

FTA

FEDERAL TRANSIT ADMINISTRATION

FTA Report to Congress on FY 2015 Section 5314 Projects

MARCH 2017

FTA Report No. 0104
Federal Transit Administration

PREPARED BY
Federal Transit Administration



U.S. Department of Transportation
Federal Transit Administration

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Courtesy of Edwin Adilson Rodriguez, Federal Transit Administration

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U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

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Metric Conversion Table

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
LENGTH				
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
VOLUME				
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liter	L
ft³	cubic feet	0.028	cubic meters	m ³
yd³	cubic yards	0.765	cubic meters	m ³
NOTE: volumes greater than 1000 L shall be shown in m ³				
MASS				
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")
TEMPERATURE (exact degrees)				
°F	Fahrenheit	5 (F-32)/9 or (F-32)/1.8	Celsius	°C

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13. ABSTRACT This report provides information on projects funded by the Federal Transit Administration's Section 5314 program for FY 2015, including detailed FY funding information on FTA's technical assistance and standards projects that further key public transportation goals in accordance with Federal public transportation law. FTA issues grants, contracts, and cooperative agreements under Section 5314 to achieve impacts to 1) more effectively and efficiently provide public transportation service and 2) improve public transportation. Projects in Section 5314 promoted FTA's strategic goals of economic competitiveness, environmental sustainability, and improving the quality of life in communities. Technical Assistance projects in FY 2015 aimed to provide and coordinate transportation services to promote the mobility of older adults and people with disabilities, further mobility management, support the Americans with Disabilities Act (ADA), expand access to transportation for people of limited incomes, and improve public transportation. Standards Development projects in FY 2015 aimed to create safety education programs to prevent accidents with public transit trains. Technical assistance and standards development projects were awarded to academic institutions, public transportation associations, nonprofits, and other leading organizations in various public transportation disciplines. This mix of local, state, regional, and national grantees ensured a spectrum of perspectives that enhanced the reliability, validity, and generalizability of technical assistance and standard development projects.			
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TABLE OF CONTENTS

1	Executive Summary
4	Requirement for This Report
5	Technical Assistance
7	National Aging and Disability Transportation Center (NADTC)
9	National Center for Mobility Management (NCMM)
11	National Center for Senior Transportation (NCST)
13	National Public Transportation/Transit-Oriented Development Technical Assistance Initiative
14	International Transit Market Research
14	FTA CITY Program Summer 2015
15	Information Dissemination and Communication Program
16	Mobility on Demand (MOD) Research and Outreach Support Program
17	Transit Research Analysis Committee (TRAC)
18	Transportation Research Board (TRB) Technical Activities
19	Industry Technical Assistance
20	Safety Awareness Technical Assistance
21	Total Proposed Allocations Of FY 2016 Assistance
22	Appendix 1: National Center for Mobility Management
23	Appendix 2: NADTC Logic Model
24	Acronyms and Abbreviations

LIST OF TABLES

3	Table 1: FTA Section 5314 Technical Assistance Investments in FY 2015 by Program Area
21	Table 2: FY 2016 Section 5314 Approved Projects



U.S. Department
of Transportation
**Federal Transit
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Colleague:

I am pleased to provide you with a copy of this Federal Transit Administration (FTA) Report on Fiscal Year (FY) 2015 Technical Assistance and Standards Development as authorized by Federal public transportation law (49 U.S.C. 5314). This comprehensive report presents detailed information for FTA's Technical Assistance and Standards Development projects that further key public transportation goals. Section 5314 allows FTA to issue grants, contracts, and cooperative agreements to achieve impacts to 1) more effectively and efficiently provide public transportation service, and 2) improve public transportation. Technical Assistance projects in FY 2015 were carried out by organizations with demonstrated expertise to support the provision and coordination of transportation services to promote the mobility of older adults and people with disabilities, further mobility management, support the Americans with Disabilities Act (ADA) of 1990, expand access to transportation for people of limited incomes, and improve public transportation. The amount of FTA-funded technical assistance projects for Section 5314 in FY 2015 totaled \$5.9 million and covered the following areas:

- Americans with Disabilities Act of 1990
- human services transportation coordination
- transportation needs of elderly individuals
- increased transit ridership in coordination with metropolitan planning organizations
- transportation equity
- safety and other technical assistance activities that advance the interest of public transportation

These projects were awarded to academic institutions, public transportation associations, nonprofits, and other organizations in various public transportation disciplines. This mix of local, state, regional, and national grantees ensured a spectrum of expertise that enhanced the reliability, validity, and generalizability of technical assistance and standard development projects.

I hope you will find this report useful and informative. Thank you for your continued interest in research and public transportation.

Sincerely,

Vincent Valdes
Associate Administrator
FTA Office of Research, Demonstration, and Innovation

ABSTRACT

This report provides information on training, technical assistance, and standards development projects funded by the Federal Transit Administration's (FTA) Section 5314 program for FY 2015. Included are detailed descriptions, including fiscal year funding, on FTA's projects. These projects further key public transportation goals. Federal Public Transportation Law Chapter 53 of Title 49 U.S.C. (49 U.S.C. 5314), allows FTA to issue grants, contracts, and cooperative agreements to achieve impacts to 1) more effectively and efficiently provide public transportation service and 2) improve public transportation. Technical Assistance projects in FY 2015 (\$5.9 million) provide and coordinate transportation services to promote the mobility of older adults and people with disabilities; further mobility management; support the Americans with Disabilities Act; expand access to transportation for people of limited incomes; and improve public transportation overall. For standards development, FTA worked with the Federal Highway Administration (FHWA) Joint Program Office (JPO) in the development of interface profiles for passenger rail communication systems to create safety education programs to prevent accidents with public transit trains. Technical assistance projects were awarded to academic institutions, public transportation associations, nonprofits, and other organizations in various public transportation disciplines. This mix of local, state, regional, and national grantees ensured a spectrum of expertise that enhanced the reliability, validity, and generalizability of technical assistance and standard development projects.

