



NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

Together We Make The Difference

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RESOLUTION 13-05

A RESOLUTION OF THE NEW TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION PROPOSED REVISIONS

WHEREAS, the citizens of Northwest Indiana require a safe, efficient and effective, resource-conserving regional transportation system to attain and maintain socially, economically and environmentally sound living conditions towards an improved quality of life; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission", being designated the Metropolitan Planning Organization for the Lake, Porter and LaPorte County Region, has established a regional, cooperative and comprehensive planning program to develop the unified planning work program, long-range transportation plan and transportation improvement program; and

WHEREAS, the Commission adopted the *2010 Ped and Pedal* Regional Pedestrian and Bicycle Transportation Plan in January, 2011, and project applications shall be ranked in a prioritized manner on an annual basis by the Ped, Pedal & Paddle Committee based upon that current Plan and established scoring criteria; and

WHEREAS, Northwest Indiana has currently developed 90 miles of off-road trails, nearly 600 miles of signed, shared bike routes, with approximately 40 miles of funded off-road trails, and an abundance of available rights-of-way still remain suitable for the development of additional trail systems; and

WHEREAS, Transportation Enhancement (TE) funding began in 1991 when it was first included as part of federal transportation funding legislation, and supports projects that revitalize downtown areas, enhance the environment, protect wildlife along road corridors, help preserve historic structures, provide alternative transportation and provide valuable recreation; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) law was adopted by the United States Congress in 2012 and which revises the TE program into the Transportation Alternatives Program (TAP); and

WHEREAS, NIRPC directly programmed projects in the NIRPC region for TE projects under a separate application process; and

WHEREAS, NIRPC's Ped, Pedal & Paddle Committee (3PC) and Environmental Management Policy Committee (EMPC) came together to revise the existing TE application for use under the new federal TAP guidelines; and

WHEREAS, these said revisions will be used to modify NIRPC's current TE application to reflect new policy under the MAP-21 legislation.

NOW, THEREFORE, BE IT RESOLVED that the Commission endorses and adopts the recommended revisions put forth by the Ped, Pedal & Paddle Committee, the Environmental Management Policy Committee and the Transportation Policy Committee for the NIRPC's Transportation Alternatives Program application (attached).

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 21st day of February, two thousand and thirteen.



Chairperson

ATTEST:



Secretary

ENVIRONMENT PROJECTS – Proposed Revisions for Transportation Alternatives Application

*As approved by NIRPC's Environmental Management Policy
Committee on February 7, 2013*

Environmental Mitigation (3 sub categories: WQ, Hab, Veg Mngt)

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)*

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) MAY 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)*



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COMMITTEE

Recommended TAP Application Revisions (Approved by 3PC on 12-13-12 and Transportation Policy Committee on 1-8-13):

Four Transportation Alternatives Program (TAP) Application Workshops were conducted, and revisions proposed will be forwarded to the NIRPC Commission at their February 21, 2013 meeting for final approval. Over seven hours of discussion were afforded towards the revamping of the old TE application. Here are the proposed revisions:

I. NEW CATEGORIES, FUNDING SPLIT & MAX REQUESTS:

A. Pedestrian & Bicycle Projects (80%)

Max request: 1/3 of 80% of funding

- Trails/Sidewalks/traffic calming/safety/ADA

B. Historic Projects/Environment (10%)

Max Request: 1/2 of 10% of funding

- Historic Preservation/Rehab of Historic Trans Buildings
- Environmental mitigation/Wildlife habitat

C. Safe Routes to School (10%)

Max Request: 70% for Infra / 30% for Non-Infra

- Infrastructure: Sidewalks/bike parking/safety
- Non-Infrastructure: Awareness campaigns/education

It is expected that nearly \$1.1 million will be available for TAP on a yearly basis.

- II. Removal of all INDOT-application related requirements – rewrite for NIRPC purposes
- III. Elimination of safety bonus for ped-countdown signals and/or audible crossing signals
- IV. Elimination of bonus for detailed maintenance plan – will be requirement
- V. NIRPC Environmental Management Policy Committee to prepare ranking methodology for Environmentally-based projects
- VI. All phases of project development are allowed & minimum match is kept at 20%
- VII. Safe Routes to School surveys will qualify for applications up to four years after completion
- VIII. Bonus points to be allowed for projects partially funded by previous TAP cycles – NOT TE projects (no grandfathering)
- IX. Several minor changes were made to the Priority Corridors Map which will be unveiled at the December 13th 3PC meeting
- X. No consideration of billboard removal or boulevard development projects
- XI. Revisions to Regional Priority Trails Corridor Map (Attached)