



Tribal Transit Symposium

Connecting Indian Country by Improving Public Transportation



Welcoming Remarks



Arlando Teller

Assistant Secretary for Tribal Government Affairs
US Department of Transportation

May 24, 2023



FEDERAL TRANSIT ADMINISTRATION

Keynote Remarks



Nuria Fernandez
Administrator
Federal Transit Administration

May 24, 2023



USDOT Competitive Grant Programs: DOT Priorities and How to Build a Competitive Application

Jamie Pfister, FTA Associate Administrator for Regional Services
Mark Bathrick, FTA Division Chief, Urbanized Area Programs

May 24, 2023



FEDERAL TRANSIT ADMINISTRATION

Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law (BIL) is an investment in communities across the country, large and small, urban and rural. The BIL will create millions of good-paying jobs, ensure that we can compete and win the 21st century, and make historic investments in equity and the fight against climate change.

BIL is a five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations totaling \$660 billion. Total potential funding over five years includes:

- FHWA: \$365 billion
- **FTA: \$107 billion**
- FRA: \$102 billion
- NHTSA: \$8 billion
- FMCSA: \$5 billion
- MARAD: \$2 billion
- OST: \$43 billion



New Programs

The Bipartisan Infrastructure Law stood up new programs, including over \$45 billion in new competitive grants, for localities and Tribes. Examples (subject to appropriation) include:

 Safe Streets and Roads for All	\$ 6 billion
 Bridge Investment Program	\$16 billion
 Transit-Oriented Development Pilot Program	\$68 million
 Reconnecting Communities	\$ 1 billion
 Culvert Removal, Replacement and Restoration	\$ 1 billion
Carbon Reduction Program	\$ 6 billion
 SMART Grant Program	\$ 1 billion
 National infrastructure Investments (Mega projects)	\$15 billion
 Rural Surface Transportation Grant Program	\$ 2 billion
 Charging and Fueling Infrastructure grants	\$2.5 billion
 PROTECT formula and discretionary grants	\$8.7 billion



Transit Eligible DOT Competitive Programs

2023 USDOT Notice of Funding Opportunity (NOFO) Programs

Office of the Secretary	Federal Highway Administration (FHWA)	Federal Railroad Administration (FRA)	Federal Transit Administration (FTA)
<ol style="list-style-type: none"> 1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE, formerly TIGER/BUILD) 2. Multimodal Project Discretionary Grant Programs: <ol style="list-style-type: none"> a. Infrastructure For Rebuilding America (INFRA) b. Mega c. Rural Surface Transportation 3. Reconnecting Communities 4. Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program 5. Safe Streets and Roads for All (SS4A) 	<ol style="list-style-type: none"> 1. Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program 	<ol style="list-style-type: none"> 1. Consolidated Rail Infrastructure and Safety Improvements (CRISI) 2. Railroad Crossing Elimination Program 	<ol style="list-style-type: none"> 1. Rail Vehicle Replacement Program 2. Buses & Bus Facilities 3. Low or No Emission Bus & Facilities 4. Passenger Ferry 5. Electric or Low Emitting Ferry Pilot Program 6. Ferry Service for Rural Communities 7. Pilot Program for Transit Oriented Development Planning 8. All Stations Accessibility Program 9. Capital Investment Grant Program 10. Tribal Transit Program 11. Expedited Project Delivery Pilot Program 12. Transit Research Grants (5312)



DOT Strategic Goals and Priorities

Safety - Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

Economic Strength and Global Competitiveness - Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

Equity - Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate and Sustainability - Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation - Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence - Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.



Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Multimodal grant program with \$2.3 billion available in FY2023 for surface transportation infrastructure. Supports projects that improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair, partnership, and innovation, consistent with DOT's strategic goals. Fund both planning and capital grants. **Rural projects eligible for 100% federal share.**

Eligible Projects:

- Highway, bridge, road, transit, passenger and freight rail, intermodal, surface transportation components of an airport, port infrastructure, culvert rehab and replacement, and planning or pre-construction activities.

Awards:

- 50% of funds for rural projects;
50% of funds for urban projects
- Max award of \$25M for BIL funds
- Max award of \$45M FY 2023
Appropriation Act funds.

Planning Grants

No minimum award size

Capital Grants

\$1M minimum for rural/\$5M
minimum for urban



More information: www.transportation.gov/RAISEgrants



Multimodal Project Discretionary Grant Opportunity

DOT combined three programs into single NOFO to create a more efficient application process for project sponsors. Eligible projects may be considered for multiple programs using a single application.

INFRA Grants

- Nationally Significant Multimodal Freight and Highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- \$8 billion available for FY2022-2026.

Mega Grants

- National Infrastructure Project Assistance program to support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
- \$5 billion available for FY2022-2026.

Rural Surface Transportation Grants

- Program support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
- \$2 billion available for FY2022-2026

More information: <https://www.transportation.gov/grants/mpdg-announcement>



Safe Streets and Roads for All

The new Safe Streets and Roads for All Grant Program includes **\$5 billion in advanced appropriations** over 5 years. It supports the National Roadway Safety Strategy through local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.



Learn more and stay connected:

<https://www.transportation.gov/grants/SS4A>
ss4a@dot.gov

Action Plan Grants

- **Eligible Planning Activities:** Develop or Complete a comprehensive safety action plan. Conduct supplemental action planning activities (in support of an existing comprehensive safety action plan).
- Developed to be **accessible** to all communities with a **low barrier to entry**; including three major criteria, safety impact, equity, and safety considerations.
- At least 40% of awards fund action plan activities

Implementation Grants

- **Eligible Planning Activities:** Implement projects and strategies. Conduct planning and design. Conduct supplemental action planning activities (in support of an existing comprehensive safety action plan).
- Applicant must **have established action plan** in place. Activities must be tied directly to projects and strategies identified in action plan.

Strengthening Mobility and Revolutionizing Transportation (SMART)

\$100 million annual grant program for demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety. Applicants may seek planning and prototyping grants or implementation grants.

Eligible Projects:

- Improve equity by integrating climate, public health, and socioeconomic data into transportation operations.
- Improve responsiveness, flexibility, and efficiency of paratransit services with booking, scheduling, and routing systems.
- Streamline income-based transit fare programs by integrating back-end databases with other social service programs.

Awards: Maximum of \$2M for Planning and \$15M for Implementation Grant

One Tribe awarded \$1.9M in FY2022.

More information: <https://www.transportation.gov/grants/SMART>



National Culvert Removal, Replacement, and Restoration

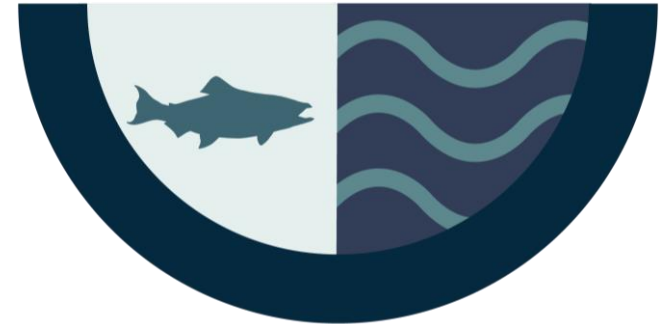
\$200 million annual program administered by Federal Highway Administration provides grant funding to replace, remove, and repair culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish. Tribes are eligible for 100% federal cost share.

Eligible Projects:

- Projects to replace, remove, or repair culverts that would meaningfully improve or restore fish passage for anadromous fish.
- Projects to replace, remove, or repair weirs that would meaningfully improve or restore fish passage for anadromous fish. With respect to weirs, the project may include: 1) infrastructure to facilitate fish passage around or over the weir; and 2) weir improvements.

Awards: Minimum of \$10,000. Maximum of \$20M.

More information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/culverts_fact_sheet.cfm



Railroad Crossing Elimination Program

\$600 million annual program administered by the Federal Railroad Administration to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Eligible Projects:

- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof;
- Improvement or installation of protective devices, signals, signs, or other;
- Safety improvement via separation, closure, or track relocation project;
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings.
- The planning, environmental review, and design.

Awards: Minimum of \$1 million (except planning grants). 20% of funding for rural areas or Tribal lands

More information: <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>



Reconnecting Communities Pilot Program

The Reconnecting Communities Pilot program will help reconnect communities previously cut off from opportunities by transportation infrastructure, such as highways and rail lines, through solutions like high-quality public transportation, infrastructure removal and Main Street revitalization. \$1 billion is available through the program for FY 2022-2026 for planning, capital construction, and technical assistance.



Learn more and stay connected:

www.transportation.gov/reconnecting
ReconnectingCommunities@dot.gov

Planning Grants

- **Funding Available:** \$250 million over 5 years.
- **Eligible Planning Activities:** Planning studies, public engagement activities, and other transportation planning activities as determined by the USDOT.
- **Award Limit:** Up to \$2 million, up to 80% of the project

Capital Construction Grants

- **Funding Available:** \$750 million over 5 years.
- **Eligible Capital Construction Projects:** Design activities, permitting, NEPA documentation, the removal, retrofit, mitigation, or replace an existing eligible facility with a new facility that reconnects communities, delivery of community benefits and mitigation measures.
- **Award Limit:** Up to 50% of the project, \$5 million minimum



Thriving Communities

This \$25 million program aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. TCP facilitates the planning and development of transportation and community revitalization activities and provides tools to ensure that under-resourced communities can access Bipartisan Infrastructure Law funding.

- Four “Capacity Builders” awarded in FY2022 to support a total of 64 communities in 42 states, including 6 Tribal Nations, and Puerto Rico.
- FY2023 NOFO anticipated in Summer 2023.
- Communities needing technical assistance, planning, and capacity building support should identify community partnerships and discuss specific needs and vision for transformative transportation and community revitalization projects.



**THRIVING
COMMUNITIES**
PROGRAM

More information: <https://www.transportation.gov/grants/thriving-communities>



Searchable database of USDOT and non-USDOT transportation related discretionary grants

 [Download CSV](#)

Keywords

Eligible Activities Eligible Applicants

Agency/Office Transportation Type

Match Waiver Rural Set-Aside Tribal Set-Aside Status

[Apply](#)

HIGHLIGHTS

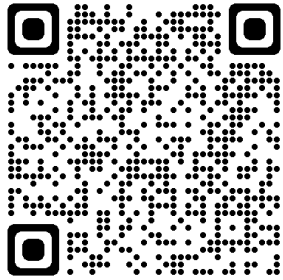
- 90+ grant programs
- Covers DOT and Non-DOT Agencies
 - *8 DOT Agencies*
 - *10+ Non-DOT Agencies*
- Multiple search filters
- Customized features for Rural and Tribal communities
- Save results as Excel csv file

<https://www.transportation.gov/grants/dashboard>

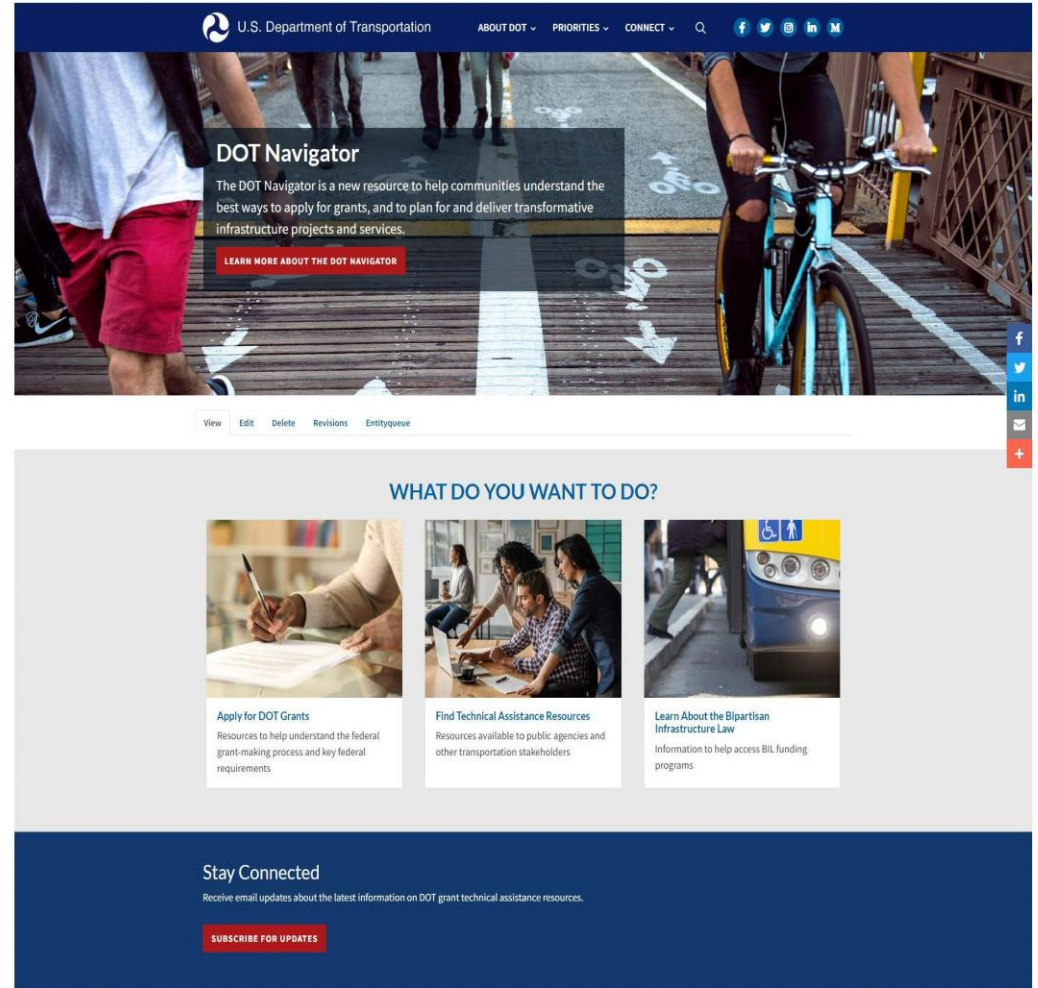


DOT Navigator

Coordinating and Improving Access to the range of DOT Technical Assistance Resources



<https://transportation.gov/dot-navigator>



- **Sample Grant Application Resources**

- Overview of DOT Funding and Financing
- USDOT Discretionary Grant Process
- Understanding Federal Match Requirements
- Checklist for a Strong Workforce and Labor Plan
- What is a Benefit-Cost Analysis?
- Is Federal Funding the Right Fit for My Organization?

How to Build a Competitive Application

Session Goals

1. Provide technical assistance to those who compile and/or develop competitive applications for a multitude of FTA programs.
2. Pull back the curtain – understand a competitive program, the review of an application, the selection process, and how to better compete!
3. Provide an update on upcoming competitive program funding opportunities and ways applicants can access this funding.



FTA Competitive Grant Portfolio



FTA has one of the largest, competitive portfolios at DOT



During FY22, FTA:

- Received over 700 applications
- Requested over \$9.5 billion in federal funding



In FY23, FTA has:

- Approximately 8 competitive programs with nearly \$2.5 billion in available funding
- Includes FTA's Buses and Bus Facilities Competitive Program, Low-No Program, Rural Ferry Program, and Passenger Ferry Program.



New FTA Competitive Programs

- As a result of the Bipartisan Infrastructure Law (BIL), four new competitive programs were created for FTA to administer:
 - 1 All Station Accessibility Program (ASAP)
 - 2 Rail Vehicle Replacement Program (Rail)
 - 3 Electric and Low-Emitting Ferry Pilot Program (Low-No Ferry)
 - 4 Ferry Grants for Rural Communities (Rural Ferry)
- *Community Projects (Congressionally Directed Spending) are not considered “competitive” programs, as they are specifically appropriated by Congress.



Expansion of FTA's Bus/Low-No Program

- FTA's Low-No Program funding increased to over \$1.1 billion annually.



Photo credit: [Low or No Emission Vehicle Program - 5339\(c\)](#)



Question #1

Where Does a Competitive Program Come From?



Program Creation – Authorization

- Congress passes an Authorization Bill (IIJA/BIL).
- An Authorization Bill, creates programs for length of the authorization, provide direction to the federal agency (FTA) and provided identified funding amounts against which Congress can appropriate funding.
- Unique to the BIL, Congress in some cases provided “advance appropriations” which is guaranteed funding for each year of a program, outside of the typically annual appropriations process.



Program Creation – Appropriation

Each year Congress passes an Annual Appropriation Bill (“Budget”)

FTA Develops:

- 1) Program parameters
- 2) Guidance document
- 3) Notice of Funding Opportunity (NOFO)



Notice of Funding Opportunity (NOFO)

Developed and approved by FTA and in some instances the Office of the Secretary, the Office of Management and Budget (OMB), and the Executive Office of the President (EOP).

The NOFO outlines specific eligibility requirements, evaluation criteria, additional considerations, selection process, and other key elements for awarding and implementing funding.

The NOFO is the guiding document for all application information.



A NOFO includes Program Description, Award Information, Eligibility, and Application Review/Selection.



Questions to Ask Yourself Before Applying

1. What is the **intent/emphasis** of this program through authorization/appropriation and the NOFO?
2. What is my **need** and **goal** for my project?
3. Am I an **eligible** applicant?
4. Is/are my **project(s) eligible** for this program?
5. Have I **addressed** all the **criteria/questions** listed in the NOFO?



