



Tribal Transit Symposium

Connecting Indian Country by Improving Public Transportation

Day 2



Mobility for Older Adults and People with Disabilities: Funding and Technical Assistance

Marianne Stock, FTA Division Chief, Rural and Targeted Programs

Virginia Dize, Co-Director, National Aging and Disability Transportation Center

May 25, 2023



FEDERAL TRANSIT ADMINISTRATION

The Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310)

- **Program Purpose:** To improve mobility for older adults and people with disabilities by removing barriers to transportation services and expanding transportation mobility options.
- **Grants can be used:**
 - For public transportation capital projects planned, designed, and carried out to meet the needs of older adults and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; and
 - For public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 or
 - For public transportation projects that improve access to existing fixed route service and decrease reliance by people with disabilities on complementary paratransit; or
 - To provide alternatives to public transportation that assist older adults and individuals with disabilities with transportation.



The Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program Continued

- **Eligible Recipients:** States, government authorities (includes Tribes), and designated recipients
- **Eligible Subrecipients:** States, government authorities (includes Tribes), non-profits, and operators of public transportation
- **Tribes:** Federally recognized Indian Tribes may receive Section 5310 funds directly from FTA, once allocated by a designated recipient
- **Eligible Projects:** Capital and operating
 - For example: vehicle purchases, travel training, mobility management, acquisition of transportation services, vouchers, wheelchair lifts/ramps
- **How to Apply:** Tribes in a small urban or rural area apply to the State Department of Transportation. Tribes in a large urban area apply to the designated recipient.
- **Match:** 80/20 Capital; 50/50 Operating



Contact Information

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Mobility for Older Adults and People with Disabilities

Mobility for Older Adults & People with Disabilities: Funding and Technical Assistance

***Virginia Dize, Director of Transportation, USAging
Co-Director, National Aging and Disability Transportation Center***



National Aging & Disability Transportation Center

Our Mission:

To promote the availability of accessible transportation options that serve the needs of Older Adults, People with Disabilities, Caregivers and Communities.



National Aging & Disability Transportation Center

MAJOR OBJECTIVES:

- Person-centered information and technical assistance
- Training
- Communications and Outreach
- Coordination and partnership
- Investment in community solutions



Photo Credit: Capacity Builders, Farmington, NM

Technical Assistance and Information

- Targeted to programs that provide transportation to meet the needs of older adults, people with disabilities and caregivers
- Toll-free number: 866-983-3222
- Email: nadtc@nadtc.org
- Website: www.nadtc.org
- Enews: <https://www.nadtc.org/stay-connected/join-our-mailing-list/>
- Connects individual callers seeking rides to Eldercare Locator (800-677-1116) or DIAL/Disability Information Assistance Line (888-677-1119)
- Native American Elder Services Locator (800-896-7628)

Transportation Funding

- Grants and Funding Section on the NADTC website
- Resource Guide on Federal Funding for Transportation Programs Serving Older Adults and People with Disabilities
- Investment in Community Solutions through Small Grants
- Announcements of new funding opportunities in Enews

Title VI Aging Services Programs

USAging Survey of Title VI Native American Aging Programs (2019)

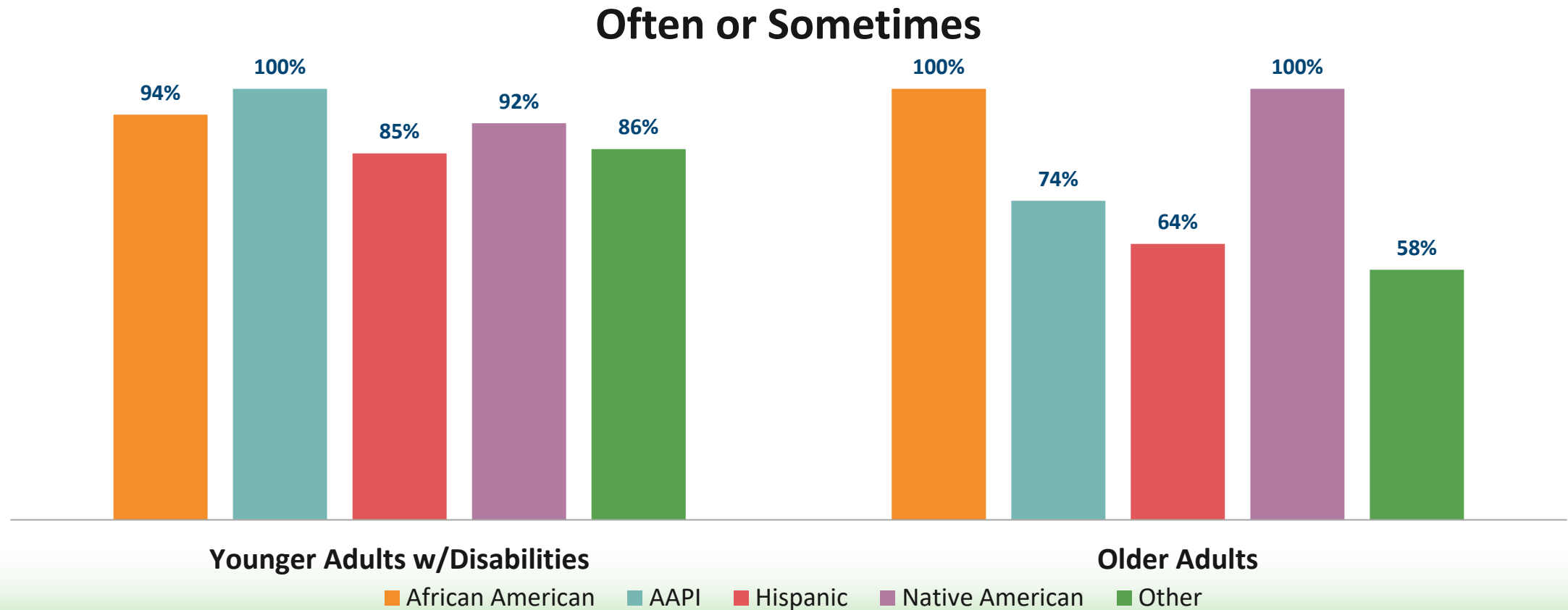
- 87% of Title VI programs provide transportation to elders
- 76% of rides are for medical appointments
- Median number of passenger vehicles is between 1 and 17
 - ✓ Half of respondents identified unmet needs related to vehicles such as needing repair, having an outdated vehicle or not enough vehicles to meet the need
- Distance is a major challenge: the longest one-way trip ranges from 15 minutes to 11 hours
 - ✓ The longest one-way trip for half of survey respondents is more than 1.5 hours

