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International Public Transportation Program



Strategic Plan



U.S. Department of Transportation

Federal Transit Administration

International Public Transportation Program

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Executive Summary

FEDERAL TRANSIT ADMINISTRATION'S INTERNATIONAL PROGRAM

The Federal Transit Administration's (FTA) International Program plays a vital role in providing the international outreach necessary to support America's movement toward a new public transportation future for the 21st century.

Authorized by the June 1998 Transportation Equity Act for the 21st Century (TEA-21), the FTA International Public Transportation Program (IPTP) helps the U.S. transit industry access international markets and furthers the improvement of U.S. transit by highlighting international innovations. The IPTP supports the U.S. Department of Transportation (DOT) strategic international goals of promoting international access and involvement for U.S. transportation industries, sharing data and technology, promoting harmonization of transportation standards, and providing technical assistance.

The premier goal of the IPTP is to make the U.S. transit industry more globally competitive. Determined by the current needs of the transit industry both in the U.S. and abroad, the priorities of the nation and the Administration, new developments in technology, and the FTA and U.S. DOT strategic goals, the activities of the program are supported by four strategic areas: Trade Promotion, Technology Transfer, Human Capacity Building, and International Accessibility Outreach.

To support Trade Promotion, the IPTP partners with the transit industry to help build U.S. global trade competitiveness by organizing international business workshops, providing training on international commerce standards and regulations, producing resource guides on international business, and conducting trade missions and reverse trade missions. During the 2010 fiscal year, the objectives of the Trade Promotion program area include, but are not limited to: conducting trade missions to China and India, conducting one pilot webinar on contracting opportunities in Brazil for U.S.-based transit suppliers, and organizing a workshop for the U.S. transit industry in collaboration with the U.S. Chamber of Commerce on opportunities in developing countries.



The IPTP's Technology Transfer efforts provide improved access to international data bases and create a two-way flow of information between the United States and other countries. In the 2010 fiscal year, the Technology Transfer program area plans to, among other activities, exchange information on technical innovations during the International Transportation Forum, develop a memorandum of understanding with the French Ministry of Ecology that would include a joint research project on advanced vehicle development, and develop a US/China Public Transportation Working Group which includes a focus on congestion mitigation and cost-efficient infrastructure development.

The IPTP's Human Capacity Building program provides classroom instruction, practical training, and exchange tours involving U.S. and foreign transit professionals. This program area will be conducting a mission for FTA transit industry officials aimed at studying Livable Communities in Europe, develop training modules for South Africa based on pilot courses delivered in Tanzania and Namibia, helping Lagos, Nigeria implement a transit training center modeled after the National Transit Institute (NTI) in the United States, as well as other activities in the U.S. and abroad, during the 2010 fiscal year.

The program also supports special emphasis areas, such as Mobility Access for the Disabled, through outreach and cooperation with other countries. During the fiscal year 2010, this program area will be involved with many activities, including the development of a workshop on the United Nations Convention on the Right of Persons with Disabilities, an accessibility training module for a visiting delegation from Vietnam in framework of the U.S. Department of State's US/Vietnam Joint Commission, and the assessment of a Remote Infrared Audible Signaling pilot in the U.S. for applicability in other countries.




The Secretary of Transportation's International Program

THE SECRETARY OF TRANSPORTATION'S INTERNATIONAL PLAN

The Department of Transportation (DOT) values the importance of global connectivity. Our American ports, borders, and airports are continuous hubs for international trade and technology transfers, as well as points of exchange for best practices and strategies for transportation development and services. As the population in America continuously rises, there is a simultaneous increase in other areas that must be addressed by the DOT. With a higher demand for transportation services to the public, greater volumes of traffic, and more pollutants being emitted into the environment, the DOT undertakes several tasks to address issues of safety, security, and efficiency of transportation systems, both in the United States of America and abroad.

The DOT addresses international transportation issues and networks in the global economy by the direction of two strategies: the opening of international transportation markets, and the improvement of intermodal transportation services. The Department's Global Connectivity Strategic Goal is to: "facilitate an international transportation system that promotes economic growth and development." As the various modes in the DOT strive daily to meet this goal via the Department's strategies, there are many outcomes that would be met including a reduction in the barriers to trade in transportation goods and services, a safer, more efficient and cost-effective movement of passengers and cargo throughout international and domestic transportation systems, sustained international leadership in promoting U.S. transportation policies, enhanced competitiveness of U.S. transport providers and manufacturers in the global market, harmonized regulatory and facilitation requirements in the international arena, and the expansion of opportunities for all businesses in the transportation sector.

A conceptual image of a globe constructed from interlocking puzzle pieces. The globe is primarily blue and white, with the puzzle pieces having a dark blue or black border. The continents are represented by the white areas of the puzzle pieces. The globe is shown from a low angle, with several puzzle pieces lying on the surface in the foreground, suggesting the process of assembly or completion. The background is a solid purple color.

In order to execute the DOT strategies to achieve these outcomes towards global connectivity, many resources must be utilized. Some resources include human resources, programs, capital assets and information technology. The Department has a long list of strategies for opening international markets and improving essential intermodal transportation linkages. However, there are many external factors that affect and influence these strategies, such as globalization and economic cycles. Economic growth across the globe changes the demand for passenger travel and pattern of transportation. Thus, the DOT is always prepared to adjust its strategies and methods for achieving its goal in order to meet the outcomes that yield the best global connectivity in a more competitive and efficient global marketplace.

