 1:00-1:30 P.M. in Room 1A.2 next door)
10:00 A.M.	Break (15 minutes)
	6. TTI – Medicaid
	7. TTI – Needs Assessment
11:30 A.M. – 12:50 P.M.	Lunch (on your own)
12:50 P.M.	Settling In
1:00 P.M.	8. City of McAllen – Presentation on RTAP Project
	9. Compliance and Program Update
3:00 P.M.	Break (15 minutes)
3:15 P.M.	10. Q&A / Closing



WELCOME

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017



DIVISION DIRECTOR'S REPORT

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017



TRANSIT ASSOCIATION REPORT – PTAC

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017



TRANSIT ASSOCIATION REPORT – TTA

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017



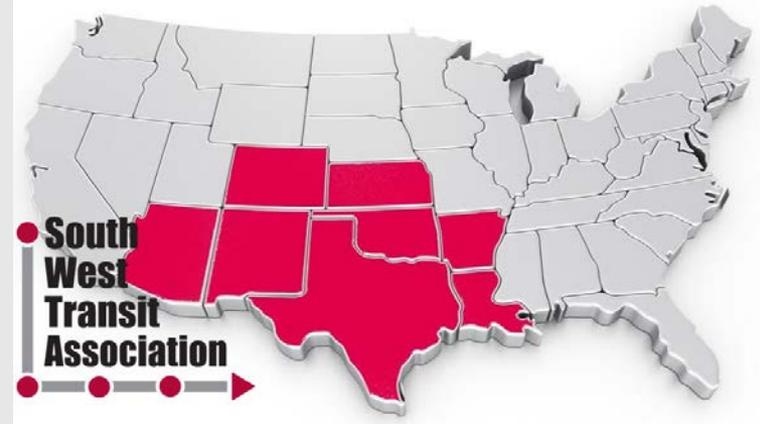
TRANSIT ASSOCIATION REPORT – ACT

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017



TRANSIT ASSOCIATION REPORT – SWTA

TxDOT Semi-Annual Transit Operators
Business Meeting – January 25, 2017





FEDERAL TRANSIT ADMINISTRATION REGION VI

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017

FTA

FEDERAL TRANSIT ADMINISTRATION

TxDOT Provider's Meeting FTA Update January 2017

Luci Nears
FTA Region VI



U.S. Department of Transportation
Federal Transit Administration

FTA Updates

National

- FFY 2017 Budget/Appportionment
- Federal Register Notices
- TrAMS

Regional

- Lapsing Funds
- Closeout/ Inactive Grants
- FY17 Triennial Reviews

National Updates

Federal Register Notices

➤ FFY 2017 Budget/Appportionment

- The FY17 Appportionment Notice has been posted to the FTA website
- funding made available through April 28, 2017
- Approximately 7/12ths of the FY 2016 funding level

➤ Federal Fiscal Year 2017 Annual List of Certifications and Assurances for Federal Transit Administration Grants

- Must be PIN'd and hard copy attached in TrAMS by:
 - ✓ 90 days from the date published in Federal Register – March 20, 2017
 - ✓ Before a new grant can be awarded in TrAMS

National Updates

Federal Register Notices

➤ Buy America Handbook; Conducting Pre-Award and Post-Delivery Audits for Rolling Stock Procurements

- Revised guidance on complying with FTA's Buy America pre-award and post-delivery audit requirements for revenue service rolling stock procurements.
- Explains how to:
 - ✓ Calculate domestic content
 - ✓ Verify and document compliance with FTA's Buy America audit requirements
- Effective date 2/16/17

National Updates

Federal Register Notices

➤ 5010.IE

- The final FTA Circular 5010.IE, “Award Management Requirements”. This Circular supersedes Circular 5010.ID
- Incorporates changes resulting from:
 - ✓ FAST Act
 - ✓ MAP-21
 - ✓ 2 CFR part 1201
 - ✓ Terms used in TrAMS
- Effective date: 2/13/17

➤ National Training

- Biennial State Programs Meeting August 16-18, 2017
 - Washington, DC

TrAMS

➤ Security

- FTA has implemented new security requirements to the “Appian Platform” that houses both TrAMS and NTD. The change requires users be locked out after 60 days of inactivity.
 - First lockouts start January 26, 2107
 - To self-service unlock your account, setup three security questions in TrAMS by January 26th
- As of December 22nd the sign in feature “*Remember me on this computer*” was disabled
 - Must enter user name and password every time

➤ Executive Summary Requirements

- Updated information is required to satisfy the Office of Management and Budget (OMB) Uniform Guidance

Regional Updates

➤ Lapsing Funds

- FY 2017 Notice of Lapsing Funds will be sent out soon
- Funds will lapse if not applied for in FY17
 - Section 5307- FY12
 - Section 5310- FY15
 - Section 5311- FY15
 - Section 5339- FY14

Regional Updates

➤ FY 2017 Inactive Grants

- Policy:
 - 3 years since obligation AND
 - 12 months without drawdowns
- FY 2017 Inactive Grants (MUST BE CLOSED BY 9/2017):
- Texas has:
 - 58 inactive grants
 - 71 fully disbursed grant requiring closeout

Regional Updates

➤ Triennial Reviews

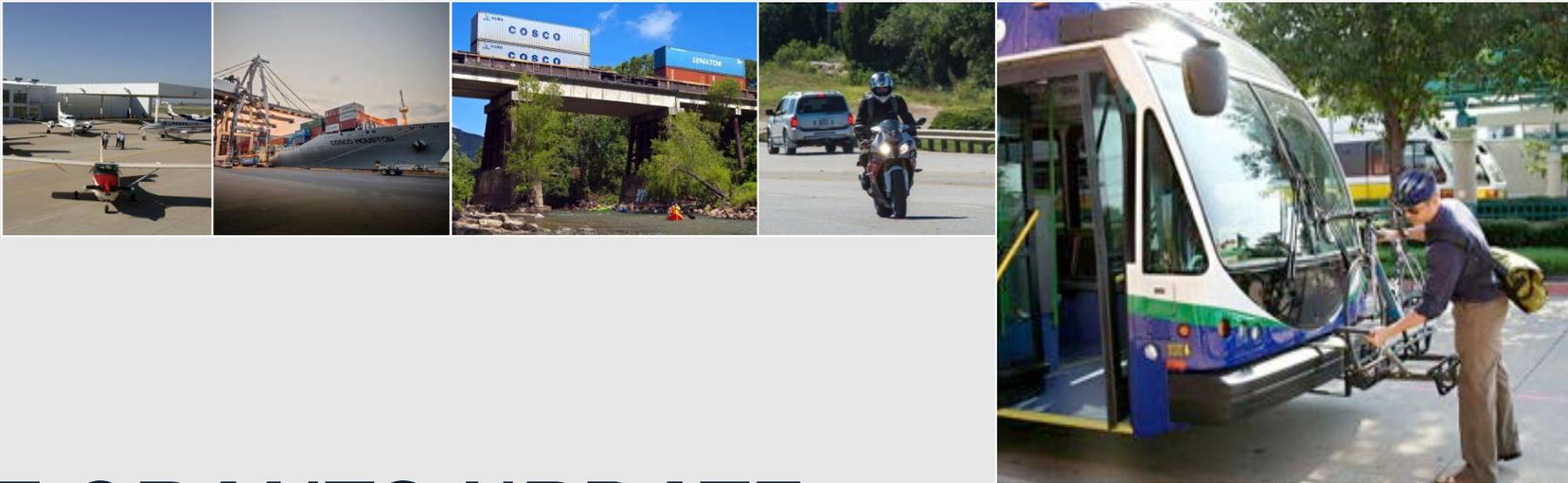
- 12- Texas Urbanized Areas will receive Triennial Reviews in FY 2017
- The Grantee Information Requests (GIR) were due 12/16/16
- Recorded TR workshop presentations available online

FY 2017 Triennial Reviews

Brazos Transit District	City of Wichita Falls
City of Amarillo	Concho Valley Transit District
City of Arlington	Golden Crescent Regional Planning Commission
City of Grand Prairie	Hill Country Transit District
City of Longview	Texoma Area Paratransit System, Incorporated
City of Mesquite	City of Tyler

Questions?





E-GRANTS UPDATE

Semi-Annual Operators Meeting
January 25, 2017

The screenshot shows the Texas Department of Transportation (TxDOT) eGrants website. The header includes the TxDOT logo, the text 'TEXAS DEPARTMENT OF TRANSPORTATION', and a search bar labeled 'Search TxDOT'. Below the header is a navigation menu with 'Government' highlighted, and sub-links for 'Processes & Procedures', 'Grants', 'Reports', 'Government Affairs', 'Programs', 'Law Enforcement', and 'Partnerships'. A left sidebar contains a 'Grants' section with links for 'Program Contacts', 'Public Transportation', 'Financial Management', 'Routine Airport Maintenance', 'Traffic Safety', 'County Transportation Infrastructure Fund', and 'eGrants'. The main content area is titled 'eGrants' and includes the text: 'Apply for eGrants, submit proposals, manage projects, provide performance reports and request reimbursements.' Below this text are three icons representing 'Aviation' (an airplane), 'Public Transportation' (a bus), and 'Traffic Safety' (two cars). At the bottom of the content area is a 'Disclaimer' section with the following text: 'TxDOT policy requires that we safeguard confidential/sensitive information. Therefore, as a reminder: all attachments submitted via eGrants must not contain confidential/sensitive information. Before submitting any attachments, redact, blank out or block such information, including Social Security numbers (even if it is only the last 4 digits), items such as bank account numbers (generally found at the bottom of a check), credit card data and/or any other confidential/sensitive data that is not required/needed to support grants-management, performance reports, reimbursement requests or monitoring reports. Questions? [Contact us.](#)'

- Experience to Date
- Issues & Fixes
- Issues to be Worked On
- Consultation Meetings
- Questions

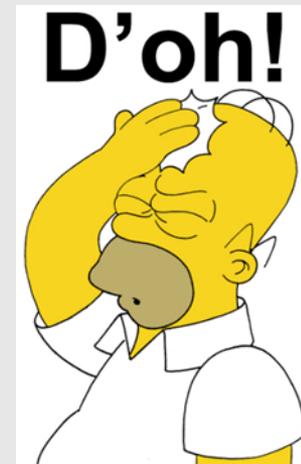
E-Grants Update – Experience to Date in 2016

- **May 31:** PTN Go Live
- **June 2:** Agency Go Live
- **Late June:** Coordinated Call Applications, State Funds Applications
- **July:** Charter Reports, Planning Applications, 5310 Applications
- **August:** TIGER and 5339 Applications, MGA
- **September:** DBE Reports



E-Grants Update – Issues & Fixes

- **ISSUE:** getting reimbursed
 - ✓ **FIX:** eGrants / PeopleSoft interface
- **ISSUE:** blank “whereas” clauses in PGA
 - ✓ **FIX:** enhancement to eliminate blank clauses
- **ISSUE:** “Transit Provider” vs. “Subrecipient”
 - ✓ **FIX:** enhancement to change to “subrecipient” in PGA
- **ISSUE:** Scholarships RFR not showing cents for mileage
 - ✓ **FIX:** enhancement to add cents



E-Grants Update – Issues To Be Worked On

- Email notifications – ability to filter, customize
- Printing PGAs & documents
- Upload new documents without deleting old ones
- Track funding balances by PGA
- User interface improvements
 - Clearer instructions on forms
 - Easier to understand processes
 - Online training modules

