

Appendix E: Prior Project Selection Processes.

- Surface Transportation Program Group I (2013)

Surface Transportation Program (STP) Group I (Chicago Urban Area). STP Group I stakeholder meetings were scheduled and conducted beginning in January 2013. The committee first reviewed unobligated balances and new funds available beginning in 2013.

First, it was assumed that an amount equal to the new 2013 allocation (\$11,310,750) would be received in 2016 and 2017 of the new 2014-2017 TIP. Calculation: $2 \times \$11,310,750 = \$22,621,500$.

Then, a reconciling takedown of \$7,326,827 against the new revenue was made to reflect adjustments in actual or projected apportionments in 2011-2015. Calculation: $\$22,621,500 - \$7,326,827 = \$15,294,673$. This number reflects the net amount of new STP Group I revenue that is being added to the TIP.

Then, it was determined that there was \$61,107,733 in unobligated revenue from the prior TIP, of which \$11,515,677 was reserved for four lettings in early 2013. Calculation: $\$61,107,733 - \$11,515,677 = \$49,592,056$. This number is the amount of unobligated carryover revenue from the prior TIP that can be used for projects to be listed in the new TIP.

The constrained STP Group I programming limit for the new TIP is \$64,886,729. Calculation: $\$15,294,673 + \$49,592,056 = \$64,886,729$.

Next, the stakeholder committee obtained updated letting schedule and cost information for each project already in the pipeline. Project sponsors submitted this information to NIRPC—it was assimilated and presented to the committee. Sponsors self-reported that, for the period July 2013 through June 2015, 18 of the 30 existing projects would be let. The federal cash needs for these lettings would consume \$51,480,007 (of the \$64,886,729 programming limit).

In order to provide the level of funding needed to these 18 projects, the federal funds assigned to the remaining 12 projects was reduced to \$200,000 per project. This decision resulted in the allocation of an additional \$2,400,000 of the \$64,886,729—which resulted in an unallocated balance of \$11,006,722.

The committee expressed concern about the small number of projects (12) remaining in the pipeline and noted that half of them were already six years old. After discussion, stakeholders agreed that there was a need to bring

new STP Group I projects into the funding pipeline. They directed that a limited solicitation be conducted that would bring in two roadway reconstruction projects, two intersection improvement projects, two signalization projects, and one capacity-increasing project. The existing (2011) criteria would be used. New projects would be allocated \$200,000 in federal funds per project.

The solicitation notice was issued on March 5, 2013 that specified an application due date of March 25, 2013. Projects were selected in each of the categories noted in the preceding paragraph. The only deviation was the selection of two capacity-increasing projects (instead of only one) due to a tied score. The committee allocated \$1,600,000 to these eight projects—that left an unallocated balance of \$9,206,722.

The committee then allocated federal funds to NIRPC's Livable Centers Initiative (\$400,000), Bicycle and Pedestrian projects (\$800,000), and a Crown Point sidewalk project (\$120,000) for a total of \$1,320,000. These final allocations resulted in an unallocated balance of \$7,886,722—which will be used as needed to cover cost overruns and change orders.

Northwest Indiana
Surface Transportation Program (STP) Group I

March 2013 Solicitation for Projects

The Northwestern Indiana Regional Planning Commission is undertaking a limited solicitation for new highway construction projects to receive federal funds under the U.S. Federal Highway Administration (FHWA) STP Group I Program. This solicitation is targeted to Units of government in Lake and Porter Counties, Indiana.

Applications are due at NIRPC on or prior to Monday, March 25, 2013. Late applications will be discarded and not considered for funding.

NIRPC is conducting a limited solicitation for STP Group I projects. New projects are being solicited in only the following categories:

1. Highway Capacity Expansion: One new project will be selected
2. Roadway Preservation: Two new projects will be selected
3. Intersection Improvements: Two new projects will be selected
4. Signalization: Two new projects will be selected

Requests for Stand-Alone Bicycle/Pedestrian only Projects. NIRPC's Ped/Pedal/Paddle Committee has been assigned \$800,000 in STP Group I funds to undertake these types of projects. That Committee will select projects that will use those funds later this year.

New Regionally Significant, Capacity-Increasing Projects. All capacity increasing projects proposed must already be identified in the Transportation component of the Northwest Indiana 2040 Comprehensive Regional Plan (CRP), as adopted in June 2011.

Other New Highway Projects. All projects involving roadway improvement projects must be on the local federal-aid highway system. The Functional Classification map may be obtained from INDOT website:

http://dotmaps.indot.in.gov/apps/PlanningDataViewer/FC_Maps/UrbanAreas/Large/NorthWestIndianaMainPage.pdf

Applications. An application form should be completed for each proposed project, along with the appropriate self-scoring form. Attachments specified by the scoring system should be provided in order to receive the indicated points. The highest-scoring project(s) in each category will be selected for funding.

Complete Streets. All new STP-funded projects involving road reconstruction (of any nature) and construction of new roadways must demonstrate compliance with NIRPC's Complete Streets policy. LPA's may also append Complete Streets elements onto existing projects. The stakeholder committees are charged with determining the compliance of individual projects with the policy. Because there are many low-cost measures that can be incorporated into projects, LPA's with questions should contact Mitch Barloga (mbarloga@nirpc.org) to learn more about Complete Streets and of its many benefits to residents.

Funding: Each LPA project selected for funding will be allocated \$200,000 in federal funds.

Electronic Applications. Electronic submission of applications is preferred and encouraged (PDF format is preferred). LPA's may, however, submit hard (paper) copies of applications if they so choose. Only one application document (per project) should be submitted. For LPA's submitting multiple projects, it is not necessary to make multiple copies of the same documentation required to qualify for the CRP-related points (one will do).

The person submitting the application must be either the LPA's Employee in Responsible Charge (ERC) or the Chief Elected Official (CEO). A transmittal letter should be prepared—it may be transmitted with the application (as part of a pdf file) or submitted separately. We do not need the original letter.

NIRPC Contact Person. Please submit your project applications to Gary Evers or Mary Thorne. If submitting by email, send the project applications to gevers@nirpc.org. If responding by U.S. Mail, please forward them to Mary Thorne. If you have any questions, please contact Mary or Gary by telephone at (219) 763-6060 or Gary by email at gevers@nirpc.org.

A stakeholder meeting will be held at 1:30pm on Wednesday, April 3, 2013 at NIRPC for the purpose of selecting projects. Selected projects will be included in the new 2014-2017 Transportation Improvement Program, which is slated for adoption by the NIRPC Board in June 2013.