

FY26 Innovative Coordinated Access and Mobility (ICAM) Informational Webinar

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July 2026



U.S. Department of Transportation
Federal Transit Administration

Agenda

1. Program Overview
2. Previous Competitions
3. Eligibility
4. Evaluation Criteria
5. Review and Selection Process



Program Overview



U.S. Department of Transportation
Federal Transit Administration

Program Description



Provides competitive funding to support innovative projects for older adults, people with disabilities, and people of low income that will improve the coordination of transportation and non-emergency medical transportation services.

Statutory References

Section 3006(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94, Dec. 4, 2015) authorizes FTA to award grants for innovative coordinated access and mobility projects for the transportation disadvantaged population that improve the coordination of transportation services and non-emergency medical transportation services.

Available Funding

Opportunity ID	FTA-2026-012-TPM-ICAM
FY24 Funding Available	\$1,987,255
FY25 Funding Available	\$4,923,624
FY26 Funding Available	\$5,048,792
Total Funding Available	\$11,959,671

Important Dates

Activity	Timing
NOFO Published	7/9/2026
Applications Due	9/9/2026 at 11:59PM ET
Award Announcement	Fall/Winter 2026

Funding Award Information



Projects will be selected on a competitive basis, consistent with the criteria outlined in the Notice of Funding Opportunity (NOFO).



Funds may only be used for capital expenditures, including mobility management, that are included or will be included in the State Transportation Improvement Plan/Transportation Improvement Plan.



Funds are only available for projects that have not incurred costs prior to the announcement of project selection on FTA's website.



Project funds remain available for obligation for two federal fiscal years after the fiscal year they were selected. For example: If an award is announced in November of 2026 (Federal fiscal year 2027) the funds would remain available until September 30, 2029 (Federal fiscal year 2029).

Cost Sharing, Scalability, and Matching Funds

- In general, projects are eligible for a maximum 80% Federal share, with a 20% non-Federal match, with exceptions for vehicles, equipment, or facilities that comply with the Americans with Disability Act (ADA) or Clean Air Act (CAA).
- This program does not have a minimum or maximum award amount.
- FTA encourages applicants to include a scaled funding option in the event that the project cannot be fully funded at the requested amount.
- Eligible sources of local match include:
 - Cash
 - In-kind contribution (must be documented in the application)
- [Federal Fund Braiding](#): Other Federal funds cannot be used as match unless their statute expressly authorizes their funds to fulfill the match requirement of another Federal program.

Cost Sharing, Scalability, and Matching Funds

Other Sources of Local Match:

- State or local appropriations;
- Dedicated tax revenues;
- Private donations;
- Revenue from service contracts;
- Transportation development credits; and
- Net income generated from advertising and concessions.
- Undistributed cash surpluses, replacement, or depreciation cash funds, reserves available in cash, or new capital;
- A service agreement with a state or local service agency or private social service organization;
- * Volunteered services; or
- * In-kind contributions.

Note:

* Volunteered services, or in-kind contributions, are eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

Previous Competitions



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Past Competitions

	FY 2018 - 2019	FY 2020	FY 2021 - 2022	FY 2023 - 2024
Number of Eligible Proposals Received	126*	52	26	24
Total Number of Funds Requested	\$37 million*	\$15 million	\$12 million	\$10 million
Funding Available	\$6.75 million	\$3.5 million	\$8.1 million	\$4.7 million
Projects Awarded	37*	17	17	17
Funds Awarded	\$9.6 million*	\$3.5 million	\$8.4 million	\$7.8 million

*This total includes FTA's Section 5312 Program.

Funded Projects by Region and State

<u>Access and Mobility Partnership Grants (FY2019)</u>	<u>Mobility for All Pilot Program Grants (FY2020)</u>	<u>ICAM Pilot Program (FY2021)</u>	<u>ICAM Pilot Program (FY2024)</u>
Region 1: MA, ME, NH, RI, VT	Region 1: MA, ME	Region 1: MA, RI	Region 1: MA, ME
Region 2: NJ, NY	Region 2: <i>none</i>	Region 2: NY	Region 2: <i>none</i>
Region 3: DC, MD, PA, VA, WV	Region 3: DC, MD, VA	Region 3: DC, PA, VA	Region 3: PA
Region 4: AL, FL, GA, MS, NC, SC, TN	Region 4: GA, NC, SC	Region 4: GA, NC	Region 4: <i>none</i>
Region 5: IL, IN, MI, MN, OH, WI	Region 5: MI	Region 5: MI, OH	Region 5: IL, MI
Region 6: LA, NM, OK, TX	Region 6: LA	Region 6: OK, TX	Region 6: LA, NM, OK, TX
Region 7: MO	Region 7: IA, MO	Region 7: MO	Region 7: IA
Region 8: CO, SD, UT	Region 8: <i>none</i>	Region 8: CO, UT	Region 8: SD, UT
Region 9: AZ, CA	Region 9: CA, NV	Region 9: CA	Region 9: CA, NV
Region 10: OR, WA	Region 10: OR (2), WA	Region 10: <i>none</i>	Region 10: WA