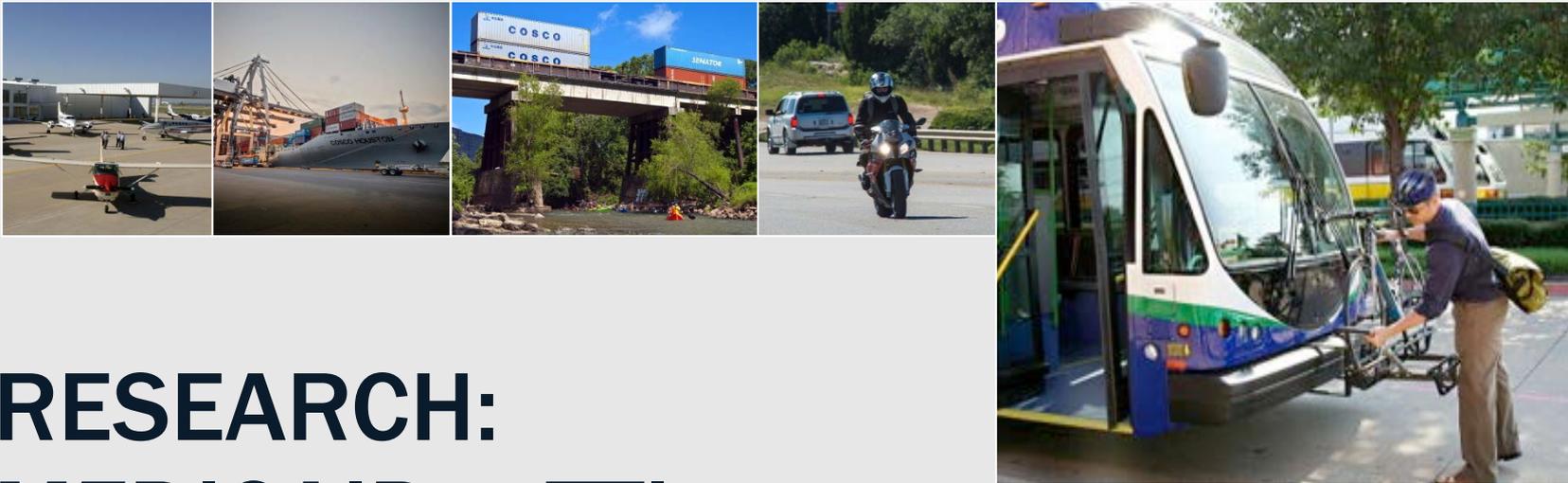


E-Grants Update: Consultation Meetings

- Sign up during break to meet with PTN Staff
- Room 1A.2 (next door)
- 10:30 – 11:30 am
- 1:00 – 1:30 pm



Questions?



RESEARCH: MEDICAID – TTI

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017

MEDICAID NON-EMERGENCY MEDICAL TRANSPORTATION

TXDOT PUBLIC TRANSPORTATION DIVISION

SEMI-ANNUAL MEETING

JANUARY 25, 2017

**Linda Cherrington
Suzie Edrington
Transit Mobility Program**



PRESENTATION OUTLINE

- Medicaid and NEMT Overview
- Medicaid NEMT in Texas
- Call for Coordination
- Nexus between Medicaid NEMT and Public Transit

MEDICAID OVERVIEW

- Social Security Amendments of 1965 added Title XIX, the Medicaid program
- Administered by the Centers for Medicare and Medicaid Service (**CMS**), part of U.S. Department of Health and Human Services
- Provides health insurance coverage for families and individuals with low income and limited resources
- Serves about 65.7 million people in FY2014 or 21% of the U.S. population
- In FY 2014 federal funding for Medicaid was \$476 Billion
- Single largest transfer of federal money to states

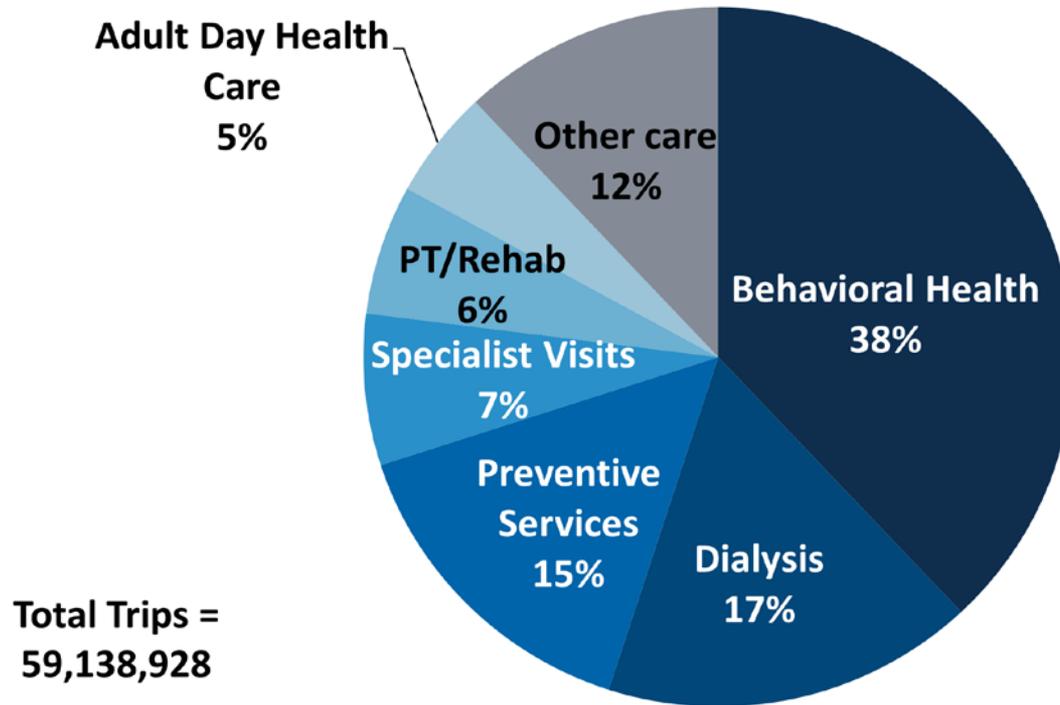
KEY FACTORS AND TRENDS FOR MEDICAID

- Increased Medicaid enrollment
- Affordable Care Act (ACA)
 - Increase Medicaid-eligible persons (State option)
 - Higher Federal Medical Assistance Program (FMAP) rates for newly eligible
 - Increased reporting
- Increased chronic health conditions
- Trend toward Managed Care Organizations

NON-EMERGENCY MEDICAL TRANSPORTATION OVERVIEW

- The Code of Federal Regulations stipulates that states must “assure access” to and from covered health care services for Medicaid eligible, qualified beneficiaries
- States are responsible for NEMT program implementation
- Approximately 1% of federal Medicaid funding or about \$3 billion
- Why is NEMT important?
 - Utilization of preventive care services leads to less use of emergency service, acute care and long-term medical care
 - Improved health outcomes and quality of life
 - Lower long-term medical costs
 - Increased societal benefits

NEMT Trip Purposes



SOURCE: LogisticCare Solutions, *Medicaid Gross Trips by Treatment Type* (Nov. 2015) (data available for 32 states).

OBJECTIVES FOR NEMT UNDER DRA

Deficit Reduction Act (DRA) Final Rule effective January 20, 2009 provides important clarification and insight about CMS objectives for NEMT

- Incentive to employ NEMT brokers
- Provide the highest quality services at best price
- Medicaid funds only used for Medicaid services for eligible beneficiaries
- Prevent abuse and fraud
- Coordinate but not at expense of Medicaid policies/rules;
- No shared costs; pay fair share
- Using public transportation
 - Fixed route, no more than public pays; only for Medicaid services
 - Paratransit, no more than the rate charged to human service agencies
 - Requirements for public entity to be the broker

STATE NEMT PROGRAM OPTIONS

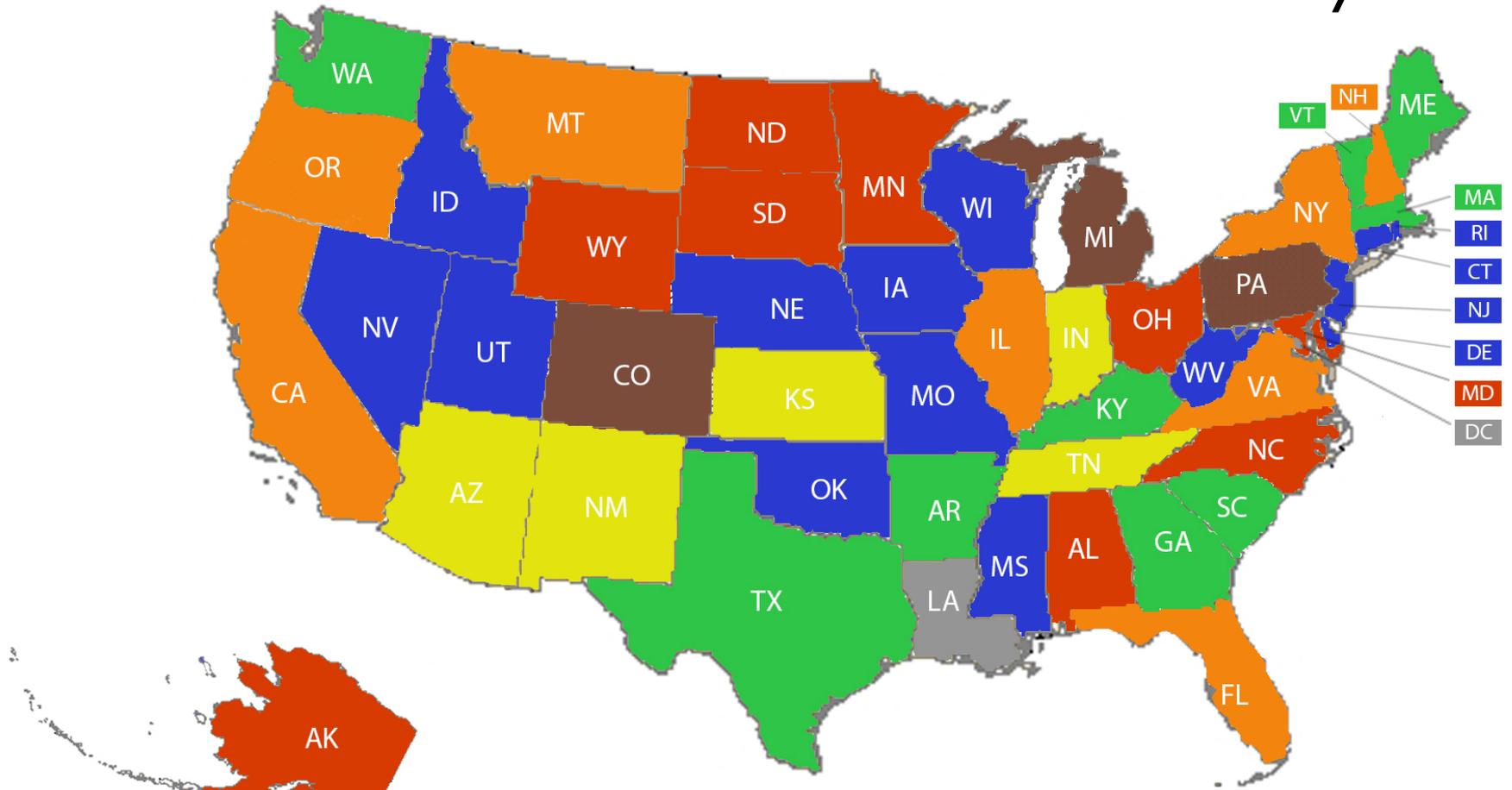
Combination of state options result in wide variety

- Participation in the Affordable Care Act expansion
- CMS Payment as Medical Service or Administrative Service
- Service delivery model
- Use of public transit
- Rate structure (capitated rate, fee for service)
- Eligibility criteria
- Trip types eligible
- Performance standards and operational requirements

NEMT SERVICE DELIVERY OPTIONS

- Service delivery models
 - In-house management on a fee-for-service (FFS) basis
 - Brokerage (typically capitated rate)
 - Statewide or regional
 - Public or private
 - Public transit
 - Managed care organization
 - Mixture of two or more of the above.
- Trend toward Brokers and Managed Care Organizations

Modes of Service Delivery 12/2015



Legend

 State/Regional Managed Fee for Service (FFS)	 Mixed FFS and MCO
 Managed Care Organization (MCO)	 Mixed FFS and Regional Broker
 Statewide Broker	 Mixed Statewide Broker and MCO
 Regional Broker	



WHY THE MOVE TO BROKERS AND CAPITATED PAYMENT SYSTEM?

