

MINETA TRANSPORTATION INSTITUTE

COLLEGE OF BUSINESS
SAN JOSÉ STATE UNIVERSITY
SAN JOSE, CALIFORNIA

REQUEST FOR RESEARCH PROPOSALS

Submittal Deadline: May 25, 2009



Prior to May 1, contact: Trixie Johnson, Research Director

Email: johnson@mti.sjsu.edu

After that date, contact: Dr. Karen Philbrick, Research Director

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Proposal Submittal Form and Project Budget Spreadsheet:
http://transweb.sjsu.edu/mtiportal/research/rfp_forms.html

Special Notice Items

1. The team should be certain the project can be completed within the submitted timeframe. For this round, MTI prefers proposals that submit a first draft by March 1, 2010.
2. Note the Institutional Review Board requirements. (See Section 2.4 on page 3 of this RFP)
3. Proposals that include proposed surveys should address the items discussed in Section 2.5 on page 4 of this RFP.
4. Detailed instructions for writing a proposal and budget are provided in the respective submittal forms. Please read section instructions carefully and include all the requested information and discussion.
5. MTI stresses policy research and will generally not fund technical engineering research. However, engineering research often has major policy impacts and ramifications. Proposals which explore the policy side of an engineering research topic are encouraged.
6. Research Director Trixie Johnson is retiring, effective April 30, 2009. Following that date, please contact Director Dr. Karen Philbrick:

Email: philbrick@mti.sjsu.edu Phone: 408-924-7560

1. Background

Congress established the Mineta Transportation Institute as The Norman Y. Mineta International Institute for Surface Transportation Policy Studies in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) and reauthorized the institute in the Transportation Equity Act for the 21st Century (TEA-21). Success in two competitions for designation as a University Transportation Center in the U.S. Department of Transportation (US DOT) program has provided continued funding. The institute undertakes research, education, and information transfer activities relative to the adopted theme: **Transportation Systems Policy and Management**. MTI receives its primary grant funding from the US DOT Research and Innovative Technology Administration (RITA), and matching funds from the California Department of Transportation (Caltrans).

MTI conducts an open, broad-based, and formal process for soliciting and selecting candidate research projects. The goal is to maximize the number of potential projects for consideration, then select from a full range of high-quality proposals those that best

match the results of the needs assessments process and the objectives and research emphasis areas of the institute.

Only Mineta Transportation Institute Research Associates (RAs), who are certified as having the academic and research credentials to undertake such activities, are eligible to serve as Principal Investigators and team members on MTI research projects. While the majority of the Research Associates are professors at San José State University, the institute has certified RAs from many other universities as well as consultants, public officials, and transportation industry professionals. Certification can be concurrent with a project proposal. **Research Associates work as individuals under a personal service agreement directly with the San José State University Foundation on behalf of the institute, rather than as an employee of a third party university, company, or organization.** Under special circumstances, research subcontracts have been issued to other universities. **Any team anticipating such a subcontract should first contact MTI Research Director Trixie Johnson (or Dr. Karen Philbrick after April 30, 2009).**

2. General Proposal Information and Requirements

Research projects may be carried out by individual Research Associates or by teams. They may be 100% funded by MTI, or institute funds may be combined with funds from other sources. Other sources must be identified in the proposal. The institute prefers proposals with budgets \$50,000 or less. Institute publication, distribution, and marketing costs of \$6,450, plus a \$3,000 allowance for approved conference presentation and published journal award will be added for a preferred total of \$59,450 or less. Proposals may address a phase of a multi-phase project, though acceptance of one phase is not a commitment to subsequent funding. Phased projects must include a substantive deliverable for each phase.

MTI may also initiate research project proposals based on input from its funding agencies, Board of Trustees, or staff. Such proposals will be considered on an equal basis with those received through this Request for Proposals.

Each project team must include at least one San José State University (SJSU) faculty member and one SJSU student. At least one member of the team should be qualified to submit the project to the SJSU Institutional Review Board (IRB), if subject elements are part of the proposal. The budget should provide for substantial and important work by the SJSU members of the team, not just consulting time.

2.1 Project Funding

The projects may be 100% funded by MTI, or institute funds may be combined with funds from other sources. Other sources must be identified in the proposal. The institute prefers proposals with budgets \$50,000 or less. MTI will augment that budget with \$6,450 to pay for publication, distribution, and marketing costs, plus \$3,000 to cover approved conference presentation expenses and an award for publishing an article in a peer-reviewed journal, for a preferred project total of \$59,450 or less.

