

Cass County Rural Task Force
2020-2023 Call for Projects
Deadline: December 12, 2018

The Southwest Michigan Planning Commission (SWMPC) is pleased to announce the Call for Projects for the Cass County Rural Task Force (RTF) program. Below you will find information on the Rural Task Force, the Call for Projects, and application instructions

The purpose of this call is to solicit projects from local road and transit agencies to utilize federal Surface Transportation Block Grant (STBG) funds and state Transportation Economic Development Fund-Category D (EDD) funding for FYs 2020-2023.

What is the Rural Task Force?

The Rural Task Force (RTF) is a statewide program with 14 regions, which is charged with determining how to program federal Surface Transportation Block Grant (STBG) and state Transportation Economic Development Fund (TEDF) Category D (known as “State D”) allocated to rural areas. A map can be found on page 4.

Cass County is a part of the Region Four RTF which also includes Cass and Van Buren counties. Each county is represented on the RTF by one person from the following agencies:

- County road agency
- Village or city within a rural area
- A rural transit provider

Who can apply for these funds?

All local road and rural transit agencies within rural areas of Cass County are eligible for RTF funding. The eligible applicants include the Village of Cassopolis, Village of Marcellus, village of Vandalia, the Cass County Road Commission, and Cass County Transit.

How much funding is available?

The following is an estimate for Cass County’s RTF funding between 2020 and 2023. Please note that the funding amount listed below is based on current estimates by the state and may change based on federal or state revenue changes over the next few years. Each year the actual amount is typically know near the beginning of the fiscal year around mid-October, and minor adjustments in projects are made each year based on the actual funding levels.

Estimated Cass County Funding Amounts – 2020-2023

	2020	2021	2022	2023
Federal STBG	\$612,000	\$624,000	\$637,000	649,000
State D	\$75,026	\$75,026	\$75,026	\$75,026

What Can the funding be used for?

Road Projects can use both STBG and State D funding. Eligible uses include construction, reconstruction, rehabilitation, resurfacing, restoration, enhancement, and operational improvements. Funds can only be spent on construction costs. **Right-of-way, construction engineering, and preliminary engineering costs are not eligible.**

STBG funding can also fund Transit capital projects. Transit projects must also be eligible for FTA funding in order to use STBG funds. Eligible transit capital projects may include replacement buses and rehabilitation of existing buses, communication equipment, maintenance equipment, operational support equipment, and services, items related to services under the Americans with Disabilities Act, and facility renovations.

Where Can STBG funds be used?

STBG funded road projects must be located on federal-aid eligible roads that have been functionally classified as a rural major collector or higher according to the National Functional Classification (NFC). The NFC map for Cass County can be found at: https://mdotcf.state.mi.us/public/maps_nfc/pdf/NFC14_CASS.pdf

Where can State D funds be used?

State D funds can only be used on roads classified as All Season. For cities & villages a map is attached to the call for projects email. The most recent All Season Road map for Cass County can also be found at: https://www.michigan.gov/documents/mdot/RTF_4_505851_7.pdf. If a road is not currently classified as All Season or on the proposed list, a request can be made and voted on at the county RTF meeting before being sent to MDOT. To qualify as an All Season Road, the road must be built to all-season standards, connect to other all-season routes, and cannot restrict legally loaded commercial vehicles.

Is a local match required?

STBG can fund up to 81.85% of the total construction costs. The remaining 18.15% is a non-federal match. State D can fund up to 80% of total projects costs with a 20% match. State D can be used as the match for STBG, while STBG can be used as a match for State D. It is therefore possible to fund RTF projects without using any local money.

How will projects be selected?

Local road and transit agencies will need to submit a project application. Samples of these applications can be found on page 10. A fillable word document is attached to this email and can be found at this link: <https://www.swmpc.org/rtf.asp>

SWMPC staff will compile and post proposed project information for a Berrien County RTF meeting where the three RTF members from Berrien County will review, discuss and select a fiscally constrained project list to recommend to the Region Four RTF for final approval. Throughout the selection process, the public will have opportunities to be involved and comment on projects. Projects that are not chosen may be added to an illustrative list, meaning that these projects are considered first in line if additional funds become available.