Participants in the 2014 National NEMT Survey of Medicaid Agencies responded that the most important reason for using a transportation broker and/or including NEMT services in a managed care organization's capitated payment is to:

- Achieve cost certainty or savings (37%)
- Improve access to primary care (30%)
- Reduce fraud and abuse (19%)

TEXAS MEDICAID OVERVIEW

- Health and Human Services Commission (HHSC) oversees Texas NEMT services
- HHSC Medical Transportation Program (MTP) is responsible for NEMT program administration and contract oversight

TEXAS MEDICAID STATISTICS

State population (U.S. Census 2014 est.) 26,092,033

Medicaid/CHIP population Pre-ACA 4,441,605
(Summer 2013) **(about 17% of population)**

Medicaid and CHIP population 4,695,815
(August 2015) **(5.7% increase over Pre-ACA)**

Overall annual Medicaid expenses \$ 32,202,713,428
(FY2014)

Annual NEMT expenses \$ 260,679,919
(FY2014) **(0.8% of Medicaid expense)**

Number of annual NEMT trips (FY2014) 9,290,567
(\$28 per trip/ \$55 per capita)

TEXAS MEDICAID NEMT – KEY INFLUENCES

- Frew Lawsuit
 - Frew lawsuit (2001) resulting in a consent decree to reduce barriers and improve access to care for Medicaid clients, birth through age 20
 - 2011 Corrective Actions
- Rider 55 to the Appropriations Act, 81st Legislature 2009
 - Full-risk brokers in Dallas/Fort Worth and Houston/Beaumont
- Senate Bill 8, 83rd Legislature, 2013
 - Authorizes Managed Transportation Organizations (MTOs) to deliver non-emergency medical transportation services.

2006 NEMT MODEL: TSAP

Fee-for-service, Transportation Service Area Provider (TSAP) model (2006)

- 24 regions served by 15 TSAPs comprised of:
 - 10 transit districts
 - 3 for-profit companies
 - 2 non-profit human service agencies

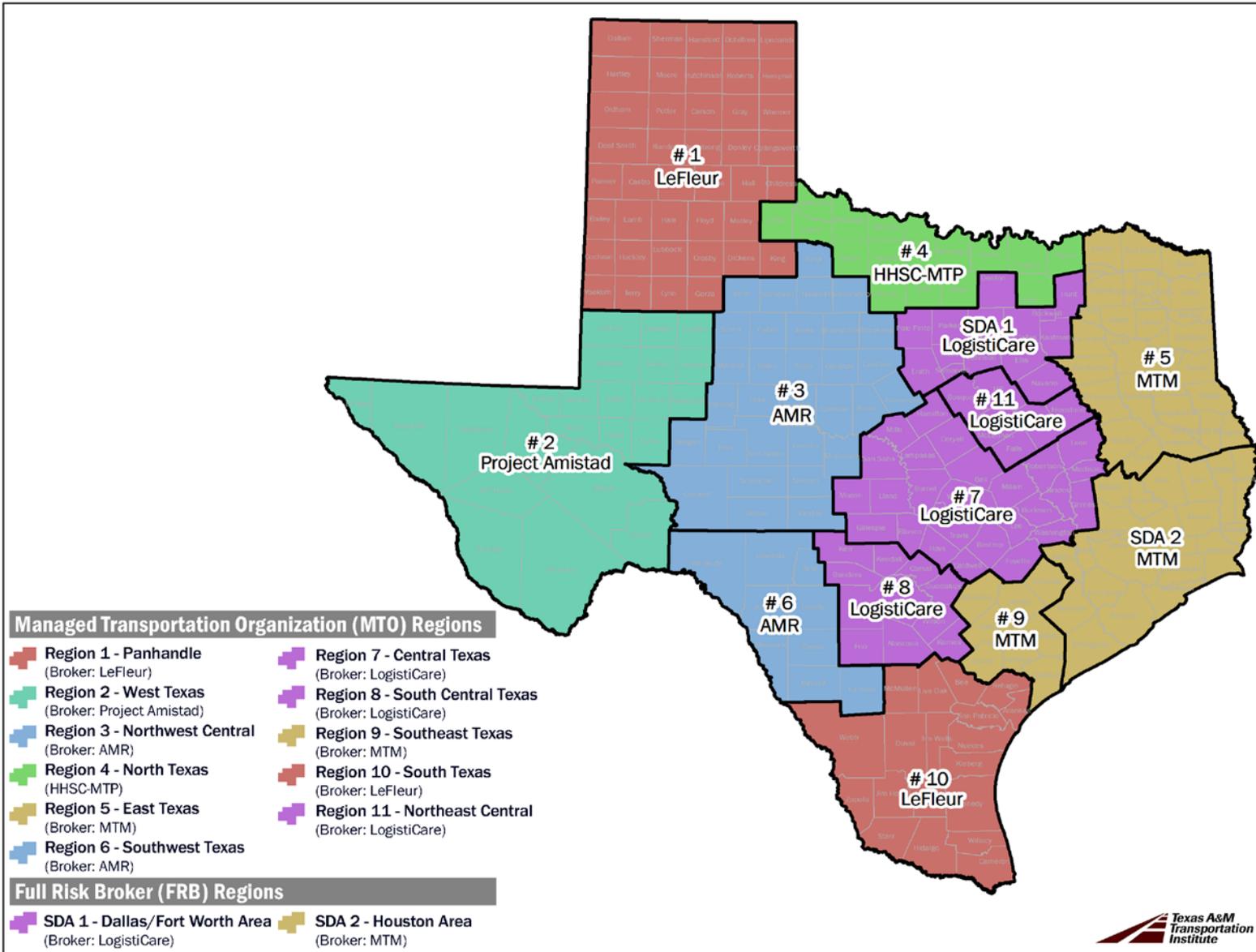
2012 CHANGE TO SERVICE DELIVERY AREAS (SDA)

- Rider 55 to the Appropriations Act, 2009
- Designated Dallas/Fort Worth and Houston/Beaumont as service delivery areas (SDAs)
- Implemented a full-risk broker, capitated payment model with private, for-profit companies to deliver service in the SDA

2014 CHANGE TO MEDICAL TRANSPORTATION ORGANIZATIONS (MTO)

- Implemented 11 Medical Transportation Organization (MTO) regions per Senate Bill 8, 2013
- Capitated payment rates
 - Contracts with 4 private, for-profit and 1 human service agency broker (and formerly, one public transit agency broker)
 - All subcontract with one (or more) public transit agencies in addition to other non-profit and private transportation providers
- HHSC is responsible for Region 4 contracting directly FFS

TEXAS MEDICAID NEMT 2016



HHSC'S OBJECTIVES FOR NEMT CHANGE

- Increase program efficiencies through the establishment of a regional network of transportation providers.
- Eliminate potential for fraud, waste, and abuse.
- Reduce the cost of medical transportation by utilizing a capitation payment method.
- Increase efficiencies through data analytics collected and reported by providers.
- Comply with obligations of the *Frew* lawsuit

PUBLIC TRANSIT EXPERIENCES

- MTO that is a human service organization and contracts with public transit reports positive outcomes
- MTO that is a public transit agency was not successful
- Some transit agencies have elected not to participate in the provision of NEMT under current structure
- Majority of transit agencies report reduced revenue
- Some public transit agencies report more revenue
- Transit agencies report challenges under current structure

FOCUS ON COORDINATION

UNITED WE RIDE

For the U.S. DOT transportation coordination generally means better resource management, shared power and responsibility among agencies, and shared management and funding.

Traditional public transit objectives include:

- Broad access/general mobility for variety of trip purposes
- Efficient, effective, safe, reliable service
- Coordinated/ shared-ride
- Recognize need for mode differences across populations and regions

COMMON DESIRED OUTCOMES MEDICAID NEMT/ U.S. DOT RIDE TO WELLNESS

- Contribute to improved health
- Contribute to better quality of life
- Maximize service delivery within resources

SIMILARITIES AND DIFFERENCES IN PERSPECTIVES AND OBJECTIVES

Differences in perspectives affect transportation coordination

- State Medicaid agencies are responsible for ensuring qualified Medicaid beneficiaries have NEMT access to and from eligible Medicaid, with a focus on timeliness to medical appointments, cost-effectiveness, and prevention of fraud and abuse
- Public transit agencies provide access to employment, healthcare, education, community services, and other activities for individuals who need or choose public transportation, with a focus on maximizing service delivery with limited resources, coordination, cost-effectiveness, and service quality

COORDINATING COUNCIL ON ACCESS AND MOBILITY (CCAM)

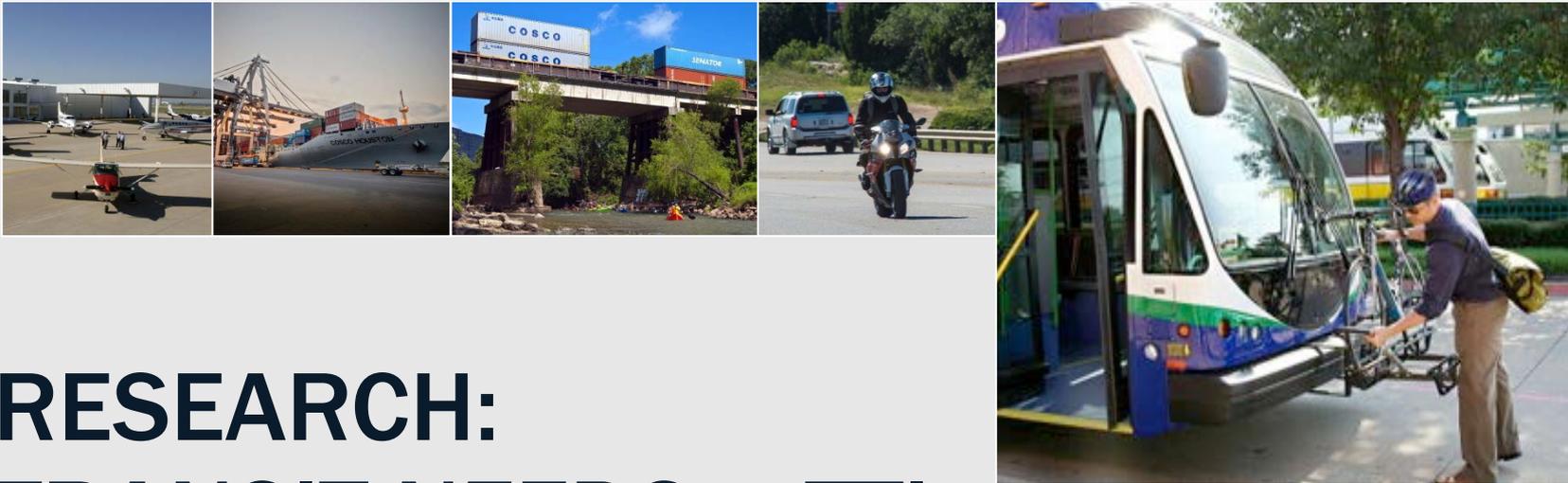
- The CCAM oversees activities and makes recommendations that advance the goals of Executive Order 13330 in 2004 and FAST Act, Section 3006(c)
- Policy statement
 - Expand access to transportation,
 - Reduce duplication of transportation services,
 - Streamline federal rules and regulations that may impede the coordinated delivery of services, and improve the efficiency of services using existing resources.