NADTC's Diversity Survey 2021

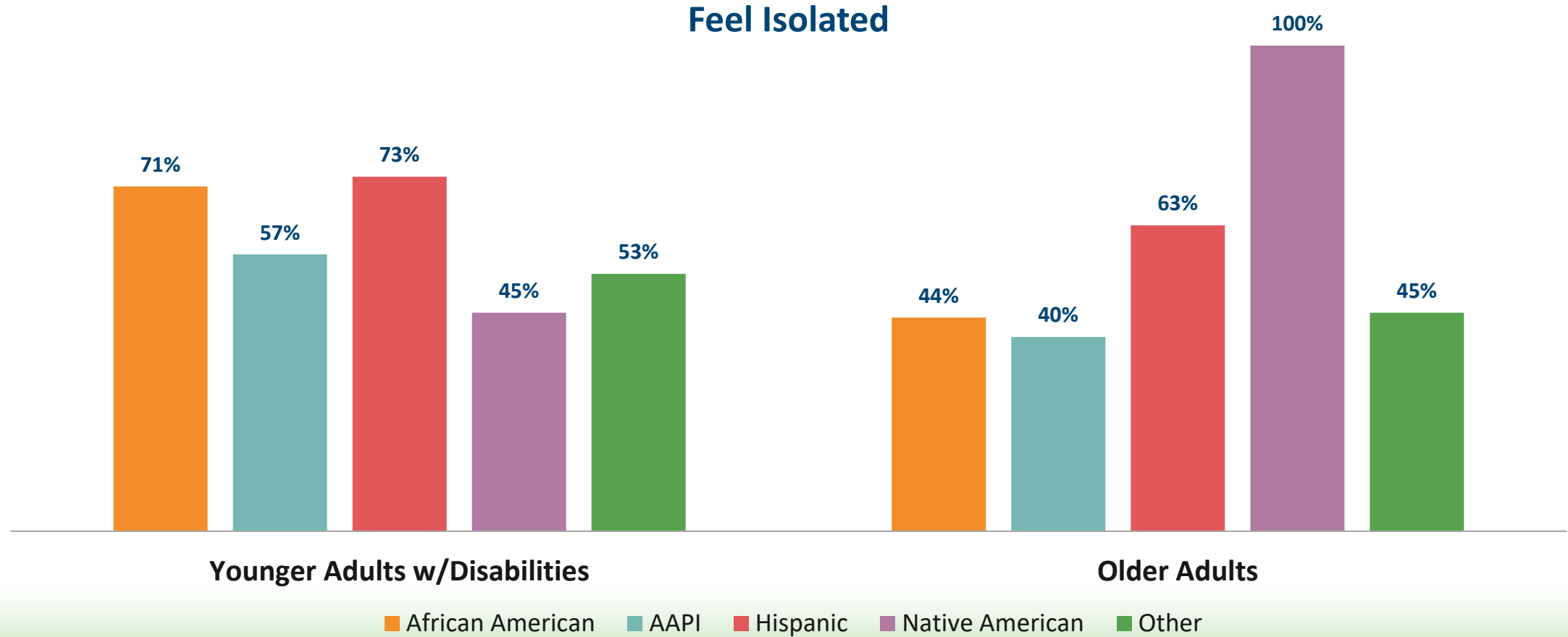
- 2,435 total responses from older adults, younger adults with disabilities and caregivers from marginalized and underserved communities
 - 1,206 responses from older adults
 - 109 from Native American elders

<http://www.nadtc.org/wp-content/uploads/NADTC-Transportation-Presentation-long.pdf>

