



**Applications Due to NIRPC**  
**May 16, 2014**  
**By 4:00 pm**





## **FY 14-20 APPLICATION SCHEDULE**

|                  |  |
|------------------|--|
| March 27         | <p>Ped, Pedal &amp; Paddle Meeting – <b>TAP WORKSHOP</b></p> <p><i>Goals:</i></p> <ol style="list-style-type: none"> <li>1) Set new funding targets</li> <li>2) Revise application (if necessary)</li> <li>3) Revise eligibility &amp; local match (if necessary)</li> </ol> |
| <b>April 4</b>   | <b><u>TAP Application Ready Online</u></b>   |
| <i>May 16</i>    | <p><i>TAP Applications due to NIRPC by 4:00 p.m. and screened by NIRPC Staff. NO EXCEPTIONS!</i></p> <ul style="list-style-type: none"> <li>- <b>1 Electronic Copy (not to exceed 5MB in size)</b></li> <li>- <b>1 Paper Copy</b></li> </ul>                                 |
| May 20           | TAP Application Subcommittee will meet to review and rank applications (9:30 am). <u>Anyone</u> interested can participate.  |
| May 21           | TAP Environmental Subcommittee will meet to review and rank environmentally-based projects ONLY (9:30 am).   |
| May 22           | Presentation & Recommendations of application submission at the Ped & Pedal Committee meeting held at <u>1:30 p.m.</u> The Committee will finalize and make recommendations for review by INDOT LaPorte District for eligibility.  |
| June 5           | NIRPC's Environmental Management Policy Committee (EMPC) will meet to finalize environmentally-based TAP applications ONLY.  |
| June 10          | Transportation Policy Committee (TPC) Action to amend TIP with new TE projects as deemed eligible by INDOT.  |
| July/August 2013 | NIRPC Commission Meeting. NIRPC acts on applications after TPC recommendation & 30-day comment period. Projects amended into Transportation Improvement Program (TIP).   |



Northwestern Indiana Regional Planning Commission

## **Transportation Alternatives Program (TAP)**

### **Solicitation for Projects April-May 2014**

#### ***PLEASE READ CAREFULLY BEFORE FILLING OUT APPLICATION(S)!***

NIRPC is undertaking a multi-year solicitation for new projects under the TAP federal funding for 2014. In 2012 President Obama signed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) law which significantly changed the former Transportation Enhancement (TE) funding program. Most notably is the elimination of the stand-alone Safe Routes to School (SRTS) program, which has now been combined with former TE-eligible projects into the Transportation Alternatives Program (TAP). NIRPC's Ped, Pedal and Paddle Committee (3PC) will review and rank projects related to bicycle and pedestrian transportation and SRTS.

Under TAP, NIRPC's Environmental Management Policy Committee (EMPC) will directly review and rank eligible water management and wildlife safety and habitat projects.

In addition, NIRPC's Surface Transportation Program Subcommittee allocated \$800,000 for the next two fiscal years for bicycle and pedestrian projects only.

All units of government in Lake, Porter and LaPorte Counties are eligible for TAP funding.

**Applications TAP are due to NIRPC on or prior to Friday, May 16, 2014.**

***Late applications will be discarded and not considered for funding.***

Total **TAP funding** available for this application cycle is **\$6,867,707** based on a seven-year planning program. ALL project phases are eligible. The target breakdown per funding category is as follows:

- a. **Bicycle & Pedestrian:** \$5,494,166 (80% of total). MAX request: \$2 million
- b. **Environment & Historic:** \$686,771 (10% of total). MAX request: \$228,923 (1/3)
- c. **Safe Routes to School:** \$686,771 (10% of total)
  - 1. MAX request Infrastructure Projects (90% of total): \$309,000 (50%)
  - 2. MAX request Non-Infrastructure Projects (10% of total): \$34,000 (50%)



### **Application Prep Tips:**

- 1) There are two types of GENERAL application forms to fill out:
  - a. *TAP: Bicycle & Pedestrian, Environmental & Historic Projects*
  - b. *Safe Routes to School: Infrastructure & Non-Infrastructure (different forms)*
- 2) In addition to the application form, you will need to fill out a SCORING SHEET for the Bicycle & Pedestrian, Environmental and Historic project requests.
- 3) Safe Routes to School has two applications forms for either infrastructure or non-infrastructure-based projects. Provided with the applications is detailed information on correctly filling out either application.
- 4) There is one main application form (Excel file) that is required for ALL applications. However, if you submit a *Non-Infrastructure SRTS project*, you will need to fill out a separate budget apart from the Excel file form. Please refer to this application for the necessary cost breakdowns.
- 5) INDOT provides an excellent Safe Routes to School information clearinghouse page which can be accessed here: <http://www.in.gov/indot/2355.htm>
- 6) **NIRPC requires ONE hard copy and ONE electronic copy of each application.** PDF format is preferred.
- 7) The person submitting the application MUST be either the LPA's Employee in Responsible Charge (ERC) or the Chief Elected Officer (CEO). A transmittal letter should be prepared – it may be transmitted with the application(s) (as part of a PDF file) or submitted separately. We do not need the original letter.
- 8) Please forward applications to Mitch Barloga at [mbarloga@nirpc.org](mailto:mbarloga@nirpc.org). Same if responding by US Mail. If you have any questions, please contact Mitch at (219) 763-6060 or [mbarloga@nirpc.org](mailto:mbarloga@nirpc.org).
- 9) Please refer to the schedule within for important dates of review and approval meetings.



## INFORMATION FOR TRANSPORTATION ALTERNATIVES PROGRAM PROJECT APPLICATIONS

### A. TYPES OF PROJECTS ELIGIBLE FOR THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP) WITHIN THE NIRPC JURISDICTION

#### **Pedestrian & Bicycle Projects**

- Provisions of facilities for pedestrians and bicycles (e.g., construction, amenities, facilities).
- Preservation of abandoned railway corridors, including the conversion and use thereof for pedestrian or bicycle trails (i.e., land acquisition, rights-of-way).

#### **Environment & Historic Projects**

- Vegetative management practices in transportation right-of-ways to improve roadway safety, prevent against invasive species and provide erosion control.
- Address stormwater management, control and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Historic preservation and rehabilitation of historic transportation facilities.

#### **Safe Routes to School**

- Infrastructure-related projects including planning, design and construction to improve the ability of students to walk or bicycle to school within two-miles of facility.
- Noninfrastructure-related activities to encourage walking and biking to school including public awareness campaigns, education and traffic enforcement.

### B. PROJECT SCORING

In order to assure that projects approved by NIRPC are consistent with the region's priorities, score sheets have been prepared for each of the three major categories. ALL projects are to be self scored by the sponsoring agency. NIRPC's Ped, Pedal & Paddle Committee (3PC) will finalize the rankings on Pedestrian & Bicycle Projects and Safe Routes to School Projects. NIRPC's Environmental Management & Policy Committee (EMPC) will finalize rankings for the Environment & Historic Projects category.

***\*ALL Projects must score a minimum of 50 points to be considered for further consideration\****

### C. ELIGIBLE PROJECT SPONSORS

The Federal Highway Administration (FHWA) oversees TAPP which awards up to 80% of the total cost to a project. TAP funds may be awarded only to project sponsors that are legally designated recipients of federal money – Lake, Porter and LaPorte Counties, all cities and towns in those counties, the Northern Indiana Commuter Transportation District (South Shore Railroad), the Gary Public Transportation Corporation and NIRPC. All other potential project sponsors must obtain a cooperative agreement with one of those agencies – it must agree to be lead sponsor.

### D. NIRPC TE-FUND LIMITATIONS

***NIRPC will fund TAP applications according to following targets:***

1. **Pedestrian & Bicycle Projects** - 80% of total TAP funding/Max request: \$2 million FED
2. **Environment & Historic Projects** - 10% of total TAP funding/Max request: 1/3 of 10% funds
3. **Safe Routes to School** - 10% of total TAP funding  
Max requests: 90% Infrastructure & 10% Non-Infrastructure projects

### E. DETAILED MAINTENANCE PLAN

ALL sponsors MUST include a detailed maintenance plan for their projects, or they will not be accepted. This applies ONLY to off-road trail projects. An example of such a plan follows on the next page. Please use this as a guide for your submission.



**DETAILED MAINTENANCE PLAN EXAMPLE:**

**SCHERERVILLE PARKS AND RECREATION  
TRAIL MAINTENANCE PLAN  
PENNSY GREENWAY TRAIL**

| MAINTENANCE                       | DEPT. /OTHER                         |
|-----------------------------------|--------------------------------------|
| <u>Weekly</u>                     |                                      |
| Mowing                            | Park                                 |
| Weed whip around signage          | Park                                 |
| Blow off any trail debris         | Park                                 |
| Empty trash receptacles           | Park                                 |
| Pick up loose trash               | Park/community service               |
| Haul and remove other debris      | Park/community service               |
| Check lighting in box culvert     | Park                                 |
| Check drinking fountain           | Park                                 |
| Graffiti removal                  | Park/community service               |
| Water/prune flowers               | Garden Club/Park                     |
| Patrol trail                      | Police                               |
| <br><u>Monthly</u>                |                                      |
| Inspect & Prune Trees and Shrubs  | Park/Garden Club                     |
| Inspect and maintain signage      | Park/Hliana Citizens for Pennsy      |
| Inspect and repair fencing        | Park/Fence contractor                |
| Inspect other equipment           | Park                                 |
| <br><u>Annually</u>               |                                      |
| Apply fertilizer and weed control | Park                                 |
| Exotic Vegetation Control         | Park/I.C.P./Civic groups             |
| Trim and Remove Brush             | Park/I.C.P./Civic groups             |
| Mulch                             | Park/I.C.P./Civic groups             |
| Debris & Clean Up                 | Park/I.C.P./Civic groups             |
| Paint crosswalks                  | Public Works                         |
| Inspect condition of surfacing    | Park/I.C.P.                          |
| Maintain and repair surfacing     | Public Works                         |
| Replace fencing, if needed        | Park                                 |
| Replace signage, if needed        | Park                                 |
| Clean out planters                | Garden Club                          |
| <br><u>Estimate Annual</u>        | <br><u>Cost</u>                      |
| Landscaping & Mnt.                | \$4,800                              |
| Repairs                           | \$1,500                              |
| Plantings                         | \$ 500                               |
| Misc. Supplies                    | \$ 500                               |
| <b>TOTAL COST</b>                 | <b>\$ 7,300</b>                      |
|                                   | <br><u>Funding Source</u>            |
|                                   | Pennsy Trail Non-Reverting Fund      |
|                                   | Pennsy Trail Non-Reverting Fund      |
|                                   | Donations/Pennsy Trail Non-Rev. Fund |
|                                   | Pennsy Trail Non-Reverting Fund      |

**F. ATTENDANCE BONUS**

Bonus points will be awarded to sponsors who attended monthly 3PC meetings. Each meeting will count for a half point, with a maximum of five points possible to be applied to sponsor's TAP application.



## **TRANSPORTATION ALTERNATIVES PROGRAM** **SAFE ROUTES TO SCHOOL PROJECT APPLICATIONS**

### ***2014 SRTS GUIDE FOR INFRASTRUCTURE AND NON-INFRASTRUCTURE APPLICATIONS***

## **ELIGIBLE PROJECTS**

### **Introduction:**

In 2006 the Indiana Department of Transportation (INDOT) launched the Safe Routes to School (SRTS) Program to make bicycling and walking to school safer and more routine. Federal funds are made available to help create an environment where school children in grades K through 8 can get to school the way their grandparents did, by walking or bicycling. Americans increasingly realize that traffic congestion, fuel consumption and air pollution near our schools, coupled with growing health and obesity concerns, make walking and bicycling to school a low-cost, attractive option.

Public and private school officials, parents, local transportation officials, health care, law enforcement and advocate organizations are encouraged to work together under the SRTS program. Funds are available for infrastructure projects that improve the “built environment”, and for non-infrastructure activities that educate children, school officials and parents, encourage and plan for bicycling or walking to school, or enforce motor vehicle safety to protect children in their travel to and from school.

**Funds are only available on a reimbursement basis for approved projects or activities.** All applications received by NIRPC are reviewed and evaluated by the Ped, Pedal and Paddle Committee (3PC).

To find out more about the National Safe Routes to School Program go to:  
<http://safety.fhwa.dot.gov/saferoutes> and <http://www.saferoutesinfo.org>



## **A. Eligible Projects: Infrastructure**

### **Sidewalk Improvements**

This category includes new sidewalks, widened sidewalks, sidewalk gap closures, significant sidewalk repairs, curb ramps, and curb and gutter if directly associated with sidewalk improvements serving elementary or middle schools. Sidewalks must be 5 feet wide or more and are NOT suitable as bicycling facilities.

### **Pedestrian/Bicycle Crossing Improvements**

This work category includes new or upgraded traffic devices for bicyclists or pedestrians, crosswalks serving sidewalks or shared use paths, median refuges, pavement markings, traffic signs, pedestrian and/or bicycle overpasses or underpasses, flashing crossing beacons, traffic signal modifications that favor safe pedestrian or bicyclist crossing movements, bicycle-sensitive signal actuation devices, pedestrian activated signal upgrades, and sight distance improvements at crossings that enhance the safety of children biking or walking to school.

### **On-Street Bicycle Facilities**

This category is for new or upgraded bike lanes or shared lanes that benefit bicyclists traveling to and from school. Related geometric improvements, turning lanes, traffic islands, roadway realignment, traffic signs and pavement markings would also be eligible if clearly intended to improve bike travel to and from schools serving K-8th grades.

### **Traffic Diversion Improvements**

This category is intended to improve the safety of pedestrians and bicycles by removing or reducing motor vehicle traffic near school facilities, in school zones or along designated routes to school.

### **Off-Street Bicycle/Pedestrian Facilities**

This work category is primarily for shared-use paths or trails that serve both bicyclists and pedestrians traveling to and from schools. Paths or trails must have an effective width of 10 feet or more.

### **Traffic Calming Measures**

This category features measures that clearly benefit walking and bicycling to schools, such as curb extensions to reduce curb-to-curb crossing distances, roadway median pedestrian refuges, full and half-street closures, speed humps and speed tables, and other techniques to slow, reduce or discourage motor vehicle traffic.



### **Bicycle Parking Facilities**

This category refers to bicycle racks, bicycle lockers, bicycle parking shelters and any other equipment designed to encourage biking to school and provide safe secure bicycle parking for students to use while attending school. Concrete pads to secure bike racks, bike lockers or bike shelters are eligible under this category. Bicycle parking facilities need to be located on school property in a prominent, convenient, high-visibility location.