CCAM INITIATIVES

- *Vehicle resource sharing*
- Strategic plan
- Cost sharing policy
- Cost allocation model
- Technology as a solution
- Pilot for demonstration
- Best practices

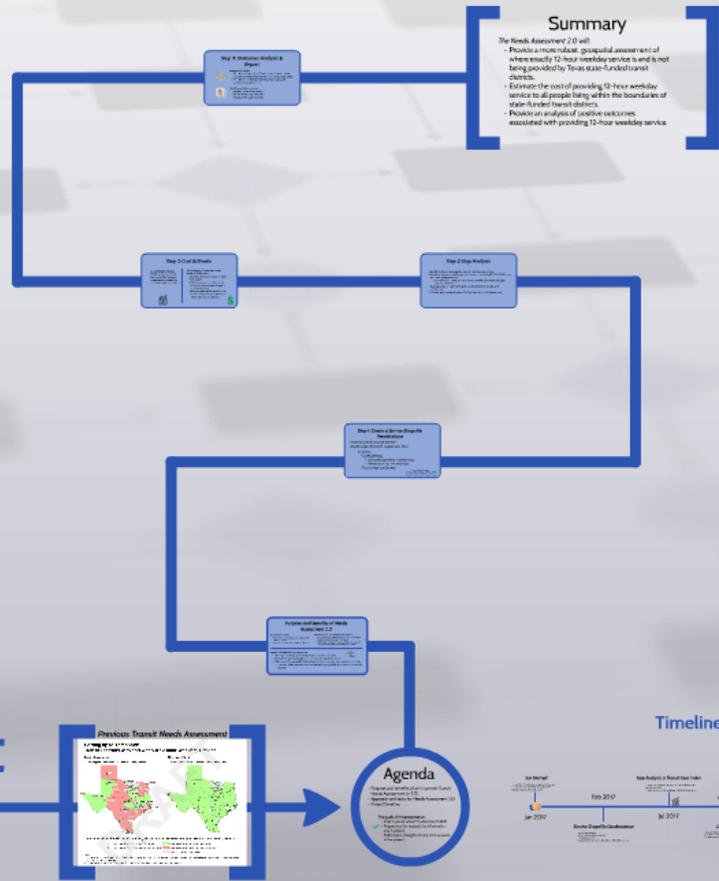
STRATEGIC ADVANTAGES FOR PUBLIC TRANSIT

- Value-added driver qualifications/skills and fleet/maintenance
- Ability to deliver cost-effective and quality transportation
- Use of routing and schedule software
 - Shared-ride service for maximize resources and productivity
 - Monitor and report performance data
 - Opportunity to provide same-day service for medical needs
- Use of technology
 - Opportunity to demonstrate technology to document encounters
- Variety of modes and assign most appropriate to serve NEMT
- Ability to apply cost allocation model for transparency in pricing services



RESEARCH: TRANSIT NEEDS – TTI

TxDOT Semi-Annual Transit Operators Business Meeting
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Texas Transit Needs Assessment

PTN Operator's Meeting | Jan. 25, 2017

Michael J. Walk

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512-407-1135

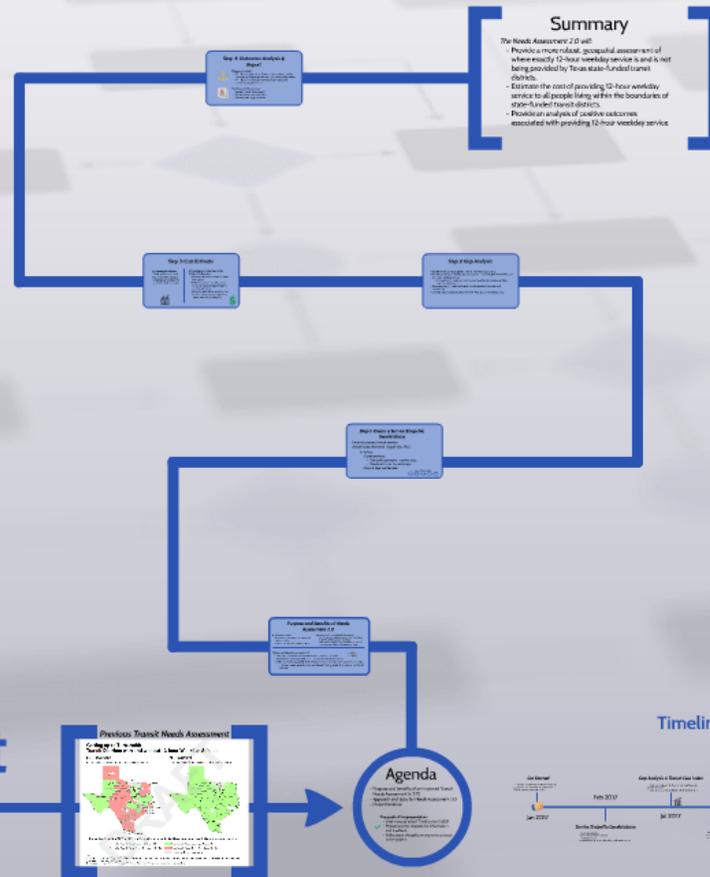
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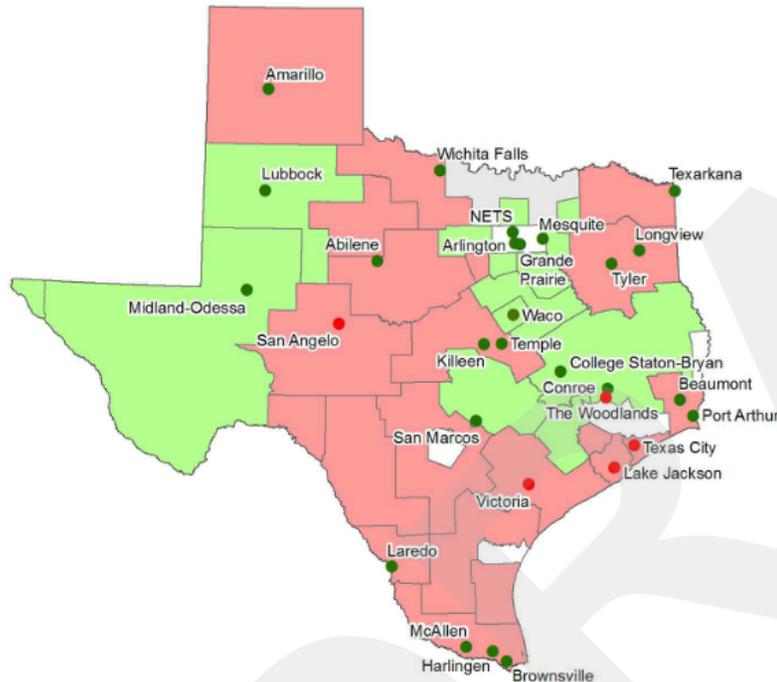


Previous Transit Needs Assessment

Getting up to Threshold: Transit Districts with and without 12-hour Weekday Service

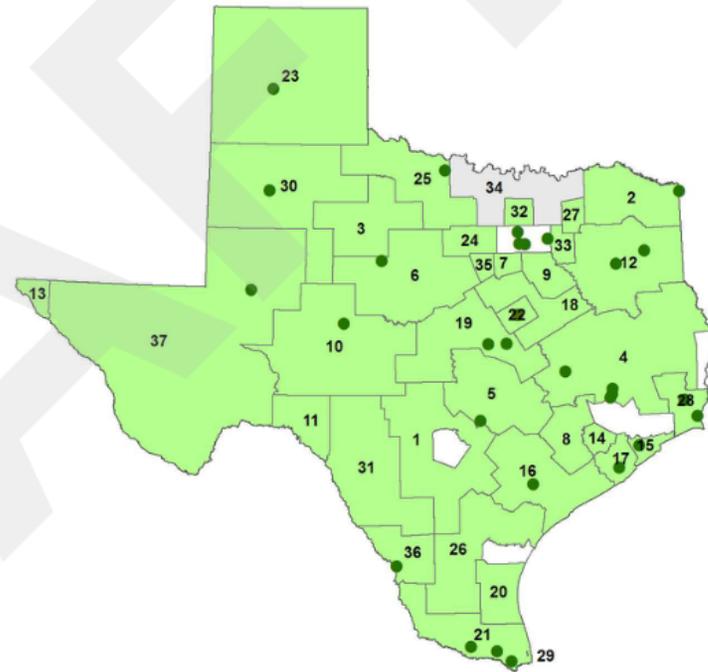
Before Investment

9.1 million people have access to 12-hour weekday service.



After Investment

14.1 million people have access to 12-hour weekday service.



For an investment of \$8.7 million annually, we can provide 5 million more people with 12-hour weekday service.

- Urban Transit District meets span threshold
- Urban Transit District does not meet span threshold
- Rural Transit District meets span threshold
- Rural Transit District does not meet span threshold
- Counties excluded from analysis

Note:

1. For a transit district to meet the threshold, any local bus, regional bus, and general public demand-response services operated by the district must provide at least 12-hour weekday service.
2. Population is projected to 2019 using the Texas State Data Center data in migration scenario 0.5.

Agenda

- Purpose and benefits of an improved Transit Needs Assessment (v. 2.0).
- Approach and tasks for Needs Assessment 2.0
- Project timeline.

The goals of this presentation:

- ✓
 - Inform you of what TTI will do for TxDOT.
 - Prepare you for requests for information and feedback.
 - Collect your thoughts on any serious issues in the project.

Purpose and Benefits of Needs Assessment 2.0

Needs Assessments:

- Identify any gaps between current and desired realities.
- Form foundation for resource requests.

Weaknesses of Previous Needs Assessment:

- Estimated costs using average operating cost / span hour without differentiating by mode.
- Did not use actual service areas; instead, treated all areas in a transit district as having equal service.

Purpose of Needs Assessment 2.0

- Identify areas where 12-hour weekday service doesn't exist.
- Estimate the cost to provide access to 12-hour weekday service.
- Will use actual *geospatially-defined transit service coverage areas and hours of service*.
 - Provides more accurate representation of varying levels of service across transit districts.



Why 12-hour Weekday Service?

- Many possible thresholds exist.
- 12-hour weekday service:
 - Recommendation from the *Transit Capacity & Quality of Service Manual (3rd edition)*.
 - Meets the need of most traditional work trips &
 - Provides some flexibility with arrival / departure times.



Purpose and Benefits of Needs Assessment 2.0

Needs Assessments:

- Identify any gaps between current and desired realities.
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Why 12-hour Weekday Service?

- Many possible thresholds exist.
- 12-hour weekday service:
 - Recommended in the Transit Capacity & Quality of Service Manual (2nd edition)
 - Meets the need of most traditional work trips &
 - Provides some flexibility with arrival / departure times.



Step 1: Create a Service Shapefile Geodatabase

Inventory every transit service
(fixed-route, demand-responsive, flex).

Including:

- Coverage Area.
 - Demand responsive = service area.
 - Fixed-route = routes and stops.
- Days & Hours of Service.