EXECUTIVE SUMMARY

Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than \$11 billion annually to support and expand public rail, bus, trolley, ferry, and other transit services. These investments helped modernize public transportation, extend service into small cities, and rural communities that previously lacked transit options. Federal public transportation law (49 U.S.C. § 5301, *et seq.*) states that it is in the interest of the United States, including its economic interest, to foster the development and revitalization of public transportation

During FY 2015, FTA's allocated \$5.9 million in Section 5314 appropriations (appropriated in FY 2014 and FY 2015) to projects in support of technical assistance and standards development. Technical assistance and standards development activities have support major public transportation changes over the history of FTA. Often, FTA grantees need information on promising practices, targeted support, assistance with new guidance, and legislative requirements. When they do, they turn to FTA-supported technical assistance centers and resources. To support technical assistance and standards projects to further public transportation goals, Federal public transportation law (49 U.S.C. 5314) allows FTA to issue grants, contracts, and cooperative agreements to achieve impacts to:

1. More effectively and efficiently provide public transportation service
2. Improve public transportation

This report shows how FTA's investments in technical assistance furthered public transportation across our nation. Most technical assistance projects over the last year were run by national nonprofit organizations with demonstrated expertise in at least one of seven areas specified in Section 5314:

- Americans with Disabilities Act of 1990
- Human services transportation coordination
- Transportation needs of elderly individuals
- Increased transit ridership in coordination with metropolitan planning organizations
- Improved efficient public transportation
- Improved public transportation
- Safety and other technical assistance activities that advance the interest of public transportation.

Based on available funding, FTA developed a new strategy for technical assistance, resulting in the consolidation of technical assistance centers. This effort was started in 2013 and funded in FY 2015. Easter Seals Project ACTION (ESPA) and the National Center on Senior Transportation (NCST) ended. A new competitive solicitation was released, combining the work of the two centers, and adding support for the formula grants to states for the Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310). The new National Aging

and Disability Transportation Center (NADTC) competition was won by the two organizations that had previously managed the earlier centers: Easter Seals, Inc., and the National Association of Area Agencies on Aging. This created a valuable linkage with continuity that enabled the new center to leverage past investments, activities, and infrastructure. Additionally, building upon the previous centers was a cost-effective approach. FTA also continued to fund the National Center for Mobility Management to further the adoption and implementation of mobility management projects around the country.

Section 5314 also authorizes FTA to carry out activities related to standards. Although insufficient Section 5314 funds were available in FY 2015 for standards development, FTA did initiate research activities (49 U.S.C. 5312) to support the future development of safety standards. FTA also conducted standards associated activities with the Department of Transportation Federal Highway Administration's Joint Program Office on Intelligent Transportation Systems in FY 2015, through other non-Section 5314 funds, to develop interface profiles for passenger rail communication systems. Typically, Section 5314 funds are used to develop standards and best practices for safety, fare collection, Intelligent Transportation Systems (ITS), accessibility, procurement, security, asset management to maintain a state of good repair, operations, maintenance, vehicle propulsion, communications, and vehicle electronics. In previous years, standards development projects assisted FTA in research projects, innovation and development projects, and demonstration, deployment, and evaluation projects. However, reductions in funding for the Section 5314 program have made it challenging to fund technical assistance and standards. FTA will continue to balance priorities across all eligible projects for Section 5314 through a collaborative planning process with all FTA offices to ensure that only the highest-priority projects are selected for funding.

In FY 2015, Section 5314 projects supported national public transportation trends and issues in personal mobility, safety, accessibility, and asset management. Safety in the public transportation rail sector received special attention under this section during FY 2015. For example, FTA entered into a cooperative agreement with Operation Lifesaver, Inc. to create an education campaign to minimize accidents and fatalities in the public transportation rail sector. Projects in Section 5314 promoted FTA's strategic goals of economic competitiveness, environmental sustainability, and improving the quality of life in communities.

The total amounts of FTA-funded technical assistance projects for Section 5314 in FY 2015 were:

- **Technical Assistance Projects:** \$5.9 million of obligated funds under Section 5314 and the predominance of funded projects provided assistance in the development of technical assistance programs in one of the seven technical assistance focus areas of Section 5314.

Table I summarizes the specific projects and funding allocations for these projects in FY 2015.

Table 1

FTA Section 5314 Technical Assistance Investments in FY 2015 by Program Area

Program/Project Name	Technical Assistance Area *							Amount
	1	2	3	4	5	6	7	
National Aging and Disability Transportation Center	x	x	x					\$2,250,000
National Center for Mobility Management		x	x		x			\$300,000
National Center on Senior Transportation		x	x					\$500,000
Transit Oriented Development Technical Assistance Center				x		x		\$1,000,000
International Transit Market Research					x			\$87,173
FTA Careers in Transportation for Youth Program Summer 2015					x			\$200,000
Information Dissemination Program					x	x		\$530,000
Mobility on Demand Technical Assistance		x			x	x		\$200,000
Transit Research Analysis Project						x		\$200,000
Transportation Research Board Technical Activities						x		\$250,000
Industry Technical Assistance						x	x	\$105,000
Safety Awareness Technical Assistance							x	\$350,000
TOTAL								\$5,972,173

*Technical Assistance Areas are:

1. American with Disabilities Act (ADA) of 1990
2. Human Services Transportation Coordination
3. Transportation Needs of Elderly Individuals
4. Increase Transit Ridership and Metropolitan Planning Organizations

5. Improving Efficient Public Transportation
6. Improve Public Transportation
7. Safety and other Technical Assistance Activities

Requirement for this Report

Federal public transportation law Section 49 U.S.C. 5314 requires an annual report on technical assistance and standards development be submitted to the Committee on Banking, Housing, and Urban Affairs and the Committee on Appropriations of the Senate and the Committee on Transportation and Infrastructure, the Committee on Science, Space, and Technology, and the Committee on Appropriations of the House of Representatives. Section 5314(c) requires this annual report to include the following:

1. A description of each project that received assistance under this section during the preceding fiscal year
2. An evaluation of the activities carried out by each organization that received assistance under this section during the preceding fiscal year
3. A proposal for allocations of amounts for assistance under this section for the subsequent fiscal year.

This report provides the required information by major FTA priority area of the projects as authorized by Sec. 5314.

Technical Assistance Projects

During FY 2015 FTA allocated \$5.9 million in Section 5314 appropriations (appropriated in FY 2014 and 2015) to projects in support of the two areas: Technical Assistance and Standards Development.

