



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 Livability University Transportation Center**

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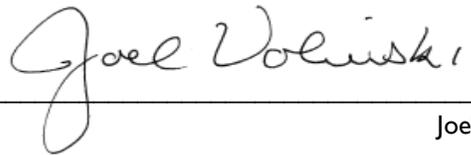
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Signature of Submitting Official: _____



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.

This PPPR for NCTR's Livability UTC grant, covering the period from April 1, 2016 to September 30, 2016, represents the sixth six-month report. Substantial work has been done with the resources the grant provides as reported below.

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?*

The goal of NCTR is to conduct research leveraging the strengths of its members in all forms of public transportation, transportation demand management (TDM), and active transportation. Public transportation and transportation demand management (TDM) make livable communities possible; indeed, we regard these transportation modes as prerequisites to communities being safe and livable. 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 conducted by NCTR are undertaken through collaboration among the

four universities, with student research assistants involved in every project undertaken.

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 and Scholar Commons reports
Students participating in NCTR research projects	PIs required to maintain statistics
NCTR awards and distinctions received	Faculty reporting of awards/distinctions
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 Office, USF Technology Transfer Office
Policies/practices changed as a result of NCTR research	Responses to inquiries from NCTR website

NCTR measures 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.

NCTR faculty engage in providing multiple training opportunities for practicing professionals, as described later is this PPPR. Another significant workforce development initiative funded through the grant is the NCTR Graduate Assistant Research Program (NCTR Scholars). NCTR funds 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.

The goals for workforce development and education 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 include:

- Assertive management of 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, the Advanced Energy Transit Portal, and a new program named the Integrated Mobility Clearinghouse dedicated to collecting information on the experience public transit agencies are having in efforts to coordinate with transportation network companies and provide “mobility on demand”.
- The continued digital publishing of the Journal of Public Transportation and the establishment of a new Journal of Transportation Demand Management Research
- 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 almost 8,000 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 held in Washington, DC
- Dozens of presentations of completed research at various state and national professional forums

What was accomplished under these goals?

This Livability grant was received from OST-R on September 30, 2013. This grant overlaps a very active transit-focused UTC grant that was awarded in 2012 and is still being utilized, but activity associated with the Livability grant is in full swing as the transit-focused grant is nearing completion. Projects on the federal side of the budget have been established for USF, Texas A&M, FIU, and UIC as listed below:

Federal Projects in the NCTR Livability UTC Grant

- Program Administration
- Center Director
- Teleconferences
- Website Services and Listservs administration
- Transit GIS Conference and Clearinghouse
- National Telework/TDM Clearinghouse
- Transit Safety Research and Technical Assistance Institute
- Advanced Transit Energy Portal

- Travel for Presentations

Journal of Public Transportation - Publishing of the Journal of Public Transportation is now in its 19th year, supported through the years by various UTC grants and now by the UTC Livability Grant, as another successful knowledge sharing/technology transfer project. Two editions of the Journal of Public Transportation were produced and released on a quarterly basis during this reporting period (19.2 and 19.3). Twenty peer-reviewed and professionally edited papers were included in these two editions. Since March 2015 the Journal has been produced only in digital form. ScholarCommons page (host of NCTR's Journal of Public Transportation) had nearly 53,000 downloads of the 447 papers that have been published. This is a 156% increase from the previous reporting period.

NCTR also started the process of publishing a new journal to be entitled the "Journal of Transportation Demand Management Research." This will have a similar format to the JPT and will be issued semi-annually. A member of the NCTR Advisory Board has volunteered to serve as the editor of this new journal.

In addition to these ongoing projects funded through NCTR, a number of research projects have been established or completed using federal funding. Research projects completed include:

Evaluation of HART MetroRapid BRT - completed in August 2015. It is a limited scope evaluation of the MetroRapid's first two years of operation in the Tampa, Florida area.

Evaluation of Automated Vehicle Technology for Transit – completed April 2016 as an update to a report completed in 2014. This project was supplemented with funds made available by FTA through the National Bus Rapid Transit Institute at USF. The purpose of this report was to provide an overview of the state of automated vehicle (AV) technology in transit. The report finds that the operational use of AV technology by transit in the U.S. has been limited to only a few prototypes. With one exception, there are no immediate plans by bus manufacturers to add AV technology to their vehicles. The exception was Volvo/Nova Bus. They are considering adding a bicycle/pedestrian warning system to their buses.