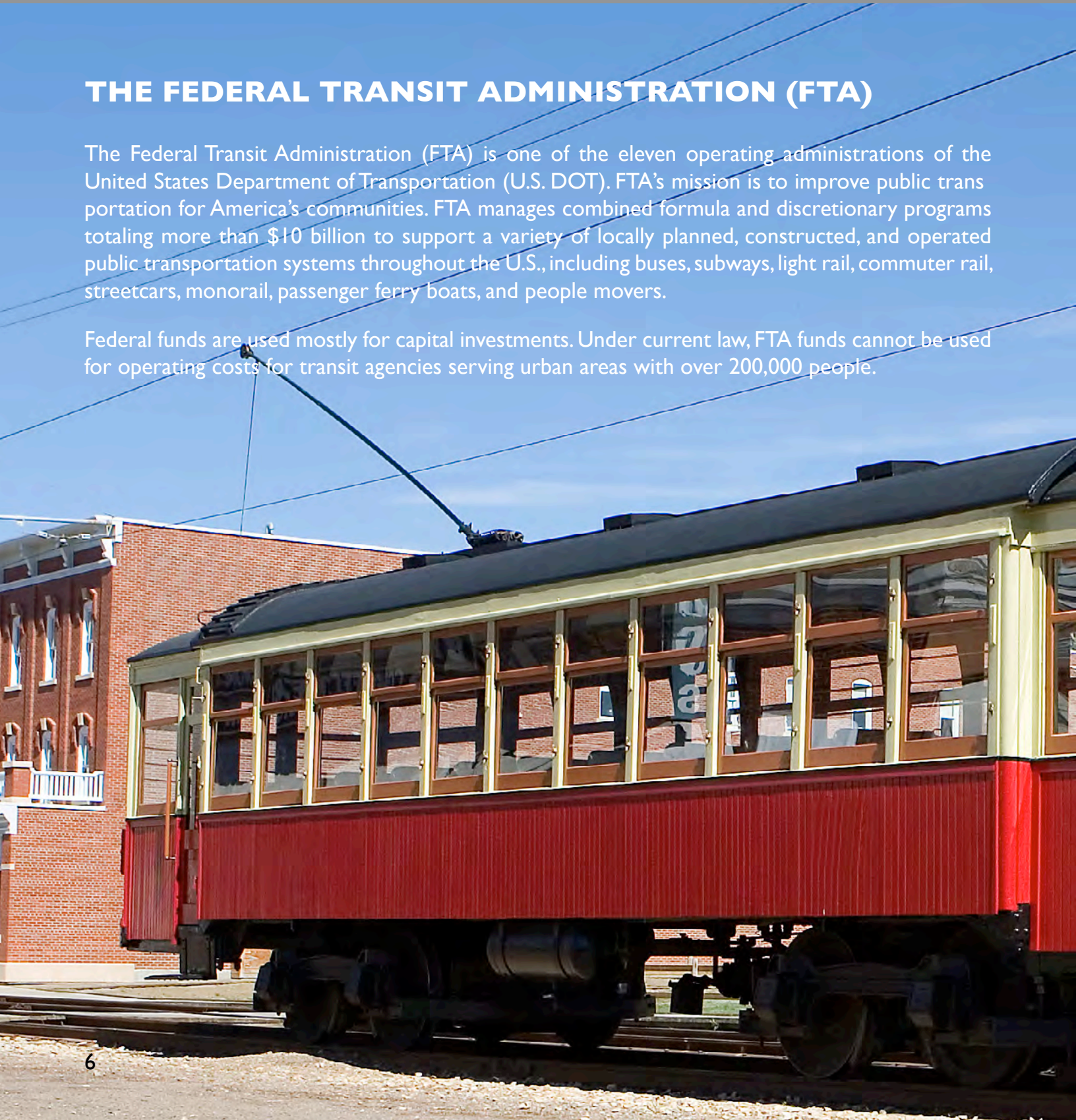


Overview of the Federal Transit Administration

THE FEDERAL TRANSIT ADMINISTRATION (FTA)

The Federal Transit Administration (FTA) is one of the eleven operating administrations of the United States Department of Transportation (U.S. DOT). FTA's mission is to improve public transportation for America's communities. FTA manages combined formula and discretionary programs totaling more than \$10 billion to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, and people movers.

Federal funds are used mostly for capital investments. Under current law, FTA funds cannot be used for operating costs for transit agencies serving urban areas with over 200,000 people.



Federal funds pay for about 53% of all transit capital investment in the U.S., and can pay up to 80% for individual projects.

About 560 transit agencies provide transportation services to 319 urbanized areas (each with more than 50,000) and 1,260 agencies provide transportation services in small and rural communities.

Another 3,600 agencies provide transportation services to the elderly and those with disabilities.

In recent years, the demand for public transportation has increased substantially in the United States. Americans took 10.7 billion trips on public transportation in 2008, the highest level of ridership in 52 years and a modern ridership record. This represents a 4.0 percent increase over the number of trips taken in 2007.





The International Public Transportation Program (IPTP): Meeting National Challenges

THE INTERNATIONAL PUBLIC TRANSPORTATION PROGRAM (IPTP): HELPING MOVE AMERICA TOWARDS A NEW PUBLIC TRANSPORTATION FUTURE

The Facts

America has more cars per capita than any other nation in the world. The number of miles driven on America's highways has doubled in the last quarter-century, and as a result of our reliance on the automobile, the U.S. now faces the following challenges:

America's automobile-centered transportation system was a key component of the nation's economic prosperity during the 20th century. But our transportation system is increasingly out of step with the challenges of the 21st century. Rising fuel prices, growing traffic congestion, and the need to address critical challenges such as global warming and America's addiction to imported oil all point toward the need for a new transportation future.

