Florida DOT Update

Ed Coven
State Transit Manager

Liz Stutts
Grant Programs Administrator

FTA Region IV State Programs Meeting
February 1, 2012
Discretionary Funding for Florida:

- **State of Good Repair (6)**
  - Florida DOT for Clay County Council on Aging-Fleet Replacements: $468,736
  - Indian River County-Transit Vehicle Replacements: $500,000
  - Lee County-Transit Vehicle Replacements: $13.92M
  - Jacksonville Transportation Authority-Vehicles and Facility Rehabilitation: $308,200
  - Pinellas Suncoast Transit Authority-Vehicle Replacements: $5M
  - St. Johns County-Sunshine Bus Vehicle Replacements: $527,780
Discretionary Programs

Discretionary Funding for Florida:

- **Veterans Transportation and Community Living Initiative (6)**
  - Pinellas County MPO – TBARTA One Click/One Call Center: $1,098,339
  - Broward County MPO – South Florida Veterans Transportation Center: $539,937
  - City of Tallahassee – Capital Region One Call/One Click Center: $1.2M
  - Jacksonville Transportation Authority – Northeast Florida’s One Call/One Click Resource Center: $1,925,200
  - Polk County BOCC – PTA Veterans One Call/One Click Bringing Our Forces Together: $1,542,267
  - Central Florida Regional Transportation Authority (LYNX) – Transportation Resources and Community Services (TRACS): $1,056,800
Discretionary Programs

Discretionary Funding for Florida:

- **TIGGER 2**
  - South Florida Regional Transportation Authority – Pompano Beach Green Station Demo Project: $5,713,549

- **Clean Fuels (2)**
  - City of Gainesville – Biodiesel Buses and Cooling System Conversions for Existing Biodiesel Buses: $3M
  - Hillsborough Area Regional Transit Authority – CNG Fueling Station and Maintenance Facility Modifications: $2.32M

- **Alternative Analysis (2)**
  - Broward MPO – University Drive AA: $1.5M
  - Central Florida Regional Transportation Authority – LYNX – SR50/UCF Connector: $1.2M
Discretionary Funding for Florida:

- **Livability (3)**
  - Central Florida Regional Transportation Authority (LYNX) – Kissimmee Intermodal Transfer Center: $2M
  - City of Gainesville – Gainesville Regional Transit System Facility Expansion: $9M
  - South Florida Regional Transportation Authority SFRTA Alternative Fuel Shuttle Bus Procurement: $4,556,000

- **Transit in the Parks (4)**
  - City of St. Augustine – Castillo de San Marcos Fort to Downtown Pedestrian Connection: $753,000
  - City of St. Augustine – 450th Commemoration Pedestrian Connections: $150,000
  - Pinellas BOCC – Egmont Key Ferry: $1M
  - National Park Service – River of Grass Greenway: $500,000
Florida Developmental Disabilities Council

- Approached the Department for assistance in developing a transportation voucher program
- Put together a transportation stakeholders task force to develop program which includes:
  - Other state agencies serving the disabled (APD, CTD)
  - Region IV United We Ride Coordinator
  - Urban and Rural transportation providers
  - Florida Public Transportation Association
  - Center for Urban Transportation Research

- Final project should be released in the fall with two pilot projects implemented in early 2013
Partnerships

FTA Workforce Development Grant

- Partnership with Center for Urban Transportation Research and Florida Urban Public Transit Systems
- Technicians receive on-the-job and community college training
- Curriculum developed by public/private partnerships and approved by Department of Education
- Technicians earn college credits for Associate of Science Degree in Transit Maintenance Technologies
- Grant pays college tuition
- Community College pays back the program for instructor time
- Program will become self-sustaining
Partnerships

SSO Program for Fixed Guideway

• Partnership with Florida Urban Public Transit Systems and TIA Consultants

• Initiated January 2012

• More to come next year
Paratransit Crash and Safety Testing

Standard

• Developed by the Crash and Impact Analysis Lab at the FAMU-FSU College of Engineering

• Continuing Program established in 1999 and sponsored by the FDOT Transit Office

• Program utilizes both Finite Element Modeling (computer simulation) and actual crash testing to validate the computer model

• Testing is performed at the FDOT Springhill Road Test Facility located in Tallahassee FL

• Full Standard available on TRIPS website www.tripsflorida.org
This video is a good example of how close the computer model is in comparison to actual dynamic testing. We use these live rollovers to validate the computer model.

By validating our model we are able to run many different types of test under various conditions. We can increase or decrease speed and we can make changes to the structure without the expense of crashing more equipment.
In addition to testing a complete bus we also test individual structural components. This machine is one of many that we designed use during material evaluation.
Test Results

- Our testing and research has resulted in the development of a Crashworthiness Standard that is more stringent than FMVSS 220. FMVSS 220 is a static load test aimed primarily at school bus designs. We discovered that materials behave differently under dynamic load and wanted a standard that reflected this.

- Buses built under the new standard have far less intrusion into the passenger compartment area during side impact or rollover.

- Manufacturers have been very cooperative and realize our recommendations resulted in a safer product.

- Price increases based on our standards are minimal. In most cases manufacturing elects not to increase prices at all.

- Testing leads to performance based vehicle specification for TRIPS contracts.
Bobby Westbrook, Transit Operations Administrator
Robert.westbrook@dot.state.fl.us
850-414-4533

Erin Schepers, TRIPS Manager
Erin.schepers@dot.state.fl.us
850-414-4526
Transit Oriented Development Framework

Guides local governments in the implementation of TOD policies and strategies to support state and federal investments in transit

- Defines station area
- Defines TOD place types, design factors and scale
- Provides development targets for each place type based on transit service and community context
- Identifies agencies involved in implementation and their key roles
Integrating Transit in FL’s 511 System

- Statewide system
- Telephone, website and iphone applications
- Transit system information
  - Currently- link to agency websites and phones for schedule information
  - Phase 2 – automated trip planning services
  - Phase 3 – real time bus arrival information
- Voluntary participation by transit systems
Guidance for transit agencies in designing and constructing transit passenger facilities in accordance with state and federal regulations and best practices

- Updating for consistency with:
  - U.S. Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG)
  - Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
  - New Florida Building Codes
  - Other federal and state standards and guidelines
Contact Information

Transit Office Website:
http://www.dot.state.fl.us/transit/NewTransitPlanning.shtm

Diane Quigley, Transit Planning Administrator:
Diane.quigley@dot.state.fl.us
850-414-4520
I-95 Express Managed Lanes
Miami Intermodal Center
• Phase I – DeBary to Sand Lake Road
  ➢ 2013
• Phase II – DeBary to Deland; Sand Lake Road to Poinciana
  ➢ 2015

➢ Construction
Groundbreaking Ceremony
January 27, 2012

➢ ROD: May, 2014

• 30-minute peak service in each direction from:
  ➢ 5:30 a.m. – 8:30 a.m.
  ➢ 3:30 p.m. – 6:30 p.m.
• 2-hour off-peak service in each direction
Thank You!