Capturing the Benefits of Complete Streets – Completed December 2015. This work contributes to a small but growing body of literature that associates the implementation of Complete Streets projects with increased economic activity such as increased property values, tax collections, and increased business activity (such as new businesses and an increase in jobs). A set of case studies was identified, which included locations where Complete Streets projects had been recently implemented, but that had been in place long enough to assess any changes in economic activity. The case studies are diverse, including a beach community, a smaller-area business district, and a larger city that included a major transit investment. Findings indicated that, despite the recent economic downturn, the Complete Streets projects performed well, demonstrating enhanced economic activity, often outperforming other nearby areas and their cities as a whole.

The following research projects are in process and funded with federal dollars:

Impacts of BRT Access on Residential Properties – This project was established as a joint project between the National Center for Transit Research and the National Institute for Transportation and Communities. The project will review whether having nearby access to Bus Rapid Transit Service has a positive, negative, or neutral effect on the value of residential properties in Eugene, Oregon in the EmX Bus Rapid Transit corridor as has often been shown to be the case with proximity to light rail and commuter rail stations. Expected completion is December 2016.

Impact of BRT Access on Residential Properties: A Review and Summary of Recent Works - Various qualitative and quantitative research has been done on the benefits of investments such as light rail transit (LRT) and bus rapid transit (BRT), in both academic and non-academic publications. Still, very little research has been completed on the modern BRT experience in the U.S. Currently, many communities still adhere to the belief that light rail will bring more development and economic benefit than BRT. In truth, the question is still largely unanswered, particularly regarding impacts on residential property values. The Cleveland Healthline BRT will be used as a case study for studying property values along the corridor. This project is being done as part of Dr. Victoria Perk's dissertation and will be published in the next reporting period.

USF Sustainable Cities Initiative – This project will build on the great success of similar programs established initially in Oregon where a wide range of faculty and student resources from USF will be brought to bear on the City of Palmetto in nearby Manatee County to partner with the university to examine a multitude of municipal issues dealing with the environment, public services, complete street issues, municipal water services, and anything else of interest to the university representatives and the city partner. NCTR was the initiator of this project which has now been taken on by the University of South Florida.

Regional Transit Service Integration – This project has been started by the University of Illinois at Chicago. The project will review the big picture of how greater coordination and integration among the various transit service providers in the Chicago area can result in greater efficiencies, improved service, and possibly expanded service.

Exploring Transit's Contribution to Livability in Rural Communities: Guidebook and Exercises - The first two phases of this project are complete. Texas A&M researchers are assisting transit agencies to conduct rider surveys to create a baseline of information about the characteristics of riders and services, and factors related to livability and existing rural transit services (i.e., type, ridership characteristics, cost, funding resources) will be evaluated to determine how livability goals of each community relate to rural transit service. The PIs will assist local stakeholders to conduct public opinion surveys about livability, transit, and willingness to pay. TTI will develop a guidebook and exercise materials that will be of immediate benefit to transit agencies, rural communities, and policy makers in their efforts to engage in local dialogues. TTI

researchers will document best practices via a recorded webinar question-and-answer session. The literature review and case study selection has been completed in the project's first two phases and surveys will be conducted in Phase III.

Safe and Accessible Pedestrian Facilities Inventory Model (SAPFIM): Planning, Design, and Development – This project has been started by Florida International University as one that is of interest to the car-centered environment in the Miami, Florida area. A tool to keep track of pedestrian improvements can assist local agencies in prioritizing investments for pedestrian improvements. The research team has completed the following tasks in the scope of work: Task 1: Project Work Plan; Task 2: Literature Review; and Task 3: Pedestrian Facilities. Currently, the research team is working on Task 4: Design of SAPFIM

Match projects funded by the Florida Department of Transportation

Linking Transit with Recreational Trails – This project examined the many ways, through pedestrian and bicycle facility improvements, signage, and transit modifications that those people in low and moderate income communities in particular can have better access to park facilities that are within reasonable distance. The report featured six case studies of communities in Florida. A final report was accepted by the sponsor (FDOT) in February 2016.