Rail, rapid buses and other forms of transit must play a more prominent role in America's future transportation system. Clean, efficient transit service already saves billions of gallons of oil each year, reduces traffic congestion in our cities, and curbs emissions of pollutants that cause global warming. Transit also generates a host of other economic and quality-of-life benefits for our communities. Indeed, every dollar we invest in transit generates approximately three dollars in these benefits.



Reaping Environmental and Economic Benefits through Public Transportation

- The 14 cities that have built wholly new light rail transit systems since 1980 saved more than 200 million gallons of gasoline through those services in 2006. These cities span the nation, from Baltimore to Sacramento and from Dallas to Minneapolis-St. Paul, showing that rail transit can work in a variety of cities.
- Thirty-seven states and the District of Columbia reduced their oil consumption with transit in 2006. States that have invested aggressively reaped greater benefits. The 10 states that made the greatest financial investments in transit in 2004 accounted for 85 percent of the oil savings delivered by transit service in 2006. For every dollar invested in transit, America receives nearly three dollars in economic benefits.
- In 2005, federal, state and local governments spent \$30.9 billion to provide transit services (not including fares). These investments yielded at least \$60 billion per year in benefits from reduced vehicle expenses, decreased congestion, and emission reductions, reduced road expenditures, reduced spending on parking, and fewer traffic accidents. In other words, investment in transit more than pays for itself.
- Transit investments are potent job-creators. Investments in transit produce 19 percent more jobs than equivalent investment in new road and bridge projects. Americans support expanded transit and desire more transportation alternatives.
- Transit ridership increased by 30 percent between 1995 and 2006, reaching the highest ridership level since the late 1950s. Since 1995, public transportation ridership has been increasing at a faster rate than vehicle travel.



The International Public Transportation Program (IPTP)

Livable Communities

- Nearly 1/3 of Americans live in residential neighborhoods without sidewalks. President Obama has made green and livable transportation infrastructures connecting communities throughout the United States a national priority.
- Communities in the United States are increasingly experiencing difficult decision making about how to improve the quality of life all citizens, including children, youth, the elderly, and persons with disabilities. A livable community is one that responds to the needs of all of its residents by creating opportunities that ensure equality and inclusion. Livable communities should have affordable housing, affordable transportation services, health services, employment opportunities, and social/civic opportunities.
- The average working American family spends nearly 60 percent of its budget on housing and transportation costs, making these two areas the largest expenses for American families. In March of 2009, the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development announced a partnership to help American families gain better access to affordable housing, and a variety of transportation services at lower costs.

Oil Dependence

- Two out of every three barrels of oil the United States consumes each year are used to fuel our transportation system. Personal cars and trucks account for 40 percent of our oil consumption. The United States remains by far the world's largest consumer of oil, leaving our economy vulnerable to oil price spikes and our national security vulnerable to dependence on unstable nations for critical energy supplies.
- In 2006, transit saved an estimated 3.4 billion gallons of gasoline in the United States—enough to fuel 5.8 million cars for a year. In monetary terms, transit saved more than \$9 billion that would otherwise have been spent on gasoline.



Traffic Congestion

- Gridlock on America's highways gets worse with each passing year. The average American living in an urban area spent 38 hours—nearly a full workweek—stuck in traffic delays in 2005, twice as much time as in 1982. Traffic congestion costs America's economy approximately \$78 billion and results in 4.2 billion lost hours each year.
- In 2005, transit prevented 540.8 million hours of traffic delay, according to the Texas Transportation Institute, equivalent to more than 61,700 people sitting in traffic for an entire year. The monetary value of those savings was \$10.2 billion.

Global Warming

- America's transportation system produces more carbon dioxide—the leading global warming pollutant—than the entire economy of any other nation in the world, except China. America must reduce emissions from its transportation system if the world is to avoid the most catastrophic impacts of global warming.
- Transit reduced global warming emissions by nearly 26 million metric tons in 2006. In New York State alone, transit avoided 11.8 million metric tons of carbon dioxide pollution—more than was produced by the entire economies of Rhode Island, Vermont or the District of Columbia.



Federal Transit Administration's International Program

FTA'S INTERNATIONAL PROGRAM


FTA's International Program plays a vital role in providing the international outreach necessary to support America's movement toward a new public transportation future for the 21st century.

Authorization

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To support Trade Promotion, the IPTP partners with the transit industry to help build U.S. global trade competitiveness by organizing international business workshops, providing training on international commerce standards and regulations, producing resource guides on international business, and conducting trade missions and reverse trade missions.





The IPTP's Technology Transfer efforts provide improved access to international data bases and create a two-way flow of information between the United States and other countries. These exchanges help to enhance the quality of transit operations in the U.S. and abroad.

The IPTP's Human Capacity Building program provides classroom instruction, practical training, and exchange tours involving U.S. and foreign transit professionals.

The program also supports special emphasis areas, such as Mobility Access for the Disabled, through outreach and cooperation with other countries.

The IPTP also supports the U.S. Department of Transportation strategic international goals of promoting international access and involvement for U.S. transportation industries, sharing data and technology, promoting harmonization of transportation standards, and providing technical assistance.