2.2 Multi-phase projects

Proposals may address a phase of a multi-phase project, though acceptance of one phase is not a commitment to subsequent funding. Phased projects must include a substantive deliverable for each phase.

2.3 Project Team Composition

Research projects may be carried out by individual Research Associates or by teams. **Each project team must include at least one San José State University (SJSU) faculty member and one SJSU student. The budget should provide for substantial and important work by the SJSU members of the team, not just consulting time.**

Only certified MTI Research Associates may serve as Principal Investigators or team members on institute-sponsored research projects. Individuals who are not currently certified as Research Associates may apply for that status concurrently with submitting a research proposal. Application materials can be obtained from the institute's Research Director or online at http://www.transweb.sjsu.edu/MTIportal/research/ra_forms.html.

Student Research Assistants do not require certification. Graduate students are preferred, though qualified senior level undergraduates may be selected. Where possible, the names and the departmental affiliations of all students should be included in the proposal, following the names of the Research Associates.

2.4 Institutional Review Board (IRB)

Most, proposals will include tasks requiring interaction with human subjects or utilize data that was derived from such interaction. This would include surveys, focus groups, interviews, structured observations, videotaping, and recording. Projects with the potential for such interaction must be submitted to the SJSU IRB. The submission can only be made by a faculty member who has received a certificate after completing the required training. The IRB website at <http://www2.sjsu.edu/gradstudies/Research/irb.html> provides information on certification, and IRB staff can be contacted at (408) 924-2479 for additional information. The same site provides directions and forms for submittals.

The SJSU policy is more stringent than federal policy on human subjects research. The key policy adopted by the Faculty Senate is S08-7 – Policy for Protection of Human Research Subjects; Ethics, Institutional Review Board (IRB) to be found at <http://www.sjsu.edu/senate/S08-7.htm>. The policy has been amended by F08-1 which eliminated all references to past and rescinded policies for the IRB. The website for the federal policy is found at <http://www.hhs.gov/ohrp/humansubjects/guidance/45cfr46.htm>.

Project timelines should provide for IRB clearance. An exempt project will require up to a month. Those that require full committee review should allow more time.

2.5 Surveys

Proposals including surveys should identify the projected response rate and outline the steps that will be taken to assure that the level of response is achieved. The proposal should discuss why the resulting data will be sufficient in amount and quality for the level of analysis needed to accomplish the goals of the project.

The proposal should include enough information about the survey to allow the selection committee to assess its potential quality. Additionally, the project timeline should allow for RAPOC review of the draft survey instrument prior to submission to the IRB. This review is often a condition of selection.

If subcontracting for a professional survey firm is anticipated, the team should consider using the Survey and Policy Research Institute (SPRI) at SJSU. (<http://www.sjsu.edu/spri/Staff.htm>)

3. Research Emphasis Areas

The institute stresses *policy*, as opposed to *technical* research. MTI is committed to ensuring that its research products are of immediately practical value to transportation officials and practitioners.

The areas of emphasis that provide a framework for MTI research projects are as follows. Areas 1 - 3 are special focus areas; proposals are highly encouraged.

- 1. Safety and security of transportation systems**
- 2. Interrelationships among transportation, land use, the environment, and the economy (including climate change and CO₂ reduction)**
- 3. Financing of both public and private sector transportation improvements (see separate RFP for Finance if selecting a topic in this area)**
- 4. Transportation decision-making and consensus building**
- 5. Transportation planning and policy development**
- 6. Intermodal connectivity and integration**
- 7. Sustainability of transportation systems**
- 8. Collaborative labor-management issues and strategies**

In addition, proposed research should be responsive to the strategic objectives of the U.S. Department of Transportation (Research and Innovative Technology Administration, Federal Transit Administration, Federal Railroad Administration, Federal Highway Administration) and Caltrans.