Questions:
Ed Coven
Florida DOT
State Transit Manager
(850) 414-4522
State Programs Team Meeting

2012

Georgia Department of Transportation
Rural Human Services
Transportation
Rural Human Services Transportation (RHST)

- GDOT conducted meetings included participants from state and regional agencies, transit agencies, local governments, private stakeholders, and non-profit and for-profit Rural Human Service Transportation (R/HST) service providers.

- From these workshops, the attendees and study team developed a series of key opportunity areas in which potential solutions can be developed:
  a) Service Delivery- Centralizing scheduling and technologies, Incorporating a Mobility Management program, Sharing resources to increase efficiency
  b) Administration- Streamlined reporting and procedures, Standardization of maintenance requirements, Simplification of vehicle purchase/procurement process, Development of a cost allocation model
  c) Funding- Standardize eligibility determination at the state level, Pool capital funding sources across regions, Leverage dollars for maximum benefit to providers and users

- Statewide “One Call” number- Georgia DOT is currently working with the state’s transit 511 service, operated by the Georgia Regional Transportation Authority’s (GRTA) Xpress Customer Service Center, to incorporate statewide RHST information into the system. Citizens across the state will be able to dial 511 and receive up to date contact information on all available public transit options in their county and region based on their transportation needs.
• Upcoming Activities
  a) Statewide Mobility Manager
  b) Transit Governance Bill
  c) Unified Policies and Procedures
Multi-Modal Passenger Terminal (MMPT)
Project Description:

The Georgia Multi-Modal Passenger Terminal (MMPT) is envisioned as the Atlanta Metropolitan Region's major public transportation passenger terminal, with facilities for existing heavy rail (Metropolitan Atlanta Rapid Transit Authority (MARTA) and other new passenger rail services, as well as bus services that include: intercity (e.g., Greyhound and Southeastern Stages), regional express (e.g., Georgia Regional Transportation Authority (GRTA) Xpress, Cobb County, Gwinnett County), and local (MARTA) bus and para-transit services.

In addition to serving as a transit hub, the MMPT is viewed as a catalyst for Transit Oriented Development (TOD). The proximity of the MMPT to the City of Atlanta’s central business district, the MARTA Five Points Station and future planned streetcar/regional light-rail lines provide an opportunity to create the MMPT as a cornerstone of an active streetscape for interconnecting passengers, while also creating additional opportunities for the facility to serve a mix of uses that are compatible with a major passenger terminal.

Current Status:

GDOT has been coordinating with FTA as they accept the lead as federal agency for the project in January. The project’s Notice of Intent (NOI) will be released in late January. The NOI serves as the official legal notice that FTA is commencing on the preparation of the Environmental Impact Statement (EIS) for the MMPT project and is the first formal step in the agency and public scoping process. Coordination meetings between GDOT’s environmental team and the FIC team have occurred. Current existing conditions analyses of the study area continue.
Future Activities:

NEPA Process
Over the next four months, GDOT and FTA will be conducting the scoping process for the project. Key agency and public scoping meetings are anticipated in spring of 2012. Field work activities have continued and further field activities will start in early February. Current existing conditions analysis will be completed in the spring and data will then be evaluated against the potential impacts and benefits of the proposed project. The environmental analysis for the Build Alternative(s) will begin in late spring/early summer 2012.
Statewide Dispatching and Scheduling Software
Statewide Dispatching and Scheduling Software

• Created by Route Match for the Georgia Department of Transportation

• Designed to allow local governments to utilize one consistent system for dispatching

• The system is currently being rolled out to rural areas.

• System will allow much of the data collected through dispatching/scheduling software to be used for NTD reporting
• **Just Completed Project**
  Laredo Bus Facility Solar Canopies – This project is utilizing solar energy to generate electrical power needed to operate MARTA’s Bus Operating and Maintenance facility in DeKalb County.

• **New projects now underway:**
  - *Upgrade to Automated Train Control System* – This project will upgrade and modernize the automated electronic system that supervises and controls train movements on the MARTA rapid rail network.

  - *Buckhead Station North Entrance and Pedestrian Bridge* – MARTA is working in conjunction with the City of Atlanta, GDOT and the Buckhead CID on this project that includes the construction of a pedestrian bridge and new station entrance over the GA400 Tollway. Construction to begin by March 2012.

• **MARTA** is partnering with the City of Atlanta and the Atlanta Downtown Improvement District on the development and construction of the *Atlanta Streetcar project*. This exciting project will consist of a new streetcar line in downtown Atlanta, that will include 2.7 track miles and four (4) new modern streetcar vehicles. The streetcar system will connect Centennial Olympic Park and the Martin Luther King, Jr. national historic district. The site of the future vehicle storage and maintenance facility is on GDOT-owned land underneath the I-75/85 elevated freeway. Initial Construction on the Project should begin by later this quarter. The City of Atlanta is the lead on this project, with MARTA playing a key support role.
Atlanta Beltline Project
Atlanta Beltline Project

- **The Atlanta BeltLine** is a comprehensive redevelopment and mobility project that provides a network of public parks, multi-use trails and transit along a historic 22-mile railroad corridor circling downtown and connecting 45 neighborhoods directly to each other. **Atlanta BeltLine, Inc. (ABI)**, formed by The Atlanta Development Authority in 2006, is the entity tasked with planning and executing the implementation of the Atlanta BeltLine in partnership with other public and private organizations, including City of Atlanta departments. The BeltLine Partnership is a non-profit organization committed to raising funds from private and philanthropic sources to support the Atlanta BeltLine.

  a) **Transit** - A 22-mile loop of pedestrian-friendly rail transit along mostly abandoned former rail lines is through 45 neighborhoods surrounding Atlanta’s urban core. BeltLine transit will also connect to existing MARTA service in up to five locations and to future transit lines in the city and region.

