CTRAN Route Planning Study
Existing Conditions Report

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Prepared for CTRAN

Prepared by

Creighton Manning

mca Marlene Connor Associates LLC

transpogroup

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Introduction

Project Background and Goals

C-Tran is the primary public transit system serving Chemung County, connecting residents and visitors to job opportunities, retail locations, and recreational destinations by providing a car-free, environmentally friendly, cost-effective, and equitable mobility option. The existing route network consists of nine local bus routes offering service within the boundaries of Elmira's urbanized area (including the municipalities of Southport, West Elmira, Elmira Heights, Horseheads, and others), and four commuter bus routes connecting Elmira with the neighboring cities of Corning, Owego, and Ithaca, as well as destinations and communities in between.

Over time, changes in land use and travel patterns lead to shifts in population and travel demand, which impact the ability for the existing transit network to meet the needs of existing and potential riders efficiently and effectively. Since the last C-Tran route planning study which was conducted in 2014, the COVID-19 pandemic and ensuing disruptions to daily life resulted in notable and rapid changes to nationwide travel trends, with many transit agencies experiencing a sharp drop in ridership that has yet to recover. In the face of these changes, C-Tran understands the importance of reviewing and updating service patterns to meet the changing needs of the community to continue to provide high quality transit service.

In January 2024, C-Tran initiated this Route Planning Study to examine the current state of C-Tran service, evaluate operations and performance, and enhance bus service in Chemung County. Using a data driven approach combined with robust public engagement, this study includes a comprehensive review of existing conditions and an assessment of feasible improvements to better serve existing customers and attract new riders. At the outset of the study, a Study Advisory Committee (SAC) was established to guide the study and review and provide feedback on interim and final study products. SAC members include staff from C-Tran, Elmira-Chemung Transportation Council (ECTC), Chemung County (Department of Social Services, Department of Aging and Long Term Care, Department of Labor) AIM Independent Living, and Chemung Schuyler Steuben Workforce New York. In coordination with the SAC, the following Study Purpose Statement and Objectives were established as the basis for consideration of alternatives and future service plans.

Study Purpose:

The purpose of this study is to update C-Tran routes to provide high quality transit service that meets the needs of the community, based on a comprehensive review of land use and travel patterns.

Study Objectives

- **Develop a baseline understanding of existing C-Tran operations and performance.**
- **Identify opportunities to improve service efficiency.**
- **Develop future service scenarios that serve existing customers and attract new ridership.**
- **Engage existing riders and non-riders in the study process.**

In order to achieve the above study purpose and objectives, the following study process and timeline was developed:

Figure 1.1: Study Process and Timeline

Study Area/Region

The study area consists of the entire C-Tran operating environment which includes all of Chemung County as well as inter-county service to destinations in Steuben, Tioga, and Tompkins counties. In general, the study area encompasses the urbanized area of Elmira, New York as well as metropolitan areas of Corning, Owego, and Ithaca and the corridors between these cities and Elmira. As transit service is separated into two separate operational characteristics (local and commuter), it is meaningful to analyze the study area as two distinct regions: one comprising Elmira's immediate urbanized area and surroundings, and another comprising the wider region including neighboring metropolitan areas.

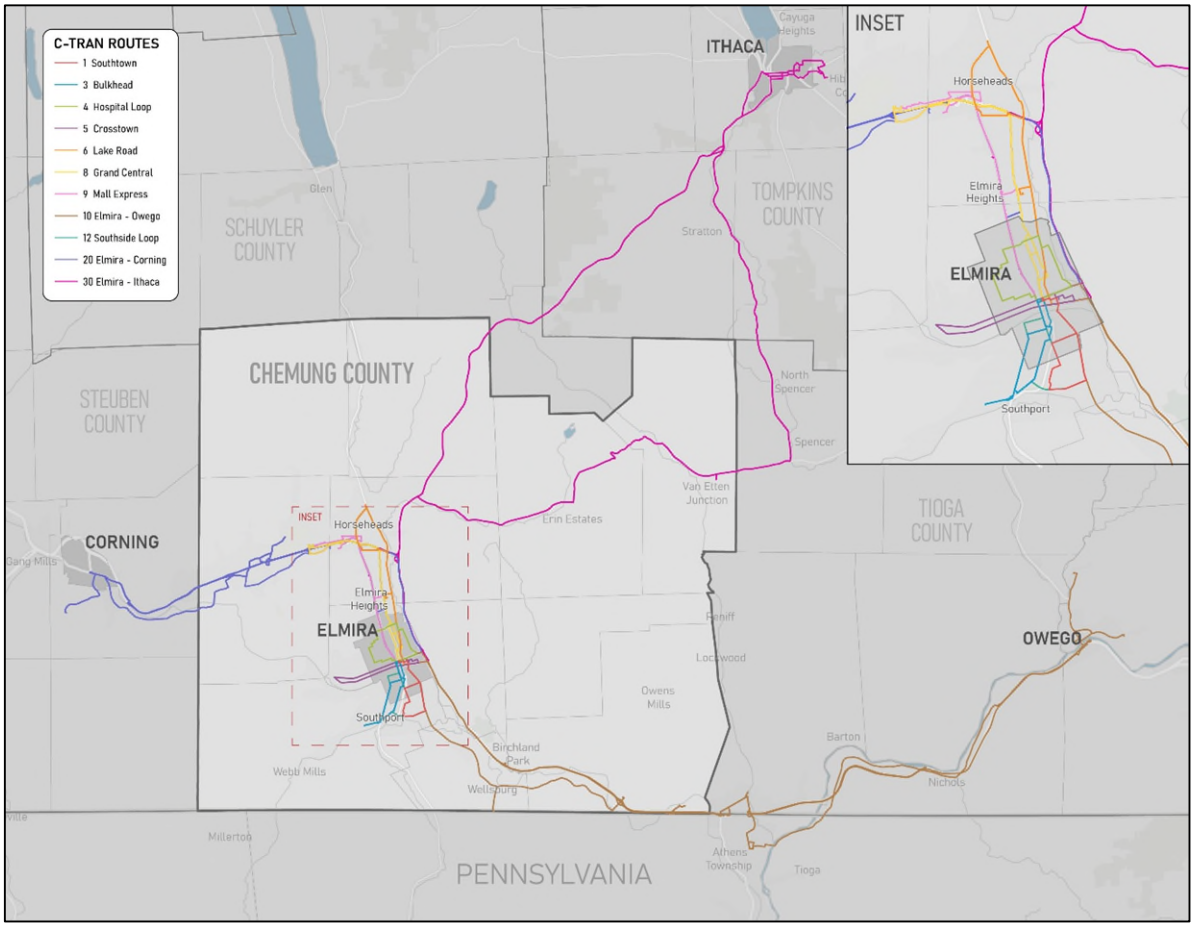

Figure 1.2: C-Tran Service Area

Existing Conditions

Service Characteristics

The C-Tran route network currently consists of 13 scheduled fixed-route bus routes, which can be divided into local and commuter routes. Local routes, of which there are nine, mainly serve the core urbanized area of Elmira, including the municipalities of Elmira, Horseheads, Elmira Heights, West Elmira, and Southport. Local service can be characterized with higher stop frequencies, operation on city streets, and low-floor buses. These routes run at 30 to 60 minute frequencies throughout the entire service day which generally extends from 6:00 a.m. to 7:00 p.m for most routes. In contrast, commuter routes, of which there are four, generally connect Elmira with regional destinations, including Corning, Owego, and Ithaca. Regional service is characterized by long distances between stops, longer trip lengths, higher average speeds, and lower service frequencies.

