



September 21, 2016

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RE: Call for Projects for Transit Performance Initiative (TPI) Investment Round 3

To: Eligible Applicants

The Metropolitan Transportation Commission is releasing this call for projects for the third round of Transit Performance Initiative – Investment Program funding. Round 3 is a competitive program of at least \$17 million to fund low-cost capital investments that improve operations and customer experience on major transit corridors and systems. **All STP/CMAQ-eligible operators may apply. The implementing agency or a co-implementing agency may be the local roadway owner/operator.**

The goal of the program is to provide funding for lower-cost improvements that can be implemented quickly on heavily traveled transit corridors and systems and, where possible, to leverage existing agency efforts and plans in that direction.

Applications are due by 5 p.m., Monday, October 31, 2016.

1. Background

The region's urban trunk network of major transit lines carries over half the total ridership in the region and coincides with areas where the region is forecasting significant growth. This network includes both bus and light rail operations on heavily traveled, congested urban corridors.

Similar to prior rounds, the TPI program will again fund low-cost capital improvements that improve operations and customer experience in this urban trunk network. Other eligible projects would make similar improvements for commuter rail passengers, facilitate connections between transit in these urban corridors and other transit, implement system-wide improvements that improve operating speed and/or customer experience in congested urban corridors, or implement corridor-level improvements in operating speed and/or customer experience on other corridors with high potential for transit growth. The improvements being sought are those that can be implemented quickly and that build on existing transit agency programs to improve service productivity.

A minimum of \$17 million in federal STP/CMAQ funds is available for this program, with potential augmentation from Cap and Trade Low Carbon Transit Operations Program (LCTOP) funds.

2. Project Selection

2.1 Eligibility

Characteristics of projects that are eligible for this program are:

- 1) The investment must be a capital project resulting in improved operating speed, frequency, or travel time reliability using the existing fleet size, not solely the addition of more frequent service to the route.
- 2) The selected corridor could be a route, a portion of a route, or a corridor where several services merge. Improvements that take place system-wide or in multiple locations, and make significant impacts on such corridors, are also eligible. If a system-wide or multi-location improvement is to be made, the funding application should still focus on the impacts to one or more specific corridors.
- 3) Project corridor locations can be:
 - Urban trunk bus or light rail route with high ridership or passenger miles but below system average operating speed (under 15 mph), or
 - Other bus, commuter rail, or light rail route with significant potential for improvement in operating speed and/or ridership, or
 - Improvement of transit connections (including with heavy rail) between services on at least one of the above corridor types.
- 4) The targeted route must have frequent service (15 minutes or better)
- 5) All project phases are eligible, but priority will be given to construction activities. Funding for project development without construction will not be considered.
- 6) Emphasis will be placed on high-ridership corridors, both within an operator's routes and region-wide.
- 7) Projects awarded TPI Investment Round 3 grants funded through STP/CMAQ funds are scheduled to be adopted into the TIP in early 2017, with approval in spring 2017. The project must be able to meet the FHWA obligation of funds deadline by January 31, 2018.
- 8) All projects must meet STP/CMAQ eligibility requirements and be able to provide the required 11.47% minimum local match for these federal funds. Link to guidelines: <https://www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm>.
- 9) Any projects funded with LCTOP funds will be subject to the rules of that program. MTC will coordinate with any sponsors selected to receive LCTOP funds. For more information, see <http://www.dot.ca.gov/hq/MassTrans/lctop.html>.

2.2 Application Process

Complete applications that clearly demonstrate the two-part process shown below will be given high priority for funding. Please limit the application to 10 pages.

- Part 1: Purpose and Need
Submit priority corridors, including:
 - Corridor description (general overview – length, land use, origins and destinations served, etc.)
 - Existing ridership by time of day and day of week
 - Service types and levels
 - Average current speed by time of day

- Part 2: Action Plan (estimates developed by each agency and reviewed by MTC for reasonableness)
 - Proposed speed improvements with associated operating costs and travel time savings
 - Total route time savings and change in resource requirements
 - Estimated change in ridership/revenue

Projects that do not receive funding immediately may be placed on an eligibility list, in case one or more approved projects cannot be pursued within the established timeframe.

2.3 Project Evaluation

The following criteria will be used to evaluate proposals for the grant program. Based on the evaluation of all eligible projects and funding availability, MTC staff will recommend a list of projects to the Commission for approval.

- Project readiness and project management capacity (40%)
 - Priority given to project that can be implemented within 12-24 months of adoption into the TIP by MTC
 - Evidence of engineering and operational support from local jurisdictions (roadway owner-operators)

- Cost-effectiveness and Performance Indicators (60%)
 - Travel time savings (i.e., passenger seconds saved)
 - Operating cost savings (e.g., cost per reduced operating cost)
 - Other benefits to existing and new riders (e.g., increase in travel time reliability)
 - Priority given to corridors with more frequent service and higher passenger volumes

If selected and approved by the Commission, project sponsors will be required to submit a board-approved resolution of support (an updated sample STP/CMAQ resolution of support will be posted online at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>) and shall enter into their own grant with FHWA/FTA, and comply with all applicable federal requirements.

3. Applying for Funds & Timeline

All interested and eligible applicants should submit project information using the forms provided in Appendices A and B. The timeline for application review and approval is as follows:

Action	Date
Call for Projects is released	September 21, 2016
Applications due	October 31, 2016
Recommendation of Projects to Programming and Allocations Committee (planned date – subject to change)	December 14, 2016
MTC adopts TPI projects (planned date – subject to change)	December 21, 2016

Please send an electronic copy of your application to:

Transit Performance Initiative
Programming and Allocations Section
Attn: Craig Bosman
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105
cbosman@mtc.ca.gov

If you have any questions regarding this program, please contact Melanie Choy at (415) 778-6607 or Craig Bosman at (415) 778-6770.

Sincerely,



Anne Richman
Director, Programming and Allocations

AR: CB

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Attachments

Appendix A – Application Form

Appendix B – Application Form Cost and Service Measures