  b) **Trails** - A 33-mile network of multi-use trails will help create a new public realm and pedestrian friendly-environment that will include the core 22-miles that follow the railroad segments, plus numerous extensions to link together many of the existing parks and trails surrounding the BeltLine.

  c) **Parks** - The Atlanta BeltLine will increase Atlanta’s greenspace by nearly 40% as the project adds nearly 1,300 acres of new parks and greenspace throughout 25 years. The BeltLine will create a linear park with 33 miles of multi-use trails connecting 40 parks, including approximately 700 acres of existing parks.

  d) **Economic Development** - The Atlanta BeltLine is expected to generate more than $20 billion of new economic development throughout the 25 years of the Tax Allocation District and approximately 30,000 new jobs.

  e) **Affordable Workforce Housing** - Over the span of 25 years, the Atlanta BeltLine is projected to create more than 5,000 new units of affordable workforce housing by dedicating 15% of the net proceeds of the BeltLine Tax Allocation District bond proceeds to the BeltLine Affordable Housing Trust Fund; these will be a combination of owner-occupied and rental units.
Transportation Investment Act of 2010
The Transportation Investment Act of 2010 creates 12 special tax districts based on Regional Commission boundaries. Each District can levy 1% sales tax for 10 years.

Most project delivery would be the responsibility of Georgia DOT, working with local governments. The Georgia Regional Transportation Authority (GRTA) would be responsible for delivery of transit projects in the Atlanta Region, in conjunction with local transit sponsors.

Funds collected in each region must be spent in that region and are not subject to congressional balancing laws. Projects were selected by elected leaders of local governments who formed Regional Roundtables.

These Roundtables consisted of two individuals from each county: the county commission chair and one mayor (selected by all of the county’s mayors).

All 12 Regional Roundtables approved a list of projects by the specified October 15, 2011, deadline.

Voters in each region will vote on the proposed sales tax increase in a July 31, 2012, referendum.

75% of each region’s proceeds (except in ARC which is 85%) would be used to fund the projects on the final project list approved by the Regional Roundtable.

25% of the Region’s proceeds (except in ARC which is 15%) would be divided among the region’s local governments to be spent on transportation projects of that government’s choosing, i.e. resurfacing. The money would be distributed using a formula of population and road mileage.
American Recovery and Reinvestment Act of 2009 (ARRA)

- GDOT has two ARRA grants
- Both contain a major construction project.
- Purchased vehicles for GA-86-0001
- Completed environmental document for Albany Multimodal Facility.
- Construction underway for Albany Multimodal Facility.
Organizational Updates

- Governor Appoints Cabinet Secretary Secretary Mike Hancock

- Office of Transportation Delivery
  - Non-Public School Bus Transportation
  - Public Transportation
    - FTA Grants-Rural/Small Urban/MPO

- Human Service Transportation Delivery
  - Non-emergency Medicaid
  - Dept of Blind
  - Voc Rehab
State Budget
- Gov. FY13 Budget will cut most government agency budgets by 8.4% compared to FY12.
- These cuts are on top of cuts of 25 to 30% made over the previous 4 years
- No Furloughs this year but possible layoffs
- Military veteran programs would be spared cuts

Budget Cuts Impact
- delays in service
- loss of federal funds, due to loss of matching funds
- possible facility closures
- possible lay-offs
KY Proposed Legislation

- **Safety HB 165**
  - Require motorists to illuminate headlights during any period of precipitation that necessitates the use of their windshield wipers.

- **Advertisement on School Buses HB 30**
  - Allow local school boards to sell advertising on school buses; prohibit certain types of advertising; require annual reporting.

- **Veterans Identification SB 46  HB95**
  - Permit a veteran to request, at the time of application, that a personal identification card or operator’s license bear a designation denoting the applicant’s status as a veteran.
Redistricting

- Redistricting is the major issue during this year’s legislative process

- Many transit agencies will be losing key Congressional and State Legislative supporters
State Transit Funding for KY

- Study conducted by Kentucky Transportation Center on States’ Support of Non-Highway Modes of Transportation
- Key Findings:
  - Kentucky ranks the lowest when compared to adjacent states in terms of both dollars per capita and total dollars provided.
  - Kentucky provided less dollars per capita (at $0.37), than 1/3 of the amount provided by the next lowest state, Missouri at $1.15. Illinois provided the highest funding per capita at $44.04 per person.
FY 2009 Per Capita State Funding for Public Transportation

- Illinois: $44.04
- Virginia: $26.58
- Indiana: $8.63
- Tennessee: $5.59
- West Virginia: $1.66
- Ohio: $1.27
- Missouri: $1.15
- Kentucky: $0.37
In FY 2009, at $1.6 million, Kentucky ranked last of the eight states with funding levels slightly higher than half of the next lowest state, West Virginia at $3 million. Illinois again was the highest, allocating $568.6 million toward public transportation.

In FY 2012 KY received $1.2 Million to match Public Transit Capital Grants.
FY 2009 Total State Funding for Public Transportation (in millions)

- Illinois: $568.6
- Virginia: $209.5
- Indiana: $55.5
- Tennessee: $35.2
- Ohio: $14.6
- Missouri: $6.9
- West Virginia: $3.0
- Kentucky: $1.6
KY Discretionary Awards

- Veterans Transp. Community Living Initiative
  - $797,506 - Kentucky Transportation Cabinet
    - Provide a one-call/one-click call center that will help simplify access to transportation for Veterans

- State of Good Repair
  - $5,104,515 – Transit Authority of River City
    - Vehicle Replacements

- Livability
  - $1,007,200 - Kentucky Transportation Cabinet
    - Improvements in Bikeways and Sidewalks to link to Bus Stops and improved communications for Murray Calloway Transit Authority
Murray Calloway Transit Authority Livability Grant $1,007,200.00

Integrate sidewalks and bike paths throughout the city to link together bus stops and improve communications.

- The improvements will include the construction of bike lanes and sidewalks, shoulder widening, sign installation, the purchase and installation of bike racks.
The Murray Calloway Transit Authority (MCTA)’s service area includes Murray State University.

Expand access to transit services and allow university students and residents of the community improved accessibility.

Encouraging bicycle use and walking can help reduce obesity.

Murray State is 9th in College Basketballs ESPN/USA Today Coaches Poll!
Feasibility study for a Atlanta-Chattanooga-Louisville Corridor

Georgia received grant from Federal Railroad Administration (FRA)

KYTC provided local match in the amount of approximately $84,000
High Speed Rail Planning Study Cont.