In general, C-Tran provides route deviation service that operates on a pulse system originating at the Elmira Transportation Center. This type of service provides customers the opportunity for convenient transfers between most routes and the ability for increased coverage since buses can deviate from their fixed routes within a ¾ mile radius at the request of customers to better suit their transportation needs. Similarly, C-Tran offers the convenience of a flag-stop system, allowing passengers to hail buses anywhere along the route. Most routes run from early morning to the evening, with some routes extending to later hours. Service typically runs on weekdays and Saturdays, with fewer routes operating on Sundays. Table 2.1 provides an overall summary of C-Tran service.

Source: Star Gazette

Table 2.1: Overview of Existing Service

Route	Service Type	Service Span	Frequency	Key Destinations
1 Southtown	Local	Weekday: 6:00 a.m.-6:25 p.m. Saturday: 9:00 a.m.-5:25 p.m. Sunday: None	Hourly	St. Joseph's Hospital, Riverside Elementary School, Woodbrook Assisted Living Residence, Notre Dame High School, Southtown Plaza, Elmira High School
3 Bulkhead	Local	Weekday: 5:30 a.m.-6:55 p.m. Saturday: 9:30 a.m.-5:55 p.m. Sunday: None	Hourly	First Arena, Chemung County DMV, Chemung County Human Resources, Coburn Elementary School, Broadway Academy/Elementary School, Edward Flannery Apartments
4 Hospital Loop	Local	Weekday: 5:30 a.m.-6:55 p.m. Saturday: 9:30 a.m.-5:55 p.m. Sunday: None	Hourly	Elmira College, Grove Park, Ernie Davis Academy, Arnot Ogden Medical Center, Hathorn Court Housing Complex, Eldridge Park, Lackawanna Rail Trail
5 Crosstown	Local	Weekday: 6:00 a.m.-6:25 p.m. Saturday: 9:00 a.m.-5:25 p.m. Sunday: None	Hourly	West Elmira Library, Elmira Town Community Center, Chemung County Child Advocacy Center, Chemung Valley History Museum
6 Lake Road	Local	Weekday: 6:00 a.m.-6:55 p.m. Saturday: 9:00 a.m.-5:55 p.m. Sunday: None	Hourly	Downtown Horseheads, Grand Central Plaza, Bethany Village, Horseheads Central School
7 Shopper Shuttle	Local	Weekday: 8:30 a.m.-6:55 p.m. Saturday: 9:00 a.m.-6:25 p.m. Sunday: None	Hourly	Arnot Mall, Big Flats Consumer Square (for Staples, Old Navy, Michael's, Sam's Club and Hobby Lobby), Big Flats Commons (for Target and Best Buy), Walmart Supercenter
8 Grand Central	Local	Weekday: 6:10 a.m.-7:25 p.m. Saturday: 8:30 a.m.-6:25 p.m. Sunday: None	Hourly	Eldridge Park, Downtown Elmira Heights, Villa Serene Apartments, Chemung County Fairgrounds, Grand Central Plaza, Arnot Mall, Big Flats Consumer Square
9 Mall Express	Local	Weekday: 6:00 a.m.-10:40 p.m. Saturday: 9:00 a.m.-10:40 p.m. Sunday: None	Hourly	Downtown Elmira, Elmira College, Eldridge Park, Edison High School, Arnot Mall
10 Elmira-Owego	Commuter	Weekday: 6:35 a.m.-5:50 p.m. Weekend: None	4 Trips per Day	Downtown Wellsburg, CVS Distribution Center, Downtown Waverly, Elderwood Health Care, Robert Packer Hospital, Downtown Sayre, Tioga Downs, Downtown Owego
12 Southside Loop	Local	Weekday: 7:00 a.m.-11:05 a.m. Saturday: 7:00 a.m.-11:05 a.m. Sunday: 9:30 a.m.-7:30 p.m.	3 to 4 Trips per Day	Flannery Apartments, Chemung County Human Resources, Cherrywood Manor Apartments, Southtown Plaza, Broadway Academy, St. Peter and Paul's Cemetery
20 Elmira-Corning	Commuter	Weekday: 5:15 a.m.-6:55 p.m. Weekend: None	8 to 10 Trips per Day	Elmira Heights, Grand Central Plaza, Arnot Mall, Elmira Corning Regional Airport, Pladis, Downtown Corning, Corning Community College
20E Airport/Corp. Park	Commuter	Weekday: 5:15 a.m.-10:50 p.m. Weekend: None	3 Trips per Day	Elmira Heights, Grand Central Plaza, Pladis, Elmira Corning Airport Corporate Park
30 Elmira-Ithaca	Commuter	Weekday: 6:15 a.m.-5:45 p.m. Weekend: None	2 Trips per Day	Elmira Heights, Grand Central Plaza, Breesport, Spencer, Downtown Ithaca

Ridership Trends

In addition to the above service characteristics which describe the service provided, C-Tran operations can also be characterized from the customer perspective in terms of ridership and productivity. To understand the current state of the C-Tran system, it is insightful to observe previous ridership trends including an assessment of before, during, and after the Covid-19 pandemic. Figure 2.1 shows total annual ridership by year from 2019 to 2023 on the C-Tran system.

