

FTA

FEDERAL TRANSIT ADMINISTRATION

Federal Interagency Input Meeting for the Coordinating Council on Access and Mobility (CCAM) 2020 Grant Programs

April 29, 2019



U.S. Department of Transportation
Federal Transit Administration

Agenda

Welcome and Introductions (10 mins)

Grant Program Overview (30 mins)

1. Innovative Coordinated Access and Mobility (ICAM) Pilot Program
2. National Aging and Disability Transportation Center (NADTC) Grants
3. National Center for Mobility Management (NCMM) Grants

Breakout Sessions: Common Purpose and CCAM Agency

Priorities – Moderator/Notetaker will rotate so input is provided on all 3 grant programs in small groups (60 mins)

- Table #1 Innovative Coordinated Access and Mobility (ICAM) Pilot Program (20 mins.)
- Table #2: National Aging and Disability Transportation Center (NADTC) Grants (20 mins.)
- Table #3: National Center for Mobility Management (NCMM) Grants (20 mins.)

Report Out (15 mins)

Next Steps (5 mins)

Welcome

Key Principles

- Cross-sector partnerships are vital to the grants
- Sustainability of the grants after "seed" money is gone
- Ability of these grants to help non-transportation partners achieve their priorities

Grant Program Overview

1. Innovative Coordinated Access and Mobility (ICAM)

FTA

FEDERAL TRANSIT ADMINISTRATION

Innovative Coordinated Access and Mobility (ICAM) Pilot Program

Danielle Nelson, CCAM Program Manager
Kelly Tyler, Section 5310 Program Manager

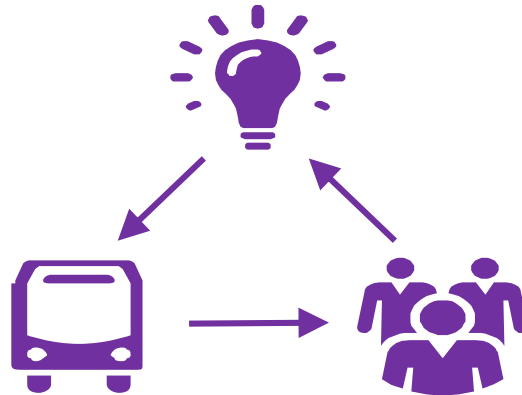


U.S. Department of Transportation
Federal Transit Administration

Destination Coordination: Access for All Americans

Coordinated transportation ensures that otherwise underserved populations, such as **older adults**, **people with disabilities**, and **people of low income**, are able to contribute to their community and the economy and lead healthy, productive lives.

How do we design a pilot program that incentivizes coordination & innovative between our networks?



Improve customer service by developing and implementing future transportation models

Access and Mobility

- New under the FAST Act, FTA will distribute funding under a pilot program to improve the coordination of transportation services.
- Funding, intended for organizations that focus on coordinated transportation solutions, it began at \$2 million in FY16, increasing incrementally each year, topping out at **\$3.5 million** in FY19 and FY20.

Statutory Authority

- 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.

New Pilot Program

FAST Act Section 3006(b) Pilot program for innovative coordinated access and mobility (ICAM) —

- Capital projects
 - Finance innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services, including—
 - (A) the deployment of coordination technology;
 - (B) projects that create or increase access to community One-Call/One-Click Centers; and
 - (C) other projects as determined appropriate.
- (3) Application, at a minimum—
- (A) a detailed description of the eligible project;
 - (B) **identification of all eligible project partners and their specific role**
 - (C) a description of how the eligible project would—
 - (i) improve local coordination or access to coordinated transportation services;
 - (ii) reduce duplication of service, if applicable; and
 - (iii) provide innovative solutions in the State or community; and
 - (D) specific performance measures the eligible project will use to quantify actual outcomes against expected outcomes.

New Pilot Program, Cont.

FAST Act Section 3006(b)

ICAM—

(5) Government share of costs.—

(A) shall not exceed 80 percent.

(B) may be derived from in-kind contributions.

2016 Rides to Wellness Grants

FY 2016 Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants

State	Project Sponsor	Project Description	Partners
CA	Riverside County Transportation Commission	Riverside County Transportation Commission and its partner organizations will receive \$185,753 for the Blythe Wellness Express, a program that provides access to preventative healthcare for South California residents. This travel navigator/mobility management coordination project will address access to services in an underserved area and involve staff from the public transit agency, healthcare providers and community volunteers. An evaluation piece will document health-related outcomes.	Riverside County Transportation Commission, Palo Verde Valley Transit Agency, & the Palo Verde Valley healthcare community
CA	San Diego Association of Governments	The San Diego Association of Governments will receive \$160,000 to coordinate rides for patients, both those traveling from emergency rooms to hospitals for admission and discharged patients traveling to pharmacies, treatments or their homes. The project will apply mobility management as part of hospital discharge planning.	Facilitating Access to Coordinated Transportation, San Diego Association of Governments & Tri-City Medical Center

Related Links

- [Transit & Health Access Initiative](#)
- [Coordinating Council on Access and Mobility \(CCAM\)](#)
- [Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310](#)
- [Press release: \\$7.3 Million in Grants for Innovative Ways to Connect People to Healthcare Via Transit](#)

Contact Us

Office of Program Management
 Federal Transit Administration
 1200 New Jersey Avenue, S.E.
 Washington, DC 20590
 United States