- KENTUCKY
  - Louisville Segment of Corridor Results
    - Does not look promising due to low ridership projections
  - Expect Final Report at any time
  - Next Step includes determine if corridor is feasible and update State Rail Plans to reflect findings and goals moving forward
Future Plans

- Online Grant Management System
  - Allow agencies to log in and submit various reports electronically
  - Apply for Grants
  - Request Payments
  - Request Lien Releases
  - Budget Revisions
  - Etc.
The Future of Kentucky High Speed Passenger Rail!
Region IV FTA State Programs Meeting
February 1–3, 2012
Atlanta, GA

“MDOT– Current Issues and the Road Ahead”
Embracing Change

“Change is inevitable, however; what is the deciding factor as to our growth potential in the midst of change is how we respond to it.”
Challenges

- Local municipalities/government contributions shrinking
- Increased demand for human service trips in the midst of shrinking resources
- Navigating through the brokerage system to provide Medicaid trips
- Local Match for Sub-recipients and the absence of dedicated State Funds
MS– Financial and Budgetary

According to State Economist Darrin Webb:

- Mississippi ended 2011 on a strong note, with 3.4% growth in the final quarter.
- State is expected to meet its projected level of revenue collections for the fiscal year that ends June 30.
- Budget negotiations are projected to be difficult this FY because we are dealing with significantly less money.
- Major economic development activities are showing some signs of rebounding.
Opportunities

Governor’s Priorities That Could Create Transportation Opportunities:

- Mississippi Works Plan would mean increased workforce training participants at area community colleges
- Relaxing of some regulatory constraints that hinders business development and job creation
- Growth in healthcare access means more demand for access to primary health care centers
- Going Green—Natural Gas Use for Fleet Vehicles
Other Opportunities

- Continued Growth in Medicaid NET and decreasing funds could result in more contractual services
- Decreasing Funding for Mental Health Transportation resulting in Increased Coordination Opportunities
- Increased coordination (e.g. regional transportation centers, more cooperation from other State Agencies)
- New 5311(f) Provider in the Northeast Portion Of MS – Public/Private Partnership Opportunity
- Public/Private Partnerships are resulting from Regional Coordination Efforts – Delta Bus/BCCOA
ARRA UPDATE

- ARRA investments has yielded increased capacity, vehicle sharing opportunities, improved operating efficiencies, and job sustainability
- 75 Vehicles have been delivered
- 3 Regional Transportation Centers are on target for completion by September 2013
- Overall 64% of ARRA Funds Expended
- ARRA Renovation of Delta Rides Regional Call Center
Delta Rides Call Center
As of the November, 2011 elections, Republicans control the MS House and Senate

We have a new Governor after an eight year term of our previous Governor

Recent Released Report to Legislature Highlighting the Importance of Investment In the Multi-modal improvement Program

Recommendations have been made to the Governor’s office to appoint members to the Transportation taskforce. The taskforce was approved by the Legislature last year to study and make recommendations to the executive and legislature body
General Updates–Initiatives

- Statewide Coordination Plan Update
- Regional Coordination Groups Updating Plans
- Consulting Services to assess the effectiveness and impact of efforts to coordinate public transportation services in the State of Mississippi
- Request for Proposals to be Issued in February for Call Center Technology for the Delta Rides Regional Group
2011 Coordination Summit

- Approximately 300 attendees
- Broad sector participation to include: elected officials, state and local government representatives, public/private organizations, human service/disabilities advocates, college/university faculty and students, Consumers, riders of transit services,
- FTA and CTAA Participants aided in the success of the Summit
2011 Coordination Summit
Other Updates

- Statewide Call Center Study–Phase II
- “Traumatic Brain Injury Transportation Services” Pilot Project funded FY 2011
- Brookhaven multimodal facility completed after years of delays
- Despite the Economic Downturn Ridership for our sub-recipients has been Increasing
Rural Passenger Trips by Destination 2005–2011
Brookhaven Multimodal Center
Mark Your Calendar

- **Bus Driver Roadeo** – April 13–14, Choctaw, MS
- **FTA Substance Abuse Management Certification Class** June 4–7, 2012 – MDOT, Jackson, MS
- **12th Annual Coordination Summit** July 10–11, 2012
- **MPTA Leadership Conference** – August 8–10, 2012 – Natchez, MS
- **MPTA Annual Conference** – November 8–10, 2012 – Biloxi, MS
Questions........

- For additional Information:
  - Public Transit Division
  - MS Department of Transportation
  - P.O. Box 1850, Mail Code 61–01
  - Jackson, MS 39201–1850
  - 601–359–7800 (p)
  - 601–359–7777(f)
N.C. Department of Transportation

State Programs Team Meeting - Atlanta, GA -
February 1-3, 2012

Cheryl M. Leonard, Presenter

North Carolina
Highlights of 2011

- Reorganization of the NC Public Transportation Division
- Regionalization Of NC Transit Systems – A Legislative Directive
- Alternative Funding for Transit Systems
- Opening of Rideshare Lots
- Statewide Increase in Ridership
Regionalization of Systems


The Department of Transportation, Public Transportation Division is directed to:

• Study the feasibility and appropriateness of developing regional transit systems with the goals of:
  (i) Providing increased mobility between existing transit systems within one county and between counties,
  (ii) Improving planning and coordination to better meet public demand,
  (iii) Maximizing funding, and
  (iv) Developing centralized professional staff that will create operational and administrative efficiencies.
Regionalization of Systems Continued

STUDY REGIONAL CONSOLIDATION OF TRANSIT SYSTEMS H200 [Ratified]
Page 287 SECTION 28.21.

The Department of Transportation, Public Transportation Division is directed to:

• Examine both:
  (i) The consolidation of transit service planning and delivery based on regional travel patterns and
  (ii) The consolidation of single-county transit systems, where applicable.

• Report the results of its study to the Joint Legislative Transportation Oversight Committee no later than March 1, 2012.
Highlights of 2011

• Awarded $140.5 million in state and federal grants in FY 11.