Question #2

How Do I Apply to a Competitive Program?



Overview of the Application Process

1

Release of the NOFO (done via Grants.Gov)

- Low-No/Bus has a statutory deadline for when a NOFO must be announced.
- All other programs are at the discretion of the Department and may rely on other factors impacting the timing of the release each year.

2

FTA hosts a public webinar(s) for applicants

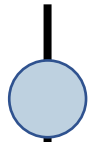
- For all competitive programs, FTA will host at least one public webinar.
- Subscribe to FTA's listserv for information on these events.

3

- Application Submission Period Closes
(Grants.gov)



Important Dates



NOFO Announced

Applicants are now able to apply to the specific competitive program



NOFO Closes

- Point at which Grants.gov will no longer accept applications
- Applicants should check SAM.gov and Grants.gov registration at least 3 weeks in advance



**FTA Selection
Announcement on
FTA's Website**

Serves as the official selection notification and point at which pre-award authority begins (unless otherwise noted in the NOFO or Selection Announcement)



**Funding Obligation
Deadline**

Point at which funds must be fully obligated and pinned in TrAMS (legal agreement between the federal government and project sponsor)



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Question #3

How Do I Apply to a Competitive Program?



Key Application Documents

SF-424 (Application for Federal Assistance)

1. Grants.gov required form.
2. Required to apply for assistance across the federal government.
3. Captures high level information including applicant contact and general project information.

Supplemental Form (Applicant and Proposal Profile)

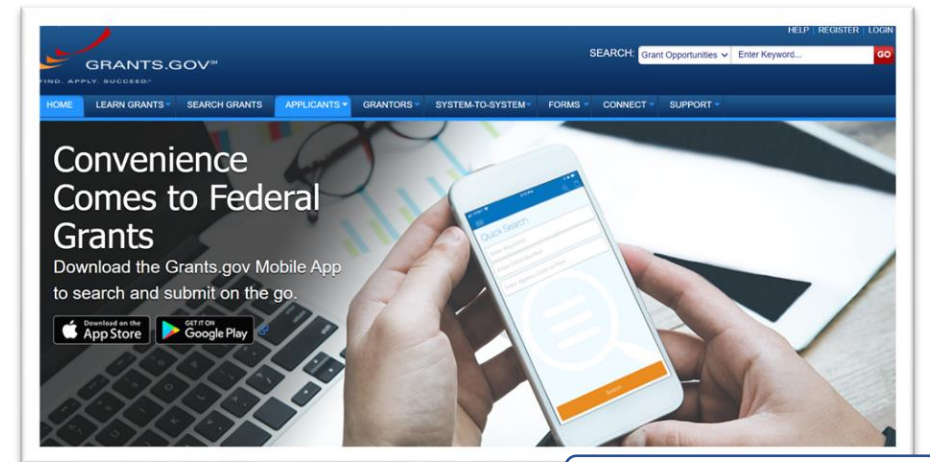
1. FTA specific document meant to streamline application requested information.
2. Required for submission to FTA for most competitive programs.
3. Captures specific project information, responses to technical evaluation criteria, and other program specific information that may be used in the review and selection of projects by FTA.

Together, these documents are the basis for most FTA competitive submissions



Application Submission and Intake

- Application submitted through the Grants.gov Workspace.
 - If rejected, applicant will receive an e-mail within 24 hours.
- Applications are pulled into FTA's Discretionary Grants System (DGS) system.
 - If rejected, applicant will receive an e-mail within 2 hours.



<https://www.grants.gov/>



Question #4

How Does FTA Review and Select Applications?



Overview of the Review Process

Application
Intake Phase

Technical
Evaluation
Criteria Review
Phase

Additional
Considerations
/ Review and
Selection

Provide
Congress with
the requisite
three-day
notification of
release

Project
Selection/
Announcement



Application Intake Phase

- FTA Program Manager (PM) will conduct an initial intake screening for applicant and project eligibility.
- FTA PM will coordinate with Regional Office staff.



Technical Evaluation Criteria Review Phase

- Review teams are assembled from volunteers from across FTA and can also include DOT/other Executive Agency personnel.
- Team members review each application individually, rating each of the **evaluation criteria** in the NOFO.
- Team members then come to a consensus on an overall rating for each application using guidance outlined in the approved evaluation plan.
- Once submitted, consolidated ratings and narratives are then reviewed by the PM and necessary office leadership to ensure quality control and consistency in rating applications across the review teams.



Additional Considerations/Review and Selection

- The NOFO may contain statements such as “FTA may consider...” or “FTA may prioritize...”
 - These can be used to further help FTA select fundable projects from a highly selective pool.
- Examples may include Justice40, Racial Equity, Climate Change, etc.
- If your application addresses any of these, be sure to demonstrate and highlight throughout your application.



Project Selection/Announcement

- All competitive program selections require a three-day notice to Congress before FTA can officially announce project selections.
- At a minimum FTA will then post the project selections on the specific program's webpage.
- FTA will publish any additional implementation guidance for the project selections.
- FTA will provide debriefs for any unsuccessful applicants, if requested within 30 days from the date projects are announced on FTA's website.



Questions to Ask Yourself When Developing Your Application

- Need
 - What is the need for my project?
 - What is the need for FTA investment specifically?
- Benefits/Impact
 - How will my project impact the goals of the program?
 - How will my project benefit/impact my community?
- Funding/Cost Sharing
 - What is the required statutory match for the program?
Project specific?
 - Are the funds secured? What documentation or proof do you have? What additional steps are needed?
- Project Implementation
 - Status of TIP/STIP, NEPA, etc.?
 - Is implementation plan comprehensive and plausible?



Question #5

How Do I Build a Better Application?



Tell Your Story!

- 1 FTA receives applications from all 50 States and U.S. Territories (500+ in the Bus/Low-No Program alone).
- 2 Members of technical review teams may not be from or familiar with your state, county, city, or town—so tell your story.
- 3 The NOFO is the “test” – use it as a guide for responding. If it is being asked, it is likely important!



Stand Apart!

Remember, these are competitive programs!

- Every Project Has Value – what is the value of **yours**?
- *Everyone must fill out an application* – **what is in it** and **what supports it** can be what sets you apart!
- **Examples** of ways to stand apart:
 - Supporting evidence
 - Attachments to corroborate narrative
 - Project data
 - Firsthand accounts
 - Pictures

Please note – Reviewers look at sometimes up to 40-50 applications for a single program. Be concise, make your information easy to locate, and only provide the information relevant to your project.



Attention to Detail – Avoid These Pitfalls

1

Failure to address key criteria listed in the NOFO

- If its mentioned, the application should address it, even so much as to say not applicable

2

Inconsistencies in the budget

- Federal requested amount differs between SF-424 and Supplemental Form
- Match in budget does not match amount listed in match section
- Match includes items that are not eligible (not allowable or already incurred costs)

3

Project timeline is not plausible or supported

- Project completion dates or milestones are not realistic based upon the type of project
- Timeline only includes one milestone

4

Lack of information on key planning or environmental requirements

- Applicant does not address whether the project is in the TIP/STIP or can be added
- Applicant does not mention NEPA status, level of effort needed, or projected completion timeline



Key Takeaways

- **FTA and You share a common mission** – if you have a question, ask, and ask early.
- Don't wait till the last minute; start planning your application **before** the NOFO is released.
- **Understand** the statute and **follow** what is listed and requested in the NOFO.
- **Attention to detail** is critical – errors and inconsistencies can severely hinder an application.
- Tell your story/**set yourself apart** – these are extremely competitive programs.
- Be **comprehensive** and **effective** in your application but also **concise**.
- **Use resources** – webinars, FTA website, industry groups, etc.



Lunch Break

- The Tribal Transit Symposium is on break
- **Next Session:** Tribal Transportation Self Governance Program Overview, beginning at **1:00 PM** Central Time



Tribal Transportation Self-Governance Program (TTSGP)

Milo Booth, Director of Tribal Affairs, Office of the Secretary
Eldridge Onco, Senior Tribal Affairs Advisor

May 24, 2023



Purpose of the TTSGP

The purpose of the TTSGP is to provide Tribes and Tribal organizations with greater control, flexibility, and decision-making authority over USDOT funds used to carry out tribal transportation programs, functions, services, and activities (PFSAs) in Tribal communities.



TTSGP BACKGROUND

- Section 1121 of the FAST Act (23 U.S.C. § 207)
- TTSGP Final Rule published on June 1, 2020 (49 C.F.R. part 29)
- Final Rule effective date - October 1, 2020



HOW CAN A TRIBE PARTICIPATE IN THE TTSGP?

- Voluntary participation
- Request by a Tribe
- Standards of eligibility
 - Financial Stability
 - Financial Management Capability
 - Transportation Program Management Capability
- Eligibility determination by Department within 120 days



NEGOTIATING A COMPACT AND FUNDING AGREEMENT

- Ninety (90) day negotiation period
- Final offer process: 45-day response time for Department
- Retrocession and Reassumption
- Alternative dispute resolution - Pre-Award and Post-Award



WHAT FUNDS MAY BE INCLUDED IN A FUNDING AGREEMENT?

- Tribal Transportation Program funds
- Transit Program funds
- Discretionary or competitive grant funds
- Title 23 (Federal-aid Highway) funds
- Section 5311 funds awarded to a State



ADMINISTERING THE PROGRAM AND FUNDS

- Tribes manage day-to-day responsibilities for PFSAs
- Financial standards and procurement standards
- Records management and property management standards
- Single annual audits and eligible costs
- Government-wide OMB Rule at 2 C.F.R. part 200



WHAT ARE TTSGP BENEFITS TO A TRIBE?

- Self-governance
- Administrative streamlining
- Single funding agreement
- Advance payment of funds
- Formula funds may be invested
- Department rules, policies, manuals, guidance, and circulars do not apply unless agreed to by a Tribe
- Funds may be used as local match in other Federal and non-Federal programs



WHAT ARE TTSGP BENEFITS TO A TRIBE? (cont'd.)

- Negotiation of ISDEAA Title I provisions in a funding agreement
- Tribe can carry out its employment and contracting preference laws
- Reduced reporting requirements
- Access to federal supply sources
- Waiver of TTSGP regulations
- Liability coverage under Federal Tort Claims Act
- Appeal and ADR regarding pre-award and post-award actions
- Technical assistance



TTSGP CONTACT INFORMATION

- Mailing address:

Office of Tribal Government Affairs
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

- Telephone number: (202) 366-5699
- Email address: TribalAffairs@dot.gov
- TTSGP webpage: <https://www.transportation.gov/self-governance>
- Monday - Friday office hours: 8:00 a.m. - 4:30 p.m.



QUESTIONS?



FTA Tribal Transit Program and NRTAP Technical Assistance Resources Overview

Marianne Stock, FTA Division Chief, Rural and Targeted Programs

Neil Rodriguez, Tribal Transit Program Manager, National Rural Transit Assistance Program (NRTAP)

May 24, 2023



Agenda

Objectives

- Provide recent updates on the Tribal Transit Program (TTP)
- Discuss next steps and available resources
- Receive feedback from Listening Session

Agenda

1. TTP Overview
2. TTP Funding Levels
3. Competitive Program Update
4. Targeted and Tribal Transit Technical Assistance
5. Upcoming Tribal Consultation
6. Tribal Transportation Self-Governance Program (TTSGP)
7. Listening Session
8. Resources and Questions



Tribal Transit Program Overview



Tribal Transit Program Overview

Who is eligible?

TTP provides direct funding to federally recognized American Indian and Alaskan Native Tribes for public transportation services on and around Indian reservations or Tribal lands in rural areas.

What activities are eligible?

Eligible activities under the program include planning, operating and capital projects.

How is the Program structured?

TTP has two components:

- 1) Formula funding is apportioned to Tribes who report transit data to the National Transit Database (NTD). Census data is also used under the formula program.
- 2) Competitive funding is made available in a Notice of Funding Opportunity each year.



FTA TTP History

Competitive program created and funded at \$8 million to \$15 million per year (SAFETEA-LU)

FY 2006

FY 2013

Formula program funded at \$25 million per year and competitive program at \$5 million per year (MAP-21)

Formula program funded at \$30 million per year and competitive program at \$5 million per year (FAST Act)

FY 2016

FY 2022

Formula program funded at \$35 million and competitive program at \$8.75 million (BIL)

The TTP is a set-aside of the Formula Grants for Rural Areas Program (49 US Code Section 5311)



Tribal Transit Program Funding Levels



Current Tribal Transit Program

- [The Bipartisan Infrastructure Law](#) (FY 2022-2026)
 - Increased funding for the Tribal Transit Program by nearly 83 percent
 - Instead of a flat amount each year, the Tribal Transit Program now grows with the Rural Transit Program
- **Supports 136 American Indian and Alaska Native Tribes with transit service**

In Millions						
Funding Program	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
TTP Formula	\$30.0	\$35.01	\$35.74	\$36.68	\$37.43	\$38.39
TTP Competitive	\$5.0	\$8.75	\$8.93	\$9.17	\$9.36	\$9.60



Competitive Program Update



FY 2022 Tribal Transit Competitive Program



Application period closed on **May 25, 2022**

- Received 47 applications from 47 Tribes in 17 states requesting \$18M



On October 22, 2022, FTA [announced](#) **\$8.6 million** in funding to 25 Tribes for 25 projects in 15 states

- Eastern Shawnee Tribe of Oklahoma received more than \$330,000 to upgrade scheduling technology for its phone app and on-demand vehicles to expand service to daytime hours. [List of Project Selections](#)



FY 2023 Tribal Transit Competitive Program

FTA published a [Notice of Funding Opportunity](#) (NOFO), approx. \$8.9 million is available

Application period closes at 11:59pm ET



FY 2023 TTP Competitive Program

- **\$8.9 million** available
- Eligible Applicants:
 - **Federally recognized American Indian or Alaska Native Tribes** as identified by the US Department of Interior, in rural areas with a population of less than 50,000
- Period of Availability
 - Funds are available for obligation the year allocated plus two years (**total of three years**)



FY 2023 Eligible Projects

Eligible Projects	Eligible Federal Share	Funding Availability
<ul style="list-style-type: none"> • Planning <ul style="list-style-type: none"> ✓ \$25,000 cap 	<p>100%</p>	<p>3 years (Year of Allocation + 2 FY)</p>
<ul style="list-style-type: none"> • Capital <ul style="list-style-type: none"> ✓ New Services ✓ Replacement (bus, equip, facility) ✓ Expansion (bus, equip, facility) 	<p>100%</p>	
<ul style="list-style-type: none"> • Operating Assistance <ul style="list-style-type: none"> ✓ All eligible recipients 	<p>100%</p>	



Section 5311 Formula Grants for Rural Areas Program

- Funds are allocated to States to support transit service in rural areas
- Tribes are eligible recipients
- Planning, operating, and capital projects are eligible
- States distribute funds within their state, as described in a State Management Plan
- Once funds are allocated by the state, tribes may opt to receive the funding directly from FTA

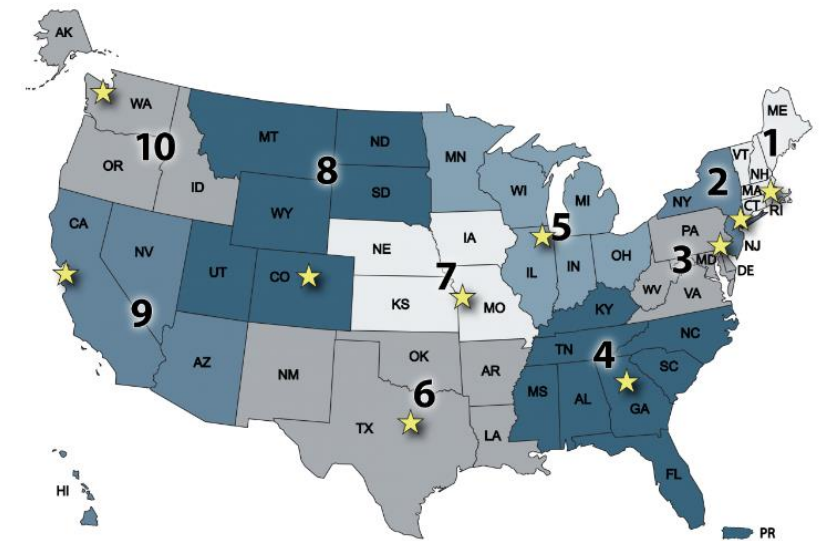


Targeted and Tribal Transit Technical Assistance



Targeted FTA Technical Assistance for Tribes

- FTA's [Tribal Governments Landing Page](#) contains information for Tribes interested in becoming FTA recipients.
- [Regional Tribal Liaisons](#) in each FTA regional office provide targeted technical assistance to Tribal grantees
- FTA conducted a Buses and Bus Facilities/Low or No Emissions competitive program webinar targeted specifically to rural and Tribal applicants on February 28th
- FTA conducted a Tribal Transit competitive program webinar on April 20th and had 95 participants



[FTA Regional Offices](#)



Technical Assistance Assessments

As part of the TTP, FTA offers **targeted technical assistance** through the Tribal Transit Technical Assistance Assessments Initiative.



