

**Northwest Indiana
FFY 2014-2017 Transportation Improvement Program**



PROJECT SELECTION CRITERIA

Federal Transit Administration
Urban Area Formula Grant Program
(FTA Section 5307)

Chicago Urbanized Area

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Northwest Indiana FTA Section 5307 Project Selection Criteria (Chicago UZA)

Federal Fiscal Year 2014 - 2017 Transportation Improvement Program

FEDERAL PROGRAM PRIORITIES

FEDERAL PRIORITY #1: Associated Transportation Improvements

1% of Section 5307 Apportionment

MAP-21 requires that at least 1% of an urbanized area apportionment in areas over 200,000 must be used on “associated transportation improvement defined as “bus shelters, landscaping, street scape projects, and historic preservation.”

Locally Determined Priorities (Listed in Descending Order)

1. Bus Shelters
2. Landscaping
3. Street Scape Projects
4. Historic Preservation

Scoring/Selection of Projects

Funds for associated transportation improvements shall be sub-allocated to the three direct recipients who shall submit a prioritized list, in the amount of the sub-allocation, of eligible projects in response to the TIP solicitation. In the case of the 7 sub-grantees under the NIRPC designation, NIRPC shall facilitate the development of a prioritized list with the affected transit operators.

For planning purposes, the direct recipients should expect to receive the following percentages of each year’s projected Associated Transportation Improvement funds:

GPTC:	37%
NICTD:	40%
NIRPC:	23%

The Transit Operators Roundtable may be flexible and consider other sharing arrangements as project needs evolve. The consensus of the Roundtable would be required to make changes.

FEDERAL PRIORITY #2: Transportation Security Expenses

1% of Section 5307 Apportionment

MAP-21 requires that at least 1% of an urbanized area apportionment must be used on “transportation security expenses” unless the Designated Recipient can certify that this expense is not necessary. Eligible expenses are defined as camera surveillance systems, lighting, and perimeter control (fences).

Locally Determined Priorities

1. Camera surveillance systems
2. Lighting
3. Fences

Scoring/Selection of Projects

Funds for transportation security projects shall be sub-allocated to the three direct recipients who shall submit a prioritized list, in the amount of the sub-allocation, of eligible projects in response to the TIP solicitation. In the case of the 7 sub-grantees under the NIRPC designation, NIRPC shall facilitate the development of a prioritized list with the affected transit operators.

For planning purposes, the direct recipients should expect to receive the following percentages of each year’s projected Associated Transportation Improvement funds:

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LOCAL PRIORITY #1: Operating/PM Subsidy Projects

1. Preservation and Maintenance of Existing Services and Facilities

85% of Section 5307 Apportionment

Priority 1A

Definition: These projects provide subsidies to transit operators to sustain existing operations. Eligible projects include operating assistance as provided in MAP-21, capital cost of contracting, preventive maintenance, and NIRPC Section 5307 subgrantee management.

Scoring and Project Selection

All eligible projects will be scored by the Applicant and receive a value of “1”.

Eligible Applicants

Eligible applicants are the existing public transportation operators and the Northwestern Indiana Regional Planning Commission. Other potential applicants must contact NIRPC to determine eligibility, federal, state and local funding availability, and long-term sustainability.

Priority 1B

Definition: These projects provide subsidies to sustain the complementary paratransit services, leases of revenue vehicles and transit equipment, and associated capital maintenance (spare parts).

Scoring and Project Selection

All eligible projects will be scored by the Applicant and receive a value of “2”.

Operating/PM Subsidy Floor/Increases & Decreases in Apportionment

Each recipient’s or sub-recipient’s proportionate share of the projected total amount of FFY 2013 Section 5307 financial assistance programmed for Operating Subsidies is construed as their “Operating Subsidy Floor.” Each operator’s “Operating Subsidy Floor” amount for FFY 2013 is shown on the following chart.

FFY 2013 Operating/PM Subsidy Floor		
Operator	\$ Amount	Percent
Gary Public Transportation Corporation	4,421,986 *	39.57
Northern Indiana Commuter Transportation District	3,600,000	32.22
City of East Chicago	483,000 **	4.32
NIRPC (oversight)	235,000	2.10
North Township Trustee	35,310	.32
Opportunity Enterprises, Inc.	76,292	.68
Porter County Community Services	115,763	1.04
South Lake County Community Services	186,717	1.67
Valparaiso V-Line	200,000	1.79
DASH	251,000	2.25
TOTAL	9,605,068	85.96
Total FY 2013 Section 5307 Apportionment	\$11,173,664	BAL: \$1,568,596

* Includes PM, Operating and complementary paratransit

** Includes complementary paratransit

Decreases in Sub-Appportionment. If the final FTA Section 5307 sub-apportionment for any subsequent year is less than the amount projected, each eligible entity's "Operating /PM Subsidy Floor" will be reduced proportionately by an amount equal to the overall percentage decrease in the total sub-apportionment.