• Held seven workshops statewide on federal grant programs

• Opened ARRA-funded Rideshare lots in Western North Carolina in August
Highlights Continued

• Increase in statewide ridership
  FY 2010 – 68.2 million
  FY 2011 – 72.9 million

• Increased number of registrants on www.sharetheridenc.org
  • More than 2,700 new commuters signed up, bringing total amount to 31,326 in system
Questions?
Region IV DOT Showcase
Atlanta

January 2012
Eng. Rosana M. Aguilar Zapata
Assistant Secretary for Federal Affairs

Nadgie E. Zea
Acting Director Federal Coordination Offices
Planning
Planning

• **Status 2030 Long Range Transportation Plans**

  I. San Juan Urbanized Area 2030 Long Range Transportation Plan (Interim) January 2011
  
  – Adopted and Approved
  – The document is available in the web site:


  -
II. Aguadilla Urbanized Area 2032 Long Range Transportation Plan (Interim)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Target Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Document sent to FTA</td>
<td>February 22, 2011</td>
</tr>
<tr>
<td>Comments received from FTA</td>
<td>November 23, 2011</td>
</tr>
<tr>
<td>PRHTA sent responses to comments to FTA</td>
<td>January 18, 2012</td>
</tr>
<tr>
<td>Final and approved LRTP (AUA)</td>
<td>February 2012</td>
</tr>
</tbody>
</table>

III. UZA's 2032 Long Range Transportation Plan (North, East, South-East, South and South-West)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Target Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Document sent to FTA</td>
<td>December 12, 2011</td>
</tr>
<tr>
<td>Comments received from FTA</td>
<td>January 18, 2012</td>
</tr>
<tr>
<td>PRHTA will send responses to comments to FTA</td>
<td>February 1st, 2012</td>
</tr>
<tr>
<td>Final and approved LRTP (UZA's)</td>
<td>February 2012</td>
</tr>
</tbody>
</table>
IV. Long Range Multimodal Transportation Plan 2040

The Strategic Planning Office (OPE) is working on the new Transportation Plans for the horizon year 2040. They are being worked under a contract with the consulting firm PBS & J, and its contract is being managed in the OPE. This effort will result in approximately 8 transportation plans, according to the areas identified by the census, which would be:

- Statewide 2040 Long Range Transportation Plan (Islandwide)
- San Juan 2040 Urbanized Area Long Range Transportation Plan (Metropolitan Area)
- Aguadilla 2040 Urbanized Area Long Range Transportation Plan (Metropolitan Area)
- North Region 2040 Long Range Transportation Plan (UZA) *
- East Region 2040 Long Range Transportation Plan (UZA)
- South Region 2040 Long Range Transportation Plan (UZA)
- South-East 2040 Long Range Transportation Plan (UZA)
- South-West 2040 Long Range Transportation Plan (UZA)

* UZA: Urbanized Areas with less than 200,000 inhabitants
• **Long Range Multimodal Transportation Plan 2040**

- The whole process for the development of the 2040 plans will be in accordance with SAFETEA-LU, and codes of regulations (23 CFR, 49 CFR)
- PRHTA is developing the Public Involvement Plan and Transportation Model for metropolitan areas.
- The following are the major tasks to be developed with the new PR 2040 LRTP
  - Plan Development Framework
  - Public Involvement Plan
  - Travel Demand Model Framework
  - Data Compilation and Collection Model Development
  - Funding Resource Analysis
  - Plan Development
  - Project Management

  Expected to be completed September 2012
• Consultation Process Long Range Multimodal Transportation Plan 2040
  – Stakeholders – Citizens Committee for the LRTP 2040
    • January 31, 2012
      – Proposed Agenda
        » Introduction
          • Presentation of Consultants and Working Team
        » Status of Working Process
        » Federal Requirements of Projects to be considered in the 2040 LRTP
          • Livable Cities and Complete Streets
        » Public Participation Process
          • Preliminary Progress Report
        » Next Steps
• Consultation Process Long Range Multimodal Transportation Plan 2040
  – MPO Meetings

<table>
<thead>
<tr>
<th>Date</th>
<th>Urbanized Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 15, 2012</td>
<td>Aguadilla Urbanized Area</td>
</tr>
<tr>
<td>February 16, 2012</td>
<td>San Juan and Under 200,000 Urbanized Area</td>
</tr>
<tr>
<td>April 18, 2012</td>
<td>San Juan and Under 200,000 Urbanized Area</td>
</tr>
<tr>
<td>April 19, 2012</td>
<td>Aguadilla Urbanized Area</td>
</tr>
<tr>
<td>June, 2012</td>
<td>Technical Committees (3)</td>
</tr>
<tr>
<td>August 14, 2012</td>
<td>San Juan and Under 200,000 Urbanized Area</td>
</tr>
<tr>
<td>August 15, 2012</td>
<td>Aguadilla Urbanized Area</td>
</tr>
</tbody>
</table>

– Agenda
  • Progress Report Develop LRTP 2040
  • Public Participation Process
Consultation Process Long Range Multimodal Transportation Plan 2040

- Technical Committees Meetings
  - February 29, 2012
  - March 29, 2012
  - April 26, 2012

- Agenda
  - Public Participation Process
    - Public Participation Meetings
      » During the Public Participation Process this meeting will be held at different places along the Municipalities, including the wards.
    - Between these meetings Stakeholders Citizens Committee will be meeting as required.
Programming
## ARRA FUNDS PROJECT STATUS

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Subgrantee</th>
<th>Project Description</th>
<th>Funds</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Juan Urbanized Area (PR-96-X032)</td>
<td>Corozal</td>
<td>• “Acquisition of Two (2) Trolleys”</td>
<td>$263,000</td>
<td>Vehicles were received by the Municipality on December 27, 2011. Expected to close grant on March 2012</td>
</tr>
<tr>
<td>Aguadilla Urbanized Area (PR-96-X026)</td>
<td>Las Marías</td>
<td>• “Acquisition of One (1) Trolley”</td>
<td>$139,000</td>
<td>New Agreement was signed on January 2012. Expected completion date 12/28/2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• “Acquisition of Four (4) Paratransit”</td>
<td>$188,463</td>
<td>New Agreement was signed on January 2012. Expected completion date 12/28/2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• “Acquisition of Two (2) Trolley”</td>
<td>$300,000</td>
<td>New Agreement was signed on January 2012. Expected completion date 12/28/2012</td>
</tr>
<tr>
<td>Rincón</td>
<td></td>
<td>• “Acquisition of Two (2) Paratransit”</td>
<td>$200,000</td>
<td>New Agreement was signed on January 2012. Expected completion date 12/28/2012</td>
</tr>
<tr>
<td>Urbanized Areas Under 200,000 in Population (UZA) (PR-96-X025)</td>
<td>Ceiba</td>
<td>• “Acquisition of Three (3) Trolleys and Two (2) Paratransit”</td>
<td>$353,100</td>
<td>Pending FTA determination with regard of the capacity of the Trolleys. Expected completion date 12/28/2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• “Design and Construction of Passenger Shelters”</td>
<td>$400,000</td>
<td>The original bid was through the invitation process only one bidder responded. We requested them a public announcement in order to open the process. Expected completion date 12/28/2012</td>
</tr>
</tbody>
</table>
## ARRA FUNDS PROJECT STATUS