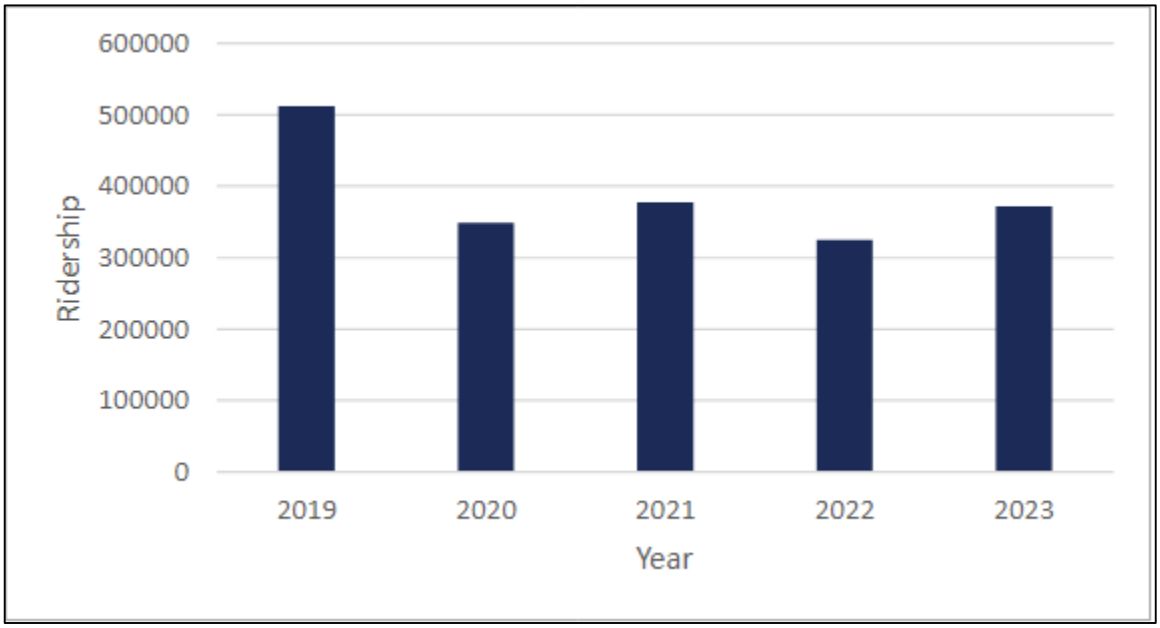

Figure 2.1: 2019-2023 Annual Ridership Trends

The above chart shows that ridership decreased by 25 to 40 percent between 2019, one year before the onset of the pandemic, and the following four years. While ridership has not fully recovered to pre-pandemic levels, post-pandemic ridership shows a gradual upward trend despite fluctuations by year. It should be noted that there was an increase in ridership in 2021. This was likely due to the free fares where were offered during the Covid-19 pandemic. These fluctuations become even more evident when reviewing monthly ridership as shown in Figure 2.2.

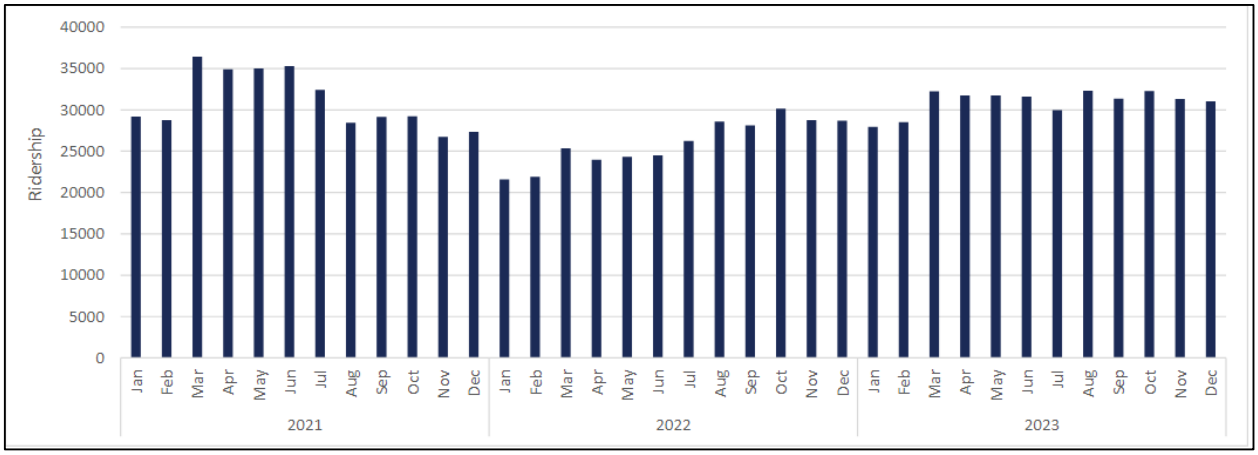

Figure 2.2: Monthly Ridership Trends

The chart shows that between 2021 and 2023, C-Tran ridership exhibits a seasonal trend with higher ridership during spring and summer months than during fall and winter months. Ridership typically experiences its sharpest increases between the months of February and March, as well as sharp declines between December and January. This could be indicative of "choice riders" opting to travel by other mode in the winter when weather and temperatures are not conducive to being outside walking to/from and waiting for transit services. Another potential explanation is that the ridership trend illustrates new post-pandemic travel trends in which people avoid travel during winter holiday season.

Existing Ridership and Productivity

While the above trends assessment shows ridership changes on the C-Tran system over time, a detailed analysis of 2024 existing conditions was conducted to provide a baseline understanding of operations and inform potential future route changes. In March 2024 a series of ride-checks were conducted to collect bus stop and route level ridership, and on-time performance data for every trip operated during a typical weekday. This data was reviewed and validated with additional data collected by C-Tran through the PassioGo system to ensure that the observations were representative of typical service. While the following summary provides an overview of the existing C-Tran system, detailed route profiles included in Appendix X provide route performance details including individual heat maps, passenger load data, and an assessment of each route's strengths, weaknesses, and opportunities for service improvements.

Overall system data indicates an average of approximately 1,620 weekday riders, which is consistent with 2021 observations, indicating an increase in ridership from 2022 and 2023, although not reaching pre-pandemic levels. In addition to overall ridership, Figure 2.3 shows the locations of boardings and alightings (ons and offs) observed. As shown in the figure ridership is primarily concentrated in the urban areas of Elmira and Horseheads with the majority of stop activity occurring at or around the transit center and extending northwards to the commercial land uses around I-86 (Arnot Mall, Big Flats Consumer Square, etc.). The map also shows ridership concentrations in downtown Corning, which outperformed other commuter routes to Ithaca and Owego.