Detailed descriptions of projects funded by FTA under Section 5314 are categorized first by the two eligible areas, Technical Assistance and Standards Development, and then by program areas under each of the two categories. Projects were approved and received FTA funding in FY 2015 in the form of cooperative agreements with eligible organizations. Each program area review includes the overall goals, a list of projects, outputs, and outcomes/impacts, followed by a list of each associated projects, as applicable. Each project noted provides information on the grantee, a description of the project, expected outcomes and impacts.

Technical Assistance Focus Area Goals

FTA awarded a number of technical assistance cooperative agreements to aid in the provision and coordination of transportation services to promote the mobility of people with disabilities and older adults to further mobility management, to support the ADA and expand access to transportation for people of limited incomes, and to improve public transportation as authorized under Federal Transit Law. FTA also had a special focus to leverage building partnerships between the transportation, health, wellness, and medical industries with the Rides to Wellness Program, a program that was supported by the National Center for Mobility Management (NCMM). Section 5314 has a number of focus areas for technical assistance.

Americans with Disabilities Act (ADA) of 1990

FTA sponsored programs that complied with the ADA (42 U.S.C. 12101 *et seq.*) through technical assistance, demonstration programs, research, public education, and other activities related to helping organizations comply with the ADA. The ADA prohibits discrimination and ensures equal opportunity and access for persons with disabilities. FTA works to ensure nondiscriminatory transportation in support of its mission to enhance the social and economic quality of life for all Americans. FTA is charged with ensuring that its grantees do not discriminate against individuals with disabilities. To ensure that public transportation is accessible to all Americans of different abilities, FTA funds projects that help service providers respond to the transportation needs of the

elderly, veterans, and people with disabilities. The NADTC is a good example of a FTA project that supported ADA needs.

Human Services Transportation Coordination

Federal transit law requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally-developed, coordinated public transit–human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by members of the public. FTA funded programs that complied with human services transportation coordination requirements and enhanced the coordination of Federal resources for human services transportation with those of the DOT through technical assistance, training, and support services related to complying with such requirements. Mobility management is one high impact intervention that ensures greater coordination. The National Center for Mobility Management (NCMM) is succeeding in driving greater adoption of mobility management strategies and programs across the country.

Transportation Needs of Elderly Individuals

FTA has long addressed the mobility needs of older adults as part of a broader strategy to invest in transportation choices to support people at every stage of life. FTA has funded a number of initiatives and collaborated successfully with non-federal partners to improve access to transit for older adults and other populations. A project to highlight under this area is the National Center for Senior Transportation (NCST).

Safety and Other Technical Assistance Activities

FTA cooperated with organizations that provided other technical assistance activities that FTA determined necessary to advance the interests of public transportation such as safety. FTA funded several industry technical conference and workshops including the Safety Awareness Outreach activity to improve safety in the public transportation field.

Increase Transit Ridership in Coordination with Metropolitan Planning Organizations (MPOs)

FTA worked in coordination with MPOs and other entities to encourage development around public transportation stations through technical assistance and the development of tools, guidance, and analysis related to market-based development around transit stations. The Transit Oriented Development Technical Assistance Initiative embodies FTA's work to increase transit ridership with MPOs.

Transportation Equity and Improve Efficiency of Public Transportation

FTA created programs to address transportation equity with regard to the effect that transportation planning, investment, and operations have for low-income and minority individuals. The Careers in Transportation for Youth (CITY) provided an example of how FTA promotes equity in the public transportation field by providing job opportunities for people of minority backgrounds.

Improve Public Transportation

FTA funded activities to improve public transportation and explore ways to make it a more attractive choice for riders. FTA demonstrated its commitment to improve public transportation by funding the Transportation Research Board (TRB) core technical activities.

Technical Assistance Project Reviews

Following are detailed descriptions of each program funded by FTA under Section 5314 for FY 2015 with a list of projects, outputs, and outcomes/impacts.

Project: *National Aging and Disability Transportation Center (NADTC)*

Grantee: Easter Seals, Inc.

Project Description:

The NADTC was awarded in FY 2015, and the principles for the center—Easter Seals, Inc. and the National Association of Area Agencies on Aging—together have more than 25 years of infrastructure investment and expertise in accessible transportation training and technical assistance. The overarching purpose of the center is to promote the availability and accessibility of transportation options that serve the needs of people with disabilities, older adults, and caregivers. The need for accessible transportation that supports independent community living is continuing to grow in the United States and, with the increasing number of adults over age 75, the rate of disabilities will grow; as an example, 45 percent of people over age 75 have some limitation in their activities due to chronic conditions.

The NADTC promotes the mobility of people with disabilities and older adults, ensuring that public transportation supports economic inclusion, access to healthcare, links to education, connections to recreation/leisure activities, and independent living in our communities. The NADTC works to ensure the effectiveness, efficiency, and quality of coordinated human service transportation activities, promoting the best value for federal investments in specialized transportation services.

The training and education products produced by the NADTC serve as a force multiplier for those providers not able to retain on-staff expertise in the ADA, or best practices in the provision of services for people with disabilities and older adults. The existence of the NADTC helps agencies large and small understand and better serve the unique needs of these members of the riding public. With its specific focus on enhancing the effectiveness of the Section 5310 Program, the NADTC helps ensure that a key FTA program is used to its greatest impact: as a creative, person-centered, community-responsive tool to fill vital gaps in mobility for older adults and people with disabilities.

Outputs:

The NADTC fields online courses, webinars, and other materials to benefit older adults and individuals with disabilities and the public transportation industry. In FY 2015, the team ramped up so that in the first full year of operation, they can produce and conduct two online courses and six webinars. Additionally, the NADTC will offer targeted technical assistance in response to locally-identified challenges to support local systems change. The NADTC will fund community grants in its first year that will move innovations in accessible transportation from research to practice. Relatedly, it will provide an annual report on trends in the field to help FTA and others understand the changing landscape around mobility of its target populations, and respond effectively. The NADTC will serve as a key information resource: sharing tools, best practices and a variety of resources through web-based and social media outreach. The NADTC will respond to information and referral requests from practitioners and the general public, including providing support in finding local transportation options. The work of the NADTC will be directed by a number of stakeholder review committees and is conducted in close collaboration with FTA and with guidance from the Administration for Community Living at the US Department of Health and Human Services. Such input ensures the maximum benefit to older adults and individuals with disabilities throughout the country and the transportation industry.