In FY23, **36 Assessments** will take place.



FTA collaborates with Tribal Transit recipients to **review grant administration** processes and **identify areas in need of improvement** and then assists to offer solutions to address these needs.



FTA has conducted **62 assessments** since 2015.



National Rural Transit Assistance Program (NRTAP)

- [FTA 5311-funded technical assistance center](#), which provides targeted technical assistance to rural transit providers, including Tribes.
- Collaborates with FTA and Tribes to provide resources to ensure Tribal Transit programs are successfully implemented.
- Offers training and technical assistance on grant writing for competitive funding opportunities eligible to Tribes.
- Develops training modules for Tribal Transit agencies.



Tribal Transportation Self-Governance Program



Tribal Transportation Self-Governance Program (TTSGP)

- USDOT's [Tribal Transportation Self-Governance Program](#) (TTSGP) became effective October 1, 2020.
- FTA continues to support TTSGP and the implementation of the program.
 - Particularly when Tribes receiving FTA funds express interest and pursue participation in the program.



[On June 7, 2022, the Cherokee Nation became the first Tribal Nation recipient of the program.](#)





National RTAP Overview and Updates

2023 FTA Tribal Transit Symposium
Oklahoma City, Oklahoma
May 24-25



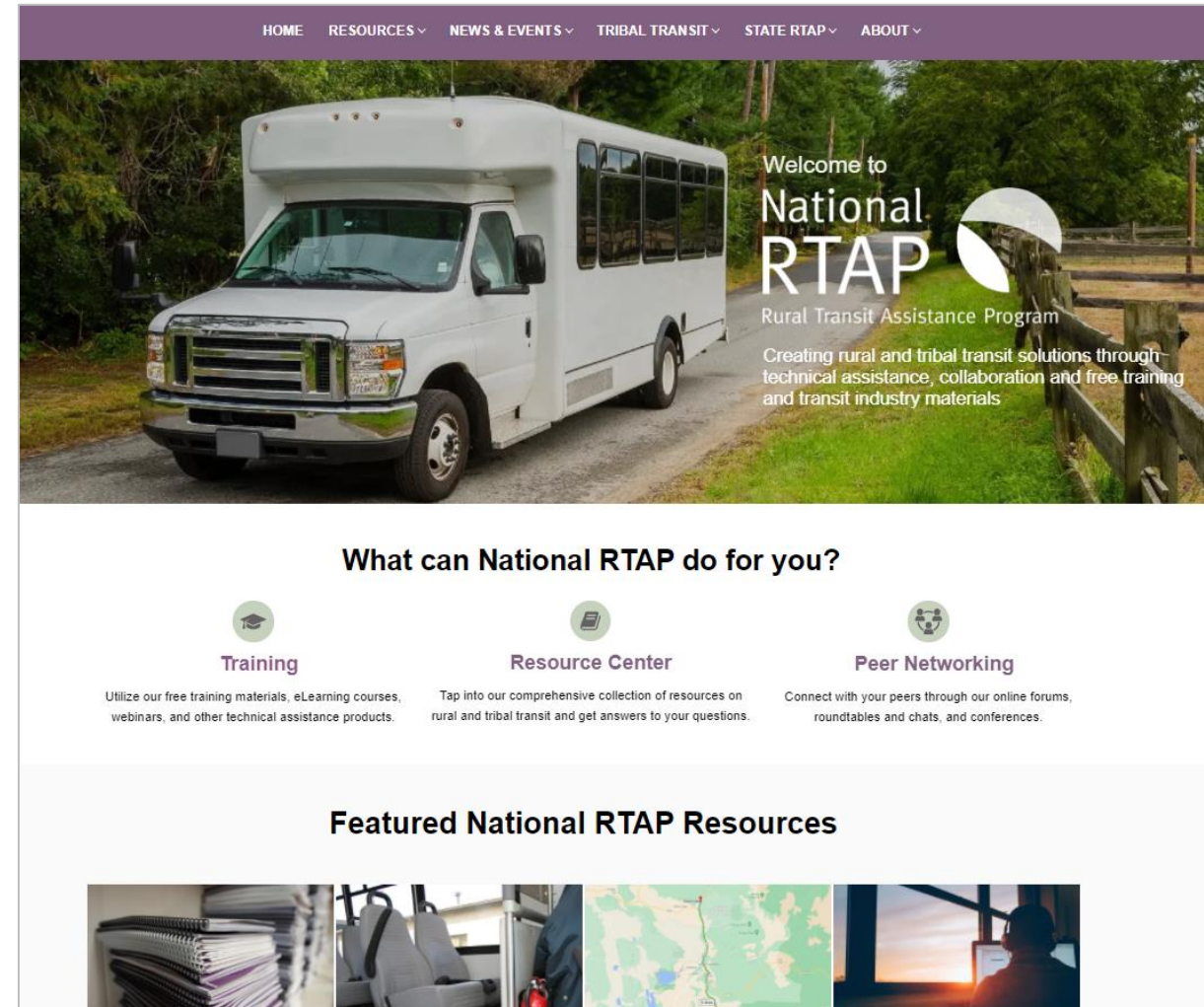
U.S. Department of Transportation
Federal Transit Administration

National Rural Transit Assistance Program

- Technical assistance center funded by FTA through Section 5311 since 1987

Vision: Safe, compliant, efficient and effective rural and tribal transit that reflects the needs and values of communities nationally.

- Guided by a 14-member Review Board
- Learn more at nationalrtap.org



The screenshot shows the homepage of the National Rural Transit Assistance Program (RTAP). At the top is a purple navigation bar with links for HOME, RESOURCES, NEWS & EVENTS, TRIBAL TRANSIT, STATE RTAP, and ABOUT. Below the navigation bar is a large hero image of a white transit bus parked on a dirt road. To the right of the bus, the text reads: "Welcome to National RTAP Rural Transit Assistance Program" followed by a circular logo and the tagline "Creating rural and tribal transit solutions through technical assistance, collaboration and free training and transit industry materials". Below the hero image is a section titled "What can National RTAP do for you?" with three columns: "Training" (with a graduation cap icon), "Resource Center" (with a document icon), and "Peer Networking" (with a group of people icon). Each column has a brief description of the service. At the bottom is a section titled "Featured National RTAP Resources" with four small image thumbnails: a stack of papers, the interior of a bus, a map, and a person working at a computer.

National RTAP Resources and Services

Training

Manuals, videos, PPTs,
eLearning, webinars

Information

Technical briefs, toolkits,
eNews, research

Technology Tools

For procurement, GTFS,
websites, cost allocation

Peer Networking

Conferences, roundtables,
forums

Assistance

Reference services – bring
us your questions!

National RTAP Products and Services

HOME	RESOURCES ▾	NEWS & EVENTS ▾	TRIBAL TRANSIT ▾	STATE RTAP ▾	ABOUT ▾
INFORMATION	TRAINING	TOOLKITS	TECHNOLOGY TOOLS		
Resource Library	National RTAP Training Overview	ADA Toolkit	Overview		
Resource Catalog	National RTAP eLearning	Bus Roadeo Toolkit	Cost Allocation Calculator		
Topic Guides	2 The Point Training	How to Find Anything Toolkit	GTFS Builder		
Technical Briefs	Directory of Trainers	Marketing Toolkit	ProcurementPRO		
Best Practices Spotlight	Webinars	State RTAP Manager's Toolkit	Website Builder		
COVID-19 Information	Peer Roundtables & Chats	Transit Manager's Toolkit	Rural iNTD		
TACL					

nationalrtap.org

News you can use!

- **eNews - biweekly newsletter (email or online)**
- **Pulls information and opportunities from nearly 200 sites and newsletters**
- **National RTAP news, resources, events**
- **Industry webinars, conferences, trainings**
- **FTA and USDOT updates**
- **Industry publications**
- **Funding opportunities**



eNews - March 3, 2022

National RTAP is a program of the Federal Transit Administration dedicated to creating rural and tribal transit solutions through free training materials, technical assistance, and partner collaboration.

Newsletter Highlights

- National RTAP Marketing Workshop on Passenger Information Next Week
- Upcoming National RTAP Building Better Bus Stops Webinar
- Upcoming National RTAP Intercity Bus and Tribal Transit Peer Roundtables
- FTA Publishes Annual Model Plans and Research Outlook and New Census Webpage
- Centers for Medicare & Medicaid Services Holding NEMT Listening Sessions

Information Resources

- **Technical Briefs**
 - 1-12 pages. Short guides to a topic, with case study examples and links to resources.
- **Best Practices Spotlight Articles**
 - Sharing Training with Agencies Coordinating Transportation
 - Transportation to Scenic Destinations
 - Social Media
- **Rural Integrated National Transit Database (iNTD)**
 - Compare your state or system to peers and look at your efficiency and effectiveness measures
- **Biennial Surveys of Rural and Tribal Transit Agencies and State RTAPs**
 - See national trends and use the Job Description and Salary Database

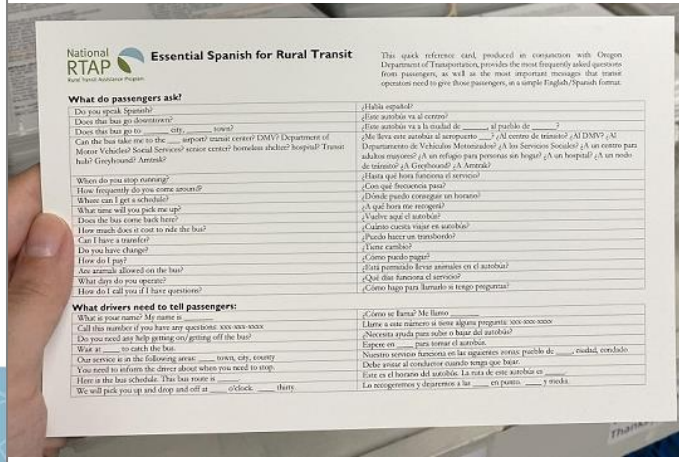
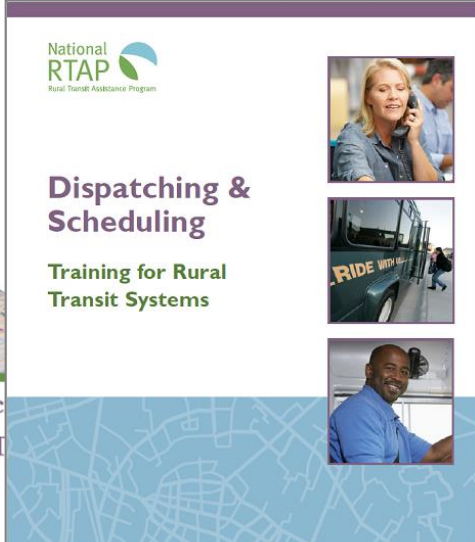
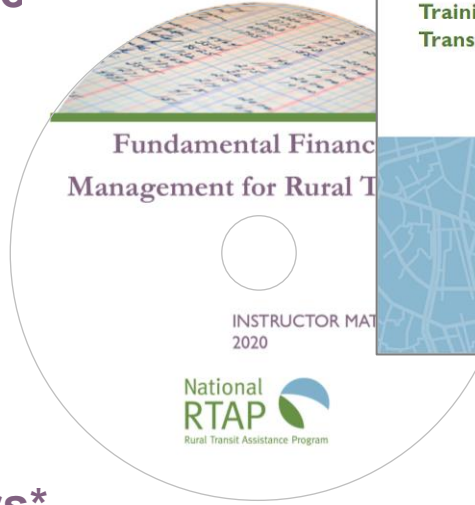
Technical Assistance

- **Reference services – for questions or a template**
- **Peer Assistance**
 - **Online Forums**
 - **Roundtables on Zoom**
 - **Twitter Chats**
 - **Peer Mentoring**
- **National RTAP Conferences**
 - **Participation in national, state, and regional conferences**
- **Direct technical assistance – evaluated upon request**



National RTAP Training Modules

- 2 The Point Training (English and Spanish)*
- Advanced Topics in Financial Management
- Boards that Perform
- Delivering Excellent Customer Service*
- Dispatching and Scheduling*
- Essential Spanish
- Essential Skills for Trainers
- Emergency Procedures*
- Fundamental Financial Management
- Problem Passengers*
- Reasonable Suspicion for Supervisors*
- Safety Training and Rural Transit (START)*
- Substance Abuse Awareness for Safety Sensitive Employees*
- Top Shops: Emergency Management in Facilities*



Seguridad de los pasajeros

Tema tres: Cinturones de seguridad - Conductor

Según las leyes, todo conductor de un vehículo comercial a motor (CMV) debe utilizar el ensamblaje de cinturón de seguridad antes de operar el vehículo, si está provisto (49 CRF 392.16).

La administración estadounidense de transporte en carreteras estima que los cinturones de seguridad salvan unas 14.000 vidas al año.

Aunque a nivel nacional ha aumentado la utilización de los cinturones de seguridad, la tasa de utilización ha aumentado con menor rapidez en las zonas rurales. Y, muy importante, aunque solo el 19% de la población del país vive en zonas rurales, el 49% de todas las colisiones con víctimas mortales ocurren en esas zonas (NHTSA 2017).

Asegúrese de conocer la política de su sistema acerca del uso de cinturones de seguridad por los pasajeros.

¡Lleve puesto su cinturón de seguridad e inste a los demás a hacer lo mismo!

Actualización de 2018. Información tomada del módulo de capacitación de seguridad y de transporte rural (START) de National RTAP. Imagen: Administración nacional de transporte en carreteras.

Resource Library

RTAP Resource Library

The National RTAP Resource Library's mission is to provide access to free, high quality technical assistance and training materials dedicated to rural and Tribal transit systems.

[Resource Library Policies](#)

[Take a Virtual Tour!](#)

Find and Access Resources

[Search](#)

Featured Resources



Emergency Evacuation and Sheltering During the COVID-19 Pandemic

A rapid expert consultation from the National Academies of Sciences, Engineering, and Medicine



Analysis of Green Bond Financing in the Public Transportation Industry

This TRCP report provides public transit agencies with an introduction to green bonds and how they can be used to advance sustainability goals.

RTAP Resource Catalog

National RTAP's Resource Catalog lists all of our popular products, including training modules, web apps, and technical briefs.

[Resource Catalog](#)

Need Help?

info@nationalrtap.org

888-589-6821

Mon-Fri 9am-5pm ET

Quick Links



National RTAP eLearning Portal

Self-guided, online courses where learner progress and scores can be tracked and documented by managers in the portal.

[Learn More](#)



Resource Share Account

Access your Resource Share account by logging in with your username and password.

[Learn More](#)



Directory of Trainers

Outside training resources and trainers-for-hire. Search by name, state, FTA region, and/or keyword.

[Learn More](#)



Rural iNTD Data

To access to the Rural iNTD system, [Register Here](#) and then enter your password on the Rural iNTD login page.

[Learn More](#)



TACL

Visit the Transportation Technical Assistance Coordination Library (TACL) and click on the Training tab at the top for instructions.

[Learn More](#)



Resource Library Widget

Add the National RTAP Resource Library Widget to your website.

[Learn More](#)

TACL: The Transportation Technical Assistance Coordination Library



<http://transportation-tacl.org>

A sustainable methodology and platform to access transportation coordination resources from transportation technical assistance centers and the [Federal Transit Administration \(FTA\)](#).

The FTA-funded technical assistance centers participating:

- [National Aging & Disability Transportation Center \(NADTC\)](#)
- [National Center for Applied Transit Technology \(N-CATT\)](#)
- [National Center for Mobility Management \(NCMM\)](#)
- [National Rural Transit Assistance Program \(NRTAP\)](#)
- [Shared-Use Mobility Center \(SUMC\)](#)

elearning.nationalrtap.org

1. Go to <https://elearning.nationalrtap.org/>

The screenshot displays the elearning.nationalrtap.org website. On the left is a navigation menu with 'Courses', 'Agency Request Form', and 'National RTAP Website'. The main content area features a 'Welcome Back!' banner with the text 'Let's start right where you left off!' and an image of a smartphone on a notepad. Below this is a 'My Courses' section with a search bar and a grid of course cards. The cards include: 'National RTAP eLearning' (Troubleshooting - Frequently ...), 'NTRANSIT The Way To Go' (COVID-19 Safety Guidance for ...), 'nadtc National Aging and Disability Transportation Center' (Cost Allocation Meets Coordin...), 'EMERGENCY PROCEDURES for Rural Transit Drivers' (Emergency Procedures for Ru...), 'Dispatching and Scheduling Tr...' (This updated and enhanced training is designed for staff who perform th...), 'NDSU UGPTI SURCOM' (Small Urban and Rural Center ...), 'Delivering Excellent Customer...' (This folder contains two courses: one designed for general education on...), 'Reasonable Suspicion Trainin...' (Reasonable Suspicion Training for Supervisors/Reasonable Suspicion...), '2 the Point training' (2 The Point Training - This is an online version of National RTAP's 2 the Point Training series fo...), and 'BUSING ON THE LOCKOUT B.O.T.L.' (Transit and Human Trafficking - When building an army to fight a crime like human trafficking, the bu...).