Phone: 202-366-2053
 Fax: 202-366-7951

Business Hours:
 8:30 a.m.-5 p.m. ET, M-F

Share



FAST Act Section 3006(c) 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



Individuals of Low Income

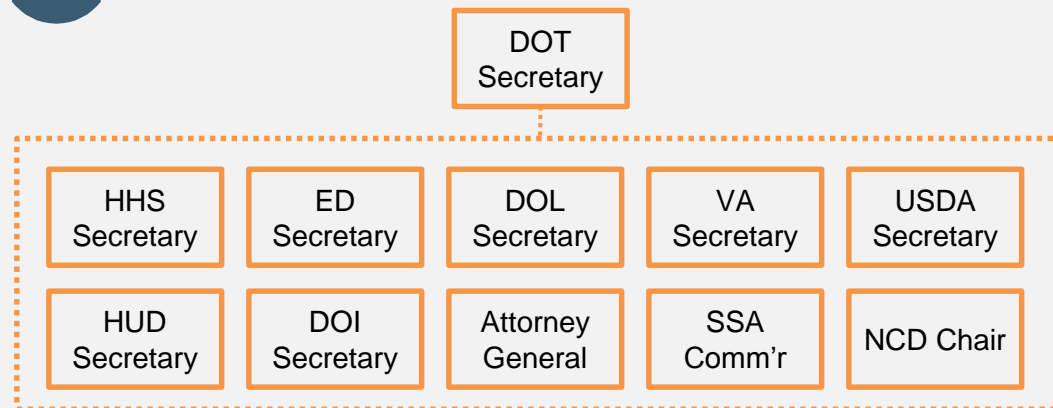


History

The CCAM is an interagency partnership **established in 2004 by Executive Order 13330** to coordinate the efforts of the federal agencies that fund transportation for targeted populations.

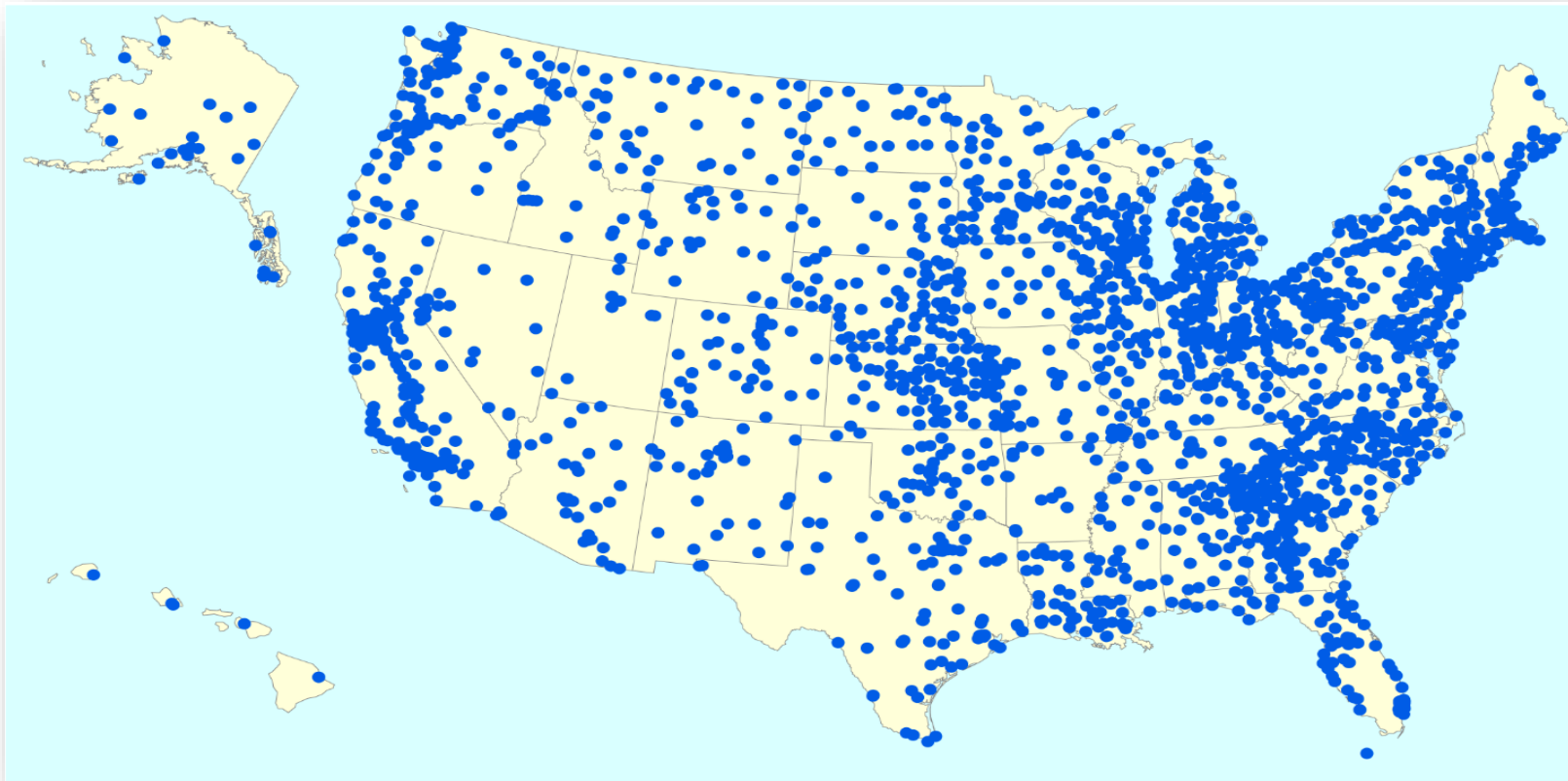


Organization








Public Transit Agencies

- 4,000 public transit providers
 - 900 FTA grantees (States, transit agencies & Tribes)
 - 3,000+ Recipients of FTA funds through the States
- 130,000 transit vehicles



2018 CCAM State Focus Group Findings

The barriers to transportation coordination reported by focus group participants are organized into barrier categories. The following barriers emerged across a majority of focus group sessions and stakeholder groups as the most prevalent barriers to coordination.

