SRD GRANT APPLICATION TEMPLATE

DO NOT SUBMIT THIS DOCUMENT. The following text serves as helpful templates to guide you in completing the text-based responses of the SRD Program Supplemental Form (available here). Each text-based response required in the supplemental form is denoted in bold throughout this document.

NOTES:

- **All written response boxes have a 4000 character limit** unless otherwise specified.
- It is best to write your responses in a Word document, check the character limits, then copy/paste the responses into the form once complete.
- Guidance and sample text are included in red. Most sections are around the 2,000 character mark as written below, leaving ample room to customize for your unique circumstances.
- This document is a helpful template. You must make it your own, following the guidance included throughout as well as the requirements stated in the NOFO (available here).
- Letters of support and other supporting documents are uploaded in grants.gov within form SF 424, not this supplementary form.

Section I. Applicant Information

Please provide a description of transportation service and geographical areas served by the lead provider of public transportation:

- Describe the proposed location(s) of the research and demonstration, the type of rail modes, the type of rail vehicle, and the number of rail vehicles involved in the demonstration.
- Include Congressional district information for the project's place of performance. Cite relevant facts, statistics, and information about your geographic area. This is a good resource: https://www.census.gov/mycd/

Section II. Project Summary

Project Title: insert a clear, concise title for your project
Example: Mitigating Suicide and Safety Risks at NAME OF TRANSIT Through New Technology-Based Content Delivery System

Summary:

- Name the overall goals of the project, being sure to connect them to the goals of this funding opportunity:
    - Explore advanced technologies, designs and/or practices to mitigate and prevent safety hazards on rail transit systems; and
    - Evaluate cost-effectiveness and practicability of potential solutions.
- Describe the project scope, including anticipated deliverables.
- This is a high-level summary of the entire project

Passengers vastly outnumber transit agency employees and can a valuable resource for reporting safety hazards. While transit agency employees are trained to recognize and report safety hazards, the overwhelming majority of passengers have never been trained to recognize a safety hazard nor how to report it. This proposed NAME OF PROJECT will fill the immense gap that exists in transit safety training to research, develop, and demonstrate a new technology-based educational training program to mitigate and prevent safety hazards on rail transit systems, reduce rail-related suicides, and evaluate cost-effectiveness and practicability of this solution.

The overarching goals of the NAME OF PROJECT are to 1) Improve the operational safety of rail transit services and mitigate suicide and safety risks through the development and demonstration of a mobile Content Delivery System, and 2) Empower every transit user (employees and passengers) with the education and training they need to become active participants in public safety.

The NAME OF PROJECT scope consists of three phases: research, development, and demonstration. First, needs assessment research will be conducted to identify specific training needs at NAME OF RAIL TRANSIT, and to gather pertinent statistics to inform training development (ex: suicide rates, problem areas in the system, etc.). Deliverable one will be the needs analysis and corresponding report. Second, transit-specific training modules will be developed, as well as a digital Content Delivery System (CDS) through which transit users will access and engage with the educational content by using their mobile phones. Deliverable two will be transit-specific lessons and the CDS delivered through ELERTS' existing crowd-sourced incident reporting platform. Third, the CDS will be demonstrated through launch at NAME OF RAIL TRANSIT, promoting its use by passengers and employees, monitoring incoming reports and analyzing data, and evaluating overall cost-effectiveness and practicality. Deliverable three will be a report detailing evaluation findings, as well as recommendations for industry-wide standards for technology-mediated safety and suicide mitigation training programs.

List all supporting materials and documents included with proposal:

- You may attach materials and documentation that support the proposal submission including graphics, maps, letters of support and any other documents, as appropriate.
- Attachments are uploaded in the SF 424 Application for Federal Assistance form in grants.gov - not this form.
- Remember to clearly reference any relevant attachment in the appropriate places within this supplemental form. For example, if you are including a letter of support from a University to help with data collection and analysis, reference their included letter of support.