2. Click on Login at the top right side of the page

Courses Available

National RTAP:

- 2 the Point Training
- Dispatching and Scheduling
- Emergency Procedures for Rural Transit Drivers
- Problem Passengers: Managing Difficult Passengers & Situations
- Reasonable Suspicion Training for Supervisors
- START Online - Safety Training and Rural Transit
- Substance Abuse Awareness Training for Safety
- Sensitive Employees
- Top Shops: Emergency Management in Maintenance Facilities

National Aging and Disability Transportation Center:

- Cost Allocation Meets Coordination: A Mini-Course for Human Services Transportation Providers

Other Partner Organizations:

- COVID-19 Safety for Frontline Transit Employees (NJ Transit)
- FTA Title VI Program Requirements for FTA Grantees
- Transit and Human Trafficking: Busing on the Lookout
- Wheelchair Securement and Lifts Training Videos

Small Urban and Rural Center on Mobility:

- Crisis Management for Rural and Tribal Transit Providers
- Customer Service for Rural and Tribal Transit Providers
- FTA 101: An Introduction to the Federal Transit Administration
- Grant Writing for Rural and Tribal Transit Providers
- Financial Management Short - The Basics
- HR Training Shorts: Onboarding, Interview Questions, Performance Appraisals, Employee Recognition

Toolkits

- **ADA**
- **Bus Rodeo**
- **Find Anything**
- **Marketing**
- **State RTAP Manager's**
- **Transit Manager's**
- **Tribal Transit Manager's***

Featured Toolkit – Transit Manager’s Toolkit

- Developed for new rural transit managers, but a resource for any transit manager.
- Information to ensure their rural transit organizations operate smoothly.
- Assures compliance with the federal regulations associated with Section 5311 funding.
- www.nationalrtap.org/Toolkits/Transit-Managers-Toolkit/Welcome



Technology Tools

- **Cost Allocation Calculator**
- **GTFS Builder**
- **ProcurementPRO**
- **Website Builder**



**COST ALLOCATION
CALCULATOR**



**PROCUREMENT
PRO**



**GTFS
BUILDER**



**WEBSITE
BUILDER**

New Products and Upcoming Events

What's New in the Resource Center?

- **Customer Driven Service Training**
- **Dispatching and Scheduling**
- **Updated ADA and Transit Manager's Toolkits**
- **School Bus and Rural Transit Coordination NEW**
- **Transit Website Checklist NEW**
- **Leading the Rural Transit Agency**
- **Substance Abuse**
- **Incident and Injury Report Form**
- **Emergency Response Checklists**
- **Developing, Designing and Delivering Community Transportation**
- **Insurance and Risk Management Technical Briefs**

In progress or starting soon:

Active Shooter Training

Tribal Transit Toolkit

Updated Marketing Transit Toolkit

Updated Board Training

Rider Survey Toolkit

ProcurementPRO Enhancements

Recent Webinars

- **Succession Planning 101**
- **Entry-Level Driver Training Requirements**
- **GTFS: Three Steps to Online Trip Planning**
- **Microtransit vs. Micromobility Series Webinar**
- **Mobility Management and Veterans Transportation to Healthcare Series**
- **Marketing Workshops #1-5**
- **Building Better Bus Stops: Planning and Partnerships**
- **Risky Business: Transit Insurance and Risk Management**
- **Rural Transit Planning and Route Design**
- **Transportation Management Association (TMA) Workshop**
- **Financial Management and Indirect Cost Rates**
- **Microtransit and Rural Mobility**
- **Impact of Marijuana Legalization on Transit Operations**
- **Demystifying Trip Planner Licensing Agreements**

View recordings at: www.nationalrtap.org/webinar

Tribal Transit Training Mini-Conferences

- Feb 2020 – MT
- May 2021 - OK
- June 2021- MT
- October 2021- MN/WI
- March 2022 – AK
- June 2022 – AZ
- Spring 2023 - AK



Upcoming

- **RideSheet Pilot Program Informational Webinar - May 31, 2023, 2:00-3:00 PM ET**
- **How to Find (Almost) Anything in Transit with the Find Anything Toolkit - June 13, 2023**
- **Successful Strategies for Hiring Rural and Tribal Transit Operators, June 15, 2023**
- **Office Hour with National RTAP Tribal Transit Program – Summer 2023**
- **Active Shooter Preparedness, Mitigation and Response Training at or for Rural Transit Systems – Summer 2023**
- **Rural Transit Day - July 16, 2023**
- **National Transportation in Indian Country Conference – September 2023**
- **Financial Management, ELDT, GTFS eLearning modules 2023**

2023 National RTAP Rural and Tribal Transit Conference



5th National RTAP Conference

Navigating the Tides of Change with Rural & Tribal Transit

December 3-6, 2023 in Myrtle Beach, SC

Quyana!



National Rural Transit Assistance Program

nationalrtap.org | 888-589-6821 | info@nationalrtap.org

Find us on Facebook, Twitter, YouTube, LinkedIn & Instagram



U.S. Department of Transportation
Federal Transit Administration

Upcoming Tribal Consultation



Upcoming Tribal Consultation



FTA will be conducting official Tribal consultation **starting in 2023**.



This consultation will address ways to improve the Tribal Transit Program and enhance the technical assistance provided to our Tribal grantees.



Consultation efforts will include:

- Listening sessions
- In-person consultations
- Federal Register Notice and Public Docket for submission of comments



Listening Session



Listening Session – Purpose

The purpose of today's listening session is to gather feedback from Tribes to help us structure a consultation related to the administration of the Tribal Transit Competitive Program.



FTA will gather feedback and ideas from Tribes on changing, expanding, or adding additional questions they would like included in the consultation.



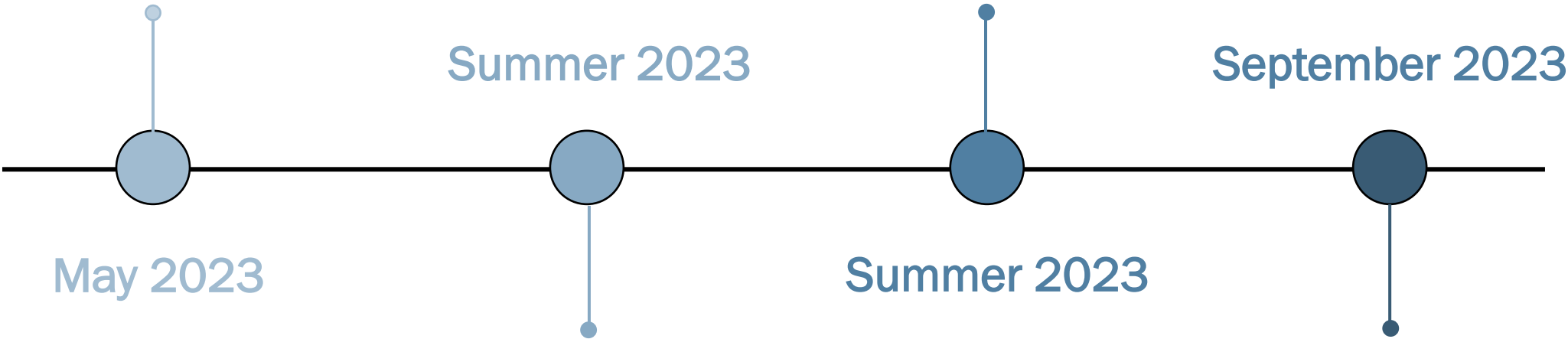
Based on listening session feedback, FTA intends to publish a Federal Register Notice to open the Consultation and request Comments through an official Docket this summer.



Listening Session – Timeline for Consultation

In-Person listening session
at DOT/FTA Tribal Transit
Symposium

Virtual meeting using FRN
as a guide



Based on listening session feedback,
publish Federal Register Notice
Requesting Comments

In-Person session at NTICC

TBD – Publication of FR Notice with responses and program changes

Listening Session – Topics

The topics for consultation will include, but are not limited to the following:

1

Changes to the \$25,000 cap for planning funds under the TTP competitive program.

2

Changes to match requirements under the TTP competitive program.

3

Changes to the threshold for operating assistance eligibility under the competitive program.

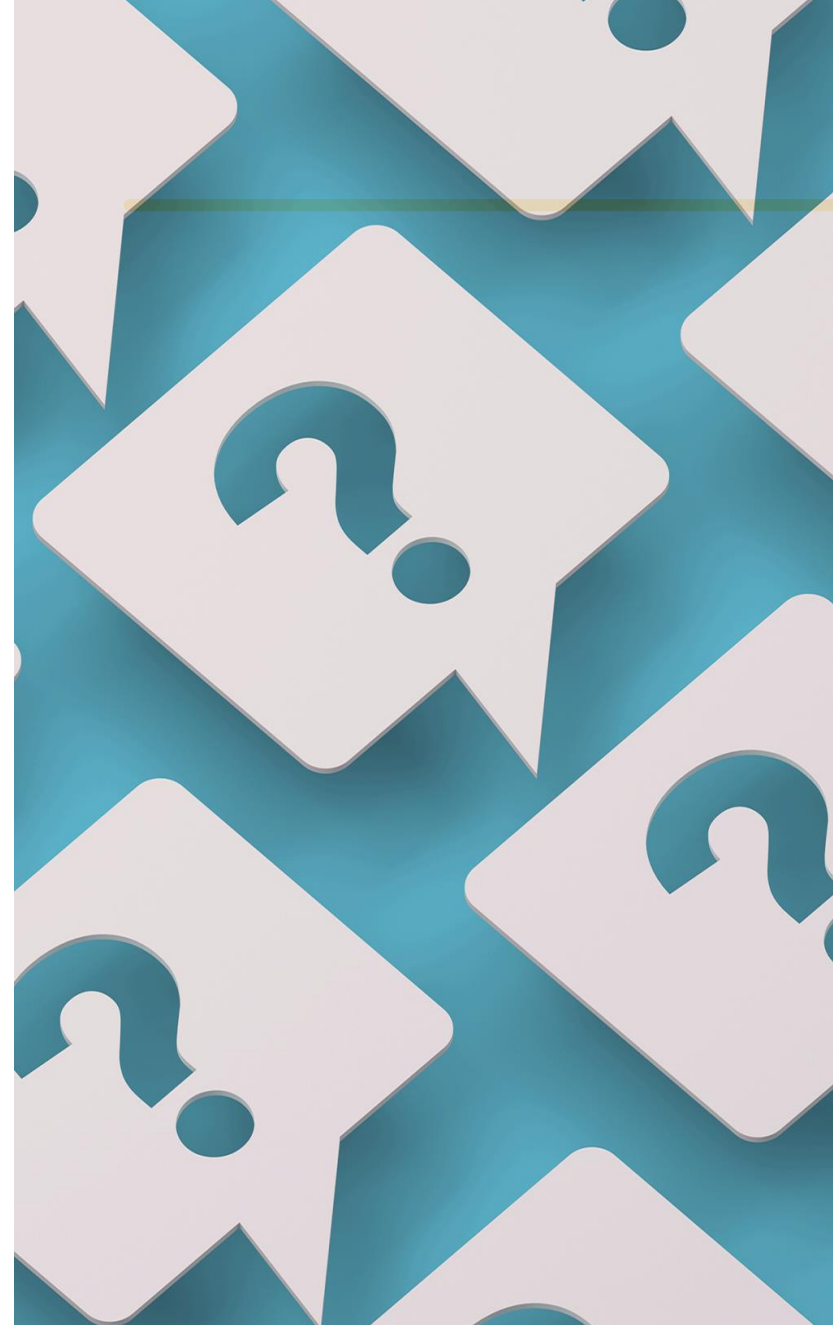
4

Improvements to FTA's Tribal technical assistance efforts.



Listening Session – Tribal Transit Competitive Program

- **Proposed Questions for Direct Response or Requests for Refinement:**
 1. Should TTP competitive program funds continue to support capital, operating and planning projects?
 - These types of projects are currently eligible under the program.
 2. Should operating assistance under the competitive program be limited based on the amount of TTP formula allocation received?
 - In the past, FTA has limited operating assistance to applicants who receive less than \$20,000 under the TTP formula program.



Listening Session

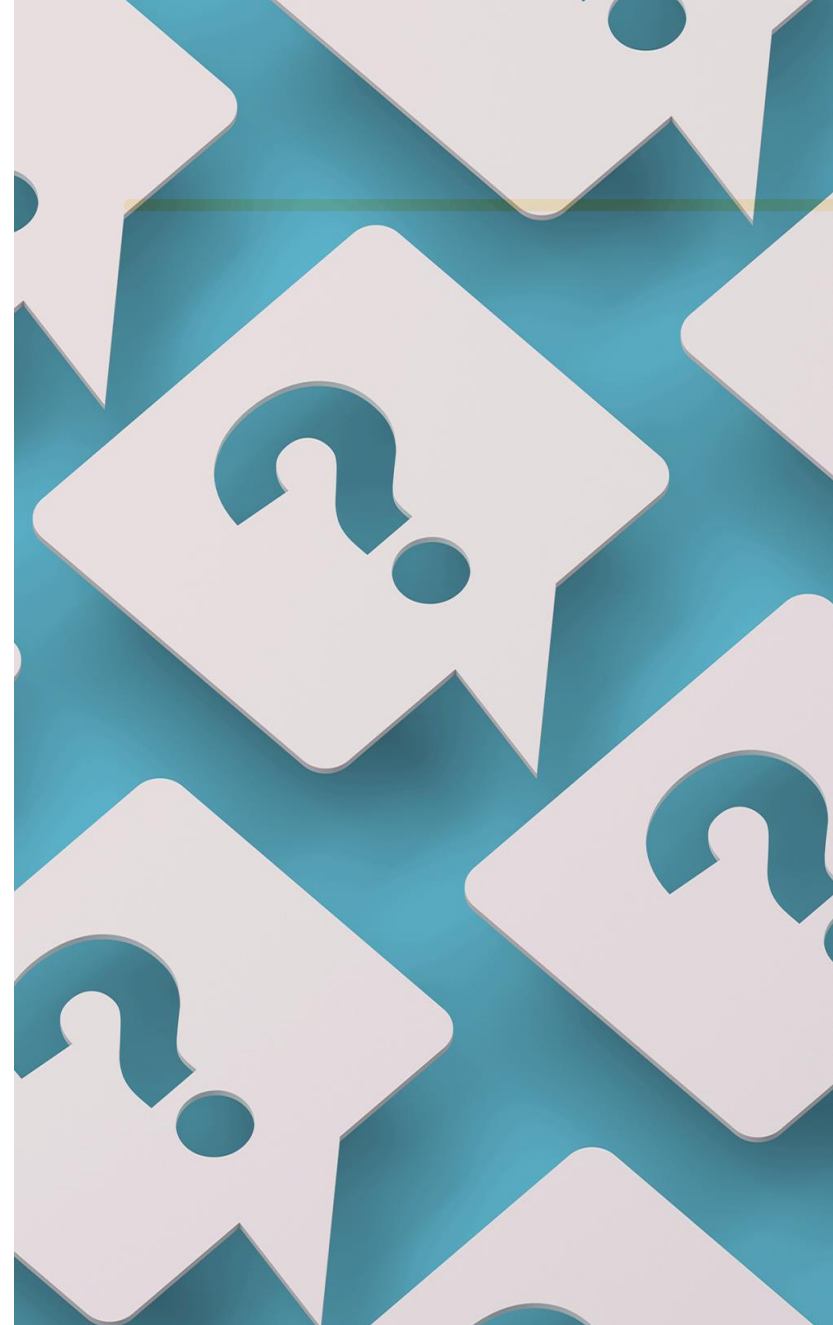
- **Proposed Questions for Direct Response or Requests for Refinement:**
 3. Should TTP competitive program funds continue to support start-up, expansion, and replacement capital projects?
 - These projects are currently eligible under the program. Should FTA prioritize start-up projects in order to advance Tribal transit providers into the formula program?
 4. Should FTA establish a minimum and maximum grant amount under the TTP competitive program?
 - Currently, there is no minimum or maximum set for allocations under this program. However, planning grants are capped at \$25,000.