Source: 511NY

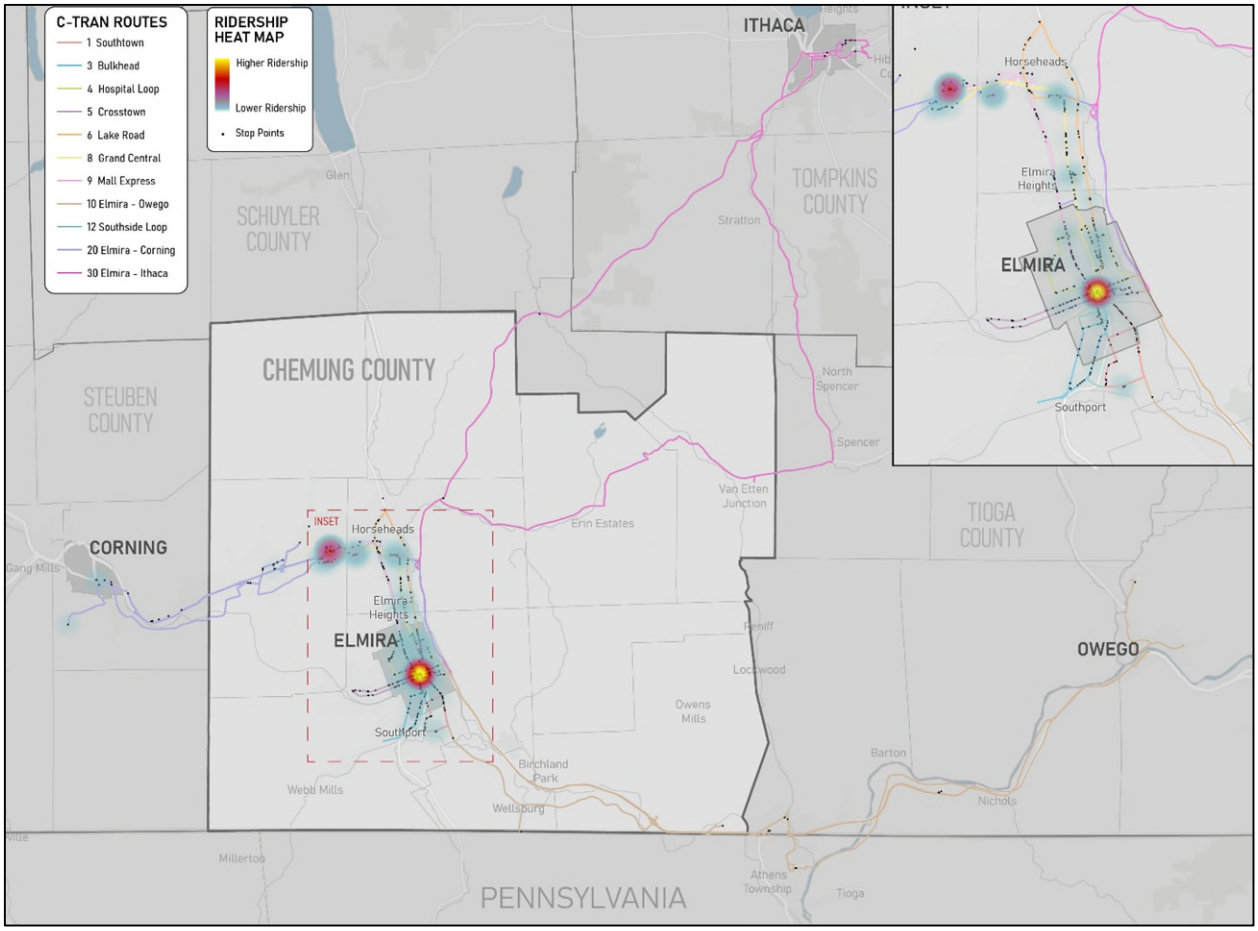

Figure 2.3: Ridership Heatmap – March 2024

In addition to system-wide analysis, individual routes were assessed to identify ridership patterns and overall performance. Table 2.2 summarizes the key performance indicators in terms of ridership, productivity, and on-time performance.

Table 2.2: Key Performance Indicators by Route

Route	Service Type	Weekday Ridership	Passengers per Mile	Passengers per Hour	Passengers per Trip
9 Mall Express	Local	266	0.92	17.50	17.50
8 Grand Central	Local	250	1.00	18.75	17.86
7 Shopper Shuttle	Local	194	1.48	22.17	9.24
6 Lake Road	Local	155	0.67	11.92	11.92
20 Elmira-Corning	Commuter	153	0.33	9.16	18.00
5 Crosstown	Local	137	1.34	21.08	10.54
3 Bulkhead	Local	134	1.35	19.14	9.57
4 Hospital Loop	Local	129	1.40	18.43	9.21
1 Southtown	Local	107	1.13	16.46	8.23
30 Elmira-Ithaca	Commuter	22	0.13	4.06	11.00
10 Elmira-Owego	Commuter	16	0.03	1.37	4.00
12 Southside Loop*	Local	10	1.25	24.00	10.00
20E Airport/Corp. Park*	Commuter	8	0.06	1.68	2.67

*Data based on single trip observation during March 2024 ride-check

The table shows that local routes generally attract higher ridership than commuter routes, with all but one commuter route (Elmira-Corning) serving fewer passengers than any local route. The local routes which serve the Arnot Mall complex and the city of Horseheads also have higher ridership than the local routes that do not. Further review of Route 20 – Elmira-Corning indicates that this route attracts far more ridership than the other commuter routes. Factors that may affect this include a relatively close proximity to the primary destination of Corning compared to Owego and Ithaca served by routes 10 and 30, more frequent service, longer service spans, Saturday service, lower fares, and intermediate destinations that are more densely occupied by commercial and residential establishments.

On-Time Performance

Beyond ridership data, the March 2024 ride checks as well as historical data collected by C-Tran provide valuable information on travel times and on-time performance. On-time performance is an important metric of transit reliability, as customers rely on scheduled arrival and departure times when planning trips. If buses are routinely late, passengers must budget extra travel time to get to their destination. Likewise, early departures can result in passengers missing their anticipated bus.

Systemwide, 56 percent of C-Tran trips arrive/depart on-time, which is defined as zero minutes early or five minutes late. Likewise, 33 percent of trips were observed departing early and 11 percent of trips were recorded as arriving late. Although the on-time performance of each individual route varies, with some routes performing better than others as shown in the detailed route profiles, the above systemwide metrics are generally indicative of the overall system reliability. C-Tran service standards indicate a target on-time performance of 95 percent at all times of the service day, which is consistent with service standards of similar agencies. As such, there are opportunities for C-Tran to improve on-time performance, particularly as it relates to early departures. Some methods that may be considered include changes to schedules, infrastructure improvements that allow buses to hold at time-points when running early, and additional operator training and monitoring to ensure schedule adherence.

System Coverage

In addition to the above transit system and route performance metrics, the existing C-Tran system can also be described in terms of the access it provides. Specifically, beyond looking at ridership and levels of service provided, part of the value that transit provides can be assessed in terms of the number and types of destinations that the system serves. Data from the Longitudinal Employer-Household Dynamics (LEHD) program overlaid with the existing C-Tran Route network indicates that there are approximately 26,000 jobs located within ¾ mile of existing local C-Tran service which increases to approximately 38,500 jobs located when considering the additional coverage provided by commuter services. Figures 2.4 and 2.5 show the geographic distribution of jobs throughout the C-Tran service area while Figure 2.6 further summarizes the types of jobs that can be accessed by the existing transit network.