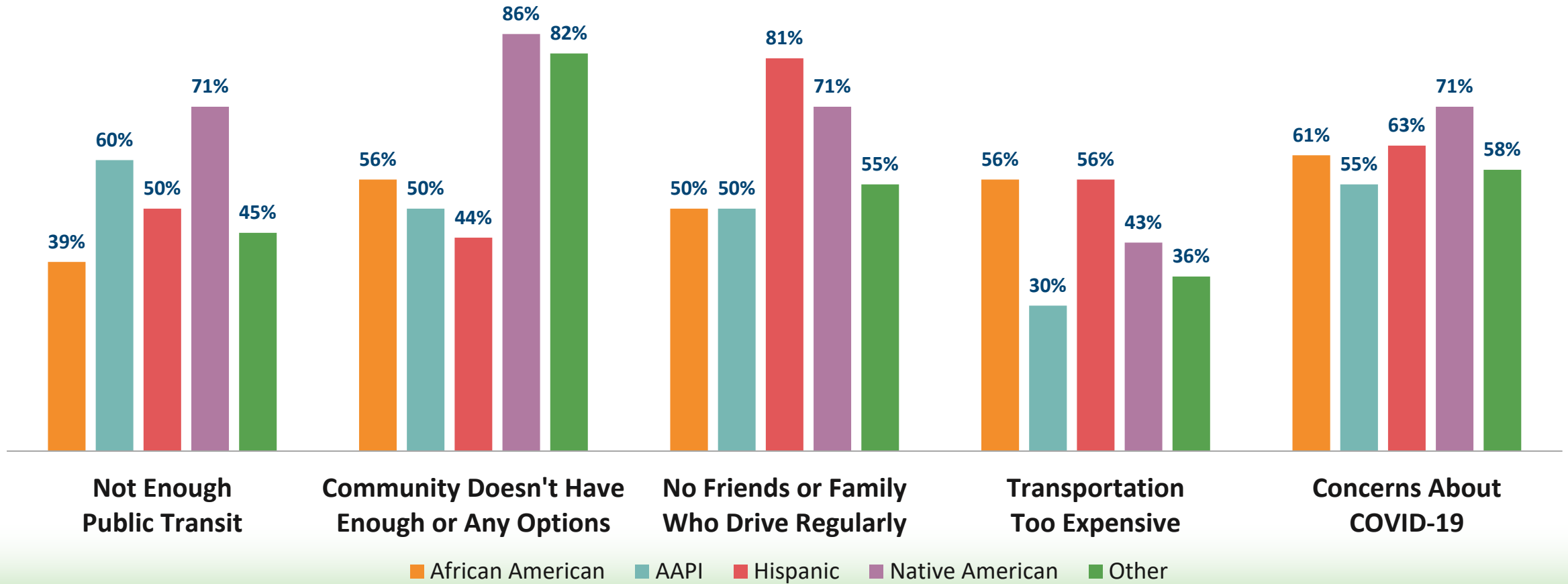
Diverse younger adults with disabilities and older adults say that not having transportation prevents them from doing the activities they need or like to do.



Diverse older adults and younger adults with disabilities, who don't regularly have transportation, say they feel isolated.



Biggest Transportation Barriers for Older Adults



Opportunities

- Transportation Provider Survey in 2023
- Transportation for Elders in Indian Country: Meeting with Title VI Programs in Salt Lake City on July 19
- Ongoing information sharing at conferences and through Lunch and Learn webinars
- Call for Innovations: Providing Transportation for Older Adults and People with Disabilities

We have a lot to learn and are eager to connect with you!



Contact: Virginia Dize

Email: vdize@usaging.org

Toll-free: 866-983-3222

Web: <http://www.nadtc.org>

Find us on Facebook, Twitter, YouTube & LinkedIn



Cutaway Vehicle Procurement Challenges

Stacy Weisfeld, FTA Senior Transportation Program Analyst

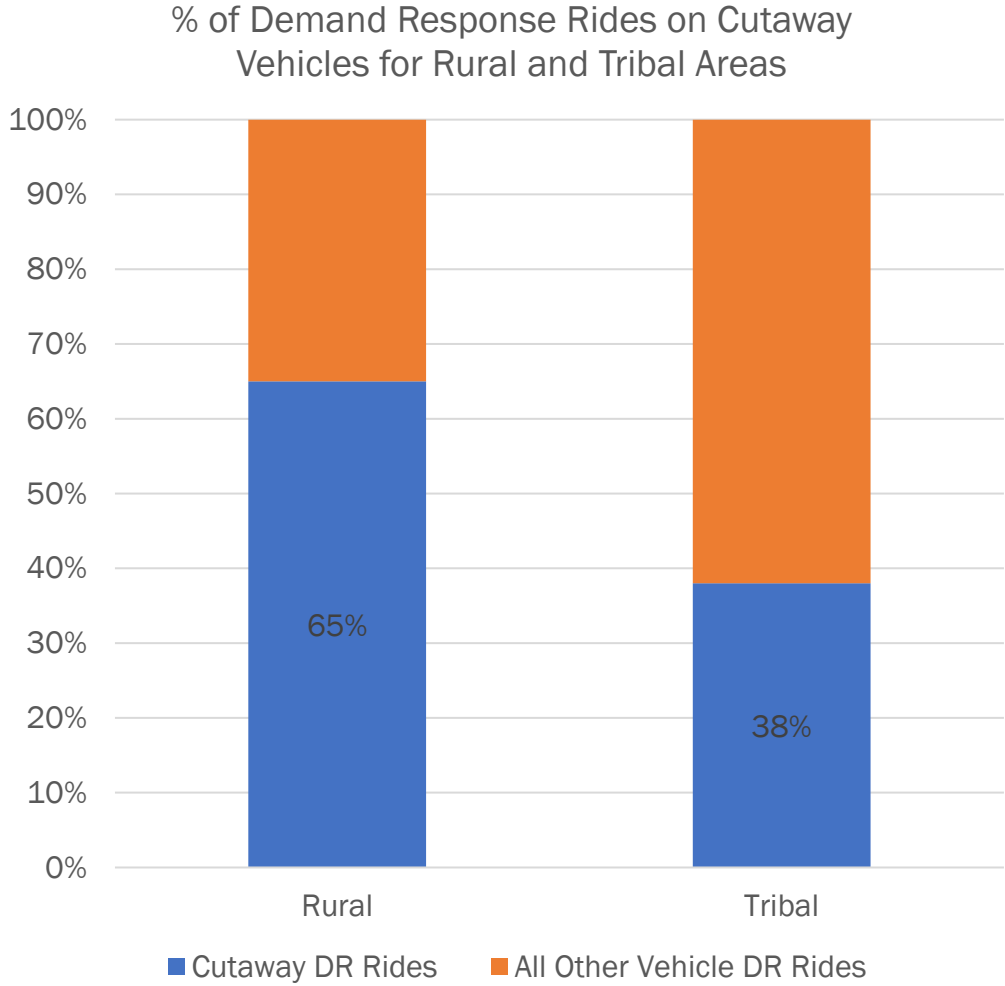
May 25, 2023



Chassis & Cutaway Shortage



Cutaways in Rural & Tribal Communities



- **Rural and tribal communities** - Cutaway buses can be a cost-effective way to provide public transportation to transit-dependent populations
 - In 2021, cutaways carried approximately 17.9M* demand response rides in rural areas, and
 - 213.7K* demand response rides in Tribal areas