Listening Session

- **Proposed Questions for Direct Response or Requests for Refinement:**

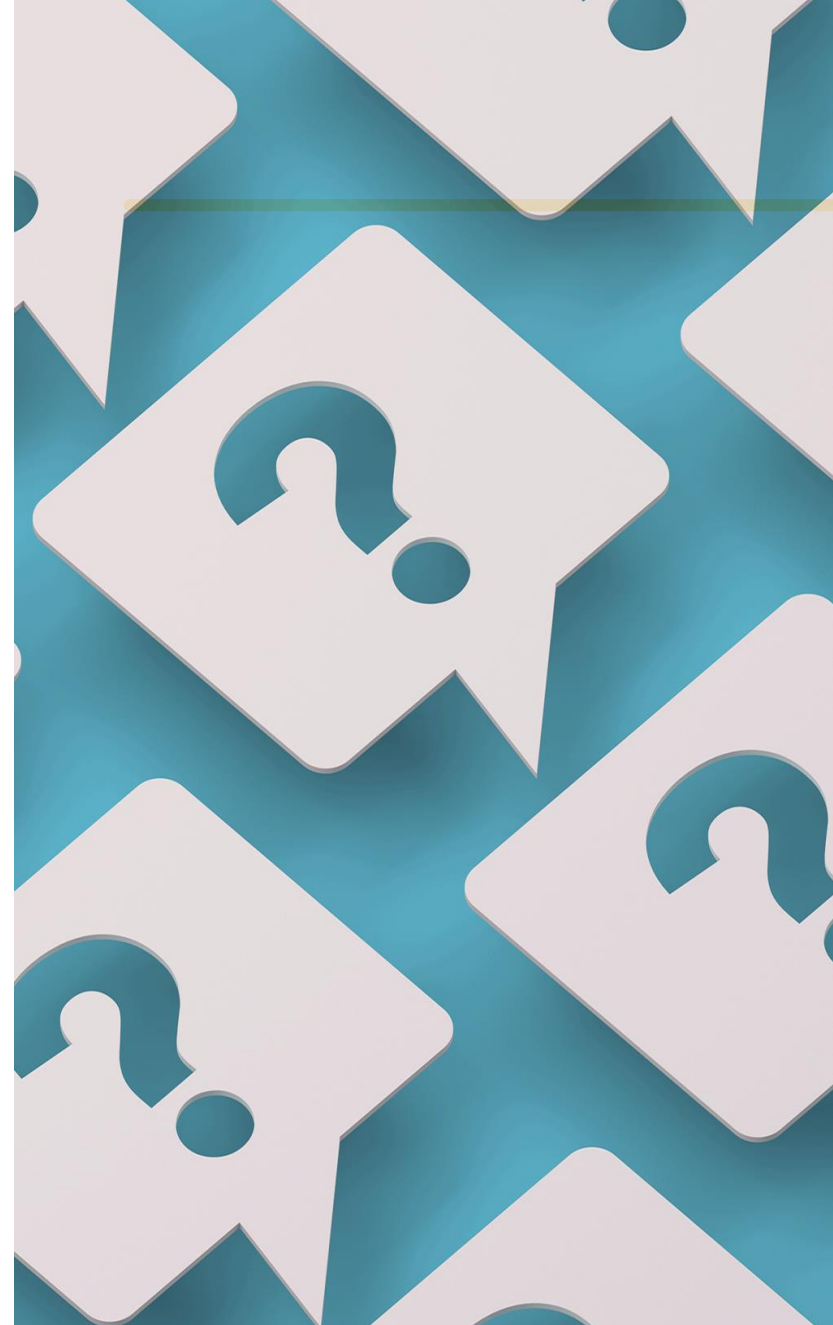
5. Should FTA continue to cap planning grants at \$25,000 under the competitive program? Should FTA increase the allocation amount for planning grants?
6. Should FTA require a 90/10 Federal/local match for Tribes for both capital and operating assistance projects under the TTP competitive program? If so, should FTA continue to include an option for Tribes to submit a local match waiver request?
 - Currently, there is no match required for both the competitive and formula program. However, in the past, a match of 10 percent was required on competitive program projects, unless the Tribe applied for a hardship waiver.



Listening Session

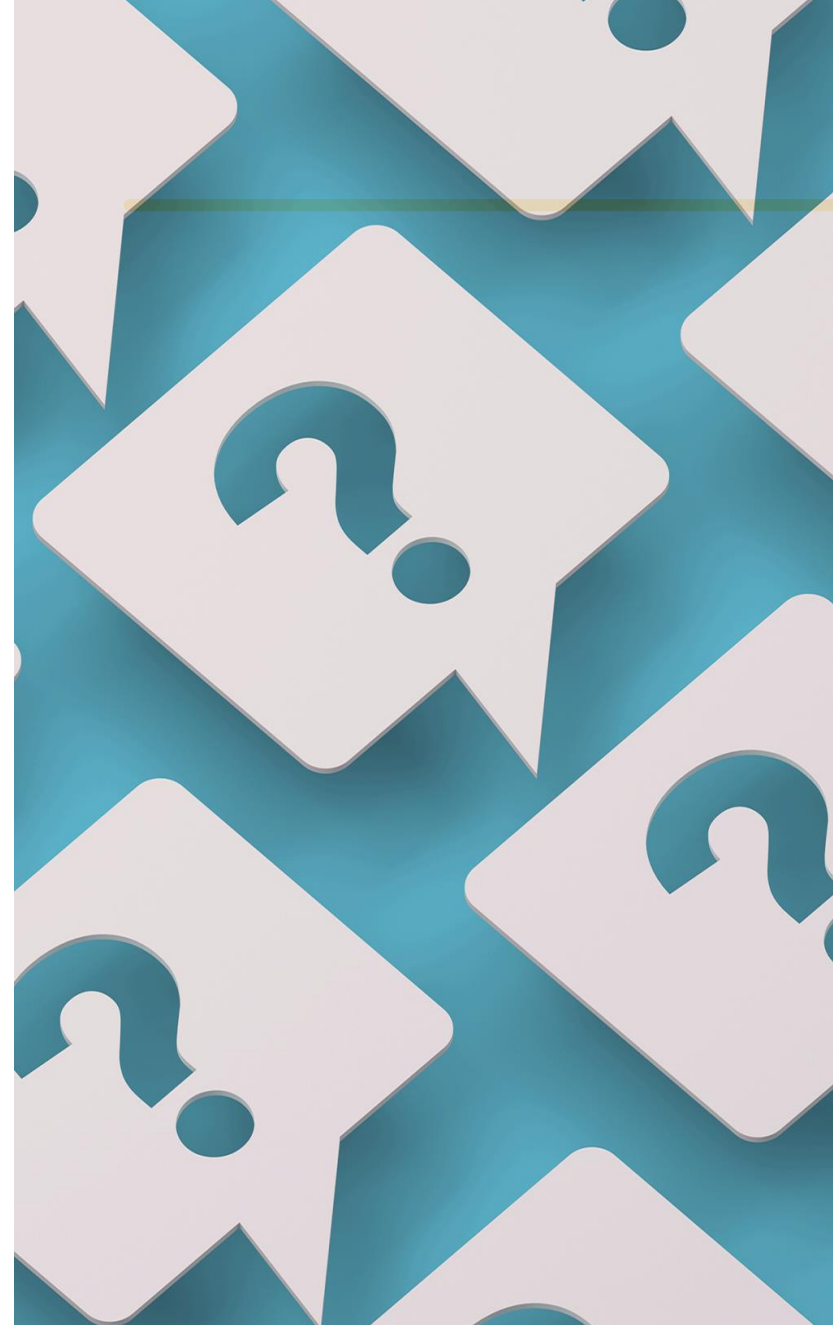
- **Proposed Questions for Direct Response or Requests for Refinement:**

7. Should FTA retain the condition that indirect costs not exceed 10 percent of each Tribal Transit competitive grant allocation?
8. Should FTA continue to provide Tribes 90 days to submit applications under the TTP competitive program Notice of Funding Opportunity?
 - In the past, FTA has had either a 60-day or a 90-day deadline for application submission under the TTP competitive program.



Listening Session-Tribal Transit Technical Assistance

- Proposed Questions for Direct Response or Requests for Refinement:
 9. How can FTA improve its technical assistance efforts for Tribal recipients?
 - Currently, FTA offers technical assistance to Tribes through its Tribal Transit Technical Assistance Assessments and the National Rural Transit Assistance Program (NRTAP). FTA regional offices also provide direct Technical Assistance to Tribal recipients in their region.



Listening Session – Additional Topics?

Other topic suggestions for
consultation from Tribes?



Listening Session

At this time, FTA would like to offer the opportunity for a Tribal Caucus.

Thoughts?



Questions?

- Contact:
 - Elan Flippin, Tribal Transit Program Manager
 - Elan.Flippin@dot.gov
 - TribalTransit@dot.gov



Links and Resources

- [Tribal Transit Program](#)
- [FY23 Tribal Transit Program NOFO](#)
- [Formula Grants for Rural Areas - 5311 | FTA \(dot.gov\)](#)
- [NRTAP](#)
- [Tribal Governments Landing Page](#)



Break

- The Tribal Transit Symposium is on break
- Next Session: Tribal Transit Success Stories, beginning at 3:00 PM Central Time



Running a Tribal Transit Program: *Tribal Transit Success Stories*

Rebecca Tahchawwickah, Comanche Nation Transit

Jana Boykin and Wesley Singleton, Choctaw Nation Health Services Authority

Angie Gilliam, Chickasaw Nation Transportation Services

Kendra McGeady, Pelivan Transit

May 24, 2023



Comanche Nation Transit

Building a Safety Culture



How did we get here?

Comanche Nation Transit Has been operating since 1998 in the Southwest region of Oklahoma in Comanche, Caddo, and Cotton counties. It had been operating pretty successfully for years, however, there was never a set policy and procedure. Everyone just pretty much knew what was expected in day to day operations and made the policy as just common knowledge.

When the FTA (Federal Transit Administration) called for Agency Safety Plans, it was pretty clear something needed to be drafted. A Safety Coordinator and Trainer were hired on to draft the plan. It was a rocky start to say the least. Eventually, after new leadership, and a lot of trial and error, and musical offices, our system started budding into a Safety Cultural System. A system that now puts Safety First!



What did we do to get there?

When I began working for the transit system in 2013, I was a Dispatcher, then became a Driver, then a Data Analyst, eventually Safety Coordinator. During my own transition, leadership never seemed interested in creating change or even to learn about the state of current standards.

Until a new Director came in 2019. By working together with a new team of people and bouncing ideas, exploring training options, looking at new tech, networking, encouraging a healthy maintenance system, learning flexibility, having a strong risk management procedure and listening to our employees, we were able to rebuild the department to a standard of Safety for all people involved with our system.



Communication!!!!!!

What makes a team work?

A: Safety Culture



Vital points

- **Directors-** Best practice: Listen to your staff. Keep in communication with your Asset Manager, your Safety and Risk Manager, your maintenance tech. Involve them with issues that even if it is not directly related to their job, but may affect their job function.
- **Employees-** Best practice: follow your policy and procedures. They were written with reason and intent. Also speak up! If there is something that is unclear or makes no sense anymore, maybe its time to bring it forward for discussion.
- **Maintenance-** Best practice: Your function is vital to the health and safety of the system. Please keep up and continue education in best practices for a successful maintenance plans. Communicate with your Asset Manager and Safety Manager. You'll thank yourself later! Also don't be afraid of change!
- **Technology-** Best practice: You don't need the latest and greatest tech to support your Safety Culture. You need tech that is right for your system! Research and find the best fit for you. Don't be afraid of making changes in this area, you'll be surprised how much easier it makes things for you!
- **Asset Managers-** Best practice: Be prepared!! Have plans and procedures for mechanical breakdowns. Ensure that your fleet is meeting the level of safety that you would expect for your family to be transported in. Network with your local community and others. Learn all you can!! Most importantly: Maintain a good relationship with your maintenance tech and Safety Manager.
- **Safety and Risk Mangers-** Best practice: Use as much as the information the FTA puts out for Safety plan guidance. They are the best tools to help you understand and create a strong safety plan. Find creative ways to educate staff on the importance of Safety Culture and that Safety Culture is our Culture and that no one else is going to nourish it but us.
- **Policy and Procedure-** Best practice: Policy writers should have a well developed sense of the system. Because each one is unique and what works for some may not work at all for others. Involve your Director, Safety Manager, Asset Manager, Maintenance, Employees, everyone directly related to the agency. Their input is vital to writing out policy that will work for the employees, the clients, and the community. Update it, and update it often!



Community makes the system, Safety protects the Community!!



Contact Info

Comanche Nation Transit

584 NW Bingo road

Lawton, OK 73502

Rebecca Tahchawwickah

Transit Asset Management

Rebecca.Tahchawwickah@comanchenation.com





Tribal Transit



Choctaw Nation of Oklahoma
Choctaw Nation Health Services
PRESENTER: JANA BOYKIN



VISION

To provide safe and reliable transportation to non-emergency medical appointments for a healthier Choctaw Nation.

MISSION STATEMENT

Tribal Transit provides Choctaw Nation tribal members reliable transportation to surrounding health care facilities for non-emergency medical appointments



Tribal Transit





Tribal Transit

2006

5311 Grant

2007

Director

5 Drivers

2008

Director

1-Dispatcher

8 Drivers

VS

2023

Director

Program Manager

Office Manager

ModivCare Coordinator

Program Coordinator-Safety Officer

Fleet Officer

Lead Dispatcher

4 Dispatchers

36 Drivers



Tribal Transit Vehicles Past & Present





Tribal Transit Administrative Staff

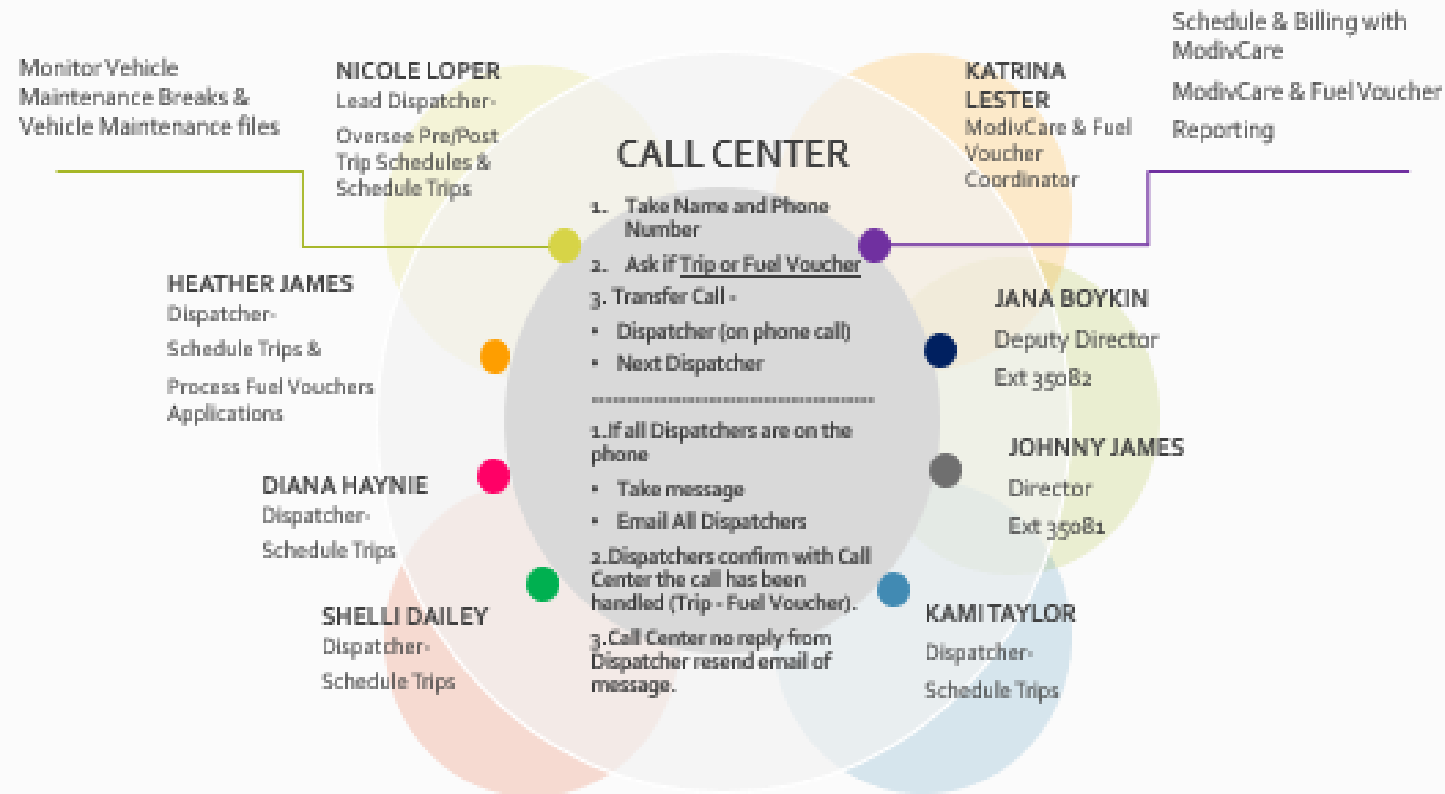
- Director - Johnny James
- Program Manager - Jana Boykin
- Office Manager - Ashlee Davidson
- Program Coordinator/Safety Officer - Wes Singleton
- ModivCare Coordinator - Trina Lester
- Fleet Officer - Jeremy Allen
- Lead Dispatcher - Nicole Woodruff
- Dispatchers -
 - Heather James
 - Diana Haynie
 - Kami Taylor
 - Shelli Dailey
- Call Center
 - Karla Kelley
 - Rhonda Keeling
 - Rachel Osmer

