

**United States Department of Transportation
Annual Modal Research Plan FY 2026
Program Outlook FY 2027**

FEDERAL TRANSIT ADMINISTRATION

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Executive Summary

The [Federal Transit Administration \(FTA\)](#) provides financial and technical assistance to public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. FTA's mission and vision are:

- Mission: Improve America's Communities through Public Transportation.
- Vision: A Better Quality of Life for All Built on Public Transportation Excellence.

Transit services supported by FTA provide essential community connections across the country. Since 1964, FTA has partnered with State and local governments to create and enhance public transportation systems. Transit strengthens the U.S. economy, manages traffic congestion, and provides access to education, employment, healthcare, social services, food, and leisure activities. FTA's research programs play a critical role in supporting and enhancing FTA's mission by investing in innovative research to assess processes and technology of national significance to improve public transportation. Federal public transportation law (49 U.S.C. § 5312) authorizes FTA to prioritize research spending in demonstration and deployment activities.

FTA's research investments support the U.S. Department of Transportation's (DOT) strategic goals, promote a better quality of life, and support economic prosperity. FTA research identifies and addresses safety issues across the public transportation industry, including high-risk and long-term research.

- **Safety** – FTA conducts research to reduce public transportation-related fatalities and serious injuries. For example, the Safe Infrastructure and People (SIP) Program aims to reduce transportation-related fatalities and serious injuries across transit systems. The goal of SIP is to enhance safety and security for transit workers, riders, and all who interact with transit systems.
- **Infrastructure** – FTA invests in research and development (R&D) to ensure safety, mobility, and accessibility, and to stimulate economic growth, productivity and competitiveness for American workers and businesses. The Advanced Digital Construction Management Systems (ADCMS), and Transit Defined Systems and Transit Rail (TDSTS) programs are investments designed to modernize American transit infrastructure.
- **Innovation** – FTA is a leader in the development and deployment of innovative practices and technologies to improve the safety and performance of the Nation's public transportation systems. The Strategic Transit Automation Research (STAR) Program leverages emerging vehicle automation technologies and encourages innovative industry partnerships and practices to improve public transportation safety, operational efficiency, and overall traveler experience.
- **Efficiency** – FTA R&D conducts programs for greater efficiency, effectiveness, and accountability. FTA's Technology Transfer (T2) and the Evaluation programs track the implementation, adaptability, and effectiveness of FTA's research investments.

STRATEGIC GOAL

STRATEGIC OBJECTIVE

SAFETY

Reaffirm that safety is the Department's top priority.

- 1.1 Improve aviation safety
- 1.2 Reduce surface transportation-related fatalities and serious injuries
- 1.3 Improve transportation worker safety
- 1.4 Develop improved safety management systems across transportation modes

INFRASTRUCTURE

Invest in high-quality transportation infrastructure capacity to unlock American prosperity.

- 2.1 Accelerate project delivery
- 2.2 Construct projects to expand system capacity
- 2.3 Improve system condition and reliability
- 2.4 Position the U.S. transportation sector for economic competitiveness at home and abroad

INNOVATION

Lead the world by bringing the best of American ingenuity to transportation.

- 3.1 Reduce regulatory burden
- 3.2 Enable transportation technology development and adoption
- 3.3 Invest in transformative technologies

EFFICIENCY

Improve efficiency and accountability across the Department.

- 4.1 Modernize DOT operations

FTA works closely with stakeholders throughout the R&D life cycles to understand user (industry, stakeholder, and the public) needs and barriers to adoption. For example, the Mobility, Access, and Transportation Insecurity (MATI) program works closely with local communities in rural and urban areas to understand the challenges they face connecting people to opportunities, and the mobility solutions to building those connections. Also, the program measures the value and impact of what secure, reliable, and safe mobility means to the community. FTA partners with the University of Minnesota, guided by a research committee with representation from both public and private sector stakeholders, to transform and strengthen the public transportation role in promoting accessibility to jobs, and other opportunities in communities across America.

FTA conducts technology transfer (T2) and deployment activities and tracks the outcomes of its R&D investments. T2 offers the public transportation industry the tools and information it needs to facilitate the rapid deployment of current or past promising research products. T2 also helps identify ways to overcome the challenges of deployment. Public transportation law (49 U.S.C. § 5312(e)(4)) requires FTA to conduct an independent evaluation of its R&D activities. The Evaluation Program measures the outcomes and impact of each project, documents knowledge gained, and the potential implications

nationally, including reports that summarize key findings, lessons learned, and recommendations for further research.

In FY 2025, FTA concluded R&D programs with notable results to the public transportation industry and to the American public. FTA concluded the Mobility on Demand (MOD) Sandbox Program, the legacy of which is seen in the rapid adoption of microtransit service, advanced payment, and trip planning tools, including creative service models in many communities. FTA also culminated the Safety Research and Demonstration (SRD) Program, which focused on improving public transportation safety through innovative technologies and safer designs. The program targeted collision avoidance and mitigation, and transit worker safety protection designed to prevent and reduce accidents and to enhance the safety of transit workers through personal alert systems or other protective measures.

In FY 2026, FTA will launch a new program called Mobility for Opportunity, Vitality and Economic Success (MOVES). The program will support Americans and their communities to have secure, reliable, useful, and safe transportation options. FTA will also launch SIP to primarily support DOT's strategic goal of safety and to document lessons learned, produce guidance documents, and create tools to ensure the safety of all, including riders, operators, and transit users.

Table 1 - FY 2026 RD&T Program Funding Details

RD&T Program Name	FY 2026 President's Budget Request* (\$000)	Applied (\$000)	Technology Transfer (\$000)	Facilities (\$000)	Experimental Development (\$000)	Major Equipment, R&D Equipment (\$000)
Mobility NeXt	\$7,000	\$7,000				
Advanced Digital Construction Management	\$1,555	\$1,555				
Component Assessment Program 5312 (h)	\$5,482				\$5,482	
Small Business Innovation Research Program	\$886				\$886	
Transit Cooperative Research Program (TCRP)	\$7,213	\$7,213				
Technology Transfer (T2)	\$2,000		\$2,000			
Mobility for Opportunity, Vitality, and Economic Success (MOVES)	\$3,127	\$3,127				
Safe Infrastructure and People (SIP)	\$5,127	\$5,127				
Transit Defined Systems	\$6,000	\$3,000			3,000	
Research Evaluation and Fast Track Studies	\$2,000	\$2,000				
Totals	\$40,390	\$29,022	\$2,000		\$9,368	

The AMRP reflects funding as found in the annual Presidents' budget request per 49 U.S.C. Chapter 65 Sec. 6501 Research Planning. The enacted numbers will be posted as part of the Presidents' budget request for the ensuing fiscal year.