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Subgrantee</th>
<th>Project Description</th>
<th>Funds</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urbanized Areas Under 200,000 in Population (UZA) (PR-96-X025)</td>
<td>Naguabo</td>
<td>• “Acquisition of One (1) Trolley”</td>
<td>$200,000</td>
<td>Trolley’s Bid. Was celebrated on Nov. 2011. No one met with FTA requirements. Expected completion date 7/31/2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• “Acquisition of Two (2) Paratransit Vehicles”</td>
<td>$400,000</td>
<td>Reimburse the amount of $122,850 for the purchase of paratransit vehicles on August 26, 2011. Task completed on 4/13/2011</td>
</tr>
<tr>
<td>Non Urbanized Area (PR-86-X001)</td>
<td>Jayuya</td>
<td>• “Acquisition of Two (2) Paratransit”</td>
<td>$110,000</td>
<td>Challenged awarded to the Municipality on September 28, 2011. The Municipality expects to be signing the contract with the supplier on January 31, 2012 Expected completion date 7/31/2012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• “Construction of 30 Shelters”</td>
<td>$222,000</td>
<td>Purchase order in process. Expected completion date 4/05/2012</td>
</tr>
<tr>
<td></td>
<td>Salinas</td>
<td>• “Acquisition of Two (2) Trolleys”</td>
<td>$300,000</td>
<td>Bid was awarded. Vehicles delivered. The contract was amended by HTA to pay directly to the supplier. Expected completion date 03/30/2012</td>
</tr>
<tr>
<td></td>
<td>Autoridad de los Puertos</td>
<td>• “Construction of 30 Shelters”</td>
<td>$222,000</td>
<td>Purchase order in process. Expected completion date 4/05/2012</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>$4,554,142</td>
<td></td>
</tr>
</tbody>
</table>


• F:\Status of 5303 funds .doc
SCDOT
Office of Public Transit

Doug Frate
BACKGROUND
Act 206

- Signed into law June 7, 2010
- Created a new Division of Intermodal & Freight Programs at SCDOT
- Eliminated the previous Division of Mass Transit
- Created a new Office of Public Transit and Office of Railroads
Division of Intermodal & Freight Programs

Current Organization
(vacancies highlighted; 24 total FTE slots)

Deputy Secretary

Director
Office of Public Transit

Director
Office of Railroads

Program Planning & Development Manager

Program Management & Oversight Manager

Safety, Training & Outreach Manager
Current Organization (vacancy highlighted) (20 total OPT FTE slots)
Proposed Immediate/Short-Term
(17 total FTEs; reduction of three FTEs)
SC Public Transit Infrastructure

- 27 Transit Systems operated by 25 Public Transit Agencies
  - 7 provide exclusively urban transit service
  - 16 provide exclusively rural transit service
  - 4 provide dual transit services
  - Includes 7 Regional Transportation Authorities created through state law

- SCDOT holds title to over 800 public transit vehicles statewide

- Additional contracts with over 50 human service agencies, 10 Councils of Governments, multiple MPOs, state agencies, and 3rd party consultants/vendors

- 27 active grants with a total value of $87 million; approximately $30 million remaining

- Over 180 active contracts with a value of over $30 million
18.4 cents to Washington

Average 45% federal transit funding return ($37 million in FFY2011) to S.C.
## Transit Allocations
### FFY2011 Apportionments
### SFY2011 – 2012 Funding Summary

<table>
<thead>
<tr>
<th>Program</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>5311 (Rural Transit Program)</td>
<td>$11,115,700</td>
</tr>
<tr>
<td>5307 (Large Urbanized Areas)</td>
<td>$11,301,563</td>
</tr>
<tr>
<td>5307 (Small Urbanized Areas)</td>
<td>$7,095,222</td>
</tr>
<tr>
<td>5310 (Elderly &amp; Individuals with Disabilities)</td>
<td>$2,031,483</td>
</tr>
<tr>
<td>5316 (FFY2009 Job Access and Reverse Commute – Rural)</td>
<td>$547,981</td>
</tr>
<tr>
<td>5316 (FFY2009 Job Access and Reverse Commute – Small Urban)</td>
<td>$657,202</td>
</tr>
<tr>
<td>5317 (FFY2009 New Freedom Program – Rural)</td>
<td>$355,076</td>
</tr>
<tr>
<td>5317 (FFY2009 New Freedom Program – Small Urban)</td>
<td>$460,541</td>
</tr>
</tbody>
</table>
State Mass Transit Funds (SMTF)

- SCDOT receives 1/4 of one cent of the state gasoline user fee annually
  - $6.0 million approx.
- All public transportation providers are eligible
  - Must submit application annually
- Assists in matching federal programs
- Funds may be used for special projects
Transit Allocations
State Mass Transit Funds Summary
Average $6.0 Million

On March 18, 2006, the SCDOT Commission approved this standardized method (percentage for each program) for allocation of SMF. This pie chart represents SMF funding allocations based on the approved method.
Key ARRA Projects

- Clemson Transit Facility
  - $3.5 million
  - Green Facility
    - Solar power, bus wash water reclamation
    - Completed April 2011

- Orangeburg-Calhoun Transit Facility
  - $2.9 million
  - Will be completed June 2012
Clemson Area Transit
## SCDOT ARRA Summary