## **B. Eligible Projects: Non-Infrastructure**

### **Comprehensive SRTS Plan Development and School Travel Plans**

This category is highly inclusive and is meant to cover all planning activities associated with creating an SRTS program. Comprehensive plans include the school-specific travel plan, but also recommend suitable non-construction activities for each school to help increase walking and biking. Consultant costs are common and the work typically includes promotional, education & training, encouragement and enforcement actions.

School travel plans are the core of a comprehensive safe routes plan, but can stand alone. Travel plans identify the specific routes best suited for pedestrian and bicycle travel to each school, along with specific improvements needed for those routes. Professional evaluation and a phasing of improvements are typically part of a school travel plan.

### **Encouragement Activities**

This category includes a variety of ways for schools, towns, parents and teachers to increase active participation in walking and/or bicycling as preferred modes for school travel. Competitions among grades and schools, scheduled days for walking or biking to school, mileage clubs, walking school buses and bike trains, and earlier dismissal times for walkers and bikers are typical encouragement actions. For students traveling more than 2 miles by car or bus, communities can establish remote drop-off locations for children to participate in walking events.

Minor incentives that serve as rewards for participation are also common ways to encourage biking and walking. It is recommended that incentives be used as rewards for participating after, rather than before, the planned activities.

### **Outreach and Promotion Activities**

Actions meant to publicize and communicate the health, safety, economic and environmental benefits offered by walking and bicycling to school are considered outreach or promotion activities. Among the audiences for these activities are parents, city and town officials, developers, school boards and the media. Printed materials, such as safe route maps and safe biking or walking tips, and public service announcements are examples of eligible outreach and promotion activities.



### **Education Materials**

Safe walking and bicycling pamphlets, video materials, training manuals, instructional coloring books, etc. for students, crossing guards and teachers are a few of the items typically considered under education materials. The purpose of these materials is to convey safe walking and bicycling techniques and skills to children and those in charge of teaching or monitoring the children's safety during travel to and from school.

### **Parent and Teacher Training**

These expenses often accompany the education items mentioned above. Training sessions for parents, teachers and school crossing guards are the most common activities. Sometimes experts in the field are brought in to provide this instruction and associated expenses would be eligible costs under this category.

### **Student Training in Safe Walking and Safe Bicycling**

This category includes instruction of students in various pedestrian and bicycling skills that enable children to walk or bike safely and confidently to school. Younger children, typically K through 3rd grade, are usually candidates for pedestrian safety training, while 4th through 8th grade children are generally old enough for learning safe biking techniques at a bike rodeo or other training format. Law enforcement agencies, physical education teachers and local bicycle club members might provide these kinds of training.

### **Traffic Enforcement Activities**

Most of the actions in this category are directed toward motorists who drive near target schools. Speeding and unsafe maneuvers that endanger children are the principal behaviors that enforcement measures are meant to identify and eliminate. Stepped-up speed enforcement campaigns, setting up speed trailers and monitoring of school zones and traffic calming installations near schools would fall under this category.

### **Equipment Purchases**

Certain kinds of equipment purchases are considered eligible non-infrastructure activities. These include clothing and equipment for crossing guards, portable in-road signs for highlighting pedestrian crossings and some other equipment that enhance the safety of students biking or walking to school. Equipment must be used at the intended school(s) and during arrival and dismissal times. Certain temporary equipment rentals may be included if directly relevant to walking or biking to school. Some equipment purchases, such as speed trailers, carry specific limitations on deployment



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- Vegetative management practices in transportation right-of-ways to improve roadway safety, prevent against invasive species and provide erosion control.
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### B. PROJECT SCORING

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***\*ALL Projects must score a minimum of 50 points to be considered for further consideration\****

### C. ELIGIBLE PROJECT SPONSORS

The Federal Highway Administration (FHWA) oversees the Transportation Enhancement (TE) Program which awards up to 80% of the total cost to a TAP project. TAP funds may be awarded only to project sponsors that are legally designated recipients of federal money – Lake, Porter and LaPorte Counties, all cities and towns in those counties, the Northern Indiana Commuter Transportation District (South Shore Railroad), the Gary Public Transportation Corporation and NIRPC. All other potential project sponsors must obtain a cooperative agreement with one of those agencies – i.e., it must agree to be lead sponsor.

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## PEDESTRIAN & BICYCLE PROJECTS SCORE SHEET INFORMATION AND SUBMITTAL REQUIREMENTS

The project score sheet will contain some elements which will be scored on the basis of the individual project being proposed while other elements will be based on the overall trail corridor which is defined between intersecting trail corridor points. **The Regional Priority Trail Corridors are shown on a map which has been attached to the BACK of this application.**

The following provides instructions, clarification and identification of documentation requirements for these projects:

**I. Enhances the Regional Trail Network**

This section is to score the specific project being submitted for consideration for funding. Projects will be awarded points according to the conditions of linkage and priority of the overall trail corridor. Provide a map showing the limits and location of the proposed project.

**II. Enhances the Access of E J (Environmental Justice) Areas.**

Non-motorized alternatives to the automobile are especially important to residents in E J areas. These areas are designated in the attached map and are available on the NIRPC website ([www.nirpc.org](http://www.nirpc.org)). Provide a copy of the E J map with the trail project and trail corridor clearly indicated. The points are awarded based on the percentage of the trail corridor within the E J area.

**III. Multi-Agency Partnerships.**

A. *List the cooperating agencies (public or private):*

| <i>Cooperating Agency</i> | <i>Contact Person</i> | <i>Phone or e-mail</i> |
|---------------------------|-----------------------|------------------------|
| 1) _____                  | _____                 | _____                  |
| 2) _____                  | _____                 | _____                  |
| 3) _____                  | _____                 | _____                  |
| 4) _____                  | _____                 | _____                  |

Attach documentation illustrating the cooperative effort among these agencies in planning and/or implementation of the project. **This category is based on the overall trail corridor.**

**IV. Intermodal Connection.**

Points will be awarded in this category for projects which have certain characteristics which will either encourage intermodal connections to the trail or provide trail head parking. The points in this category are awarded based on the overall Regional Trail Corridor that the project is contained within or connects to.

**V. Project Readiness.**

Points are awarded in this category to projects which can be brought to construction quickly. Formal public hearings and significant land acquisition requirements add 12 to 36 months to a project's schedule. If the land on which the specific project is to be built is either presently owned by the project sponsor, 10 points will be awarded. *Land which is owned by a Park Foundation will be considered owned by the project sponsor.*

**VI. Potential Trail User Pool.**

Trails which have the higher number of potential users are considered more desirable for funding purposes. As a proxy for estimating the number of trail users, potential traffic



generators have been chosen. Points will be awarded for the generator based on their proximity to the trail, or project such as a bridge or underpass.

**VII. Progressive Planning Bonus**

Any project sponsor may apply these points ONLY IF they have enacted, through legal ordinances, development standards that encourage the preservation of corridors and/or the mandated construction of trails within new developments, whether they be residential or commercial. A another category on demonstration of a detailed maintenance plan has also been included. This later category is only applicable to those plans that go ABOVE AND BEYOND minimum requirements as dictated in the INDOT TE Application.

**VIII. Overmatch Provision.**

Extra bonus points will be awarded for every percent over the minimum 20% local match. This maximum that can be attained is 10 points, or 30% local match. This commitment is to be in the form of a letter from the executive officer from the agency.

**IX. Previously Awarded TAP/TE Bonus**

Five points will be awarded to any project that previously was awarded either Transportation Enhancement (TE) or TAP monies. The bonus only applies to a specific phase of the project, not a new phase of the same project.

**X. Point Deductions Recommended to Ped, Pedal & Paddle Committee**

This section is ONLY TO BE FILLED OUT BY NIRPC STAFF. They involve a deduction in point totals for the willful compromise of a Regional Priority Trail Corridor (RTC). Since the TE process is very competitive, the PPC has enacted this deduction not only to speed up prior awarded projects, but to balance the funding towards newer projects in other areas of the region. The 3PC has also enacted a deduction to any project sponsor that has approved subdivisions, and/or other actions, that have led to the *serious compromise of the lineal integrity of a RTC*. These planned corridors represent the very back bone of the regional trail system's future expansion, and the PPC deems a sponsor's action to undermine their viability a serious, and highly avoidable offense. This deduction extends for a minimum of THREE YEARS UNLESS the sponsor is able to rectify their error of judgment in a fashion deemed acceptable by the Ped, Pedal & Paddle Committee. **This deduction will go into effect for all sponsor actions from February 2007 onwards.**

**PLEASE NOTE!** NIRPC staff WILL contact project sponsor PRIOR to any point deduction recommended to afford sponsor an opportunity to explain delays.

**ALSO...PLEASE READ FINAL PAGE OF SELECTION CRITERIA FOR APPLYING WITH EXISTING TE-FUNDED PROJECTS STILL OUTSTANDING!**

**RIGHT-OF-WAY NOTICE:**

If a project involves minor right-of-way taking both in area and number of parcels a formal public hearing need not be held. An informal public information meeting may be held if desired by the project sponsor, but this would be outside of the INDOT hearing requirements. To gain these 5 points, the project sponsor must have checked with INDOT to determine if the intended land acquisition for the specific project is minor enough to not require a public hearing and provide documentation as to this condition. INDOT contact person is Rickie Clark, Jr. Manager, INDOT Hearings Section, 317-232-6601.

**The project sponsor is hereby warned not to attempt to acquire property and or commitments to purchase, lease, or donate property in order to satisfy this condition as that action may jeopardize the federal funding for construction.** If the project sponsor has any questions on this point, please contact INDOT's Land Acquisition Division before acting to obtain guidance. Their phone number is 317-232-5014.

## PEDESTRIAN & BICYCLE PROJECTS PROJECT SELECTION CRITERIA (100 Points + Bonus)

### Eligible Project Categories

- Provisions for pedestrians and bicycles (separated routes only).
- Preservation of abandoned railway corridor (including the conversion and use thereof for pedestrian or bicycle trails).

**\*\* Plan Support \*\***

*In order for the project to be eligible for consideration, the project must be recommended in one or more of the following:*

**A) Parks and Recreation Master Plan**  
**B) Comprehensive Land Use Plan**  
**C) Strategic Plan**

**D) It has been supported through a vote by an appropriate taxing authority at a PUBLIC MEETING where PUBLIC INPUT was received and considered prior to the vote of the project recommendation.**

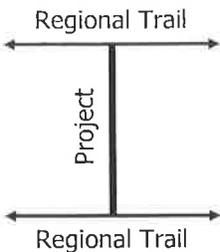
**\*\*PLEASE PROVIDE DOCUMENTATION\*\***

### **I. Enhances the Regional Transportation Network (45 Points Maximum)**

Note: A solid line below (————) represents a funded/existing segment.  
 A dotted line below (•••••) represents an unfunded or *planned* segment of the Regional Priority Corridor Map.

**CHOOSE ONLY ONE of the following..**  
 (choose FIVE Points for Bonus if applicable)

|   |  | Corridor Points  |                 |                 |
|---|--|------------------|-----------------|-----------------|
|   |  | High<br>Priority | Med<br>Priority | Low<br>Priority |
| <b>A.</b>  | The project connects two existing/funded segments on a Regional Trail Corridor and/or a corridor from outside the NIRPC region.                              | 45 _____         | 35 _____        | 30 _____        |
| <b>B.</b>  | The project connects on one end to an existing/funded segment on a Regional Trail Corridor and/or a corridor from outside the NIRPC region.                  | 40 _____         | 30 _____        | 25 _____        |
| <b>C.</b>  | The project constructs an isolated segment on a Regional Trail Corridor and/or a corridor from outside the NIRPC region.                                     | 35 _____         | 25 _____        | 20 _____        |
| <b>D.</b>  | <b>VISIONARY CORRIDOR BONUS:</b><br>The trail segment is proposed within the "Marq. Greenway" or "American Discovery Trail" Corridors - ADD 5 (FIVE) POINTS. | +5 _____         | +5 _____        | +5 _____        |

|   |  | <i>All Corridors</i> |
|---|--|----------------------|
| <b>E.</b><br>  | The project (trail or bike lane) directly connects to two existing and/or funded segments of two Regional Trail Corridors and/or a Regional Trail Corridor and a corridor outside the NIRPC Region |                      |
|   | 1. Both Regional Trails are built or funded.   | 25 _____             |
|   | 2. One Regional Trail is built or funded, and the other is planned.  | 20 _____             |
|   | 3. Both Regional Trails are ONLY planned.  | 15 _____             |
| <b>F.</b><br> | The project (trail or bike lane) directly connects to an existing or funded segment of a Regional Trail Corridor.  |                      |
|   | 1. The Regional Trail is built or funded.  | 20 _____             |
|   | 2. The Regional Trail is ONLY planned.   | 15 _____             |

**II. Enhances the Access of Environmental Justice (EJ) Areas (10 Points Maximum)**

Choose ONLY ONE of the following:

- A. 50% or more of the project is within an EJ area: \_\_\_\_\_ (10 Points)
- B. The project touches an EJ area or up to 49% of the project is within an EJ area. \_\_\_\_\_ (5 Points)

**\*\*NOTE:** Any EJ area which has been defined SOLELY upon the location of a prison, jail or juvenile detention area will NOT qualify for points.

**III. Multi-Agency Partnerships (5 Points Maximum)**

Choose ONE OR BOTH Statements:

Two or more public/private agencies (NOT two or more within same municipality or governing body) are cooperating on the project in the following capacity:

1. *Implementation:* Agencies directly contributing labor, in-kind, or cash to project (past or present contributions): \_\_\_\_\_ (5 points)
2. *Planning:* Agencies agreeing on support of project through letters of agreement: \_\_\_\_\_ (2 Points)



**IV. Intermodal Connection (5 Points Maximum + Bonus)**

Choose ONLY ONE of the following statements:

A. The community has an existing transit, FIXED ROUTE system AND the trail project is either within 1/2 mile of a bus/rail stop that has secure bicycle storage facilities; OR it is on a transit route served by passenger vehicles w/ bike storage and bike facilities. Attach documentation. \_\_\_\_\_ (5 Points)

B. The community doesn't have a transit system BUT the project *creates* trail head parking EXCLUSIVE for the trail (minimum 5 paved parking bays). \_\_\_\_\_ (5 Points)

**BONUS:** Every additional 5-car paved parking lot EXCLUSIVE for the trail - maximum two additional locations. *Number of locations* \_\_\_\_\_ X 2 = \_\_\_\_\_ (4 points max.)