4. Suggested Topics

Topics are selected through MTI's comprehensive needs assessment process. The following list of specific topics reflects the results of that process. Additional new topics may be posted on the website which should be checked periodically for updates: http://transweb.sjsu.edu/mtiportal/research/rfp_forms.html. Though proposals on any topic addressing the areas of emphasis in Section 3 will be considered, **proposals addressing the topics listed in this section receive priority for funding over those not listed.**

MTI and Caltrans topics:

9. Best practices in training employees and the public (especially operators and riders) to be active participants in transit system safety and security.
10. Paying for security improvements: Both state departments of transportation and transit agencies face potential mandates or internal needs for security improvements of systems, operations, equipment, training, and other areas related to protecting facilities and operations from the threat of attack or the potential damage an attack could cause. What is the current state of mandated improvements for which there is no funding? What policies are appropriate for funding if improvements are mandated? What funding sources are available to meet identified but unmet needs? What other sources would be appropriate or possible (some degree of nexus, sufficient, already “friendly”)? What best practices have reduced the costs of security improvements?

Note: For the two topics above, or for any proposal dealing with counterterrorism, security, disaster response, and related fields, please contact Research Director Johnson (Director Philbrick after April 30) prior to submission for special instructions.

11. Best practices and effective tools for achieving community consensus on controversial transportation projects or decisions. Include issues related to environmental justice and community involvement by underserved or affected minority communities.
12. Future scenarios for California: Identify the possible scenarios that could emerge as climate change and energy costs continue to be front and center and transportation agencies attempt to figure out how to adapt, change, and move in new directions. This is a game changing environment – how do we prepare?
13. What are the most successful practices and programs for reducing the use of single-occupant vehicles? Assess them for actual reduction, cost, creativity, ease of measurement, implementation advantages, or other measures suggested by research.
14. What transportation system elements, land use options, travel demand management strategies and/or programs are most effective in reducing travel demand?
15. How can transportation planners use the adaptations and mitigations required to reduce the impact of transportation on climate change for the purposes of Strategic Growth Planning? Consider either state level planning and/or local general plans.
16. Innovative pedestrian (or bicycle) policies, programs, and infrastructure – policy guidance for communities wishing to de-emphasize the automobile while creating safe, attractive pedestrian or bicycle alternatives.
17. Walking and Biking to School – Safe Routes to School implementation and techniques, policies and programs.

18. Bicycle/pedestrian mobility research – several options: What investments in bicycle infrastructure or systems are most successful in increasing ridership? Develop bicycle predictive models that can integrate with other transportation models. Assess bicycle trails for best practices and/or assess the ridership and safety impacts of adding trails where informal routes existed. Bicycle trail safety: issues and solutions. Design and test a regional survey that would establish benchmarks for bicycle and pedestrian travel. Assess the impact of trails or heavily used bike corridors on motorist behavior – does it change, and if so, how? Is there an economic benefit to corporations or employers that promote bicycle, pedestrian and transit commuting (health care costs, productivity, morale, etc.)?
19. Public understanding and effectiveness of pedestrian indications. Assess the range of signals and markings used to indicate pedestrian traffic and crossings. Determine the public's knowledge of and compliance with these indications. Determine best practices in achieving compliance and knowledge, including public information programs for children and adults.
20. Examine barriers to transportation access, mobility, and safety for those with limited English proficiency. What can/should be done to eliminate the barriers (best practices)?
21. The benefits of transit capital improvements. Transit systems invest in improvements to address previous neglect, bring facilities and equipment to a state of good repair, and improve the functionality and capacity of their systems. Some systems provide parking. Do these investments pay off in ridership increases and changes in ridership patterns, capacity, service quality, customer satisfaction, and system income? What improvements provide the greatest return on investment?
22. Compare the relative merits of advertising versus operational investments from the perspective of return on investment (for transit agencies).
23. What are the benefits of increased transit ridership? Can we document and quantify improvements in congestion, air quality, mobility for at least some segments of the population, more efficient land use patterns, reduced need for parking structures, other benefits?
24. Transit Priority: Model programs and best practices in developing and gaining approval and public acceptance for transit priority, including ITS functions, converted and exclusive lanes, financing, and more effective use of right of way (medians, shoulders, narrower lanes, etc.).
25. Transit-Oriented Development and Bus Rapid Transit: Document current activity and assess success in supporting smart growth and impact on BRT ridership. Analyze similarities/differences of TOD in support of BRT and rail transit.
26. Identify best practices in resolving conflicts between communities and rail operations (passenger and/or freight), including but not limited to: noise (especially bells and horns v. safety needs), crossings, trespassing (pedestrians and/or cars on right-of-way), infrastructure v. aesthetics (catenaries, access ramps, station design, context solutions, etc.), and land use decisions that impact rail operations.