Which topic are you applying for: choose 'Suicide and trespassing mitigation & prevention'

Rail Safety Hazard(s) Identified
Provide Safety Data & Description of the issue(s):

- The purpose of this section is to discuss the current state of practice, challenges and how your proposed project will mitigate and/or prevent the safety hazard(s) identified in rail transit system(s).
- Provide background information, including baseline data, regarding the safety hazards you have identified at your rail transit (ex: historical trespasser data, rail fatalities & injuries at your transit, etc.)
- Describe what your transit has done to mitigate and/or prevent accidents that could result in injuries and fatalities (ex: Posters, advertising, public service announcements to teach rail safety, employee training, etc.)

The current state of practice in rail safety is to call 911. In a transit system, passengers and employees see hazards and incidents all the time, but saying something about it can be inconvenient and challenging, especially when the safety concern involves another person. Individuals witnessing a potential hazard may be in a hurry, scared or unsure how to report it, or too intimidated to walk up to transit personnel. Oftentimes incidents are reported too late, making it difficult for first responders to take action before a hazard escalates into an event, such as a crime or rail fatality.

According to National Transit Database (NTD) statistics, from 2008 to 2014 light rail system fatalities increased by 117%. Of these fatalities, 72% were from suicide and 28% were trespassers. Among public transportation options, light rail systems experienced the largest increase in pedestrian crosswalk fatalities in this timeframe. Compounding this dramatic increase in rail fatalities and suicides is an equally sharp

rise in distraction. Smartphones are rapidly becoming extreme distractions for all citizens (Gazzaley & Rosen, 2016), and suicide rates are skyrocketing nationwide (American Psychological Association, 2019). Hence it is fitting that perhaps the largest contributing factor in these increases should also be central to the solution, as proposed in this NAME OF PROJECT to reduce rail deaths and injuries. Let's use mobile phones outfitted with incident reporting capability to enhance safety on transit agency property.

Conclude with a paragraph of how this project directly connects to the specific challenges you are experiencing at your transit, data to support your argument, and how this project will make it better.

Safety Improvements and Mitigation Strategies Proposed:

In recent years, much research has been gleaned to shed light on rail suicide prevention. However, these findings and promising best practices, such as those conducted by the U.S. DOT's Volpe Center and Federal Railroad Administration (FRA), have not yet been translated into actionable technologies.

Thus, the core mitigation strategy proposed in this NAME OF PROJECT is a digital rail safety education program for NAME OF TRANSIT users, that can then be replicated and scaled nationwide. The NAME OF PROJECT will be built around key research areas defined by Volpe, FRA, and the Suicide Prevention Research Center (SPRC) to create a content delivery system for mitigating and preventing rail suicide. In other words, NAME OF PROJECT will translate the growing body of research and best practices into a technology-based tool, bringing knowledge out of the labs and into the rails to increase rail safety in a cost-effective manner.

NAME OF TRANSIT is familiar with the ELERTS See Say crowd-sourced incident and hazard reporting mobile system, which has yielded over 500,000 reports from passengers to date in total. Analyzing large amounts of reported data over the course of this proposed project will serve as evidence to identify practices and trends that result from combining a safety-educational material delivery system with incident reporting capabilities on a mobile device. By innovating and combining the latest rail safety education and anti-suicide programs proposed in this project within ELERTS' existing Incident Reporting System, passengers and employees will be better prepared to identify, rate, and report safety hazards such as a person-at-risk contemplating suicide, trespassing, suspicious activity, and more. Specific details are discussed in Section III.

Extent/evidence that demonstration builds off of prior research, innovation, and development efforts:

- Provide details on whether the proposed demonstration is a new effort or a continuation of a prior research and degree of improvement over current technologies, designs, and/or practices that you have initiated at your transit (past or present)
- If applicable, be sure to discuss any suicide and/or safety training activities that you are already doing, and how this project will build upon those efforts

A solid research base is forming on the need for and effectiveness of suicide prevention training for rail transit employees (yet limited data exists regarding such initiatives for passengers, which will be addressed in this NAME OF PROJECT). A particularly promising strategy specific to reducing suicide in rail transits is gatekeeper training. "Gatekeeper training teaches people to identify individuals who are showing warning signs of suicide risk and helps these individuals get the services they need" (Suicide Prevention Resource Center, 2020).