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from Noun Project



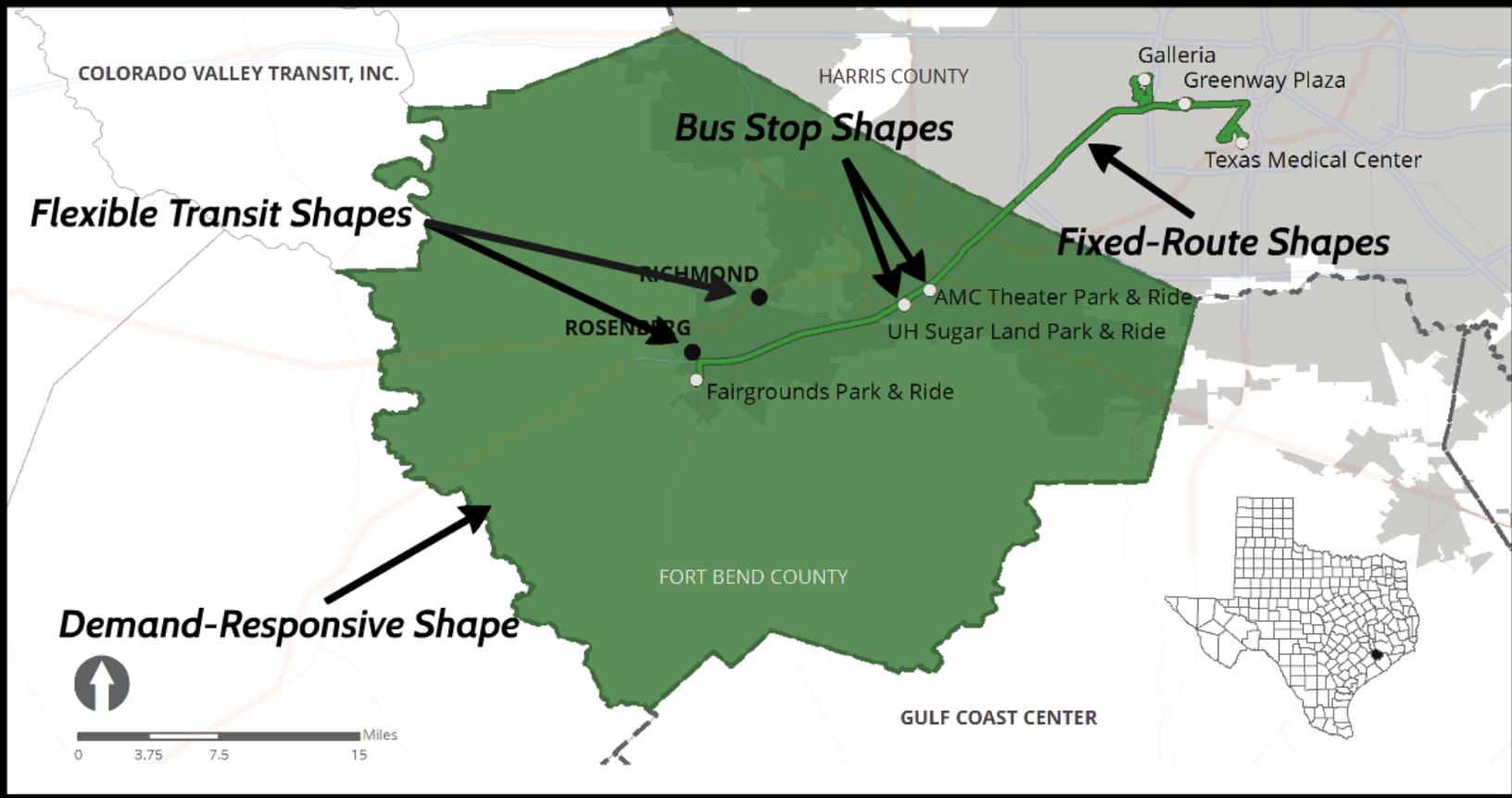
3	Polyline	R14	Fort Bend County	Commuter Bus	R14Route03	UH/AMC to Greenway Plaza	Mon-Fri	4:40 AM	6:40 PM	6.75 hours
4	Polyline	R14	Fort Bend County	Commuter Bus	R14Route04	West Bellfort to Greenway	Mon-Fri	4:40 AM	6:40 PM	6.75 hours
5	Polyline	R14	Fort Bend County	Commuter Bus	R14Route05	UH/AMC to TMC	Mon-Fri	11:00 AM	1:00 PM	0

Layer 3: Commuter Bus Stops

OBJECTID	Shape	AgencyID	AgencyName	Mode	StopID	StopName
1	Point	R14	Fort Bend County	Commuter Bus	R14Stop01	Fairgrounds Park&Ride
2	Point	R14	Fort Bend County	Commuter Bus	R14Stop02	UH Sugar Land Park&Ride
3	Point	R14	Fort Bend County	Commuter Bus	R14Stop03	AMC Park&Ride
4	Point	R14	Fort Bend County	Commuter Bus	R14Stop04	Galleria
5	Point	R14	Fort Bend County	Commuter Bus	R14Stop05	Greenway Plaza
6	Point	R14	Fort Bend County	Commuter Bus	R14Stop06	Texas Medical Center

Layer 4: Flexible Transit Locations

OBJECTID	Shape	AgencyID	AgencyName	Mode	Place	Operating Days	Operating Start Time	Operating End Time	Break Time
1	Point	R14	Fort Bend County	Flexible Transit	Richmond	Mon-Fri	8:00 AM	5:00 PM	0
2	Point	R14	Fort Bend County	Flexible Transit	Rosenberg	Mon-Fri	8:00 AM	5:00 PM	0



Example Data for the Database

Layer 1: Demand-Response Service Area

OBJECTID	Shape	AgencyID	AgencyName	Mode	Operating Days	Operating Start Time	Operating End Time	Break Time
1	Polygon	R14	Fort Bend County	Demand Response	Mon-Fri	8:00 AM	5:00 PM	0

Layer 2: Commuter Bus Routes

OBJECTID	Shape	AgencyID	AgencyName	Mode	RouteID	RouteName	Operating Days	Operating Start Time	Operating End Time	Break Time
1	Polyline	R14	Fort Bend County	Commuter Bus	R14Route01	AMC to West Bellfort	Mon-Fri	4:40 AM	6:40 PM	6.75 hours
2	Polyline	R14	Fort Bend County	Commuter Bus	R14Route02	UH/AMC to Uptown/Galleria	Mon-Fri	4:40 AM	6:40 PM	6.75 hours
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Layer 3: Commuter Bus Stops

OBJECTID	Shape	AgencyID	AgencyName	Mode	StopID	StopName
1	Point	R14	Fort Bend County	Commuter Bus	R14Stop01	Fairgrounds Park&Ride
2	Point	R14	Fort Bend County	Commuter Bus	R14Stop02	UH Sugar Land Park&Ride
3	Point	R14	Fort Bend County	Commuter Bus	R14Stop03	AMC Park&Ride
4	Point	R14	Fort Bend County	Commuter Bus	R14Stop04	Galleria
5	Point	R14	Fort Bend County	Commuter Bus	R14Stop05	Greenway Plaza
6	Point	R14	Fort Bend County	Commuter Bus	R14Stop06	Texas Medical Center

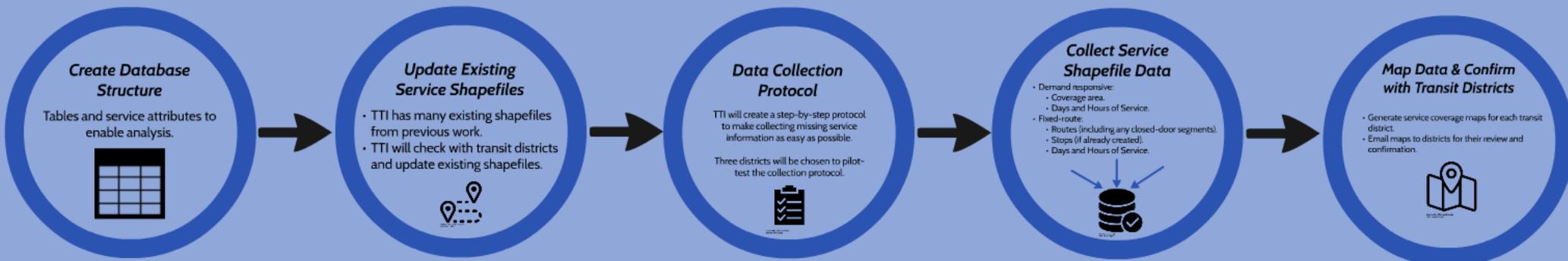
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OBJECTID	Shape	AgencyID	AgencyName	Mode	Place	Operating Days	Operating Start Time	Operating End Time	Break Time
1	Point	R14	Fort Bend County	Flexible Transit	Richmond	Mon-Fri	8:00 AM	5:00 PM	0
2	Point	R14	Fort Bend County	Flexible Transit	Rosenberg	Mon-Fri	8:00 AM	5:00 PM	0



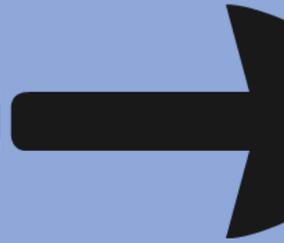
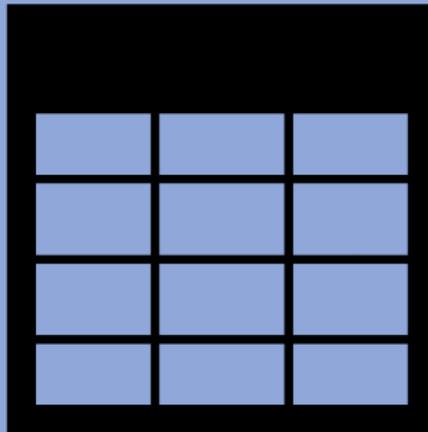
ops.

Creating the Service Shapefile Geodatabase



Create Database Structure

Tables and service attributes to enable analysis.



Update Existing Service Shapefiles

- TTI has many existing shapefiles from previous work.
- TTI will check with transit districts and update existing shapefiles.



Created by • Shmidt Sergey •
from Noun Project

Data Collection Protocol

TTI will create a step-by-step protocol to make collecting missing service information as easy as possible.

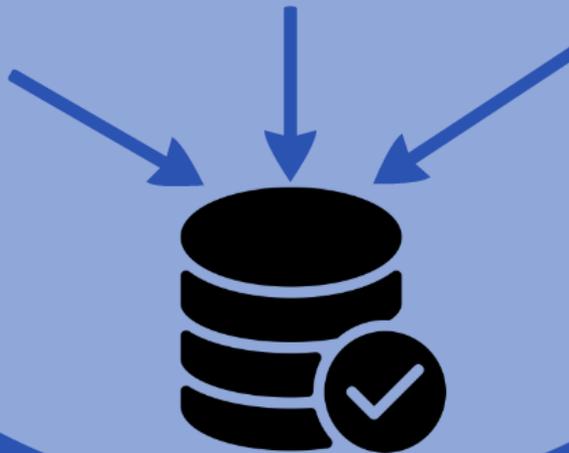
Three districts will be chosen to pilot-test the collection protocol.



Created by hans draiman
from Noun Project

Collect Service Shapefile Data

- Demand responsive:
 - Coverage area.
 - Days and Hours of Service.
- Fixed-route:
 - Routes (including any closed-door segments).
 - Stops (if already created).
 - Days and Hours of Service.



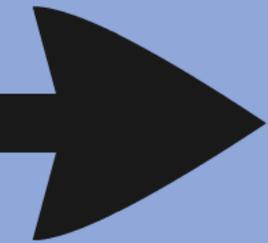
Created by Icon 54
from Noun Project

Map Data & Confirm with Transit Districts

- Generate service coverage maps for each transit district.
- Email maps to districts for their review and confirmation.



Created by Michael Zenaty
from Noun Project



Step 2: Gap Analysis

- Identify which service shapefiles have 12-hour weekday service.
- Identify which regions (with population) are not covered by AT LEAST ONE mode of 12-hour weekday service.
 - Only looking for regions currently inside the official boundaries of state-funded transit districts.
- Share gap analysis results with each transit district for discussion and confirmation.
- Estimate hours needed to expand 12-hour weekday service to gap areas.



Created by Michael Zenaty
from Noun Project

Step 3: Cost Estimate

Accounting for Inflation

TTI will update the Transit Cost Index (TCI) to project transit operating costs into the 2020-2021 biennium.



Estimating the Service Cost in the 2020-2021 Biennium

- Use the estimated increase in hours from Step 2.
- Estimate costs of added hours of service using the *cheapest* mode for each transit district.
- Cost estimates will be based on the mode's average cost per span hour (not on zero-based budgets).



Step 4: Outcomes Analysis & Report



Outcomes Analysis

- TTI will demonstrate how Texans' access to transit and to opportunity will be improved with 12-hour weekday service.
- TTI will look for the best methods of estimating and communicating the benefit.



Final Report & Presentation

- Prepare final technical report.
- Prepare summary presentation.
- Prepare a two-page fact sheet.

Summary

The Needs Assessment 2.0 will:

- Provide a more robust, geospatial assessment of where exactly 12-hour weekday service is and is not being provided by Texas state-funded transit districts.
- Estimate the cost of providing 12-hour weekday service to all people living within the boundaries of state-funded transit districts.
- Provide an analysis of positive outcomes associated with providing 12-hour weekday service.