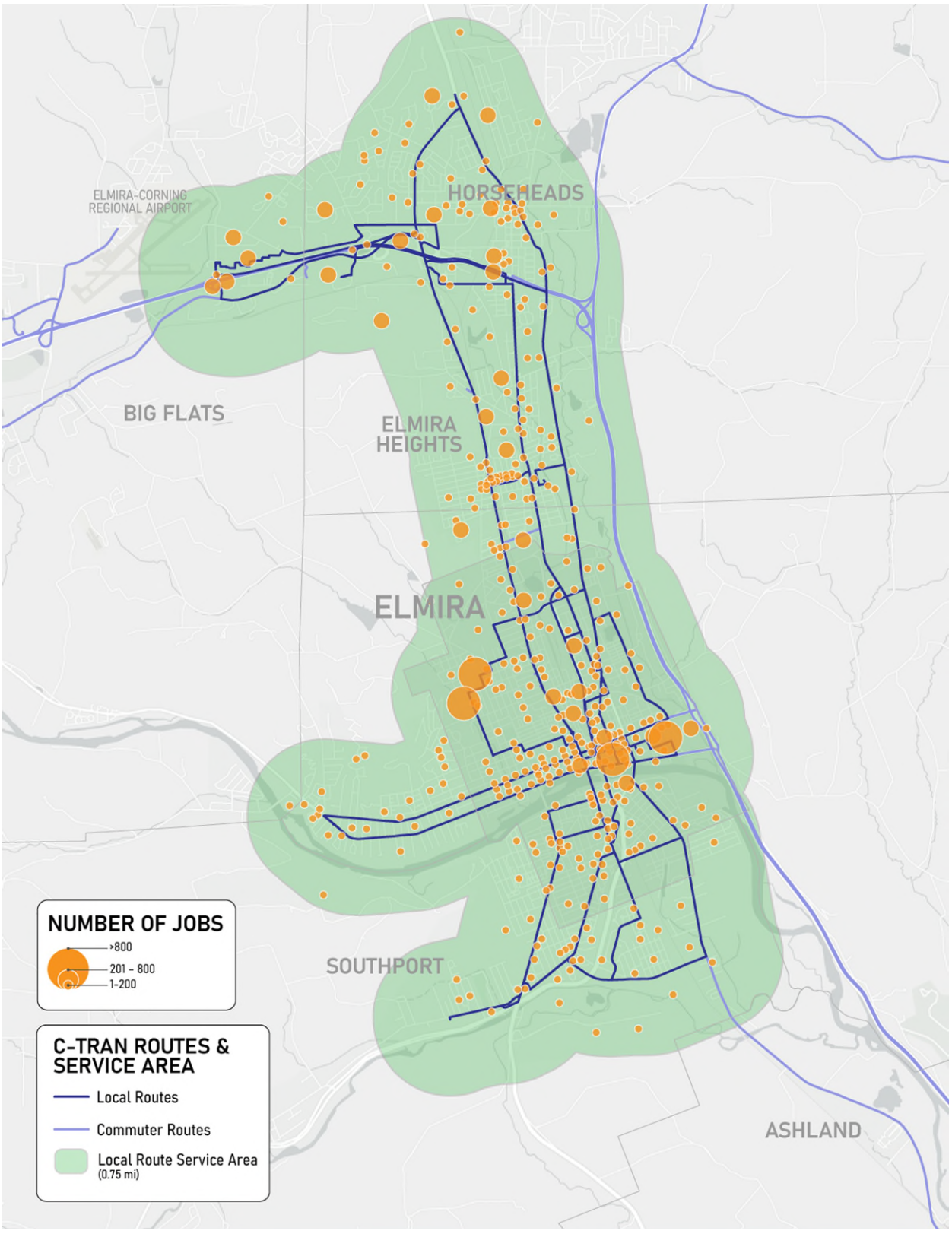

Figure 2.4: Distribution of Jobs in C-Tran Local Service Area

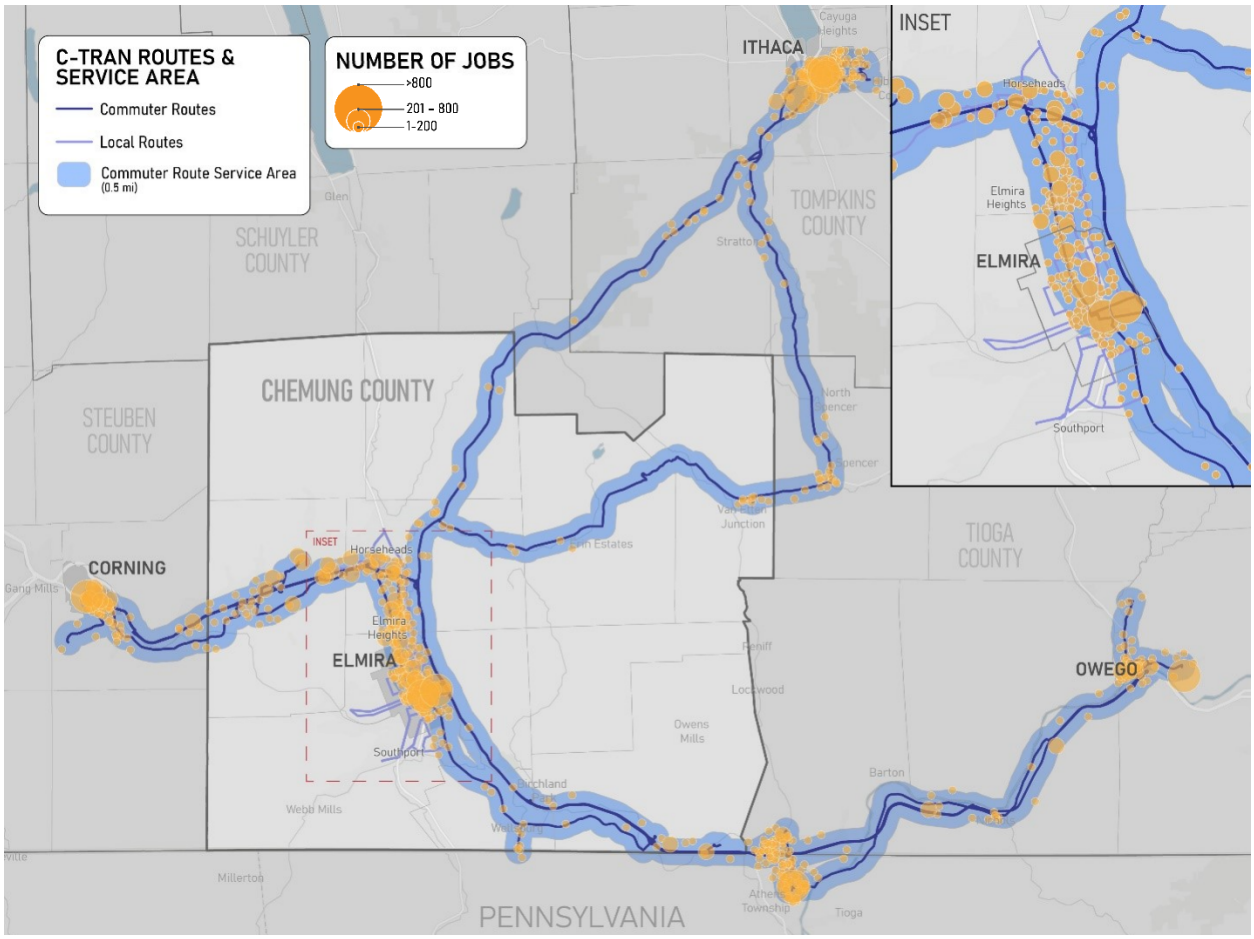

Figure 2.5: Distribution of Jobs in C-Tran Commuter Service Area

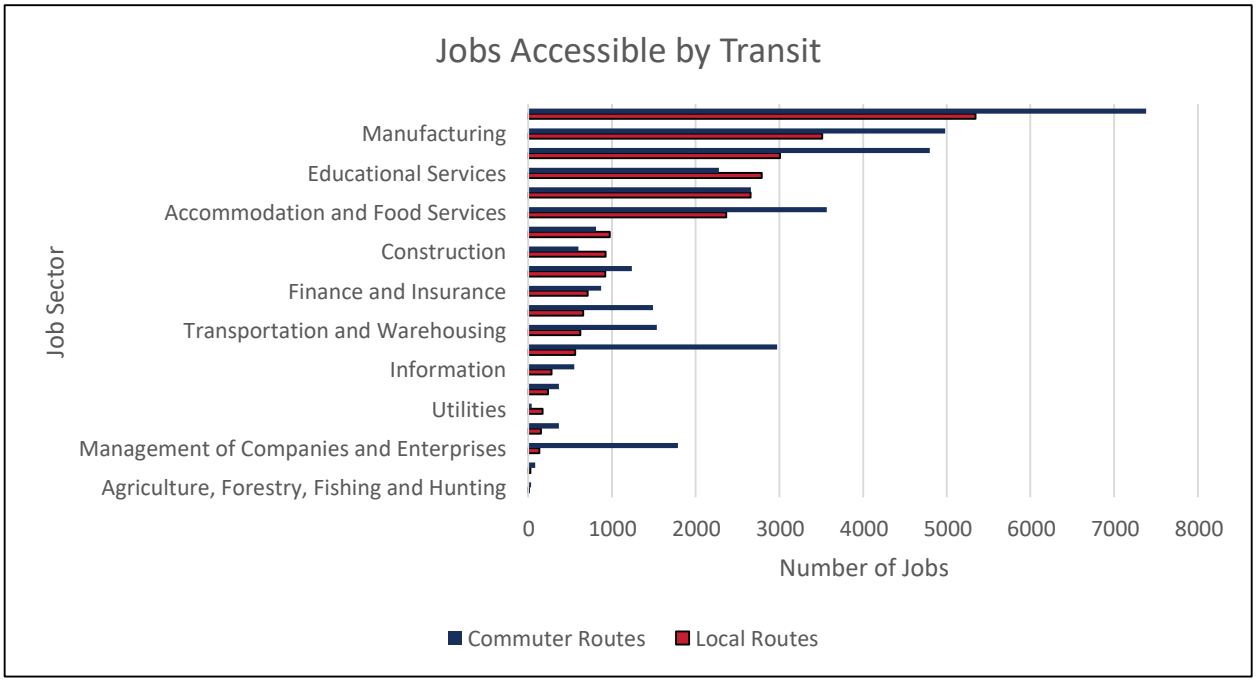

Figure 2.6: Jobs Accessible by Transit

This table shows that jobs in every sector, representing most major industries, are served within a walkable distance of the existing C-Tran network. While the number of jobs served within a ½ mile area around regional routes only is greater than that served within a ¾ mile area around local routes by nearly 50%, the density of jobs in Elmira and its surrounding urban area is higher. As many people rely on transit for commuting purposes between home and work, developing a transit network that connects to a large proportion of employment centers is important in making transit a viable and attractive option for the commuting workforce of the wider Elmira region.

While the above assessment examines areas accessible by the existing C-Tran system, it is equally important to look at areas that are not served by transit and the potential to expand service to places where there may be unmet demand. As such, a transit market analysis was conducted for the entirety of Chemung County to identify areas of transit demand using a Transit Propensity Index (TPI). The TPI determines ridership potential based on population density and additional demographic factors including