Table 2 - FY 2026 RD&T Program Budget Request by DOT Strategic Goal

RD&T Program Name	FY 2026 President's Budget Request* (\$000)	Safety (\$000)	Infrastructure (\$000)	Innovation (\$000)	Efficiency (\$000)
Mobility NeXt	\$7,000			\$7,000	
Advanced Digital Construction Management	\$1,555		\$1,555		
Component Assessment Program 5312 (h)	\$5,482	\$3,482	\$1,000	\$1,000	
Small Business Innovation Research Program	\$886			\$886	
Transit Cooperative Research Program (TCRP)	\$7,213	\$3,000		\$4,213	
Technology Transfer (T2)	\$2,000				\$2,000
Mobility for Opportunity, Vitality, and Economic Success (MOVES)	\$3,127			\$3,127	
Safe Infrastructure and People (SIP)	\$5,127	\$4,127	\$1,000		
Transit Defined Systems	\$6,000	\$2,000	\$2,000	\$2,000	
Research Evaluation and Fast Track Studies	\$2,000				\$2,000
Totals	\$40,390	\$12,609	\$5,555	\$18,226	\$4,000

The AMRP reflects funding as found in the annual President's budget request per 49 U.S.C. Chapter 65 Sec. 6501 Research Planning. The enacted numbers will be posted as part of the President's budget request for the ensuing fiscal year.

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Chapter 1 – FY 2026 RD&T Programs

Mobility NeXt

\$7,000

(\$000)

Program Description:

Mobility NeXt seeks opportunities to advance mobility systems through exploratory research of promising innovations. The goal of Mobility NeXt is to research emerging technologies, practices, and strategies to transform public transportation and to advance new and better mobility solutions aligned with how people prefer to travel. The program ensures public transportation can continually leverage the benefits of new technology, meet the needs of all travelers, and support the operational efficiency of public transportation.

Mobility NeXt supports DOT's strategic goal of Innovation by developing and demonstrating innovative practices and technologies.

Major Program Objectives:

- Advance the state of knowledge on mobility innovation.
- Unlock tools to implement innovative mobility solutions through modeling and data analytics.
- Support industry decision-making with traveler preference metrics and offer more personalized trip planning options.
- Demonstrate and implement new mobility solutions in real-world settings through pilot demonstration efforts.

Anticipated Program Activities:

- Enabling Research: Conduct exploratory research on emerging technologies, practices, and solutions. Evaluate the potential to enhance travelers' mobility and inform mobility choices.
- Demonstration Projects: Fund targeted demonstration projects with focus areas determined by ongoing innovation scans and enabling research. These areas may include artificial intelligence-enabled trip planning tools, new payment technologies and incentives, and wayfinding technologies.
- Transit Vehicle Automation Research: Invest in innovative automated transit vehicles and services to expand public transportation access and mobility.
- Smart Partnerships: Pursue strategies to foster public-private partnerships.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Produce updates to the Mobility NeXt implementation plan; produce and publish research reports and briefings on enabling research; fund targeted demonstration projects to explore and test smart operational concepts, smart traveler tools, automated transit vehicles, and/or advanced mobility strategies; develop new technologies for transit applications; and develop and support a mobility innovation community of practice.

Outcomes: Initiate pilot demonstrations at multiple transit agencies to adopt new analytical strategies, including artificial intelligence, to enhance transit service efficiency and improve the traveler experience. Identify technologies and practices to improve how people pay for transit and mobility services through research on advanced transaction technologies and incentives. Develop innovative traveler tools using enabling technologies, including artificial intelligence, to support preferences and real-time situational awareness.

Impacts: The transit industry is better informed and prepared to deploy new technologies and is better able to adapt to changes in traveler behavior; travelers have the ability to uncover and access better travel choices; and improve traveler experience. Transit providers use new modeling and data analysis tools to inform investment and operational decisions, making it easier to take transit, and thus increasing ridership.

Potential Effects: Provide information on mobility policies to support transit agencies adopting innovative technologies and practices.

Potential Economic or Societal Impacts:

Mobility NeXt will expand the reach of public transportation and improve the traveler experience. The program will enhance the quality of life for all travelers through personalized mobility options, considering accessibility, budget, and other preferences. Mobility NeXt will research opportunities for dynamic public transportation supply and demand to increase transit operational efficiency, improve access to jobs, lower costs, and enhance personal mobility for travelers.

Potential Progress Toward Achieving Modal Strategic Goals:

Mobility NeXt advances FTA's goal of enhancing safety, connecting communities, and building resiliency by advancing the transit industry's understanding and utilization of capabilities like artificial intelligence and automation. The program helps make public transportation safer and more efficient, improves the traveler experience, and ensures people can effectively connect with their communities by expanding service and meeting their unique travel needs.

Collaboration Partners:

Internal: Intelligent Transportation Systems Joint Program Office ([ITS JPO](#)), Office of the Secretary ([OST](#)) Offices, Federal Highways Administration ([FHWA](#)), National Highway Traffic Safety Administration ([NHTSA](#)), Federal Motor Carrier Safety Administration ([FMCSA](#)), Federal Railroad Administration ([FRA](#)), Federal Aviation Administration ([FAA](#)), and The [Volpe National Transportation Systems Center](#).

External: Department of Energy ([DOE](#)), Vehicle Technology Office and National Labs, American Public Transportation Association ([APTA](#)), Transportation Research Board ([TRB](#)), and the Intelligent Transportation Society of America ([ITSA](#)).

Institutions of Higher Education: University of South Florida's Center for Urban Transportation Research ([CUTR](#)), Texas Transportation Institute ([TTI](#)), other academic and research institutions.

Private Sector Entities: Private sector mobility providers and technologies developers, and private sector consulting firms.

Advanced Digital Construction Management

\$1,555

(\$000)

Program Description:

The Accelerating Advanced Digital Construction Management Systems (ADCMS) Program drives the adoption of digital construction management systems with the goal of improving efficiency, safety, and cost-effectiveness in transit capital projects. Federal public transportation law (49 U.S.C. § 5312(b)(4)) authorizes the ADCMS program. The program also ensures that capital projects are delivered on time and budget, minimize disruptions, and improve the overall quality of transit infrastructure nationwide. ADCMS is designed to fast-track the adoption of advanced digital construction management systems in the public transit sector.