**V. Project Readiness (10 Points Maximum)**

Choose ONLY ONE of the following statements:

A. The project will be built solely on existing property owned by the project sponsor and/or on property owned by NIPSCO PRIOR to the time of application.  
**WARNING! - Do NOT attempt to obtain any property or commitments to donate/ purchase property just to satisfy this condition as that action may jeopardize your federal funding for construction purposes.** \_\_\_\_\_ (10 Points)

B. The project will require minor amounts of right-of-way to be purchased AND the project activities will not include a formal public hearing (*minor amount* = acquiring LESS than a half-acre of property). \_\_\_\_\_ (5 Points)

C. At least 75% of the project will be built on already owned property by the sponsor. \_\_\_\_\_ (2 Points)

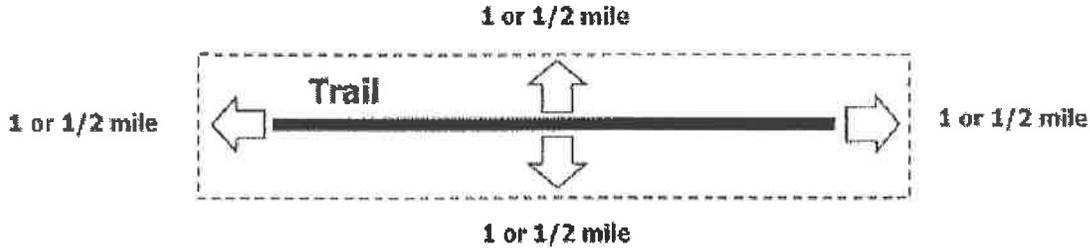
D. At least 50% of the project will be built on Already owned property by the sponsor. \_\_\_\_\_ (1 point)

**VI Potential Trail User Pool (25 Points Maximum) - SHOW ALL WORK VIA ATTACHMENT!**

**Part 1 - Draw Map**

On a map, create a band at either 1/2 mile on either side of the **proposed segment of trail corridor** that the project is contained within or 1 mile on either side of the trail corridor. If the 1/2 mile (each side) band is chosen, the generators are worth 1 point each. If the 1 mile (each side) band is chosen, the generators are worth 1/2 point each. The project sponsor should look at both conditions to determine which will provide the best score.

To create the band around the trail, start with the trail as the center and add a parallel line to each side of the trail and close the ends of the bands with two perpendicular lines. For a 1/2 mile condition the map would look as follows:



**Part 2 - Count CORRIDOR SPECIFIC GENERATORS:**

Within the boxed area that you have created, count all the following traffic generators that are WHOLLY or PARTIALLY contained within the box. List each traffic generator ONCE and IN ONLY ONE CATEGORY BELOW:

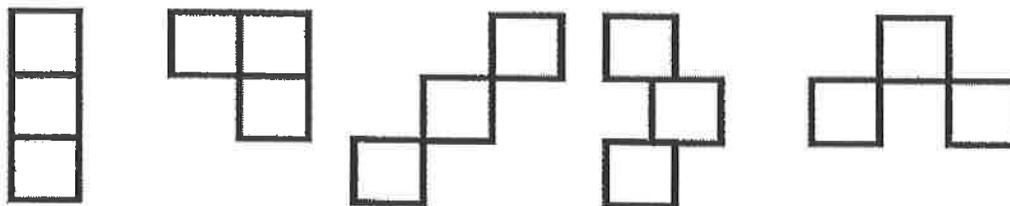
- 1) Parks: \_\_\_\_\_
- 2) Schools: \_\_\_\_\_
- 3) Post Offices: \_\_\_\_\_
- 4) Public Libraries: \_\_\_\_\_
- 5) Other municipal buildings such as town/city hall and other buildings involved in public businesses: \_\_\_\_\_
- 6) Existing or funded Regional Priority Trail Corridors: \_\_\_\_\_
- 7) Are there twenty or more retail business within the trail band?  
 No = 0 / Yes = 1 \_\_\_\_\_

**Part 3 - Count PROJECT SPECIFIC User Pool Generators:**

The following breaks down potential users that can access **ONLY THE SEGMENT OF THE TRAIL THAT IS BEING APPLIED FOR HEREIN.**

- 8) **CONTIGUOUS THREE-BLOCK AREA:** Is there a contiguous 3-block area partially or wholly within the band that contains a group of workplaces that collectively employ 250+ employees?

- Locate all workplaces within the chosen trail band (1 mile or 1/2 mile)
- Determine the number of employees at each workplace (best guess)
- Identify any **CONTIGUOUS 3-block area that contains a group of workplaces that collectively employ 250 or more people?** Possible combinations of contiguous areas (each square represents 1 sq. city block, or 520 linear feet each side—no combination of 3-block areas can overlap with each other):



List each **SEPARATE CONTIGUOUS THREE-BLOCK** area with at least 250 employees as **ONE traffic generator**. List each workplace and number of employees within each identified 3-block area.

Total # of 3-block areas with 250+ employees: \_\_\_\_\_

- 9) Is the **AVERAGE RESIDENTIAL DENSITY** within the band at least **TWO** dwelling units per acre? No = 0, Yes = 3
- Determine the number of existing dwelling units within the chosen band.
  - Determine the total area within the band-width and convert the area to acres (640 acres = 1 square mi.).
  - Divide them to determine the residential density in the band. **Show all work.**  
 (A) Number of existing dwelling units within the trail band: (A) \_\_\_\_\_ units  
 (B) Area with the Trail Band in acres (640 acres = 1 sq. mi. (B) \_\_\_\_\_ acres  
 (C) Number of dwelling units divided by total acreage (a)/(b) = (C) \_\_\_\_\_ units/acre  
 (D) If (C)  $\geq 3$ , the number of trail traffic generators is 3;  
 If (C)  $\geq 2$ , the number of trail traffic generators is 2  
 If (C)  $\geq 1$ , the number of trail traffic generators is 1

Total (0 to 3) \_\_\_\_\_



**GROSS TOTAL # OF TRAIL GENERATORS** \_\_\_\_\_

**Part 4 - FINAL CALCULATIONS**

**NOW Choose ONLY ONE of the Following:**

- A. The number of significant generators within 1/2 mile of proposed trail of exclusive bike lane (one point for each). \_\_\_\_\_ Pts. (20 pts. Max)
- B. The number of significant generators within 1 mile of proposed trail or exclusive bike lane (1/2 point each). \_\_\_\_\_ X .5 \_\_\_\_\_ Pts. (20 pts. Max)



**VII Progressive Planning Bonus (5 Points total)**

Sponsor has enacted, per legal ordinances, and/or specific impact fees (off-road trails ONLY) standards that mandate the preservation of trail corridors in new developments.

\_\_\_\_\_ (5 Points)

**VIII OVERMATCH ABOVE THE 20% LOCAL MATCH**

...of the total project cost is from any combination of private/public funding sources. Private sources could be trail users groups and organizations or other private agencies. Attach documentation.

One point for every percent over 20%

\_\_\_\_\_ (Max 10 points)

**IX Previously Awarded TAP Bonus**

Project was awarded Transportation Enhancement (TE) or TAP funding from a previous funding cycle; SAME PHASE ONLY

\_\_\_\_\_ (5 Points)

**X Point Deduction Recommended to Ped, Pedal & Paddle Committee**

The following recommended point reduction will be forwarded by NIRPC staff to the 3PC. Sponsors WILL be contacted by NIRPC staff *prior* to proposed recommendation, and sponsors will be afforded an opportunity to dispute recommendations before the 3PC.

Project Sponsor has willingly subdivided over or otherwise *severely compromised* the linear integrity of a **REGIONAL PRIORITY TRAIL CORRIDOR** since February of 2007.

\_\_\_\_\_ ( - 20 pts)

**TOTAL PEDESTRIAN & BICYCLE POINTS: \_\_\_\_\_**

**NO APPLICATIONS WILL BE ACCEPTED IF THE SPONSOR HAS AT LEAST ONE CURRENT TE-FUNDED PEDESTRIAN & BICYCLE PROJECT WHICH HAS NOT BEEN LET FOR CONSTRUCTION IN FIVE YEARS FROM DATE OF AWARD, AND IS NOT ON A CURRENT INDOT LETTING LIST WITHIN SIX MONTHS OF NEW APPLICATION SUBMISSION (MAY 2014)**



## **Transportation Alternatives Application** **ENVIRONMENTAL PROJECTS**

### **I. General Application Scoring for ALL Projects – 50 points total**

#### **Project Background; Total Points: 12**

- *Level of community support outside sponsor departments (4)*
- *Shovel Ready (4)*
- *Planning and design work (4)*

#### **Project Funding; Total Points: 15**

- *Plan for providing the local match including the source of funding and assurances that the match will remain available. Explain what cash or in-kind funds have already been expended toward this project, if any. (5)*
- *Detailed budget, with explanation of funding for each phase and previously funded phases indicated. (5)*
- *Project match above 20% (5)*
  - *1-2% 1 pt*
  - *3-4% 2pts*
  - *5-6% 3pts*
  - *7-8% 4pts*
  - *9-10% 5pts*

#### **Project Impact and Plan Support; Total Points: 10**

- *How project fits within the plans and specific goals of other organizations and the local units of government. These plans could include local comprehensive and/or strategic plans, state trail plans, historic or tourism development plans, economic development plans, transportation plans, etc. (5)*
- *Beyond transportation enhancement, project's broader value is as an economic, tourism, recreational, historic, environmental enhancements or cultural development tool. Quantified by number of annual users of the project, additional revenues produced, etc. (5)*

#### **Project Location / Certification; Total Points: 1**

- *Project location is clearly defined within the city / county via map(s), detailed site plan or other type of detail for single sites (1)*

#### **BONUS; Total Points: 4**

- *Project includes an additional eligible TAP category (2)*
- *Pre- and Post-Construction Monitoring Plan? (2)*



**Other Factors; Total Points: 8**

- *Permitting – has applicant formally contacted agencies to determine permitting needs? (5)*
- *Local Communication – has applicant formally contacted local entities and drainage boards? (3)*

**II. Environmental Mitigation of Water Pollution Due to Highway Runoff or to Reduce Vehicle-Caused Wildlife Mortality While Maintaining Habitat Connectivity (*additional review from NIRPC Environmental Management Policy Committee (EMPC) WILL be required*)**

**Acquisition; Total Points: 10**

- *Land already acquired fee simple for this project (10)*

*If the answer is no, then:*

- *How is the land being acquired?*
  - Fee simple purchase (5)
  - Easement >= 50 yrs (3)
  - Easement 20-49 yrs (2)
  - Lease (1)

**A) Development: Water Pollution Mitigation; Total Points: 40**

- *Identified as a priority issue, site or practice in a State Approved Watershed Management Plan (please reference map) (10), Older checklist plan, Diagnostic-Feasibility or other study (5), no plan (0)*
- *The receiving waterbody is or is a tributary of a waterbody included on the most recent approved 303(d) list or an approved TMDL (please reference map) and the project addresses a listed impairment. (10)*
- *Demonstrate and document how the transportation infrastructure contributes to the impairment (10)*
- *Project incorporates one or more of the post-construction stormwater control measures identified in Chapter 8 of the Indiana Storm Water Quality Manual (10)*



**B) Development: Wildlife+Aquatic Protection/Habitat Connectivity; Total Points: 40**

- *Has sponsor provided data demonstrating transportation related wildlife mortality or habitat fragmentation or fish passage obstruction? (5)*
- *How would project maintain, improve or restore fish passage and/or wildlife connectivity? (5)*
- *A) How would the project reduce vehicle-caused wildlife mortality? (5) or  
B) Quantity upstream habitat accessible by obstruction removal (up to 5)*
- *Relative Importance of species impacted? (cumulative)*  
*Proximity to ETR (7) (< or =1/2 mile)*  
*ETR Critical Habitat (5)*  
*Adjacent to Nature Preserve or land managed for habitat (5)*  
*Fish passage for designated salmonid streams or other special waters (5)*  
*Non ETR species (3)*

**C) Development: Vegetation Management; Total Points: 40**

Prevent against invasive species in transportation right of way

- *Demonstrate project area includes problematic populations of invasive species or levels of erosion.(5) For example phragmites, hybrid cattails, autumn olive, tree of heaven, bush honeysuckle, glossy buckthorn, teasel*
- *Invasive species or erosion are presenting a transportation safety hazard (line of sight issues) (10)*
- *What vegetation management or erosion control strategies would be used (10)*
- *Transportation right of way is identified as a vector for infestation of adjacent property managed for habitat or biodiversity or erosion is impacting adjacent water bodies. (10)*
- *Demonstrated consultation with the Indiana Coastal Cooperative Weed Management Area or applicable stormwater regulatory body (5)*



## HISTORIC PROJECTS PROJECT SELECTION CRITERIA (100 Points Maximum)

### ELIGIBLE PROJECT CATEGORIES:

- Historic Preservation;
- Rehabilitation/operation of historic transportation buildings/structures/facilities including historic railroad facilities/canals.

### Regional Significance (30 points maximum)

Choose **ONLY ONE** statement and provide a narrative explanation for all claimed points.

Subtotal \_\_\_\_\_/30

\_\_\_\_\_(30 Points)      The project has broad **regional, state or national** significance **OR** it is a **regionally recognized historic transportation** activity, **is listed** on the National Register of Historic Places **OR** on the Indiana State Register of Historic Sites and Structures. (Attach documentation) and **ONE** of the following statements is true:

1. It preserves a historic transportation structure or site unique in the region;
2. It provides for the acquisition or preservation of a regionally significant historic transportation site;
3. It is a regionally significant historic highway program.

\_\_\_\_\_(20 Points)      The project has **local significance** **OR** it is a **locally recognized** historic transportation activity, **is listed** on the National Register of Historic Places **OR** on the Indiana State Register of Historic Sites and Structures. (Attach documentation) **AND** one of the follow statements is true:

1. It preserves a **locally unique** historic transportation structure or site **AND/OR** it is **similar** to another structure/site already preserved elsewhere in the region;
2. It is a **locally** significant historic highway program.

\_\_\_\_\_(15 Points)      The project has broad **regional, state or national** significance **OR** it is a regionally recognized historic transportation activity for which this **region is recognized, is eligible but NOT listed** on the National Register of Historic Places **OR** on the Indiana State Register of Historic Sites and Structures and **ONE** of the statements in the 30 point category **above** is true:

\_\_\_\_\_(10 Points)      The project has **local significance** **OR** it is a **locally recognized** historic transportation activity, **is eligible but NOT listed** on the National Register of Historic Places **OR** on the Indiana State Register of Historic Sites and Structures. (Attach documentation) **ONE** of the statements in the 20 point category **above** is true:

- \* Definition of **Eligible but not listed**: Any historic structure, building or site determined to be eligible for the National Register of Historic Places by the Indiana State Historic Preservation Office, the National Park Service or listed in an "Interim Report of Historic Buildings".

### Resource Rarity (20 points maximum)

Subtotal \_\_\_\_\_/20

Is the Structure, Object, Facility an outstanding example of a rare historic transportation resource? Choose **ONLY ONE** statement and provide a narrative explanation for all claimed points.

