

## **5307 Project Selection Criteria**

The criteria below outline the objectives to be achieved through FTA Section 5307 Urbanized Area funding. Under this regional solicitation, funding can support traditional capital projects such as bus purchases, facility improvements, passenger amenities, etc.

### **Initial Screening Criteria**

**In order to be considered for evaluation and selection, a project proposal must first meet the following screening criteria:**

1. The proposed project must predominately serve the Mid-Hudson Valley TMA planning area (Dutchess, Orange, and Ulster County, New York).
2. The proposed project must be consistent with MPO long-range transportation plans, regional plans (e.g., [Connect Mid-Hudson](#)), or local plans (e.g., MPO Coordinated Plans).
3. The proposed project must be consistent with [federal eligibility requirements for use of FTA 5307 funds](#).
4. The proposal sponsor or implementing entity must identify a Designated Recipient within the TMA. The Designated Recipient must sign the project application as their commitment to sponsor the proposed project.<sup>i</sup>
5. The non-federal share (local match) will be a minimum of 20 percent of the total project cost but could be more based on fund availability and the number of projects that the TMA wishes to select.
6. FTA Section 5307 funding may be used to supplement other federal funding on a project but cannot be used as the local match for that federal funding.
7. The funds are limited to the amount awarded. Any overruns are the responsibility of the entity implementing the project.
8. The implementing entity and the Designated Recipient must be ready, willing and able to implement the project. We expect selected projects to be implemented within 1 to 3 years. Project proposals must clearly identify the scope, purpose, schedule, and project limits. Proposals should provide a plan for sustaining the proposed services after any demonstration or pilot period ends.
9. The project proposal must be supported by a reasonable cost estimate and viable financing plan with identified sources of funding, including the source of match funds.
10. As appropriate and required, the project sponsor or implementing entity must have submitted its National Transit Data to FTA for the previous year.

## Evaluation Criteria

If a proposed project and its implementing entity meet the screening criteria, the proposal will be evaluated and ranked in accordance with the following evaluation criteria. The maximum points for each criterion are shown in parentheses.

1. **Improve system safety, security and reliability, and maintain a state of good repair (30)** - The extent to which the project meets safety, security, and reliability objectives. Examples include but are not limited to:
  - a. Systems management or operational changes to improve reliability such as innovative technologies to manage fleet operations.
  - b. Strategies to increase customer confidence in service reliability such as real time arrival displays.
  - c. Reducing non-revenue route miles of service (deadheading).
  - d. Replacing transit vehicles and/or repairing transit facility infrastructure.
  - e. Improving safety and security at shelters, stops, and terminals.
  - f. Improving lighting, clearance, structures and other features in vehicles and at stops, which contribute to improved safety and security.
2. **Enhance connectivity, accessibility, comfort and/or ease of use (25)** - Activities that support the transit customer experience. Examples include but are not limited to:
  - a. Passenger amenities to attract more riders such as shelters, signage, and seating.
  - b. Easier fare payment and/or improved fare and service coordination between transit operators.
  - c. Improved customer information such as kiosks, route maps and schedules, including information for connecting services at transit stops and park-and-ride lots.
  - d. Improved connections to transit facilities and services through new or expanded park-and-ride lots, ADA facilities, sidewalks, bicycle parking, and navigational/wayfinding aids.
  - e. Reconstructing or renovating bus and intercity rail stations, bus stops, or transit centers.
  - f. Improving pedestrian flow patterns and reducing pedestrian/vehicle conflicts at transit facilities or intermodal centers.
  - g. Supporting human service agency access to transit facilities and services.
3. **Implement regional emphasis areas (20)** - Innovative practices or projects that extend the role of transit to meet regional mobility objectives, including recommendations in the [Connect Mid-Hudson](#) transit plan for the Mid-Hudson Valley. Examples include, but are not limited to:
  - a. Projects that improve intercounty connectivity or provide substantial regional benefits.
  - b. Microtransit pilot projects in underserved areas and markets.

- c. Establishing new partnerships and improved communication/coordination with private operators, other providers, and non-traditional stakeholders.
  - d. Using technology to improve the customer experience.
  - e. Using non-traditional revenue and financing sources (other than debt) to leverage the most efficient use of existing resources.
4. **Enhance & expand transit services (15)** – Projects that increase the availability of transit serving key travel markets. Examples include, but are not limited to:
- a. Connecting communities with employment centers, other key destinations, or inter-county corridors.
  - b. Filling identified service gaps.
  - c. Improving intermodal connections through increased frequencies or timed transfers.
  - d. Promoting coordination of local, regional, and intercity transit services.
  - e. Coordinating with non-emergency human service agency transportation services.
5. **Local support and economic and climate resiliency (10)** - Projects that support transit’s role in meeting local land use, economic development, and climate resiliency goals. Examples include, but are not limited to:
- a. Reducing energy consumption.
  - b. Improving air quality.
  - c. Reducing single-occupant vehicle (SOV) use.
  - d. Encouraging transit-supportive land uses.

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<sup>i</sup> 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."