Main Office & Call Center— Hugo, OK

Satellite Offices – Durant, OK & Idabel, OK



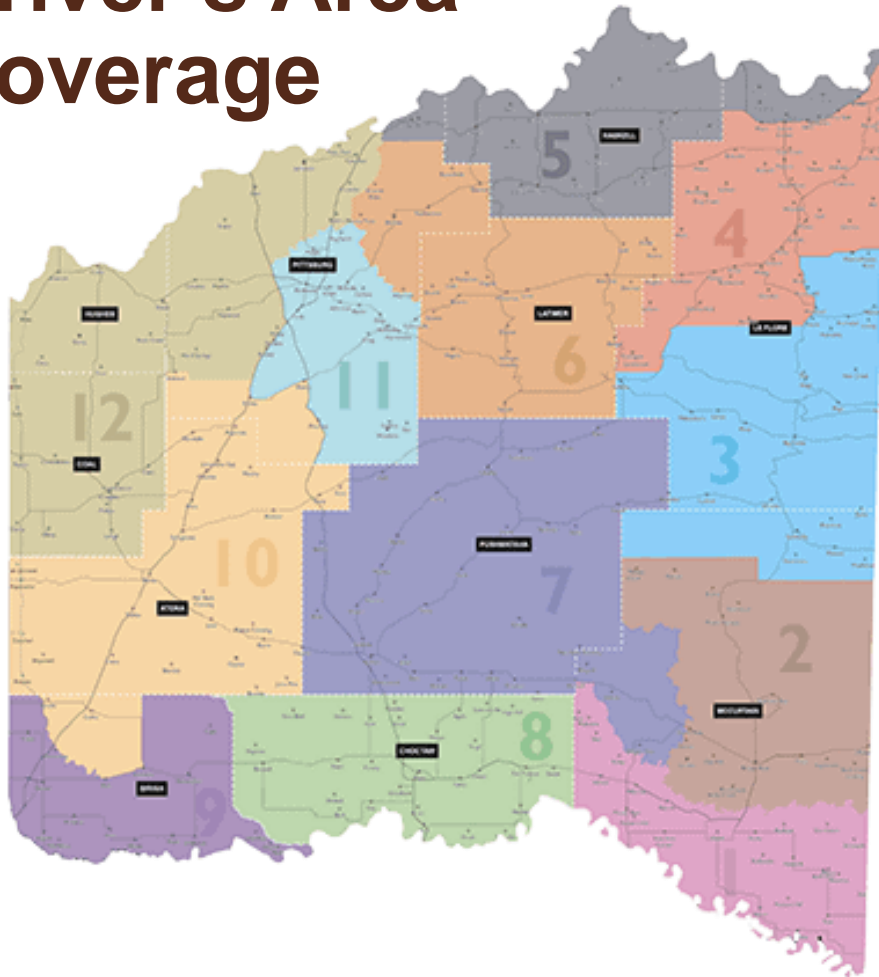
TRIBAL TRANSIT Call Center



**Call Center
Receives
Approximately
1,800 Call Per
Month**



Driver's Area Coverage



- District 1 – 5 Drivers
- District 2 – 3 Drivers
- District 3 – 2 Drivers
- District 4 – 4 Drivers
- District 5 – 1 Driver
- District 6 – 1 Driver
- District 7 – 2 Drivers
- District 8 – 4 Drivers
- District 9 – 7 Drivers
- District 10 – 4 Drivers
- District 11 – 1 Driver
- District 12 – 1 Driver

Covering an area of over 11,000 sq miles.

Serving clients with Non-Emergency Medical Transportation needs

2021-22 Total Miles driven 1,021,207



TRIBAL TRANSIT FLEET



Funded with Tribal and FTA Grants
5339 Grant

- 7 ProMasters
- 16 ADA Buses
- 18 ADA Vans
- 4 Mini Vans
- 4 Ford Transit Vans





Monthly Meetings-Trainings



FTA – MODIVCARE

- PASS
 - Wheelchair Securement
 - CPR-First Aid
 - Defensive Driving
- ## CNHSA Guidelines
- HIPAA
 - Tribal Health Privacy & Security
 - Annual Safety Training

INSPECTIONS

- Vehicle
- Fire Extinguishers
- Pre-Post Trip



CNO Tribal Transit Bus Roadeo





Faces In Tribal Transit





What's Next

Seeking to Build a New Bus & Facility Building

A new, centrally located Tribal Transit headquarters to accommodate our staff, vehicles, and meetings.



Transportation Services Program Administrative Building Project

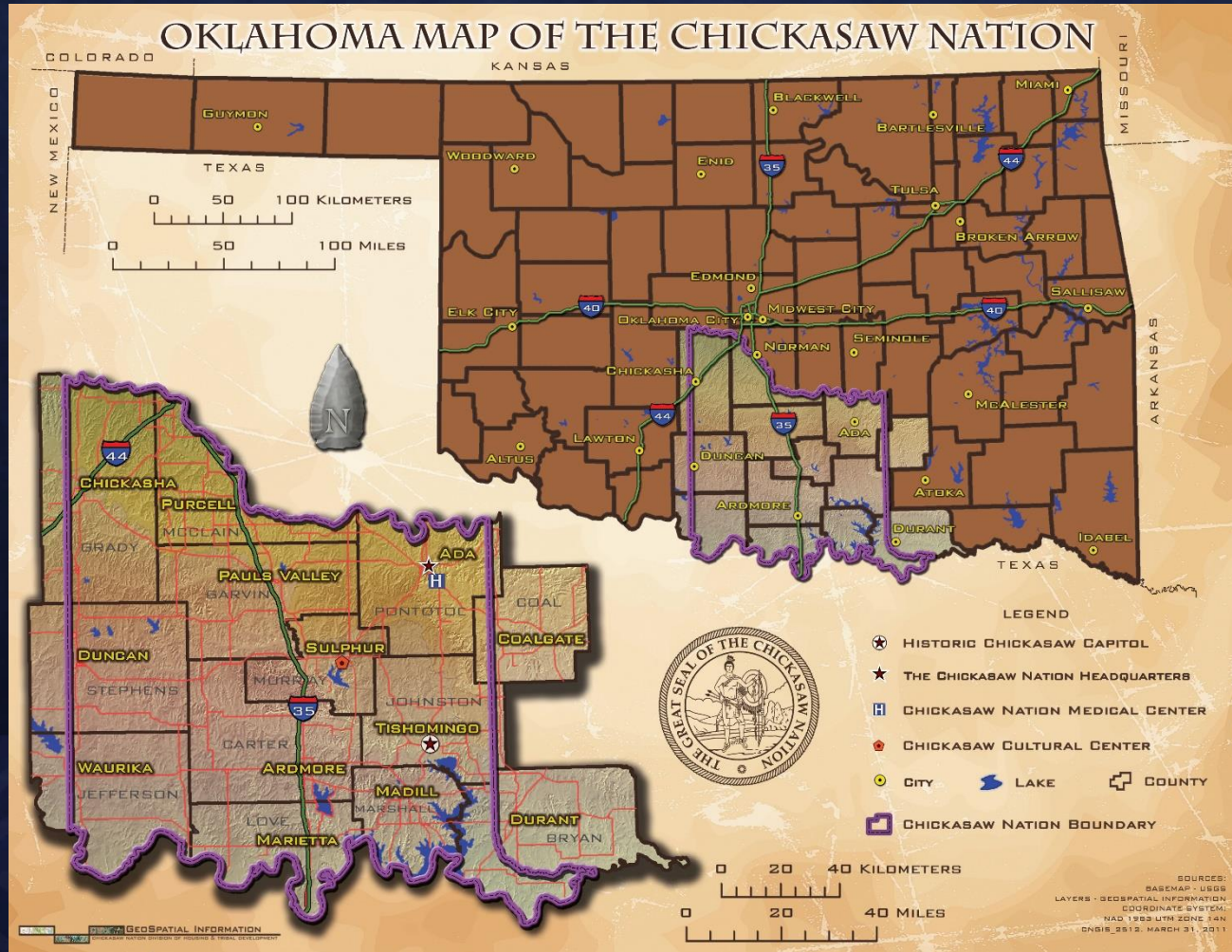
*the
Chickasaw
Nation*

Chickasaw Nation Mission Statement

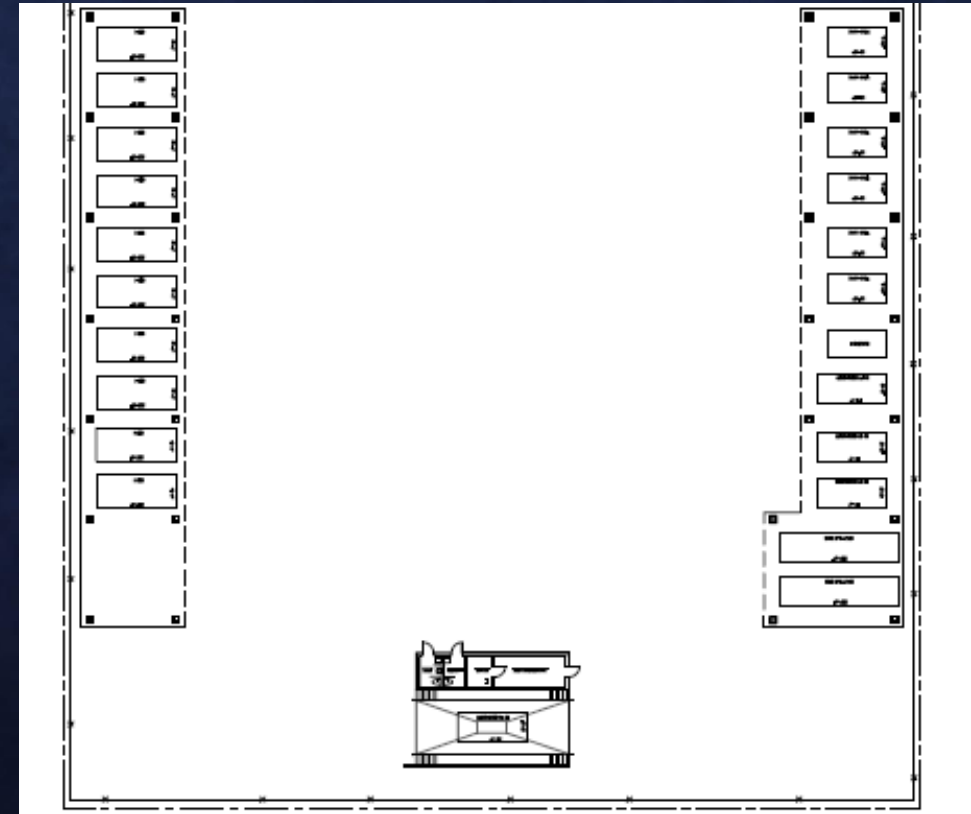
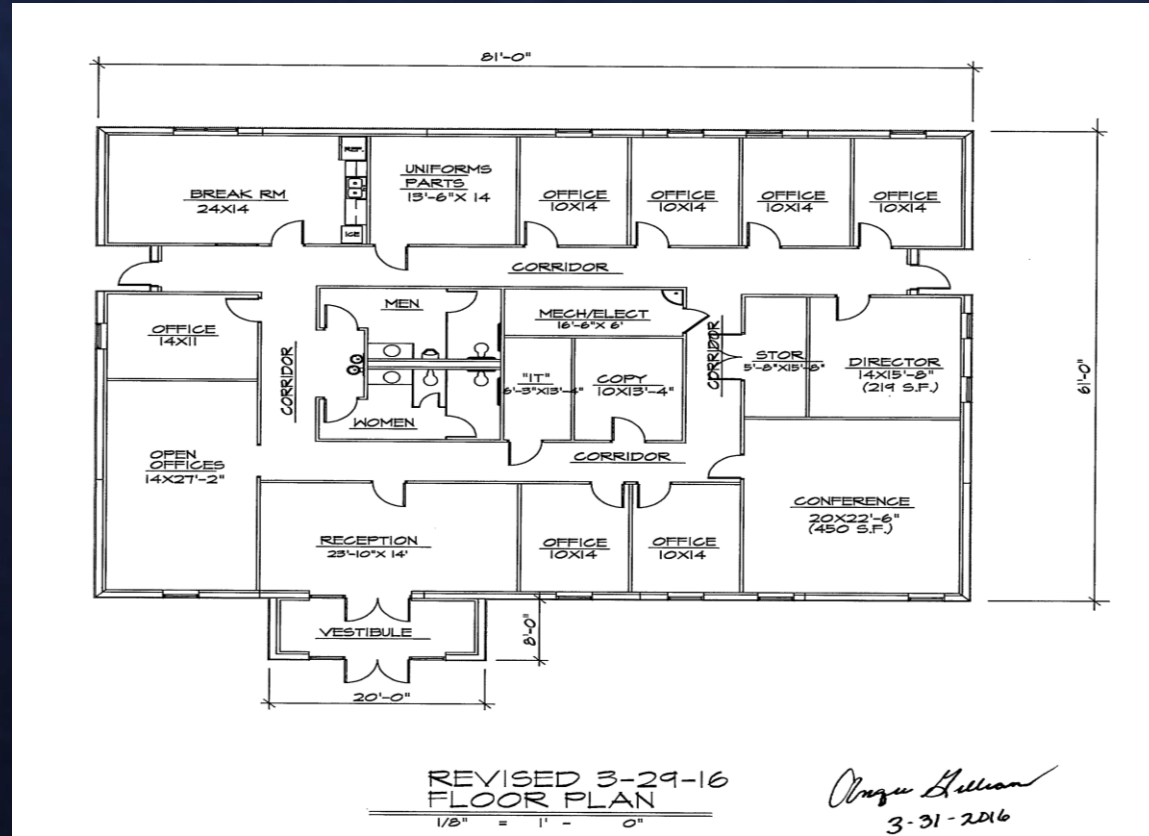
To enhance the overall quality of life
of the Chickasaw people.



Chickasaw Nation boundaries: 7,600 square miles of south-central Oklahoma



Our Administrative Building Project began in 2011



Creative Funding Collaboration – 3-year build

- Federal Highway Administration (FHWA) funding through the Chickasaw Nation Roads Program
- Federal Transit Administration (FTA) funding through our annual funding allocation
- Chickasaw Nation tribal funding