\_\_\_\_\_(20 Points)      Extremely rare

\_\_\_\_\_(10 Points)      Somewhat rare

\_\_\_\_\_(0 Points)      Common

- Definition of **Rare**: Historic transportation resource or structures that is seldom found or disappearing from the Indiana landscape.



**Resource Threats** (20 points maximum)

Subtotal \_\_\_\_\_/20

Is the Structure, Object, Facility an endangered historic resource?

Choose **ONLY ONE** statement and provide **a narrative explanation** for all claimed points.

- \_\_\_\_(20 Points)      Extremely endangered
- \_\_\_\_(10 Points)      Endangered or potentially endangered
- \_\_\_\_(0 Points)      Not endangered at all

- Definition of **Endangered**: Historic transportation resources or structures that are irreplaceable and in jeopardy of being lost from the Indiana landscape. Resources that are threatened with extinction by deterioration, demolition, obsolescence, development pressure and sprawl.

**Plan Support** (10 Points Maximum)

Subtotal \_\_\_\_\_/10

- \_\_\_\_(10 Points)      The project is recommended in a 1) park & recreation master plan, 2) local land use plan, 3) strategic plan, 4) comprehensive plan, 5) a historic preservation plan and/or ordinance, **OR** 6) it has been supported through a vote by an appropriate taxing authority at a PUBLIC MEETING WHERE PUBLIC INPUT was received and considered prior to the vote. (Attach Documentation)

**Multi-Agency Partnerships** (10 points maximum)

Subtotal \_\_\_\_\_/10

Choose **ONE or BOTH** statements:

- \_\_\_\_(5 Points)      Two or more public/private agencies are cooperating on the **planning and implementation** of the project. (Attach documentation such as letters of agreements)
- \_\_\_\_(5 Points)      At least **5% ABOVE THE 20% LOCAL MATCH** of the total project cost is from any combination of private/public funding sources. Private sources could be historic groups or organizations or other private agencies. (Attach documentation)

**Intermodal Connection** (10 points maximum)

Subtotal \_\_\_\_\_/10

Choose **ONLY ONE** statement and attach documentation:

- \_\_\_\_(10 Points)      The community has an **existing fixed-route transit** system **AND** the historic project is **within 1/2-mile** of a bus/rail stop.
- \_\_\_\_(5 Points)      The community **does not have a transit system BUT** the historic project provides **on-site parking**.

**TOTAL HISTORIC POINTS:** \_\_\_\_\_/100

**Notice of Funding Availability (NOFA) 2014-2  
Solicitation/Call for Federal-Aid Transportation Projects  
Lake, Porter, and LaPorte Counties, Indiana**

Northwestern Indiana Regional Planning Commission (NIRPC) is soliciting proposals from units of government and other eligible entities within Lake and Porter Counties, Indiana under the following Federal-Aid Programs in the amounts indicated:

- |   |                |
|---|----------------|
| 1. Congestion Mitigation/Air Quality (CMAQ) Program | \$13.4 Million |
| 2. Highway Safety Improvement Program (HSIP)        | \$ 9.9 Million |

Funds to be made available in Lake and Porter Counties under this Solicitation/Call will be available beginning in State Fiscal Year 2017 (July 1, 2016).

We are also soliciting proposals from units of government and other eligible entities within LaPorte County, Indiana under the following Federal-Aid Programs in the amounts indicated:

- |   |               |
|---|---------------|
| 1. Congestion Mitigation/Air Quality (CMAQ) Program | \$2.6 Million |
| 2. Highway Safety Improvement Program (HSIP)        | \$1.5 Million |
| 3. Surface Transportation Program (STP II)          | \$4.7 Million |

Funds to be made available in LaPorte County under this Solicitation/Call will be available beginning in State Fiscal Year 2016 (July 1, 2015).

We expect all funds awarded in response to this Solicitation/Call to be fully obligated on or prior to June 30, 2021.

**Eligible Activities**

**HSIP.** A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. Specific INDOT Guidance is downloadable from our website ([www.nirpc.org](http://www.nirpc.org)).

**CMAQ.** Transportation projects and related activities that result in the reduction of internal combustion engine emissions that produce ground-level ozone. Transportation projects involve the movement of people and/or goods. Intelligent Transportation System (ITS) deployment, replacement of transit rolling stock, intersection improvements, signals, bicycle/pedestrian projects, purchase of alternative fuel infrastructure and fuel are examples of eligible projects. CMAQ funds may not be used for preservation and maintenance activities or for the expansion of highway facilities. CMAQ program guidance is downloadable from either the NIRPC or US Federal Highway Administration (FHWA) website:

[http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm)

**STP.** Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways and bridges, transit capital projects, planning, among others. See <http://www.fhwa.dot.gov/map21/guidance/guidestprev.cfm>.

## **Geographic Restrictions by Fund Type**

CMAQ and HSIP funds may be used anywhere in the county. STP II funds may only be used within the boundaries of the Michigan City-LaPorte Urbanized Area, which includes the Cities of Michigan City and LaPorte, the towns of Michiana Shores, Pottawattomie Park, Long Beach, and Trail Creek, as well as portions of unincorporated LaPorte County along and adjacent to Johnson Road.

## **Eligible Applicants**

1. County Governments. Applications may only be submitted by the Board of Commissioners. Boards and/or Commissions created by the county may not submit applications directly to NIRPC.
2. Cities and Towns. Applications may only be submitted by the Chief Elected Official. Boards and/or Commissions created by a city or town may not submit applications directly to NIRPC.
3. Gary Public Transportation Corporation (GPTC).
4. Northern Indiana Commuter Transportation District (NICTD).
5. State Agencies, including state-assisted public colleges and universities (IU, Purdue, Ivy Tech, etc.).
6. NIRPC, on behalf of itself or other legally-constituted entities.
7. Other Entities, including private sector businesses (for profit and not-for-profit). These entities may not submit their application directly to NIRPC. A city, town, or the county must agree to sponsor the other entity's projects. The city, town, or county will then physically submit the other entity's application to NIRPC. Applications received directly from other entities will be discarded.

## **Submission of Applications/Deadline**

Applications must be transmitted to NIRPC **on or prior to Friday, February 13, 2015**. Application packages may be e-mailed, mailed (via USPS) or delivered in person to:

Amanda Pollard [aperegrine@nirpc.org](mailto:aperegrine@nirpc.org) at NIRPC, 6100 Southport Rd, Portage, IN 46368-6409.

## **Application Form Preparation**

A project application form may be downloaded from NIRPC's website ([www.nirpc.org](http://www.nirpc.org)). The application form is in Microsoft Excel. Applicants should fill in the form, print it, attach required documentation, and then either 1) scan the documents into pdf format and submit the materials via e-mail or 2) physically submit the original application, with required documentation, to NIRPC in person or by mail. (Alternatively, applicants may use a paper copy of the application and complete it either by hand or typewriter for submission.) A dated transmittal letter, executed by the CEO (Chief Elected Official or Chief Executive Officer), must also accompany the application.

Applications should be prepared with great care. Incomplete applications cannot be considered for funding and applicants will not be informed of missing components of their applications. NIRPC will not supply missing information.

An area of emphasis this year is the preparation of Purpose and Need Statements. The purpose of the project should be stated clearly and concisely. The need for the project should be quantified whenever possible. Documentation that supports the need for the project should be attached.

## **Project Selection Processes**

1. **All Projects:** A list of projects submitted in response to this Solicitation/Call will be presented to the NIRPC Transportation Policy Committee (TPC) for information purposes at their December 2014 meeting. The list will identify the project, its funding needs by year, its emissions impact and cost-effectiveness, and indicate if the project is believed to be eligible for the type of funding requested.

If the total amount of federal funding requested by all projects presumed eligible does not exceed the projected amount available by program and/or urbanized area, all projects will be recommended for funding and the TPC will be asked to ratify the list of projects (including those within the jurisdiction of the NIRPC Environmental Management Policy Committee [EMPC]). The NIRPC Board will be asked to ratify the list as well.

All CMAQ projects proposed must demonstrate both a (measurable) reduction in emissions and found to be cost-effective (cost per Kg per year).

2. **HSIP (Both Urbanized Areas).** If the total amount of federal HSIP funding requested for projects presumed HSIP-eligible exceeds the projected amount available in one or both urbanized areas, the existing (2013) HSIP Project Selection System will be used to select projects within that funding category.
3. **CMAQ (Lake-Porter Counties).** If the total amount of federal CMAQ funding requested for projects presumed CMAQ-eligible exceeds the projected total amount available, a meeting of the Consolidated Surface Transportation Stakeholder Committee will be convened for the purpose of prioritizing and selecting projects. If they are unable to do so, project review and selection responsibilities will be delegated to the NIRPC Environmental Management Policy Committee (EMPC), Ped/Pedal, and Paddle Committee, and Public Transit Operators, as needed.
4. **CMAQ and STP II (LaPorte County).** Applications for all projects will be reviewed by LaPorte County stakeholders at a meeting to be conducted prior to the December 2014 Transportation Policy Committee (TPC) meeting. A constrained list of projects will be submitted.

### **Special Rules and Restrictions.**

1. **Maximum Federal Funding Request Limit per Application.**

HSIP Program: These maximums are as specified by the 2013 project selection system or as imposed by INDOT.

CMAQ Program: There are no specific maximums, except for those imposed by available funding per year (see table on the following page). We encourage applicants limit their request to \$1,000,000 (federal) per project or a per-year amount (for multi-year projects) to \$600,000. This will improve our ability to advance or delay projects, if necessary, in order to balance out funds per year (overall) and within each funding category.

STP II: The per-year federal funding cap is as shown in the table on the following page.

2. **Total Federal Funds Available per Year.**

| Program | Year | Lake-Porter  | LaPorte    |
|---------|------|--------------|------------|
| HSP     | 2017 | \$ 1,250,000 | \$ 305,685 |
|         | 2018 | \$ 1,000,000 | \$ 305,685 |
|         | 2019 | \$ 2,225,000 | \$ 305,685 |
|         | 2020 | \$ 2,729,254 | \$ 305,685 |
|         | 2021 | \$ 2,729,254 | \$ 305,685 |
| CMAQ    | 2016 | \$ -         | \$ 273,866 |
|         | 2017 | \$ 1,500,000 | \$ 7,756   |
|         | 2018 | \$ 2,750,000 | \$ 583,038 |
|         | 2019 | \$ 2,500,000 | \$ 583,038 |
|         | 2020 | \$ 3,317,880 | \$ 583,038 |
|         | 2021 | \$ 3,317,880 | \$ 583,038 |
| STP II  | 2016 |              | \$ 632,341 |
|         | 2017 |              | \$ 392,289 |
|         | 2018 |              | \$ 973,781 |
|         | 2019 |              | \$ 973,781 |
|         | 2020 |              | \$ 973,781 |
|         | 2021 |              | \$ 973,781 |

3. **CMAQ Eligibility of Alternative Fuels Purchase Projects.** Eligibility of these types of projects will cease at the end of Federal Fiscal Year 2017 (Sept 30, 2017). Applicants are restricted, per agreement with FHWA, to the purchase of the amount of fuel that is expected to be consumed over a 12-month period. Applications which exceed this quantity or are for multi-year projects cannot be found eligible.

For Lake-Porter Counties, given the limited window of availability of funding for these types of projects, the TPC and EMPC may jointly act to prioritize to these types of projects (over other types of CMAQ projects) for 2017 only.

4. **Lake-Porter CMAQ - Supplemental Funding Requests for Existing Construction Projects.** For Lake-Porter CMAQ projects to be let in SFY 2015 (prior to June 30, 2015), there are no supplemental funds available. However, such projects may be delayed until 2016 in order to qualify for supplemental funds in that year. LPA's may submit requests for supplemental funds for existing CMAQ-funded, TAP-funded, and/or STP-funded projects in accordance with the limits noted in paragraphs 1 and 2.
5. **CMAQ-Funded Bicycle/Pedestrian Facility Projects.** The application materials must plainly demonstrate that the facility will connect residential areas with existing commercial, industrial, and/or recreational facilities. CMAQ-funded Bicycle/Pedestrian facilities are intended to function as transportation (not recreational) facilities. Trailheads (parking lots) are not fundable.

6. **LaPorte County STP II Funds.** Of the \$4.7 million in available STP funds, \$594,628 will be reserved for any STP-eligible project proposed by the City of LaPorte and \$394,628 will be allocated to LaPorte County Project 1382220 (Johnson Rd Intersection Improvements at CR 250 North/500 West). The net amount of STP II funds available for other projects is \$3,731,990.
7. **Public Transit Demonstration Operating Assistance Projects.** There is a five-year limit on the duration of these projects. The amount of federal funds requested in Years 3, 4, and 5 altogether may not exceed the subsidy received in either Years 1 or 2, whichever is more. Funds will be transferred year-by-year. These projects must be supported by a route analysis or feasibility study.
8. **Public Transit Revenue Vehicle Purchase Projects.** Conventionally-fueled (e.g., diesel or gasoline) replacement public transit revenue vehicles may be purchased with CMAQ and/or STP II funds. Rolling stock purchased with CMAQ funds must demonstrate a reduction in emissions, unless the vehicles will be used exclusively on a route funded with CMAQ Demonstration Operating Assistance.
9. **ITS Projects.** Stand-alone ITS projects are categorically eligible for CMAQ assistance. Transit operators are especially encouraged to consider such projects where such technology would result in increased ridership.