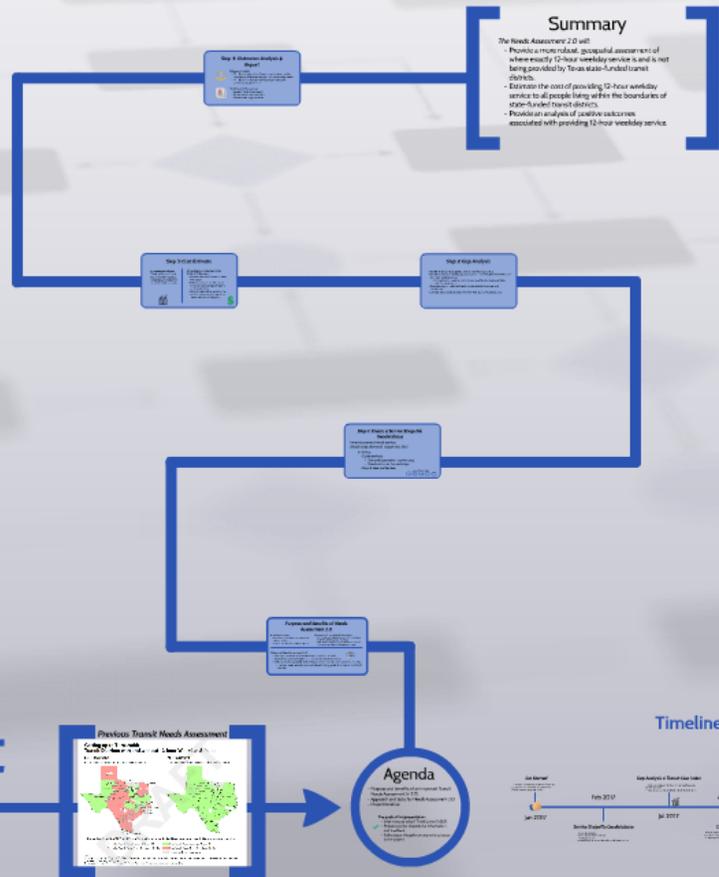
Texas Transit Needs Assessment

PTN Operator's Meeting | Jan. 25, 2017

Michael J. Walk

m-walk@tti.tamu.edu

512-407-1135



Timeline

Get Started

- Present at PTN Semi-Annual Operators' Meeting.
- Present at Public Transit Advisory Committee.
- Collect feedback about project plan.

Jan 2017



Feb 2017



Service Shapefile Geodatabase

- Create data structure
- Create data collection protocol
- Pilot test protocol
- Collect and create service shapefiles for all transit districts

Gap Analysis & Transit Cost Index

- Perform Gap Analysis (find where 12-hour weekday service isn't but should be)
- Project transit cost inflation through 2020-2021 biennium.

Jul 2017



Aug 2017



Cost Estimate

- Based on gaps and transit cost inflation, estimate cost to provide 12-hour weekday service to all Texans in state-funded transit districts.

Outcomes Analysis

- Quantify benefits of providing 12-hour weekday service using best practices.

Sep 2017



Issue Final Report & Presentation

- Technical report.
- Summary presentation.
- Two-page fact sheet.

Dec 2017



Get Started

- Present at PTN Semi-Annual Operators' Meeting.
- Present at Public Transit Advisory Committee.
- Collect feedback about project plan.



Jan 2017

Feb 2017



Created by Icon 54
from Noun Project

Service Shapefile Geodatabase

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Created by Michael Zenaty
from Noun Project



Jul 2017

Aug 2017



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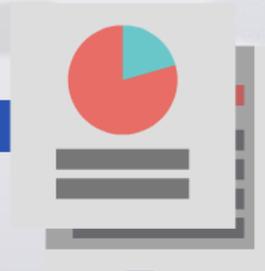
Outcomes Analysis

- Quantify benefits of providing 12-hour weekday service using best practices.



Sep 2017

Dec 2017



Issue Final Report & Presentation

- Technical report.
- Summary presentation.
- Two-page fact sheet.

Texas Transit Needs Assessment

PTN Operator's Meeting | Jan. 25, 2017

Michael J. Walk

m-walk@tti.tamu.edu

512-407-1135

Regional Public
Transportation Advisory Panel

RGV
TRANSIT Bus Driver
Academy

Presenters

Mario Delgado – Metro McAllen
Norma Zamora – Brownsville Metro
Jesse Arriaga – Island Metro
Tom Logan – Valley Metro

NEEDS ASSESSMENT & FUNDING

- The transit agencies that are members of RPTAP identified a shortage of public transit drivers in the lower Rio Grande Valley area, and difficulty in attracting drivers to public transit agencies for employment.
- Reasons for the shortage include ;
 - 1) a lack of qualified, licensed drivers in the area, and
 - 2) more attractive employment opportunities for qualified, licensed drivers in the public schools and oilfield companies.
- \$138,000 were awarded by TXDOT to the Regional Public Transportation Advisory Panel as part of the 2015 Call for Projects to develop a Transit Academy designed to train individuals to become Transit Drivers and have a successful and rewarding career in Public Transit.

PROJECT DESCRIPTION

- The RGV Transit Driver Academy is a pilot program designed to train new drivers for work at public transit agencies in the lower Rio Grande Valley, as well as provide continuing education for current employees.
- The transit partners include;
 - City of Brownsville – B Metro
 - City of McAllen – Metro
 - City of South Padre Island – Island Metro
 - Lower Rio Grande Valley Development Council – Valley Metro
- Higher Learning Institutions;
 - South Texas College (local college to administer academy in Hidalgo County)
 - Texas State Technical College (local college to administer academy in Cameron County)
- Workforce Solutions (Cameron & Hidalgo Co.)
 - Assist with advertisements and provide candidate referrals for academy

CURRICULUM

Driver Academy

- 1 hr: Orientation
- 32 hrs: CDL Compilations
- 5 hrs: Pre-Trip Inspection, Air Brake Check
- 24 hrs: Range Maneuvers
- 24 hrs: Street Driving
- 2 hrs: Fare Structure
- 16 hrs: PASS Program
- 8 hrs: Basic Transit Driver Topics
- 8 hrs: Customer-Driven Service Training
- 120 hrs: TOTAL

Continuing Education

- 16 hour of refresher training for drivers

PERFORMANCE MEASURES

Project Benefits

- 14 Drivers graduated and currently working
- 5 Drivers currently attending the academy
- After the current academy session all transit agencies will be fully staffed
- 99 Drivers have received continuing education

Total Breakdown of Academy Participants by Agency

- Brownsville Metro - 9
- Metro McAllen - 8
- Valley Metro – 2
- 19 TOTAL

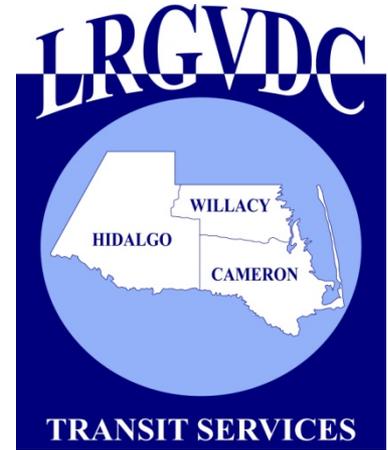


SOUTH TEXAS
COLLEGE



workforce
SOLUTIONS

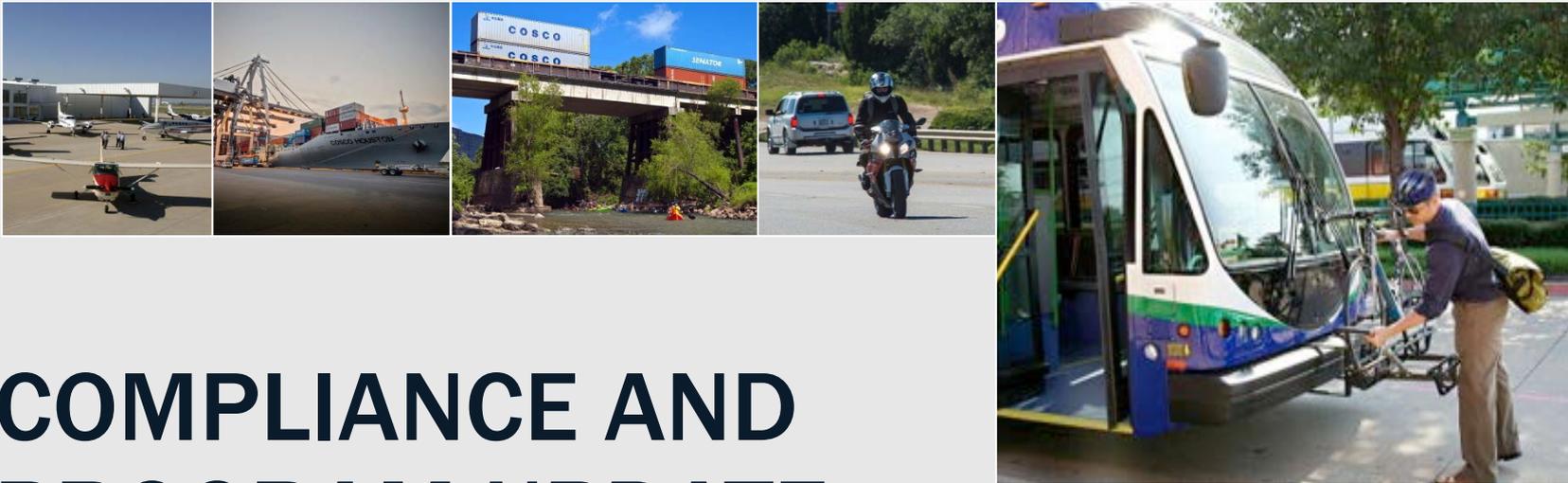
A proud partner of the AmericanJobCenter network



THANK YOU!



QUESTIONS?



COMPLIANCE AND PROGRAM UPDATE

TxDOT Semi-Annual Transit Operators Business Meeting
January 25, 2017



**TXDOT-PTN
§5310 CALL FOR PROJECTS
(FY 2017-2018)**

**Transit Operators Semi-Annual Business Meeting
January 25, 2017**

5310 Program Schedule

2017

February

2/1 Application opportunity open in eGrants

March

3/15 Applications due

April

4/20 Funding decisions made

May

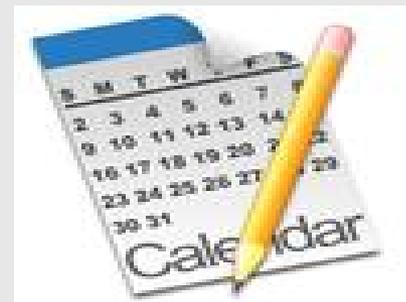
5/25 Minute Order goes to Commission, TxDOT application to FTA begins (FY 17 funds)

July

7/31 (Pending grant execution in TrAMS) PGAs ready for PTC proofing in eGrants

September

9/1 (Pending grant execution in TrAMS) PGAs executed



2018

April/May

Project progress examined; funding adjustments & commission action taken as needed
Budget adjustments made in eGrants, TxDOT application to FTA begins (FY18 funds)

July

(Pending grant execution in TrAMS) PGAs ready for PTC proofing in eGrants

September

PGA amendments executed

2019

Early Spring: FY 2019-FY 2020 Application opportunity opens in eGrants

12/31 FY 2017-2018 5310 PGAs expire



2017

- February 6: Application Overview Webinar
- February 8: Intro to eGrants for new applicants*
- February 14: Application Overview Webinar repeat
- February 26: Last day to submit application questions to PTCs

*Additional eGrants Intro webinars may be offered, pending applicant need

Webinar details and invitations will be sent out via PTCs and posted on the PTN page on the TxDOT website as soon as they are final.

5310 Scoring Process Changes

What's Changed

- PTCs will score projects in eGrants, (not stakeholders).
- PTCs assigned to score a project will be from outside the applicant's district(s) and will not have had a working relationship with the applicant.
- Stakeholder input from the workshop process will guide scoring decisions.

