

1-1-2014

Livable Communities UTC - October 1, 2013–March 31, 2014

NCTR

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NCTR

NATIONAL CENTER for
TRANSIT RESEARCH

**Program Progress Performance Report
for University Transportation Centers
National Center for Transit Research (NCTR)
University of South Florida
a Tier I University Transportation Center**

Grant Number DTRT13-G-UTC56

DUNS and EIN #: DUNS 06-968-7242, EIN 59-3102112 -F5 (Tampa Campus)

Submitted to: Amy Stearns, University Program Specialist
Office of Research, Development and Technology
Research and Innovative Technology Administration
U.S. Department of Transportation

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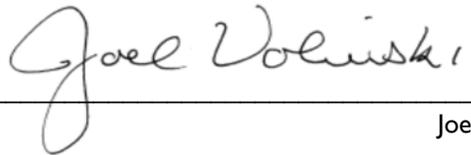
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Submitted on: May 1, 2015

Grant Period: September 30, 2013–September 30, 2017

Reporting Period: September 30, 2013 –March 31, 2014, First 6-Month Progress Report

Signature of Submitting Official: _____



Joel Volinski, NCTR Program Director

NCTR PROGRAM PROGRESS PERFORMANCE REPORT

REPORTING CATEGORIES

1. ACCOMPLISHMENTS: What was done? What was learned?

The information provided in this section allows assessment as to whether satisfactory progress has been made during the reporting period.

Accomplishments

1. What are the major goals and objectives of the program?
2. What was accomplished under these goals?
3. What opportunities for training and professional development has the program provided?
4. How have the results been disseminated? If so, in what way/s?
5. What do you plan to do during the next reporting period to accomplish the goals and objectives?

1. ***What are the major goals of the program?***

NCTR proposes to conduct research leveraging the strengths of its members in all forms of public transportation and non-motorized transportation. Public transportation and transportation demand management (TDM) make livable communities possible; indeed, we regard them as prerequisites to communities being safe and livable. In terms of transportation and the development of community, people cannot truly experience their communities if they are always insulated from them while in their private vehicles.

The NCTR consortium has a large, stable, multidisciplinary team with extensive experience in transportation research and UTC participation, enabled by dedicated full-time research faculty. Our proposed research addresses USDOT's goal of supporting Livable Communities as well as environmental sustainability and safety. Our research addresses many of the objectives of the USDOT Strategic Plan section on Livable Communities:

- To help improve the performance of, and passenger experience with, public transportation to help increase ridership and mode share.
- To reduce motorized trips by developing tools and policies to improve facilities for pedestrians and other non-motorized modes of travel.
- To improve access to transportation for people with disabilities, older adults, and low-income populations.
- To improve the relationship between land use and transportation and develop multimodal networks to serve communities.
- To promote market-based strategies and information technologies to manage demand on congested roadways.

The research activities proposed by NCTR will be undertaken through collaboration among the four universities, with student research assistants involved in every project undertaken.

NCTR will continue to apply the same output metrics it has been using and enhance its outcome metrics by measuring the value of its research.

Table 1 – Performance Metrics for Research

Measure	Methods/Sources for Tracking
NCTR papers and research reports published	All reports posted to NCTR website; papers monitored quarterly
Presentations of NCTR research results at professional academic and industry association conferences	Quarterly PI reports on presentations
NCTR reports downloaded from NCTR websites	Google analytics
Students participating in NCTR research projects	PIs required to maintain statistics
NCTR awards and distinctions received	Faculty reporting of awards/distinctions
Customer satisfaction surveys by NCTR research partners	All partners complete satisfaction surveys
NCTR citations in other professional papers/media	Google Scholar/Publish or Perish software
Number of patents issued based on NCTR research projects	U.S. Patent Ofc., USF Technology Transfer Ofc.
Policies/practices changed as a result of NCTR research	Responses to inquiries from NCTR website

NCTR will measure its leadership through the number of national professional committees that our consortium members lead, the number of significant roles our research faculty play in forums designed to identify transit research needs, the number of professional development workshops and conferences for which we develop programs, the number of presentations and papers published, and the research agendas prepared in consultation with FTA and state DOTs. Faculty members maintain documentation of these activities.