27. Model approaches to environmental justice in transportation planning, programs and projects, including identifying and removing the barriers to minority and low-income community participation in transportation planning and decision making at the local and regional levels. Include approaches for projects that impact many different groups, not just one minority or one community.
28. Address the interaction between transportation, land use, and social equity. Identify best practices in smart growth that incorporate equity principles and support those principles with transportation investments.
29. Creating a Grand Boulevard: Document and evaluate the emerging grand boulevard concept for the El Camino in San Mateo County and The Alameda and Monterey Highway in Santa Clara County (San Francisco Bay Area) This would potentially be a benchmark for a longitudinal study. Contact Research Director Johnson (Director Philbrick after April 30) for additional information about coordination with the agencies and organizations involved in the project.
30. Attracting the brightest and the best into transportation: How can we present transportation as a “hot” career choice? How can new transportation technologies be used as tools to excite and attract top candidates, or are they more interested in policy? Or bricks and mortar? What challenges will entice them? Just what is the best “hook?”

What are the challenges to students and professionals in the industry that make it hard to keep them? Or excite them enough that they stay?

What needs to be changed to assure that we stay a relevant dynamic profession in both the public and the private sector? How can we become a forward thinking industry that attracts the talented individuals who can make a difference?

31. Determine a curriculum for a transportation safety professional degree or certificate. Human resources with this focus are particularly scarce. The nation’s safety record in transportation needs improvement. Safety professionals are needed to help reduce accidents and fatalities. Operating and funding agencies, implementation and oversight agencies, law enforcement at all levels, are all looking for trained experts to improve safety in their organizations or on their systems.

What training and education programs exist now in this field? Which are most successful in producing effective safety professionals? What curriculum can be based on the best that is now there – and on an examination of the needs in the field? What would a degree or rigorous certificate curriculum include?

32. Foreign students in transportation: What has been their historical impact on registration and graduation rates in transportation-related fields? What are the impacts of federal restrictions on visas and is there a perception that the U.S. is a less friendly place to study? Have these or other recent developments had an impact on foreign student registration and potential graduates in transportation-related fields of study? If so, has the loss of numbers been softened by increased participation of U.S. students? What is the overall impact on the ability of the U.S. to meet future transportation workforce demands?

33. The changing transportation workplace – are transportation jobs and careers less desirable than they once were? Is the quality of the workplace degrading? Evaluate and make recommendations for improving the workplace, assuring career paths and opportunities and other ways to recruit and retain the workforce needed to do the job.
34. Where will we find the technicians to install, operate, and maintain ITS systems and installations? Or engine mechanics? Or the other technical employees required by transportation systems? What training programs exist? What is the potential for community colleges in addressing this need? Would addressing career paths for these classifications of employees help attract and retain a technical workforce?
35. From the shelf to the street: Identify best practices among state departments of transportation of deploying research products from various sources (consultants, academia, in-house, etc.). How do employees find and use research results? Are there models at the regional or local level that could be adapted for use at the state level?

Federal Research Priorities:

Any proposal addressing the federal items below should also meet MTI’s emphasis on policy research with practical applications.

The US DOT emphasis on congestion led to an RFP for Urban Partners and several grants. The following items suggested by the RFP provide a number of avenues for research.

36. What are the essential components of a congestion reduction strategy and to what degree are they dependent upon local conditions and the interaction of the components?
37. Which transit services and/or practices have the most positive effect on congestion? Is fare pricing affecting throughput during peak traffic periods while avoiding transit congestion?
38. What innovative technologies are being deployed to reduce congestion? Are there any early winners?

The Federal Transit Administration has identified four research goals:

39. Improve capital investments and operating efficiencies in public transportation
40. Increase transit ridership
41. Protect the environment and promote energy independence
42. Improve transit system safety and emergency preparedness

Proposals that derive from the FTA list should cite “FTA research goals” in the RFP Response section of the proposal submittal, along with the number.