In short, gatekeeper training teaches people to identify individuals showing warning signs of suicide risk, and has traditionally been offered to rail employees only. As an example, gatekeeper training was initiated at PAX in the United Kingdom, resulting in over 50 lives saved. Anti-suicide training programs are also underway at many leading rail transit agencies here in America including Caltrain, Massachusetts Bay Transportation Authority, Washington Metropolitan Area Transit Authority, Long Island Railroad, O'Hare Express Rail Service, and others. NAME OF PROJECT will build upon this prior research, expand training initiatives to also include passengers, and combine anti-suicide training within ELERTS - America's leading crowd-sourced incident reporting system for transit agencies.

In major cities including many of those named above, citizens and rail transit employees rely on ELERTS to report safety and security concerns to authorities immediately. Detailed incident reports can be quickly submitted (with a photo or video), using ELERTS mobile app or via text messaging. When incident reports come in from riders and employees, the dispatcher receives unprecedented awareness of who, what and where a problem is occurring in the transit system. ELERTS advanced technology automates public safety, helping transit authorities and law enforcement keep people safe by identifying trespassers, homeless, inebriated and vulnerable persons who may need assistance, including those considering or attempting suicide.

The NAME OF PROJECT will build upon existing research as well as ELERTS' proven incident reporting software through the development of transit-oriented safety and suicide prevention lessons sent via the ELERTS cloud platform to mobile phones. The Suicide Prevention Resource Center's Comprehensive Approach to Suicide Prevention will be used as the framework for content delivery system (CDS) content, in tandem with

existing research regarding safety and suicide prevention in rail transit agencies. In doing so, passengers and employees will become informed app users, dramatically increasing their ability to recognize and report safety issues and people at risk.

Project Objectives:
Describe how the proposed project supports one or more FTA safety goals and FY 2018 SRD program objectives.
The NAME OF PROJECT will fill the immense gap that exists in transit safety and suicide prevention training to 1) Improve the operational safety of rail transit services and mitigate suicide and safety risks through the research, development, and demonstration of a Content Delivery System, and 2) Empower every transit user (employees and passengers) with the education and training they need to become active participants in public safety. These two goals are directly connected to the FTA FY 2018 SRD program objectives. Please see Section III for details on how this project responds to each criterion as described in Section E of the NOFO.

Exemptions/waivers:
Please indicate if any of these exemptions or waivers are required to implement the project, and impacts to the project if waivers are not granted.

- Provide a description of any exceptions or waivers to FTA requirements or policies necessary to successfully implement the proposed project.
- FTA dislikes deviations, but may consider them if you can show a compelling benefit. Examples: Buy America requirement, Deferred Local Share, Letter of No prejudice, etc.

ELERTS is made in America technology and can be used towards meeting the Buy America requirement. That said, this is NOT a deviation, but a supporting factor, and the reason why ELERTS is a Key Party (more details in the Team part of Section III below).

Data Collection Management and Accessibility:
Describe the expected approach to data collection, data management and data access by the FTA and independent evaluators.