Please note that any projects already **scheduled for 2020** in the 2017-2020 RTF list **must be applied for again** so that they may be evaluated according to new criteria. However, in order to respect the past decisions of RTF members, **projects already scheduled for 2020 will automatically be awarded under the new RTF cycle unless there are significant changes in scope or cost that warrant reconsideration or the applicant simply chooses not to reapply.** There are currently seven projects programmed for 2020. There is no remaining STBG funds. There is about \$8,755 in STBG unprogrammed and \$40,944 in State D unprogrammed. These funds can carry over between fiscal years.

Who Votes on the projects that are selected?

One representative from the rural cities and villages in Cass County (currently, the village of Cassopolis), one representative from the Cass County Road Commission, and one representative from the transit agency (Cass County Public Transit Authority). Projects are selected at the county level and then move on to the Region Four Rural Task Force comprising these representatives in Berrien, Cass, and Van Buren Counties meets to officially vote on the projects. MDOT is eligible to vote on any projects using State D funds. There are a total of ten voting representatives on the Region Four Task Force.

Tentative Key Dates

Date	Activity	Public Involvement
October 12, 2018	Call for RTF projects issued	X
December 10, 2018	Applications due to SWMPC staff	
December 17, 2018	Submitted projects available for public review and comment	X
January 4 - 16	County Meetings Held*	X
	Berrien County RTF meeting	X
	Cass County RTF meeting	X
	Van Buren County RTF meeting	X
January 17	Fiscally constrained draft list of projects is available for public review and comment.	X
January 24	Region 4 RTF votes on the project list	X

*Specific RTF county meeting dates will be determined on or before December 10th

I still have questions. Who can I contact?

If you have any questions, you can contact Brandon Kovnat, SWMPC Planner at kovnatb@swmpc.org or 269-925-1137 x1524. Joe Bellina from the Cass Country Road Commission is also a good resource if your township is considering a project and wants to know more about the engineering standards involved. Joe Bellina can be reached at jbelliana@casscoroad.org.

SOUTHWEST MICHIGAN PLANNING COMMISSION (SWMPC) DESIGNATED TRANSPORTATION PLANNING AREAS

Legend

- Rural Area: Areas outside of the Small Urban Area¹ or the Urbanized Area²
Eligible for the Rural Task Force Program
Rural Areas within an MPO are eligible for both Rural Transportation Funding and MPO programs.
- ¹Small Urban Area: Census designated area with a population between 5,000 and 50,000 people.
Eligible for the Small Urban Program
- ²Urbanized Area: Census Designated Area with a population of 50,000 or more
- SWMPC Metropolitan Planning Area (MPO): Federal designated organization containing an Urbanized Area. (TwinCATS & NATS)
Eligible for MPO funding
- Kalamazoo Area Transportation Study (MPO)
Not administered by SWMPC