ADCMS supports DOT's strategic goals of Infrastructure and Innovation by leading the development and accelerating the deployment of innovative practices and technologies to improve the performance of the nation's public transportation system.

Major Program Objectives:

- Establish, implement, deploy, and evaluate at least two ADCMS program solutions throughout the lifecycle of transit capital construction projects.

Anticipated Program Activities:

- ADCMS Deployment: Anticipate the deployment of at least two ADCMS tools at partner transit agencies.
- Collaborations and Partnerships: Establish collaborations with Federal agencies, industry experts, academia, and transit agencies in the form of a stakeholder research panel.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Implement ADCMS solutions in transit construction projects; comprehensive workforce training for digital system utilization; integrate ADCMS results; and align solutions with existing transit management systems.

Outcomes: Improves transit industry construction timelines through better planning and coordination; enhances communication and collaboration among stakeholders; reduces capital project costs and increases efficiency; and minimizes construction disruptions to local communities.

Impacts: More efficient transit industry due to increased adherence to project schedules and budgets; strengthened industry voluntary standards for digital construction management; and broader adoption of digital innovations in transit construction projects.

Potential Effects: Modifications and/or modernization of FTA regulations to support digital adoption.

Potential Economic or Societal Impacts:

ADMCS will promote economic growth by enhancing the efficiency of infrastructure projects. The program will enhance the workforce's digital construction management capabilities, support transit expansion, and improve transit service delivery. Lastly, the program will create jobs within the sector and related industries.

Potential Progress Toward Achieving Modal Strategic Goals:

The ADCMS program advances FTA's strategic goals of enhancing safety, building resiliency, and connecting communities by deploying and evaluating real-time digital tools across multiple transit capital projects. The program also enables better visibility, coordination, and decision-making during project planning and execution. These capabilities directly contribute to enhancing safety by improving the accuracy of data, reducing response times to construction hazards, and minimizing risks on active worksites.

Collaboration Partners:

Internal: [FHWA](#) and other DOT operating administrations as appropriate.

External: General Services Administration ([GSA](#)) and other Federal agencies, State and local governments, Association of Metropolitan Planning Organizations ([AMPO](#)), transit agencies, APTA, American Association of State Highway and Transportation Officials ([AASHTO](#)), Construction Management Association of America ([CMAA](#)), and private-sector software providers and transportation consultants.

Institutions of Higher Education: Partnerships with research universities specializing in transportation and digital construction techniques and methods.

Private Sector Entities: Engagement with software developers and construction management firms to facilitate ADCMS adoption.

Component Assessment Program 5312 (h)

\$5,482
(\$000)

Program Description:

The Component Assessment Program is designed to conduct directed technology research and emulate real-world scenarios in order to test low or no propulsion vehicle components. Federal public transportation law (49 U.S.C. § 5312(h)) authorizes this program. The statutory goal is to advance the public transportation industry through research, evaluation, analysis, and component testing of advanced vehicle technology. This program enhances America's communities by modernizing public transportation and making it more affordable and accessible.

The program supports DOT's strategic goals of Safety and Innovation by reducing in-service and maintenance related incidents. The program also supports the goal of Infrastructure by investing in safety, mobility, and accessibility to stimulate economic growth, productivity and competitiveness for American workers and businesses.

Major Program Objectives:

- Conduct innovative direct technology research and vehicle demonstrations.
- Operate and maintain centers to conduct testing, evaluation, and analysis of low propulsion and hybrid vehicle components.
- Innovative component research and testing for the certification of propulsion components to build strong, resilient supply chains for public transit agencies to select from during the vehicle procurement selection process.

Anticipated Program Activities:

- Component Testing: Implement component tests, providing a voluntary mechanism for manufacturers to assess component innovations.
- Research: Conduct research to support emerging vehicle bus technologies and innovations with the focus on low propulsion and hybrid automated vehicle technologies to advance the public transportation industry.
- Capital Facilities and Equipment: Support statutory program goals by providing capital facilities and equipment to test innovative components and support industry needs.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Improved low propulsion and hybrid automated vehicle components, technologies, and innovations identified, developed, tested, and documented. Improve vehicle innovation, and direct technology research and demonstrations.

Outcomes: Create pathways for new vehicle technologies and resilient supply chains for public transit vehicles. Improve public transportation reliability and cost-effectiveness.

Impacts: Advancement of low propulsion vehicle components with directed technology research and testing.

Potential Economic or Societal Impacts:

The program will provide economic growth through innovation in propulsion components. The program will also improve mobility for America's communities by building safer, more innovative public transportation.

Potential Progress Toward Achieving Modal Strategic Goals:

The program supports FTA's strategic goals of Enhancing Safety, Building Resiliency, and Connecting Communities through forward-looking research initiatives, execution of advanced cybersecurity vulnerability assessments, low propulsion and hybrid automated vehicle technologies, and testing next-generation buses.

Collaboration Partners:

Internal: [FHWA](#) and other [OST](#) Offices.

External: [DOE](#), Transit Agencies, Original Equipment Manufacturers (OEMs), Transit Vehicle Manufacturers (TVMs), and [APTA](#).

Institutions of Higher Education: Auburn University and The Ohio State University.

Private Sector Entities: Engagement with propulsion component manufacturers.

Small Business Innovation Research Program

**\$886
(\$000)**

Program Description:

The Small Business Innovation Research (SBIR) Program invests in promising early-stage innovations often considered risky for private investors. Federal commerce and trade law (15 U.S.C. § 638) authorizes the SBIR Program, established under the Small Business Innovation Development Act of 1982 (P.L. 97-219). The goal of the SBIR program is to leverage the strengths of small businesses and support their growth by funding product development research in strategic areas related to safety, infrastructure, mobility, and other key transportation priorities.

SBIR advances DOT's goals of Innovation by investing in early-stage innovation in public transportation and supporting American businesses.

Major Program Objectives:

- Stimulate technological innovation.
- Meet Federal research and development needs.
- Foster and encourage participation in innovation and entrepreneurship. Increase private-sector commercialization of innovations derived from Federal research and development funding.