Improving Safe Access to Transit through Trip Planning - The purpose of this research is to facilitate the ongoing collection of information about potential areas of multimodal service and infrastructure improvements from the public that can be easily shared with transit agencies, departments of transportation, and city and county governments. This research will enable the capture of various types of data from actual users of public transportation via a real-time transit information system. Using this data, transit agencies, departments of transportation, and city and county government will be able to better target improvements to bike and pedestrian infrastructure for access to transit based on actual transit use and issues reported by the general public. This project will modify a real-time transit information tool, based on prior research conducted for FDOT and the recent deployment of OneBusAway by Hillsborough Area Regional Transit (HART) (<http://tampa.onebusaway.org/>), to collect information from the general public that can aid in the identification and prioritization of infrastructure and service improvements. This technique of collecting data from users of a system is typically referred to as “crowdsourcing” information. The first five tasks of this project are now complete, with project completion expected by February 2017.

Community2Go! Pilot of a Community-Based Voluntary Travel Behavior Change Effort - The CUTR TDM Team is conducting a pilot project funded by the Florida Department of Transportation's Central Research Office to reduce household vehicle miles of travel in the Tampa Bay area. A community-based social marketing (CBSM) approach is being used to encourage residents to make behavior changes, such as reducing single occupancy vehicle travel, increasing the frequency and distance of walking and bicycling trips, and increasing use of transit. The pilot initiation is expected to last approximately 5 months. Beginning January 1, 2017, Community Based Transportation Coordinators

will begin meeting with the first group of households. These households will also begin carrying the TRAC-IT phones for a period of 4 weeks. After the 4 week time period, CBTCs will collect the phones from the first group of households and begin meeting and distributing phones with the second group of households; this group will also carry the TRAC-IT phones for a period of 4 weeks. These methods will be repeated a second time with each group of households, serving as the after portion of the study. The draft final report will be submitted to research.center@dot.state.fl.us on June 30, 2017 and the final report will be submitted on September 30, 2017.

Clearinghouses and technical assistance centers

NCTR strongly believes in the value of establishing clearinghouses and technical assistance centers as part of its mission. These clearinghouses are typically funded through both federal and state matching funds through related projects. These centers allow practicing professionals to exchange information to help solve transportation issues in communities across the country and are often more valuable than research reports. They also help to organize information so that it is readily available to people who are looking for information on a variety of issues dealing with transit and alternative forms of transportation. The TDM and Telework Clearinghouse is highly active and extensively used in the transportation industry. It is acknowledged as “the place to go” for all professionals dealing with methods to help reduce traffic congestion, vehicles miles traveled, and air pollution from vehicle traffic. The information gathered and shared by TDM program managers make them highly sought after speakers at transportation conferences.

Under the National TDM and Telework Clearinghouse and the Florida TDM Clearinghouse (matching project funded by FDOT), NCTR provides technical assistance using a range of methods from fostering self-service to short-term on-site support as described below.

Listsers. NCTR manages the TRANSP-TDM listserv to allow commuter assistance programs, state departments of transportation, transportation management associations (TMAs), and the Clearinghouse to email their peers across the world to help answer questions and solve problems. The listserv membership stands at 2,534 active members. The number of messages successfully delivered over the past six months is approximately 475,000. NCTR hosts a number of other listsers supported by the Livability grant:

Listserv	Total Active Subscribers	Net Change in Subscribers	Established in
Telework	444	11	Dec-99
Bus Fleet Maintenance	626	209	Feb-08
Bus Rapid Transit	653	19	May-01
Florida Operations Network	100	5	Feb-13
Florida Rural Transit Assistance Program	145	3	Mar-07

Journal of Public Transportation	1907	969	Dec-13
Large Employers Council	26	-6	Aug-15
Parking management research	480	27	Feb-07
Substance Abuse Management	47	-11	Jun-15
Sustainable Transport Indicators	560	74	May-07
Transit Safety	99	-44	Jun-15
Best Workplaces for Commuters	221	13	Jul-07
Best Workplaces for Commuter Champions	154	10	July-09
TOTAL	7996	1280	

Online TDM knowledge base. The Clearinghouse’s online TDM knowledge base (KB) provides an intelligent self-service option for hundreds of frequently asked questions as well as case studies and examples. This approach provides a means to reduce the total number of basic inquiries or repeat requests that require personal attention. The objective is to be more cost-effective by providing lower cost transactions with the KB's self-service feature. This reporting period had 274 searches and 35,748 answers viewed.