- Describe your expected approach to data collection
    - What data will you collect in each phase (research, development, and demonstration)?
    - How will you collect it (ex: surveys, interviews, etc.)?
    - Who will collect it? (consider naming a partner to help in all of this, such as a local university faculty member)
    - Explain how each partner will be involved in data collection/management/access. See an example for ELERTS below
- Describe your expected approach to data management

    - Who will store the data?
    - How/where will it be stored and managed (ex: name specific software that will be used)?
- Confirm your willingness to provide data access to the FTA and willingly participate in independent evaluations.
    - *Example: All NAME OF PROJECT participants agree to provide data access to the FTA as required in the NOFO, and look forward to working with independent evaluators throughout the course of this project.*
- Discuss any potential issues (technical or other) that may influence the success of the project.
    - *Example: Conclusive data integrity and data analysis could be compromised if too few transit agencies participate in the project.*

ELERTS will provide technical assistance to project analysts to extract data from the ELERTS cloud which is hosted on Amazon AWS and managed by ELERTS Corporation. Each agency partner in this project and the FTA will have access to data stored on AWS via a web-based management console, EPICenter. All NAME OF PROJECT participants agree to provide data access to the FTA as required in the NOFO, and look forward to working with independent evaluators throughout the course of this project. Safety hazard and incident report data may be exported to CSV or PDF files from within the management console. An API (Application Programming Interface) is also available for other software systems to extract the data for analysis, cataloging, or visual presentation by other systems such as Microsoft Power BI or Tableau. Some analyses can be done within the ELERTS console, which provides a built-in Business Intelligence dashboard showing statistical analyses via visual charts and graphs. ELERTS will review data and results and provide guidance. For example, ELERTS could adjust the app's Report Types feature which informs app users about what types of reports are desired, if incoming data and analysis shows that such a change is needed to improve the yield of incoming reports and their categorization by persons submitting reports. As it relates to the CDS, ELERTS will collect and help in analysis of usage statistics. For example, data will be collected and analyzed to determine the ideal frequency of push notifications to app users to optimize educational content engagement.

Section III. Evaluation Criteria

Address each of the evaluation criteria as described in the notice of funding opportunity.

Project Innovation and Impact:

Discuss the...

- Anticipated effectiveness of the project in achieving and demonstrating the specific objectives of the FY 2018 SRD Program.
- Anticipated demonstration of benefits in addressing the specific needs of the rail transit agencies and industry.
- Anticipated degree of improvement over current and existing technologies, designs, and/or practices.

Despite the fact that millions of people use public transportation every day, no in-app content delivery system with built in 2-way real-time safety-hazard reporting currently exists to help people be proactive, report incidents, and increase safety within rail transit systems. Directly aligned with the objectives of the FY 2018 SRD Program, the research, development, and demonstration of such a tool is precisely the innovation proposed in this NAME OF PROJECT application.

Specifically, this project will focus on the creation and testing of a Content Delivery System (CDS) designed and developed by ELERTS to seamlessly integrate with the ELERTS incident reporting platform that NAME OF TRANSIT already uses. NAME OF TRANSIT will work with ELERTS and OTHER EDUCATION-RELATED PARTNER to create educational content specific to the needs of NAME OF TRANSIT as defined in the needs assessment that will be initiated upon grant award. EDUCATION-RELATED PARTNER will create rail transit-specific modules to teach passengers and staff how to recognize and report incidents. Content developed in this project will use existing research as the framework, including the work of Volpe, FRA, and Suicide Prevention Research Center. Examples of lessons could include identifying and reporting safety hazards, recognizing persons-at-risk (suicidal or trespassers), crossing rail safety, and more.

The system will also have an API to integrate educational content from other sources and/or sharing of data and content, further discussed in the National Applicability section below. Once built, passengers and employees can voluntarily subscribe at no cost to them to receive transit-oriented lessons sent to their ELERTS smartphone app.

This project will provide impacts and associated benefits in the form of:

a. *Reduced fatalities and injuries: Using the existing ELERTS system, riders and employees can quickly report suspected at-risk persons contemplating suicide or*

dangerously trespassing on rail property where they could be injured or killed. The more people (both transit staff AND citizens) are trained in how to recognize such events (as will happen in this proposed project), the more they can help in reporting them. The more incidents are reported, the more proactive law enforcement can be, which will dramatically reduce fatalities and injuries.