Outcomes/Impacts:

The NADTC is ensuring the continuation of FTA's quarter century of prior investment in technical assistance for this targeted population by developing a resource library including the most valuable resources developed under prior cooperative agreements. To support outreach and dissemination of useful resources in the field, the NADTC developed a mailing list with more than 10,000 names. A broad range of learning styles is being accommodated, with the launch of a YouTube channel as well as Facebook and Twitter accounts. The NADTC will begin collecting data on the impacts of its training, based on a logic model, noted in Appendix I, tracking work from outputs through to increased

learning and systems change in communities. Adherence to and accomplishment of the logic model's outcomes will be reported by an outside evaluator.

FTA Funding: \$2,250,000

Project: *National Center for Mobility Management (NCMM)*

Grantee: Easter Seals, Inc.

Project Description:

NCMM facilitates the adoption of mobility management strategies and transportation options at the state and community levels to leverage transportation resources and fill transportation gaps to empower people to live independently to advance health, economic vitality, self-sufficiency, and community. The NCMM is run as a collaborative effort of the American Public Transportation Association (APTA), the Community Transportation Association of America (CTAA), and Easter Seals, Inc. The NCMM's goals include improving and enhancing the coordination of federal resources for human service transportation, especially for people with disabilities, older adults, and people with low incomes. The NCMM's key functions are producing training and technical assistance products, disseminating best practices, supporting the professionalization of mobility management by developing competencies and a curriculum, and supporting the Federal Coordinating Council on Access and Mobility's efforts to promote states' ability to coordinate transportation resources. The NCMM supports FTA in implementing major strategic initiatives such as Rides to Wellness, focused on improving access to vital healthcare services.

To further professionalize and clearly identify the work and value of mobility managers, the NCMM is using an inclusive, field-driven approach to developing a set of core competencies for mobility management from which a curriculum is being developed in 2016. This and a series of other efforts will bolster mobility managers where they now work and encourage organizations to adopt mobility management in their own projects.

Outputs:

The NCMM has been the primary support of the FTA's Rides to Wellness initiative, which seeks to build partnerships between the health and transportation sectors to improve access to care and thus better the health of people while reducing costs to the healthcare system. The NCMM supported the launch of the Initiative in March 2015, hosting a summit of executives from both industries who came together in Washington, DC to learn about and begin to jointly address the mobility challenges that can keep people from being well and which harm our communities. The NCMM supported FTA by funding \$400,000

in planning grants to 16 communities to support the development of innovative solutions to healthcare access transportation challenges. Local coalitions of cross-industry providers, including consumers, spanning the healthcare, transportation, human service, and other industries, are developing replicable strategies to enhance access to preventive, dialysis, behavioral health, and post-hospitalization care. The website of the Healthcare Access Mobility Design Challenge, which features an ever-growing set of resources derived from the planning grants, was visited at least 3,000 times in FY 2015 by people in more than 45 states, seeking to learn how to address this vital challenge.

Through the use of a Regional Liaison program, in which staff are assigned as points of contacts for stakeholders in each of FTA's 10 regions, the NCMM provided a range of in-depth technical assistance support to groups ranging from a state Department of Transportation seeking to better coordinate with the state Department of Health, to an MPO seeking best practice guidance in designing a useful, equitable, accessible bike share system, to a large employer seeking solutions to employee absenteeism and truancy that resulted in a partnership with the local public transportation provider to support additional bus service.

The NCMM published resource documents and conducted capacity-building webinars on topics including performance measurement, building community partnerships, leveraging technology, cost allocation to support efforts to coordinate services, utilizing cycling as a universal means of mobility, reaching people who are older or have disabilities or lower-incomes, the usefulness of car sharing to lower-income individuals, and approaches to medical transportation challenges.

The NCMM's mission includes supporting FTA in its role as the lead of the Coordinating Council on Access and Mobility, an inter-agency collaborative that seeks to improve the efficiency, effectiveness, and usefulness of public and specialized transportation services funded from any of the 11 member departments. In FY 2015, the NCMM did extensive research into existing and possible partnerships between the US Department of Agriculture's Food and Nutrition Service and public transportation. This work, including a webinar and the publication of a resource document, has led to numerous partnerships and supported the decision by the Food and Nutrition Service that the funds used by its program sponsors can be used as local match to leverage FTA funding. This determination creates myriad opportunities for local partnership to help reduce childhood hunger.

To promote promising practices, the NCMM developed and deployed the Mobility Management Information and Practices (MMIP) database, a geographic information systems-enabled resource on its website that collects promising mobility management strategies from around the country, providing a social

network mechanism to share this information across the profession through peer networking and other activities.

Outcomes/Impacts:

In FY 2015, the NCMM developed a logic model in partnership with an independent evaluator that will annually assess the NCMM's performance. The logic model follows the flow of the NCMM's outputs and impacts from the number of people touched by the various outreach and education mechanisms, to the degree to which they see immediate value in their interactions with the center, through changes implemented in existing mobility management programs and the launch of new efforts that improve mobility across the country. Outcome data will begin to be reported in subsequent years, based on the need for time for practices to be implemented.

FTA Funding: \$300,000

Project: *National Center for Senior Transportation (NCST)*

Grantee: Easter Seals, Inc., in partnership with the National Association of Area Agencies on Aging (N4A)

Project Description:

The purpose of the NCST was to increase transportation options for older adults and enhance their ability to live independently within their communities throughout the United States. NCST achieved this mission by gathering and sharing best practices, providing technical assistance and training for a wide range of stakeholders, facilitating strategic partnerships and community engagement to support the development and coordination of senior transportation options, developing and disseminating information including the use of web-based and social media, and administering demonstration grants that supported adoption of promising practices in communities.

The NCST began out of recognition that one of the largest barriers to being able to age in place in the community was access to transportation options. By working to promote myriad transportation options and services such as older adult travel training, senior-friendly taxi services, volunteer driver programs and by expanding collaborative planning across the aging and transportation sectors, the NCST made a significant impact toward advancing the mobility of older Americans. The NCST helped ensure people's ability to remain in their homes, living independently, and contributing to their communities.