race, income, age, density, and the availability of other transportation options. The TPI is illustrated on Figure 2.7 and shows that the transit propensity is greatest in downtown Elmira and the adjacent census tracts. Likewise, the existing C-Tran system and ridership trends are generally aligned with the areas of highest transit propensity.

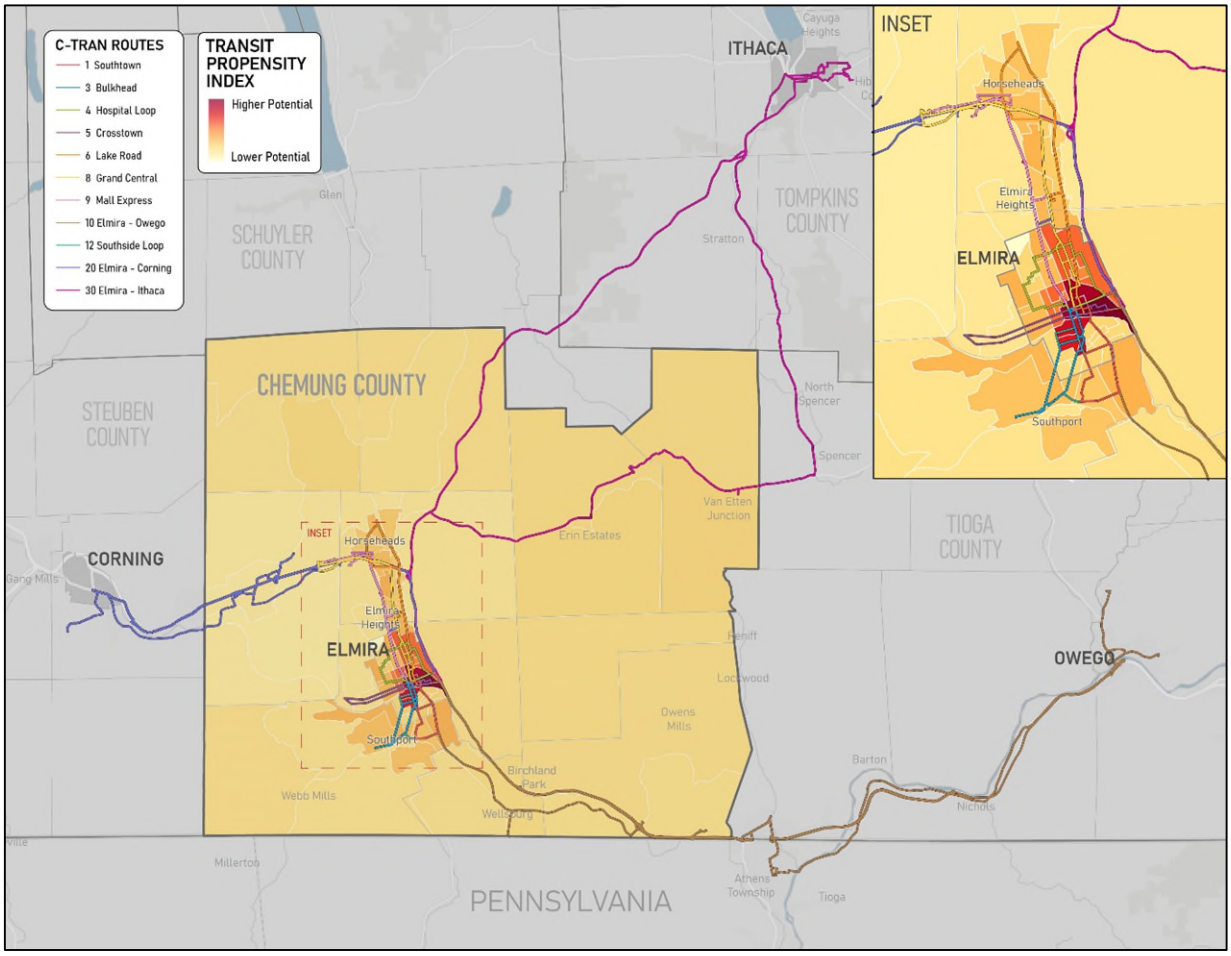

Figure 2.7: Transit Propensity Index

Equity Considerations

Beyond the above TPI assessment which examines general demographics to identify areas where transit expansions may be successful, it is important to apply a more targeted lens to the demographic assessment to identify populations that have been historically marginalized or subject to discrimination based on the grounds of race, color, or national origin. Past transportation planning practices have led to the marginalization of certain demographic groups, resulting in a lack of transit access, safety, and quality of life.[1] As a result, marginalized groups in most urban areas currently experience worse living conditions, including decreased health, safety, and psychological wellness. To address these inequities and move towards a more just society, C-Tran is committed to incorporating equity as a core tenet into every step of the analysis and recommendation processes to ensure the fair representation and treatment of all individuals, without regard to demographics, physical ability, or financial circumstance.