**Office of Public Transit - ARRA Executive Summary**

<table>
<thead>
<tr>
<th>Rural Transit Providers</th>
<th>Public Transit Funds</th>
<th>Operating</th>
<th>Technology</th>
<th>Total</th>
<th>Expended</th>
<th>%</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen County Transit</td>
<td>$177,857</td>
<td>$2,143</td>
<td>$2,005</td>
<td>$2,020</td>
<td>$2,020</td>
<td>100%</td>
<td>$5,108</td>
</tr>
<tr>
<td>Berkeley/Timberlea/MTMA</td>
<td>$1,177,650</td>
<td>$4,500</td>
<td>$4,500</td>
<td>$4,500</td>
<td>$4,500</td>
<td>100%</td>
<td>$5,108</td>
</tr>
<tr>
<td>City of Charleston</td>
<td>$1,076,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>100%</td>
<td>$5,108</td>
</tr>
<tr>
<td>City of Sumter</td>
<td>$1,123,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>100%</td>
<td>$5,108</td>
</tr>
<tr>
<td>Orangeburg</td>
<td>$1,180,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>100%</td>
<td>$5,108</td>
</tr>
<tr>
<td>Sumter County</td>
<td>$1,175,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>$2,000</td>
<td>100%</td>
<td>$5,108</td>
</tr>
<tr>
<td>Total - Rural</td>
<td>$6,606,132</td>
<td>$12,840</td>
<td>$12,840</td>
<td>$12,840</td>
<td>$12,840</td>
<td>100%</td>
<td>$4,345,638</td>
</tr>
</tbody>
</table>

**Small Urbanized Areas**

<table>
<thead>
<tr>
<th>Public Transit Funds</th>
<th>Operating</th>
<th>Technology</th>
<th>Total</th>
<th>Expended</th>
<th>%</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anderson</td>
<td>$4,171</td>
<td>$4,171</td>
<td>$8,342</td>
<td>$8,342</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Moultrie</td>
<td>$10,123</td>
<td>$10,123</td>
<td>$20,246</td>
<td>$20,246</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Rock Hill</td>
<td>$16,000</td>
<td>$16,000</td>
<td>$32,000</td>
<td>$32,000</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Spartanburg (SPARTA)</td>
<td>$78,890</td>
<td>$78,890</td>
<td>$157,780</td>
<td>$157,780</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Florence (PCRTA)</td>
<td>$105,045</td>
<td>$105,045</td>
<td>$210,090</td>
<td>$210,090</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Spartanburg County</td>
<td>$94,102</td>
<td>$94,102</td>
<td>$188,204</td>
<td>$188,204</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Sumter (SWRTA)</td>
<td>$129,164</td>
<td>$129,164</td>
<td>$258,328</td>
<td>$258,328</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Myrtle Beach (Coast RTA)</td>
<td>$80,000</td>
<td>$80,000</td>
<td>$160,000</td>
<td>$160,000</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Total - Small Urban</td>
<td>$386,723</td>
<td>$386,723</td>
<td>$773,446</td>
<td>$773,446</td>
<td>100%</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Large Urbanized Areas**

<table>
<thead>
<tr>
<th>Public Transit Funds</th>
<th>Operating</th>
<th>Technology</th>
<th>Total</th>
<th>Expended</th>
<th>%</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aiken (LSCOG)</td>
<td>$511,000</td>
<td>$511,000</td>
<td>$1,022,000</td>
<td>$1,022,000</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Charleston (SCRTA)</td>
<td>$6,478,867</td>
<td>$6,478,867</td>
<td>$12,957,735</td>
<td>$12,957,735</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Columbia (CMRTA)</td>
<td>$3,348,374</td>
<td>$3,348,374</td>
<td>$6,696,748</td>
<td>$6,696,748</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Greenville (SCRTA)</td>
<td>$2,052,201</td>
<td>$2,052,201</td>
<td>$4,104,402</td>
<td>$4,104,402</td>
<td>100%</td>
<td>$0</td>
</tr>
<tr>
<td>Total - Large Urban</td>
<td>$15,375,502</td>
<td>$15,375,502</td>
<td>$30,751,004</td>
<td>$30,751,004</td>
<td>100%</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total ARRA Funds - SCDOT Office Public Transit**

<table>
<thead>
<tr>
<th>Total</th>
<th>Expended</th>
<th>%</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,451,114</td>
<td>$40,818,096</td>
<td>78%</td>
<td>$6,911,220</td>
</tr>
</tbody>
</table>

**Public Transit Executive Summary**

- **as of month ending November 30, 2011**
- **printed: 12/20/2011 3:40 PM**

Page 1 of 1
### Discretionary Projects

<table>
<thead>
<tr>
<th>Funding Type</th>
<th>Grantee</th>
<th>Project</th>
<th>Amt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternatives Analysis</td>
<td>Berkeley-Charleston-Dorchester COG</td>
<td>The study will examine transit in a 22-mile corridor along I-26 with terminal points in the City of Charleston and Town of Summerville.</td>
<td>$360,000</td>
</tr>
<tr>
<td>Bus Livability</td>
<td>SCDOT – Beaufort, SC</td>
<td>Beaufort County - Multi-use trail, pedestrian connectors, buses, shelters, signage</td>
<td>$3,100,000</td>
</tr>
<tr>
<td>Clean Fuels</td>
<td>Pee Dee RTA</td>
<td>Pee Dee Regional Transportation Authority - Hybrid Buses</td>
<td>$3,200,000</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>Coast RTA</td>
<td>Waccamaw-Electronic Farebox Equipment (Coast RTA)</td>
<td>$144,000</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>Coast RTA</td>
<td>Asset Management System</td>
<td>$4,798</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>Charleston RTA</td>
<td>North Charleston Regional Intermodal Transportation Facility (CARTA)</td>
<td>$6,020,126</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>Pee Dee RTA</td>
<td>This project will fund the construction of a new maintenance facility for the PDRTA. The new maintenance facility will replace a 30-year old-facility that cannot accommodate the increases in PDRTA’s fleet.</td>
<td>$2,091,507</td>
</tr>
<tr>
<td>Tribal Transit Program</td>
<td>Catawba Indian Nation</td>
<td>Funds will allow the Catawba Indian Nation to continue and enhance its tribal transit program serving the tribal members that live on and around the reservation boundary as well as nontribal members in the surrounding rural area of York County, South Carolina.</td>
<td>$250,000</td>
</tr>
<tr>
<td>Tribal Transit Program</td>
<td>Catawba Indian Nation</td>
<td>Funds will allow the Catawba Indian Nation to continue and enhance its tribal transit program serving the tribal members that live on and around the reservation boundary as well as nontribal members in the surrounding rural area of York County, South Carolina.</td>
<td>$385,518</td>
</tr>
<tr>
<td>TIGGER</td>
<td>SCDOT – Seneca, SC</td>
<td>Diesel buses will be replaced with 35-foot fast charge battery electric buses. Seneca’s fleet is operated by Clemson Area Transit.</td>
<td>$4,118,000</td>
</tr>
<tr>
<td>TIGER</td>
<td>Greenville, SC</td>
<td>Connections for Sustainability: Linking Greenville’s Neighborhoods to Jobs and Open Space</td>
<td>$235,000</td>
</tr>
<tr>
<td>Veterans Initiative</td>
<td>Lowcountry Council of Governments</td>
<td>Lowcountry Council of Governments will install IT improvements to enhance the efficiency of existing transportation services and allow providers to meet further transportation needs of veterans.</td>
<td>$124,480</td>
</tr>
</tbody>
</table>
North Charleston Intermodal Center
Key Issues & Activities