The most significant workforce development initiative funded through the grant will be to establish the NCTR Graduate Assistant Research Program. NCTR will fund a targeted recruitment campaign aimed at attracting domestic students who are interested in pursuing a master’s degree in Civil and Environmental Engineering with a focus on public transportation, with particular effort paid to attracting minority and female candidates.

The grant will be used to create an interactive exhibit at Tampa’s Museum of Science and Industry (MOSI) near USF. This exhibit will be designed to interest primary and secondary school students in learning more about alternative forms of transportation and how they can make their communities more livable.

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The goals for workforce development and education that were included in the NCTR application that was approved by OST-R include:

Measure	Methods/Sources for Tracking
Number of students who graduate from transportation-related programs or worked on NCTR projects and placement in industry	Reports from respective universities sent to NCTR Director at completion of each semester
Number of students to serve as interns or technical assistants to transit agencies within proximity of consortium members	Reports from respective universities sent to NCTR Director at completion of each semester
Number of students who participate in public transit courses	Reports from respective universities sent to NCTR Director at completion of each semester
Number of people participating in training programs offered by consortium, contact hours, and how they have responded to training program customer satisfaction surveys	Attendance to be recorded at all training sessions; evaluations of all training programs; information forwarded to NCTR for compilation
Number of transportation-related courses offered that were taught by faculty and/or teaching assistants associated with NCTR	Reports from respective universities sent to NCTR Director at completion of each semester
Number of students participating in transportation-related projects funded by grant	Reports from respective universities sent to NCTR Director at completion of each semester
Number of graduate students supported by grant	Reports from respective universities sent to NCTR Director at completion of each semester
Number of students supported by grant who received degrees	Reports from respective universities sent to NCTR Director at completion of each semester
Number of attendees at MOSI Exhibit	Visits recorded through interactive exhibit

In regards to technology transfer, the goals included in the grant application include:

- The continuation of support for a number of clearinghouse and information centers including the National TDM and Telework Clearinghouse, the National Transit Safety Research and Assistance Center, The GIS in Transit Clearinghouse, and the Alternative Fuels Clearinghouse.
- The continued publishing of the Journal of Public Transportation
- The development of patents and licenses for location aware software applications that help all users to better navigate their transportation system and services
- The management of numerous Listservs that allow for the easy and free exchange of information among over 10,000 professionals and students in the nation and the world
- The sponsoring of bi-weekly webinars featuring the results of research from not only NCTR members, but other UTCs as well
- The development and management of a bi-annual GIS in Transit Conference co-sponsored by TRB and held in Washington, DC

What was accomplished under these goals?

This grant was received from OST-R on September 30, 2013. USF is also the lead of a Tier I Transit Focused UTC grant which is still ongoing and very active with many open projects. There was no pressing need for USF to start utilizing the funds from this Livability grant while dozens of projects were still open from the previous Transit-Focused grant. It also took a bit of time for the grant to be recorded at the university and established in all financial systems. This is a long way of saying that very little was accomplished because the funds from the grant were not accessible or needed during this six month reporting period. The only two projects on the federal side of the grant were the Journal of Public

Transportation and the GIS in Transit Clearinghouse. Those two projects represent continuations of highly successful projects that had been funded through the Transit-focused grant and did require new dollars to allow the activities to continue uninterrupted. However, those were the only two projects that were established in the USF reporting systems and activated during this six month reporting period.

2. *How have the results been disseminated?*

Given the circumstances explained in the previous item, there is nothing to report in terms of results, given that only two projects were actually started.

3. *What do you plan to do during the next reporting period to accomplish the goals?*

No change

2. PRODUCTS: What has the program produced?
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Publications are the characteristic product of research projects funded by the UTC Program. OST-R may evaluate what the publications demonstrate about the excellence and significance of the research and the efficacy with which the results are being communicated to colleagues, potential users, and the public, not the number of publications. Many research projects (though not all) develop significant products other than publications. OST-R may assess and report both publications and other products to Congress, communities of interest, and the public.
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Instruction - Products

Only two projects were opened during the reporting period as noted above (The GIS in Transit Clearinghouse and the Journal of Public Transportation). Otherwise, there is nothing to report.

1. *Publications, conference papers, and presentations*

The grant was only opened in the USF financial systems on March 6, 2014. There were no publications of any kind that were attributable to the funds from this grant during this reporting period which ended on March 31, 2014.

2. *Website(s) or other Internet site(s)*

NCTR's website was still being managed through funds available from the transit focused grant. Hence there is nothing to report that was supported by this livability grant.