b. *Improved travel time reliability: Because trespassing, rail fatalities, and injuries will be reduced, trains will be more likely to run on schedule without the downtime incurred while responding to rail incidents.*
c. *Cost savings to agencies, businesses and traveling public: As the saying goes, "an ounce of prevention is worth a pound of cure". Namely, the point of the proposed educational modules and CDS is to fill the void in rail transit safety education to stop safety issues before they ever happen. Rail fatalities are expensive in the loss of life, trauma experienced by transit employees and passengers who witness and read about such events, medical care and paid leave for employees involved, delays to rail service during investigation and mitigation activities, lawsuits, and the countless hours of work that must be performed by all agencies involved in managing and reporting on such events. In reducing the need for reactive measures after an event that is prevented (ex: traditional communication between transit agencies, passengers, and law enforcement; phone calls; expensive staffing, etc.), significant cost savings will be realized by NAME OF TRANSIT, which can then be passed on to businesses and the travelling public. Plus, the overall system will experience increased efficiency, which will increase passenger satisfaction and productivity of those that depend on the system.*
d. *Increased confidence and use of public transit service: As noted in numerous surveys, riders perceive the existence of enhanced safety when the ELERTS system is available to communicate safety hazards to authorities, and to receive safety alerts from authorities. The ability to 'Say Something' is literally in the palm of their hands, and thus many more people do. The overwhelming success of the ELERTS system and high rates of passenger safety and satisfaction at NAME OF TRANSIT have occurred with limited training options available to riders. Through this project, we will lead the charge to empower transit users with the safety training and education they need to become a powerful force for good. Our incident reporting system is already working well, and when enhanced with built-in training modules we anticipate that it will work even better, resulting in many more safety hazards being reported before they escalate into expensive incidents such as a possible rail fatality.*

Project Approach:

Discuss the...

- Quality of the project approach such as existing partnerships, collaboration strategies and level of commitment of the project partners.
    - Examples of partners could include the City or a Port Authority (government entity), nonprofit groups (ex: UK Samaritans and Operation LifeSaver), and institutions of higher education (ex: faculty member to perform data analysis and report generation, college students to survey riders).
- Proposal is realistic in its approach to fulfill the milestones/deliverables, schedule and goals.
- Proposal clearly establishes a research phase, a development phase and a demonstration phase.

Below is sample text that can be used as the requirements above relate to ELERTS. Please be sure to add in details related to yourself and other project partners. Also be sure to reference letters of support and attach them in the SF 424.

The NAME OF PROJECT will consist of a research phase, a development phase, and a demonstration phase:

Research

- *In the first four months, research will be conducted to define the needs of TRANSIT NAME for the CDS system. ELERTS will assist in this process, and will engage with a recognized anti-suicide organization such as the Samaritans (UK), Stop Soldier Suicide, American Foundation for Suicide Prevention, or the Suicide Prevention Lifeline, to research best practices and educational pedagogy connected to suicide prevention, gatekeeper training, and rail safety.*
- *ELERTS will work with the education content experts to outline core modules built upon the nine strategies recommended in the Suicide Prevention Research Center Comprehensive Approach. The outline will include module titles, content summary, number of lessons/chapters per topic, etc.*
- *Research and development will also be conducted to determine optimal user experience, and ensure the content modules are visually accessible, concise, and easy to use on a smartphone.*

Development

- *In the four to six-month development phase, the ELERTS engineering team will develop and integrate the CDS into the ELERTS mobile application platform.*
- *Testing will also be conducted to assess overall system usability, desired app/training features, transit-specific customizations, and other technical requirements.*

Demonstration

- *Demonstrating this proposed project for a significant period of time at several rail transit agencies geographically dispersed across the USA will provide a rich database and evidence of real-world use of the system by passengers and employees to enhance rail safety.*
- *Three years of live deployment at participating rail agencies is recommended to test the system, collect results, and prove the thesis that this system will enhance rail safety and reduce rail fatalities and injuries.*
- *Data may be exported from the ELERTS console into CSV files, PDF files, or extracted continuously by API and fed into other analytic software such as Microsoft Power BI or Tableau.*
- *Time will also be spent testing and analyzing the system to optimize engagement with app users and cost efficiency. Potential user engagement strategies to test could include electronically delivered quizzes and surveys and possibly gamification of the system or rewards for content completion (such as discounted transit rides, free cup of coffee, gift card, etc.).*
- *During this phase ELERTS will also participate in data collection, analysis, and evaluation initiatives within the project team, including FTA and external evaluators.*

National Applicability:

Discuss the...

