
Mid-Hudson Valley Transportation Management Area

5307 Project Selection Criteria

The project selection criteria place emphasis on service-oriented objectives to be achieved through the use of the Section 5307 Capital Funding being made available. The program intent is to support regional capital investments that support or enable the kinds of service improvements described in these criteria. For this solicitation, funding of operating expenses and preventive maintenance activities are ineligible, as these expenses are supported through the non-competitive portion of the annual regional 5307 allocation process and/or Statewide Mass Transportation Operating Assistance (STOA).

Initial Screening Criteria

In order to be considered for evaluation and selection, a project proposal to support public transit services must first meet the following seven (7) screening criteria:

- 1) Proposed project must predominately serve the Mid-Hudson Valley TMA planning area travel market in New York State.
- 2) The proposed project must be consistent with the MPO long-range transportation plan(s) and other regional or locally-adopted plans.
- 3) The proposed project must be consistent with Federal eligibility requirements for use of FTA 5307 funds. The proposal sponsor or implementing property must identify a Designated Recipient (DR) in the TMA. The Designated Recipient will be expected to sign the application for the proposed project as their commitment to explicitly sponsor the proposed project.¹
- 4) The non-Federal share will be a minimum of 20% of the total project costs, but could be more based on fund availability and the number of projects that the TMA wishes to program for this fund source by year. Funding provided pursuant to FTA Section 5307 may be part of a ~~total~~ project of which a portion is federally funded, but shall not be used for the required non-federal matching shares of the federally-funded portion of the project to which it is added.
- 5) The funds are limited to the amount awarded. Any overruns would be the responsibility of the property implementing the proposed project.
- 6) The implementing property and the Designated Recipient (DR) must “be ready, willing and able” to implement project. The project proposal must be supported by a reasonable cost estimate and an adequate financing plan with cash flow and all sources of funding identified (including source(s) of the non-federal share). It is also expected that reasonable phasing of the project and the most recent available data be used. Project proposals must clearly identify the scope, purpose, schedule, and project limits. Proposals should provide a plan or framework for sustaining the proposed services after any demonstration or pilot period.
- 7) As appropriate and required, the project sponsor or implementing property submitted its

National Transit Data to FTA for the previous year.

If a proposed project and its implementing agency meet the above criteria, then the proposal will be rated and ranked in accordance with the specific selection criteria on the following page.

1. **Enhance & expand transit services (20)** - Increase the availability of transit serving key travel markets. Examples of considerations include, but are not limited to:
 - a. Connecting communities and employment centers, increasing the availability of services to key market areas or key inter-county corridors.
 - b. Filling identified service gaps.
 - c. Providing/enhancing intermodal connections, through increased frequencies or timed transfers.
 - d. Promoting coordination of local, regional, and intercity transit services.
 - e. Ensuring new and continued, sustainable, and enhanced commuter services at reasonable prices.
 - f. Coordinate with non-emergency human service transportation to provide connecting services.

2. **Enhance connectivity, accessibility, comfort and/or ease of use (20)** - Activities that support the customer experience using transit. Examples of considerations include but are not limited to:
 - a. Passenger amenities to attract more riders such as shelters, signage, and seating.
 - b. Easier fare payment, improved fare & service coordination between public and private operators.
 - c. Improved customer information such as kiosks, route maps and schedules of connecting services at transit stops and park 'n' ride lots.
 - d. Providing/enhancing the availability of intermodal (pedestrian/bicycle, auto) connections such as park and ride lots, bicycle storage, navigation aids, and sidewalks.
 - e. Promoting integrated services through facility development and/or reconstruction/renovation of intercity bus and intercity rail stations, terminals, or centers.
 - f. Providing improved accessibility and ease of transit use by improving pedestrian flow patterns and reducing pedestrian/auto conflicts.
 - g. Supporting human service transportation access to inter-modal/intercity terminal facilities.

3. **Community support and economic and environmental sustainability (20)** - These projects support transit's role in meeting economic and environmental goals & objectives.
 - a. Reducing energy consumption.
 - b. Improving air quality.
 - c. Reducing single-occupant vehicle (SOV) usage.
 - d. Encouraging transit-supportive land use.

4. **Improve system safety, security and reliability, and maintain a state of good repair (15)** -The extent to which the project meets safety, security, and reliability objectives.
 - a. Implementing systems management or operational changes to improve reliability such as using innovative technologies to manage fleet operations.
 - b. Implementing new strategies to increase customer confidence in service reliability such as real time arrival displays.

- c. Reducing non-revenue route miles of service (reduce deadheading).
- d. Improving transit vehicles and facility infrastructure.
- e. Improving safety and security at shelters, wait stops, and terminals.
- f. Improving lighting, clearance, structures and other features in vehicles and at stops, which would contribute to improved safety and security.

5. **TMA Innovation Emphasis Areas (25)** -This category captures those innovative practices or projects that demonstrate the capacity to extend the role of transit to meet regional mobility objectives. Examples or considerations include:
- a. Project benefits the region beyond the existing services by improving inter-county connectivity or providing substantial regional benefits-
 - b. Fostering and establishing new partnerships and improved communication/coordination with private operators and other providers and non-traditional stakeholders.
 - c. Using technology to improve the customer experience.
 - d. Using non-traditional revenue and financing sources (other than debt) to leverage the most efficient use of existing programmed and planned resources.

ⁱ Section 5307(d)(1)(A) of Title 49, Chapter 53, requires a grantee receiving FTA assistance under the Urban Formula Program to certify that it "has or will have the legal financial and technical capacity to carry out the program [of projects]." Section 5309(e)(1)(C) requires the grantee receiving assistance under the Capital Grant Program to demonstrate that the project is "supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing resources to construct, maintain, and operate the system or extension."

A full explanation of Federal eligibility requirements pertaining to the FTA 5307 program can be found online at the following address: <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>.

Detailed program guidance can also be found on FTA Circular 9030.1E – URBANIZED AREA FORMULA PROGRAM: PROGRAM GUIDANCE AND APPLICATION INSTRUCTIONS January 16, 2014, available online at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FINAL_FTA_circular9030.1E.pdf