Meeting Global Challenges

THE INTERNATIONAL PUBLIC TRANSPORTATION PROGRAM (IPTP): MEETING GLOBAL CHALLENGES

A. CREATING ACCESS TO GLOBAL MARKETS

The IPTP was created by Congress to respond to the global challenges facing the transit industry. One of the major concerns was the inability of U.S. transit suppliers to be competitive both domestically and internationally. Because of the relatively small size of the U.S. market, many vehicle and equipment manufacturers are unable to generate sufficient volume of sales in the United States to continue or expand operations. To increase profits and remain competitive, they need to expand their market base, increase their production, reduce per-unit production costs, and extend product life. Competing overseas will help them accomplish this.

Fortunately, there is enormous demand for public transportation infrastructure development worldwide. A brief look at projects listed on the International Tenders List on FTA's public website, demonstrates the wide range of projects and contracting opportunities available worldwide. From the Clermont-Ferrand Tramway, to the Bogota Bus Rapid Transit System, Brussels Urban Transport Upgrading, Russian Bus Rehabilitation Project, Sofia Public Transport Project, Wuhan Urban Transport Project, and Santiago Urban Transport Program, among many others, these types of projects represent enormous opportunities for U.S. firms to expand their sales.

The U.S. Department of Commerce reports that in recent years as much as 30 percent of U.S. economic growth has come from exporting. Exports supported some 12 million U.S. jobs this past year. United States jobs supported by exports pay 13 to 18 percent more than the national average. This advantage applies to both high and low-skilled workers and both large and small firms. Employment in U.S. exporting firms grows 15 to 40 percent faster than in other firms and exporting firms are 9 percent less likely to fail in any year than comparable firms that do not export. Exporting is therefore vital to improving company bottom lines, increasing employment, and enabling transit firms to compete both domestically and internationally. It is especially import in the current economic context, as weak domestic growth makes it even more imperative for U.S. firms to seek markets overseas.



There are several promising areas in which the United States holds a competitive advantage for transit equipment and technologies. These include equipment and technologies designed to improve efficiencies, enhance security, improve air quality, and make transit systems accessible for those with disabilities. They address the growing worldwide demand for secure systems and a cleaner environment, as well as recognition of the rights of those with disabilities. As the United States was a leader with the Americans with Disabilities Act, it was one of the first countries to develop these technologies.

The IPTP's efforts to market U.S. products and services are directed towards the country's major export markets, including Canada, Mexico, Japan, and increasingly, China and India, both of which are playing a growing role in the world economy and rapidly developing their transportation infrastructure. Other promising markets include the countries of Eastern Europe, which are currently benefiting from economic stimulus aid from the World Bank and the European Bank for Reconstruction and Development, much of it devoted to transportation projects. Moreover, the Office of the Secretary (OST) of the U.S. Department of Transportation is actively working with various African countries, including Nigeria, Kenya, Ghana, and South Africa, to develop closer trade ties in the framework of the Africa Growth and Opportunities Act (AGOA). Increasingly, countries in Latin America, notably Panama, Brazil and Chile are developing or improving their public transportation infrastructure as their economics and populations expand. Many of these efforts are resulting in the development of new or improved urban rail and bus networks, and a need for the equipment and technical services necessary to operate and maintain them. The IPTP will consequently focus its trade promotion activities on these markets over the next five years.

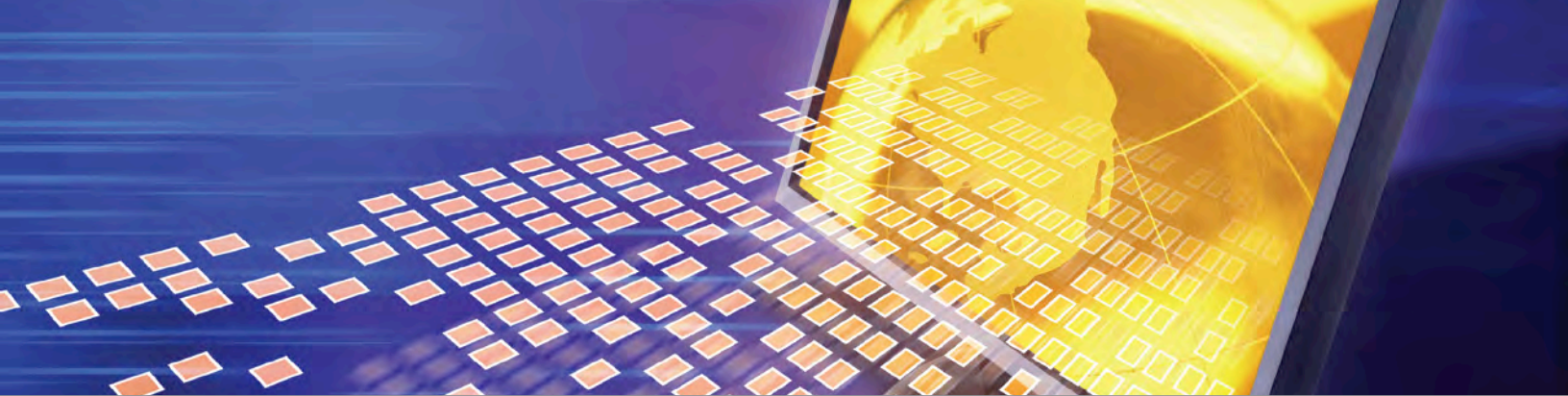


Meeting Global Challenges

B. EXCHANGING INFORMATION AND TECHNOLOGY WITH GLOBAL PARTNERS

The ITPP also seeks to acquaint U.S. transit operators with information about best practices and innovations from abroad. One area of great concern to the industry at the current time is the issue of cost containment. The cost of transit equipment and new infrastructure projects continues to spiral, resulting in a wasteful use of resources and decreasing the ability of transit agencies to serve the public. In order to reduce equipment and operating costs and improve transit efficiency, the ITPP engages in exchanges with a number of foreign countries that have pioneered effective ways of providing better public transportation services at a lower cost. These exchanges focus on new equipment design, transit capacity and quality of service, demonstration and promotion of advancements in communication and information technologies, coordinated transportation services and operations, innovative urban design, and systems integration.