Source: NTD 2021 Revenue Vehicle Inventory & 2021 Service Data

*Ridership figures are estimated based on total vehicle capacity and total demand response ridership

Cutaway Backlog & Prices Increasing

- **National cutaway backlog predicted to eclipse 20,000 in 2023**
 - Cutaway manufacturers expecting a full recovery of the market to take 5-7 years*
 - In 2021, 23.1% of vehicles operated past their useful life, an increase from approximately 22.5% in each of the preceding 3 years
- **Cutaway costs have increased in excess of inflation**
 - Factors contributing to this increase include:
 - » COVID-19 supply chain disruptions
 - » Chip shortages
 - » Chassis availability lower and prices higher
 - » Manufacturer incentives lower

*According to an October 2022 CTA, APTA, and AASHTO letter to Secretary Buttigieg & cutaway manufacturers



FTA Actions



FTA Actions

- FTA has continued conversations with bus manufacturers and transit agencies about:
 - The shortages and cost escalation
 - Interest in advance and progress payments for bus procurements
- FTA recently issued FAQs on cost and payment issues (March 2023)
 - <https://www.transit.dot.gov/funding/procurement/guidance-response-cost-and-payment-questions>
- Email from Regional Administrators on inflation in contracts (April 2022)
- Revised guidance on useful life requirements for small bus rebuilds (November 2022)
- Webinar on 3rd-party procurement best practices (December 2022)

In addition: APTA has launched an effort to identify responses to price escalation in transit equipment, supplies, materials, and construction



Approaches for Transit Agencies



Cost & Payment Guidance

- In the event of an increase to a contract price, FTA recipients may:
 - Adjust existing contracts to address price increases
 - Seek additional Federal funding to cover the increase
 - FTA formula funding programs and certain other Federal funding may be available to help cover a price increase as a result of a contract modification
 - Receive FTA reimbursement for progress payments to a transit vehicle manufacturer for a rolling stock procurement prior to receipt of the vehicles
 - Receive FTA reimbursement for an advance payment to a transit vehicle manufacturer for a rolling stock procurement prior to receipt of the vehicles

<https://www.transit.dot.gov/funding/procurement/guidance-response-cost-and-payment-questions>



Potential Alternatives To Replacement

- Reassess lifecycle of certain vehicles
- Increase parts inventory, if possible
- Go to after market dealers (Amazon)
- Fabricate parts, when feasible
- Take better of care of existing inventory
- Shorten Contract Period of Performance



Pre-Solicitation Phase

- Sample Escalation Clause Construction
 - Contract Not To Exceed ceiling and task order amounts
 - Incremental Funding
 - Brand Name or Equal or Equivalent
 - Pre Bid or Pre Proposal Conferences



Solicitation Phase

- Monitor Received Bids or Proposals
- Oral Presentations
- Discussions
- Negotiations

Post Solicitation Phase

- Post Solicitation Actions
 - Stay alert to market changes
 - Review Pricing Indices
 - Perform Proper Contract Administration and Oversight



**For questions, please contact
stacy.weisfeld@dot.gov**



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



Public Transportation Industry Stakeholders and Trends Panel Discussion

Scott Bogren, Executive Director, Community Transportation Association of America (CTAA)

Amy Hill, Secretary, Oklahoma Transit Association (OTA)

Kendra McGeady, Vice Chair, South West Transit Association (SWTA)

FTA Deputy Administrator Veronica Vanterpool as Moderator

May 25, 2023



Panelists



Veronica Vanterpool
FTA Deputy Administrator
(Moderator)



Scott Bogren
Executive Director
Community
Transportation
Association of America



Kendra McGeedy
Vice Chair
South West Transit
Association



Amy Hill
Secretary
Oklahoma Transit
Association



Lunch Break

- The Tribal Transit Symposium is on break
- **Next Session:** FTA Bus Programs and Workforce Development Opportunities, beginning at **1:30 PM** Central Time



FTA Buses and Bus Facilities & Low or No Emission Competitive Programs and Workforce Development Opportunities

Mark Bathrick, FTA Division Chief, Urbanized Area Programs

Mary Leary, Ph.D., FTA Associate Administrator for Research, Demonstration and Innovation

May 25, 2023



Authorized Funding: Buses & Bus Facilities Formula, Competitive, and Low-No Program (Sec. 5339)

Program Component	FY 2022 (in millions)	FY 2023 (in millions)	FY 2024 (in millions)	FY 2025 (in millions)	FY 2026 (in millions)
Formula	\$603.99	\$616.61	\$632.71	\$645.78	\$662.20
Buses and Bus Facilities Competitive	\$375.70	\$383.54	\$393.56	\$401.69	\$411.90
Low or No Emissions Competitive	\$1,121.56	\$1,123.06	\$1,124.96	\$1,126.51	\$1,128.46
5339 Program TOTAL	\$2,101.25	\$2,123.21	\$2,151.23	\$2,173.98	\$2,202.56

Please Note: Funding amounts before subtracting administrative and oversight takedown.



Joint NOFO – IMPORTANT Application Information

1

- An applicant may submit a low or no emissions project to **both** the Buses and Bus Facilities Competitive Program and the Low-No Program.
- If a project submitted for consideration under both programs is selected for funding, FTA will exercise its discretion to determine under which program the project will receive funding.

OR

2

- May choose to submit to only one of the two programs.