What Hasn't Changed

- Still a competitive process
- Funds still allocated by district and by small urban and rural
- Projects still need to be derived from the regionally coordinated transportation plan
- PTN is still willing to provide technical assistance—ask before you submit!

5310 New Application Instructions

A new expanded, revised, and streamlined guide to the 5310 application!

Features

- Step by step instructions for answering application questions in eGrants
- Technical assistance on writing a high quality application
- Condensed guidance from the 5310 circular



5310 Rules Clarifications

Indirect Costs - Are not eligible under the TxDOT administered 5310 program, even if your agency has an approved rate for another grant program.

Mobility Management - Some issues with allowable costs that have come to our attention:

- Expenses not allowed:
 - Operating expenses: gas, repair work, utilities, salary for staff not engaged in mobility management (drivers)
 - Single provider, single mode dispatch
 - Rides themselves (should be Purchase of Service)
 - Indirect costs (see above)

QUESTIONS ?

Thank You

Kari Banta, 5310 Program Mgr

Kari.Banta@txdot.gov

512 465-7368



CALL FOR DEMONSTRATION PROJECTS: REGIONALLY COORDINATED TRANSPORTATION PLANNING

**Semi-Annual Transit Operators Business Meeting
January 25, 2017**



CALL FOR DEMONSTRATION PROJECTS

Work Your Plan!

- 5-year plans due 2/28/17; work began 9/1/15
 - These plans will ID strategies to fulfill unmet needs & bridge gaps, especially for priority population groups
 - Purpose of call: to assist planning regions in achieving strategies ID'd in coordinated plans
-





CALL FOR DEMONSTRATION PROJECTS

Definition of Demonstration Project

- Small-scale, preliminary study (a “study” is inclusive of research *and* whatever activities are being tested).
 - To test and evaluate a specific attempt to improve services, products, methods or systems
 - Evaluation shall determine if and how a similar project might be refined and replicated elsewhere or on a larger scale
-





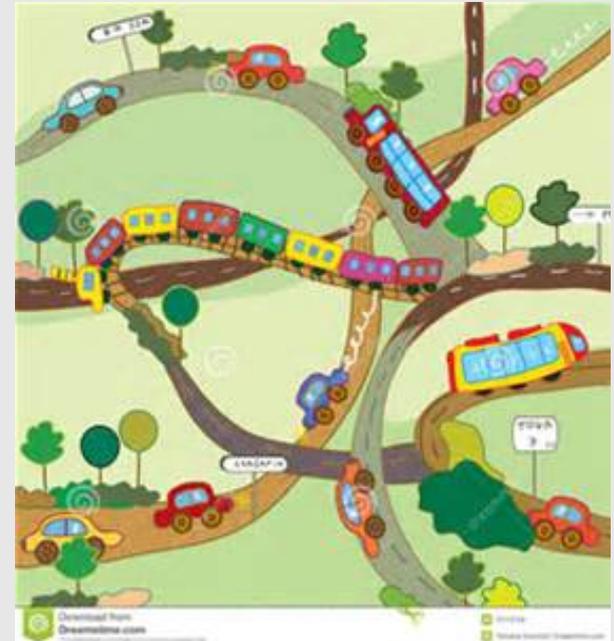
CALL FOR DEMONSTRATION PROJECTS

Eligible Projects Must be a Study Designed to:

- Help achieve a specific strategy in regional public transit-human services transportation plans
- Collect baseline & post-activity data; measure, evaluate & report observations and recommendations

Projects must relate to Public Transportation and may involve:

planning; providing & evaluating services; technical studies; technical assistance; research; operations; marketing; outreach; training





CALL FOR DEMONSTRATION PROJECTS

Eligible Applicants:

- Funds are not exclusive to lead agencies. Another entity may be better positioned to manage the demonstration project.
 - Applicants may include state agencies, local public bodies & agencies thereof, private nonprofit organizations, operators of public transportation services & transit districts
 - Must demonstrate support from lead agencies & other regional stakeholders
-





CALL FOR DEMONSTRATION PROJECTS

General Info

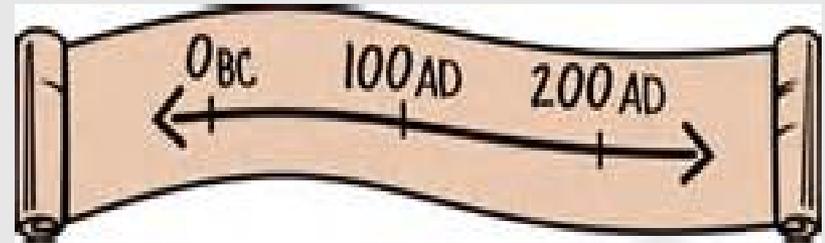
- Demo projects must be strategic, collaborative, able to be evaluated, thought-through & derived from a current, completed five-year coordinated plan
 - Anticipated statewide award total: \$500,000 - \$700,000 for FY '18; possible extension into FY '19, depending on phased nature of projects
 - Deliverables shall be tailored for each project & include a preliminary assessment & final report w/analysis, observations & recommendations
-



CALL FOR DEMONSTRATION PROJECTS

Timeline

- Early Feb 2017: Publish RFP
 - Mid-to-Late Feb 2017: Pre-Application webinars
 - Late March 2017: Proposals due
 - Sept. 2017: Contracts executed
-





CALL FOR DEMONSTRATION PROJECTS

Questions?

Thank You!

Steve Wright

(512) 374-5226

steve.wright@txdot.gov

www.regionalserviceplanning.org



Regionally Coordinated Transportation Planning
Call for Innovative Demonstration Projects – February 2017

PURPOSE: To assist planning regions in Texas in achieving strategies specifically identified in recently developed regional public transit-human services transportation plans.

DEFINITION: For purposes of this call, an innovative demonstration project is a small-scale, preliminary study to evaluate effectiveness, efficiencies, feasibility, time, cost or other aspects or effects of a specific attempt to improve services, products, methods or systems. The evaluation shall determine if and how a similar project might be refined and replicated elsewhere or on a larger scale.

ELIGIBLE PROJECTS: Eligible projects are ones that will help achieve specific strategies in recently developed regional public transit-human services transportation plans. In addition, eligible projects shall be presented as studies designed for measurement and evaluation & shall include a preliminary/baseline assessment & post-activity evaluation. Projects must concern public transportation and might involve planning, providing and evaluating services or technical studies, research, training, technical assistance, marketing, outreach, operational activity or some combination of these, depending on the project. A “study” is inclusive of research and whatever activities are being tested. The Public Transportation Division will give preference to projects that include local match.

ELIGIBLE APPLICANTS: Eligible applicants may include state agencies, local public bodies and agencies thereof, private nonprofit organizations, operators of public transportation services, and transit districts. In addition, eligible applicants are ones who demonstrate support from lead agencies and other regional stakeholders. Successful applicants must have an executed master grant agreement (MGA) with the Texas Department of Transportation (TxDOT) prior to executing a project grant agreement (PGA). If an applicant does not have an executed MGA and does not have required compliance documents on file including signed certifications and assurances, ethics certifications and cost allocation plans, then the process to execute an MGA and provide all required compliance documents must begin immediately upon notification of TxDOT’s intent to award funding.

FUNDING CRITERIA: Successful proposals must be for innovative demonstration projects that are:

- **Strategic.** Proposed projects must be designed to help achieve a strategy specifically identified in a current, completed five-year regionally coordinated transportation plan.
- **Collaborative.** Proposed projects must be designed with the support of lead agencies tasked with monitoring progress in coordinated plans and other regional stakeholders. Projects shall provide, prior to execution of a PGA, evidence of formal partnerships with other entities to commit funding, staff, time, expertise, facilities, or other resources to accomplish this innovative demonstration project.
- **Able to be Evaluated.** Proposed projects shall be designed for evaluation using reliable, scientifically sound methodologies for study-design as well as for gathering and analyzing a combination of quantitative and qualitative data.
- **Thought-through.** Proposed projects should include a thorough plan for beginning and completing the project during the contract period (Sept. 2017 – Aug. 2018). Proposals shall clearly describe *what* is being proposed, *where* the project will happen, *when* activities and milestones will occur, *how* activities will be carried out, and *who* will be responsible for what.

AVAILABILITY OF FUNDS: The division anticipates awarding a statewide total of between \$500,000 and \$700,000, depending on availability of funds, to successful applicants for the FY 2018 funding cycle. The division anticipates issuing a separate call for innovative demonstration projects in late 2017 for a two-year cycle (FY 2019- FY 2020).

DELIVERABLES: Deliverables and metrics for success shall be tailored for each project. However, all innovative demonstration projects shall include at a minimum a preliminary/baseline assessment report and a final report describing the methodology used for this study and including collected data, evaluation of data, observations and recommendations concerning replicability.



DISADVANTAGED BUSINESS ENTERPRISE

Transit Operators Semi-Annual Business Meeting
January 25, 2017

FY16 DBE Usage

The DBE numbers for FY16 show improvement in some areas:

- More subrecipients using DBEs (7 more, 40% increase)
- More DBEs used (15 more DBEs used, 50% increase)



Measure	FY15	FY16	Change
Subrecipients using DBEs #	17	24	↑
DBEs Reported #	30	45	↑
DBE Use Reported \$	\$669,960	\$243,344	↓
DBE Use Reported %	2.78%	1.01%*	↓

*FY16 DBE Goal was 3.33%

More subrecipients are using more DBEs, which shows improvement finding and using DBEs.

The remaining area to improve is DBE use on large, capital projects.

The FY16 DBE shortfall occurred because construction related DBE use was lower than expected. More construction related DBE use is needed!

Beginning this year, PTN started using contract-specific goals to increase DBE usage.

- Construction projects may include a specific DBE goal:
 - » On an annual basis, 3 to 5 grant agreements will include DBE contract goals. (3 grants with DBE goals in FY17.)
 - » Contract specific DBE goals of 5% or less.
 - » PTN will provide additional assistance and guidance in the implementation and monitoring of projects involving DBE goals.

Keep up the Great Work!



Keep up the great work in finding and using DBE as you purchase items needed to operate your transit service!



Purchases on Supplies, Materials, and Services:

- Commit to spending \$3,000, or at least 1% of funding on DBEs for parts, equipment, supplies, or services. Every dollar counts!

Steps you can take to foster DBE participation:

- Notify DBEs of procurement opportunities
- Request bids, quotes, or prices from DBE businesses
- Allow sufficient time for responses from businesses
- Use several businesses rather than just one when purchasing items
- Document your efforts to include DBEs (eg, “good faith efforts”)

DBE Training

TxDOT will offer training to assist grantees in areas such as:

- Finding DBEs using the Texas DBE directory (TUCP)
- DBE reporting
- Implementing Contract Specific Goals (if applicable)

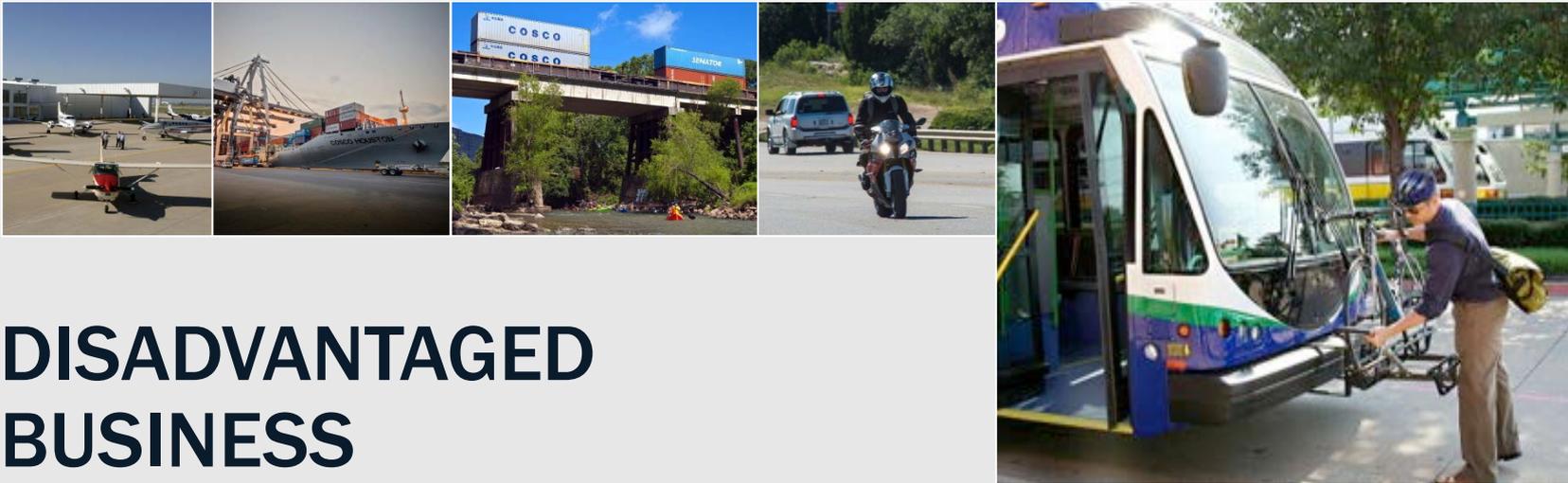
Training schedule to be determined; but expect training opportunities in the Spring/Summer.