- Funding and the Medicaid Brokerage Impact
- Innovative (at least for SC) funding approaches
- Statewide Multimodal and Transit Plans
- Intercity Bus Plan
- Transit Trends Report and Funding Formula Update
- Asset Management, Grants Management, Performance Management & RTAP Management Systems
- Census 2010 UZA Designations
- Air Quality Non-Attainment
Thanks!
State Programs Team Meeting
FTA Region IV

Director of Operations: Sherri Carroll
Multimodal Transportation Resources Division
February 1-3, 2012
Current Initiatives

- Top to Bottom
- State Management Plan Training
- Subrecipient Monitoring
- Special Committee to coordinate with TDOT Finance and TDOT Legal assist in streamlining the processes for contracts and invoices.
Coordination

- Newly formed Transportation Coordination Committee this legislative session

  One Member from Senate Transportation Committee
  One Member from Senate
  One Member from House Transportation Committee
  One Member from House of Representatives
  Two Representatives from Dept of Transportation
  One Representative from Dept of Human Services
  One Representative from Dept of Finance & Administration
  One Representative from Dept of Veterans Affairs
  One Representative from Bureau of TennCare
  One Representative from Commission on Aging and Disability
  One Representative from TN Public Transportation Association
  A Representative from each Department/State Agency
Coordination  (cont.)

• Statewide Coordination Meeting February 2012

• Goal: Statewide Assessment of Federal Funds to other State Entities

• Encourage additional coordination within the State Departments

• New Partners
  – Dept of Education
  – Board of Pardon and Paroles
Map of Referral Trip

Clinton to Crossville: 1.5 hrs  miles: 65 miles
Crossville to Nashville: 2.0 hrs  miles: 114 miles
Nashville to Jackson: 2.5 hrs  miles: 132 miles
Jackson to Memphis: 1.5 hrs  miles: 92 miles
Inter-City Program: Lessons Learned

• The Assessment Process
• Demonstration Project
• Thorough Review of the Applicants
  – Financial Controls
  – Vehicles
  – Staff
  – Business Credentials/Experience
• Capital Request
  – Capital/Operations/Administration Funds
• Remain with the Pilot Project
Inter-City Program: Lessons Learned (cont.)

• Applicants designated For-Profit need specific training with:
  – Cost Reimbursements
  – OMB Circulars
  – FTA Circulars
  – Creation of Cost Allocation Plan
  – Define Reasonable Expenditures

• State Agency Staff must be trained with the expert knowledge of the program and communicate efficiently with the applicants
Nonubranized Area Program

• 12 Subrecipients receiving 5311 funds
• For 2010:
  – Total Passenger Trips: 3,114,890
  – Vehicle Revenue Miles: 28,900,506
  – Total Fleet: 1,051
    • ADA Vehicles: 831
    • ADA Percentage: 79%
• Obtained Governor’s Certification for 5311f program in 2011
Urbanized Area Program

• Assessment of Formulas used to calculate redistribution of the Governor’s Allocation
  – Completion: March 2012

• Design a Transition Plan for implementation of the new formula
Elderly & Individuals with Disabilities Program

- Number of Applications has increased from 30 to approximately 70 per year.
- Currently, Tennessee has funded 31 Agencies with 114 vehicles.
- Procurement performed by Tn Department of General Services thru statewide contract, which is utilized by all transit agencies with other FTA programs.
Job Access/Reverse Commute Program

• This program is extremely successful in Tennessee with all the funds being disbursed each year.

• Agencies currently have a waiting list due to the economic climate.
New Freedom Program

Several Transit Agencies provide Mobility Managers and Travel Trainers.

- Mobility Management
  - CTAA: Use of Mobility Management with Dialyses

- Travel Training
  - South Central Tn Development District provides Travel Training for vision impaired and individuals residing in independent living facilities.

- Occupational Therapy

- Other Activities:
  - Voice Enunciators, Marketing Program, and Operating Expenses
Statewide Planning Program

• TranSystems
  – Annual Report
  – “Going-Green” Annual Report on CD
  – Subrecipient Monitoring - Training & Workbook
  – Statewide Assessment of Asset Management to aid with State Asset Management Plan
Metropolitan Planning Program

• Office Staff in attendance at MPO meetings
• Review of MPO documents
  — TIP Amendments/Adjustments
  — UPWPs
  — Long Range Plans
  — Rail/Freight Study
• Future: Consolidated Planning Grant
Capital Investment Program
Discretionary Grants

- First Statewide Application for State of Good Repair Grant and Clean Fuels
- TDOT and TN Public Transportation Association collaboration with data collection and grant writing.
- Statewide Application for Clean Fuels for the rural agencies that are in the non-attainment areas.
  - Currently, Tennessee has 3 agencies in the Great Smokey Mountains, which benefit from the Clean Fuels grant.
Discretionary Grants (cont.)

- TN DOT 511 Call Center for Transportation
  - System will act as the One-Call/One-Click center for veterans and other transit users.
Contact Information

Director of Operations: Sherri Carroll
Multimodal Transportation Resources Division

Phone: 615-253-1043
Email: Sherri.Carroll@tn.gov
Website: http://www.tdot.state.tn.us/publictrans/default.htm
Downtown Revitalization

- Market Square
- Parking Improvements
- Main Street
- Marine Route
- Vendors Plaza
- Waterfront
- Long Bay Road
- Frenchman Bay Road
- Fort Christian Restoration
St. Croix, U.S. Virgin Islands
St. Croix, U.S. Virgin Islands
St. Croix, U.S. Virgin Islands
St. Croix, U.S. Virgin Islands
St. Croix, U.S. Virgin Islands
St. John, U.S. Virgin Islands
St. John, U.S. Virgin Islands
St. Thomas, U.S. Virgin Islands
St. Thomas, U.S. Virgin Islands
St. Thomas, U.S. Virgin Islands
St. Thomas, U.S. Virgin Islands
St. Thomas, U.S. Virgin Islands