On-demand short-term technical support and limited on-site technical assistance. The National TDM and Telework Clearinghouse also engages in a multitude of technical support activities, including interactions with the Association for Commuter Transportation and participants in the Best Workplace for Commuter program, requests for assistance from commuter assistance programs, transit agencies, state departments of transportation, regional planning councils, the media, and others on a range of topics from bike programs, to effective TDM strategies, effective carpool programs, and transit marketing techniques.

Best Workplaces for Commuters

Best Workplace for Commuters™ (BWC) provides qualified employers with national recognition for offering outstanding commuter benefits, such as free or low cost bus passes. Employers that meet the national standard of excellence in commuter benefits are eligible to be designated a Best Workplace for Commuters. Best Workplace for Commuters is a program designed to encourage sustainable transportation innovation. During this reporting period, BWC began the process of identifying employer worksites for a “Race to Excellence” awards. The awards recognize organizations who have taken exemplary steps to offer transportation options such as vanpool and transit benefits or telework and compressed workweek for their employees. Phil Winters of NCTR served as the keynote speaker at the Commuter Assistance of Pennsylvania Annual Awards ceremony. BWC also updated its popular Commuter Benefits Guide and began development of case studies. A full list of BWC members is shown on the BWC website at www.bestworkplaces.org

TDM Professional Development and Organizational Learning

Training

NCTR's TDM program contributes significantly to professional development for practitioners in the field of commuter assistance programs. The courses taught provide highly useful information that can be applied by program managers in their attempts to help reduce congestion and pollution, and in the process, improve livability of communities. Courses cover subjects such as bicycle and pedestrian issues, parking management, changing travel behavior by time and place, trends and conditions affecting transportation, TDM societal costs and benefits, commuter tax benefits, how to market TDM to employers, travel choices and public health, and creating vanpool and carpool programs. Certification maintenance credits (CM) are awarded to members of the American Planning Association (APA) with the American Institute of Certified Planners (AICP) professional credential. The forty commuter choice courses sessions attracted a total of 357 attendees. The courses were recorded and received an additional 1,241 views. Therefore, we estimate there have been about 1,598 contact hours. One contact-hour represents one person who attends a 1-hour session.

The 11 Social Marketing in Transportation certificate sessions attracted 14 attendees though more were accepted into the program and dropped out for various reasons (workload, changes in responsibilities, etc.) The four online courses were recorded and received an additional 273 views. Courses include subjects such as identifying behaviors and segmentation, understanding your market via formative research, and creating a social marketing strategy and program. We estimate there have been about 392 contact hours.

Netconferences

The following Netconference was provided in this reporting period: Emerging Technologies Fulfilling First and Last Mile Needs - Ride hailing services such as Uber and Lyft are becoming more of a friend to public transportation than an enemy. Public transportation agencies are entering into innovative partnerships with transportation companies to meet first and last mile needs using subsidies and hybrid ride hailing business models. This webinar session focused on how to co-opt and market these emerging technologies to compliment transit services.

Over 100 netconference recordings are now on NCTR's YouTube channel:

<https://www.youtube.com/user/NCTRCUTR>

The National Transit Safety Research and Technical Assistance Center has gained popularity quickly among those looking for the latest in improved transit safety techniques. Project managers continue to actively search for and post transit safety-related notices and informational pieces from FTA, NTSB, TRB, and other organizations. Website Activity for the National Transit Safety Research and Technical Assistance Center remains strong:

Total visits to website during the reporting period: 2,140

New users: 941

The most popular pages viewed were Federal transit safety laws and regulation, transit training, and State safety laws and regulation.

Other Accomplishments

- Weekly update to website with industry news, research, and other transit industry and research postings.
- Provided updates on FTA MAP-21 and FAST Act related regulatory progress and activities, including issues related to WMATA, safety standards, and performance measures.
- Continued postings, update, and maintenance of TRB's Task Force on Transit Safety and Security website: www.trbtss.org. The Task Force website attracted 522 new users, with the most active day drawing 50 views.