As a reminder, PTCs are always available to provide assistance.



Questions?

Questions?



DISADVANTAGED BUSINESS ENTERPRISE

TxDOT Semi-Annual Transit Operators Business Meeting
July 20, 2016

2016 DBE Results For Report Period 1:

The DBE participation numbers for FY16 Report Period 1 are:

3.33% Overall DBE Goal

1.19% (\$155,000) FY16 DBE Usage for Report Period 1

2.14% (\$270,000 shortfall)

PTN needed grantees to spend about \$270,000 more on DBEs during report period 1 in order to achieve the overall DBE goal of 3.33%.

To finish FY16 with cumulative DBE use at 3.33%; DBE use will need to be about 5.5% or about \$700,000 spent of DBEs during the Report Period 2, which runs Apr 1 to Sept 30 2016.

FY16 PTN State Management Review (SMR)

DBE was a special review area during the SMR. During the SMR, both FTA and FTA SMR reviewers discussed PTN's inclusion of Race Conscious means to meet PTN's Overall DBE Goal.

Beginning in FY17, PTN will begin using Race Conscious means to meet the Overall DBE Goal.

- Construction related project grant agreements may include a contract specific goal for DBE use.
 - » Estimated 3 to 5 grant agreements will include contract specific goals for DBE use.
 - Example: On Project X, 10% of construction funds must be spent on certified DBE firms.

FY16 PTN State Management Review (SMR)

The FTA SMR reviewers also emphasized that PTN needs to ensure sub-recipients foster small business and DBE participation.



COMMIT TO USING A DBE THIS FISCAL YEAR!



Purchases on Supplies, Materials, and Services:

- Commit to spending \$3,000, or at least 1% of funding on DBEs for parts, equipment, supplies, or services.

Steps you can take to foster Small Business and DBE Participation:

- Notify DBEs of procurement opportunities!
- Request bids, quotes, or prices from DBE businesses!
- Make procurements smaller to make it easier for DBEs to respond!
- Allow sufficient time for responses from business!
- Use several businesses rather than just one when purchasing items!

DBE Improvements in FY17

In addition to limited use of Race Conscious means (contract specific goals), PTN has also updated the Request for Reimbursement form:

- With each RFR, the E-grants RFR form requests the amount spent on businesses and the amount spent on DBEs.
- This change doesn't replace the more detailed DBE reporting using the twice a year DBE Report form.
 - » This information allows PTN run reports to see real-time reported DBE use so that the amount of contract specific goals can be adjusted as needed to ensure that PTN achieves the overall annual DBE goal of 3.33%

DBE Training

TxDOT will offer training to assist grantees in areas such as:

- Finding DBEs using the Texas DBE directory (TUCP)
- DBE reporting

Training schedule to be determined; but expect training in the Fall.

As a reminder, PTCs are always available to provide assistance.



Questions?

Questions?



TEXAS DEPARTMENT OF TRANSPORTATION



PTN-129 – ANNUAL MONITORING AMERICANS WITH DISABILITIES ACT (ADA)

**Semi-Annual Transit Operators Business Meeting
January 25, 2017**

PTN-129: Section 8. Americans with Disabilities Act

- This presentation will cover:
 - State Management Review
 - Updated PTN-129, Section 8: ADA
 - How to prepare for the PTN-129 review
 - Q&A



- 2016 State Management Review
 - ADA Findings Summary:
 - Insufficient oversight of subrecipients for services provision,
 - Insufficient oversight of subrecipients for route deviation
 - Insufficient oversight of subrecipients for ADA complementary paratransit
 - Corrective Actions:
 - Revised our monitoring tool, the PTN-129, in accordance with the Nov 2015 ADA Circular and 49 CFR Part 37
 - Developed ADA Complementary Paratransit Plan Review Checklist



PTN-129: Section 8. Americans with Disabilities Act

Overall Approach

FY17 – Deep dive using the updated PTN-129 to ensure your programs align with the CFR and new circular; FY19 – focus on significant areas (fewer questions)

PTN 129 Revisions

- Comprehensive coverage of ADA (more questions)
- Not just a policy review
- Includes confirmation that practices and published material conform w/ requirements

Agency Preparation

- Agency staff conduct a self-review using the PTN-129 questions prior to PTC onsite visit
 - Review policies and practices
 - Review website, pamphlets, rider rules of conduct
 - Ride the routes
- Make necessary changes
- Agency assigns a point of contact to demonstrate compliance to the PTC during the onsite
 - PTC confirms

PTN-129: Section 8. Americans with Disabilities Act

Sample PTN 129 Question

Lift and Securement

Does the transit agency's public information impose a combined occupant/wheelchair weight restriction less than what the vehicle lift can accommodate? (Yes = noncompliance)

Note: An agency cannot restrict the combined load to 600 pounds if the lift can accommodate a higher weight.

Subrecipient will need to examine:

- Website information, printed publications/brochures
- Policy description
- Procedures provided to drivers, dispatchers and/or customer service representatives
- May even ride the routes to observe



Sample PTN 129 Question

Subrecipient Service Information

(If the subrecipient contracts out their transit service)



How does the subrecipient monitor contractors to ensure transit service is provided in conformance with the ADA requirements?

Subrecipient evidence could include information on:

- Who reviews the contractors? When? How?
- Any issues identified? How were they resolved?
- How do you document your oversight?



PTN-129: Section 8. Americans with Disabilities Act

- Paratransit as a Complement to Fixed Route Service

(49 CFR 37.135, Submission of Paratransit Plan)

- Plans are uploaded in egrants
- PTN-HQ reviews/comments using Plan Review Checklist
- PTCs monitor for plan updates using the PTN-129



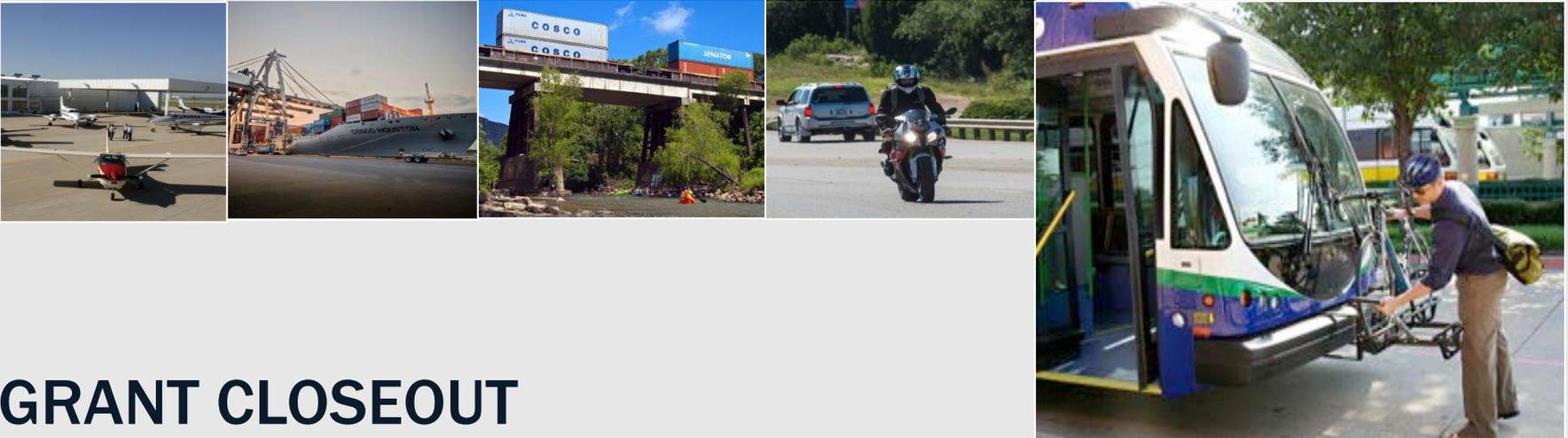
- Dual Recipients (FTA and PTN funds)

- Subrecipient submits ADA Complementary Paratransit Plan to PTN.
- PTN will use FTA's acceptance of the subrecipients ADA Complementary Paratransit Plan (as evidence) of compliance with ADA Complementary Paratransit plan requirements.

Questions?



TEXAS DEPARTMENT OF TRANSPORTATION



GRANT CLOSEOUT

Transit Operators Semi-Annual Business Meeting

January 25, 2017

Grant Closeout

- This presentation will cover:
 - Newly implemented Grant Closeout Process
 - Grant Closeout Form
 - Q&A

- Requirements for Grant Closeout
 - Article 14 of the MGA
 - 43 TAC §31.47

- Purpose of a grant closeout process
 - Perform a final reconciliation of expenses and activities associated with the grant award.
 - Ensure all required reports have been submitted
 - Gain concurrence from all parties on final grant disposition

- Trigger – Final Billing
 - Once final billing is received, PTC initiates the closeout process



Grant Closeout

- Close out process includes:
 - Review of final deliverables, final billings, and support documents
 - Confirmation of match requirements met
 - Determination for disposition of remaining grant balances, if any
 - Confirmation of documented interest in assets and information entered in PTMS (e.g. vehicle titles, property liens)
 - Confirmation that required reports have been submitted (e.g. MPR)
 - Resolution of outstanding issues

- Why do we need another *@#%^ form?
 - Document the final reconciliation and decisions made for remaining balances
 - Document concurrence by both parties (PTC completes the form, PTC and subrecipient sign the form)
 - Improve communication/coordination of the final account of grant activities
 - Between PTC and subrecipient
 - Between PTC, Program Mgrs., and Financial staff



Questions?

Thank You





ASSET MANAGEMENT PERFORMANCE TARGETS

Semi-Annual Transit Operators Business Meeting
January 25, 2017



The National Transit Database (NTD) reporting system now has a reporting module for asset management performance targets.

Agencies reported by TxDOT in the NTD will not be reporting individual performance targets. Instead, TxDOT will report performance targets for this set of agencies as a whole.

Agencies that report to the NTD will be required to report performance targets (these were due to be set on 1/1/2017).

Asset Management Performance Targets

Example of Performance Targets by Asset Category

Category	Class	Performance Target
Rolling Stock	Buses	X% of fleet exceeds default ULB of 14
	Cutaway Buses	X% of fleet exceeds default ULB of 10
	Vans	X% of fleet exceeds default ULB of 8
Equipment	Automobile	X% of non-revenue service vehicles exceeds default ULB of 8
Facilities	Admin/Maintenance Facility	X% of facilities rated under 3.0 on TERM scale
	Passenger/Parking Facility	X% of facilities rated under 3.0 on TERM scale
Infrastructure	Rail Fixed Guideway	X% of track segments under performance restriction

Age

Condition

Guidance on Useful Life Benchmarks

<https://www.transit.dot.gov/TAM/ULBcheatsheet>

https://ftp.dot.state.tx.us/pub/txdot-info/ptn/life_standards.pdf