*Please note if submitting to both programs, the same application package must be submitted to both Bus and Low-No **Opportunity IDs** in Grants.Gov.*



Similarities/Differences When Applying

Applies to Buses and Bus Facilities Competitive (5339(b)) and Low-No (5339(c)):

- Zero-Emission Fleet Transition Plan (for **any** zero-emission project)
- 5% for Workforce Development for Zero-Emission Projects
- Continuation of the Partnership Provision

Low-No only:

- A minimum of 25% of the amount awarded will be awarded to low emission projects other than zero emission vehicles and related facilities



President Biden signing the BIL. Photo Credit: [NPR](#)



Eligibility Information



Eligible Applicants

Recipients

Designated recipients, states, local governmental authorities or federally recognized Indian Tribes are eligible.

- **Buses and Bus Facilities Competitive:** Recipients listed above (except for Indian Tribes) must allocate funds to or operate fixed route service.

Rural areas must submit as part of a consolidated state application, unless the applicant is a tribe.



Subrecipients

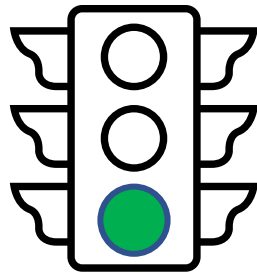
Same as recipients above, with these exceptions for Buses and Bus Facilities only:

- Private nonprofit organizations engaged in public transportation are eligible.
- The fixed route requirement does **NOT** apply to subrecipients.



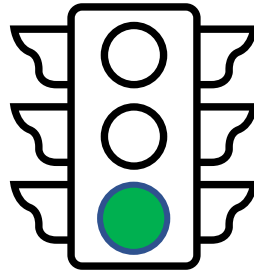
Eligible Projects

- Replace, rehabilitate, purchase, or lease buses, vans and related equipment
 - This includes leasing power sources (i.e., batteries)
- Rehabilitate, purchase, construct, or lease bus-related facilities
- Rehabilitating or improving existing facilities to accommodate low or no emission buses and vehicles
- Costs incidental to the acquisition of buses or construction of a facility
 - Including activities such as functional landscaping (green space)



Eligible Projects: Workforce Development

- Workforce Development (Non-Zero Emission Projects):
 - Recipients are permitted to use up to 0.5% of the requested grant award for workforce development activities.
 - An additional 0.5% can be used training at the National Transit Institute.
- Workforce Development (Zero-Emission Projects):
 - 5% of the requested Federal award must be used for workforce development, unless the applicant explains in the application why less funding is needed.



See 49 U.S.C. 5314(b)

Examples Include:

- On-the-job training
- Apprenticeships
- Research for training programs
- Employment outreach programs



Partnership Provision

An applicant proposing a low or no emission project under both the Buses and Bus Facilities Competitive Program and the Low-No Program or under just the Low-No Program, may include partnerships with other entities that intend to participate in the implementation of the project.

- 1 The competitive selection process satisfies the requirements for a competitive procurement for the partners named in the application.
- 2 Examples of partnerships include, but are not limited to, specific vehicle manufacturers, equipment vendors, owners or operators of related facilities, or project consultants.
- 3 If proposing a low or no emission project for only the Buses and Bus Facilities program, the partnership provision does not apply.



Cost Sharing or Matching

Federal
Match
Max
85%

Vehicles compliant with the Clean Air Act (CAA) or Americans with Disabilities Act (ADA)

Federal
Match
Max
90%

Equipment or facilities that are compliant with the Clean Air Act (CAA) or Americans with Disabilities Act (ADA)

- Costs associated with related equipment and facilities must be itemized in application to receive maximum federal share

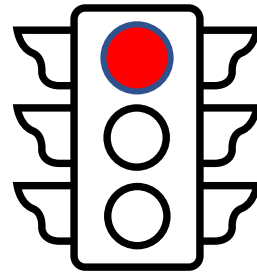
Federal
Match
Max
80%

All other projects, including workforce development/NTI training



Ineligible Projects

- Projects not eligible for funding:
- Non-public transportation projects (e.g., *school buses, prisoner transport, intra-facility shuttles, services not open to the general public, see: 49 U.S.C. §5302(14)*)
- Operating expenses
- Preventive maintenance
- Development or deployment of prototype/demonstration vehicles
- Previous project expenses
- Mobility management
- Planning and design studies



Evaluation Criteria



Evaluation Criteria

Demonstration of Need

- **How** will the proposed project address an unmet need for capital investment?
- **What** substantiating evidence can be provided to support these statements?

Demonstration of Benefits*

- Low-No: **How** will the proposed project support the program objectives to reduce energy consumption and harmful emissions?
- Buses and Bus Facilities Competitive: **How** will the proposed project improve safety? The condition of the transit system? Reliability of transit service? Enhance access and mobility?

** Please note that this is the only criteria where the requested information is different for each program. In order to apply for **both** an applicant must respond to both Demonstration of Benefits sections with responses applicable to the request in the NOFO for that program.*



Evaluation Criteria (cont.)

Planning and Local/Regional Prioritization

- **How** is the proposed project consistent with local and regional long range planning documents?
- **How** is the proposed project consistent with local government priorities?
 - Applicants are encouraged to also consult DOT's *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* at: <https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making>
- **Zero-Emission applicants:**
 - Did the applicant include a zero-emission fleet transition plan that includes all 6 required elements?



Evaluation Criteria (cont.)

Local Financial Commitment

- **When** will the funds be fully secured?
- **What** is the source of the local share?

Project Implementation Strategy

- **How** soon can the proposed project be obligated (within 12 months)?
- **How** will the project be implemented?

Technical, Legal, & Financial Capacity

- Does the applicant have the **know-how** to carry out the proposed project?
- **What** technical, legal, or financial capacity issues exist, if any?