	Barrier	Description
	Limited Awareness	A lack of awareness of the federal funding sources available for human service transportation, the policies that enable transportation coordination, and/or the community's transportation options for targeted populations
	Unengaged Stakeholders	Challenges associated with establishing and maintaining the organizational and community partnerships necessary to pursue transportation coordination
	Program Restrictions	Reporting obligations, eligibility criteria, trip purpose restrictions, and other program rules that make it difficult to coordinate across different transportation programs
	Insufficient Incentives	A lack of incentives or financial motivation for human service providers to pursue transportation coordination initiatives
	Limited Federal Guidance	An absence of the federal guidance that states and local communities need to coordinate transportation in compliance with federal law

Is Coordination Happening?

The National Center for Mobility Management (NCMM) conducted a survey to gather input from local stakeholders and to inform the strategic direction of the CCAM

The NCMM survey:



Was designed to identify **promising practices, barriers, and challenges** around coordinated transportation



Reached **200 individuals** who work at transportation and human services organizations that receive HHS funding¹



Was conducted from **June to November 2018**

The next slides analyze a selection of the survey questions, considering only the responses from respondents who receive HHS funding.

¹A total of 549 respondents completed at least part of the survey. During the data cleaning process, 22 responses were removed due to incomplete or low-quality responses. 527 respondents were included in the final overall analysis.

Note: The percentages in the figures throughout this report may not add to 100% due to rounding.

Figure 2: Transportation Coordination Activities

Question: Does your organization or its grantees participate in the following transportation coordination activities? Select all that apply.

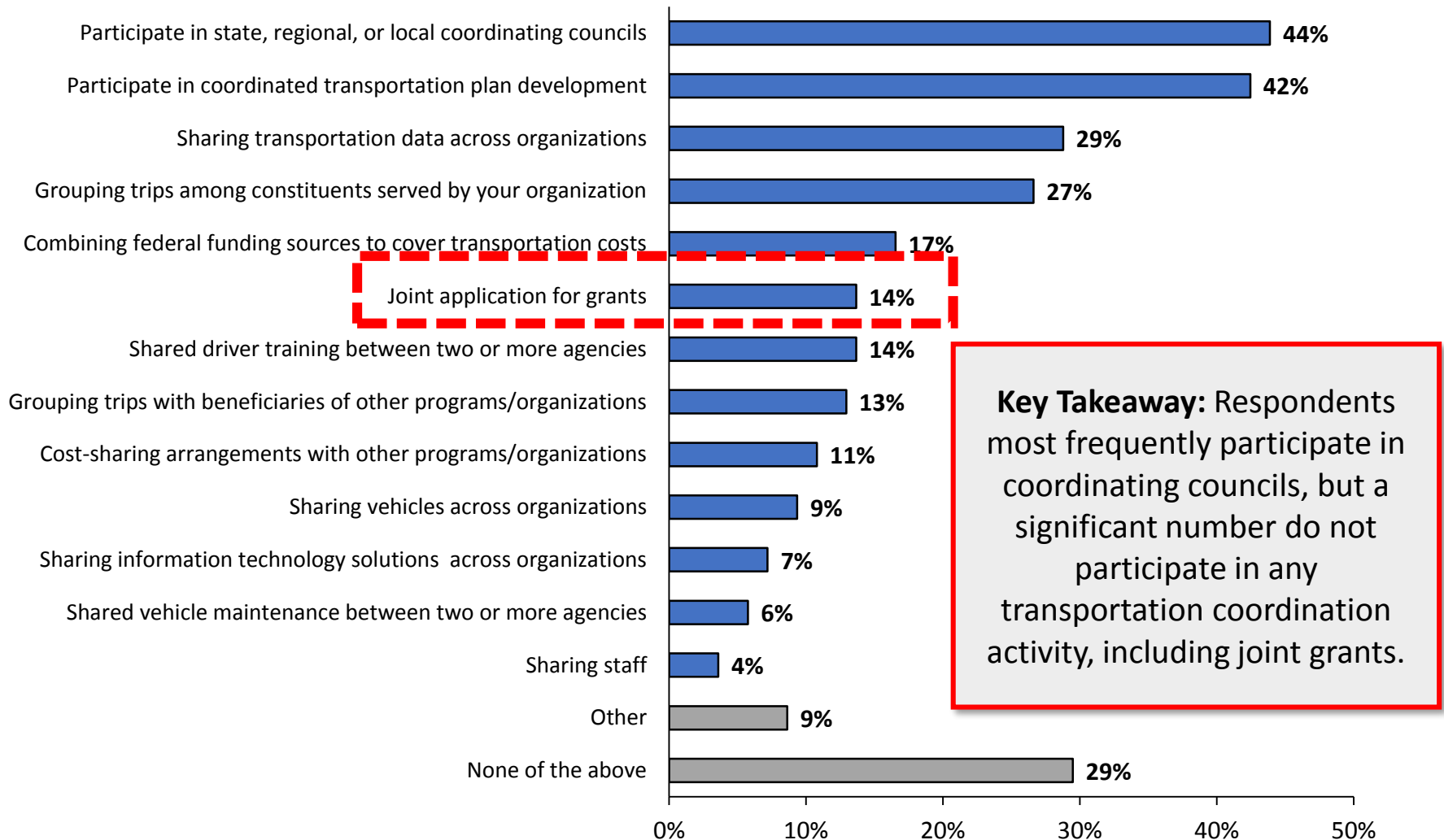


Figure 3.1: Federal Funding by Agency

Question: Which of the following federal agencies provide funding for your organization? Select all that apply.