Anticipated Program Activities:

- Phase I: Work with the small business as they develop a Phase I, proof-of-concept and their commercial potential. The small business further refines and develops a successful Phase I funded product or solution. For FY 2026, SBIR will focus capitalizing on the potential for artificial intelligence to better serve the travelling public, making public transportation easier to use. Programs will be selected after the public solicitation.
- Phase II: Continuation of Phase I projects to be selected based on performance. In FY 2026, the SBIR will continue into phase 2 those projects that show promise in the application of intelligent systems making maintenance and safety more efficient.
- Commercialization: Derive commercially viable products or solutions.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Monthly progress reports on research and development efforts, as well as final project reports for both Phase I and Phase II projects.

Outcomes: Successful Phase II projects with the goal of commercially viable products/solutions.

Impacts: Provide a structure to drive innovation, which boost local economies, and accelerate the development of cutting-edge solutions by providing critical funding and support to early-stage entrepreneurs.

Potential Economic or Societal Impacts:

The SBIR program fosters innovation, creates jobs, supports local economies, and develops solutions that address community and industry needs.

Potential Progress Toward Achieving Modal Strategic Goals:

SBIR supports FTA's goals of Safety and Connecting Communities by investing in innovative projects in public transportation with a potential benefit to the American economy built on small business.

Collaboration Partners:

Internal: Office of the Secretary for Research (OST-R), [FRA](#), [NHTSA](#), [FHWA](#), [ITS JPO](#), and the [Volpe National Transportation Systems Center](#).

External: Additional Transit Agencies and Small Business Administration.

Institutions of Higher Education: Academic institutions as applicable.

Private Sector Entities: Industry stakeholders.

Transit Cooperative Research Program (TCRP)

\$7,213

(\$000)

Program Description:

The Transit Cooperative Research Program (TCRP) conducts research and publishes reports on critical public transportation issues, including bus operator barrier design, developing transit information systems, transit capacity, and quality of service. TCRP is authorized through Federal public transportation law (49 U.S.C. § 5312(i)). The goal of this program is to provide applied research with near-term, practical results that address key public transit challenges.

TCRP supports the DOT strategic goal of Safety by conducting research to reduce public transportation-related fatalities and serious injuries. TCRP also supports the strategic goal of Innovation by researching innovative practices and technologies to improve the performance of the nation's public transportation system.

Major Program Objectives:

- Identify the highest-priority transit problems in need of research and development (R&D) investigation.
- Provide an opportunity for transit operators, local government officials, and other stakeholders – including construction organizations, financiers, real estate developers, and community representatives – to identify problems and participate in developing effective solutions.
- Improve communications, technical information transfer, and dissemination.
- Provide a means of addressing a variety of near-term transit problems in cooperation and coordination with Federal public transportation research.

Anticipated Program Activities:

- Smart Partnership: Issue a broad call to public transportation and related industries for members of the public to identify common challenges in practice.
- Project Selection: The Screening Panel conducts an initial review of proposed projects. Those projects earning further consideration move to the TCRP Oversight and Project Selection (TOPS) Commission for final review, ranking, and selection.
- Conduct Research: The Research Project Panel oversees the research process and develops the project requirements. Panelists review proposals from research organizations and select contractors to produce individual research deliverables. FTA solicits volunteers from within the agency to serve as liaisons on project panels.
- Address Statutory Requirement: TCRP will assist FTA in meeting the statutory requirement for public transportation research appropriations.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Call to public transportation stakeholders and related industries to gather input from the public on challenges to be addressed. Enlist a Screening Committee to conduct an initial review of proposed projects. The production of approximately 15 publications and approximately 70 research studies are in progress. Continue the dissemination to share research results through events, bulletins, webinars, and email campaigns.

Outcomes: This program yields solutions to increase transit workplace and passenger safety, enhance mobility through technology tools, reduce operating costs to make transit more affordable, improve maintenance practices, and enhance access to employment and services.

Impacts: The resulting research leads to the reduction of transit-related injuries and fatalities due to unsafe workplace practices, vehicle collisions, and assaults on operators and passengers; a well-trained workforce equipped to provide exemplary service to passengers; and improved access to community amenities, jobs, and healthcare.

Potential Economic or Societal Impacts:

TCRP's research presents innovative solutions, enables transit agencies to provide services, and improves the quality of life for communities.

Potential Progress Toward Achieving Modal Strategic Goals:

TCRP supports FTA strategic goal of Enhancing Safety in public transportation by researching to improve safety for riders, transit workers, and others who interact with public transportation. TCRP supports FTA's strategic goal of Building Resiliency in public transit by exploring ways to reduce the state of good repair backlog, increase the resiliency of infrastructure, and sustain maintenance and operations. TCRP also supports Connecting Communities by conducting research to expand the quality of transit services to connect people and build communities in both urban and rural areas.

Collaboration Partners:

Internal: [FHWA](#) and other [OST](#) Offices.

External: [CCAM](#), [APTA](#), and the National Transit Institute ([NTI](#)). When appropriate, FTA Technical Assistance Centers.

Institutions of Higher Education: Universities selected to perform research activities.

Private Sector Entities: Companies selected to perform research activities.

Technology Transfer (T2)

\$2,000

(\$000)

Program Description:

The Technology Transfer (T2) Program provides the public transportation industry with tools and information to support the deployment of current and past research products. The goal of T2 is to offer the public transportation industry the tools and information it needs to facilitate the rapid deployment of current or past promising research products. This program helps identify ways to overcome the challenges of deployment. As a result, FTA can broaden its reach, track research usage, and promote the adoption of innovative research across the transit. T2 will focus on three broad research program areas: safety, infrastructure, and innovation. An essential part of FTA's national leadership role is to ensure that promising research findings and technologies on those three areas benefit public transportation. FTA will use mechanisms to cultivate partnerships to disseminate research results.

T2 Supports DOT's strategic goal of Efficiency by coordinating, documenting, and supporting R&D activities, focusing on research collaboration, knowledge transfer, and practical application of research. T2 aims to maximize the impact of federally funded research by moving innovative technologies to the market and wider society.

Major Program Objectives:

- Establish effective processes, systems, and resources to enable the deployment and adoption of FTA's innovative research within the public transportation industry.
- Support the commercialization and production of technologies developed in the U.S., in part through FTA-funded research and development.
- Address and reduce barriers hindering the adoption of research products by transit agencies.

Anticipated Program Activities:

- Deployment: Deployment of FTA-funded research and technology. This program will assist FTA research and technologies to move from publication or virtual storage to an adoption-ready state.
- Information Sharing: Facilitate communication throughout the public transportation industry. Through the dissemination of the research reports and products, this program will help translate FTA's research findings into real-world applications.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: T2 will enable the deployment, adoption, and commercialization of FTA-funded research findings.

