

NOTICE OF SOLICITATION

FOR THE FFY 2018-2021 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

November 14, 2016

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 - Porter urbanized area. The solicitation is limited to new projects for Federal Fiscal Years 2018, 2019, 2020 and 2021.

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

Applications are due at NIRPC by Thursday, December 30, 2016.

An application form (Attachment 1) must be completed for each proposed new project and/or ongoing operating, capital, planning, and maintenance needs.

Contact: Please submit your project application(s) to James Winters at jwinters@nirpc.org or 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, Attachment 3**. 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 2017 \$11,500,000

Projected Annual Increase of 2%

FFY 2018 - \$11,730,000

FFY 2019 - \$11,964,600

FFY 2020 - \$12,203,892

FFY 2021 - \$12,447,970

**TRANSIT PROJECT SELECTION CALENDAR FOR THE
FFY 2018-2021 TIP**

Release of Solicitation Application:	November 9, 2016
Project Submission Deadline:	December 30, 2016
Transit Operators Review	Jan.-Feb, 2017
TPC Approves for Public Comment	March, 2017
Public Review Period	March-April, 2017
NIRPC Board Approves TIP	May, 2017

ATTACHMENT 1

NORTHWEST INDIANA SECTION 5307/5339 TIP APPLICATION Federal Fiscal Year 2018-2021 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

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
\$	\$	\$	\$

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

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 and Objectives:

(* Indicates transit-supportive policy)

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

Vision Theme: Vibrant Region – protected natural and rural areas

- **Goal:** Managed growth that protects farmland, environmentally sensitive areas and important ecosystems
 - **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 storm water 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 storm water 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 government

ATTACHEMENT 3

Northwest Indiana
FFY 2016-2019 Transportation Improvement Program

PROJECT SELECTION CRITERIA

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

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

NOVEMBER 9, 2016

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

Federal Fiscal Year 2018 - 2021 Transportation Improvement Program

FEDERAL PROGRAM PRIORITIES

FEDERAL PRIORITY #1: Transportation Security Expenses

1% of Section 5307 Apportionment

The FAST Act 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 federal priorities are defined as camera surveillance systems, lighting, and perimeter control (fences).

Locally Determined Priorities

1. Camera surveillance systems
2. Lighting
3. Fences
4. Security Training for Drivers
5. Contracted Security Services (monitoring)

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.

LOCAL PRIORITY #1: Operating/PM Subsidy Projects

1. Preservation and Maintenance of Existing Services and Facilities

86% 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 the FAST Act, capital cost of contracting, preventive maintenance, and NIRPC Section 5307 sub-grantee management and transit planning.

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 2016 is shown on the following chart.

FFY 2016 Operating/PM Subsidy Floor; Apportionment: \$11,502,467		
Operator	\$ Amount	Percent
Gary Public Transportation Corporation	\$4,552,110	39.57%
Northern Indiana Commuter Transportation District	3,963,060	34.45%
City of East Chicago	566,726	4.93%
NIRPC Transit Planning	120,000	1.04%
North Township Trustee	43,200	.3756%
Opportunity Enterprises, Inc.	100,194	.8711%
Porter County Community Services	100,000	.8694%
South Lake County Community Services	100,000	.8694%
Valparaiso V-Line	108,800	.9459%
DASH	159,200	1.3841
TOTAL	\$9,813,290	85.31%
Total FY 2016 Section 5307 Apportionment	\$11,502,567	Bal. \$1,689,277

* Includes PM, Operating, including pre-existing JARC, and complementary paratransit

** Includes complementary paratransit

*** Includes capital cost of contracting

Decreases in Sub-Apportionment. 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-Apportionment. 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

3% 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
- 3D. Associated Transit Improvements

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 Fare Card 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.

Priority 3D

Eligible projects in priority order are as follows:

1. Bus shelters
2. Green Infrastructure
3. Street Scape Projects
4. Historic Preservation
5. Signage
6. Enhanced ADA
7. Bike Pedal Improvements

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 Technical Planning Committee (TPC) for resolution.