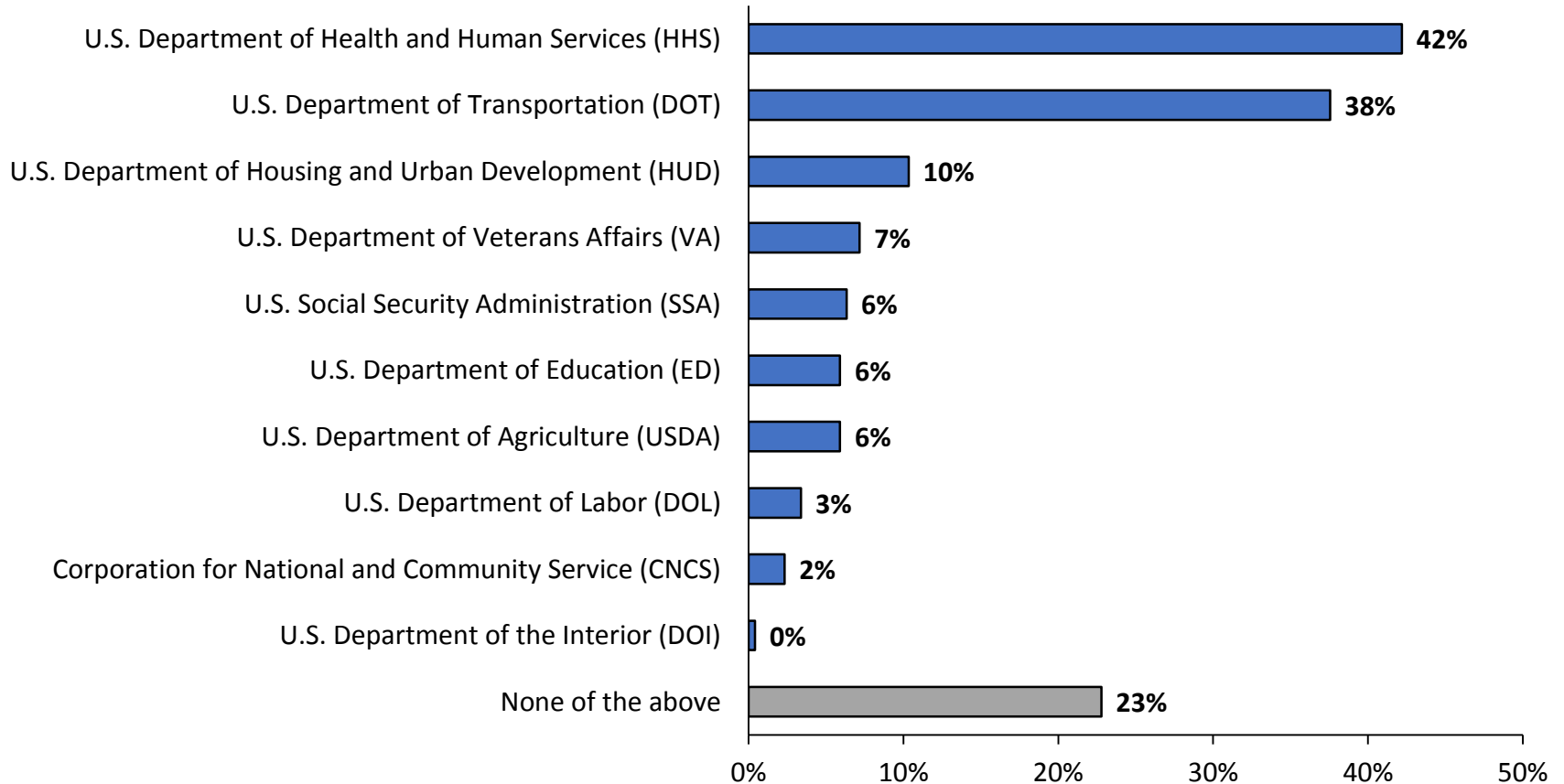
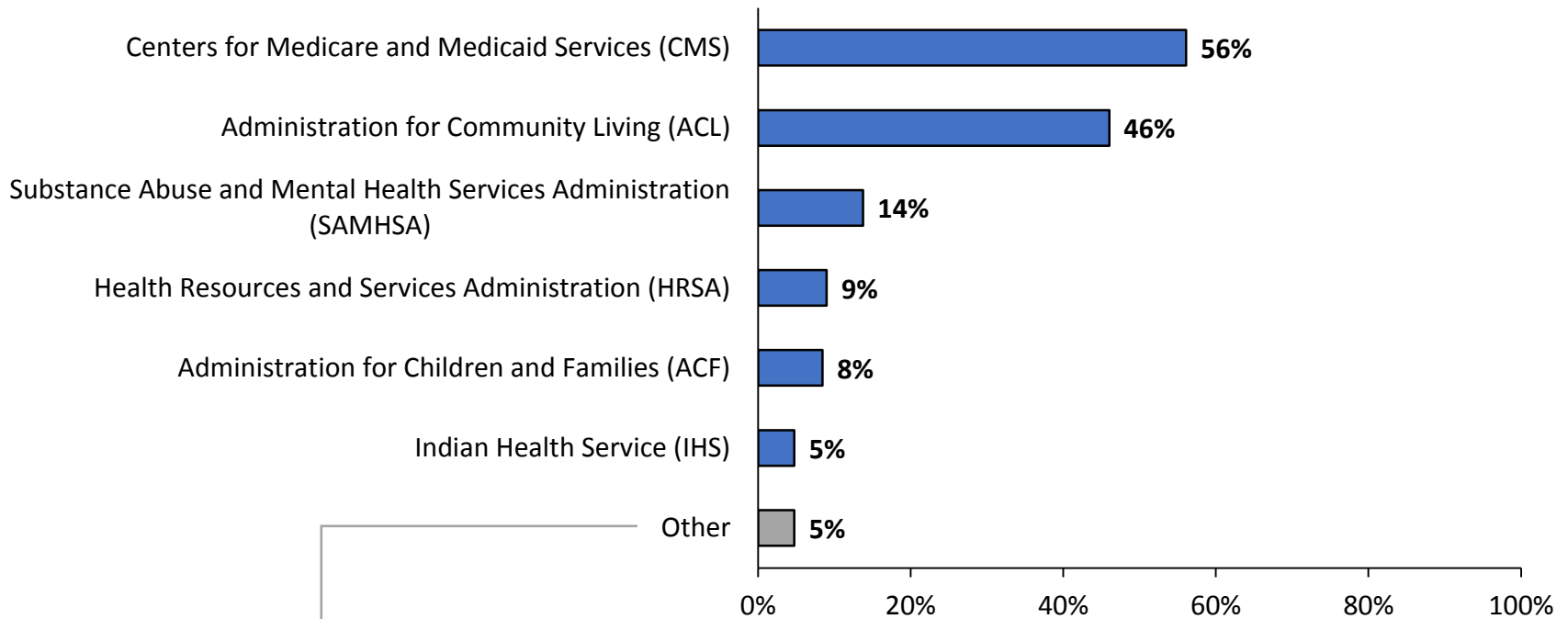