- County
- Township
- City & Village
- State Roads

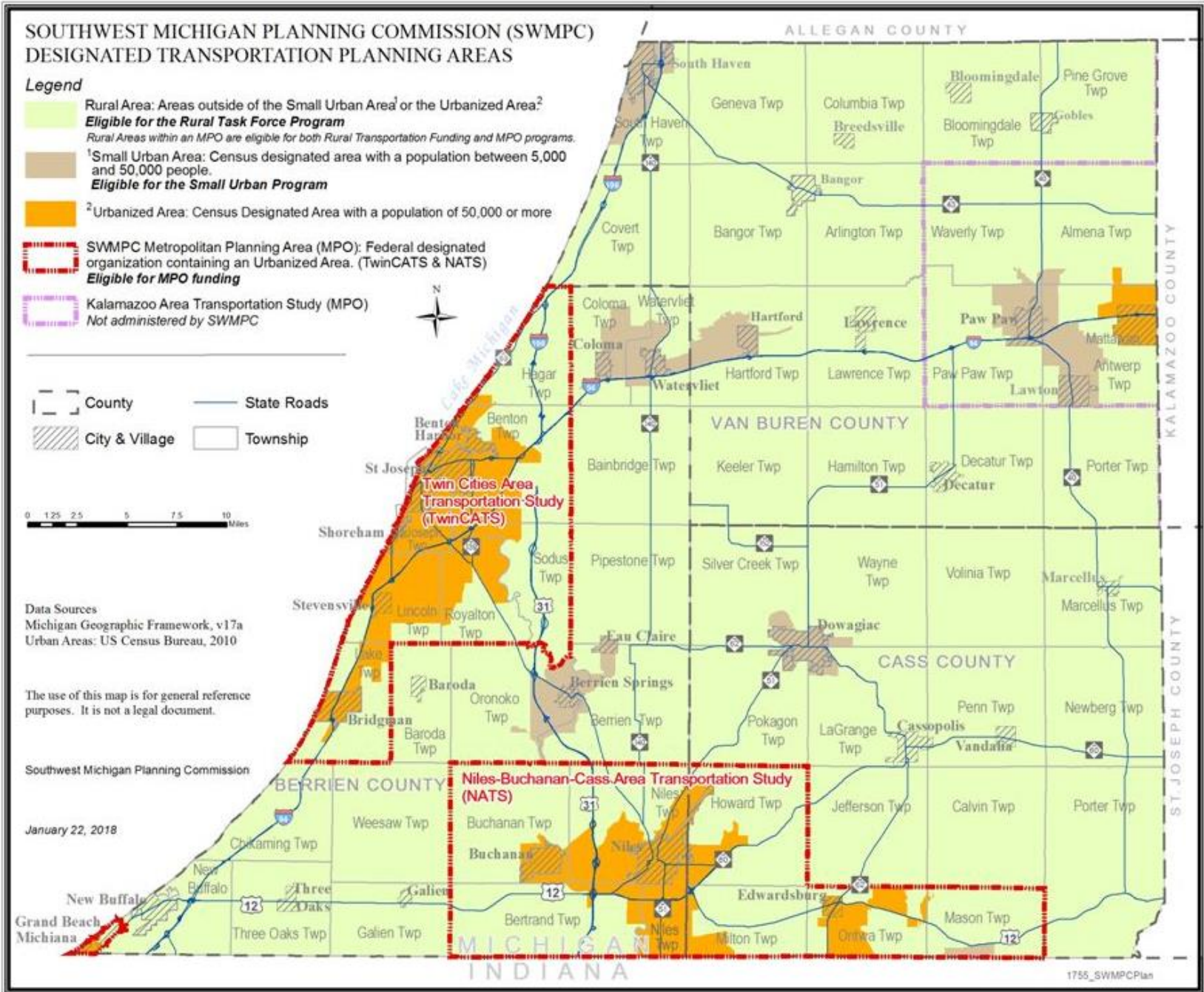


Data Sources
Michigan Geographic Framework, v17a
Urban Areas: US Census Bureau, 2010

The use of this map is for general reference purposes. It is not a legal document.

Southwest Michigan Planning Commission

January 22, 2018



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FY 2020-2023 RTF Application Instructions

Those applying for road projects should fill out the RTF Road Project Application. Transit agencies should fill out the Transit Project Application. Both applications are attached to the call for projects email or can be found at: <https://www.swmpc.org/rtf.asp>

A sample for both the road and transit application can be found on **page 10**.

You must fill out a separate application for each project for which you are applying with each road being considered a separate project. The application form is a fillable Microsoft Word Document with a series of checkboxes and areas to fill in text. You may be prompted to enable editing, but note that this is not a macro-enabled form.

To fill in a text area, please click in the area where you want to enter text until you see a blue highlighted area, as shown below. When you see the blue highlighted area, you can start typing. If you end up expanding some of the boxes to complete your response, do not worry too much about formatting as long as your application is still legible.