TOTAL PROJECT COSTS: \$2,971,836



Ribbon Cutting Day - 2019



Covered Parking - North



COVERED PARKING



Covered Parking - South



COVERED PARKING



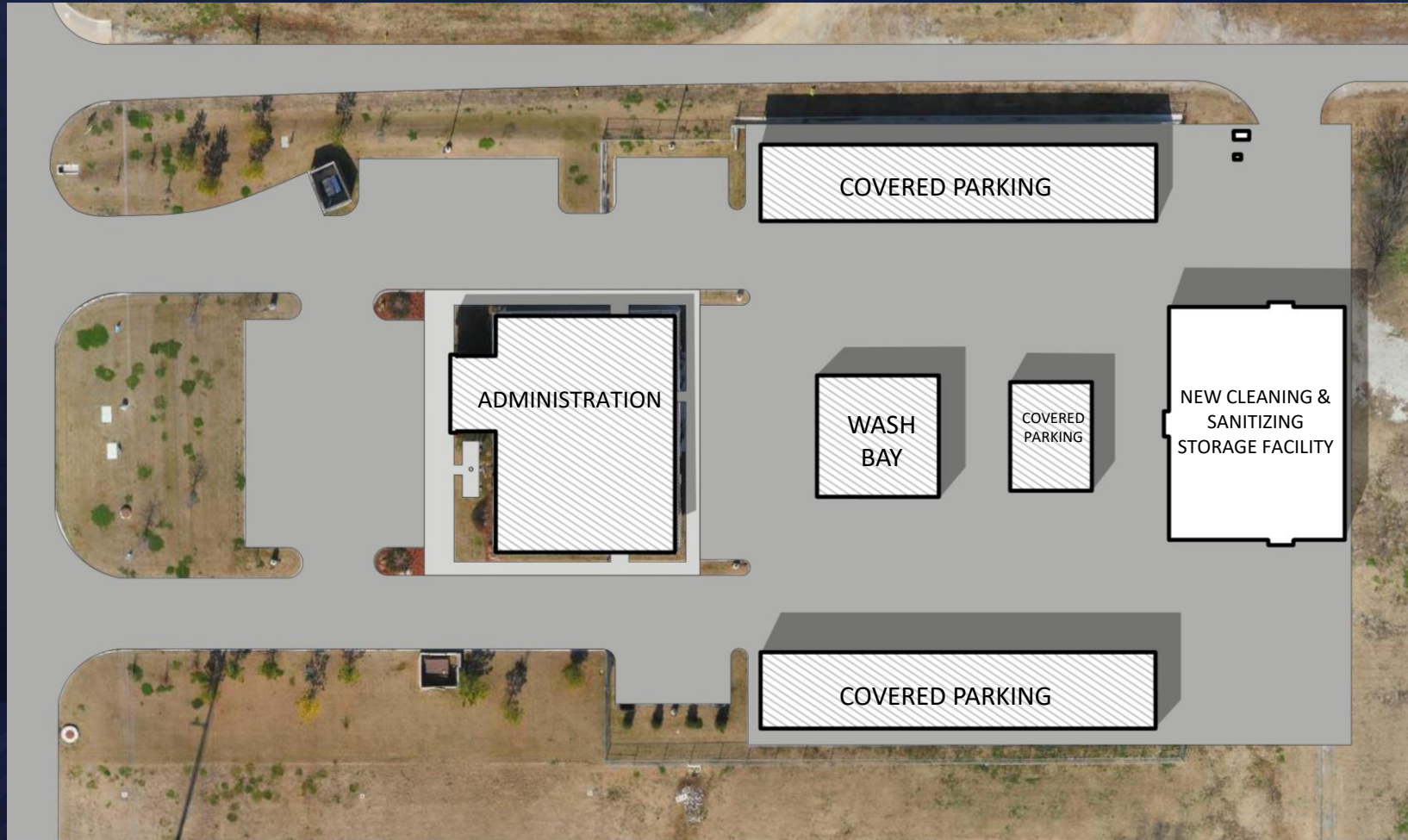
Wash Bay



COVERED PARKING

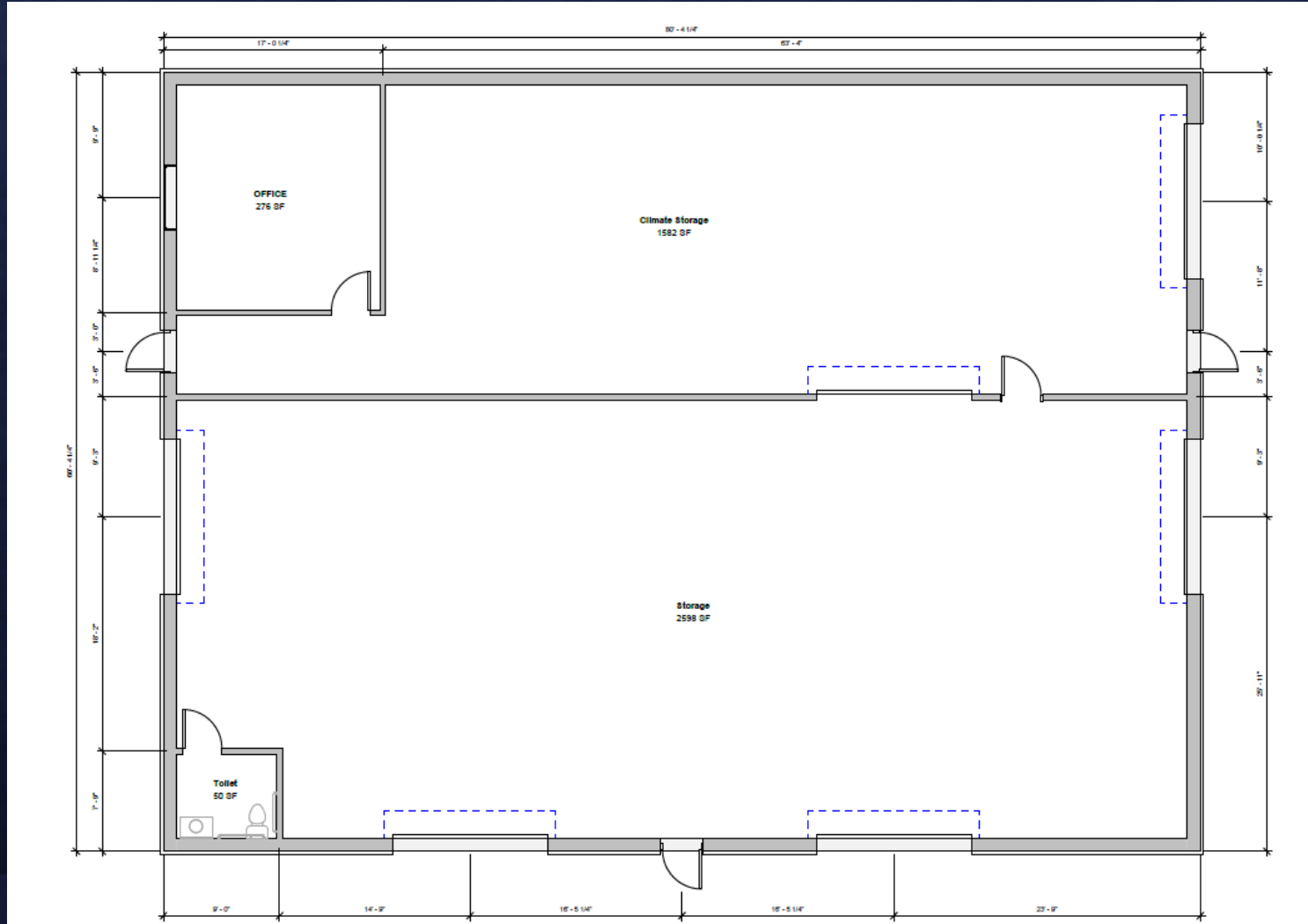


Moving Forward - New Construction on Storage Facility



5,000 Square Feet

Partially climate-controlled storage with cleaning and sanitizing storage facility.



We utilized our COVID-19 response and relief supplemental funds for this project.



SITE



FRONT VIEW



Any Questions?

Contact:

Angie Gilliam, Director
Chickasaw Nation

Transportations Services
(580) 310-6453

Angie.Gilliam@Chickasaw.net

COVERED PARKING



USDOT/FTA Tribal Transit Symposium

May 24 - 25, 2023 | Oklahoma City



Tribal and Public Transit Integration in NE Oklahoma

Cherokee Nation, NE Tribal Transit Consortium
and Pelivan Transit

Presented by: Kendra Sue McGeady
Pelivan Transit, Cherokee Nation, NTTC



OUR COMMUNITIES



CHEROKEE NATION

189,228 citizens living in OK
7,000 square mile reservation
14 counties
Four public transit systems
8 vehicles in Pelivan fleet

PELIVAN TRANSIT

4,466 square miles
7 counties
52 vehicles

NE TRIBAL TRANSIT

59,997 citizens living in OK
1,500 square mile reservation
3 counties
Nine tribal nations
10 vehicles in fleet

THE PROBLEM...



Hundreds of thousands of tribal members unserved, and in need of accessible transit



OUR SOLUTION



Create a contractual partnership with the Cherokee Nation.

Create the NE Tribal Transit Consortium

OUR OBJECTIVES

Provide reliable, efficient and affordable transit to tribal citizens

OUTCOMES

Established Demand/Response service across 10 tribal nations

Commuter routes between service areas for employment

NEXT STEPS

Creation of evening and weekend service

Expanding service area

On-Demand trips COMING SOON

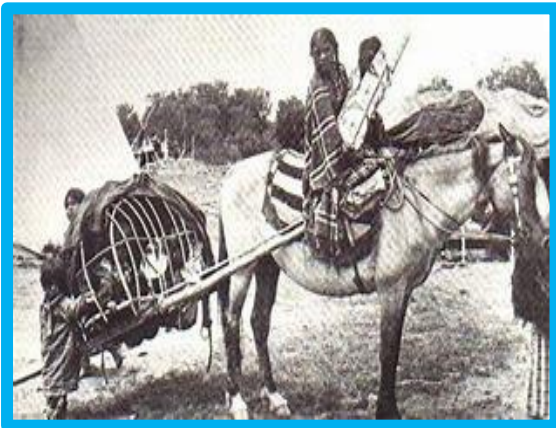


All projects funded through USDOT grant programs. 5311c, 5310, discretionary grant programs including annual tribal transit opportunities for capital projects, and competitive programs including Innovative Mobility Initiatives (IMI) Grant, and last year's tribal ... For NTTC

LESSONS LEARNED

Creative partnerships between multiple tribal nations, or with public transit operations can be successful.

Completing more than one million trips to tribal citizens to medical, mental health, nutritional, employment, educational and social appointments with elders, family and friends.



WADO! Thank you!

Kendra Sue McGeady

kmgeady@grandgateway.org

Lifecycle of a Grant

Robert Sharpe, Region 6, Ft. Worth, TX

Logan Daniels, Region 7, Kansas City, MO

Murtaza Naqvi, Region 8, Denver, CO

May 24, 2023



Discussion Topics

- **Overview of FTA**
- **Award Prerequisites (Pre-Award)**
 - Planning, Environmental, Civil Rights and Technical
- **Award Management (Post-Award)**
 - Modify, Report, Closeout



FTA Mission, Vision, Values

MISSION

Improve America's Communities through Public Transportation



VISION

A Better Quality of Life for All Built on Public Transportation Excellence



VALUES



SERVICE	Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs
INTEGRITY	Commitment to the highest professional and ethical standards
INNOVATION	Foster new ideas, concepts, and solutions for improved outcomes
SUSTAINABILITY	Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety
EQUITY	Remove barriers for systemically underserved communities to access all aspects of economic, social, and civic life



FTA's Roles

- Set Policy
- Develop Guidance

- Financial Assistance
- Technical Assistance
- Oversight of Programs and Funding



F T A

Support:

- Research
- Demonstration
- Innovation Programs

- Regulatory Authority on Safety for Public Transportation



Who is FTA: Leadership



Nuria Fernandez
Administrator



Matthew Welbes
Executive Director



Veronica Vanterpool
Deputy Administrator

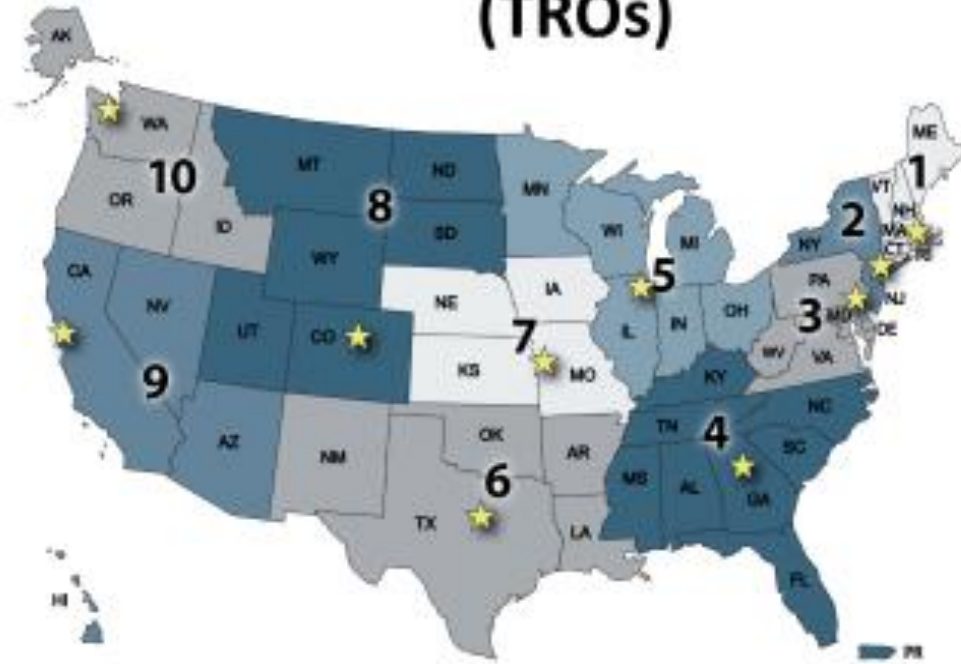


Veronica P. McBeth
Senior Advisor



FTA Regional Offices

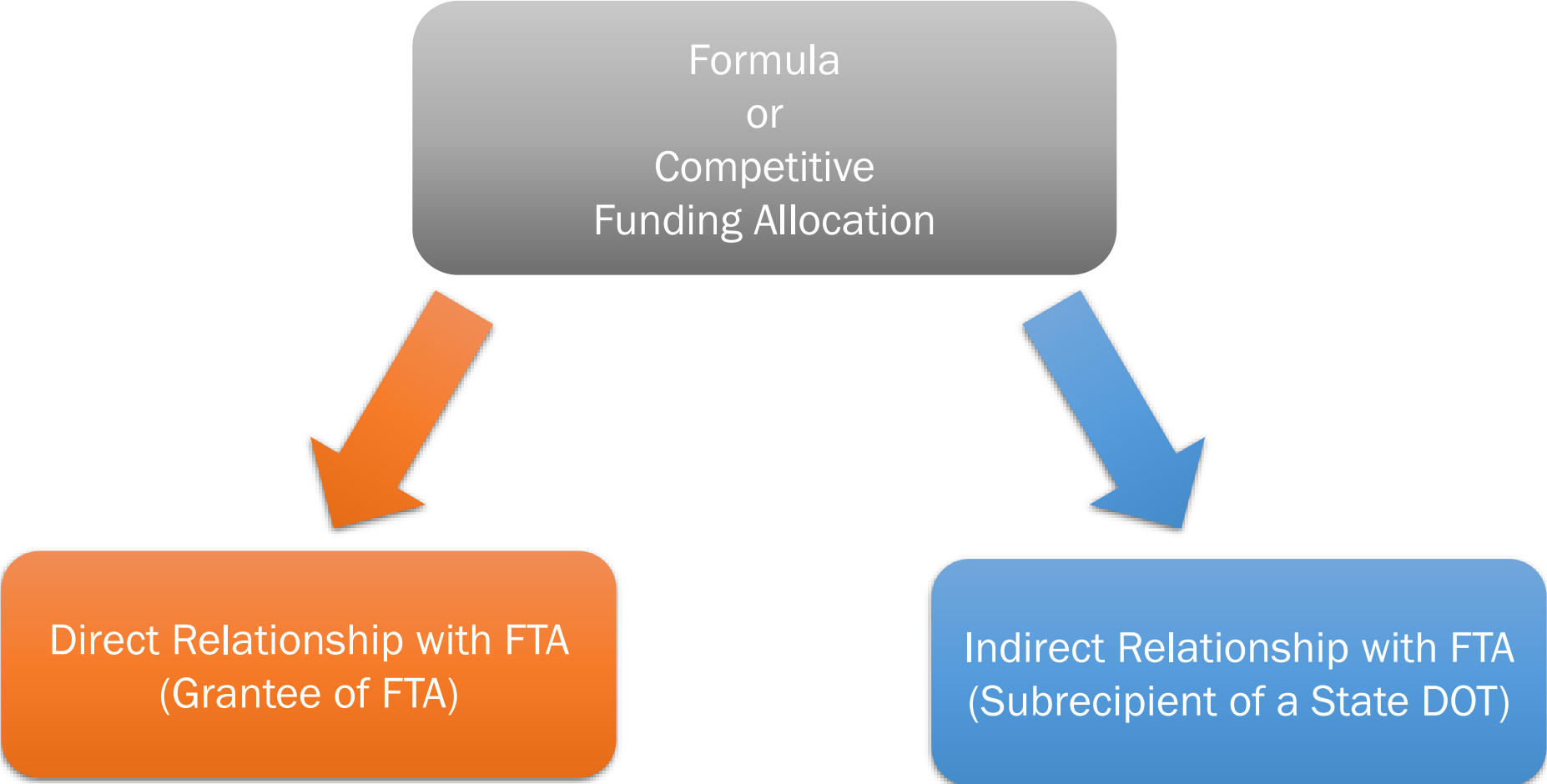
10 Regional Offices (TROs)



- TRO-1: Cambridge, MA
- TRO-2: New York, NY
- TRO-3: Philadelphia, PA
Washington, DC
- TRO-4: Atlanta, GA
San Juan, Puerto Rico
- TRO-5: Chicago, IL
- TRO-6: Fort Worth, TX
- TRO-7: Kansas City, MO
- TRO-8: Denver, CO
- TRO-9: San Francisco, CA
Los Angeles, CA
- TRO-10: Seattle, WA



How to Access FTA Funds?