Figure 3.2: HHS Funding Sources

Question: If you indicated your organization receives funding from the U.S. Department of Health and Human Services (HHS), from which operating division(s) does your funding come? Select all that apply.



Example of "Other" responses:

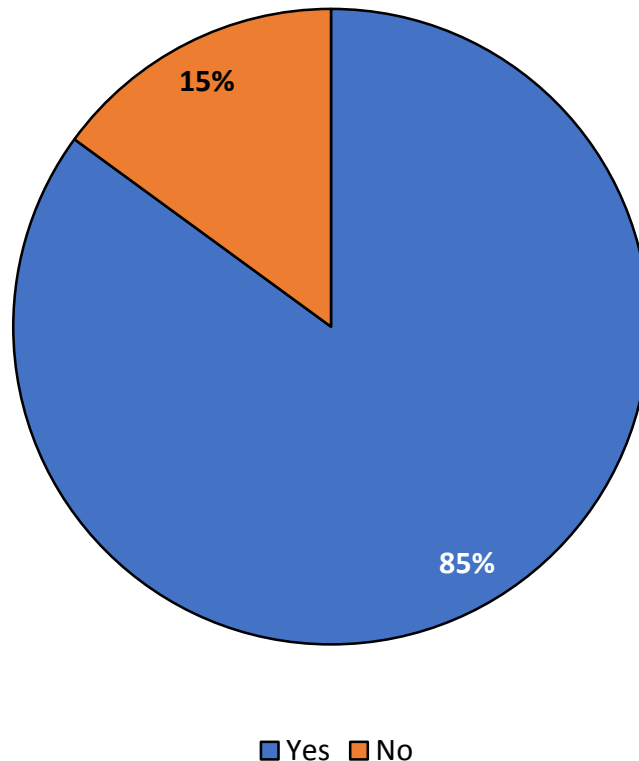
- "Centers for Disease Control and Prevention (CDC)"

n=189

Note: This question was only displayed to respondents whose organization's primary service type is not transportation.

Figure 1: Usefulness of Transportation Coordination

Question: Do you believe that transportation coordination enhances your organization's ability to serve its constituents?



Key Takeaway: Almost all respondents believe that transportation coordination enhances their ability to serve constituents.

What Respondents are Saying About Transportation Coordination

“We have vans across the state with empty seats going to health facilities. If we can fill the seats even though they aren’t necessarily a Medicaid recipient we can bridge the gap. It will help keep health care costs down by keeping trips from becoming emergent and enable the residents access to the health care they desperately need.”

“If transportation services were available for our patients they would be able to keep their treatment appointments.”

“Most of the passengers we serve are the same people who receive other social services. Working as a team with other social service entities enables us to provide a ‘total package’ of needed services.”

“Agencies believe, whether rightly or wrongly, they cannot ‘share’ funds to provide transportation services. If coordination continues to be promoted, federal laws, regulations, guidance, needs to require or encourage resource sharing at the state level. Then, presumably, the states will push that to the county level.”