43. The TRB Research Needs Database is another source of potential proposals. Please cite “TRB Research Needs Database” a in the RFP Response section of the proposal to receive credit for the response. <http://rns.trb.org/>

44. Proposals may address items from the TERI database. The American Association of State Highway and Transportation Officials (AASHTO) Center for Environmental Excellence has developed the Transportation and Environmental Research Ideas (TERI) database. http://environment.transportation.org/teri_database/ Proposals derived from this source should cite “TERI database” in the RFP Response section of the proposal to receive credit for the response.
45. The Surface Transportation Environment and Planning Cooperative Research Program is the federal program that focuses on environmental and planning research. Topics suggested by this site should reference STEP in the RFP Response section of the proposal to receive credit for the response. <http://www.fhwa.dot.gov/hep/step/index.htm>

California Department of Transportation Priorities and Topics:

The strategic research direction for Fiscal Year 08-09 has the following goals and areas of strategic focus. The 09 -10 revisions are not available as this RFP is being released. Many of these could lead to purely technical studies, which would not be appropriate for MTI. Proposals should address policy and management issues associated with these topics.

46. Safety – Provide the safest transportation system in the nation by reducing fatalities and ensuring zero work-related fatalities
47. Mobility – Maximize system performance and accessibility by reducing delay, increasing reliability, increasing inter-city rail ridership, and reducing single occupancy vehicle commute trips
48. Stewardship – Preserve and enhance California’s resources and assets by reducing distressed pavement inventory, ensuring sufficient financial resources are available when and where needed, increasing Level of Service for maintenance, documenting and implementing all environmental commitments, disposing of excess parcels, and identifying and remediating deficiencies for all critical infrastructure
49. Delivery – Efficiently deliver quality transportation projects and services by improving cost of project delivery, ensuring projects meet approved purpose and need at completion, delivering at no higher than original cost allotment, and keeping low bids within +/- 5% of total of engineers’ estimates
50. Service – Promote quality service through an excellent workforce by controlling attrition rate, compliance with response times and milestones as negotiated with local partners and submitting entities, encouraging employee innovation, increasing stakeholder satisfaction, increasing employee satisfaction with training, increasing communication between employees and management, increasing employee satisfaction with availability of the tools necessary to do their jobs, increasing the number of first-choice candidates who accept entry-level job offers.

Two strategic research questions of interest:

51. What transportation system elements and land use options are most effective in reducing travel demand by enhancing choices?
52. How can Strategic Growth Planning be advanced through addressing climate change adaptations and mitigations?

Many of the more specific topics generated by Caltrans research development are included in the MTI topics list above.

5. Proposal Submittal Requirements

In order to be considered, research proposals must be submitted in electronic form, using the official Proposal Submittal Form (Word) and the Proposal Budget Form (Excel). All forms are available at <http://www.transweb.sjsu.edu/MTIportal/research/RFPForms.html>.

Proposals should not exceed eight pages, plus required attachments. **Each proposal, including the completed proposal form, attachments, and required budget spreadsheet, must be submitted in electronic form through e-mail. All proposals must be received in the MTI office by 5:00 p.m. (PDT) on Monday, May 25, 2009.**

All proposal and RA certification material should be sent to: philbrick@mti.sjsu.edu.

Hard copies of the proposal signature page (if electronic signature is not possible) should be sent to:

Mineta Transportation Institute/SJSU Research Center
Attn: Dr. Karen Philbrick, Research Director
210 N. 4th Street, 4th Floor
San Jose, CA 95112

Submittal Checklist for Electronic Submission:

- Proposal submittal form, with signature of submitter (Signature sheet must be mailed if electronic signature is not available.)
- Methodology documentation, if applicable
- Completed budget form
- One-page résumés for all identified team members except students

All potential team members (except students) who are not currently certified as MTI Research Associates must apply for certification as an MTI Research Associate. Certification requires acceptance of the bylaw provisions. Both the application form and the RA bylaws are available at http://transweb.sjsu.edu/mtiportal/research/ra_forms.html. The Research Associate materials should be sent electronically to philbrick@mti.sjsu.edu and should also arrive by May 25, 2009.