The NCTR Transit Safety Research and Technical Assistance Center also contributes significantly to workforce development through the training of practitioners from local transit agencies throughout the state of Florida. The contact hour/participant totals for our training programs for the reporting period are provided in the following paragraphs.

Florida Transit Safety Network

The Florida Transit Safety Network engages in dozens of activities managed by NCTR faculty such as conducting teleconferences with FTSN committees or chairs, incorporating Florida State Safety Oversight content to the FTSN website, maintaining the www.floridatsn.org website, maintaining and populating the FTSN Listserv, and coordinating travel, logistics, and content delivery for FTSN quarterly meetings. Six courses on safety including subjects such as dealing with difficult passengers, handling customer complaints, and conducting collision investigations were attended by 334 participants for a total of 3,035 contact hours of training. Included in these numbers was the Annual Transit Safety Summit held on June 6, 2016 that attracted 117 transit personnel from around the state of Florida.

The FTSN program also has a website that attracted 2,500 new users. The most active day on the **FTSN website** drew 65 views. The FTSN also has a very active listserv. During the progress period, there were 173 members of the **FTSN listserv** with 32 members added during the period. There were 364 postings to the listserv during the reporting period.

Transit Maintenance Analysis and Resource Center (TMAARC)

Another program developed jointly by the FDOT, CUTR, and the FPTA is the Transit Maintenance Analysis and Resource Center (TMAARC) which serves as a matching project to the Livability Grant. TMAARC provides transit technicians with quality training and information to facilitate their advancement in the public transit arena. Participants not only learn skills to keep up with the rapidly changing technology associated with transit buses, but are also able to earn an AA degree from the Hillsborough County Community College in the process of earning credits through the program. Seven different training courses were offered during the six-month reporting period, attended by 129 transit maintenance personnel for a total of 2,258 contact hours.

Florida Transit Operator Trainer Training Program

The Florida Transit Operator Trainer Training Program is also used as match to the federal UTC grant. The program provides standardized state and federal curriculum training to Florida's transit operator trainers. The program has grown to include a statewide transit operator trainer certificate program as well as an effective and proactive Florida Operations network. It works closely with the USDOT's Transportation Safety Institute to develop and offer transit training. During this reporting period, 17 different training courses were attended by 525 transit operations personnel from transit agencies throughout Florida for a total of 3,178 contract hours. During the progress period, there were 115 members of the **FON listserv** with 10 members added. There were 272 postings to the listserv during the reporting period.

The Florida Statewide Transit Technical Assistance and Training Program, a matching project funded by FDOT,

was also active as part of the Livability grant that generates and provides assistance in the areas of producing training materials, coordinating the logistics for training programs, creating full record course file folders for each training which includes a copy of the registration flier, arranging yet additional training, conducting course evaluations, and other actions as requested by either transit agencies in Florida or the Florida DOT.

GIS in Transit Clearinghouse

Early planning has started for the 10th National Transit GIS Conference to be held in Washington, DC in 2017. Over 165 professionals from all over the world attended the most recent conference in September 2015. Otherwise, the Clearinghouse continues to post information on new GIS applications in transit and offers a forum for information exchange among GIS professionals.

The Advanced Transit Energy Portal (ATEP):

The Advanced Transit Energy Portal is an online information exchange and clearinghouse resource covering all aspects of adoption and operation of alternative fuel buses in the interest of improving livability by reducing the amount of carbon emissions and often reducing the cost of providing transit, allowing more service to be provided. ATEP was envisioned as a single-point source of theoretical and practical knowledge about transit vehicles with advanced propulsion systems. The website (www.AdvancedTransitEnergy.org) features articles in the following categories:

- agency news
- industry news
- events
- laws and incentives
- publications
- research results

The website also features data collection pages, allowing participating agencies to securely submit their fleet operations and cost data to CUTR for analysis of the field performance of alternative fuel vehicles. Progress in the past 6 months includes:

- 60 new posts on the website
- Made a presentation about ATEP and its data collection tool, demonstrating capabilities and encouraging participation, to two non-Florida transit agencies.
- Google Analytics shows the following statistics during the six month reporting period:
 - o the website was viewed 700 times by 614 users with a total of 1014 page views
 - o 87% of the users were new visitors while 13% - were returning users

2. *How have the results been disseminated?*

The TDM Knowledge Base provided 35,748 answers to questions asked by members of the TDM Listserv. Two editions of the Journal of Public Transportation were published containing 20 papers. Notification of the availability of the two new editions was sent via the Listservs maintained by NCTR/CUTR, reaching over 2,500 transportation professionals. Articles from the Journal were downloaded 53,000 times. Three research reports were completed during this reporting period and posted to the NCTR website. NCTR maintains an alerting service to almost 2,000 subscribers who ask to be advised when a new report is available.