Kelly Tyler,
Section 5310 Enhanced
Mobility for Seniors and
Individuals with Disabilities
Program Manager

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

	FY 2019
Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)	\$278,247,957

- **Program Purpose:** To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options
- **Eligible Recipients:** States, Tribes and Designated Recipients. *Nonprofits, local government authorities, or operators of public transportation are eligible as sub-recipients*
- **Eligible Projects:** Vehicles, volunteer driver programs, mobility management, technology, travel training, etc.

Innovative Coordinated Access and Mobility

	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
5310 Total	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

Section 5310 Requires a Coordinated Transportation Plan

A locally developed, coordinated transportation plan:

- Identifies the **transportation needs** of individuals with disabilities, seniors and people with low incomes
- Provides **strategies** for meeting those needs
- **Prioritizes** transportation services for funding and implementation



Coordinated Transportation Plans

If you have coordinated transportation plans that are not listed here, please

Alabama

- [West Alabama Coordinated Public Transit Plan 2011 Update \(PDF\)\(13.4 MB\)](#)
- Coordination plans for all other regions in Alabama be found on the [Alabama DOT website](#)

Alaska

- [Central Kenai Peninsula Human Services Public Transportation Plan](#)
- [City of Juneau Coordinated Human Service Transportation Plan](#)
- [Mat Su Valley Coordination Plan \(PDF\)\(259 KB\)](#)

Arizona

- [Flagstaff Coordinated Public Transit-Human Services Coordinated Transportation Plan](#)
- [Maricopa Coordination Plan \(PDF\)\(2 MB\)](#)
- [Pima Public Transit-Human Services Coordinated Transportation Plan](#)
- [Southeastern Arizona Regional Transportation Coordination Plan \(PDF\) \(3.0 MB\)](#)

Eligible Applicants

- Eligible applicants include –
 - State and local governmental authorities,
 - Federally recognized Tribes,
 - non-profit agencies,
 - Public or private providers of public transportation,
 - Designated, direct recipients, or subrecipients of Formula Grants for 5310.

Eligible Projects

- **Eligible Projects Include (Capital only):**
 - mobility management strategies;
 - health and transportation provider partnerships;
 - Technology (scheduling software, mobile apps)
 - projects that create or increase access to community One-Call/One-Click Centers; and
 - other actions that drive change that improves access to healthcare.

Free Transportation Resources



[National Center for Mobility Management](#)

website: www.nc4mm.org phone: 1-866-846-6400

email: info@nc4mm.org



[National Aging and Disability Transportation Center](#)

website: www.nadtc.org phone: 1-866-983-3222

email: contact@nadtc.org



[Rural Transit Assistance Program](#)

website: www.nationalrtap.org 1-888-589-6821

email: info@nationalrtap.org

Grant Program Overview

2. National Aging and Disability Transportation Center (NADTC) Grants



Carol R. Wright

Virginia Dize

Easter Seals, Inc.

n4a

Co-Dir



FTA Funded Technical Assistance Centers

- National Aging & Disability Transportation Center - NADTC
 - Easter Seals, Inc
 - National Area Agencies on Aging (n4a)
- National Rural Transit Assistance Program - NRTAP
 - Neponset Valley TMA
- National Center for Mobility Management - NCMM
 - Community Transportation Association of America (CTAA)
 - American Public Transportation Association (APTA)
 - Easter Seals, Inc.



National Aging & Disability Transportation Center

- Launched December 2015 – currently in Year 4
- Builds on the earlier work of the National Center on Senior Transportation & Easter Seals Project ACTION
- Promotes the availability & accessibility of transportation options that serve the needs of older adults, people with disabilities & caregivers
- Focuses on the FTA Enhanced Mobility for Seniors & Individuals with Disabilities Formula Grant (Section 5310)



Investing in Community Solutions through Community Grant Programs

NADTC community grants are designed to support communities to assess their transportation needs and develop and implement innovations and new models for increasing the availability of accessible transportation services for older adults and people with disabilities, including making effective use of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds.

Investing in Community Solutions through Community Grant Programs

2017 Innovations in Accessible Mobility

\$300,000 in competitive grants to **6 communities** in **5 states** – Massachusetts, Michigan, Mississippi, Ohio and Virginia – to develop and test practical and sustainable innovations for increasing accessible transportation.

Grantees received up to \$50,000 each to expand mobility opportunities that enabled older adults and people with disabilities to better connect to employment, health care and other needed community services.

2017 Grantees

- **Area Agency on Aging 1-B in Southfield, MI** developed and implemented travel training (not currently available in the area) to accompany its current mobility management and one-call services (myride2).
- **Berkshire Regional Planning Commission in Pittsfield, MA** offered medical transportation to more remote areas and created a central scheduling hub and an app for drivers.
- **City of Hernando in Hernando, MS** created a model for combining transportation services and nutrition services through expansion of transportation on Saturdays including trips to the Farmers' Market and to currently unserved destinations. Created a bike share program.

2017 Grantees

- **Mountain Empire Older Citizens in Big Stone Gap, VA** created a one-call system and recruited and trained passenger attendants to educate and assist riders.
- **Peace Village/Cancer Justice Institute in Cincinnati, OH** created a mobility navigator/cancer care navigator “hub” to schedule and coordinate rides for cancer treatment and screening.
- **Senior Transportation Connection in Cleveland, OH** offered evening and weekend, consumer-directed, accessible transportation to senior and residents with disabilities.