Coordinating Council on Access and Mobility (CCAM)



Mission

The CCAM issues policy recommendations and implements activities that improve the **availability**, **accessibility**, and **efficiency** of transportation for the following targeted populations:



People with Disabilities



Older Adults



People of Low Income

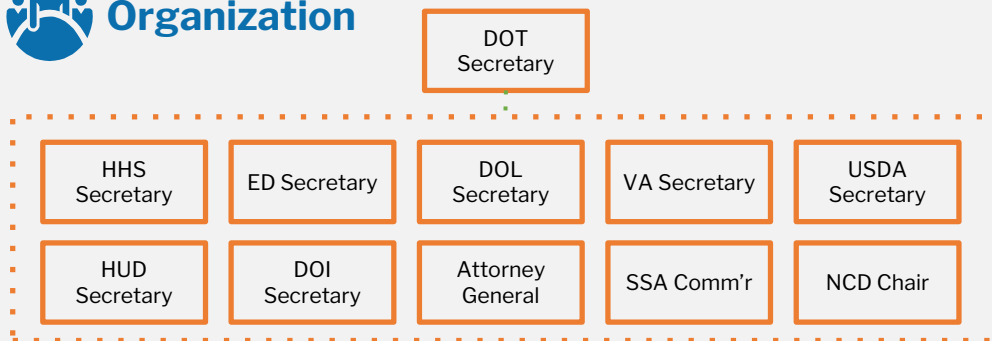


History

The CCAM is a federal interagency council - established in 2004 by [Executive Order 13330](#) and referenced in a note to [49 U.S.C. 101](#) - to coordinate the efforts of the federal agencies that fund transportation for the targeted populations.



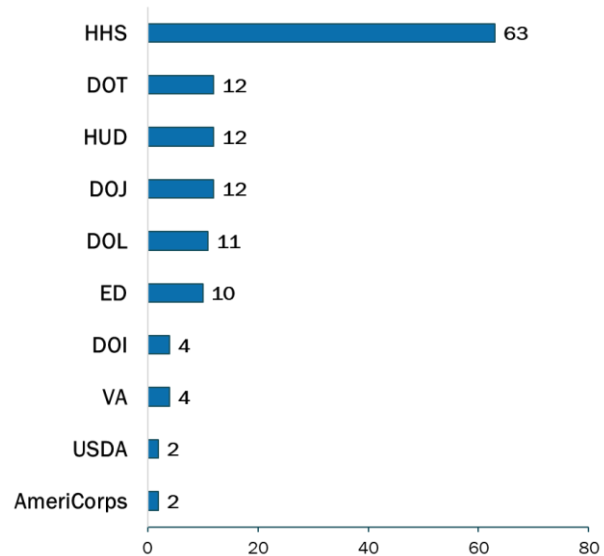
Organization



CCAM Program Inventory

The [CCAM Program Inventory](#) identifies 132 Federal programs that are able to provide funding for human services transportation for people with disabilities, older adults, and/or individuals of low income.

Number of Programs by Department



Sample of the 132 Programs

Department of Health and Human Services programs:

- Children's Health Insurance Program (CHIP)
- Centers for Independent Living (CILs)
- Older Americans Act (OAA) programs



Department of Transportation programs:

- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 Formula Grants for Rural Areas



Department of Housing and Urban Development programs:

- Community Development Block Grants/Entitlement Program
- Supportive Housing for the Elderly



Department of Labor programs:

- Job Corps
- WIOA Adult Program



★ *If an organization receives funding from one of these programs, a portion of the funds may be used for transportation.*

Eligibility



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Eligible Applicants



Designated and Direct Recipients of the [Enhanced Mobility of Seniors and Individuals with Disabilities \(Section 5310\) Formula Program](#)



State Departments of Transportation



Local government authorities that operate a public transportation service



Eligible subrecipients of the Section 5310 Program:

- Private Non-profit Organizations
- State and Local Government Authorities
- Operators of Public Transportation

Eligible Projects



Eligible projects are capital projects, as defined in [49 U.S.C. 5302\(4\)](#)



Projects include:

- Mobility management projects;
- Deployment of coordination technology;
- Projects that create or increase access to one-call/one-click centers.
- Vehicles for shared or coordinated transportation services



Goal for grants:

Identify and test promising, innovative, coordinated mobility strategies that other communities can replicate



Only **one** project may be included in each application

***Note:** Projects funded under previous ICAM NOFOs are not eligible.

Local, Regional, or Statewide

Projects must be identified as local, regional, or statewide. To maximize positive impact, the FTA intends to prioritize regional and statewide coordination efforts over local-level ones.