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

A new Journal for Transportation Demand Management will publish its first edition in the next reporting period that should be of particular interest to commuter assistance program managers, transportation planners, and public officials. We plan to continue implementing the activities that are funded through the federal side of the grant, most particularly the clearinghouses and the research projects, including students on every project. Additional webinars (two per month) will be conducted featuring the results of NCTR research, as well as other research presentations that can be made by other UTCs. Projects associated with the technical assistance and training programs as described earlier will continue. The federally funded projects to be undertaken by FIU and UIC will be nearing completion. TTI will finish Phase III of the project entitled "Exploring Transit's Contribution to Livability in Rural Communities: Guidebook and Exercises."

Work on creating the transit exhibit at the Museum of Science and Industry is on a hiatus as the museum is experiencing severe financial strains and is now anticipating moving from its current location near USF to a location in downtown Tampa. The NCTR Student of the Year will be selected and supported (as well as other students) to attend the TRB Annual Meeting. If NCTR is once again selected to receive a UTC grant, efforts to attract new NCTR Scholars for the FY 2017 - 18 academic year will be made for at least two more such students who will work extensively on transit related research efforts in addition to completing their degree requirements.

<p>2. PRODUCTS: What has the program produced?</p> <p>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.</p>

Instruction - Products

Publications, conference papers, and presentations

As noted above, funds from the Journal of Public Transportation account were utilized to help pay for two editions of the Journal featuring 20 papers submitted from researchers all over the world. Three research reports were completed during the reporting period: (1) "Evaluation of Automated Vehicle Technology for Transit" which was an update to a study completed two years ago (2) "Capturing the Benefits of Complete Streets" and (3) "The Role of Florida Transit Agencies in Providing Pedestrian and Bicycle Access Improvements to Transit Stops and Stations."

The amount of research done by the faculty at NCTR is significant with 40 full time research faculty members. The engagement they have through their Listservs, clearinghouses, and committee assignments keeps them well informed on a variety of issues in public transportation and transportation demand management that provides them the opportunity to put together presentations at a variety of state, regional, national, and international meetings where they are well known. Twenty six (26) presentations were made during the reporting period based on research and communications funded through NCTR. While it would take too much space to list them all, it can be noted that 4 were made at APTA conferences, 7 were made at ACT conferences, 11 were made at the Florida Public Transportation Association Professional Development Workshop, one at the International Conference on Transportation in Athens, Greece, and another at the International Parking Conference.

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

NCTR's website is highly visited by people seeking information on public transit and other modes of non-Single Occupant Vehicle transportation. During this six month period there were about 27,000 sessions, 20,000 users, and 51,000 page views. The NCTR website is #1 when people query "transit research" while on Google, #1 on Bing and #1 on Yahoo!.

The National Transit Safety Research and Technical Assistance Center website reports having 941 new visitors during this reporting period. In addition to managing the NCTR Transit Safety

Center website, the program manager, as a member of TRB’s Task Force for Transit Safety and Security, developed and is maintaining a website for the Task Force (www.trbtss.org.)

The Florida Transit Safety Network program also has a website that attracted 2,500 users.

The Advanced Transit Energy Portal website was visited 700 times during this reporting period.

To summarize, during the six month reporting period, the websites maintained by NCTR researchers had a total of over 24,141 users.

2. *Technologies or techniques*

The @NCTRUSF Twitter account has 855 followers, an increase of 6% over the last reporting period.

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

For the first time in a while, no patents were issued based on NCTR research. However, USF remains in the top 15 universities worldwide for receiving patents with 16 granted for work funded through NCTR. NCTR continues to work with NSF I-Corps to help assess the potential for commercialization of NCTR patent “Travel Assistance Device”. The primary goal of the NSF I-Corps is to foster entrepreneurship leading to commercialization of technology that has been supported previously by federally-funded research by combining experience and guidance from established entrepreneurs with a targeted curriculum.