The equity assessment of the existing C-Tran system is based on two separate but related environmental, social, and economic analysis tools. The first tool is the Climate and Economic Justice Screening Tool (CEJST) which was developed by the Council on Environmental Quality (CEQ) as a direct result of President Biden's January 2021 Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad. This tool uses different datasets to identify communities experiencing burdens in one of eight categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development). Similarly, the New York State Climate Justice Working Group (CJWG) list of Disadvantaged Communities (DACs) identifies additional communities that bear the burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high concentrations of low- and moderate-income households. These two datasets are shown on Figure 2.8 in relation to the existing C-Tran system. As shown, the existing route network provides coverage to areas identified as disadvantaged through the state and federal definitions.

[1] USDOT Justice40 Storymap, May 16, 2023
https://storymaps.arcgis.com/stories/4b7e74d27ec445c7ae3d82448d8336ad

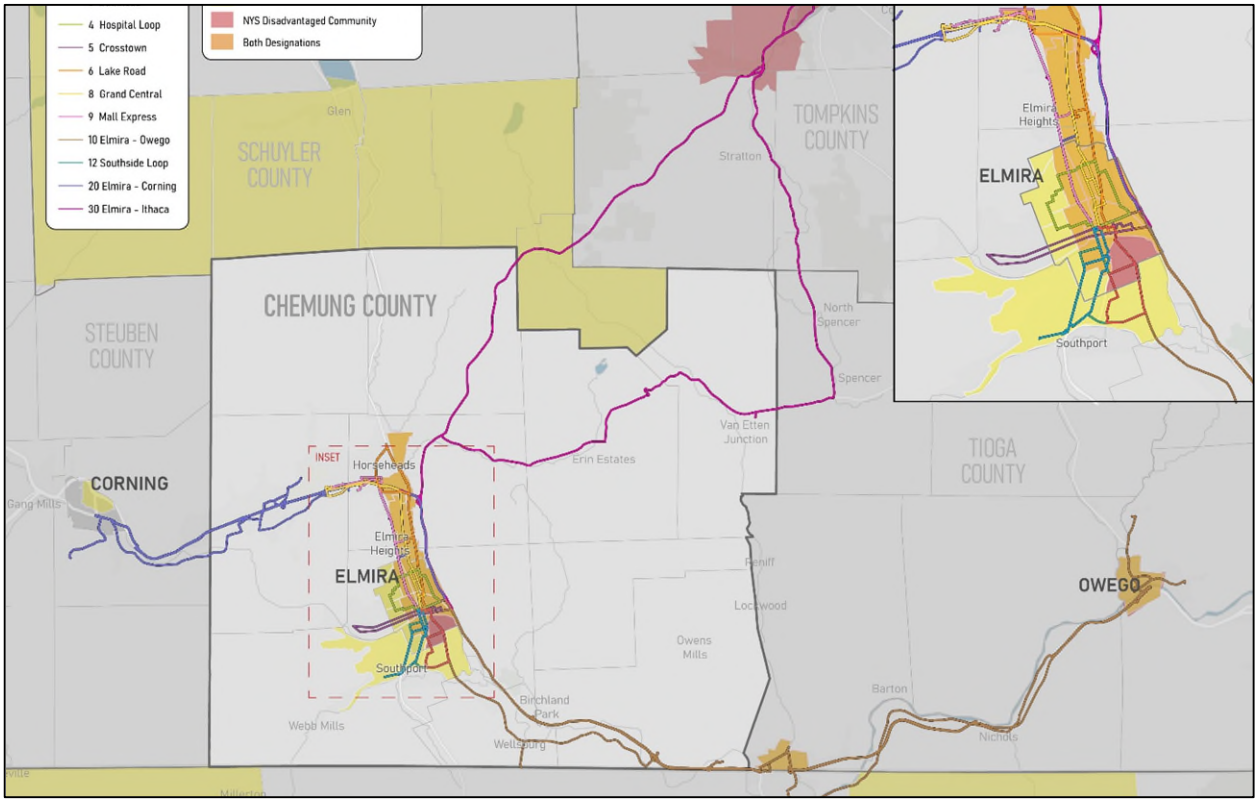

Figure 2.8: Equity Geographies

Fleet and Facility

C-Tran currently operates service out of a single facility located at 1201 Clemens Center Pkwy in Elmira. This facility is used to house and maintain the existing C-Tran fleet which consists of 24 buses and cutaways used for revenue service and four non-revenue vehicles for administrative, supervisory, and maintenance uses. Table 2.3 summarizes the exiting fleet.

Table 2.3: Existing Fleet

Category	Class	Make & Model	Year	Age	Seating Capacity	ADA Accessible	Length
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Enc Eldorado EZ Rider II	2018	4	39	Ramp	38
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2015	7	42	Ramp	40
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2014	8	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2014	8	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2013	9	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2013	9	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2013	9	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2013	9	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2013	9	27	Ramp	29
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2011	11	36	Ramp	40
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2011	11	36	Ramp	40
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2011	11	36	Ramp	40
Revenue Vehicles	Bus- Heavy Duty Large / Trolley	Gillig	2011	11	36	Ramp	40
Revenue Vehicles	Bus- Medium Duty	Ford E450	2018	4	17	LIFT	27
Revenue Vehicles	Bus- Medium Duty	Ford E450	2018	4	17	LIFT	27
Revenue Vehicles	Bus- Medium Duty	Ford E450	2018	4	17	LIFT	27
Revenue Vehicles	Bus- Medium Duty	Ford E450	2018	4	17	LIFT	27
Revenue Vehicles	Bus- Medium Duty	Ford E450	2018	4	17	LIFT	27
Revenue Vehicles	Bus- Medium Duty	Ford E450	2018	4	17	LIFT	27
Revenue Vehicles	Bus- Heavy Duty Small	ARBOC Spirit of Mobility	2016	6	22	RAMP	27
Revenue Vehicles	Bus- Heavy Duty Small	ARBOC Spirit of Mobility	2016	6	22	RAMP	27
Revenue Vehicles	Bus- Heavy Duty Small	ARBOC Spirit of Mobility	2016	6	22	RAMP	27
Revenue Vehicles	Bus- Heavy Duty Small	ARBOC G4500	2014	8	22	RAMP	27
Revenue Vehicles	Bus- Heavy Duty Small	ARBOC G4500	2014	8	22	RAMP	27
Non Revenue Vehicles	Sedan	Ford Crown Vic	2006	18	5	N/A	N/A
Non Revenue Vehicles	SUV	Chevy Tahoe	2013	11	5	N/A	N/A
Non Revenue Vehicles	Compact SUV	Toyota RAV4	2023	1	5	N/A	N/A

In addition to the garage and maintenance facility, C-Tran also installs and maintains bus shelters at key ridership locations. Figure 2.9 shows the locations of existing and planned shelters located throughout the system.