#### **NIRPC Contacts**

For HSIP Process: Stephen Sostaric [ssostaric@nirpc.org](mailto:ssostaric@nirpc.org)

For STP & CMAQ Funding: Gary Evers [gevers@nirpc.org](mailto:gevers@nirpc.org)

For general questions regarding the solicitation, deadlines, document formats, and meetings:  
Amanda Pollard [aperegrine@nirpc.org](mailto:aperegrine@nirpc.org)

Telephone 219.763.6060

October 24, 2014

## NOFA 2014-2 NIRPC CMAQ Project Funding Request for 2017-2021

Local Public Agency (LPA) or Applicant Name:

Contact Person or Employee in Responsible Charge (ERC):

|                                    |                |  |
|------------------------------------|----------------|--|
| Contact Person or ERC Information: | E-mail Address | <input style="width: 525px; height: 15px;" type="text"/> |
|                                    | Telephone #1   | <input style="width: 525px; height: 15px;" type="text"/> |
|                                    | Telephone #2   | <input style="width: 525px; height: 15px;" type="text"/> |

Project Name:

|                    |   |                          |
|--------------------|---|--------------------------|
| CMAQ Project Type: | <input type="checkbox"/> Bicycle/Pedestrian                                   | <input type="checkbox"/> |
|                    | <input type="checkbox"/> Congestion Mitigation                                | <input type="checkbox"/> |
|                    | <input type="checkbox"/> Diesel Retrofit/Replacement, Alternative Fuels, etc. | <input type="checkbox"/> |
|                    | <input type="checkbox"/> Public/Private Partnerships                          | <input type="checkbox"/> |
|                    | <input type="checkbox"/> Public Outreach/Education                            | <input type="checkbox"/> |
|                    | <input type="checkbox"/> Public Transit                                       | <input type="checkbox"/> |

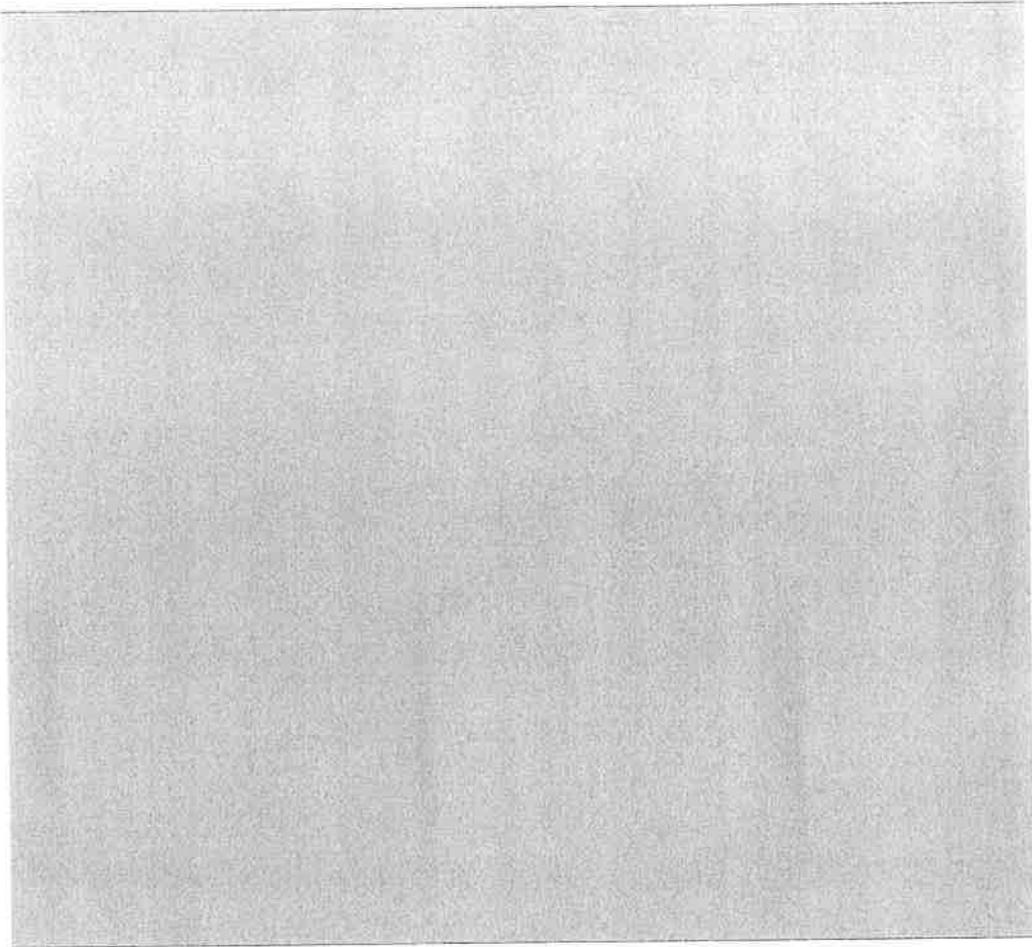
|                 |   |                          |  |
|-----------------|---|--------------------------|--|
| CMAQ Work Type: | <input type="checkbox"/> Construction                               | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 75            |
|                 | <input type="checkbox"/> Bicycle Equipment                          | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 99            |
|                 | <input type="checkbox"/> Bicycle Safety Education                   | <input type="checkbox"/> | <input type="checkbox"/> Attach Separate Request |
|                 | <input type="checkbox"/> New Transit Service--Operating Assistance  | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 248           |
|                 | <input type="checkbox"/> New Transit Service--Revenue Vehicles      | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 210           |
|                 | <input type="checkbox"/> New Transit Service--Facility Construction | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 75            |
|                 | <input type="checkbox"/> Replacement Transit Revenue Vehicles       | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 210           |
|                 | <input type="checkbox"/> Public Outreach/Education                  | <input type="checkbox"/> | <input type="checkbox"/> Attach Separate Request |
|                 | <input type="checkbox"/> Alternative Fuels: Vehicle Replacement     | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 149           |
|                 | <input type="checkbox"/> Alternative Fuels: Fuel Purchases          | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 129           |
|                 | <input type="checkbox"/> Alternative Fuels: Fuel Infrastructure     | <input type="checkbox"/> | <input type="checkbox"/> Go to Row 184           |
|                 | <input type="checkbox"/> Diesel Repower                             | <input type="checkbox"/> | <input type="checkbox"/> Attach Separate Request |
|                 | <input type="checkbox"/> Diesel Retrofit                            | <input type="checkbox"/> | <input type="checkbox"/> Attach Separate Request |
|                 | <input type="checkbox"/> Other                                      | <input type="checkbox"/> | <input type="checkbox"/> Attach Separate Request |

|                   |                         |   |   |
|-------------------|-------------------------|---|---|
| Financial Summary | Federal Funds Requested | <input style="width: 100%; height: 15px;" type="text"/> |   |
|                   | Non-Federal Funds       | <input style="width: 100%; height: 15px;" type="text"/> |   |
|                   | Total Project Cost      | \$  | <input style="width: 100%; height: 15px;" type="text"/> |

|   |   |
|---|---|
| Is this project a Public/Private Partnership? | If so, name the private sector participants. <input style="width: 350px; height: 25px;" type="text"/>   |
|   | Has a legal agreement been developed between the sponsor and each private sector participant? <input style="width: 50px; height: 25px;" type="text"/> |

**Purpose and Need  
Statement**

Describe the purpose of your project and the need that it will address. Provide this description in the space below or prepare separately and attach to your application.



**CONSTRUCTION  
PROJECT  
INFORMATION**

**Funding by Year:**

| Total Cost Information         |      | Federal Funds | Year |
|--------------------------------|------|---------------|------|
| PE & RW Services               |      |               |      |
| RW LI&D                        |      |               |      |
| Construction & CE              |      |               |      |
| Payments to Railroads          |      |               |      |
| Other (Specify)                |      |               |      |
| <b>Total</b>                   | \$ - | \$ -          |      |
| <b>Federal Funds Requested</b> | \$ - |               |      |
| <b>Local Funds</b>             | \$ - |               |      |

Is the purpose of this request to obtain supplemental funds for a previously funded project?

If so, please identify the project: DES

**Emissions Reduction**

| Substance | Total grams Eliminated per Day | Kilograms (Kg) Eliminated per Day | Useful Life (UL--Years) | Total Kg Eliminated over Useful Life |
|-----------|--------------------------------|-----------------------------------|-------------------------|--------------------------------------|
| VOC's     |                                | 0.000                             |                         | 0                                    |
| NoX       |                                | 0.000                             | 20                      | 0                                    |
| CO        |                                | 0.000                             |                         | 0                                    |
| PM 2.5    |                                | 0.000                             |                         | 0                                    |

Total Cost per Kg Eliminated/Day **#DIV/0!**

CMAQ \$\$ per Kg Eliminated/Day **#DIV/0!**

**BICYCLE/PEDESTRIAN CAPITAL EQUIPMENT**

Type of Equipment

Installation Location(s)

**Funding:**

**Unit Cost Information**

|                 |      |
|-----------------|------|
| Equipment       |      |
| Delivery        |      |
| Installation    |      |
| Other (Specify) |      |
| <b>Total</b>    | \$ - |

**Total Cost Information**

|                           |      |
|---------------------------|------|
| Number of Units           |      |
| <b>Total Project Cost</b> | \$ - |
| Federal Share             |      |
| Non-Federal Share         |      |

Identify primary source of non-federal funds (if multiple sources are used, explain below:

**ALTERNATIVE FUELS**

Fuel Type:

Annual Fuel Consumption  Gallons, Therms, etc.  
 Projected Unit Cost  Price per Gallon, Therm, etc.  
 Projected Total Cost \$  -  
 CMAQ Funds Requested \$  -

**Emissions Reduction**

Insert Emissions  
Data Here

|                                     |                        |               |
|-------------------------------------|------------------------|---------------|
| Base Vehicle Greenhouse Gases       | <input type="text"/>   | <i>g/mile</i> |
| Alt Fueled Vehicle Greenhouse Gases | <input type="text"/>   | <i>g/mile</i> |
| <b>Difference:</b>                  | <input type="text"/> - | <i>g/mile</i> |

Number of Vehicles   
 Miles Driven per Year  *by all vehicles that will use this fuel*  
**Emission Reduction**  - *grams/year*  
 - *Kg/year*

**Cost Effectiveness** Cost per Kg Eliminated/Day  **#DIV/0!**

CMAQ \$\$ per Kg Eliminated/Day  **#DIV/0!**

**ALTERNATIVE  
FUELED VEHICLES**

|                               |                         | Unit #1 | Unit #2 | Unit #3 |
|-------------------------------|-------------------------|---------|---------|---------|
| <b>Vehicle being Replaced</b> | Year                    |         |         |         |
|                               | Make                    |         |         |         |
|                               | Model                   |         |         |         |
|                               | Type                    |         |         |         |
|                               | Ownership               |         |         |         |
|                               | Odometer Miles          |         |         |         |
|                               | Fuel Type               |         |         |         |
|                               | Primary Use             |         |         |         |
| <b>New Vehicle</b>            | Make                    |         |         |         |
|                               | Model                   |         |         |         |
|                               | Alternative Fuel Type   |         |         |         |
| <b>Cost Information</b>       | MSRP Alt Fueled Model   |         |         |         |
|                               | MSRP Base Model         |         |         |         |
|                               | Cost Difference         | \$ -    | \$ -    | \$ -    |
|                               | Federal Share (MPO Cap) | \$ -    | \$ -    | \$ -    |
|                               | Required Local Match    | \$ -    | \$ -    | \$ -    |
|                               | Total Local Funds       | \$ -    | \$ -    | \$ -    |

| <b>Emissions Reduction</b>          |                                 | Insert Emissions<br>Data Here |   |
|-------------------------------------|---------------------------------|-------------------------------|---|
| Base Vehicle Greenhouse Gases       |                                 |                               | g/mile                                  |
| Alt Fueled Vehicle Greenhouse Gases |                                 |                               | g/mile                                  |
| <b>Difference:</b>                  |                                 | -                             | g/mile                                  |
| Number of Vehicles                  |                                 |                               |   |
| Miles Driven per Year               |                                 |                               | by all vehicles that will use this fuel |
| <b>Emission Reduction</b>           |                                 | -                             | grams/year                              |
|                                     |                                 | -                             | Kg/year                                 |
| <b>Cost Effectiveness</b>           | Cost per Kg Eliminated/Day      | #DIV/0!                       |   |
|                                     | CMAQ \$\$ per Kg Eliminated/Day |                               | #DIV/0!                                 |

**ALTERNATIVE FUEL  
INFRASTRUCTURE**

| <b>Fuel Type:</b>         |          |               |            |
|---------------------------|----------|---------------|------------|
| Infrastructure Type:      | Quantity | Unit Cost     | Total Cost |
| Fuel Tank                 |          |               | \$ -       |
| Metering System           |          |               | -          |
| Card Reading              |          |               | -          |
| Software/Hardware         |          |               | -          |
| Delivery/Installation     |          |               | -          |
| Electric Charging Station |          |               | -          |
| Other (Describe)          |          |               | -          |
| <b>Total</b>              |          |               | \$ -       |
|                           |          | Federal Share | \$ -       |
|                           |          | Local Share   | \$ -       |

**Emissions Reduction**

Insert Emissions  
Rate Here

|                                     |   |        |
|-------------------------------------|---|--------|
| Base Vehicle Greenhouse Gases       |   | g/mile |
| Alt Fueled Vehicle Greenhouse Gases |   | g/mile |
| <b>Difference:</b>                  | - | g/mile |

|                           |   |   |
|---------------------------|---|---|
| Number of Vehicles        |   |   |
| Miles Driven per Year     |   | by all vehicles that will use this fuel |
| <b>Emission Reduction</b> | - | grams/year                              |
|                           | - | Kg/year                                 |

**Cost Effectiveness** Cost per Kg Eliminated/Day #DIV/0! CMAQ \$\$ per Kg Eliminated/Day #DIV/0!

**Public Transit Revenue Vehicles**

|                     | Vehicle #1        | Vehicle #2 | Vehicle #3 |      |
|---------------------|-------------------|------------|------------|------|
| <b>New Vehicles</b> | Type              |            |            |      |
|                     | Length            |            |            |      |
|                     | FTA Useful Life   |            |            |      |
|                     | Fuel Type         |            |            |      |
|                     | Replacement?      |            |            |      |
|                     | Cost              |            |            |      |
|                     | Quantity          |            |            |      |
|                     | Total Cost        | \$ -       | \$ -       | \$ - |
|                     | Federal Share     | \$ -       | \$ -       | \$ - |
|                     | Non-Federal Share | \$ -       | \$ -       | \$ - |

|                            | grams/hour                | grams/hour | grams/hour |
|----------------------------|---------------------------|------------|------------|
| <b>Emissions Reduction</b> | Old Vehicle: VOC's        |            |            |
|                            | New Vehicle: VOC's        |            |            |
|                            | <b>Difference:</b>        | -          | -          |
|                            | Old Vehicle: NoX          |            |            |
|                            | New Vehicle: NoX          |            |            |
|                            | <b>Difference:</b>        | -          | -          |
|                            | Old Vehicle: CO           |            |            |
|                            | New Vehicle: CO           |            |            |
|                            | <b>Difference:</b>        | -          | -          |
|                            | Old Vehicle: PM 2.5       |            |            |
|                            | New Vehicle: PM 2.5       |            |            |
|                            | <b>Difference:</b>        | -          | -          |
|                            | Total Reduction/hour (g)  | -          | -          |
|                            | Hours Used per Day (g)    |            |            |
|                            | Service Days per Year (g) |            |            |
| Reduction per Year (g)     | -                         | -          |            |
| <b>Conversion to Kg</b>    | -                         | -          |            |

|                           |                                 |         |         |         |
|---------------------------|---------------------------------|---------|---------|---------|
| <b>Cost Effectiveness</b> | Cost per Kg Eliminated/Day      | #DIV/0! | #DIV/0! | #DIV/0! |
|                           | CMAQ \$\$ per Kg Eliminated/Day | #DIV/0! | #DIV/0! | #DIV/0! |