The U.S. transit industry is also helping the nation meet its need to create sustainable and livable communities and reduce congestion in urban areas. The Texas Transportation Institute's recent report on congestion shows that the average American annually spends more than 38 hours in congestion with a resulting national cost of 4.2 billion hours of travel delay and 2.3 billion gallons of wasted fuel with a total cost of more than \$63 billion. Much of this congestion is due to the use of single occupancy vehicles (SOV). Studies show that once a person leaves home as a SOV driver, they tend to make virtually all trips during that day in the car. In contrast, a transit rider tends to be a pedestrian at one or both ends of the transit trip, and will make a majority of trips during the day as a pedestrian with the associated energy savings. The reality is that, on average, the typical public transit rider consumes half the oil consumed by an automobile user, responds to limited oil supplies and is taking a clear step toward sustainability. In addition, the use of alternative energy technology such as hybrid engines has enabled new buses to experience a 90 to 95 percent reduction in emissions. Alternative fuel vehicles, compared with private vehicles, produce 95 percent less carbon monoxide, 92 percent fewer volatile organic compounds, 45 percent less carbon dioxide and 48 percent less nitrogen oxide on average per passenger mile.



Examining examples set by cities in such as Freiburg, Germany, or Strasbourg, France, can help American communities meet their sustainability goals. In both of these cities, sound land use policies and the introduction of a seamless network of urban rail and bus systems, have had a highly positive influence on travel behavior. Pricing, restrictions, and mandated technological improvements help mitigate the harmful impacts of car use. Targeted regional land planning policies encourage compact, mixed-use development, and thus keep trip distances short and feasible for walking or cycling. These policies have been coordinated to ensure their mutually reinforcing impact.

Many important transit improvements and technologies, including automated voice announcement systems for the blind and specialized vehicles for bus rapid transit systems, were either developed or first deployed in Asia. The ITP has established a strong cooperative relationship with our major Asian partners, among them Japan, South Korea and China. Frequent exchanges, through technical workshops, site visits, and collaboration in international forums such as the Asia/Pacific Economic Cooperation (APEC) group, ensure the free flow of ideas and technology with this important region. They also provide a platform for the harmonization of technical and equipment standards between the U.S. and Asia, thus allowing U.S. firms access to the markets of the world's fastest growing economies.



Meeting Global Challenges

C. BUILDING HUMAN CAPACITY

Developing Capacity Abroad

The IPTP engages in exchanges with developing nations aimed at acquainting them with the U.S. organizational structure and best practices. We expect that as they develop or restructure their transit systems, they will incorporate U.S. expertise and equipment, thus expanding exchanges and trade with the U.S.

The IPTP has undertaken several initiatives aimed at improving mass transit systems in African countries. Most cities in Africa have witnessed significant growth in population within the past few decades, leading to increasing pressure on already inadequate public transportation, which is provided mainly in unlicensed and overcrowded minivans. This has resulted in problems such as congestion, poor air quality, and a high rate of vehicle and pedestrian accidents. According to a study conducted in 2005 by FTA, the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) in collaboration with the World Health Organization (WHO), the rate of road fatalities in Africa is ten times greater than in the industrialized world. Moreover, severe traffic bottlenecks and hampered mobility in most urban areas impede economic growth. According to the Lagos State (Nigeria) Department of Transport, for instance, the average citizen of Lagos spends four hours per day in traffic.

Such problems are common in many developing countries, several of which, including Panama and Ecuador, have requested assistance from the IPTP in implementing the training needed to support new or planned public transportation systems. This assistance is aimed at helping the countries in question meet their immediate need to reduce congestion and provide a better quality of urban life for their citizens, but also at promoting the longer-range U.S. national security goals of furthering their economic growth and social stability.



Developing Capacity in the U.S.

The IPTP also seeks to build capacity in the U.S. transit industry by studying best practices in workforce development abroad. The transit industry and its workforce development systems now find themselves at an historic crossroads. The industry is facing the challenges of an aging workforce and a smaller, more diverse population for recruitment, global warming, oil dependency, and economic meltdown and recovery with an opportunity to creatively address its long-brewing skills crisis.

The principal drivers of public transportation's skills crisis include:

- Rapidly changing technology, as digital, electronic and telecommunications-based systems and new energy-efficient propulsion systems are becoming pervasive.
- Pending retirement, with 40 percent of skilled technical workers reaching retirement age in the next five years. A limited national investment in education and training opportunities for Americans not headed to four-year colleges heightens the challenge.
- Record increases in transit ridership, more than 25 percent nationally since 1995, with more future growth predicted.