Section 2. Project Information			
Project Name/Road Name	[Redacted]		
Township/City/Village	[Redacted]		
Project Limits (e.g. Napier Ave. to Britain Ave.)	[Redacted]		
Project Length (nearest hundredth of a mile)	[Redacted]	Proposed Year of Funding	[Redacted]
Primary Work Type	<input type="checkbox"/> Reconstruct <input type="checkbox"/> Restore & Rehabilitate <input type="checkbox"/> Roadside Facility <input type="checkbox"/> Resurface <input type="checkbox"/> Traffic Operations/Safety <input type="checkbox"/> Transit <input type="checkbox"/> Other		
Project Description (Please provide major work items including sidewalks, utility work, ADA upgrades etc.)	[Redacted]		
Section 3. Project Funding			
Federal STBG Requested	\$	[Redacted]	
State D	\$	[Redacted]	
CTF	\$	[Redacted]	

All applications are due on Monday December 12, 2018.

Please email the completed application to both Brandon Kovnat at kovnatb@swmpc.org and Kim Gallagher at gallagherk@swmpc.org. Please include "RTF Application" in the subject line

You may also mail your application to:

Brandon Kovnat
 Southeast Michigan Planning Commission
 376 W. Main Street
 Benton Harbor, MI 49022

Additional Information and Rationale for Questions in the 2020-2023 RTF Application

Section 1: Applicant Information

This section provides basic applicant information. As noted above the agency name must be the recipient of the funds. Any project within a township must have the county road agency as the applicant.

Section 2: Project Information

This section asks about the basic project information. We are looking for just enough information to understand the major work items in the project.

A project already scheduled for 2020 in the 2017-2020 RTF list will be allowed to proceed unless there are changes to the project scope that warrant reconsideration, or the project applicant has chosen not to reapply for funding.

Section 3. Project Funding

This section asks about the cost of the project. It is understood that this will be an estimate until further design is conducted. Use an engineer's best estimate for this section.

A minimum local match of 18.15% of the total construction cost is REQUIRED. Projects that provide greater local match may be prioritized because they allow the RTF to spread its limited federal dollars across more projects.

Section 4: System Preservation

System Preservation has become increasingly important, as a backlog of maintenance needs has developed. Projects will be prioritized based on the appropriate timing for preventative maintenance or reconstruction, based on PASER ratings and the extent to which the proposed treatments will extend the remaining service life (RSL) of the roadway.

The most current PASER data was taken in available from the TAMC website at: <https://www.mcgi.state.mi.us/tamcMap/>,

A Roadsoft export or a GIS shapefile of the PASER ratings is available upon request.

Information on the effectiveness of a project will be determined from [MDOT's Local Agency Programs Guidelines for Geometrics on Local Projects](#). This document describes preventative maintenance treatments and gives the expected increases in RSL. It also has guidelines about reconstruction and resurfacing of roads.

Section 5: Safety

This section asks about the safety improvements that the transportation project makes. For this call for projects, safety is being evaluated using Crash Reduction Factors (CRFs). Attached to the application is the list of potential safety counter measures MDOT developed for the Highway Safety Improvement Program (HSIP). Staff will review the crash types that occurred on the proposed road and calculate the expected reduction in crashes based on the countermeasures included in the project. This allows each project to be given a quantifiable value for how it will improve safety.

The crash question being asked are based on the federal safety performance measures. This data can be found at michigantrafficcrashfacts.org. Users can also access this data in the Roadsoft program.

Section 6: Non-Motorized

This section asks how the project will improve walking or bicycling, which contributes to the goal of improving conditions for all users.

The application also asks how the project will connect to existing pedestrian and bicycle facilities, or facilitate safer connections to fixed route transit through biking, walking, or facilities for people with disabilities. If this is the case, please provide a map of the connecting facilities with the application.

Section 7. Regional connectivity

This section asks about how important the roadway is to regional travel.