Outcomes: Encompass economic growth, innovation, public benefit, and the translation of research into real-world applications.

Impacts: By further investing in the technology adoption process through T2, FTA can reach a wider audience in the transit industry, facilitating change and more effectively tracking the use of FTA research findings and the commercialization of research products.

Potential Effects: T2 for public transportation can lead to innovation, job creation, and improved services.

Potential Economic or Societal Impacts: Facilitate the commercialization of research products developed with FTA funds, leading to increased business opportunities.

Potential Progress Toward Achieving Modal Strategic Goals:

T2 supports FTA's strategic goal of Building Resiliency by assisting the public transportation industry and American communities of all sizes, from tribal and rural communities to the Nation's largest cities.

Collaboration Partners:

Internal: The [Volpe National Transportation Systems Center](#), [ITS JPO](#), [OST](#) Offices, [FHWA](#), [FMCSA](#), and [FRA](#).

External: [APTA](#), [TRB](#), [CTAA](#), and [ITSA](#).

Institutions of Higher Education: Academic and research institutions.

Private Sector Entities: Private sector mobility providers, technology developers, and consulting firms.

Mobility for Opportunity, Vitality, and Economic Success (MOVES)

\$3,127

(\$000)

Program Description:

The Mobility for Opportunity, Vitality, and Economic Success (MOVES) program empowers Americans and their communities to have secure, reliable, useful, and safe transportation options. Its goal is to define, quantify, model, and demonstrate the individual and societal benefits of transportation access to destinations and opportunities.

MOVES advances DOT's strategic goal of innovation by testing the impact of new and innovative solutions to local mobility challenges.

Major Program Objectives:

- Demonstrate new, safe, and effective mobility solutions in various mobility contexts.
- Evaluate and quantify the value of reliable mobility access, including safety, economic growth, health, education, and quality of life outcomes at family and community levels.
- Produce and share knowledge with the broader stakeholder community concerned with the benefit of mobility access and tools, and solutions to implement widespread and innovative transit enhancement.

Anticipated Program Activities:

- Enabling Research: Conduct research, outreach, and related analysis to understand transportation challenges and opportunities in rural American communities.
- Baseline Setting: Develop a baseline measurement of the degree to which the economy and local communities are enhanced by providing robust mobility access to residents and families.
- Community Partnership: Fund and collaborate with selected rural communities to plan, develop, demonstrate, and validate metrics to link improvements in mobility access with economic and community strength.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Develop research reports to identify unmet mobility needs, analyze economic benefits of improved access, and outline demonstration plans with metrics for respective communities.

Outcomes: The transit industry and communities gain tools to measure and communicate the impact of mobility on economic and community vitality, including productivity losses resulting from unmet mobility needs.

Impacts: Provide tangible research outcomes (e.g., demonstrations, validated metrics, etc.) to facilitate constructive community dialogues and inform future policies and decision-making. Focus more on the communities' untapped potentials; increase economic returns on investment; meet the needs of travelers; and support their ability to travel as they prefer.

Potential Effects: Inform FTA guidance and policies to support transit agencies and their respective communities, thereby bolstering the economic and societal impacts of local transit planning and decision-making.

Potential Economic or Societal Impacts:

This program will develop, validate, and replicate community-designed transportation solutions to unlock the full economic potential of America's communities. The program will help residents access jobs, education, healthcare, and other essential activities.

Potential Progress Toward Achieving Modal Strategic Goals:

MOVES supports FTA strategic goal of Connecting Communities by investing in safe and reliable mobility options for people and their communities. The program also supports the goal of Resiliency by advancing connectivity to opportunities for American communities of all sizes, from tribal and rural communities to the largest cities.

Collaboration Partners:

Internal: The [Volpe National Transportation Systems Center](#), [ITS-JPO](#), [OST](#) Offices, and [FHWA](#).

External: [CCAM](#) and partner agencies, [APTA](#), [CTAA](#), [AASHTO](#), [AMPO](#), and National Congress of American Indians ([NCAI](#)).

Institutions of Higher Education: University of Minnesota Center for Transportation Studies and other academic institutions as applicable.

Private Sector Entities: Private sector mobility providers and technologies developers; private sector consulting firms.

Safe Infrastructure and People

\$5,127

(\$000)

Program Description:

The Safe Infrastructure and People (SIP) program aims to reduce fatalities and injuries, foster a strong safety culture, equip stakeholders with essential tools to identify, and address safety and security risks. The goal of this program is to enhance safety and security for transit workers, riders, and all who interact with transit systems. Through this program, FTA ensures public transportation systems remain safe, secure, and efficient for all stakeholders.

The program supports DOT's strategic goal of Safety by documenting lessons learned and creating guidance documents and tools to ensure the safety of all, including riders, operators, and transit users.

Major Program Objectives:

- Reduce fatalities and injuries, and improve safety culture utilizing innovative technologies, practices, and systems.
- Enhance operational safety and efficiency by utilizing state-of-the-art technologies and best practices to monitor and maintain critical transit assets.
- Advance adoption of transformative innovations, best practices, and guidance to make transit safe for workers, riders, and the public.

Anticipated Program Activities:

- Enabling Research: Develop a SIP research strategy and transit safety roadmap, incorporating input from FTA and the industry, to include research pathways, milestones, and products.
- Demonstration Projects: Implement Transit Worker and Rider Safety Phase II Pilot Demonstrations to quantify the effectiveness of mitigation strategies in preventing and mitigating assaults against operators and riders.
- Enhance Transit: Implement cybersecurity research activities on transit systems to enhance transit system resiliency (including tools, guidance, and processes) against cyberattacks.
- Learning Development: Conduct key Transit Safety and Oversight safety studies.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Produce research reports, guidance documents, software, tools, outreach, and information dissemination.

Outcomes: Aim to improve the safety and security of transit agencies while encouraging the adoption of modern technologies and best practices while enhancing public perception of safety and security across transit systems.

Impacts: Improve safety and security of transit workers, riders, and public and transit infrastructures.

Potential Economic or Societal Impacts

Enhance rider and operator confidence in transit systems by improving safety and reliability, making transit a more attractive and desirable mode of transportation to encourage increased ridership.

Potential Progress Toward Achieving Modal Strategic Goals:

Safe Infrastructure and People supports DOT's strategic goal of safety and will document lessons learned, guidance documents, and tools to ensure the safety of all, including riders, operators, transit users, and others.