In spite of these clear challenges, transit continues to dramatically under-invest in workforce development, with less than ½ of one percent of industry payroll going to workforce training – far lower than found in other benchmark industries in the U.S. and in other countries. Transit's training investment is far below the 2 percent of payroll invested by other U.S. industries, the 3 percent goal set by the Federal Highway Administration, and the 8.4 percent payroll invested by the Paris regional transit system. In fact, U.S. employer expenditures on workforce training are relatively low among other industrialized countries. Studying the approach to transit workforce development taken by other countries throughout the world is a critical element in effecting the changes needed in the U.S.




Meeting Global Challenges

D. PROVIDING ACCESSIBILITY AROUND THE WORLD

The need to provide accessible transportation has become apparent to countries throughout the world, as the number of disabled persons rises. According to a recent report by the World Health Organization, there are now 600 million disabled people in the world. In the industrialized countries, the increase in the number of persons with disabilities is due to a great extent the increase in the aging population. In the US, where, within the next 20 years, 25 percent of the population will be over the age of 65, the number of disabled persons is now about 54 million, and is expected to grow. There are about 45 million disabled persons in the European Union, and some 6 million in Japan.

Even in medium-income countries, the numbers have exploded. Russia counts about 10 million persons with disabilities. In China, the number of disabled people has doubled since 1987, and now numbers 83 million. Much of this increase is due to the growth of the aging population, but also to an increased accident rate due to rapid industrialization and a huge upswing in the number of cars on the road (the number is expected to go from 1 million today to 3 million ten years from now)



But the overwhelming majority of disabled people live in developing countries, where they generally constitute the poorest of the poor, shut out by lack of transportation from jobs, school and work. A recent World Bank study showed that there is a strong correlation between disability and poverty, especially in the less developed countries. In Sri Lanka, 90 percent of disabled people are poor and unemployed. In Serbia, 70 percent of disabled people are poor, and only 13 percent had access to employment. Even in the U.S., 51 percent of disabled people live in long term poverty.

Therefore, the issue of providing the disabled with the means to live productive lives, and with opportunities for education, employment, and access to medical care, is a global one. Every country in the world has a stake in providing the disabled with the transportation that's necessary to meet these goals, and we can all learn from each about best practices and approaches to doing so. The IPTP works with its international partners in seeking the best ways to approach these challenges through a sharing of information and knowledge.



Achieving Our Goals

HOW WE ACHIEVE OUR GOALS

Making the U.S. transit industry more globally competitive is the premier goal of the IPTP. Achieving this goal requires effective collaboration and coordination with U.S. DOT modal administrations, other Federal, state and local agencies, our international partners, and our large and varied stakeholder base. Specific activities for each program are determined by the current needs of the transit industry, national and Administration priorities, new developments in technology, and FTA and U.S. DOT strategic goals. For each of our strategic areas, they include:

TRADE PROMOTION: The IPTP seeks to expand the market base for the U.S. transit industry through trade missions, reverse trade missions and market research activities. The trade missions target foreign markets that offer significant business opportunities for U.S. transit suppliers. The selection of these markets is based on extensive market research and is made after consultation with stakeholders such as the U.S. Department of Commerce and the American Public Transportation Association (APTA). Reverse trade missions are conducted in cooperation with visiting delegations from countries that have expressed interest in U.S. technologies and services. These reverse trade missions are conducted in cooperation with organizations such as the U.S. Trade and Development Agency, the Department of Commerce and APTA, as well as through FTA's own efforts. These combined efforts serve as excellent platforms for the U.S. transit industry to showcase their goods and services in an operational setting to countries that are in the process of building or upgrading their transit systems. Market research activities assess the potential for exports of U.S. transit-related goods and services to other countries. This research is conducted through contracts and fact-finding missions which examine market potential as well as assisting in the development of relationships with key decision-makers for greater benefits in future trade missions.

TECHNOLOGY TRANSFER: The IPTP seeks to acquaint U.S. transit operators with information about best practices and innovations from abroad. To carry out this goal, the IPTP develops memorandums of understanding and cooperative agreements with our major international partners, designed to promote joint research and information-sharing on a variety of technical topics, including planning and financing, vehicle technology, and intelligent transportation systems. The IPTP also organizes technical meetings and conferences and facilitates exchanges of technical personnel between FTA and its counterpart agencies abroad.



HUMAN CAPACITY BUILDING: The IPTP seeks to share global knowledge, experience and best practices that improve transit efficiency and service quality here and abroad. The IPTP coordinates human capacity building programs for U.S. transit professionals to learn from international transit agencies that have demonstrated excellence in areas relevant to U.S. transit operations such as bus rapid transit systems, ITS, public private partnerships, and safety and security. These programs are carried out through exchange visits, study missions and technical conferences. The IPTP also provides capacity building programs for foreign transit professionals to learn more about U.S. technologies and best practices. These programs typically involve classroom instruction, teleconferences, practical training, and site visits drawing upon the expertise and resources of the public and private sectors.