3. *Technologies or techniques*

Nothing to report

4. *Inventions, patent applications, and/or licenses*

Nothing to report

5. *Other products*

Nothing to report

3. PARTICIPANTS & COLLABORATING ORGANIZATIONS: Who has been involved?
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RITA needs to know who has worked on the project to gauge and report performance in promoting partnerships and collaborations.
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Instructions-Participants & Collaborating Organizations

1. *What organizations have been involved as partners?*

Nothing to report. Since the grant was not fully set up at USF until March 6, 2014, there was insufficient time to establish agreements with the partners in the grant application.

2. *Have other collaborators or contacts been involved?*

Nothing to report at this early date of establishing the grant.

4. IMPACT: What is the impact of the program? How has it contributed to transportation education, research and technology transfer?
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Over the years, this base of knowledge, techniques, people, and infrastructure is drawn upon again and again for application to commercial technology and the economy, to health and safety, to cost-efficient environmental protection, to the solution of social problems, to numerous other aspects of the public welfare, and to other fields of endeavor.
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DOT uses this information to assess how the research and education programs:
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| <ul style="list-style-type: none">• increase the body of knowledge and techniques;• enlarge the pool of people trained to develop that knowledge and techniques or put it to use; and,• improve the physical, institutional, and information resources that enable those people to get their training and perform their functions. |
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Impact

This component should describe ways in which the work, findings, and specific products of the program have had an impact during this reporting period. Describe distinctive contributions, major accomplishments, innovations, successes, or any change in practice or behavior that has come about as a result of the program relative to:

1. The development of the principal discipline(s) of the project;
2. Other disciplines;
3. The development of human resources;
4. Physical, institutional, and information resources at the university and/or other partner institution;
5. Technology transfer (include transfer of results to entities in government or industry, adoption of new practices, or instances where research has led to the initiation of a start-up company); or
6. Society beyond science and technology.

1. What is the impact on the development of the principal discipline(s) of the program?

Nothing to report. NCTR was still working on projects funded through the Transit-focused grant.

2. What is the impact on other disciplines?

Nothing to report

3. What is the impact on the development of transportation workforce development?

Nothing to report

4. What is the impact on physical, institutional, and information resources at the university or other partner institutions?

Nothing to report

5. What is the impact on technology transfer?

Two projects were established in the USF financial system: The GIS in Transit Clearinghouse and the Journal of Public Transportation. However, while these projects which we regard as part of technology transfer were established in early March 2014, there were no results to report by March 31, 2014.

6. What is the impact on society beyond science and technology?

Nothing to report

5. CHANGES/PROBLEMS

The grantee is required to obtain prior written approval from the OST-R grants official whenever there are significant
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changes in the project or its direction. See agency specific instructions for submission of these requests. If not previously reported in writing, provide the following additional information, if applicable:

- Changes in approach and reasons for change
- Actual or anticipated problems or delays and actions or plans to resolve them.
- Changes that have a significant impact on expenditures.
- Significant changes in use or care of animals, human subjects, and/or biohazards

Changes/Problems

If not previously reported in writing to OST-R through other mechanisms, provide the following additional information or state, "Nothing to Report, if applicable:

1. *Changes in approach and reasons for change*

Nothing to report, no changes to this point

2. *Actual or anticipated problems or delays and actions or plans to resolve them*

There was a delay in beginning certain projects, but only because the transit-focused grant, which was approved two years earlier, is still very much open and is funding the activities being undertaken at USF and its partners. However, there are no problems.

3. *Changes that have a significant impact on expenditures*

Nothing to report

4. *Significant changes in use or care of human subjects, vertebrate animals, and/or biohazards*

Nothing to report, and no anticipation of the need to report in the future since no projects will be dealing with these subjects.

5. *Change of primary performance site location from that originally proposed*

Nothing to report, and no anticipation of the need for any change to the primary performance site(s) identified in the proposal.

Additional information regarding Products and Impacts

UTCs are encouraged to consider identifying program results by outputs, outcomes or impacts as suggested by the examples below. Impacts should be linked to National goals expressed in the Secretary's Strategic Goals.

Nothing to report at this early date.

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6. SPECIAL REPORTING REQUIREMENTS
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Respond to any special reporting requirements specified in the award terms and conditions, as well as any award specific reporting requirements.
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Nothing to report