|  |
|--|
| <b>Public Transit<br/>Operating<br/>Assistance</b> |
|--|

|                                |                                     | Year #1 | Year #2 | Years #3-5 |
|--------------------------------|-------------------------------------|---------|---------|------------|
| <b>Projected Expenses</b>      | 501 Labor                           |         |         |            |
|                                | 502 Fringe Benefits                 |         |         |            |
|                                | 503 Services                        |         |         |            |
|                                | 504 Materials & Supplies            |         |         |            |
|                                | 505 Utilities                       |         |         |            |
|                                | 506 Insurance                       |         |         |            |
|                                | 507 Taxes                           |         |         |            |
|                                | 508 Purchased Transportation        |         |         |            |
|                                | 509 Miscellaneous                   |         |         |            |
|                                | 510 Expense Transfers               |         |         |            |
|                                | 511 Interest Expense                |         |         |            |
|                                | 512 Leases & Rentals                |         |         |            |
|                                | 513 Depreciation                    |         |         |            |
|                                | 514 Purchase Lease Payments         |         |         |            |
|                                | 515 Related Parties Lease Agreement |         |         |            |
|                                | 516 Other Reconciling Items         |         |         |            |
| <b>Total Projected Expense</b> |                                     | \$ -    | \$ -    | \$ -       |

|                      |                   |      |      |      |
|----------------------|-------------------|------|------|------|
| <b>Federal Share</b> | Federal Share     | \$ - | \$ - | \$ - |
|                      | Non-Federal Share | \$ - | \$ - | \$ - |

|                            |                           | Year #1 | Year #2 | Years #3-5 |
|----------------------------|---------------------------|---------|---------|------------|
| <b>Projected Ridership</b> | Projected Daily Ridership |         |         |            |
|                            | Length of Project         | Years   |         |            |

|                                 |                               |  |  |  |
|---------------------------------|-------------------------------|--|--|--|
| <b>Service Type &amp; Level</b> | New Service Type              |  |  |  |
|                                 | Service Days per Year         |  |  |  |
|                                 | Hours of Service Availability |  |  |  |
|                                 | Headways                      |  |  |  |
|                                 | Total Revenue Miles/Year      |  |  |  |
|                                 | Total Revenue Hours/Year      |  |  |  |

|  |  |           |  |
|--|--|-----------|--|
| For Service Expansion Projects, indicate what is being expanded. |  |           |  |
| Service Days per Year  |  | Existing: |  |
| Hours of Service Availability                                    |  | Existing: |  |
| Headways   |  | Existing: |  |
| Total Revenue Miles/Year   |  | Existing: |  |
| Total Revenue Hours/Year   |  | Existing: |  |

**Emissions Reduction**

- 1. Average Daily Ridership (Unlinked One-Way Trips) per service day: \_\_\_\_\_ trips per day
- 2. Projected Passenger Miles per service day: \_\_\_\_\_ miles
- 3. Daily VMT Reduction : \_\_\_\_\_ miles per service day
- 4. Calculate Daily Emissions Reduction for Each Factor:

| Compound                    | Per mile emission factor | Emissions Reduction g/day | Kg per Day |
|-----------------------------|--------------------------|---------------------------|------------|
| VOC                         |                          |                           |            |
| CO                          |                          |                           |            |
| NoX                         |                          |                           |            |
| PM 2.5                      |                          |                           |            |
| <b>Total Reduction/Day:</b> |                          |                           |            |

5. Service Days per year: \_\_\_\_\_

**Cost Effectiveness**

Cost per Kg Eliminated/Day #DIV/0!

CMAQ \$\$ per Kg Eliminated/Day #DIV/0!

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**Complete Streets Pre-Construction Design Review Notice:** All roadway reconstruction projects, including intersection improvements and bridges, will be reviewed during the design phase to confirm that the Complete Streets and other design features promised have, in fact, been included in the final project design.

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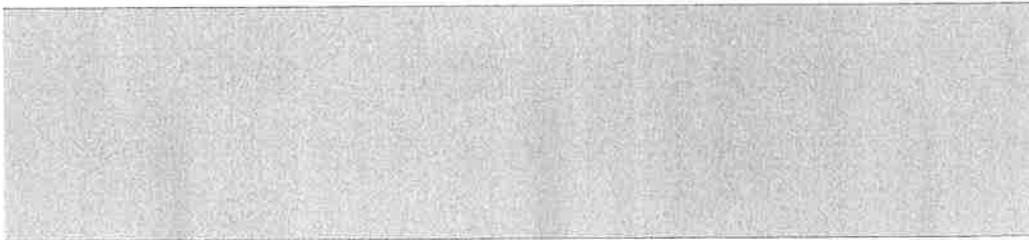
**Calculation of Incremental Costs Associated with Complete Streets Compliance:** LPA's may seek an exemption from the Complete Streets Policy because the cost of compliance exceeds 10% of the cost of construction without the added features. This exemption will be permitted only at the time of project selection and not afterward. Also, the incremental costs may not include the cost of basic street lighting, sidewalks (on one side of the roadway), signage, and/or signal interconnection/pre-emption devices where these devices already exist.

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**Notice Regarding Maintenance of Traffic Plans:** Maintenance of Traffic Plans developed for all reconstruction projects, including intersection improvements and bridges, will consider all users, including pedestrians, bicyclists, transit users, and delivery vehicles.

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**Project Impact on Pedestrians, Bicyclists, and Transit Users** Briefly explain how pedestrians, bicyclists, and transit users are currently accommodated in the project right of way and how they will be accommodated following project completion.



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**Local Share Assurance** By submission of this funding request, the Local Public Agency hereby assures that it possesses, or will possess prior to construction, the local (non-federal) funding needed to pay project related expenses.

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## NIRPC HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROGRAM PROCESS STATEMENT

For both the Lake/Porter Counties and LaPorte County planning areas.

The purpose of this document is to define the process used by NIRPC to select projects for funding using the Highway Safety Improvement Program (HSIP). The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The goal of HSIP funding in the NIRPC planning area is the reduction of fatal and incapacitating injury crash events.

The LPA is advised to review the INDOT *Local Highway Safety Improvement Program Project Selection Guidance* prior to preparing an application for HSIP funding.

1. NIRPC assembles and convenes meetings of the HSIP stakeholders as one group (though there are two pools of funding: one for Lake and Porter Counties, one for LaPorte County). The MPO will establish project selection criteria and selection process. The selection process will be as follows for both planning areas. **Please note:** any funding caps listed below *do not* apply to LaPorte County. This document will reveal the data driven project selection criteria to be used by the stakeholder groups. Selection of projects will be based upon the Benefit/Cost (B/C) Ratio, the location's crash history, ADT, and the high crash locations as provided in NIRPC's 2040 Comprehensive Regional Plan.

Projects will be divided into two project categories:

- High Crash Location (75% of HSIP funds for the Lake/Porter County Planning Area)
- PE is capped at \$100,000 or 10% of the total project cost, whichever is less (Lake/Porter only)
- ROW is strictly capped at \$50,000 federal per project (Lake/Porter only)
- For the purpose of ranking projects, the Benefit/Cost Ratio and the project site's history of severe crashes will be used for ranking. The B/C ratio will be the foundation of the project's score, with potential bonus values added to the B/C Ratio as follows:
  - Project is a top 25 severe crash location within its county as listed in NIRPC's 2040 Comprehensive Regional Plan: +.25 in addition to the B/C Ratio.
  - Project is a top 10 by severe crash type location as listed in NIRPC's 2040 Comprehensive Regional Plan: +.25 in addition to the B/C Ratio.
  - Project is located in an environmental justice community: +.1 in addition to the B/C Ratio.
    - *NIRPC's emphasis on environmental justice is part of a continuing effort to comply with a corrective action that was part of the agency's 2009 Certification Review from FHWA and FTA and ensure a more equitable distribution of benefits and burdens throughout the region.*
- Systemic Low Cost/High Impact (25% of HSIP funds for the Lake/Porter County Planning Area)

- \$100,000 per project cap (Lake/Porter only)
  - \$25,000 cap on PE (Lake/Porter only)
  - A pool of \$50,000 will be available for any ROW needs for all projects in this category (Lake/Porter only)
  - For Lake and Porter Counties, funds will initially be evenly divided among the seven eligible project types outlined in INDOT's *Highway Safety Improvement Program Local Project Selection Guidance* document. This funding division is meant to be fluid, and funds can be reallocated as needed among the project types, depending on demand.
  - Projects will be prioritized and rated among each other within the project type by the number of injuries and fatalities at the project location and then by the ADT as determined by following NIRPC's process.
    - Higher priority will be given to those locations with a demonstrated history of severe crashes involving severe injuries and fatalities
2. NIRPC issues one HSIP solicitation for the entire three-county planning area (Lake, Porter, and LaPorte Counties). Projects will be solicited, at a minimum, every other year, or when needed.
  3. Eligible LPAs submit complete project applications to NIRPC by the deadline specified in the solicitation, which includes INDOT's Local Highway Safety Improvement Program Project Selection Guidance document.
  4. NIRPC staff and stakeholders review each project application for consistency with the local selection criteria and INDOT/FHWA HSIP eligibility rules. Afterward, a constrained list of HSIP-eligible projects will be developed.
  5. NIRPC will submit the applications proposed for HSIP eligibility review (along with other supporting documentation) to the INDOT MPO liaison and Emmanuel Nsonwu. INDOT will review each project application and make a determination of HSIP eligibility.
  6. INDOT will notify NIRPC of the eligibility status of each project submitted.
  7. NIRPC will add the eligible HSIP projects to the TIP.
  8. The LPA and NIRPC will work with the INDOT District LPA Coordinator to advance programmed projects following procedures contained in the INDOT LPA Process Guidance Document.

# NIRPC HSIP 2014 Funding Project Request

Local Public Agency (LPA) Name:

Employee in Responsible Charge (ERC):

**ERC Contact Information:**

E-mail Address   
 Telephone #1   
 Telephone #2

Project Name:

**Project Location:**

|      |                      |          |                      |           |                      |
|------|----------------------|----------|----------------------|-----------|----------------------|
| From | <input type="text"/> | Latitude | <input type="text"/> | Longitude | <input type="text"/> |
| To   | <input type="text"/> | Latitude | <input type="text"/> | Longitude | <input type="text"/> |
| At   | <input type="text"/> | Latitude | <input type="text"/> | Longitude | <input type="text"/> |

Functional Classification:

Project Length:  *number of miles, if applicable*

**Dates:**

|                         |                      |                          |                      |
|-------------------------|----------------------|--------------------------|----------------------|
| TIP Inclusion           | <input type="text"/> | ROW Clear                | <input type="text"/> |
| RFP Issued              | <input type="text"/> | Final Plans/Check Prints | <input type="text"/> |
| Design Firm Engaged     | <input type="text"/> | Request for Contracting  | <input type="text"/> |
| NEPA Approval           | <input type="text"/> | Letting                  | <input type="text"/> |
| Preliminary Plans       | <input type="text"/> | Construction Complete    | <input type="text"/> |
| Preliminary Field Check | <input type="text"/> | Open to Traffic          | <input type="text"/> |
| Design Approval         | <input type="text"/> |                          |                      |

**Funding:**

| Total Cost Information   |                      | HSIP Funds Requested        |                      |
|--------------------------|----------------------|-----------------------------|----------------------|
| PE                       | <input type="text"/> | PE                          | <input type="text"/> |
| RW Services              | <input type="text"/> | RW Services                 | <input type="text"/> |
| RW LI&D                  | <input type="text"/> | RW LI&D                     | <input type="text"/> |
| Construction             | <input type="text"/> | Construction                | <input type="text"/> |
| Construction Engineering | <input type="text"/> | Construction Engineering    | <input type="text"/> |
| Payments to Railroads    | <input type="text"/> | Payments to Railroads       | <input type="text"/> |
| Other (Specify)          | <input type="text"/> | Other                       | <input type="text"/> |
| <b>Total</b>             | <b>\$ -</b>          | <b>Total</b>                | <b>\$ -</b>          |
| Federal Funds Requested  | \$ -                 |                             |                      |
| Local Funds              | \$ -                 |                             |                      |
|                          |                      | Calculated Percent Federal* | <input type="text"/> |

Identify primary source of non-federal funds (if multiple sources are used, explain on page 3):

Does project involve other US DOT federal funds?

| Program              | Amount               |
|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> |

Does project involve other (non-US DOT) federal funds?

**Benefit/Cost Ratio:**

|   |                      |
|---|----------------------|
| Base B/C Ratio  | <input type="text"/> |
| Top 25 Crash Location, add .25                        | <input type="text"/> |
| Top 10 by Crash Type, add .25                         | <input type="text"/> |
| Located in an Environmental Justice Community, add .1 | <input type="text"/> |

**Calculation of Incremental Costs Associated with Complete Streets Compliance:**

LPA's may seek an exemption from the Complete Streets Policy because the cost of compliance exceeds 10% of the cost of construction without the added features. This exemption will be permitted only at the time of project selection and not afterward. Also, the incremental costs may not include the cost of basic street lighting, sidewalks (on one side of the roadway), signage, and/or signal interconnection/pre-emption devices where these devices already exist.

**Notice Regarding Maintenance of Traffic Plans:**

Maintenance of Traffic Plans developed for all reconstruction projects, including intersection improvements and bridges, will consider all users, including pedestrians, bicyclists, transit users, and delivery vehicles.

**Project Impact on Pedestrians, Bicyclists, and Transit Users**

Briefly explain how pedestrians, bicyclists, and transit users are currently accommodated in the project right of way and how they will be accommodated following project completion.

**Project Funding (Supplemental Information)**

Full list of non-federal funds involved in project.

| Source | Amount |
|--------|--------|
|        |        |
|        |        |
|        |        |
|        |        |
|        |        |
| Total  | \$ -   |

**Attachments**

- Marked up aerial photo (8.5" x 11" from Google Earth or other source) with project location.
- Worksheets showing cost/benefit calculations (use INDOT's HAT program).
- At least three (3) years of crash data from the Indiana State Police ARIES database
- Proof that LPA has analyzed crash locations and prioritized according to need, showing that the proposed project is a high priority.
- Any other relevant summary data tables with written analysis (if necessary).
- Legal submittal letter signed by primary sponsor's CEO
- Letters of support from co-sponsors (if applicable)

**Local Share Assurance**

By submission of this funding request, the Local Public Agency hereby assures that it possesses, or will possess prior to construction, the local (non-federal) funding needed to pay project related expenses.

**Project Monitoring**

By submission of this funding request, the Local Public Agency hereby agrees to post-implementation project monitoring to measure the project's impact upon the safety of the implementation location.