Additional Selection Considerations: Administration Priorities

- Combatting Climate Change
- Procurement Methods that Reduce Customization
- Support the Justice40 Initiative
- Workforce Development/Good Paying Jobs
- Workforce Component of Zero-Emission Transition Plan

Please Note: Other Additional Selections Considerations are listed in each NOFO. Look for statements that say “FTA may consider..” or “FTA may prioritize”.



Zero-Emission Fleet Transition Plan Required Components



Zero-Emission Fleet Transition Plan

- All applications related to zero-emission are required by law to submit a Zero-Emission Fleet Transition Plan. This includes vehicle and equipment procurements as well as facility projects that support zero-emission vehicles.
- This plan must include the following six elements identified in law:

Demonstrate Long Term Fleet Management Plan

Evaluation of Existing and Future Facilities

Address Availability of Current and Future Resources

Describe Partnership with Fuel Provider

Consider Policy and Legislation Impacts on Technologies

Examine Impact on Applicant's Workforce



Zero-Emission Fleet Transition Plan: Element 1

- **Element 1:** Demonstrate a long-term fleet management plan with a strategy for how the applicant intends to use the current application and future acquisitions.
- Examples of how applicants may address this element (not exhaustive):
 - Include excerpt or describe how long-term fleet management plan aligns with the zero-emission application.
 - Describe how the procurement plan aligns with the zero-emission application.



Zero-Emission Fleet Transition Plan: Element 2

- **Element 2:** Address the availability of current and future resources to meet costs for the transition and implementation.
- Examples of how applicants may address this element (not exhaustive):
 - Provide an overview of current funding levels and sources and how that will support/impact the transition.
 - Describe planning or other efforts underway to secure additional resources.



Zero-Emission Fleet Transition Plan: Element 3

- **Element 3:** Consider policy and legislation impacting relevant technologies.
- Examples of how applicants may address this element (not exhaustive):
 - Listing of any state or local policies or legislation that support or hinder the implementation of relevant technology the applicant is looking to implement.
 - Analysis of future policy or legislation that the agency is considering that will support the implementation.

Please Note: A brief description of the research performed leading to a finding that the applicant does not believe policy or legislation impacts the relevant technologies is acceptable, if applicable.



Zero-Emission Fleet Transition Plan: Element 4

- **Element 4:** Include an evaluation of existing and future facilities and their relationship to the technology transition.
- Examples of how applicants may address this element (not exhaustive):
 - Capital inventory relevant to fleet transition that includes information on the state of existing facilities and the scope and timing for future upgrades and/or expansion.
 - Analysis of existing facilities relevant to fleet transition and their ability to integrate relevant technology for both current and future acquisitions.



Zero-Emission Fleet Transition Plan: Element 5

- **Element 5:** Describe the partnership of the applicant with the utility or alternative fuel provider.
- Examples of how applicants may address this element (not exhaustive):
 - Letters of support, contract information, communications, etc. with the fuel/energy provider.
 - Analysis of ongoing coordination with providers and plans for integration/cooperation.
 - Identification that based on the size of the vehicle fleet that no partnership is needed.



Zero-Emission Fleet Transition Plan: Element 6

- **Element 6:** Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid the displacement of the existing workforce.
- Examples of how applicants may address this element (not exhaustive):
 - Usage of the Workforce Evaluation Tool.
 - Coordination efforts with existing employee representation and/or members.
 - Employee retention and agency workforce planning strategies.
 - Identification of type of training and training provider.



Useful Zero-Emission Fleet Transition Plan Resources

- FTA's website includes resources for applicants developing Zero Emission Fleet Transition Plans: [FTA Zero-Emission Fleet Transition Plan Resources](#)
- The Transit Workforce Center offers an initial set of building blocks for creating a comprehensive workforce development plan for ZEB transition, a plan that should cover all affected transit frontline workers: [Transit Workforce Center Resources and Best Practices for a Zero Emission-Workforce Fleet Transition Plan](#)
- The Joint Office of Energy and Transportation connects stakeholders with a suite of data and tools for transit agencies and offers new technical assistance to transit agencies shifting their fleets to low- and no-emission vehicles: [Technical Assistance and Resources for Transit Agencies · Joint Office of Energy and Transportation \(driveelectric.gov\)](#)





Mark Bathrick
Division Chief, Urbanized Area Programs

Questions?

Email: FTALowNoBusNOFO@dot.gov



Resources to Support Workforce Development and Research

Mary Leary, Ph.D.,

FTA Associate Administrator for Research, Demonstration and Innovation

May 25, 2023



Outline

- **Resources to support workforce development**
 - **The Transit Workforce Center**
 - ✓ Zero-emissions Initiative
 - ✓ Workforce Recruitment Resources
 - ✓ ATTAIN Apprenticeship resources
 - **The National Transit Institute**
- **Resources and Research related to low or no emissions and buses**



Workforce Development – Transit Workforce Center

The Transit Workforce Center is the Federal Transit Administration’s first ever national technical assistance center for transit workforce development. Its mission is to help urban, suburban, tribal, and rural public transportation entities recruit, hire, train, and retain the diverse workforce needed now and in the future.

Transit Workforce Center (TWC) – International Transportation Learning Center

- Web Address: www.TransitWorkforce.org
- Email: twc@transportcenter.org
- Request Technical Assistance: 1-855-888-NTWC
- Twitter: [Transit Workforce Center \(@NationalTWC\) / Twitter](https://twitter.com/NationalTWC)
- Facebook: [Transit Workforce Center - TWC - Home | Facebook](https://www.facebook.com/TransitWorkforceCenter-TWC-Home)
- LinkedIn: [Transit Workforce Center \(TWC\) | LinkedIn](https://www.linkedin.com/company/TransitWorkforceCenter-TWC)



TWC Zero-Emissions Initiative

- Resources and Best Practices for a Zero Emission-Workforce Fleet Transition Plan
- <https://www.transportcenter.org/zeb>
- The Zero Emission Fleet Transition Plan includes six (6) required elements, including:
Element 6: Examine the impact of the transition on the applicant's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers of the applicant to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.
- This tool walks through eight questions that enable an agency to develop a strong Zero-emission workforce plan.