- Degree to which the project could be replicated by other rail transit agencies regionally or nationally.
- Consistent with the Department's R.O.U.T.E.S. Initiative (https://www.transportation.gov/rural), the Department recognizes that rural transportation networks face unique challenges. To the extent that those challenges are reflected in the merit criteria listed in this section, the Department will consider how the activities proposed in the application will address those challenges, regardless of the geographic location of those activities.
- Ability to evaluate technologies, designs and/or practices in a wide variety of conditions and locales.
- Degree to which the technology, designs and/or practices can be replicated by other rail modes and/or transportation modes.

Below is sample text that can be used as the requirements above relate to ELERTS. Please be sure to add in details related to yourself and other project partners.

As discussed previously, the SPRC Comprehensive Approach to Suicide Prevention and gatekeeper training is already underway at several rail transit agencies nationwide, and is a promising approach to mitigate suicide across the USA. That said, no system exists to digitize this training and integrate it within an existing mobile incident reporting platform designed for transit agencies, which is a core component of the NAME OF PROJECT.

Similarly, the ELERTS crowd-sourced incident reporting system is already deployed at dozens of USA transit agencies, including NAME OF TRANSIT. In this NAME OF PROJECT, the capabilities of the ELERTS system will be expanded with new functionalities to improve the overall effectiveness of crowd-sourced incident reporting performed by passengers and transit agency employees. Additionally, ELERTS will develop incident reporting as an SDK to be built into popular transit apps such as e-ticketing, further enhancing use and leveraging large existing user bases. Once fully researched, developed, and demonstrated, the resulting advanced technology will be offered to any transit agency through a multiyear subscription to ELERTS. Thus the outcomes of this project can be replicated by other rail transit agencies regionally and nationally, to enhance safety by utilizing passengers and employees as intelligent resources for observation and reporting of hazards.

Consistent with the Department's R.O.U.T.E.S. Initiative, ELERTS is not location dependent and will work for rural rail networks nationwide. As long as cellular or wifi connectivity is available, the deliverables from this project can be made available to anyone, anywhere.

Commercialization and/or Knowledge Transfer:

You must...

- Demonstrate a realistic plan for moving the results of the project into the transit marketplace
    - For example, will you apply for any patents? Present this work at conferences? Submit articles in trade magazines? Conduct webinars, site visits, etc.? The more specific you can be here, the better. For example, name specific conferences you will attend or name trade magazines you will submit articles to.
    - How will you bring this project to market? A sample sentence as it relates to ELERTS is provided below.
- Explain how the project team plans to work with the industry on improving best practices, guidance and/or standards, if applicable.
- Demonstrate a clear understanding and robust approach to data collection, access and management.

    - It is advised that you seek a partner to help with this, such as a faculty member from a local university

As described in the National Applicability section above, the CDS will be brought to the transit marketplace through the existing ELERTS subscription model. ELERTS Corporation has over 10 years developing and delivering mobile incident reporting technology for transit agencies. Over 30 transit agencies utilize ELERTS platform to receive reports from passengers and employees. No transit agency has ever stopped using ELERTS solution, as it delivers actionable information and situational awareness to transit agencies that was previously unavailable.

Return on Investment:
Describe expected outcomes, benefits and impacts.
Discuss the...