Investing in Community Solutions through Community Grant Programs

2018 Getting Ready to Innovate Planning Grants

\$200,000 in competitive grants to **10 communities** in **10 states**
– Colorado, Maine, Maryland, New Mexico, Nevada, New York, North Carolina, Oklahoma, Pennsylvania and Texas–
to test and refine innovative ideas for increasing accessible transportation and to develop community support and commitment to move toward full implementation.

Grantees received \$20,000 each to lay the groundwork for innovative approaches that offer greater access to transportation options for older adults and people with disabilities.

2018 Planning Grantees

- **3P Ride, Inc.**, York, PA, identified & evaluated replicable programs or applications that work to match/connect older adults & people with disabilities to transportation options.
- **Capacity Builders, Inc.**, Farmington, NM, identified needs for transportation services, developed solutions to address these needs, & created a strategy to implement solutions.
- **Feonix – Mobility Rising**, working in the Coastal Bend region of Texas, laid the groundwork for establishing Mobility-as-a-Service (MaaS) & an on-demand Volunteer Driver program focused on serving older adults & individuals with disabilities to address documented transportation gaps for night, weekend, cross-county & on-demand services.

2018 Planning Grantees

- **University of Nevada**, Reno, NV, enhanced & developed innovative transportation & mobility options that support the engagement of older adults & individuals with disabilities in meaningful social & recreational activities.
- **Greater Portland Council of Governments**, Portland, ME, created ready-to-launch transportation solutions designed by & responsive to the mobility needs identified by older adults & individuals with disabilities.
- **Easterseals DC/MD/VA**, Silver Spring, MD, ensured the successful development of a mobile app for ADA complementary paratransit riders in the Washington, D.C. metro area to support independent mobility for individuals with disabilities & older adults.

2018 Planning Grantees

- [Piedmont Triad Regional Council Area Agency on Aging](#), Kernersville, NC, organized strategic collaborations to identify ways to address gaps in transportation services to older adults after they are released from hospitals and emergency rooms.
- [INCOG Area Agency on Aging](#), Tulsa, OK, provided access to healthy food sources for older adults and people with disabilities by building new partnerships, encouraging strong community involvement and identifying solutions to serve and better connect those living in food deserts.

2018 Planning Grants

- [Shared Mobility, Inc.](#), Buffalo, NY, investigated ways specific shared ride services (bikeshare, car sharing, volunteer vanpooling) could better serve older adults & individuals with disabilities.
- [North Front Range Metropolitan Planning Organization](#), Fort Collins, CO, implemented an inclusive planning process to create an innovative One-Call/One-Click mobility service that refers older adults & individuals with disabilities to appropriate/available transportation options.

Investing in Community Solutions through Community Grant Programs

2019 Innovations in Accessible Mobility Grants

\$400,000 in competitive grants to **5 communities** in **5 states** – Colorado, Maine, New Mexico, New York and Oklahoma – to implement innovative projects that will remove barriers to transportation and expand mobility options for older adults and people with disabilities.

The 5 grantees were selected from among the 10 transportation planning grants funded by NADTC in 2018. Each grantee will receive up to \$70,000 to build upon their earlier work, partner with older adults, people with disabilities and community stakeholders and develop sustainable and replicable innovations that result in increased availability of accessible transportation in their communities.

2019 Grantees

- **Capacity Builders, Inc.**, Farmington, NM, will provide curb-to-curb rides for individuals with disabilities & for older adults in remote areas of the Navajo reservation in San Juan County as well as other areas outside the City of Farmington. The project will recruit Navajo elders as drivers & hire individuals who speak the Navajo language.
- **Greater Portland Council of Governments**, Portland, ME, will provide a city-wide weekly shopper shuttle service for older adults, people with disabilities & low-income individuals, including residents of housing facilities & those living in single-family & small, multi-unit housing. The Shopper Links project responds to the identified unmet need for free or low-cost, door-to-door transportation to grocery shopping.

2019 Grants

- **[INCOG Area Agency on Aging](#)**, Tulsa, OK, will develop a paratransit travel training program to familiarize & better connect older adults and people with disabilities living in food deserts to grocery stores through the use of existing transportation services. The project will also use ridesharing services to implement a program to fill existing transportation gaps to healthy food options.
- **[Shared Mobility, Inc.](#)**, Buffalo, NY, will develop & deploy a shared-ride coordinated volunteer transportation program for older adults, people with disabilities & low-income individuals in Erie County, New York.



2019 Grants

North Front Range Metropolitan Planning Organization, Fort Collins, CO, will implement a centralized One-Call/One-Click center in which existing transportation providers in Larimer County will coordinate services to deliver an increased number of rides for older adults & adults with disabilities in rural areas of the county.

nadtC

NATIONAL AGING AND DISABILITY
TRANSPORTATION CENTER

Carol R. Wright & Virginia Dize
Co-Directors, NADTC

202.403.8365 | cwright@easterseals.com

202.872.0888 | vdize@n4a.org

866-983-3222

www.nadtC.org



Grant Program Overview

3. National Center for Mobility Management (NCMM) Grants



National Center for Mobility Management

Mission

*To promote customer-centered mobility strategies to advance
good health, economic vitality, self-sufficiency, and
community. . .*

Mission

*To promote customer-centered mobility strategies to advance
good health, economic vitality, self-sufficiency, and
community. . . through*

transportation coordination and mobility management strategies in federal,
state, and local programs

Statement of Work

1. Support and improve local- and state-coordinated transportation planning processes to improve coordination of federally funded human service transportation.
2. Promote and assist in the development of accessible one-call/one-click strategies that conveniently connect customers to transportation services and funding options

Statement of Work

3. Encourage the implementation of mobility management infrastructure and strategies in relevant industries, including but not limited to the transit, workforce, medical, veteran, and human service industries.
 - **Activity 1. Develop active alliances with other sector partners**, and seek opportunities to collaborate at events sponsored by CCAM-funded agencies.