Two Paths to Access FTA Funds: Getting Setup

Requirements to Access FTA Funding	Designated / Direct Recipient (including Tribes)	Subrecipient to State DOT
Basic Information including Universal Entity Identification Number (UEI) and System for Award Management (SAM)	Must Provide to FTA	State DOT is responsible for meeting all FTA requirements
Authorizing Resolution		
User Manager, Designation of Signature Authority Forms for TrAMS		
Opinion of Counsel		
ECHO-Web Forms (to set up for financial disbursement)		



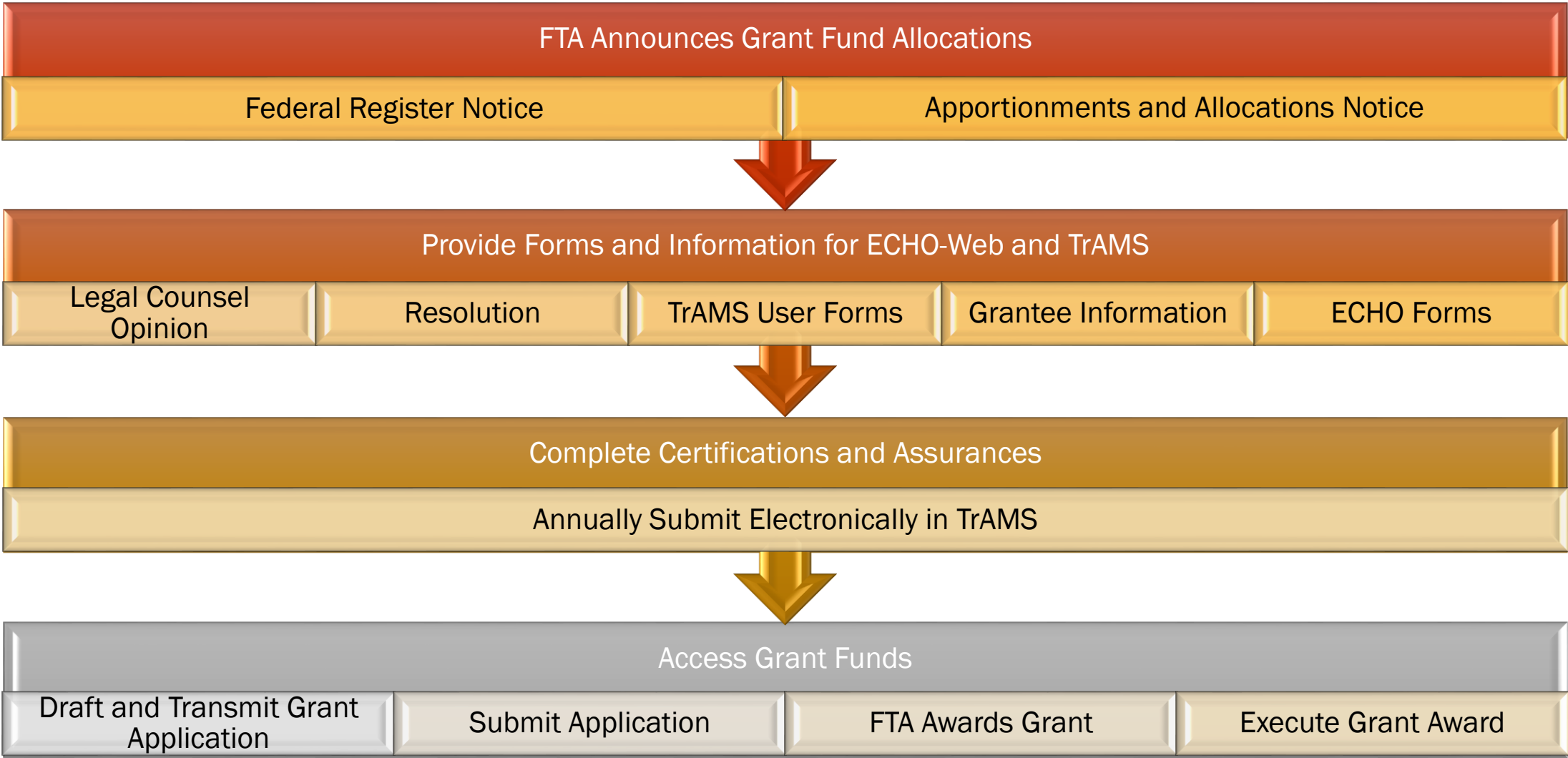
Two Paths to Access FTA Funds: Getting Setup

(cont'd)

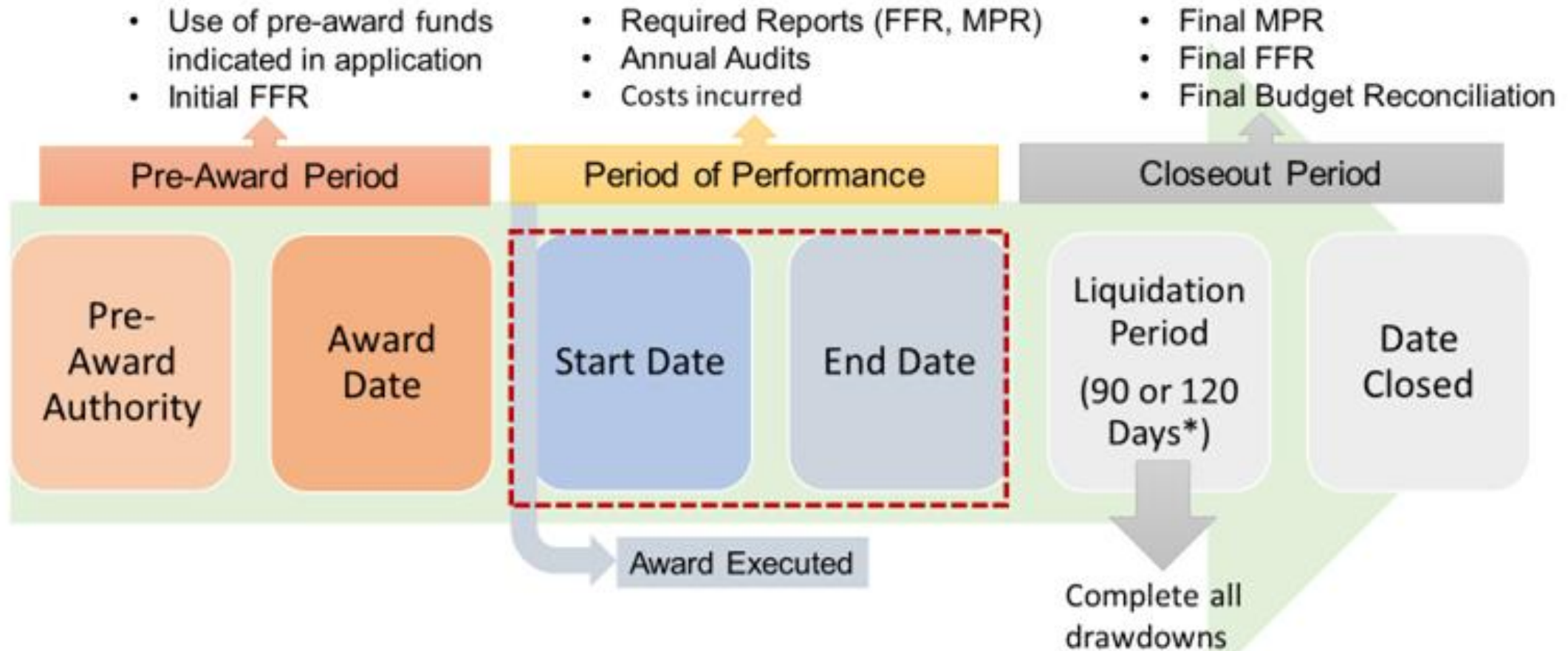
Requirements to Access FTA Funding	Designated / Direct Recipient (Including Tribes)	Subrecipient to State DOT
Required Civil Rights Programs (DBE, Title VI, ADA)	Must Provide to FTA (If a Native Village or Tribe these programs are NOT submitted to FTA for TTP Funding)	State DOT is responsible for meeting all FTA requirements
Annual Certifications and Assurances	Must Provide to FTA	



Grantee Relationship with FTA



Linear Award Lifecycle



*90 days if award made before 11/12/20; 120 days if awarded or amended after 11/12/20



Application Requirements

- 5 OMB Elements in the Executive Summary Application Details
- Approved Indirect Costs Document Attached
- Pre-award Authority (Initial FFR)
- NEPA, Section 106, Section 4f
- Extended Budget Description
- Milestones



Draft Application Take Aways

- Recipients must be able to implement FTA funded projects. For each award, this includes the ability to:
- Comply with Certifications and Assurances
- Develop applications that address the recipient needs as well as Federal grant regulations
- Maintain the agency's System for Award Management (SAM) registration in an active current status.
- Civil Rights requirements



Environmental Best Practices

- Early coordination with FTA
- Detailed project description and mapping are key
- All other environmental laws and regulations still apply – even with CEs – including historic resource consultation under Section 106
- Good NEPA analysis and documentation leads to good decisions
- Any changes to the project? Let us know even after approved



Period of Performance – Background

- All FTA Awards must include a period of performance.
- Circular 5010.1E defines the period of performance as the time during which the recipient or subrecipient may incur new obligations to carry out the scope of work authorized under the Grant or Cooperative Agreement.
- The period of performance begins on the Start Date and concludes on the End Date.
- FTA defines the Start Date as the Federal Award Date (or obligation date) of an award, and this is prepopulated in TrAMS.



Pre-Award Authority

- Yes – if you are seeking reimbursement of costs associated with eligible activities that were incurred prior to grant award
 - An Initial FFR **is required and must be completed prior to executing the grant award**
- See Federal Register for activities allowed under pre-award authority
- Automatic for planning and operating assistance



Executive Summary

- High-level description of the types of projects and activities to be funded in the grant
 - Including any other unique or pertinent applicable information
- Please Include:
 - Federal fiscal year(s) of funds for all programs
 - Total amount of funds applied for, indicating if it's full, partial or remaining apportionment
 - Source of local funds
 - List of supporting attached documents
 - Information particular to an FTA program



Project Description

- Provide a high-level summary of all the activities included in each project.
- Essentially, it's an Executive Summary for a specific project and should describe project details, not application details.
- Sufficient detail for FTA to understand the nature and purpose of the planned activities.



Project Budget Activity Line Items

- Tribal applications shall use the 600-00 Scope Code in Tribal Formula applications.
 - Examples:
 - 600-00 Scope Code
 - 30.09.01 ALI = operating assistance up to 50% federal share (Manually enter 100% federal share)
- FTA's website has a [Scope & ALI tree](#)



Project Budget Activity Line Items

- In 5339 discretionary awards each activity should have a corresponding Scope Code and Activity Line Item (ALI)
- 114-00 for Bus Support Equipment/Facilities
 - 11.42.06 Shop Equipment
- 111-00 for Bus Rolling Stock
 - 11.12 Activity Type = buy replacement capital bus
 - 11.12.03 ALI = bus 30 ft
- FTA's website has a [Scope & ALI tree](#)



Extended Budget Descriptions

- Each ALI requires an extended budget description (EBD)
- The EBD should describe in detail the associated activity, for example:
 - Provide useful life for capital items over \$5,000 in value
 - Rolling stock replacements should include make, model, year, VIN# and mileage
 - Provide fiscal year funds if multiple year apportionments



Example: 3rd Party Contract Milestones

Milestone Name	Est. Completion Date	Description
Start Date	11/1/2018	ADA Complementary Paratransit Start Date
End Date	9/30/2019	ADA Complementary Paratransit End Date
RFP	10/1/2018	ADA Complementary RFP published



Example: Rolling Stock Milestones

Milestone Name	Est. Completion Date	Description
RFP Issue Date	8/1/2018	RFP published
Contract Award Date	10/1/2018	Contract Awarded
Initial Delivery Date	3/1/2019	First Vehicle Delivered
Final Delivery Date	2/14/2020	All Vehicles delivered
Contract Completion Date	5/1/2020	Contract closed out



POST AWARD MODIFICATIONS



C5010, Ch III section 4 – Modifications to the Award
2 CFR§200.308



Two Types of Modifications

- 1. Amendment:** An award amendment is required when there is change in the scope of work, changes to sub-awards, significant budget changes or increase in the amount Federal funds.
 - Note that award amendments may be subject to DOL certification; keep in mind the level of changes to the scope of work.
- 2. Budget Revision:** Budget revisions may be made as long as there is no change in the Recipient purpose and scope of work, type or amount of Federal funding of the award, regardless of the FY the funds were appropriated. Budget revisions are generally minor changes.



CLOSEOUT



C5010, Ch III section 5 – Award Closeout
2 CFR§200.343



Award Closeout

Within 120 days after:

- a) Period of Performance end date, or
- b) All activities are complete, or
- c) All federal funds expended for eligible costs

Submit closeout documentation:

1. Confirm complete and confirm any deob amount
2. List of property (see asset lists)
3. Final Budget Reconciliation (aligns w/ final FFR and asset list, adjustment to Federal share)
4. Final FFR (consistent w/ final reconciled budget)
5. Final MPR (narrative)
6. Any other documentation or reports required by grant



Questions



FTA Regional TTP Liaisons

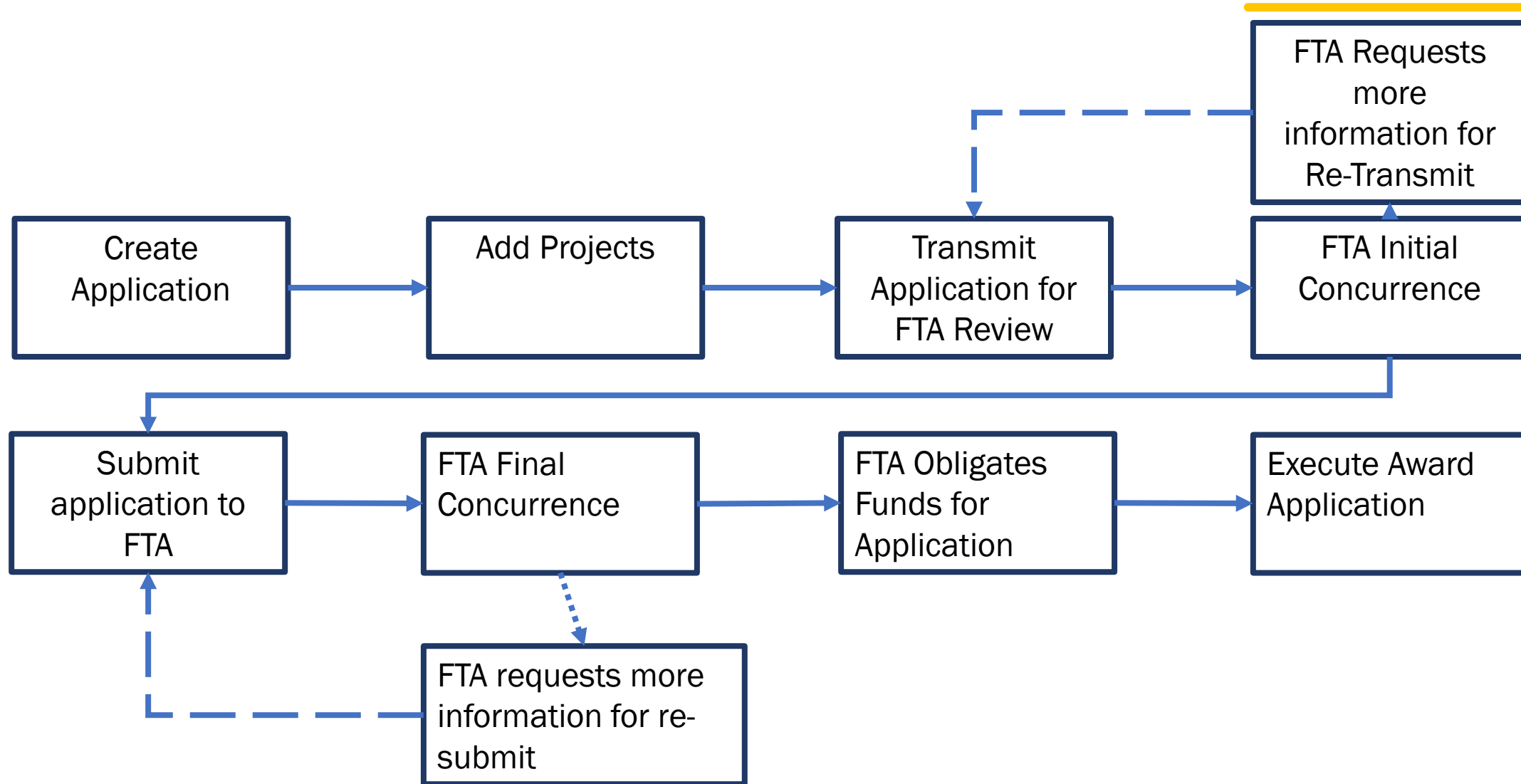
FTA Region	Regional Tribal Transit Program Liaison	Email	Phone Number
1	M. Brandon Burns	Michael.burns1@dot.gov	(617) 494-2484
2	James Goveia Madeleine Duchatellier	james.goveia@dot.gov madeleine.duchatellier@dot.gov	(212) 668-2325 (212) 668-2202
3	Daniel Koenig	Daniel.koenig@dot.gov	(202) 366-8224
4	Julia Carrie Walker	julia.walker@dot.gov	(404) 865-5645
5	Angelica Salgado	angelica.salgado@dot.gov	(312) 886-1621
6	Lucinda Nears	luciana.nears@dot.gov	(817) 978-0569
7	Logan Daniels	logan.daniels@dot.gov	(816) 329-3933
8	Peter Hadley Murtaza Naqvi Eboni Younger-Riehl Terry Gonzales	Peter.Hadley@dot.gov Murtaza.Naqvi@dot.gov eboni.younger-riehl@dot.gov terry.Gonzales@dot.gov	(303)362-2393 (303) 362-2420 (303) 362-2394 (303) 362-2401
9	Phil Yue	phil.yue@dot.gov	(415) 734-9476
10	Debbie Ensor Annette McKelvey Danielle Casey	deborah.ensor@dot.gov annette.mckelvey@dot.gov danielle.casey@dot.gov	(206) 220-7950 (206) 220-4461 (206) 220- 7501
HQ	Elan Flippin	elan.flippin@dot.gov	(202) 366-3800



Appendix



Submitting the Application



Asset List – Real Property

Real Property Records need to include:

- a) property location/physical address;
- b) use and condition of the property;
- c) summary of conditions on the title;
- d) brief description of improvements, expansions, and retrofits;
- e) corresponding useful life for the assets;
- f) date placed in service;
- g) original acquisition cost;
- h) sources of funding;
- i) federal and non-federal participation ratios;
- j) federal award identification number;
- k) appraised value and date;
- l) anticipated disposition or action proposed;
- m) date of disposal; and
- n) sale price of the property.

*C5010.1E, Ch IV Section 2.i(5)



Asset List - Equipment

Equipment Records must include:

- a) A description of the asset;
- b) The identification number or serial number;
- c) The entity or individual that holds title to the asset;
- d) The source of funding (the FAIN number under which it was procured);
- e) The acquisition date;
- f) The cost of the asset;
- g) The percentage of federal participation in the cost;
- h) The location;
- i) The use and condition;
- j) The useful life; and
- k) The disposition data, including the date of disposal and sale price, or, where applicable, method used to determine its fair market value.

*C5010.1E, Ch IV Section 4.n(1)
2 CFR §200.313





Thank you presenters and participants!