Outputs:

This project provided technical assistance to states and local communities on the expansion and provision of transportation services for older adult populations. As part of its education and outreach role, NCST, in its final year, produced five webinars on topics including emergency preparedness for older adults, falls prevention aboard transit vehicles, and FTA's Section 5310 "Enhancing Mobility for Seniors and Individuals with Disabilities" program. NCST published 12 information products on a range of topics including travel training for older adults to promote their ability to use public transportation, ensuring accessible pathways to transit, dementia awareness, emergency preparedness, and innovative local programs that profiled successful programs in rural, suburban, and tribal areas.

NCST developed useful reports on the results of community grant programs, releasing more than \$1 million in community grants over a number of years. It partnered with the Eldercare Locator to ensure that callers who needed a ride or local transportation information were seamlessly connected to local resources. From October 2014 to September 2015, the Eldercare Locator responded to more than 32,000 transportation calls from older adults, people with disabilities, and caregivers.

Outcomes/Impacts:

Many of the pilot projects begun by NCST grants are still in operation today. For example, one community grant program encouraged the development of local partnerships between older adult transportation and Aging in Place programs. These projects resulted in 464 individuals indicating a willingness to use public transportation for the first time, and 182 older adults becoming new transit riders in the five funded communities. NCST served as a vital bridge between the aging community and the transportation industry, helping both industries understand, respond to, and plan for the unique transportation and mobility needs of an aging population. The outreach across these communities increased understanding around older adult transportation and improved both the impact of transportation services and the satisfaction of the older adult riders.

FTA Funding: \$500,000

Project: National Public Transportation/Transit-Oriented Development Technical Assistance Initiative**Grantee:** Smart Growth America (SGA)**Project Description:**

This project provides technical assistance through the development of tools, guidance, and other resources for enhancing transit-oriented development (TOD) within transportation corridors and around public transportation stations, including economically-distressed communities. This cooperative agreement between FTA and SGA seeks to improve access to public transportation, new economic opportunities, pathways to employment, and support for TOD, including a focus on supporting economically-distressed communities. The TOD initiative has engaged transit agencies, real estate developers, civic organizations, and agencies of state and local government. A key objective of TOD is to create mixed-use development and high-quality walking environments near transit facilities. TODs can leverage both existing and planned transit infrastructure to promote economic development, revitalization, and expand housing options in response to housing market demands. Public and private sector parties across the country are interested in capitalizing on the development potential of transit.

A forum for communities receiving technical assistance as well as other communities well-versed in TOD activities will be established to begin dialogues and exchange ideas.

Outputs:

SGA will provide technical assistance to communities through workshops to help support specific issues identified to advance TOD. SGA's technical assistance includes creation of a website with substantial resources and a peer-to-peer network that will enable cities to share best practices and facilitate peer-to-peer learning regarding TOD activities, a TOD database that builds upon the best practices database originally developed by the Center for Transit-Oriented Development (CTOD), including resources from SGA and other members of the project team, and an 800 phone number for general inquiries regarding TOD activities.

Outcomes/Impacts:

Once the TOD technical assistance is complete, communities will benefit by learning to work with multiple agencies and organizations for the implementation or enhancement of TOD and associated activities that will drive economic and employment benefits for participating communities.

FTA Funding: \$1,000,000

Project: *International Transit Market Research***Grantee:** Hertzog Research**Project Description:**

FTA funded this international tenders project to assist medium and small firms identify international market opportunities and the resources needed to take advantage of these business activities. This project catalogued and posted on the website primarily international business prospects in the public transportation industry. This program was discontinued in 2016 due to funding constraints.

Outputs:

A list of potential business opportunities was generated by Hertzog Research and posted on FTA's public website. The project created a list of different public transportation project taking place in different countries, including light rail, heavy rail, bus rapid transit systems, capital improvements, and other relevant projects.

Outcomes/Impacts:

Through this project and in collaboration with APTA, FTA was able to assist several companies and contractors engage with foreign governments and foreign transit authorities to establish communications and enter into business opportunities. One example of a company that took advantage of this information is K2 & Associates, a private consulting firm headquartered Bellevue, Washington, which gained a contract for the National Government of Ghana's Ministry of Transportation to plan, engineer, and implement its traffic light system in Ghana's capital city. This new traffic system prevented further accidents in the city and assisted the US firm in entering a foreign market.

FTA Funding: \$87,173**Project: *FTA Careers in Transportation for Youth (CITY) Program Summer 2015*****Grantee:** Conference of Minority Transportation Officials (COMTO)**Project Description:**

The purpose of the CITY program was to provide technical assistance to help public transit agencies address workforce needs by attracting the best and brightest students, especially those from historically-disadvantaged communities, who have completed their sophomore and junior years of college at an accredited college or university and who have an interest in a transportation-related career. This 10-week internship program sought to accomplish the following goals:

1. Expose college juniors and seniors to career opportunities in public transportation.
2. Enhance professional exposure and development of students through internships and mentoring opportunities in public transportation.
3. Advance the strategic goal of the USDOT in workforce development, transportation outreach, and expanding opportunities to earn a living wage.

Outputs:

FTA received a final report on September 30, 2015, describing the internships of each student that included the location of the internships, work assignments, lessons learned, and community involvement. FTA cooperated with COMTO to provide internships for 17 rising college juniors and seniors majoring in a variety of disciplines including engineering, business, communications, and human development, among others. The students were from accredited institutions, including Ivy League universities, private and public universities, and historically black colleges and universities. The students interned in federal and local government agencies as well as transit agencies in several cities across the country.

Outcomes/Impacts:

The internships sponsored by FTA through COMTO provided students with relevant work experience while exposing them to careers in the public transportation field. As a result of participating in the CITY Program, several students obtained permanent positions in transportation agencies and organizations. By attracting the future generation of transportation officials, FTA ensures that the public transportation industry continues knowledge transfer and assures a succession plan.

FTA Funding: \$200,000

Project: *Information Dissemination and Communication Research to Practice Program*

Grantee: University of South Florida Center for Urban Transportation Research (CUTR), Tampa

Project Description:

This project assists FTA in research to practice by disseminating the results and products of research and technology programs. Ensuring the development of useful materials and resources provides technical assistance to the public transportation industry to utilize the findings of research projects. The program

created templates for FTA research reports and presentations, research topic flyers, and newsletters; reviews, edits, designs, and makes FTA research reports for web distribution that are accessible to people with disabilities; and announces the availability of new reports. This program also included the continuation of the Research Evaluation Metrics development project to support the creation of evaluation frameworks to provide technical assistance to FTA's program evaluation activities.