Section 6: Strategic Planning & Investment

This section asks whether the project has documented local support, whether potential issues to delay a project have been considered such as railroad permitting, and whether the project is coordinated with other investments, other jurisdictions, and other planning processes.

Inclusion in an asset management plan is especially important because it shows how this project is part of the agency's overall strategy for road maintenance.

Projects which continue from a [2017-2020 RTF project](#), are important because that means that you are creating a continuous route of repaired roads.

The questions regarding utilities, water mains, and sewers are designed to ensure that agencies are considering the condition of their sewer, water, and utilities at the time of their road projects so that projects may be coordinated and infrastructure costs potentially saved.

Section 9: Existing and Proposed Roadway Design

This section asks about the existing and proposed roadway design. This helps to show exactly what non-motorized infrastructure the road contains and how the project may improve this. It also clearly identifies if the project will expand capacity.

Section 10: Estimated Project Schedule

This section asks for an estimate of the project schedule to ensure that applicant consider and budget for appropriate time to get the project obligated before the end of the fiscal year.

Glossary

Advance Construct - Advance Construct (AC) refers to a situation where an agency, in addition to the 18.15% required local match, pays all or a portion of the federal share up front using local money. The agency is then reimbursed with RTF STBG funds in a later fiscal year, when the project is marked as Advance Construct Conversion (ACC). This technique allows agencies to deliver projects to their citizens more quickly even if federal funds are allocated to other projects in a given fiscal year. Note that the State D funds cannot be advanced. Unlike federal funds, any unspent state funds carry over between years.

PASER - The Pavement Evaluation and Surface Rating System (PASER) is a road rating system based on observable surface defects. Over the course of each two year period, SWMPC, MDOT, and Road Commission staff rate the condition of each of the federal-aid eligible roads. Roads are rated on a 1-10 scale, 10 being a road in excellent condition and 1 being a road that has failed. The latest PASER rating from 2018 can be found here: <https://www.mcgi.state.mi.us/tamcMap/>

PASER ratings are also available as a Roadsoft export or GIS shapefile, from SWMPC staff upon request. Please contact Brandon Kovnat at kovnatb@swmpc.org for further information.

ADT = Average Daily Traffic - This is the average number of cars, trucks, and motorcycles that travel on a given roadway on a given day. This count can come from SWMPC, MDOT, or your local agency and is valid as long as you provide the source.

National Functional Classification (NFC) - The National Functional Classification of a Roadway determines its importance in the overall movement of goods and services because it is based on the number of vehicles moved and the level of access it provides.

County maps showing each road's NFC can be found at: http://mdotcf.state.mi.us/public/maps_nfc/.

Rural Task Force Region Four Road Project Application

Section 1. Applicant Information

Agency Name			
Contact Name		Title	
Phone Number		Email	

Section 2. Project Information

Project Name/Road Name			
Township/City/Village			
Project Limits (e.g. Napier Ave. to Britain Ave.)			
Project Length (nearest hundredth of a mile)		Proposed Year of Funding	
Primary Work Type	<input type="checkbox"/> Reconstruct <input type="checkbox"/> Restore & Rehabilitate <input type="checkbox"/> Roadside Facility <input type="checkbox"/> Resurface <input type="checkbox"/> Traffic Operations/Safety <input type="checkbox"/> Transit <input type="checkbox"/> Other		
Project Description (Please provide major work items including sidewalks, utility work, ADA upgrades etc.)			

Section 3. Project Funding

Federal STBG Requested	\$
State D	\$
CTF	\$
Local Funds	\$
Total	\$
Match Percentage (match/total cost)	
Does your agency have the financial capacity to Advance Construct (AC) all or part of this project if necessary? If yes, what is the maximum dollar amount your agency is willing to Advance Construct (AC)?	<input type="checkbox"/> Yes <input type="checkbox"/> No Maximum Dollar Amount you can AC? \$