Already Completed in 2019

- Participating in National Academies of Science: Reducing Health Care Spending Through Interventions that Address Non-Medical Health-Related Social Needs (April 2019)
- Presented at Safety+Justice Challenge Innovation Fund Webinar – Urban Institute + McArthur Foundation (Apr 2019)
- Participated in Chicago-based Child-Adult Nutrition Program meeting (Apr 2019)
- Conversation with CDC Chronic Disease Prevention Division (Mar 2019)
- Participated in CDC and Association of State and Territorial Health Officials (ASTHO) meeting: Strengthening Community-Clinical Linkages to Improve Health Outcomes (Mar 2019)
- Assistance to United Way 2-1-1 San Bernadino County on facilitating meeting on county transportation coordination (Mar 2019)
- Presentation on HUD webinar for IWISH grantees (serving HUD-assisted older adults) (Dec 2018)

Statement of Work

3. Encourage the implementation of mobility management infrastructure and strategies in relevant industries -- cont.
 - **Activity 2: “Mobility Management Serves All Sectors” initiative.** Begin with a DC-based kick-off meeting for federal partners and related TA centers. Meet with TA centers–get to know their purpose and network(s); consortiums; bring regional folks together; agencies as partners; share resources; deliver uniform message (of what MM is) then rely on the agency/TA centers to deliver.

Statement of Work

3. Encourage the implementation of mobility management infrastructure and strategies in relevant industries – cont.
 - **Activity 3. Present on successful and replicable transit/health project** at health/policy/NEMT-related annual conferences with participation by relevant CCAM partners.
 - **Activity 4. Host events to develop networks among local mobility management practitioners**
 - **Activity 5. Implement peer exchanges and regional mobility summits.**
 - **Activity 6. Develop network-sustaining communication opportunities for mobility management practitioners.**
 - **Activity 7. Assist mobility management practitioners in skill building.**

Statement of Work

4. Support the activities and initiatives of the CCAM, its workgroups, and member agencies that improve Federal coordination.
 - **Activity 1: Provide content to FTA and CCAM partners.** Share the results of the Team's research regarding transportation needs and mobility management strategies within the diverse industry sectors with national level staff at CCAM agencies.
 - **Activity 2: CCAM-Requested Research Products.** Year 1: Develop a resource highlighting successful partnership(s) between local transit providers and schools that facilitate a culture change to help transit reach out to/indoctrinate the younger generation so they become avid users, and supporters.
 - **Activity 3: Disseminate CCAM-recommended coordination strategies.** Work with FTA and its CCAM partners to disseminate recommended coordination and cost-allocation strategies, develop tools to assist communities in implementing those strategies, and provide TA to communities.

Statement of Work

5. Conduct targeted TA, including planning and demonstration grant programs, as fits into CCAM goals and/or as requested by CCAM and its members and supported by requisite funding availability.

Human-Centered Design Planning and Demonstration Grants



National Center for Mobility Management

Purpose

To apply a human-centered process to designing transportation solutions that

1. Begin with a deep dive into the reality of “customers” (both end users and stakeholders)
2. Test the operational feasibility, financial viability, and customer desirability of multiple solutions before choosing the one with the most potential
3. Continue to “test” the chosen solution in low-budget, in-market limited launches before investing major amounts of capital

Past planning grants (health care-focused)

Sample of target populations:

- RISE clients in Fort Worth, TX
- Drug court-involved individuals in rural Michigan
- Behavioral health clients in Colorado Springs
- Recently discharged older adults now travelling to follow-up appts in Harrisonburg, VA area
- Rural Oklahoma dialysis patients

Proposed plan for future grants (2019–2024)

- Both planning (approx \$25K) and implementation (approx \$75K) phases
- Target population will change each year and will move from planning grant in first year to implementation grant in second year
- Want to align choice of target populations with other federal initiatives, if possible
- Potential target populations:

Youth	Military veterans
Low-income	Refugees/Immigrants
Tribal indigenous populations	Rural residents

Proposed plan for future grants (2019–2024)

Will address 3 main questions, intentionally broad so communities can choose project that fits their most pressing needs, within these areas

- Enable X population to become more fully engaged in economic opportunities in their community (e.g., jobs, training, education, financial services, entrepreneurship)
- Improve the health and well-being of X population in their community (e.g., food security, sustainable housing, safe living conditions, active living)
- Empower X population to become more integrated into their local community (e.g., social- and faith-based destinations, community activities, volunteer activities)

Breakout Sessions: Common Purpose and Agency Priorities –

*Moderator/Notetaker will rotate so input is provided on all 3
grant programs in small groups*

Table #1: ICAM Pilot Program (20 mins.)

Table #2: NADTC Grants (20 mins.)

Table #3: NCMC Grants (20 mins.)

Breakout Sessions Questions:

1. What do you see as your agency's priority programs over the next 2 years?
2. Within those priorities, which do you see are most impacted by a lack of transportation options for the target population?
3. Are there any funding opportunities that could complement FTA grant funds to create a stronger grant process?
4. How can we best reach your audiences?

Report Out

Next Steps