Outputs:

This project produces professionally-edited, Section 508-compliant, downloadable versions of FTA final reports that are available to the public through FTA's public website as well as several communication tools used by FTA that are consistent and meet current 508 compliance guidelines. To date, more than 90 FTA final reports were developed and are available to the public through FTA's public website. In FY 2015, the program began developing frameworks and process performance measures for evaluating research projects.

Outcomes/Impacts:

FTA conducted market research in collaboration with the Volpe National Transportation Systems Center to identify areas of improvement and new ways to disseminate research reports and other related information. Effective dissemination through web-accessible reports released in a timely manner benefits the transportation industry by ensuring that valuable research results are shared so that agencies can use them.

FTA Funding: \$530,000

Project: *Mobility on Demand (MOD) Technical Assistance Program*

Grantee: Intelligent Transportation Society of America (ITSA)

Project Description:

This program provides technical assistance services to the stakeholders and vendors that serve the transit industry by conducting industry workshops at ITSA events. These workshops determine how MOD services such as car/bike-share (conventional and peer-to-peer), ride share (conventional and on-demand), and pop-up transit will impact urban mobility and help identify challenges and opportunities for public transit agencies.

The MOD program provided a marketplace through which individuals can access transportation modes on an as-needed basis, along with seamless payment integration. The embodiment of MOD was most visible through the growing

markets of carsharing, on-demand ridesourcing and ridesharing, shuttle services, and bikesharing.

Outputs:

The final deliverable is a research/state-of-the-practice synthesis report (draft and final) and outreach materials to raise awareness of and share information about FTA MOD research efforts. It also will develop and implement a comprehensive stakeholder engagement plan for FTA concerning MOD topics.

Outcomes/Impacts:

Through this project, FTA seeks to study the opportunities and impacts of MOD services on national transit agencies, facilitate dialogue among the federal government, transit agencies, and MOD service providers, and potentially fund new demonstration sites or innovative partnerships that could serve as models for future MOD partnerships. The implications of MOD on transit in the United States are not yet well understood. However, the rise of such services is a recent topic of discussion within the federal government and transit agencies nationwide. National ridership trends suggest that MOD services have served a complementary role to transit. Some transit agencies have embraced MOD services and have entered into innovative partnerships with companies.

FTA Funding: \$200,000

Project: *Transit Research Analysis Committee (TRAC)*

Grantee: Transportation Research Board of the National Academies of Sciences (TRB)

Project Description:

This project supports the efforts of TRB to meet the needs of public transportation providers, suppliers, and customers. These activities are associated with Section 5314 goals to more effectively and efficiently provide public transportation service and improve public transportation. The Transit Research Analysis Committee (TRAC), comprising 12–14 nationally-recognized public transportation experts, meets twice yearly to review FTA’s research activities, discuss key needs/issues in the industry, and provide FTA a letter report after each meeting with feedback. FTA put this project on hold in FY 2012; however, it was restarted in FY 2015, with the first meeting slated for September 2016.

TRAC brings together transit experts from industry, academia, and state governments to meet as needed to assist FTA in identifying research opportunities consistent with the goals and objectives of the USDOT. Going forward, TRAC will advise FTA on strategic planning for research, development, and technology (RD&T).

Outputs:

TRAC will meet twice a year and generate a letter report with findings and feedback to FTA on research priorities and results.

Outcomes/Impacts:

This committee provides a peer review process and delivers reports to FTA that provide independent, unbiased advice without actual or perceived interference.

FTA Funding: \$200,000

Project: *Transportation Research Board Technical Activities*

Grantee: Transportation Research Board of the National Academies of Sciences (TRB)

Project Description:

FTA has a long history of cooperative agreements and collaboration with the public transportation industry through TRB. The National Academy of Sciences (NAS) is a prestigious institution known for the high quality of its activities and ability to convene high-impact meetings that provide essential feedback and strategic support to agencies. Supporting and participating in TRB activities such as the yearly conference provides FTA access to an extensive network of transit specialists in research, operations, and academia. TRB's Core Technical Activities comprise a number of continuing interrelated and interdependent activities that include the TRB's annual meeting, standing committees and task forces, committee-sponsored conferences and workshops, a field visit program, and responses to inquiries, drawing on the TRB Library and Transportation Research Information Services (TRIS) and publications.

Outputs:

FTA actively participated at TRB's annual meeting by organizing and conducting sessions about FTA programs and initiatives, participating on panels, and briefing at committee meetings. Support of TRB ensures access to the conference and free registration for any appropriate FTA staff, provides space for special transit meetings, supports attendance at committee meetings and sessions, and gives FTA access to TRB publications, library, and staff.

Outcomes/Impacts:

This program supported the exchange of transit research information and results at the national level. Research results were made available to the transit industry through TRB's annual meeting, TRB standing committees and task force activities, a field visit program, responses to inquiries, publications, and the Transportation Research Information Database.

FTA Funding: \$250,000

Project: *Industry Technical Assistance*

Grantees: Various transportation organizations

Project Description:

To provide industry technical assistance to more effectively and efficiently provide public transportation service and improve public transportation, FTA supports and sponsors meetings of agency stakeholders. FTA's assistance brings together public transportation professionals to receive face-to-face technical assistance in specialized topics.

The workshops and meetings provided a place to identify emerging issues, deliver updates regarding FTA programs, and identify solutions to improve public transportation.

Relevance to the Transit Industry and Community:

The meetings provided technical assistance venues for public transportation professionals to collaborate with local, regional, and national stakeholders from all levels of the public and private sectors working on transportation projects all around the country.

Expected Final Products and Delivery Dates:

FTA sponsored meetings and workshops at the state, regional, and national level that deliver key FTA information and accelerates the adoption of best practices to increase the technical capacity of both the public and private sector public transportation industry.

Outputs:

The meetings sponsored by FTA connected elected officials, developers, and public and private providers of public transportation.