- Cost-effectiveness of the proposed project
- The level of local match (minimum of 20%) and the quality of cost share (in kind or cash).
- Availability of team resources to carry out the project: physical facilities, technical, human, and financial.
- Demonstrated capacity and experience of the partners to carry out the demonstration project of similar size and/or scope.
- Anticipated measurable safety improvements and potential impact on industry guidance and/or standards.
    - Safety performance data could include conventional data regarding safety incidents, operational data, exposure measures, and innovative measures of safety-relevant appropriate to the project that might indicate an improvement on safety performance.
- Other anticipated benefits, such as making public transportation service more appealing to potential passengers (increase reliability, reduction of wait time, etc.), providing educational opportunities, or reducing negative externalities such as traffic congestion and others.

Below is sample text that can be used as the requirements above relate to ELERTS. Please be sure to add in details related to yourself and other project partners. Begin by discussing your answers to the first 3 bullets above.

In addition to the impacts and benefits discussed in the Project Innovation and Impact sections above, NAME OF PROJECT will also result in measurable safety improvements, additions to industry guidance, and educational opportunities:

Safety: Through demonstration of this project, we expect statistically significant reductions in safety incidents and fatalities, increased availability of operational data, and innovative measures of safety-relevant education programs to indicate an improvement on industry safety performance.

Educational Opportunities: The widespread use of smartphones provides a widespread opportunity to put rail transit safety training in the hands of nearly everyone. There are very few easy-to-use educational tools available to help passengers be safe and report issues, and NAME OF PROJECT is specifically designed to fill this immense gap. We believe that increased training through this proposed CDS will lead to increased safety for all; a hypothesis to be tested in this proposal.

Industry Guidance: Because so few educational tools exist, an outcome of this project will be a collection of evidence and research-based best practices in mobile rail safety education programs, where none currently exist. These best practices will build upon the initial work by Volpe and FRA, and will be shared and used for industry guidance and possibly even the development of related industry standards.

ELERTS has been working to increase transit safety for the past ten years through projects of similar size and scope. The ELERTS team possesses the equipment, background, and expertise needed to carry out the demonstration of this proposed project. Please see the attached ELERTS letter of support, as well as additional details on the ELERTS team in the Technical/Financial Capacity section below.

INSERT INFO FOR OTHER PARTNERS

CONCLUDE BY SUMMARIZING HOW ALL OF THE ABOVE INFORMATION WILL LEAD TO POSITIVE RETURN ON INVESTMENT

Project Timeline

- In the Timeline Item Description box (100 character limit), type in what you will do (in other words, create a list of actions in chronological order).
- Use the 'insert item' button to add as needed. You should create your timeline to accomplish the 3 required activities of this grant: planning, development, and evaluation.
- What you insert here should exactly match the steps that are discussed in the Project Approach section above
- Insert the date of completion for each action in the Timeline Item Date box.

Team Capacity & Commitment, Partnerships

- Provide all Partner Organization Names by entering them into the box, as well as selecting the organization type for each using the dropdown menu.
- It is recommended to include letters of support from ALL partners you list (done in the SF 424).
- Here is how the NOFO defines 'key party': "A key party is essential to the project as approved by FTA and is therefore eligible for a noncompetitive award by the lead entity to provide the goods or services described in the application."
    - In other words, a key party is essential to the project - the show cannot go on without them

Here is the information for ELERTS:
Partner Organization Name: ELERTS Corporation
Type of organization: for-profit organization

ELERTS is a Key Party because they are needed to meet the Buy America requirement for federal purchasing, and because they are a sole source provider of the technology to be used and enhanced in this project.

Description of partners involved in project, their roles, capacities, and anticipated contributions:

You must...

- Provide a detailed account of who will do what, especially as it relates to the timeline and milestones.
- Letters of commitment should be attached in SF 424 to confirm everything you write here.

An expert team of partners will collaborate in NAME OF PROJECT, including [NAME PARTNERS AND DESCRIBE WHAT EACH PARTNER WILL DO].... and ELERTS, who will build the Content Delivery System (CDS) to seamlessly integrate with the ELERTS incident reporting platform that NAME OF TRANSIT currently uses. ELERTS will also assist in launching the ELERTS system at NAME OF RAIL TRANSIT, promoting its use by passengers, monitoring incoming reports, and evaluating data to assess overall project cost-effectiveness and practicability.