4. *Other products*

OneBusAway is an open source platform for real time transit information. NCTR did not create the software but continues to contribute to its improvements and to helping disseminate its availability. This software enables a low cost provision of real time information. It is growing in popularity and used by over 400,000 transit passengers in 9 different cities including New York.

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

Instructions-Participants & Collaborating Organizations

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

Texas A&M has completed phase II of a three phase project. USF's other two consortium partners (Florida International University and the University of Illinois at Chicago) have either identified or begun their research projects.

The Museum of Science and Industry in Tampa expressed interest in hosting an educational exhibit to introduce children to public transit but is undergoing a review of its finances and ability to continue and might result in the project not going forward.

As noted earlier, the NCTR Transit Safety Center program manager, as a member of TRB's Task Force for Transit Safety and Security, developed a website (www.trbtss.org) for the Task Force.

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

NCTR has worked closely with the Association for Commuter Transportation to plan and produce webinars that are hosted by NCTR faculty.

The Florida Public Transportation Association works closely with NCTR faculty in the development and production of the Annual Professional Development Workforce conference that was held on the campus of USF in June 2016.

NCTR works in close cooperation with the Florida Department of Transportation and the Florida Public Transportation Association to administer the many training programs for bus operators, maintenance technicians, planners, and trainers. All three also work together in providing administrative assistance to the Florida Transit Safety Network, the Florida Transit Planners Network, the Florida Transit Maintenance Network, and the Florida Transit Marketing Network. FDOT provides the funding and oversees the programs that are administered by NCTR faculty at USF.

Hillsborough County Community College coordinates with the Transit Maintenance Analysis and Resource Center (TMAARC) program that provides transit technicians with quality training and information to facilitate their advancement in the public transit arena. Participants not only learn skills to keep up with the rapidly changing bus technology, but can also earn an AA degree from Hillsborough County Community College in the process of earning program credits.

NCTR and the Hillsborough Area Regional Transit Authority (HART) work cooperatively to institute and improve the OneBusAway software to provide transit users with real time information on the arrival time of the next bus at any bus stop.

NCTR and the National Center for Transportation and Communities are jointly funding the project entitled "Impact of BRT on Residential Properties." In addition, NCTR Director Joel Volinski serves on the Executive Committee of NITC to help identify and select projects for funding, and helps to disseminate information to USF faculty and staff regarding opportunities for funding for curriculum development, a speakers series, and student support.

The USF Sustainable Cities Initiative has selected the City of Palmetto in Manatee County near USF in expectation of that city serving as the first case study for the initiative. This project will involve many dozens of students and faculty members who will work cooperatively with the city to identify issues and develop creative solutions to a variety of public infrastructure issues.

The Community2Go! Pilot of a Community-Based Voluntary Travel Behavior Change Effort project is a pilot project to reduce household vehicle miles of travel in the Tampa Bay area. A community-based social marketing (CBSM) approach is being used to encourage residents to make behavior changes, such as reducing single occupancy vehicle travel, increasing the frequency and distance of walking and bicycling trips, and increasing use of transit. Seventy-two households have been recruited for this project.

Over 240 employers, including private and public entities, participate in the Best Workplace for Commuters program and share their best practices with all members.

Certification maintenance credits (CM) are awarded to members of the American Planning Association (APA) with the American Institute of Certified Planners (AICP) professional credential for those who complete Transportation Demand Management courses offered by NCTR. Offering CM credits increases participation by providing the incentive for planners to attend the training. AICP planners must obtain 32 hours of CM credits every two years.

A number of agencies are working with FIU for its project on pedestrian facility inventory including FDOT District #6, the FHWA Florida Division, and the Broward County MPO. The National Transit Safety Research and Technical Assistance Center works closely with USDOT's Transportation Safety Institute when putting curriculum together for safety training courses, and also work together to certify transit personnel to become safety instructors.

The NCTR Advisory Board is comprised of professionals from TRB, APTA, FPTA, FTA, FDOT, private transit management companies, and private consultants.

4. **IMPACT:** What is the impact of the program? How has it contributed to transportation education, research and technology transfer?

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.

DOT uses this information to assess how the research and education programs:

- 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.