Outcomes/Impacts:

FTA-sponsored meetings contributed to communities being safer, economically stronger, and better connected. Effective public and community transportation contributed to the quality of life of the people living in the cities, towns, and communities in which it operates.

FTA Funding: \$105,000

Project: *Safety Awareness Technical Assistance*

Grantee: Operation Lifesaver, Inc.

Project Description:

The purpose of this project is to enhance rail transit safety awareness through technical assistance and outreach efforts to educate the communities in which these systems operate. As rail transit expands into communities across the country, it is essential that drivers and pedestrians have the education they need to remain safe near trains, tracks, and at crossing. Heavy traffic means that incidents of people and vehicles colliding with public transit trains sometimes occur. Safety education can help prevent many of these incidents.

Outputs:

The project produced a bilingual, targeted, and coordinated campaign with a series of print, digital, social media, and radio public service announcements aimed at raising public awareness and improving pedestrian behavior around rail properties. Outreach included bilingual bus advertisements, billboards, Pandora music, and mobile social media as well as radio spots and sponsorships. The project provided tools for transit riders on how to safely access platforms and board trains using a creative video and complementary material. The project also refreshed public outreach messaging on rail safety standards for motorists and pedestrians, including billboards, bus ads and bus wraps, platform kiosks and clings, and vehicle interior cards. It also initiated an awareness campaign to educate and promote safety and promotional items will be used as safety reminders to pedestrians.

Outcomes/Impacts:

Passenger rail consistently offers people the safest transportation available. Ridership is projected to rise by 3.5 percent annually, nearly doubling over the next 20 years, and sustaining a good safety record is vital. This outreach program provided drivers, pedestrians, and communities with critical rail safety education to stay safe around trains and railroad rights-of-way.

FTA Funding: \$350,000

Total Proposed Allocations of FY 2016 Assistance

The proposed allocation for FY 2016 provides funding for critical technical assistance activities such as the National Aging and Disability Transportation Center and the National Center for Mobility Management, as well as other essential standards and technical assistance projects in the safety, planning, and disadvantaged business areas. These projects allow FTA to continue to partner with capable organizations that provide training and guidance on how to effectively implement transit programs and meet federal requirements.

FTA did identify some funding from prior years that supplemented the FY 2016 Section 5314 funding. Table 2 provides a list of projects selected for funding in 2016.

Table 2

FY 2016 Section 5314 Approved Projects

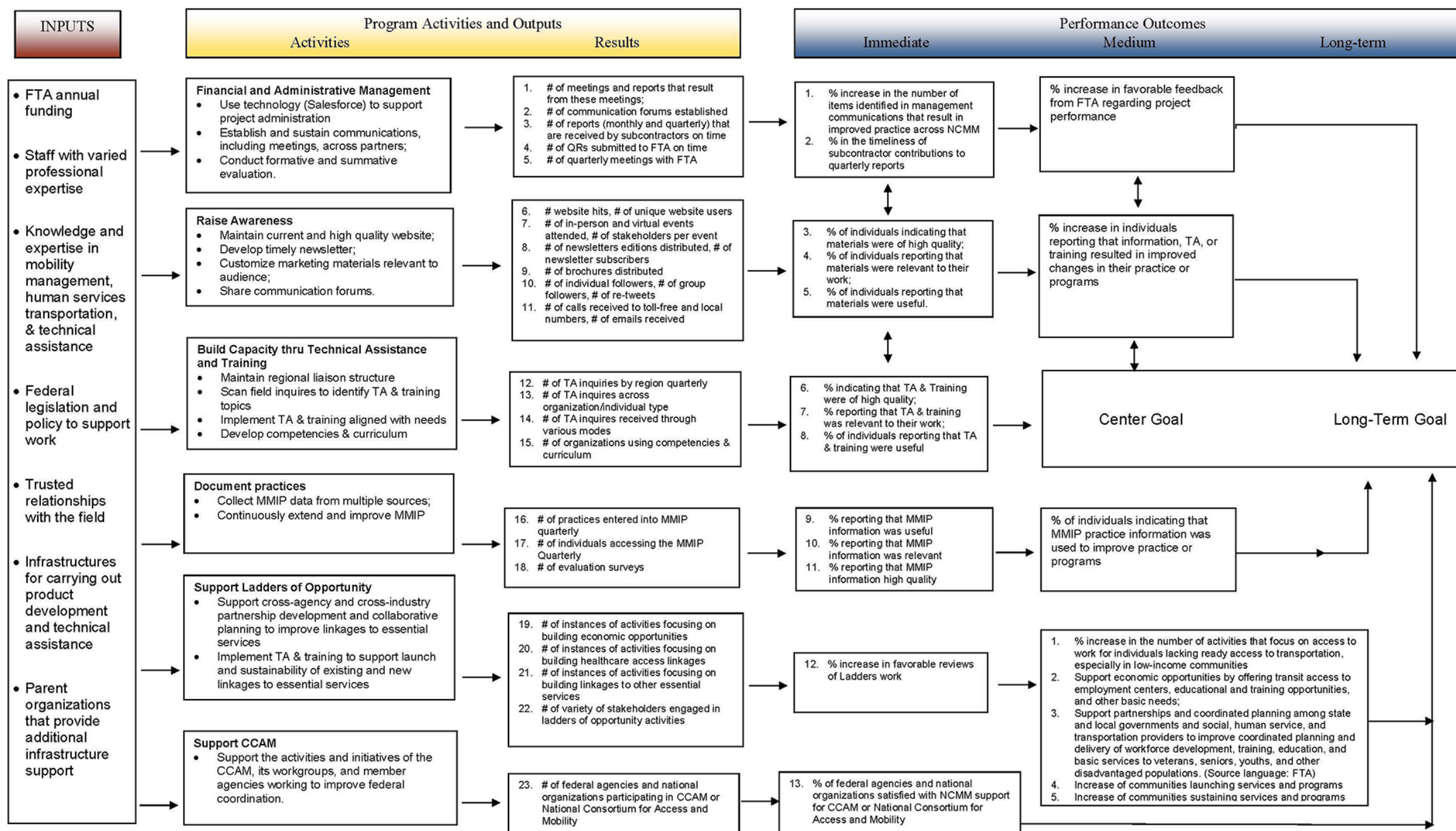
Project Name	FY 16 Allocation
Transit Standards Development	\$1,500,000
National Center Mobility Management	\$1,600,000
National Aging & Disability Transportation Center	\$1,700,000
Performance Based Planning Technical Assistance	\$75,000
Scenario Planning for Performance Based Planning	\$75,000
Transportation Capacity Building	\$100,000
Transportation Research Board Technical Activities Support	\$250,000
Transportation Research Analysis Committee	\$175,000
Measuring Accessibility Through Simplified Trips on Projects	\$200,000
Safety Awareness Technical Assistance	\$350,000
Mobility on Demand Technical Assistance	\$185,000
Statutorily Required Studies and Reports	\$600,000
<i>Total</i>	<i>\$6,810,000</i>

*FTA allocated \$4 million and used \$2.8 million in prior year funds from cancelled or under budget projects to allocate \$6.8 million.