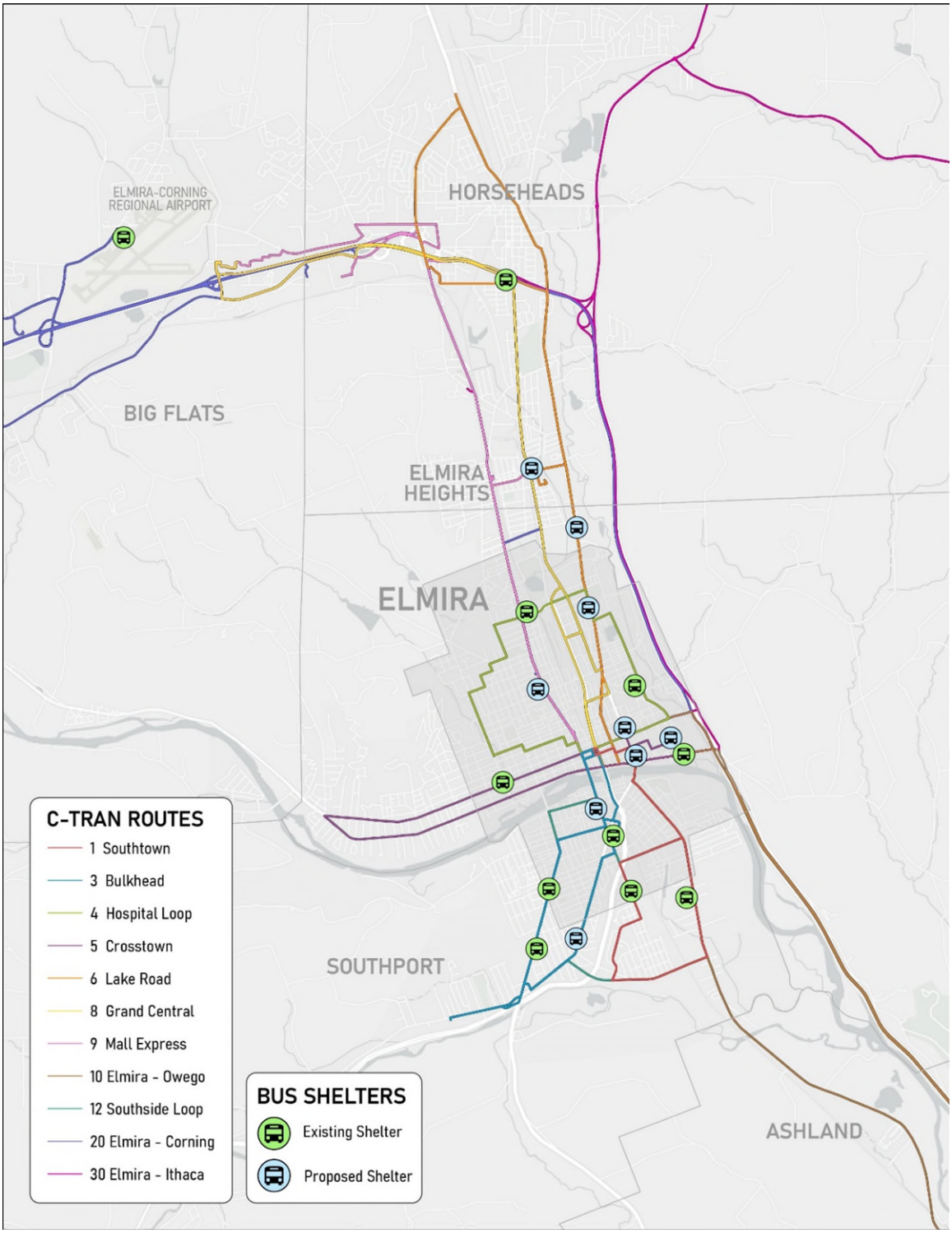

Figure 2.9: Existing and Planned Bus Shelters

Finances

Chemung County funds CTRAN through a combination of federal, state, and local funding. Federal Funding through the Federal Transit Administration (FTA) is provided by several formula based programs, 5307 Urbanized Area formula funds, 5311 Rural Public Transportation funds and 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. State Operating Assistance, STOA, is the state program for public transportation funding in New York.

Local assistance to CTRAN is provided through contracts and service related programs which include funding from the Department of Health, and the Department of HHS and its Non- Emergency Medical Transportation program, and other local agency contracts and services.

The financial baseline data provided by Chemung County CTRAN is listed here for FY 2023 and 2024. The following tables summarize the overall operating budget and revenue sources.

Table 2.4: Overall Agency Operating Budgets

	2023	2024
Agency Operating Budget	$5,248,236	$5,235,122

Table 2.5: Revenue Breakdown by Source

Revenue Source	2023	2024
5307 Federal PM	$1,004,831	$1,024,426
5307 Federal Operating	$540,374	$551,161
5311 Federal Operating	$147,741	$150,696
5310	$52,500	$52,500
Other Federal	$125,904	$128,116
STOA- State Operating Assistance	$1,089,103	$1,089,103
Local/Agency Contracts	$1,806,276	$1,820,590
Farebox	$361,745	$397,919
Downtown Transit Center Rentals	$20,000	$20,000
Total	**$5,148,474**	**$5,234,511**

One of the most important aspects of transit system management is understanding how to enable sustainable funding for programs. The funding programs listed for CTRAN are traditional and consistent based on how funding and resources are typically allocated in New York based on both the existing state agency programs and through the long term formula based programs at the federal level. Federal formula programs are based on demographic and socio-economic characteristics which are individual to each program such as population, passengers and miles in the 5307 program, the region's rural population proportion as distributed through New York State for the 5311 program, and the region's population of Seniors and Individuals with disabilities for the 5310 program.

CTRAN also has a number of locally based contracts for which it provides transportation such as the County's DOH and DHHS agencies. Opportunities will continue to enhance with these specific agency partnerships which will benefit CTRAN and the riders of the system by maintaining a community based perspective on riders and area needs. In general, public transportation is more sustainable in a community with active partners.

In addition to the formula programs, there are some additional opportunities at the federal level where the current Surface Transportation Program, IIJA, has initiated several competitive funding and grant programs. Other additional options and alternatives and pilots can be developed through partnerships which are more local in nature which could be consistent with the current funding opportunities such as competitive grants at the federal level. Table 2.6 identifies current competitive FTA grant opportunities.

Table 2.6: Transit Funding Opportunities

FTA Competitive Grant Programs	Total Program Funds (Local Match)	Grant purpose	Eligible applicants	Annual Cycles
Low and No Emission Bus Grants	$1.1 B (20%)	To replace, rehabilitate, and purchase buses with low and no emission technology	States, designated recipients, and local governmental entities that operate fixed route bus service	Annually through 2026
Bus and Bus Facilities	$400 M (20%)	To replace, rehabilitate, and purchase buses and bus facilities	States, designated recipients, and local governmental entities that operate fixed route bus service	Annually through 2026
Innovative Coordinated Access and Mobility (ICAM)	$4 M (20%)	To improve access to public transportation by building partnerships among health, transportation, and other service providers.	Designated recipients, states and local governmental authorities, private nonprofit organizations, operators of public transportation	Annually through 2026
Mobility, Access, & Transportation Insecurity (MATI)	$6M (20%)	A program which can explore demonstration and pilots to address transportation insecurity and evaluate outcomes and impacts upon individuals and communities.	Departments, agencies, and entities of the Government, including Federal laboratories; Non-profit organizations; For-profit organizations; Institutions of higher education including research universities, Technical and community colleges. These applicants must serve as the lead organization to deliver demonstrations	Anticipate competitive annual pilots and demonstration projects initiating in 2023
Enhancing Mobility Innovation	$4 M	Mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that focus on the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Providers of public transportation, Private for-profit and not-for-profit organizations, State, city or local government entities, Institutions of higher education	Annually through 2026