Section 4. System Preservation

PASER rating	
Current state of drainage	<input type="checkbox"/> Adequate <input type="checkbox"/> Minor and tolerable drainage problems <input type="checkbox"/> Occasional drainage problems with some maintenance required <input type="checkbox"/> Inadequate drainage, frequent flooding, excessive maintenance required
Expected increase in Remaining Service life (RSL)	<input type="checkbox"/> 0-3 years <input type="checkbox"/> 4-6 <input type="checkbox"/> 7-9 <input type="checkbox"/> 10-14 <input type="checkbox"/> 15-20 Use MDOT's Guidelines for Geometrics on Local Projects
What guidelines does the project conform to?	<input type="checkbox"/> Reconstruction (4R) <input type="checkbox"/> Resurfacing, restoration, and Rehabilitation (3R) <input type="checkbox"/> Preventative Maintenance (PM)

Section 5. Safety

Please list the number and severity of crashes within the proposed project limits over the last 5 yrs. (2013-2017) (see [Michigan Crash Facts](#) for crash data)

Total Crashes		Pedestrian & Bicycle Crashes	
Fatalities		Serious Injuries	

Using the attached Crash Reduction Factors sheet, please check each safety counter measure that will be included in the project

Describe any other safety improvements this project will provide	
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Section 6. Non-motorized Improvements

Please explain any pedestrian and/or bicycle improvements are included	
Does this project connect to an existing pedestrian/bicycle facility or one that is planned to be completed from 2020-2023?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide a map of the connecting facilities

Section 7. Regional Connectivity

What is the most current daily traffic count for the limits of this project?	<input type="checkbox"/> Less than 2000 <input type="checkbox"/> 2000-5000 <input type="checkbox"/> 5000-10,000 <input type="checkbox"/> Above 10,000 Year of count: Source:
National Functional Classification (NFC) for this roadway	
Is the project on an All Season Road	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure

Section 8. Strategic Planning & Investment

Is the project identified in a Asset Management Plan, or Capital Improvement Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please cite the plan and page number:
Is the project identified in another planning documents such as a master plan or parks and recreation plan	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please cite the plan and page number:
Does the project cross jurisdictional boundaries?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, will it be bid as a single project?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Will this project coordinate with other infrastructure projects (i.e. utility, water, sewer, etc.)	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please indicate the project type and construction year:
How many water main breaks have you had at this location in the past five years?	
Is there a completed a utilities assessment that included televising the sewers in the project area?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will this project require environmental mitigation, purchase of Right of Way (ROW), or railroad permits?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure If yes, which items are required:
Does this project perform Resurfacing, Reconstruction, or Preventative Maintenance on a segment adjacent to a segment where a federally-funded project was done during the 2017- https://www.swmpc.org/downloads/rtf_region4_20172020_project_list.pdf 2020 RTF cycle?	<input type="checkbox"/> Yes <input type="checkbox"/> No What segment was the PREVIOUS project done on?

Section 9. Existing and Proposed Roadway Design

	Existing			Proposed		
Number of Vehicle Lanes	Through Traffic Lanes	Center Turn Lane	On Street Parking	Through Traffic Lanes	Center Turn Lane	On Street Parking
			<input type="checkbox"/> Yes <input type="checkbox"/> No			<input type="checkbox"/> Yes <input type="checkbox"/> No
Shoulder Surface	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved		Width (ft.)	<input type="checkbox"/> Paved <input type="checkbox"/> Unpaved		Width (ft.)
Sidewalk/ path information	Placement <input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input type="checkbox"/> Intermittent <input type="checkbox"/> None		Width (ft.)	Placement <input type="checkbox"/> One Side <input type="checkbox"/> Both Sides <input type="checkbox"/> Intermittent <input type="checkbox"/> None		Width (ft.)
On road bicycle facilities	<input type="checkbox"/> Bike Lane <input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Sharrows <input type="checkbox"/> Wide Shoulders <input type="checkbox"/> None			<input type="checkbox"/> Bike Lane <input type="checkbox"/> Other (specify) _____ <input type="checkbox"/> Sharrows <input type="checkbox"/> Wide Shoulders <input type="checkbox"/> None		
Utilities, Sewer and Water	<input type="checkbox"/> Utilities Upgrades Needed <input type="checkbox"/> Sewer and water work needed			<input type="checkbox"/> Replaced Utilities <input type="checkbox"/> Relocating Utilities <input type="checkbox"/> Sewer and Water Line Work		
Please describe any improvements being made as part of this project to crosswalks, signage or signals, or streetscape elements not discussed in project description						