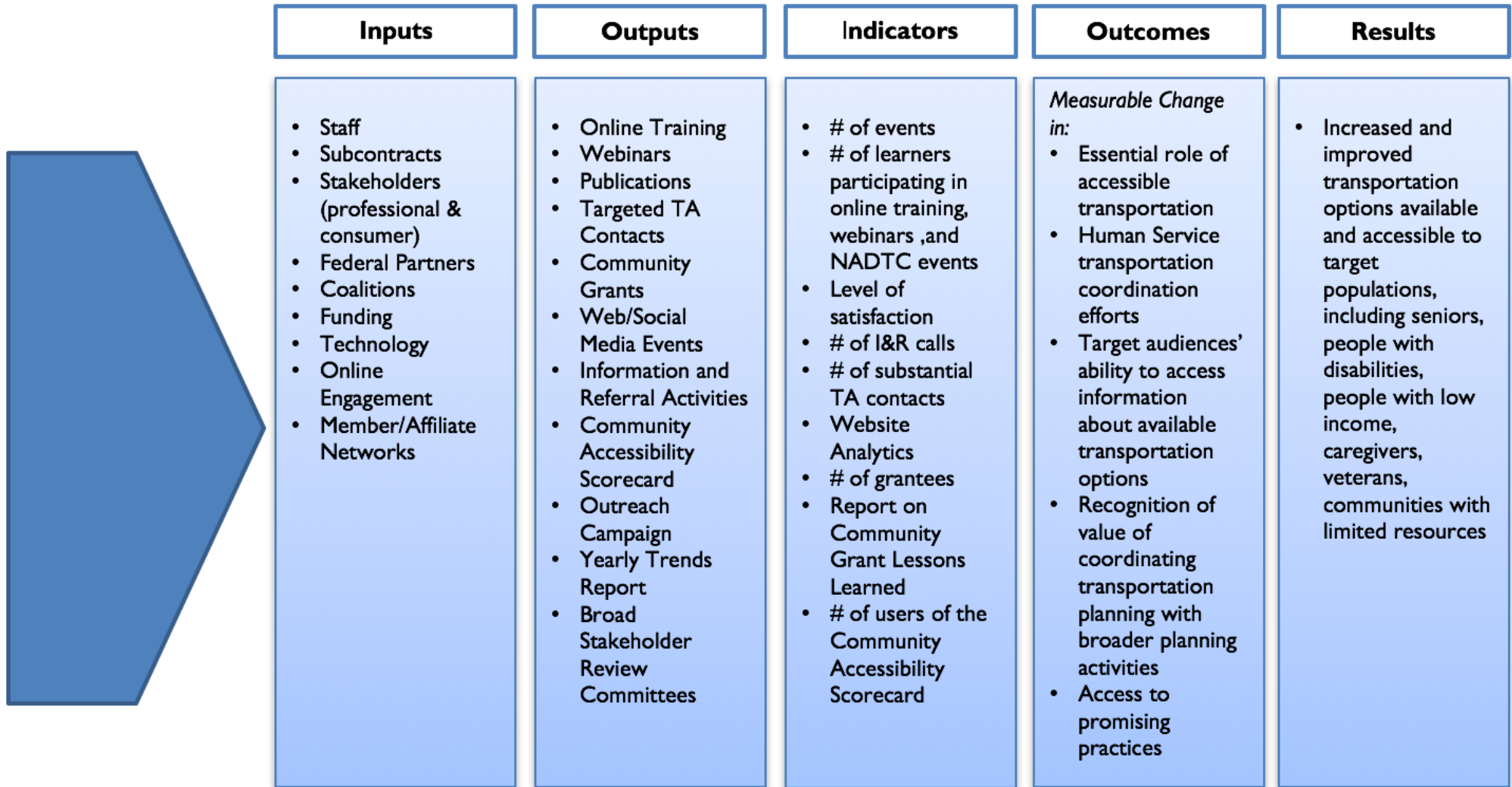
Appendix 1: National Center for Mobility Management

Center Goal: Enable the adoption of transportation coordination and mobility management in federal, state, and local transportation programs that are responsive to the mobility needs of older adults, people with disabilities, low-income individuals and families, and other community members.

Long-Term Goal: Sustained increase in the capacity of states, regions, and communities to implement or adopt transportation coordination and mobility management in federal, state, and local transportation programs that are responsive to the mobility needs of older adults, people with disabilities, low-income individuals and families, and other community members.



Appendix 2: NADTC Logic Model



Acronyms and Abbreviations

ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
CITY	Careers in Transportation for Youth
COMTO	Conference of Minority Transportation Officials
CTAA	Community Transportation Association of America
DOT.U.S.	Department of Transportation
FACA	Federal Advisory Committee Act
FAST	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
ITSA	Intelligent Transportation Society of America
JARC	Job Access and Reverse Commute
MAP-21	Moving Ahead for Progress in the 21st Century Act (Public Law 112-141)
MOD	Mobility on Demand
NADTC	National Aging and Disability Transportation Center
NAS	National Academy of Sciences
NCMM	National Center for Mobility Management
NCST	National Center for Senior Transportation
OLI	Operation Lifesaver, Inc.
R&D	Research and development
TCRP	Transit Cooperative Research Program
TOD	Transit-oriented development
TRAC	Transit Research Analysis Committee
TRB	Transportation Research Board
TRI	FTA Office of Research, Innovation and Demonstration
TRIS	Transportation Research Information Services



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