-  Local project are projects that are not statewide or regional.
-  Regional projects are projects that cover more than one community or area such as multiple cities, counties, and/or tribal areas.

Evaluation Criteria (NOFO Section 6)



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Demonstration of Need



How will the proposed project improve the coordination of transportation services for older adults, people with disabilities, or people of low-income.



Examples include:

- Transportation services often serve the same areas or populations but do not share passengers or vehicles, resulting in excess capacity.
- Programs, services, or activities exist that serve similar populations or purposes but are not co-located.

Demonstration of Benefit



The first sub-criteria and at least one of the two remaining sub-criteria must be addressed to get full credit. Applications that address all three sub-criteria will be rated higher than applications that only address two sub-criteria.



1. How will the project improve community access to coordinated transportation services; AND
2. How will the project reduce duplication of services; OR
3. How will the project increase access to NEMT services.

Demonstration of Benefit: ICAM Goals

1

Improve access to coordinated transportation services

2

Reduce duplication of service

3

Enhance efficiency of the 132 Federal programs that may fund human services transportation

Planning, Partnerships, and Statewide or Regional Prioritization (Part 1)



1. Project partners and their role. Provide evidence of strong commitment from partners such as letters of support. Partners may include:
 - a. Agencies or entities that receive federal funding from another [CCAM agency](#).
 - b. Transportation providers
 - c. Private and/or non-profit entities involved in the coordination of NEMT services.

FTA will evaluate the project based on the extent to which it was developed inclusively, incorporating meaningful involvement from key stakeholders, including consumer representatives of the target groups and providers from the healthcare, transportation, and human services sectors, among others.

Planning, Partnerships, and Statewide or Regional Prioritization (Part 2)



1. How the project aligns with local government priorities including:
 - a. Locally developed coordinated public transit-human services transportation plans
 - b. Local or regional long range planning documents
2. How the project was developed, incorporating meaningful involvement from key stakeholders including:
 - a. Consumer representatives of the target groups
 - b. Providers from healthcare, transportation, and human services sectors, etc.
3. Significant on-going involvement of the project's target population.

Projects must address all 4 sub-criteria in the Planning, Partnership, and Statewide or Regional Prioritization Section.

FTA will evaluate the project based on the extent to which it was developed inclusively, incorporating meaningful involvement from key stakeholders, including consumer representatives of the target groups and providers from the healthcare, transportation, and human services sectors, among others.

Local Financial Commitment



- Identify the amount and source of the local funds.
- Describe whether the funds are currently available or will need to be secured.
- Provide supporting documentation demonstrating the availability of funds.

FTA will consider the availability of the local share as evidence of local financial commitment to the project.

Project Implementation Strategy



- Describe the short-term, mid-term, and long-term goals.
- Provide specific performance measures tied to the ICAM Pilot Program goals and objectives identified in [Section 3 \(Program Description\)](#) of the NOFO.
- FTA will use this data to produce the required Annual Report to Congress.
- If the TIP/STIP includes the proposed project or needs to be amended.
- If applicable, whether the project meets the criteria for a Categorical Exclusion under the National Environmental Protection Act.

FTA will evaluate projects based on:

- o The proposed schedule and the applicant's demonstrated ability to implement it.
- o The applicant's ability to provide impact data during and after the pilot.

Technical, Legal, and Financial Capacity



- Describe your ability to carry out the proposed project successfully, for example: state that staffing levels are adequate, or discuss similar projects that have been carried out successfully
- For current FTA recipients:
 - Any outstanding legal, technical, or financial compliance issues from an FTA compliance review or FTA grant-related Single Audit finding;
 - How corrective actions taken will mitigate negative impacts on the proposed project.
- For applicants who are not currently FTA Recipients:
 - How your organization coordinates transportation services for older adults, people with disabilities, or people of low income.
 - Note whether your organization has experience with reimbursement grants.

FTA encourages new recipients to partner with a current direct or designated recipient such as the State DOT to speedup project implementation.

Review and Selection Process



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Review and Selection Process



- Technical evaluation review teams made up of FTA staff will evaluate proposals based on the published evaluation criteria identified in the NOFO.

Applications will be rated as Highly Recommended, Recommended, Not Recommended, or Ineligible.

Prioritizations



Vehicles - FTA will prioritize standard propulsion vehicles (diesel, gasoline, etc.)



FTA intends to prioritize projects that are regional or statewide over local-level projects, as regional or statewide coordination projects tend to lead to greater positive benefits.