Potential Progress Toward Achieving Modal Strategic Goals:

The program supports FTA's strategic goal of Enhancing Safety by promoting transit as the safest mode of surface transportation. This program also invests in research to improve safety and strengthen the safety culture and practices for riders and patrons who use transit, workers who maintain and operate transit, and pedestrians and others who interact with transit.

Collaboration Partners:

Internal: [FRA](#), [FAA](#), [FMCSA](#), [ITSA](#), and the [ITS JPO](#).

External: Occupational Safety and Health Administration ([OSHA](#)), Department of Homeland Security ([DHS](#)), Transportation Security Administration ([TSA](#)), [APTA](#), [AASHTO](#), transit agencies, and standard development organizations.

Institutions of Higher Education: Partnerships with research universities specializing in transportation safety.

Private Sector Entities: TVMs, rail manufacturers, and engagement with safety research, development, and innovation firms.

Transit Defined Systems

\$6,000

(\$000)

Program Description:

The Transit Defined Systems (TDS) program is designed to create transit systems and solutions to meet specific transit needs and address identified gaps. The goal of TDS is to organically grow the transit industry and domestic supply chain while enhancing the transit rider and worker experience. This program is designed to assist the transit vehicle manufacturing market to expand and stabilize, addressing the innovation gaps in the small American transit manufacturing market.

The program supports DOT's strategic goal of Safety by enhancing innovations and emerging technologies. The program also supports strategic goals of Infrastructure by keeping the Nation's public transportation infrastructure secure and in a state of good repair.

Major Program Objectives:

- Create transit solutions currently unavailable through agile research.
- Build resilient vehicles, rail, and infrastructure systems to support transit industry growth and reinforce the domestic supply chain.

Anticipated Program Activities:

- Enabling Research: Establish a laboratory to assess transit needs and enable early-stage rapid prototyping and testing of transit vehicles, rail, and infrastructure systems in a controlled environment.
- Partnership: Manage the Transit Research and Innovation Program (TRIP) to innovate and enhance the safety, efficiency, and reliability of the nation's transit systems.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Establish laboratory and prototype partnerships to test up to two innovative concepts; carry out the TRIP research plan to guide development and evaluation efforts.

Outcomes: Develop a testing center for new transit ideas and innovations.

Impacts: Foster the development of more timely products and evolving solutions to expand the transit industry and domestic supply chain; spur innovation in and deployment of transit vehicle, rail, and infrastructure components.

Potential Effects: Update or modernize relevant FTA guidelines to support the transit industry and strengthen the domestic supply chain.

Potential Economic or Societal Impacts:

TDS will support the broader adoption of innovative technologies in transit systems. The program is designed to revitalize the domestic supply chain by encouraging the development and production of key components in the U.S. In doing so, it will strengthen the global competitiveness of the transit industry for years to come.

Potential Progress Toward Achieving Modal Strategic Goals:

The program supports FTA's strategic goal of Enhancing Safety by keeping the Nation's public transportation infrastructure secure and in a state of good repair. The program also supports the goal of Connecting Communities by leveraging strategic investments in transit infrastructure to promote economic growth, opportunity, and competitiveness for the benefit of American workers, businesses, and the traveling public.

Collaboration Partners:

Internal: [FRA](#), [NHTSA](#), [FMCSA](#), and [FHWA](#)

External: DOE, National Aeronautics and Space Administration ([NASA](#)), Mid-Size Bus Manufacturers Association, and TVMs.

Institutions of Higher Education: The National University Rail Center ([NURail](#)) Center, the University of Illinois at Urbana-Champaign, Pennsylvania State University Altoona, Michigan State University, and the University of Delaware.

Private Sector Entities: Engagement with the private sector on co-design and co-development of transit solutions.

Research Evaluation and Fast Track Studies

\$2,000

(\$000)

Program Description:

Research Evaluation and Fast Track Studies (REFTS) provides a framework for evaluating demonstration projects and conducting rapid-response research studies. The goal of this program is to enhance the efficiency and speed of evaluation and ad hoc research studies in the public transit industry. The FTA Research Evaluation and Fast Track Studies program assists FTA in fulfilling public transportation law (49 U.S.C. § 5312(e)(4)), requiring an independent evaluation of all demonstration projects. The program is designed to streamline evaluation processes and ensure public transit research is data-driven, efficient, and strategically aligned with national transit priorities.

This program supports the DOT strategic goal of efficiency by evaluating FTA's research effectiveness.

Major Program Objectives:

- Implement a fast-track process to initiate and complete high-priority research studies on emerging transit-related challenges within accelerated timelines.
- Support ad-hoc research studies to address pressing transit-related challenges and opportunities.
- Develop a standardized approach to transit research and evaluation to ensure consistency and reliability.
- Facilitate the timely dissemination of findings from fast-track studies to support data-driven decision-making by FTA and the transit industry.

Anticipated Program Activities:

- Qualified Selections: Solicit and select a consortium of qualified public and private sector entities to conduct transit-related research and evaluation activities.
- Evaluation Projects: Conduct independent evaluations of demonstration projects funded under FTA's Public Transportation Innovation Program.
- Smart Partnerships: Support FTA's technology transfer initiatives.
- Enabling Research: Provide FTA with rapid-response studies on emerging transit issues and technological advancements impacting public transit.
- Transit Research Data: Coordinate with grantees to establish data management plans and performance metrics for transit research initiatives.

Potential Program Outputs, Outcomes, and Impacts on Technologies and Practices:

Outputs: Publish evaluation reports on transit demonstration projects; best practices and recommendations for transit agencies based on research findings; and create a database of research-driven insights and transit performance metrics.

Outcomes: Enhance decision-making for transit agencies through data-driven evaluation; improve research capabilities in the transit sector through university partnerships; and create a more efficient allocation of research investments based on evaluated project outcomes.

Impacts: Produce long-term improvements in transit safety, efficiency, and reliability; increase adoption of innovative transit technologies informed by research; and focus on stronger collaborations between academia, the private sector, transit agencies, and federal research entities.

Potential Economic or Societal Impacts:

Research Evaluation and Fast Track Studies will examine the future societal impacts of programs, with a focus on expanding public mobility options and enhancing transit accessibility through research-driven insights.

Potential Progress Toward Achieving Modal Strategic Goals:

The program supports the goal of Building Resiliency by evaluating and identifying effective technologies and practices. The program assesses solutions that reduce costs, extend asset life, and improve service reliability. Additionally, the program will also support the goal of Connecting Communities by informing strategies that enhance mobility in rural and suburban areas with limited transit options.