INTERNATIONAL ACCESSIBILITY OUTREACH: The International Accessibility and Disability Program focuses specifically on accessibility and disability transportation issues in the international arena. The U.S. can be seen as a leader on accessibility issues; the enactment of the Americans with Disabilities Act (ADA) in 1990 and the Americans with Disabilities Act Amendment Act (ADAAA) in 2008 marked major progress in this country for the rights of people with disabilities. Since its enactment, FTA has been overseeing the implementation of its legislation with regards to retrofitting stations, the acquisition of low floor buses, creation and maintenance of effective paratransit systems and other applicable issues. This program shares these processes with the international community and, if invited, helps with the development of similar systems abroad. An example of this is the Barrier Free Legislation in Japan, an ADA type bill that was passed in 2000. Another function of the office is to gain new information. Low floor buses, for example, were pioneered in Europe and are now in widespread use in the United States and throughout the world. The United Nations Convention on the Rights of Persons with Disabilities (CRPD) is also a growing international treaty that binds signatory countries to protecting the rights of persons with disabilities. President Obama has prioritized the signing of the CRPD during his administration, which would bind the United States to rules and regulations that ensure that the rights of persons with disabilities are upheld and that their greatest potentials may be fully met. The CRPD offers a unique opportunity to engage the international community on access in public and private transit industries. The International Accessibility and Disability Program seeks to reach out to every continent in hopes of creating societies where transportation mobility is accessible for all people including people with disabilities.



Vision and Priorities for the Future

VISION AND PRIORITIES FOR THE FUTURE

The vision of FTA's International Public Transportation Program is to make the U.S. transit industry more globally competitive. In order to realize this vision, we have set priorities and strategies for each of our program areas: Trade Promotion, Technology Transfer, Human Capacity Building, and International Accessibility Outreach.

TRADE PROMOTION: The IPTP seeks to increase U.S. exports of transit goods and services.

Specific Objectives – Fiscal Year 2010

1. Conduct baseline study of amount of transit exports generated from IPTP trade promotion activities.
2. Increase dissemination of IPTP web-based international tender opportunities to the U.S. transit industry through APTA, Metro Magazine and other industry web sites.
3. Conduct trade missions to China and India.
4. In collaboration with the U.S. Department of Commerce, develop at least two reverse trade missions.
5. Conduct one pilot webinar on contracting opportunities in Brazil for U.S.-based transit suppliers.
6. Update and publish IPTP "Guide to Doing Business Abroad".
7. In collaboration with the U.S. Chamber of Commerce, organize a workshop for the U.S. transit industry on opportunities in developing countries.



Specific Objectives – Fiscal Year 2011

1. Survey companies participating in FY 2010 IPTP trade promotion activities to determine amount of exports generated.
2. Expand sources of contracting opportunities included in international tenders list to include Latin America and Africa.
3. Conduct trade mission to Eastern Europe and/or Latin America.
4. In collaboration with U.S. Department of Commerce, develop at least two reverse trade missions.
5. Based on results of FY 2010 pilot, improve webinar content and conduct at least two webinars.
6. Disseminate “Guide to Doing Business Abroad” on IPTP web page and at industry meetings and conferences.
7. Develop trade package of promotion activities targeting countries that have implemented new public transport systems.



Vision and Priorities for the Future

Specific Objectives – Fiscal Years 2012-2015

1. Conduct annual updates of exports generated by IPTP trade promotion activities.
2. Expand sources of contracting opportunities included in international tenders list to include Middle East.
3. Conduct trade missions to Africa, Middle East.
4. Develop at least two reverse trade missions per year.
5. Conduct at least two webinars per year on contracting opportunities abroad.
6. Update Guide to Doing Business Abroad; disseminate through affiliated industry web sites.
7. Conduct trade missions, reverse trade missions and trade promotion activities targeting countries that have implemented new public transport systems.



TECHNOLOGY TRANSFER: The IPTP seeks to help achieve the Administration's sustainability and climate change goals by improving public transportation in the U.S. and abroad.

Specific Objectives – Fiscal Year 2010

1. Develop a US/China Public Transportation Working Group, to include a focus on congestion mitigation and cost-efficient infrastructure development.
2. Update memorandums of cooperation with France and Germany to include cooperation on livable communities and innovative service delivery techniques.
3. Exchange information with Holland on nationwide fare card program during FTA-sponsored Fare Collection Workshop.
4. Participate in the International Fuel Cell Workshop to promote the state-of-the art in the development of fuel cell buses.
5. Develop a memorandum of understanding with the French Ministry of Ecology that would include a joint research project on advanced vehicle development.
6. Negotiate the establishment of an electric drive bus testing and evaluation working group with Transport Canada.
7. Plan a transit sustainability initiative, to include technical assistance in planning and deploying an energy-efficient transit system, in a developing country.



Vision and Priorities for the Future

Specific Objectives – Fiscal Year 2011

1. Develop a protocol for working with China on congestion mitigation methods and efficient infrastructure development techniques.
2. Sign updated memorandums of cooperation (MOC) with France and Germany to include cooperation on developing livable communities innovative service delivery techniques.
3. Develop a joint pilot with Holland on innovative Smart Card deployment.
4. Establish a mechanism for the regular sharing of data on fuel cell bus development and testing with other members of Fuel Cell Bus Working Group.
5. Sign MOC with French Ministry of Ecology to include testing and evaluation of advanced bus technology.
6. Develop joint electric drive demonstration pilot with Transport Canada.
7. Provide technical assistance in developing a sustainable transportation system to at least one developing country.

Specific Objectives – Fiscal Years 2012-2015

1. Establish a schedule of regular bi-annual meetings of U.S./China Working Group; participate in regular sharing of information and joint research projects.
2. In framework of MOCs, implement regular exchange of experts and Information-sharing with France and Germany on urban planning, advanced vehicle deployment and innovative service delivery techniques.
3. Deploy and evaluate joint pilot with Holland on innovative Smart Card technology.
4. Develop at least two applications in U.S. for data obtained from international participants in of Fuel Cell Bus Working Group.
5. Develop, deploy and evaluate advanced bus technology project with French Ministry of Ecology.
6. Implement and evaluate electric drive demonstration pilot with Transport Canada.
7. Expand technical assistance in establishing sustainable transit systems to at least two other developing countries.