Additional Considerations

1

Opportunity Zone:

- Identify whether the project is located in or supports public transportation service in a qualified opportunity zone designated pursuant to [26 U.S.C. 1400Z-1](#); and
- Identify the Census Tract Number(s) of the opportunity zone(s) at the time of designation ([Internal Revenue Service \(IRS\) Notice 2018-48](#)). The 2020 Census did not impact the boundaries of opportunity zones. More information and a link to a map of Opportunity Zones can be found on the [IRS Opportunity Zone website](#); and
- Describe how the proposed project will impact the opportunity zone(s).

2

Benefit for Families and Communities of People with Disabilities:

- Describe how the project will improve the accessibility of transportation for families of people with disabilities including improved access to jobs, healthcare facilities, recreational activities, and commercial activity.
- Describe how the project will improve the quality of life, raise the standard of living, or enable fuller participation in the economy by families.

Additional Considerations Continued

3

Safety:

- Describe how the project includes elements that will:
 - Reduce fare evasion; OR
 - Reduce crime other than fare evasion

***Note:** *You must include the applicable elements as separate line items in the project budget.*

Award Notices

- FTA will publish a list of the selected projects, including federal dollar amounts, recipients, and discretionary IDs associated with the projects on the [ICAM Pilot Program](#) webpage.
- Selected applicants who are not currently a direct or designated recipient of FTA funds will need to either:
 - Work with their [FTA Regional Office](#) to become a direct recipient of ICAM funds. It may take as long as 12 months to become a new direct recipient of FTA. For additional information on how to become a direct recipient of FTA funds visit FTA's website ([TrAMS Guidance & Training](#))
 - Partner with a current direct or designated recipient. The direct or designated recipient would submit a grant to FTA and manage the ICAM funds on your behalf. You would implement the project as a subrecipient. FTA encourages new recipients to partner with a current direct or designated recipient such as the State DOT in order to speed up project implementation.

FTA does not notify unsuccessful applicants separately. Unsuccessful applicants have 30 days from the selection announcement to request a debrief of their application.

Reporting Requirements

Standard FTA reporting requirements:

- Federal Financial Reports (FFR)
- Milestone Progress Report (MPR)

ICAM Specific reporting Requirements:

- Final Report at project closeout
- Monthly updates of project performance measure data
- FTA will provide successful applicants with technical assistance on performance measures

FTA may request data and reports to support:

- FTA's Annual ICAM Report to Congress
- An independent evaluation of the ICAM Pilot Program

Frequently Asked Questions

- **Can a recipient who received previous ICAM funding apply for FY26 ICAM funding if the project is different?**
 - Yes, a previous recipient of ICAM funding can apply for funding if they are proposing a new or expanded project. Projects that have been previously funded under ICAM are not eligible for FY26 ICAM funding.
- **Are operating funds available?**
 - No, only capital funds are available.
- **Can an applicant pre-select a vendor in the application process?**
 - No. All selected applicants must comply with FTA's third-party contracting requirements when purchasing equipment and services with ICAM funds. The "partnerships" the applicant is asked to describe in the NOFO refers to the partners the applicant is working with to improve the coordination of transportation services for the targeted disadvantaged community.

Frequently Asked Questions Continued

- **Is the acquisition of transportation services an eligible ICAM expense?**
 - The capital cost of acquisition of transportation services is eligible under ICAM. However, the operating cost of the acquisition of transportation services is not eligible under ICAM.
- **Does mobility management include the cost of operating transportation services or driver salaries?**
 - No, mobility management is defined as short-range planning, management activities, and projects for improving coordination among public transportation and other transportation service providers. Mobility management does not include operating public transportation services.
- **Can ICAM projects target a specific population?**
 - Yes, ICAM projects can target a specific community i.e., older adults, people with disabilities, or people of low-income.

Web Addresses

FTA Funding Opportunities:



<https://www.transit.dot.gov/funding/grants/notices>

Grants.gov:



<http://www.grants.gov/>
<http://www.grants.gov/web/grants/applicants.html>

GRANTS.GOV Applicant Support
1-800-518-4726
support@grants.gov

Key Things to Remember



Grants Submission deadline is September 09, 2026, at 11:59PM ET



Grant Award Announcement is projected in Fall/Winter 2026



Get started now if you have not already



Review your project budget and make sure it lines up properly and that the percentages of the local match are correct



Tell your story and back it up with data / supporting documentation

Additional Links

- [ICAM Final Reports](#)
- [CMS - Assurance of Transportation: A Medicaid Transportation Coverage Guide](#)
- [FY25 Annual Report on FAST 3006\(b\)](#)
- [FTA Non-Emergency Medical Transportation Webpage](#)
- [FTA Transportation Coordination Webpage](#)
- [FTA Mobility Management Webpage](#)

Thank you!

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