Collaboration Partners:

Internal: [OST](#) Offices, [FHWA](#), and [ITS JPO](#).

External: Office of Management and Budget ([OMB](#)), Department of Labor ([DOL](#)), [AMPO](#), [APTA](#), National Academy of Sciences Transportation ([NAS](#)), and [TRB](#).

Private Sector Entities: Transit technology firms and Data analytics companies

Chapter 2 – FY 2027 RD&T Programs

Mobility and Accessibility NeXt (formerly Mobility NeXt)

Program Description:

In FY 2027, the Mobility NeXt will seek opportunities to advance mobility systems through exploratory research of promising innovations. The goal of Mobility NeXt is to research emerging technologies, practices, and strategies to transform public transportation and to advance new and better mobility solutions aligned with how people's travel preferences. The program ensures public transportation can continually leverage the benefits of new technology, meet the needs of tomorrow's travelers, and support operational efficiency of public transportation. As a result of this research program, public transportation providers and travelers will be equipped with new tools and resources to improve how transportation is delivered and consumed.

Major Program Objectives:

- Advance the state of knowledge on mobility innovation.
- Unlock tools to implement innovative mobility solutions through modeling and data analysis, support industry decision-making with traveler preference metrics, and offer more personalized trip planning options.
- Demonstrate and implement new mobility solutions in real-world settings through pilot demonstration efforts.

Anticipated Program Activities:

- Enabling Research: Continue to conduct exploratory research on emerging technologies, practices, and solutions and evaluate their potential to enhance travelers' mobility and inform mobility choices.
- Demonstration Projects: Continue to fund targeted demonstration projects to test the viability of innovations to enhance mobility and continue to develop tools and measures to inform mobility innovation decision-making.
- Transit Vehicle Automation Research: Continue to invest in innovative automated transit vehicles and services to expand public transportation access and mobility.
- Partnerships: Pursue strategies to foster public-private partnerships.

Automated Vehicles/Artificial Intelligence (formerly Transit Automation)

Program Description:

In FY 2027, the program will build upon previous results and accomplishments in the advancement of automated transit vehicles, focusing on the development and demonstration of technologies that align with the administration's priorities of accessibility, wayfinding, and navigation. Automation of these functions, in addition to others, will enable people with disabilities to travel independently using automated vehicles.

Major Program Objectives:

- Conducting enabling research to address fundamental questions, issues, and challenges concerning transit bus automation.
- Demonstrating prototype technologies in real-world settings to study technical capabilities and shortcomings, user acceptance, operational and maintenance costs, institutional issues, and impacts.
- Investing in the development of automation technologies that enable independent use of public transportation by persons with disabilities for transit buses.

Anticipated Program Activities:

- Enabling Research: FTA will develop guidance materials to assist transit agencies with deploying automated transit buses.
- Demonstration Projects: FTA will explore automation for Americans with Disabilities Act (ADA) paratransit service, with a focus on integrating automation functions necessary for the independent travel of people with disabilities.

Advanced Digital Construction Management

Program Description:

In FY 2027, the Accelerating Advanced Digital Construction Management Systems (ADCMS) Program will continue to drive the adoption of digital construction management systems to improve efficiency, safety, and cost-effectiveness in transit capital projects. Federal public transportation law (49 U.S.C. § 5312(b)(4)) authorizes the ADCMS program. The program also ensures their capital projects are timely and budget-conscious, minimize disruptions, and improve the overall quality of transit infrastructure nationwide. The program is designed to fast-track the adoption of advanced digital construction management systems in the public transit sector.

Major Program Objectives:

- Establish, implement, deploy, and evaluate at least two ADCMS program solutions throughout the lifecycle of transit capital construction projects.

Anticipated Program Activities:

- Structure Development: Continue to develop a structured stakeholder-driven decision framework for ADCMS.
- Collaborations and Partnerships: Will establish collaborations with Federal agencies, industry experts, academia, and transit agencies in the form of a stakeholder working group.

Component Assessment Program 5312 (h)

Program Description:

In FY 2027, the Component Assessment Program will continue to lower costs and increase the availability of public transportation vehicles in the U.S. Federal public transportation law (49 U.S.C. § 5312(h)) authorizes this program. The statutory goal of the program is to advance the public transportation industry through research, evaluation, analysis, and component testing of advanced vehicle technology. This program enhances America's communities by modernizing public transportation and making it more affordable and accessible.

Major Program Objectives:

- Conduct innovative direct technology research and advance vehicle demonstrations.
- Operate and maintain the Centers to conduct testing, evaluation, and analysis of propulsion vehicle components.
- Innovative component research and testing to build strong, resilient supply chains for public transit vehicles.

Anticipated Program Activities:

- Component Testing: Continue implementing propulsion component tests, providing a voluntary mechanism for manufacturers to assess component innovations.
- Research: Continue to conduct research to support emerging vehicle low propulsion bus technologies and innovations to advance the public transportation industry.
- Capital Facilities and Equipment: Will support statutory program goals by providing capital facilities and equipment to test innovative components and support industry needs.

Small Business Innovation Research Program

Program Description:

In FY 2027, the Small Business Innovation Research (SBIR) Program will continue to invest in promising early-stage innovations often considered too risky for private investors. Federal commerce and trade law (15 U.S.C. § 638) authorizes the SBIR Program, established under the Small Business Innovation Development Act of 1982 (P.L. 97-219). The SBIR program aims to leverage the strengths of small businesses and support their growth by funding product development research in strategic areas related to safety, infrastructure, mobility, and other key transportation priorities.

Major Program Objectives:

- Stimulate technological innovation.
- Meet Federal research and development needs.
- Foster and encourage participation in innovation and entrepreneurship.
- Increase private-sector commercialization of innovations derived from Federal research and development funding.

Anticipated Program Activities:

- Phase I: Stay persistent with the small businesses as they develop a Phase I proof-of-concept and commercial potential for one of FTA's strategic areas important to transit. The small business further refines and develops a successful Phase I funded product or solution.
- Phase II: Continuation of Phase I projects to be selected based on performance.
- Commercialization: Continue to derive commercially viable products or solutions.

Transit Cooperative Research Program (TCRP)

Program Description:

In FY 2027, the Transit Cooperative Research Program (TCRP) will publish reports on critical public transportation issues, including bus operator barrier design, developing transit information systems, transit capacity and quality of service, and replacing transit traction power cables, to assist transit agencies in providing transit service. Federal public transportation law (49 U.S.C. § 5312(i)) authorizes TCRP. This program aims to provide applied research with near-term, practical results that address key public transit challenges. TCRP is authorized annually.