Submittal Checklist for RA application, if required:

- Completed MTI RA application form. Please follow the checklist on the last page of the form. (Signature sheet must be mailed if electronic signature is not available.)
- Curriculum Vitae or résumé
- A sample of published research

6. Evaluation Criteria

The criteria for evaluating proposals will be as follows:

1. Is the project of practical and timely value to transportation decision-makers and professionals?
2. Does the project further the institute's research goals by addressing one or more of the institute's research emphasis areas (see page 4)?
3. Does the project represent original research and identify how it expands upon previous research on the subject?
4. Does the proposed research team possess the expertise to conduct the research effectively?
5. Does the proposed approach to the project demonstrate sound methodology?
6. Can the project be accomplished within the proposed budget and timeline?
7. Is the Principal Investigator a San José State University faculty member? (Such projects receive a weighted advantage and are considered before those submitted by non-SJSU Principal Investigators.)
8. Does the project address a specific RFP topic (pages 4-9)? Such topics receive priority for funding among qualified projects.

7. Project Selection/Initiation

The process leading to final approval of a project includes four steps:

1. The Research Associates Policy Oversight Committee (RAPOC), with the advice of Caltrans and representatives of US DOT, makes the initial selection among submitted proposals. This decision is made following the criteria from section 6. In some cases RAPOC will accept a proposal conditionally, subject to the author(s) satisfactorily updating the proposal in response to changes requested by RAPOC.
2. The MTI Research Director and the Principal Investigator reach agreement on all issues related to the project prospectus, including scope, methodologies, timeline, and budget. Any changes to the proposal that have been required by RAPOC are made.
3. The Chief of the Caltrans Office of Policy and Transportation Innovation and the Director of Sponsored Programs for the San José State University Foundation approve the project prospectus and budget. Their formal approval is required before contracts or appointments can be issued.
4. Following approval, the Principal Investigator and team members will receive appointment forms (CSU employees) or independent contractor agreements. The project may proceed once the appointments forms or contracts are received by MTI.

8. Miscellaneous Requirements and Information

All original documents, surveys, interview results, charts, graphs, maps, drawings and designs, calculations, promotional material, working papers and reports generated, methodological explanations and other records, notes and work products for policy

research projects conducted under MTI auspices shall be the joint property of MTI and the Principal Investigator, to be retained by the Principal Investigator and made available upon request by MTI or the Federal Government for a period of three years following publication of the final report. Research Associates may retain copies of such work products for their own use. Any work performed under MTI auspices may be submitted for publication or presentation, or be otherwise disseminated prior to MTI publication of the final report, only with the explicit approval of the Executive Director.

Project teams will comply with all policies of San José State University with respect to ownership of literary and scientific property, including copyrights and patents. A Research Associate and MTI may, by written agreement, designate the ownership of such literary and scientific rights, and of the documents, records, and other materials that result from a study sponsored by MTI.

Wide dissemination of knowledge is a goal that MTI and San José State University share. Accordingly, MTI normally publishes the results from any sponsored study once successful peer review and editing have occurred. After MTI publishes the results of the study, the project team is encouraged to publish the material elsewhere, as long as MTI is credited as the sponsoring entity. MTI expects that all projects will result in at least one publication in a peer-reviewed journal, and a journal publication award of \$1,500 is available for the first such publication resulting from MTI research.

In the event that MTI should anticipate or desire any restrictions on a Research Associate's ability to publish such results, MTI shall use its best efforts to identify such restrictions before commencing the study. MTI shall inform the Principal Investigator of any such restrictions that may come to its attention from funding sources or other parties.

Research teams are also encouraged to present the results of MTI-sponsored research projects at meetings of professional, academic and trade associations or other end users. Limited financial assistance is available to support these information transfer activities.

9. Distribution of Funds

MTI is a research institute, not a grant distribution organization. The SJSU Foundation oversees funds for approved projects. Research Associates submit invoices and/or timesheets (CSU employees) to MTI for research expenses. The paperwork is reviewed and forwarded to the SJSU Foundation for processing. The Principal Investigator also submits monthly progress reports to MTI as a condition of payment. Fifteen percent of the Research Associates' fees will be held pending acceptance of the final edited report, unless otherwise instructed by the SJSU Foundation.

10. Tentative Schedule

March 30, 2009	MTI issues Request for Proposals
May 25, 2009	Request for Proposals due by 5:00 p.m. (PDT)
Week of June 8, 2009	RAPOC and representatives from Caltrans and U.S. DOT attend project selection meeting.
Week of June 8, 2009	MTI notifies proposal authors of selection results; begins negotiation of any changes required for approval.
June/July 2009	Obtain Caltrans and SJSU Foundation approval of prospectuses and budgets.
June/July 2009	Earliest start date for projects (all changes made; funding confirmed)