ConnectingMyCommunity

The National Frontline Transit Worker Recruitment Campaign

Green My Community Works Because I Work

- Great starting salary
- Affordable healthcare
- Retirement benefits
- Opportunities for advancement

Insert + special perks + here
Insert + special perks + here

Agency info here, e.g. application links, recruitment event info, additional benefits.
Agency info here

ConnectingMyCommunity

Drive into Your Transit Career

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

Insert + special perks + here
Insert + special perks + here

Agency info here, e.g. application links, recruitment event info, additional benefits.
Agency info here
Agency info here

ConnectingMyCommunity

Work at Insert Name of Your Agency Here and Connect Your Community

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

Insert + special perks + here

Agency info here, e.g. application links, recruitment event info, additional benefits.

ConnectingMyCommunity

What is the National Transit Frontline Worker Campaign Toolkit?

A central repository of:



Themes Created from Consultations with Partners

- # My Community Works Because I Work
- # My Work Gets People Where They Need to Be
- # Take the Wheel of Your Future
- # Ride Into Your Transit Career
- # Drive Into a Greener Future
- # Serving My Community
- # Connect Your Community

your agency info here
your agency info here
your agency info here
your agency info here
your agency info here
your agency info here

Insert QR code here

My Work Gets People Where They Need To Be

- Great starting salary
- Health and other benefits
- Scheduled yearly pay increases
- Get paid while you train

+ Special perks +
+ Special perks +

ConnectingMyCommunity

FEDERAL TRANSIT ADMINISTRATION

Advertising Templates Using Themes

Green My Planet

Community Works Because I Work

- Great starting salary
- Affordable healthcare
- Retirement benefits
- Opportunities for advancement

+ Special perks +
+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Take the Wheel of YOUR FUTURE

- Great starting salary
- Flexibility in choosing shifts
- Paid training - raise after training
- Affordable health, dental and vision

+ Special perks +
+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Drive into Your TRANSIT CAREER

- Great starting salary
- Health and other benefits
- Flexible scheduling options
- Opportunities for advancement

+ Special perks +
+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Ride into Your Transit Career

- Great starting salary
- Health and other benefits
- Scheduled yearly pay increases
- Get paid while you train

+ Special perks +
+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Drive into Your Transit Career

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

+ Special perks +
+ Special perks +

your agency info here
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your agency info here

ConnectingMyCommunity

Work at XYZ Agency to Drive into a Greener Future

- Great starting salary
- Work to create a cleaner environment
- Paid training - raise after training
- Shift and scheduling flexibility

+ Special perks +
+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

My Community Works Because I Work

Join us February 15 for Job Fair 8 am - 1:00 pm
8402 Calverville Rd, Silver Spring, MD 20910
For more info call 423-456-7890

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

+ Special perks +
+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

My Community Works Because I Work

Join us February 15 for Job Fair 8 am - 1:00 pm
8402 Calverville Rd, Silver Spring, MD 20910
For more info call 423-456-7890

- Great starting salary
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- Retirement benefits
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+ Special perks +
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+ Special perks +
+ Special perks +

your agency info here
your agency info here
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ConnectingMyCommunity

Work at XYZ and Connect Your Community

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Work at XYZ and Connect Your Community

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Work at XYZ and Connect Your Community

- Great starting salary
- Health and other benefits
- Retirement benefits
- Step increases annually

+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Work at XYZ and Connect Your Community

- Great starting salary
- Health and other benefits
- Retirement benefits
- Opportunities for advancement

+ Special perks +

your agency info here
your agency info here
your agency info here

ConnectingMyCommunity

Other Toolkit Components: Sample Advertisements

Chicago Transit Authority

Bus Operators

Now Hiring!

Competitive salary: \$23.44/Hour
Work up to 32 hours a week

Medical benefits
Paid on-the-job training

Priority processing for CDL/CLP holders
No CDL required to apply

Career building opportunities

Apply today at
transitchicago.com/careers





marta
Career Fair

Hiring Bus Operators and
Journeyman Bus Technicians

Register for
the event



THURSDAY, JUNE 23, 2022
3 PM - 7 PM

MARTA HEADQUARTERS
2424 PIEDMONT RD. NE
MASKS REQUIRED FOR ENTRANCE

Now Offering
Signing bonus of \$3,000
ONLY APPLICABLE TO BUS OPERATORS AND TECHNICIANS

Check for upcoming career fairs and open positions
ITSMARTA.COM/CAREERS
(404) 848-5544

MARTA will train all permit holders and Class "C" holders for their CDL

BENEFITS // TRAINING // GROWTH



DRIVERS WANTED

SPACE COAST • CDL License Required
Area Transit • Full & Part Time Jobs + Benefits

Apply Online: 321Transit/Jobs

ATTAIN Apprenticeship Resources

ATTAIN Bus Maintenance Apprenticeship Meeting

The [American Transit Training and Apprenticeship Innovators Network \(ATTAIN\)](#), run by the Transit Workforce Center (TWC), is a peer network created for transit agencies and labor unions to explore new apprenticeship programs or enhance existing programs for their frontline workforce.