Major Program Objectives:

- Identify the highest-priority transit problems in need of research and development (R&D) investigation.
- Provide an opportunity for transit operators, local government officials, and numerous other stakeholders – including construction organizations, financiers, real estate developers, and community representatives – to identify problems and participate in developing effective solutions.
- Improve communications, technical information transfer, and dissemination.
- Provide a means of addressing a variety of near-term transit problems in cooperation and coordination with Federal public transportation research.

Anticipated Program Activities:

- Partnership: Will issue broad calls to public transportation and related industries for members of the public to identify common challenges in practice.
- Project Selection: Continue Screening Panel initial reviews of proposed projects. Those projects earning further consideration move to the TCRP Oversight and Project Selection (TOPS) Commission for final review, ranking, and selection.
- Conduct Research: Continue the Research Project Panel, overseeing the research process and developing project requirements. Panelists review proposals from research organizations and select contractors to produce individual research deliverables. FTA solicits volunteers from within the agency to serve as liaisons on project panels.
- Support Statutory Requirement: TCRP will continue to assist FTA in meeting the statutory requirement for public transportation research appropriations.

Mobility for Opportunity, Vitality, and Economic Success (MOVES)

Program Description:

In FY 2027, the Mobility for Opportunity, Vitality, and Economic Success (MOVES) program will continue to empower the American public and their communities to have secure, reliable, helpful, and safe transportation options. Its goal is to define, quantify, model, and demonstrate the individual and societal benefits of transportation access to destinations and opportunities.

Major Program Objectives:

- Demonstrate new, safe, and effective mobility solutions in various mobility contexts.
- Evaluate and quantify the value of reliable mobility access, including safety, economic growth, health, education, and quality of life outcomes at the family and community levels.
- Produce and share knowledge with the broader stakeholder community concerned with the benefit of mobility access and tools, and solutions to implement widespread and innovative transit enhancement.

Anticipated Program Activities:

- Enabling Research: Conduct research, outreach, and related analysis to understand transportation challenges and opportunities in rural American communities.
- Baseline Setting: Develop a baseline measurement of the degree to which the economy and overall vitality of communities are enhanced by providing robust mobility access to residents and families.
- Community Partnership: Fund and collaborate with selected rural communities to plan, develop, demonstrate, and validate metrics to link improvements in mobility access with economic and community strength.

Safe Infrastructure and People

Program Description:

In FY 2027, the Safe Infrastructure and People (SIP) program will continue to reduce fatalities and injuries, foster a strong safety culture, and equip stakeholders with essential tools to identify and address safety and security risks. This program aims to enhance the safety and security of transit workers, riders, and all those who interact with transit systems. As a result of this program, FTA remains dedicated to ensuring public transportation systems remain safe, secure, and efficient for all stakeholders.

Major Program Objectives:

- Reduce fatalities and injuries, and improve safety culture by utilizing innovative technologies, practices, and systems.
- Enhance operational safety and efficiency by utilizing state-of-the-art technologies and best practices to monitor and maintain critical transit assets.
- Advance adoption of transformative innovations, best practices, and guidance to make transit safe for workers, riders, and the public.

Anticipated Program Activities:

- Enabling Research: Will develop a SIP research strategy and transit safety roadmap, incorporating input from FTA and the industry, to include research tracks, milestones, and products.
- Demonstration Projects: Continue to implement Transit Worker and Rider Safety Phase II Pilot Demonstrations to quantify the effectiveness of mitigation strategies in preventing and mitigating assaults against operators and riders.
- Enhance Transit: Continue implementing cybersecurity research activities on transit systems to enhance transit system resiliency (including tools, guidance, and processes) against cyberattacks.
- Learning Development: Will conduct key Transit Safety and Oversight safety studies.

Transit Defined Systems and Transit Rail

Program Description:

In FY 2027, the Transit Defined Systems (TDS) program will further create transit systems and solutions to meet specific transit needs and address identified gaps. TDS aims to organically grow the transit industry and domestic supply chain while enhancing the transit rider and worker experience. This program is designed to assist the transit vehicle manufacturing market in expanding and stabilizing, addressing the innovation gaps in the small American transit manufacturing market.

Major Program Objectives:

- Create transit solutions currently unavailable through agile research.
- Build resilient vehicles, rail, and infrastructure systems to support transit industry growth and reinforce the domestic supply chain.

Anticipated Program Activities:

- Enabling Research: Continue to develop a laboratory to assess transit needs and enable early-stage rapid prototyping and testing of transit vehicles, rail, and infrastructure systems in a controlled environment.
- Partnerships: Will manage the Transit Research and Innovation Program (TRIP) to innovate and enhance the nation's transit systems' safety, efficiency, and reliability.

Research Evaluation

Program Description:

In FY 2027, the Research Evaluation will continue to evaluate demonstration projects and conduct rapid-response research studies. The goal of this program is to enhance the efficiency and speed of evaluation and ad hoc research studies in the public transit industry. The FTA Research Evaluation program assists FTA in fulfilling public transportation law (49 U.S.C. § 5312(e)(4)), requiring evaluation of demonstration projects. The program is designed to streamline evaluation processes and ensure public transit research is data-driven, efficient, and strategically aligned with national transit priorities.

Major Program Objectives:

- Implement a fast-track process to initiate and complete high-priority research studies on emerging transit-related challenges within accelerated timelines.
- Support ad-hoc research studies to address pressing transit-related challenges and opportunities.
- Develop a standardized approach to transit research and evaluation to ensure consistency and reliability.
- Facilitate the timely dissemination of findings from fast-track studies to support data-driven decision-making by FTA and the transit industry.

Anticipated Program Activities:

- Qualified Selections: Continue to solicit and select a consortium of qualified public and private sector entities to conduct transit-related research and evaluation activities.
- Evaluation Projects: Will conduct independent evaluations of demonstration projects funded under FTA's Public Transportation Innovation Program.
- Partnerships: Continue to support FTA's technology transfer initiatives.
- Enabling Research: Continue to provide FTA with rapid-response studies on emerging transit issues and technological advancements impacting public transit.
- Transit Research Data: Continue to coordinate with grantees to establish data management plans and performance metrics for transit research initiatives.

Additional information about DOT Research can be found at
<https://researchhub.bts.gov/search>