## NOFA 2014-2: Responses Received

03/16/2015

Please Inform NIRPC of Missing Projects or Errors.

### Chicago Urbanized Area

| LPA          | Project   | Total Cost   | Fed Funds    | Program | Mode     | Request Type         |
|--------------|---|--------------|--------------|---------|----------|----------------------|
| Valparaiso   | Supplemental Funds for CN (Vale Park Pathway)                         | \$ 68,095    | \$ 54,476    | CMAQ    | Bike/Ped | Trail (Supplemental) |
| Burns Harbor | Marquette Greenway: East Branch Connector (Ameriplex to W Babcock Rd) | \$ 6,707,313 | \$ 5,365,850 | CMAQ    | Bike/Ped | Trail                |
| East Chicago | Marquette Greenway: (Toll Rd @ Kosciusko Blvd to Indianapolis Blvd)   | \$ 1,374,800 | \$ 1,099,840 | CMAQ    | Bike/Ped | Trail                |
| Hammond      | Marquette Greenway (Downtown Hammond to Chicago via IHB RW)           | \$ 2,350,000 | \$ 1,560,000 | CMAQ    | Bike/Ped | Trail                |
| Schererville | Indianapolis Blvd to Dyer Central Park                                | \$ 1,340,880 | \$ 1,072,704 | CMAQ    | Bike/Ped | Trail                |
| Merrillville | C&O Trail Grade Separation @ SR 55                                    | \$ 2,416,500 | \$ 1,933,200 | CMAQ    | Bike/Ped | Trail                |
| Gary         | US 20 Sidewalk Improvements   | \$ 493,292   | \$ 394,634   | CMAQ    | Bike/Ped | Non-Trail Bike/Ped   |

|             |  |              |              |      |     |  |
|-------------|--|--------------|--------------|------|-----|--|
| Crown Point | 109th Ave Corridor Improvements West (Delaware Pkwy to SR 53)    | \$ 4,858,750 | \$ 3,887,000 | CMAQ | Hwy | Bottleneck Elimination                         |
| Crown Point | 109th Ave Corridor Improvements East (Delaware Pkwy to I-65)     | \$ 4,330,000 | \$ 3,464,000 | CMAQ | Hwy | Bottleneck Elimination                         |
| Hobart      | 61st Ave Intersection Improvements (at Marcella St)              | \$ 346,400   | \$ 277,120   | CMAQ | Hwy | Intersection Improvements                      |
| Hobart      | County Line Road Traffic Flow Improvements (Cleveland to SR 130) | \$ 5,747,050 | \$ 4,597,640 | CMAQ | Hwy | Intersection Improvements                      |
| Hobart      | County Line Rd Intersection Improvements (at Cleveland Ave)      | \$ 1,600,000 | \$ 1,280,000 | CMAQ | Hwy | Intersection Improvements                      |
| Valparaiso  | Silhavy Rd Intersection Improvements (at LaPorte Ave)            | \$ 824,140   | \$ 659,312   | CMAQ | Hwy | Intersection Improvements (PE & RW Funds Only) |

|              |  |              |            |      |       |                         |
|--------------|--|--------------|------------|------|-------|-------------------------|
| East Chicago | Replacement Vehicles (Hook Lift & Street Sweeper)                    | \$ 561,380   | \$ 449,104 | CMAQ | Other | Ineligible as submitted |
| Hobart       | CNG Fuel Infrastructure  | \$ 676,716   | \$ 541,373 | CMAQ | Other | Fuel Infrastructure     |
| Hobart       | CNG Fuel   | \$ 47,894    | \$ 38,315  | CMAQ | Other | Fuel                    |
| Hobart       | CNG Retrofit (2 Vehicles)  | \$ 230,628   | \$ 184,502 | CMAQ | Other | Retrofit/Repower        |
| Lake County  | 36-unit Truck Stop Electrification Project (I-65 @ SR 2) 3P          | \$ 411,732   | \$ 329,386 | CMAQ | Other | 3P Arrangement          |
| Lake Station | Replacement Vehicles (Hook Lift & Street Sweeper)                    | \$ 561,380   | \$ 449,104 | CMAQ | Other | Ineligible as submitted |
| Lake Station | 27-unit Truck Stop Electrification Project (Flying J @ Ripley St) 3P | \$ 329,843   | \$ 263,874 | CMAQ | Other | 3P Arrangement          |
| Lake Station | CNG Fueling Station 3P   | \$ 1,000,641 | \$ 440,282 | CMAQ | Other | 3P Arrangement          |
| New Chicago  | Alternative Fuel (E85)   | \$ 18,892    | \$ 15,114  | CMAQ | Other | Fuel                    |
| NIRPC        | School Bus Heaters (Anti-Idling)                                     | \$ 127,356   | \$ 101,885 | CMAQ | Other | Idling Reduction        |
| Portage      | CNG Fueling Station 3P w/Family Express                              | \$ 1,741,000 | \$ 870,500 | CMAQ | Other | 3P Arrangement          |

|            |  |              |              |      |         |                                  |
|------------|--|--------------|--------------|------|---------|----------------------------------|
| Gary PTC   | Two Replacement Revenue Vehicles                   | \$ 850,000   | \$ 680,000   | CMAQ | Transit | Capital                          |
| Gary PTC   | Livable Broadway BRT/Bus Feeder System             | \$ 3,865,805 | \$ 3,092,644 | CMAQ | Transit | Operating & Capital (3 Mod Vans) |
| Valparaiso | Chicago DASH Operating                             | \$ 1,011,000 | \$ 808,800   | CMAQ | Transit | Operating                        |
| Valparaiso | Chicago DASH Capital (One Bus)                     | \$ 700,000   | \$ 560,000   | CMAQ | Transit | Capital                          |
| Valparaiso | V-Line Operating Expansion (Porter Hospital)       | \$ 1,249,000 | \$ 999,200   | CMAQ | Transit | Operating                        |
| Valparaiso | V-Line Capital Expansion (Porter Hospital) One Bus | \$ 120,000   | \$ 96,000    | CMAQ | Transit | Capital                          |

**Total CMAQ \$ 35,565,859**

| LPA           | Project   | Total Cost   | Fed Funds         | Program              | Mode                 | Request Type        |
|---------------|---|--------------|-------------------|----------------------|----------------------|---------------------|
| Crown Point   | Courthouse Square Pedestrian Improvements                     | \$ 177,950   | \$ 160,155        | HSIP                 | Bike/Ped (Non-Trail) | E-Z (Supplemental)  |
| Hobart        | Supplemental Funds for CN (Sign Replacement)                  | \$ 312,293   | \$ 281,064        | HSIP                 | Hwy                  | E-Z (Supplemental)  |
| Valparaiso    | Supplemental Funds for CN (Sign Replacement)                  | \$ 50,000    | \$ 45,000         | HSIP                 | Hwy                  | E-Z (Supplemental)  |
| Griffith      | Supplemental Funds for CN (Sign Replacement)                  | \$ 374,370   | \$ 336,933        | HSIP                 | Hwy                  | E-Z (Supplemental)  |
| Merrillville  | Supplemental Funds for CN (Sign Replacement)                  | \$ 982,950   | \$ 884,655        | HSIP                 | Hwy                  | E-Z (Supplemental)  |
| Crown Point   | 109th Ave Intersection Improvements (at Iowa St)              | \$ 1,565,000 | \$ 1,408,500      | HSIP                 | Hwy                  | High Crash Location |
| Crown Point   | 109th Ave Corridor Improvements West (Delaware Pkwy to SR 53) | \$ 4,858,750 | \$ 4,372,875      | HSIP                 | Hwy                  | High Crash Location |
| Valparaiso    | Ransom Rd Safety Improvements                                 | \$ 769,825   | \$ 692,843        | HSIP                 | Hwy                  | High Crash Location |
| Merrillville  | Emergency Vehicle Pre-Emption (Mville, Sville, CP, Hob)       | \$ 1,944,540 | \$ 1,652,626      | HSIP                 | Hwy                  | High Crash Location |
| Lowell        | Sign Replacement (Reg & Warning)                              | \$ 110,000   | \$ 100,000        | HSIP                 | Hwy                  | E-Z New             |
| Porter (Town) | Sign Replacement (Reg & Warning)                              | \$ 110,000   | \$ 100,000        | HSIP                 | Hwy                  | E-Z New             |
| Schererville  | Sign Replacement (Reg & Warning)                              | \$ 507,589   | \$ 126,880        | HSIP                 | Hwy                  | E-Z New             |
|               |   |              | <b>Total HSIP</b> | <b>\$ 10,161,531</b> |                      |                     |

### Michigan City/LaPorte Urbanized Area

| LPA            | Project                      | Total Cost | Fed Funds  | Program | Mode    | Request Type |
|----------------|------------------------------|------------|------------|---------|---------|--------------|
| Mich City      | Replacement Buses (2)        | \$ 270,000 | \$ 216,000 | CMAQ    | Transit | Capital      |
| Mich City      | Bus Stop Signage             | \$ 60,000  | \$ 48,000  | CMAQ    | Transit | Capital      |
| Mich City      | Replacement Buses (3)        | \$ 420,000 | \$ 336,000 | CMAQ    | Transit | Capital      |
| Mich City      | Replacement Buses (1)        | \$ 140,000 | \$ 112,000 | CMAQ    | Transit | Capital      |
| LaPorte (City) | Replacement Rev Vehicles (7) | \$ 606,000 | \$ 484,800 | CMAQ    | Transit | Capital      |

|                |  |              |                   |                     |          |                  |
|----------------|--|--------------|-------------------|---------------------|----------|------------------|
| LaPorte County | Singing Sands Trail Extension (600W to IN/MI Line) | \$ 1,000,000 | \$ 800,000        | CMAQ                | Bike/Ped | Trail            |
| LaPorte County | Alternative Fuel (E85)                             | \$ 100,000   | \$ 80,000         | CMAQ                | Other    | Fuel             |
| LaPorte (City) | Alternative Fuel (E85)                             | \$ 83,715    | \$ 66,972         | CMAQ                | Other    | Fuel             |
| LaPorte (City) | Alternative Fuel (LP)                              | \$ 59,808    | \$ 47,846         | CMAQ                | Other    | Fuel             |
| LaPorte (City) | Diesel Retrofit (One Unit)                         | \$ 14,000    | \$ 11,200         | CMAQ                | Other    | Retrofit/Repower |
| LaPorte (City) | Chessie Greenway Phase II (CN Only)                | \$ 728,798   | \$ 583,038        | CMAQ                | Bike/Ped | Trail            |
|                |  |              | <b>Total CMAQ</b> | <b>\$ 2,785,856</b> |          |                  |

|                |                                  |               |                   |                   |     |                    |
|----------------|----------------------------------|---------------|-------------------|-------------------|-----|--------------------|
| LaPorte County | Sign Replacement (Reg & Warning) | \$ 222,222.22 | \$ 200,000        | HSIP              | Hwy | E-Z (Supplemental) |
| Mich City      | Sign Replacement (Reg & Warning) | \$ 111,111.11 | \$ 100,000        | HSIP              | Hwy | E-Z (Supplemental) |
|                |                                  |               | <b>Total CMAQ</b> | <b>\$ 300,000</b> |     |                    |

|                |   |              |                   |                     |          |          |
|----------------|---|--------------|-------------------|---------------------|----------|----------|
| LaPorte County | Franklin St Bridge Study                                  | \$ 500,000   | \$ 400,000        | STP II              | Hwy      | Planning |
| LaPorte County | Pavement Management Study                                 | \$ 250,000   | \$ 200,000        | STP II              | Hwy      | Planning |
| LaPorte County | SR 2/18th St/Zigler Rd/Nursery Rd Int Imp (PE RW Only)    | \$ 425,000   | \$ 340,000        | STP II              | Hwy      | CN       |
| LaPorte County | Five-Year Capital Improvement Plan/Study (PE)             | \$ 200,000   | \$ 160,000        | STP II              | Hwy      | Planning |
| Mich City      | Int Imp: Cleveland Ave @ Coolspring Ave                   | \$ 314,068   | \$ 251,254        | STP II              | Hwy      | CN       |
| Mich City      | Int Imp: Barker Ave @ Ohio St                             | \$ 269,016   | \$ 215,213        | STP II              | Hwy      | CN       |
| Mich City      | Int Imp: Earl Rd @ Hitchcock St                           | \$ 404,174   | \$ 323,339        | STP II              | Hwy      | CN       |
| Mich City      | Singing Sands Trail 3A (PE/RW/CN) & Singing Sands 3b (PE) | \$ 2,057,587 | \$ 1,646,070      | STP II              | Trails   | CN       |
| LaPorte (City) | Pavement Management Study                                 | \$ 180,000   | \$ 144,000        | STP II              | Hwy      | Planning |
| LaPorte (City) | Sidewalk Reconstruction (5 Projects)                      | \$ 825,000   | \$ 660,000        | STP II              | Bike/Ped | CN       |
| LaPorte (City) | FA Route Pavement Work (5 Projects)                       | \$ 4,046,024 | \$ 3,236,819      | STP II              | Hwy      | CN       |
| LaPorte (City) | Eastshore Pkwy Warning Flasher (Pine Lake Ave)            | \$ 50,000    | \$ 40,000         | STP II              | Hwy      | CN       |
| LaPorte (City) | Chessie Greenway Phase II (PE/RW & Partial CN)            | \$ 921,202   | \$ 736,962        | STP II              | Bike/Ped | CN       |
|                |   |              | <b>Total CMAQ</b> | <b>\$ 8,353,657</b> |          |          |

**NOTICE OF SOLICITATION**  
**FOR THE FFY 2016-2019 TRANSIT TRANSPORTATION IMPROVEMENT**  
**PROGRAM**  
**FOR FTA SECTION 5307 URBANIZED AREA FUNDS, SECTION 5339 BUS AND**  
**BUS FACILITIES FUNDS, AND SECTION 5337 STATE OF GOOD REPAIR**  
**FOR LAKE AND PORTER COUNTIES**

**February 11, 2015**

The Northwestern Indiana Regional Planning Commission is conducting a solicitation for public transit projects to receive federal funds under the U.S. Department of Transportation Federal Transit Administration (FTA) Section 5307, Section 5339 and Section 5337. This solicitation is targeted to existing public transit operators in Lake and Porter Counties. The Section 5337 solicitation is targeted to the Northern Indiana Commuter Transportation District, the only commuter rail operator eligible in the Lake and Porter urbanized area. The solicitation is limited to new projects for FY 2018 and 2019.

**NOTE:** New providers, or potential new providers, must contact NIRPC to determine eligibility, financial feasibility and sustainability. Approving new providers and services is a long-term process. Early contact with NIRPC is required.