Describe financial commitments of partners:

You must...

- Explain what each partner will do financially, as applicable
- Letters of commitment should be attached in SF 424 to confirm everything you write here.

Letters of commitment attached? Select yes, then be sure to attach them in grants.gov within SF 424.

Technical/legal/financial capacity of applicant (e.g., extent to which the team can successfully implement the proposed project, including the qualifications and experience of the team, past program management performance, and commitment to the project objectives):

- Summarize the your proven track record, and that of each partner as it relates to
    - extent to which the team can successfully implement the proposed project,
    - the qualifications and experience of the team,
    - past program management performance,
    - commitment to the project objectives

ELERTS Founder Chief Chris Russo is a lifelong first responder with over 30 years of experience responding to fire, medical, marine, and terrorism incidents. Ed English, ELERTS CEO, is a technology entrepreneur with over 30 years of experience building companies and developing real-time software applications for communications, as well as security products and services. Chief Paul MacMillan (Ret.) of the Massachusetts Bay Transportation Authority transit police is a mass transit security expert and serves as a trusted advisor to ELERTS Corporation. ELERTS has many rail transit customers such as Atlanta MARTA, Boston MBTA, Chicago Metra, Dallas DART, Philadelphia SEPTA, San Francisco BART and others, some of which purchase ELERTS with Federal grant funds. ELERTS boasts 100% transit customer retention and is the only known mobile incident reporting solution designed for transit agencies to be tested by FEMA and to pass all NIMS compliance criteria.

Project Budget

- Provide a line-item budget for the total project with enough detail to indicate the various key components of the project.
- Enter each budget item in the Item Description box (100 character limit), using the 'insert item' button to add as needed.
    - For each item, break down the allocations as required using the boxes to the right (SRD amount - cannot exceed 80% of total; SRD cost share - must be at least 20%; etc.).
- Keep in mind that FTA may elect to fund only part of some project proposals. The budget should provide for the minimum amount necessary to fund specific project components.

INSERT SPECIFIC BUDGET INFO FOR ELERTS?

Matching Funds Information

- Insert the Matching Funds Amount in the box (minimum 20% of overall cost).

Source and Type of Match (e.g., cash, in-kind services)

- Document the matching funds, including amount and source of the match (may include local or private sector financial participation in the project).
- Provide support documentation including financial statements, bond-ratings, and documents supporting the commitment of non-federal funding to the project, or a timeframe upon which those commitments would be made.
- If you are seeking other federal funds for this project, enter the name of the agency, funding opportunity number, requested amount, and other pertinent information.
- You must attach evidence of all local matches in SF 424.

Project Scalability: click yes if overall you have only requested the bare minimum funds needed to accomplish the goals of the project; if you could do more with more funds, enter how much more you would need in the 'minimum Federal Funds necessary' box

Provide explanation of scalability with specific references to the budget line items above.

- Provide a scaling plan describing the minimum funding necessary for a feasible project and the impacts of a reduced funding level.
    - In other words, what can be done if you were to receive the bare minimum funds? What can be done bigger and better with more funds?

In regards to the technology components of this project, the ELERTS system is infinitely scalable. This project will result in more data (incident reports) representing geographic and modal diversity. The robust sources of data gleaned in this project will result in better statistical analysis to inform the overarching system that is developed in this project. This system can then be replicated and inform standards nationwide as discussed in the National Applicability section and Expected Outcomes section.

Congressional Districts

- Select your place of performance(s) using the dropdown menu

Additional Information

- If you are in an Opportunity Zone, click yes and enter the name of the Opportunity Zone.

- A map of Opportunity Zones is available at https://maps.dot.gov/portal/apps/webappviewer/index.html?id=37997c2cb1c84be482934342d86d32d0 if you are unsure.