Vision and Priorities for the Future

HUMAN CAPACITY BUILDING: The IPTP seeks to share global knowledge, experience and best practices that improve transit efficiency and service quality here and abroad.

Specific Objectives – Fiscal Year 2010

1. Conduct mission for FTA and transit industry officials aimed at studying Livable Communities in Europe.
2. Plan missions to Europe and Asia aimed at studying best practices in recruiting and training bus and rail maintenance staff.
3. Help Panama develop a coordinated plan for improving public transportation in Panama City.
4. Develop training modules for South Africa based on pilot courses delivered in Tanzania and Namibia.
5. Collaborate with Office of the Secretary of Transportation in conducting skills gap analyses for transit operators in Africa and Latin America.
6. Help Lagos, Nigeria plan a transit training center based on National Transit Institute model.
7. Form a curriculum committee to help Mumbai, India develop a transit training institute, training modules.



Specific Objectives – Fiscal Year 2011

1. Develop plan for implementing lessons learned during Livable Communities in Europe mission.
2. Work with U.S. transit training institutes to develop plan for applying lessons learned during missions to Europe and Asia to study best practices in training maintenance staff.
3. Work with Panama transportation officials to develop criteria for reviewing metro RFP, creating bus links.
4. Deliver training in at least one African country based on pilot courses delivered in Tanzania and Namibia, and Botswana.
5. Based on skills gap analyses, develop training plans for transit operators in Africa and Latin America.
6. Develop a transit training center in Lagos, Nigeria on the National Transit Institute model.
7. Participate in regularly scheduled meeting of Mumbai, India curriculum committee.



Vision and Priorities for the Future

Specific Objectives – Fiscal Years 2012 - 2015

1. Evaluate implementation of and disseminate lessons learned during Livable Communities in Europe mission.
2. Collaborate with U.S. transit training institutes in developing and delivering training modules and recruitment techniques for maintenance staff based on lessons learned during Europe/Asia missions.
3. Help Panama establish milestones and benchmarks for development of at least one metro line by 2015.
4. Deliver training in at least one African country based on pilot courses delivered in Tanzania and Namibia, and Botswana.
5. Evaluate and make necessary improvements in training for transit operators in Africa and Latin America.
6. Provide ongoing support for transit training center in Lagos, Nigeria.
7. Provide ongoing support and technical assistance to Mumbai training institute



INTERNATIONAL ACCESSIBILITY OUTREACH: The IPTP seeks to increase accessibility within the United States and abroad through the sharing of ideas and information.

Specific Objectives – Fiscal Year 2010

1. Develop a presentation on Universal Design that can be used at FTA workshops.
2. Plan a USA/EU accessibility workshop as follow-up to 2008 meeting in Amsterdam.
3. Assess Remote Infrared Audible Signaling pilot in U.S. for applicability in other countries.
4. Organize an accessibility tour of the United States for Russian disability officials.
5. Develop a workshop on the United Nations Convention on the Rights of Persons with Disabilities (CRPD).
6. Develop accessibility training modules for Vietnam in framework Of State Department's US/Vietnam Joint Commission.
7. Initiate outreach with China on accessibility through participation in TRANSED 2010.



Vision and Priorities for the Future

Specific Objectives – Fiscal Year 2011

1. Make presentation on Universal Design at two FTA workshops.
2. Conduct a USA/EU accessibility workshop as follow-up to 2008 meeting in Europe.
3. Develop plan for deploying Remote Infrared Audible Signaling Technology in other countries.
4. Follow up with Russia on implementation of new accessibility law, provide technical assistance as requested.
5. Conduct training on the United Nations Convention on the Rights of Persons with Disabilities (CRPD).
6. Deliver accessibility training for Vietnam in framework of State Department's US/Vietnam Joint Commission.
7. Establish regular exchanges with China on accessibility.



Specific Objectives – Fiscal Years 2012 - 2015

1. Make presentation on Universal Design at two FTA workshops.
2. Participate in ongoing exchange with EU on accessibility.
3. Deploy/evaluate Remote Infrared Audible Signaling Technology in at least two other countries.
4. Follow up with Russia on implementation of new accessibility law, provide technical assistance as requested.
5. Conduct training on the United Nations Convention on the Rights of Persons with Disabilities (CRPD) in at least one industry meeting per year.
6. Provide ongoing technical assistance to Vietnam in framework of State Department's US/Vietnam Joint Commission.
7. Establish regular exchanges with China on accessibility, provide training/technical assistance as requested.



Process

PROCESS

FTA International Program developed a Strategic Plan based on its authorization and the needs of the U.S. and world community.

The process behind the Strategic Plan, which was developed by Michael Winter of the International Office, included an intense 20 week session with the FTA Office of Research, Demonstration, and Innovation international staff to define and redefine the office's objectives and specific objectives during a five year period.

The preparation was done by Rita Daguiard, Director of the Office of Research Management, who outlined the proper foundation and perspectives of the plan. This included the Department of Transportation Office of the Secretary's Global Connectivity Plan, as well as an overview of the FTA, the International Public Transportation Program categories, objectives, visions, and priorities for the future.



U.S. Department of Transportation
Federal Transit Administration