This recorded meeting of the ATTAIN Bus Maintenance Committee serves as a resource for transit industry stakeholders and includes presentations on apprenticeship and case studies of successful programs across the country. [ATTAIN and Apprenticeship - Transit Workforce Center](#)



Training - National Transit Institute (NTI)

- **NTI has transformed its mode of operations post COVID**
- **Movement to Virtual Learning:** Over the last two years, revised content of 18 courses for virtual delivery (truncated content, revised group activities, etc.)
 - Currently deliver a total of 21 (3 were always online)
- **New Resources and Processes:** Developed new operational and administrative procedures to accommodate virtual delivery platform
 - Virtual Participant Code of Conduct
 - Virtual course attendance sheet
 - Revised course evaluation form

Key Subject Areas for NTI Courses

- Procurement
- National Transit Database
- Transit Service Planning
- Project Management
- Understanding ADA
- Public Involvement in Transportation Decision-making
- Title VI and Public Transit
- FTA Real Estate Requirements
- Disadvantaged Business Enterprise
- Crisis Communications
- Paratransit Management
- Transportation Planning Process
- Transit Asset Management
- Frontline Worker Training for Battery Electric Bus Technicians – working with electricity
- Examining Data skills development working with CTAA

FTA Research Mission and Strategic Goals

FTA Research Mission:

To improve America's communities through public transportation by accelerating innovation that enhances everyone's safety, improves equitable mobility, refines transit operations, and fosters clean energy.

Research Goals:

- Enhance Safety*
- Improve Equity*
- Address Climate and Sustainability (Climate) *
- Build Resiliency *
- Connect Communities*
- Enhance Economic Strength and Global Competitiveness
- Act with Organizational Excellence



Safety Initiatives

- **Bus Operator Safety:** new compartment
- **Worker Safety:** Roadway (track) worker warning technology
- **Rail crossing safety:** detection technology (for trespassers) and to mitigate suicides
- **Passenger Safety:** Contactless fare payment, vehicle disinfecting and sanitization
- **Low or No Emissions Bus Battery Safety:** study to reduce chance of battery fires



Resiliency Initiatives

- **Unmanned Aerial Systems (UAS)** use for infrastructure inspection and disaster response & recovery (VOLPE & FRA partnership)
- **Bus Exportable Power Systems Standards Development** (turning hybrid electric and fuel cell buses into mobile power generators) (not research funded but still relevant)



Climate and Sustainability Initiatives

- **Transit Vehicle Innovative Development Program (TVIDC)** with Center for Transportation and the Environment (CTE) and CALSTART: resources to assist with moving to low or no emission vehicles
- **Zero-Emission Bus (ZEB) Transition Research:** research and tools to support transit provider's transition to zero emission fleets.
- **ZEB Charging:** Research and demonstrate transit charging deserts and innovative solutions.
- **Battery and Hydrogen Innovation:** research and development to advance battery and hydrogen technologies for transit use.
- **National Network of Advanced Technology Learning Labs**



Equity, Mobility, Connected Communities Initiatives

- **Technology** to improve rural, on-demand scheduling and coordination
- **Technology** that provides alternatives to cash fare payment for people without mobile phones, credit cards, or bank accounts.
- **Improve trip planning and wayfinding** barriers for people with disabilities.
- **Cashless payment**
- **Mobility Outcomes** – a new program, Mobility, Access and Transportation Insecurity, will track the results for people who rely on public transportation such as their health, their access to jobs, to school, to health services



Tribal Transit Listening Session Part II

Marianne Stock, FTA Division Chief, Rural and Targeted Programs

May 25, 2023



FEDERAL TRANSIT ADMINISTRATION

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.



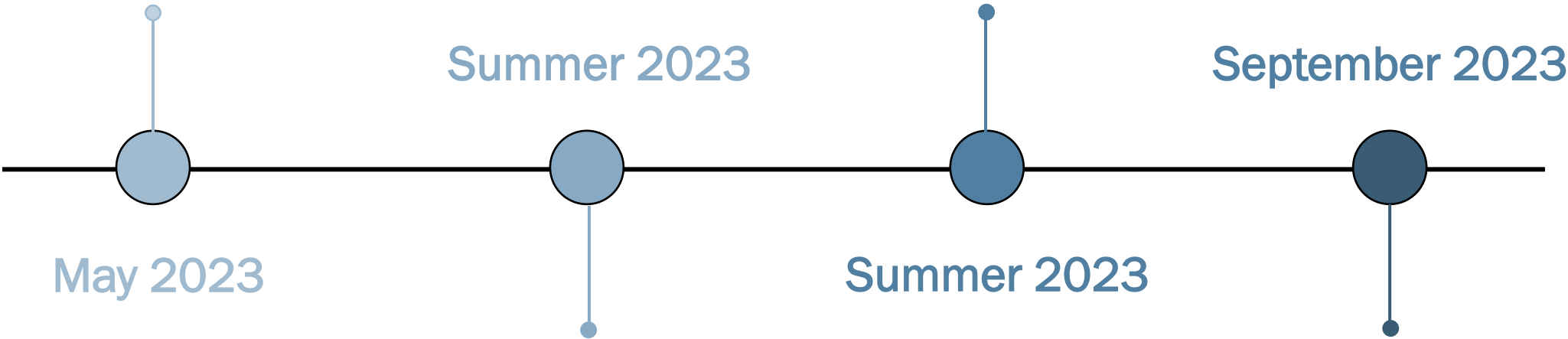
Based on listening session feedback, FTA intends to publish a Federal Register Notice to open the Consultation and request Comments through an official Docket this summer.



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.



Break

- The Tribal Transit Symposium is on break
- Next Session: DOT & FTA Townhall Discussion, beginning at **3:00 PM** Central Time



DOT & FTA Townhall Discussion w/Attendees: *What's working? What's not?*



Arlando Teller

Assistant Secretary for Tribal Government Affairs
US Department of Transportation

May 25, 2023



FEDERAL TRANSIT ADMINISTRATION

Plenary Remarks



Anthony Morgan Rodman
Executive Director,
White House Council on Native
American Affairs

May 25, 2023



FEDERAL TRANSIT ADMINISTRATION



Thank you presenters and participants!