**Applications are due at NIRPC by Wednesday, February 25, 2015.**

**An application form (Attachment 1) must be completed for each proposed new project.**

**Contact:** Please submit your project application(s) to Belinda Petroskey at [bpetroskey@nirpc.org](mailto:bpetroskey@nirpc.org), mail to NIRPC, 6100 Southport Road, Portage, In. 46368.

**Eligible activities** include operating, capital and planning projects designed to support, maintain, and improve the Lake and Porter Counties' public transit systems, including fixed route bus, complementary paratransit, demand response transit, commuter bus, and commuter rail.

**Project Selection**

Transit projects will be selected using the **Project Selection Criteria** developed in conjunction with the adopted 2040 Comprehensive Regional Plan for Northwest Indiana (CRP). **The Plan’s Goals and Objectives are included as Attachment 2.**

Applicants will self-score projects using the methodologies identified in the Project Selection Criteria. Support documentation as noted on the Project Application must be submitted with the application(s). Staff will review and confirm scores. Discrepancies will be resolved by the Transit Operators’ Round Table.

**Federal Financial Projections**

For TIP financial constraint purposes, the following projections will be used:

Base amount – FY 2015=\$ (actual apportionment not available yet)

Projected Annual Increase – 0%

FFY 2016 - \$12,000,000

FFY 2017 - \$12,000,000

FFY 2018 - \$12,000,000

FFY 2019 - \$12,000,000

**Solicitation Calendar**

| <b>TRANSIT PROJECT SELECTION CALENDAR FOR THE<br/>FFY 2016-2019 TIP</b> |                        |
|---|------------------------|
| <b>Release of Solicitation Application:</b>                             | Feb, 11, 2015          |
| <b>Project Submission Deadline:</b>                                     | Feb. 25, 2015          |
| <b>Public Transit Operators Review</b>                                  | Feb, 27, 2015          |
| <b>Public Comment Period</b>  | March 2 –April 3, 2015 |
| <b>TPC Recommends TIP to NIRPC Board</b>                                | May 12, 2015           |
| <b>NIRPC Board Approves TIP</b>   | May 21, 2015           |

**ATTACHMENT 1**

**NORTHWEST INDIANA SECTION 5307/5339 TIP APPLICATION**

**Federal Fiscal Year 2016-2019 TIP**

**PART I. APPLICANT INFORMATION**

**Public Transit Operator:**

**Contact Name:**

**Contact Address:**

**Email:**

**Phone Number:**

**PART II. PROJECT INFORMATION**

**Federal Fiscal Year:**

**Project Description: Attach separate sheet as needed.**

**For vehicle replacements, include schedule of replacements**

**For all others, include sufficient detail to inform "general public reader".**

**List Criteria Project Addresses and Score:**

**PART III. PROJECT BUDGET**

| <b>FEDERAL</b> | <b>STATE</b> | <b>LOCAL</b> | <b>TOTAL</b> |
|----------------|--------------|--------------|--------------|
| <b>\$</b>      | <b>\$</b>    | <b>\$</b>    | <b>\$</b>    |

**Source of Local Match:**

**NOTE: FOR EACH PROJECT PLEASE IDENTIFY BY YEAR THE AMOUNT AND SOURCE OF ALL NON-FEDERAL SUPPORT.**

**Project Start and End Dates:**

## ATTACHMENT 2



# 2040 Comprehensive Regional Plan

2040 CRP Vision Statement / Goals & Objectives

Northwestern Indiana Regional Planning Commission

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### 2040 CRP Vision Statement

*Stretching from the treasured shores of Lake Michigan to the historic banks of the Kankakee River and committed to an ethic of sustainability:*

*A vibrant region – Our economy is thriving, our people are well educated, growth is planned and natural and rural areas are valued and protected;*

*A revitalized region – Urban areas are renewed and our environment is clean;*

*An accessible region – Our people are connected to each other and to equal opportunities for working, playing, living, and learning;*

*A united region – Celebrating our diversity, we work together as a community across racial, ethnic, political, and cultural lines for the good of the region.*

## 2040 CRP Goals

Vision Theme: *Vibrant Region – thriving economy*

Goal: **A globally competitive, diversified economy that protects and enhances our natural environment**

Vision Theme: *Vibrant Region – well-educated people*

Goal: **Expanded access to knowledge and educational opportunities**

Vision Theme: *Vibrant Region – protected natural and rural areas*

Goal: **Managed growth that protects farmland, environmentally sensitive areas and important ecosystems**

**\* Vision Theme: *Vibrant Region – planned growth***

Goal: **Livable urban, suburban and rural centers**

**\* Vision Theme: *Revitalized Region – renewed urban areas***

Goal: **Revitalized urban core cities**

**\* Vision Theme: *Revitalized Region – clean environment***

Goal: **Improved air quality**

Vision Theme: *Revitalized Region – clean environment*

Goal: **Reduced flooding and improved water quality**

Vision Theme: *Revitalized Region – clean environment*

Goal: **Clean land**

**\* Vision Theme: *Accessible Region – connected people and opportunities***

Goal: **A safe and secure transportation system**

**\* Vision Theme: *Accessible Region – connected people and opportunities***

Goal: **A safe and secure transportation system**

**\* Vision Theme: *Accessible Region – connected people and opportunities***

Goal: **Adequate transportation funding and efficient use of resources**

**\* Vision Theme: *Accessible Region – connected people and opportunities***

Goal: **A transportation system that supports the health of all people and places**

Vision Theme: *United Region – working together, good of the region*

Goal: **Environmental justice: shared benefits and burdens**

Vision Theme: *United Region – working together, good of the region*

Goal: **Efficient and coordinated local government**

**\* Indicates transit-supportive policy**

**2040 CRP Goals and Objectives:**

Vision Theme: *Vibrant Region – thriving economy*

**Goal: A globally competitive, diversified economy that protects and enhances our natural environment**

Objectives:

- Maximize technology, productivity and efficiency of existing core industries
- Create diverse, emerging and sustainable industries
- Strengthen public/private partnerships resulting in increased regional investment
- Redevelop urban core areas
- Utilization/expansion of transportation and other infrastructure advantages
- Promote growth that protects and enhances the environmental assets of Northwest Indiana
- Improve the workforce of the Region to accommodate growth in emerging industries
- Improve overall quality of life to attract businesses and residents

Vision Theme: *Vibrant Region – well-educated people*

**Goal: Expanded access to knowledge and educational opportunities**

\* Objectives:

- \*Develop a transportation system that provides safe and reliable access to educational facilities
- Maintain strategic partnerships with educational institutions
- \* Provide critical information to the public to enable meaningful public participation
- Educate leaders about best practices in urban and regional planning and public policy
- \*Improve infrastructure connectivity and access to the technology that supports distance education

Objectives:

- Promote the development and preservation of regional greenways and blueways (water trails) and establish linkages between them
- Encourage the concentration of development around existing infrastructure
- Encourage redevelopment of infill sites within established centers
- \*Promote compact development and smart growth through techniques such as transit-oriented development, traditional neighborhood development and conservation design
- Foster the development of local food systems and a local food economy
- Preserve prime agricultural land and rural landscapes
- Encourage and plan for the protection and responsible use of shoreline areas
- Improve access to major regional parks and preserved open lands, including the Indiana Dunes

Vision Theme: *Vibrant Region: – planned growth*

**Goal: Livable urban, suburban and rural centers**

Objectives:

- Encourage the compact mixing of uses
- Encourage a diverse mix of housing types and affordability levels near job centers and transit routes
- Facilitate the remediation and redevelopment of abandoned and underutilized land including brownfields and grey fields

- Promote a safe and accessible pedestrian and bicycle environment
- \*Expand access to public transit and promote transit-supportive land use patterns
- Promote community green infrastructure and access to public open space
- Promote the preservation of historic and cultural resources
- Promote the integration of Context Sensitive Solutions into transportation planning and projects

Vision Theme: *Revitalized Region – renewed urban areas*

Goal: **Revitalized urban core**

Objectives:

- \*Rebuild and improve existing infrastructure systems including public transportation
- Improve the connectivity of and provide access to high tech infrastructure, including broadband, fiber and other technologies, to promote innovation and investment
- Foster the development of livable, mixed use downtowns
- Promote adaptive reuse, infill development and the remediation and reuse of underutilized properties, particularly brownfields
- Facilitate the rehabilitation of neighborhoods and maintenance of high quality and affordable housing
- Promote the preservation of historic and cultural resources
- Expand visual and physical access to Lake Michigan and other open space
- Partner to protect threatened natural remnants
- Enhance community design and aesthetics

Vision Theme: *Revitalized Region – clean environment*

Goal: **Improved air quality**

Objectives:

- Achieve national ambient air quality standards for all pollutants, including carbon monoxide, ozone and particulates
- Reduce air toxics, greenhouse gases and other harmful emissions
- Improve the aesthetics – noise, odor, discoloration – of air
- Reduce the disproportionate impact of industrial and transportation emissions on environmental justice populations
- \*Coordinate land use and transportation policies to reduce motor vehicle trips

Vision Theme: *Revitalized Region – clean environment*

Goal: **Reduced flooding risks and improved water quality**

Objectives:

- Achieve water quality standards and designated uses of our lakes and streams
- Complete, improve, and implement watershed management plans
- Promote stormwater best management practices including the development of green infrastructure and the reduction of impervious surfaces
- Facilitate regional planning for adequate collection and treatment of wastewater and the elimination of the inappropriate use of septic systems
- Promote the upgrading of aging water infrastructure
- Facilitate the development of a regional stormwater strategy
- Facilitate regional planning for water supply and demand

- Preserve flood plain and wetlands

Vision Theme: *Revitalized Region – clean environment*

Goal: **Clean land**

Objectives:

- Maximize the number of brownfields returned to productive use
- Facilitate a regional solid waste and landfill strategy
- Promote the acquisition and protection of greenspace
- Mitigate transportation and land use impacts

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **A safe and secure transportation system**

Objectives:

- Reduce the number and severity of motor vehicle collisions
- Improve the safety of non-motorized transportation through education, enforcement, engineering, design and construction
- Reduce flooding of roadways
- Reduce emergency response times
- Support the development of regional preparedness and evacuation planning
- \*Improve the safety and security of transit facilities including stations, stops and vehicles
- Utilize technology, including Intelligent Transportation Systems and other strategies, to improve transportation safety

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **Increased mobility, accessibility and transportation options for people and freight**

Objectives:

- Integrate local, regional and national transportation systems to facilitate movement of people and freight between modes
- Improve freight facilities connecting the region to national and global markets
- Reduce congestion on major freight and passenger routes
- \*Improve the internal connectivity of the transportation network
- \*Enhance connectivity between housing, jobs, services, and educational facilities
- \*Improve system accessibility for people with special transportation needs including persons with disabilities, the elderly, the young and low-income populations
- \*Increase access to and improve the reliability of public mass transit
- \*Improve the non-motorized transportation network by building Complete Streets that accommodate bicycles, pedestrians and transit users
- Enhance navigability through improved wayfinding and signage
- \*Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **Adequate transportation funding and efficient use of resources**

Objectives:

- \*Increase the level of federal and state funding flowing into the region and improve the ability to provide local matching funds
- \*Protect previous investments through maintenance and improvements to existing transportation infrastructure, operations and services
- \*Devote sufficient resources to address reconstruction and maintenance needs
- \*Utilize the Congestion Management Process to optimize the efficiency of the existing system
- \*Prioritize transportation investments that support land use and economic development goals
- \*Encourage investments that consider long range impacts of changing transportation systems and anticipate future technologies

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **A transportation system that supports the health of all people and places**

Objectives:

- Improve the integration of environmental planning activities into transportation planning
- Reduce the levels and impacts of pollution (including air, noise, and vibration) caused by transportation, particularly freight, especially in environmental justice communities
- Improve the non-motorized transportation network by building Complete Streets that accommodate bicycles, pedestrians and transit users
- Expand environmental mitigation efforts
- \*Conduct outreach to determine the negative impacts of transportation investments and to ensure environmental justice
- Promote energy efficiency and alternative energy

Vision Theme: *United Region – working together, good of the region*

Goal: **Environmental justice: shared benefits and burdens**

Objectives:

- \*Increase outreach in environmental justice communities and improve the public involvement process to eliminate barriers and engage minority, disabled, elderly, and low-income populations in regional decision-making
- Improve capacity to identify residential, employment, and transportation patterns of low-income and minority populations so that their needs may be identified and addressed, and the impacts of transportation can be fairly distributed
- Avoid disproportionately high and/or adverse impacts on minority, disabled, elderly and/or low-income populations.
- Minimize and/or mitigate unavoidable impacts on low-income and/or minority populations by providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods
- Increase awareness and understanding of environmental justice issues among decision makers
- Mitigate displacement of local residents and the loss of property investments when redeveloping the urban core

Vision Theme: *United Region – working together, good of the region*

**Goal: Efficient and coordinated local government**

Objectives:

- Facilitate the consolidation of redundant local government services
- Promote coordination of land use and corridor planning across jurisdictional boundaries
- Foster better communication, cooperation, and coordination to better leverage resources
- Promote the sharing of benefits, burdens and costs among governments

**Northwest Indiana  
FFY 2016-2019 Transportation Improvement Program**



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**PROJECT SELECTION CRITERIA**

Federal Transit Administration  
Urban Area Formula Grant Program  
(FTA Section 5307, Section 5337, Section 5339)

Chicago Urbanized Area

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Northwestern Indiana Regional Planning Commission  
6100 Southport Road  
Portage, Indiana 46368-6409  
(219) 763-6060  
e-mail: [nirpc@nirpc.org](mailto:nirpc@nirpc.org)  
website: [www.nirpc.org](http://www.nirpc.org)

**February 11, 2015**

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

### Federal Fiscal Year 2016 - 2019 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:

|        |     |
|--------|-----|
| 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.

## ATTACHMENT 3

### 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 2015 Section 5307 financial assistance programmed for Operating Subsidies is construed as their "Operating Subsidy Floor." Each operator's "Operating Subsidy Floor" amount for FFY 2015 is shown on the following chart.

| FFY 2015 Operating/PM Subsidy Floor; Apportionment: \$ not yet available |           |         |
|--|-----------|---------|
| Operator   | \$ Amount | Percent |
| Gary Public Transportation Corporation                                   |           |         |
| Northern Indiana Commuter Transportation District                        |           |         |
| City of East Chicago   |           |         |
| NIRPC (oversight)  |           |         |
| North Township Trustee   |           |         |
| Opportunity Enterprises, Inc.  |           |         |
| Porter County Community Services   |           |         |
| South Lake County Community Services                                     |           |         |
| Valparaiso V-Line  |           |         |
| DASH   |           |         |
| TOTAL  |           |         |
| Total FY 2015 Section 5307 Apportionment                                 |           |         |

\* 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.