Increases in Sub-Appportionment. If the final FTA Section 5307 sub-apportionment for any subsequent year is greater than the amount projected, each eligible entity's "Operating/PM Subsidy Floor" will be increased proportionately by an amount equal to the overall percentage increase in the total sub-apportionment.

Regardless of any increase or decrease in their respective "Operating Subsidy/PM Floor," applicants must demonstrate a need for the level of funding sought in a TIP application. If a recipient or sub-recipient is allocated more Operating Subsidy/PM funds than the recipient or sub-recipient demonstrates is needed, the matter may be brought before the Transportation Policy Committee.

Local Priority #2 – All Other Preservation and Maintenance Projects Including Vehicle Replacements

10% of Section 5307 Apportionment

These are capital projects involving the preservation and maintenance of the existing (physical) public transit network. Eligible projects include the replacement, rehabilitation, rebuilding or overhaul of revenue vehicles, support vehicles and facilities; ADA compliance retrofitting, minor additions to existing support vehicles and facilities; improvements to existing communications/coordination/control systems; and improvements to the commuter rail infrastructure—or any other project meeting the definition of Preservation and Maintenance described in Attachment #1.

Priority 2A – Vehicle Replacements

Prioritization of Revenue Vehicle Replacement Projects

The term “vehicle replacement project” is defined as the replacement of one existing vehicle with another vehicle.

Vehicle Replacement Schedules

Revenue vehicle replacements, rebuilding, and/or rehabilitation projects must be consistent with the applicant’s vehicle replacement schedule. Revenue vehicle replacements will be prioritized by remaining useful life. Applicants shall submit a fleet roster that includes years in service, mileage and expected date vehicle will meet useful life.

Priority 2B. All Other Preservation and Maintenance Replacements

Prioritization of All Other Replacements

A project’s score is the priority number (1 through 20) assigned by the criteria to the particular project type (see following).

If there is sufficient funding in any year to select preservation and maintenance projects (other than vehicle replacement) and there are multiple projects submitted for a particular project type priority, the matter will be brought before the Transit Operators Roundtable for discussion and resolution of the situation. The matter will be referred to the Transportation Policy Committee if there is no consensus reached among operators.

Locally Determined Priorities (Listed in Descending Order)

Priorities 1 through 6: Existing Transit Facility Retrofit Projects Related To ADA Implementation.

1. Aural/Visual Communications Systems at Stations, Stops & Terminals
2. Terminal/Station/Stop Overhaul Projects
3. Accessible Passenger Shelters
4. Signage at Stations, Stops & Terminals
5. Aural/Visual Communications Systems on Revenue Vehicles
6. Physical Accessibility Retrofit Projects at Transit Offices

Priorities 7 through 20: All Other Preservation and Maintenance Projects.

7. Maintenance Equipment Replacement or Minor Expansion
8. Maintenance Building Replacement or Minor Expansion
9. Service Vehicle Replacement
10. Radio Communications Equipment Replacement or Minor Expansion
11. Passenger Terminal Replacement or Minor Expansion
12. Office/Other Equipment Replacement
13. Other Communications Equipment Replacement or Minor Expansion
14. Administrative Vehicle Replacement
15. Staff Vehicle Replacement
16. Commuter Rail Bridge Replacement
17. Commuter Rail Track Replacement
18. Commuter Rail Signals and Control System Replacement
19. Commuter Rail Electric Propulsion System Replacement
- 20.. Expansion Non-Revenue Vehicles

All projects selected under this priority must be clearly related to the preservation and maintenance of existing transit operations (See attached definition of Preservation and Maintenance).

LOCAL PRIORITY #3: Other Non-Operating Projects

5% of Section 5307 Apportionment

Priority Projects

Priorities for funding under this category shall be:

- 3A. System Planning, Rider Education and Marketing
- 3B. Service Enhancements for Efficiency, Effectiveness, and Connectivity
- 3C. Service Expansions

Priority 3A.

Under 3A, eligible projects are planning projects and studies, including rider surveys, studies related to management, operations, capital requirements, route analysis, marketing and economic feasibility, preparation of engineering and architectural surveys, plans and specifications, evaluation of previously funded projects, and other similar or related activities preliminary to and in preparation for the construction, acquisition, or improved operation of transit systems, and technical studies of special interest to the operators.

The 3A priorities shall be as follows:

- 1) mandated passenger surveys
- 2) systems planning, with multi-jurisdictional planning first, and all others second
- 3) marketing
- 4) rider education and travel training

Project Scoring

Applicants will self-score their projects. A project's score is the priority number (1 through 4) assigned by the criteria to the particular project type.