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?*

NCTR partners have had a long history of transit research and education, which, in addition to its successful track record of producing first rate research, providing leadership in the industry, and graduating students who contribute to the transportation field, was no doubt part of the reason it was selected for the UTC grant. Consequently, the grant does not necessarily contribute to the *development* of the disciplines of the program, but the resources of the grant allow NCTR to remain an important resource to the public transit industry and the public.

What is the impact on other disciplines?

NCTR, with its 40-member full time research faculty, has long been populated with a variety of disciplines including but not limited to civil engineering, urban planning, computer science, geography, public administration, economics, mathematics, and anthropology. In addition, NCTR faculty have worked with other disciplines at member universities when their talents can add to the value of a research project. As noted in the previous question, the UTC grant does not necessarily impact other disciplines, but it does allow the faculty with such multiple disciplines to be able to apply their skills to a variety of transportation challenges.

2. *What is the impact on the development of transportation workforce development?*

NCTR, in partnership with the Florida Department of Transportation, the Florida Public Transportation Association, the Association for Commuter Transportation, and TRB excel in providing training to practicing professionals at a variety of levels, and very possibly at levels higher than any other UTC in the country. A summary of the impact of training to improve the skills of the current workforce is provided below:

Program	Participants	Contact Hours
Commuter Choice Training	357	1,598
Social Marketing in Transportation	14	392
Florida Transit Safety Network	334	3,035
Transit Maintenance AARC	129	2,258
Transit Operator Trainer Program	525	3,178
TOTAL Training	1,359	10,458

In addition to the direct training received at the venues noted above, NCTR faculty made 26 other presentations at state, regional, national, and international professional conferences. Estimating an average of 40 attendees in each session where presentations were made, another 1040 transportation professionals benefitted from research findings presented by NCTR faculty. Finally, NCTR and CUTR produce webinars on a bi-weekly basis (less frequently during major holidays) that features the results of transit research and program technical assistance. An average of 40 people attend the webinars on a live basis, and a bit more view the webinar on a recorded basis. Hence, an additional 960 transportation professionals were able to increase their knowledge of various transportation issues through the webinars offered by CUTR/NCTR.

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

Nothing to report

4. *What is the impact on technology transfer?*

The publishing of two editions of the Journal of Public Transportation was supported with funds from this Livability grant. Individual articles and full text issues were downloaded over 53,000 times. The grant also supports the administration and maintenance of the various Listservs that allow the exchange of information among almost 8,000 transportation professionals in the areas of transportation demand management, safety, etc. With over 465,000 messages being exchanged via the Listservs, it is clear the grant supports an incredible amount of transfer of knowledge among practicing professionals, university researchers, and students.

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

Clearly it is hoped that efforts to encourage the use of transit and alternative and active modes of transportation results in the reduction of congestion and air pollution. The information collected and shared helps transit agencies to be more efficient and safe in their provision of service, while information on alternative fuels helps reduce the costs of transit as well as its carbon footprint, resulting in cleaner air to breathe and a small step toward slowing global warming. The training that is offered through direct courses taught through NCTR enables practitioners in the field to perform their functions more efficiently and effectively, resulting in better quality of service to the public. The research report on linking transit to recreational areas helps the health and welfare, particularly of lower income communities with fewer mobility options to reach these public recreation areas.

5. CHANGES/PROBLEMS

Changes/Problems**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

Nothing to report

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..

Additional information regarding Products and Impacts
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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.
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Only a few research projects have been completed. We believe the report dealing with Linking Transit to Recreational will help communities find ways to make lower income communities more livable by providing greater access to public recreation areas. The Evaluation of the HART MetroRapid BRT has identified its performance characteristics and opportunities for improvement which HART can now take into consideration for implementation, providing a more attractive service for people to consider using. The GIS in Transit Conference provided 160 attendees to learn new ways to utilize GIS capabilities to improve the planning of transit service and better ways to track agency inventory, among many other things. All of the presentations from the conference are now available on the website. The impacts of the training offered through the TDM program and other transit safety programs will result in less congestion, reduced pollution, fewer accidents, and equipment that can be kept in service for the maximum amount of years, thereby reducing capital costs for transit systems.

6. SPECIAL REPORTING REQUIREMENTS
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Nothing to report