In the event that there are multiple applications of the same score are received, the following will be utilized to differentiate among projects:

- 1. Projects which impact a congested link (i.e., plan implementation would relieve congestion) identified in the 2040 Regional Transportation Plan will be ranked higher than another project of the same score.
- 2. Projects impacting a livable center will be ranked higher than a project of the same score.

Unified Planning Work Program Inclusion

Once a planning project has been selected for funding it must also appear in the NIRPC Unified Planning Work Program (UPWP). Applicants for planning funds shall work with MPO staff to assure a project's inclusion in the UPWP for the appropriate fiscal year.

Priority 3B

Eligible projects here are the acquisition of capital items for improvements to information, communications and control systems. (Any related planning or engineering costs required prior to acquisition and/or construction are planning projects eligible under Priority 3A.)

The priorities for 3B shall be as follows:

Efficiency – Project implementation results in more service with no increase in vehicles. Improvements in efficiency will be measured by projecting increases in the number of passenger boardings per revenue mile.

Effectiveness – Project implementation will result in the availability of more service. Improvements in effectiveness will be measured by projecting the change in the number of passenger boardings.

Reliability – Project implementation will improve service delivery at the existing level of service. Improvements in reliability will be measured by projected reduction in revenue service interruptions.

Connectivity – Project implementation will improve connectivity between two or more transit providers or modes of transportation. Improvements in coordination will be measured by the actual changes in the number of interconnections with other public providers and/or transportation modes.

Prioritized List of Project Types

1. Electronic Farecard System (including component parts)
2. Computer Equipment
3. AVL Equipment (GPS transponders and related computer hardware/software)
4. Computerized Route Scheduling (hardware/software)
5. Bus/Train-to-Base Telecommunications Equipment
6. Passenger Telecommunications Equipment (telephones, TDD/TDY/facsimile)
7. Traffic Signal Pre-emption Projects

8. Equipment and Installation of Wi-Fi on revenue vehicles

Applicants will self-score their projects. A project's score is the priority number (1 through 8) assigned to the particular project type (see above list).

Priority 3C

Eligible types of projects here include operating subsidy, preventative maintenance, capital equipment, and planning assistance for the undertaking of a specific new or expanded transit service. New or expansion projects may address increasing service areas, vehicle capacities, hours/days of operation, improved frequency, expansions of existing services, and new routes.

Long Range Planning Support

Eligible transit services and activities must be identified and/or supported in the goals and objectives in the Connections 2040 Regional Transportation Plan.

Priority Projects

1. New/Expanded Services in Urban Core Community
2. New/Expanded Services Improving Capacity for Elderly and/or Persons with Disabilities
3. New/Expanded Services Improving connectivity between people and jobs.
4. New/Expanded Services not in Urban Core.

Scoring Projects

The score shall be the priority number listed above with No. 1 being the highest.

In the event there are multiple projects, the following priorities shall be applied:

Project targets area of high concentrations of transit dependent people shall be prioritized over projects serving medium concentrations, which shall be prioritized over projects serving low concentrations.

Service Improvement (Demand Response or Fixed Route)

Demand Response

1. Increased capacity
2. Expanded Hours/Days of Service

OR

Fixed Route

1. Improved frequencies
2. Increased Hours of service
3. Route Extensions
4. Increase days of service

Projects with the highest overall priority ranking will be selected for funding, until all funds are exhausted.

Applicants for projects under Priority 3C will submit a brief narrative that identifies how the project addresses each priority area. The project narrative must contain sufficient project detail to support the ranking. The narrative must also address other sources of funding to demonstrate sufficient resources to successfully implement, maintain and sustain the project for the long term.

If the proposed project requires the participation of either additional public or private transit providers or other entities such as local governments, evidence of the partnership must be included in the application.

Duration of Funding Eligibility

Projects selected for funding under this priority are eligible for funding hereunder for a maximum of three years.

Relationship of Projects to Transportation Plan.

As already noted, all projects submitted for funding under this Priority 3C will have as their basis a project (or project type listing) contained within the 2040 Regional Transportation Plan. In the event that this basis is not evidenced in the application(s) or there are significant deviations in the services proposed by an applicant from those identified within the Plan, the question regarding eligibility will be referred to the Transit Operators Roundtable and/or Transportation Policy Committee for resolution.

Multiple Projects with Same Score

In the event that there are multiple projects with the same score the Transit Operator's Roundtable will recommend a resolution. In the event that the Roundtable cannot reach a consensus recommendation, the issue will be taken to the Transit Stakeholder Committee and/or Transportation Policy Committee for resolution.