Section 10. Estimated Project Schedule

Activity	Estimated Date
Resolution of Support for <input type="checkbox"/> Local Match Submitted to SWMPC	
Project Application Submitted to MOT	
Grade Inspection Package Submitted to MDOT	
Grade Inspection Meeting Scheduled	
Final Plan and Estimate to MDOT	
Right of Way (ROW) certified*	
Rail Road Permits*	
Environmental Mitigation*	
Project Obligated	
Project Letting	
Construction Start <input type="checkbox"/>	
Project Completion	

*Enter NA if these items will not be required.

Transit Project Application for 2020-2023

Section 1. Applicant Information

Agency Name			
Contact Name		Title	
Phone Number		Email	

Section 2: Project Proposal and Funding Request

Project Name			
Proposed Year(s) of Project Funding			
Project Type	<input type="checkbox"/> Vehicle Replacement <input type="checkbox"/> Support Vehicle <input type="checkbox"/> Expansion of Fleet <input type="checkbox"/> Communications Equipment <input type="checkbox"/> Exterior Facilities Equipment <input type="checkbox"/> Facility Expansion <input type="checkbox"/> Bike Racks <input type="checkbox"/> Passenger Bus Shelter/Benches <input type="checkbox"/> Maintenance Equipment <input type="checkbox"/> Mobility Management <input type="checkbox"/> Office Equipment <input type="checkbox"/> Operations <input type="checkbox"/> Preventative Maintenance <input type="checkbox"/> <input type="checkbox"/> Radio Equipment <input type="checkbox"/> AVL Equipment <input type="checkbox"/> Computer Equipment <input type="checkbox"/> Service Expansion		
Detailed Description and justification for project.			
If this is a facility expansion, has a construction feasibility study been completed for the project?	<input type="checkbox"/> Yes <input type="checkbox"/> No		

Section 3: Project Funding

Funding Type	Source	Amount
Federal	<input type="checkbox"/> 5307 <input type="checkbox"/> 5311 <input type="checkbox"/> 5339 <input type="checkbox"/> 5310 <input type="checkbox"/> STBG <input type="checkbox"/> 5307-JARC	\$
State	CTF Funds	\$
State	Other	\$
Local Match		\$
TOTAL		\$
If a match is required, does your agency have the financial capacity to provide the local match stated above?		<input type="checkbox"/> Yes <input type="checkbox"/> No

Section 4: Safety & Security

Will this project improve safety?	<input type="checkbox"/> Passenger Safety <input type="checkbox"/> Workplace Safety <input type="checkbox"/> Facility Safety and Security <input type="checkbox"/> No
Please describe any safety improvements you intend to make with this project:	

Section 5: Increasing Access

Does this project add incentives or remove barriers for people to use fixed route public transit?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes please explain how:
Will this project improve the ability of persons with disabilities to use your transit services?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please explain how:

Section 6: State of Good Repair

Does the Project bring facility or asset into a state of good repair or extend the useful life?	<input type="checkbox"/> State of Good Repair <input type="checkbox"/> Extends Useful Life
IS this project a replacement?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Project meets minimum age criteria for replacement <input type="checkbox"/> Project exceeds minimum age criteria for replacement by 2 years <input type="checkbox"/> Project exceeds minimum age criteria for replacement by 4 years plus. See 2019 Replacement Schedule: https://www.swmpc.org/downloads/2019_replacement_schedule_for_capital_items.pdf
What is the expected useful life of the project?	<input type="checkbox"/> 0-3 years <input type="checkbox"/> 4-6 <input type="checkbox"/> 7-9 <input type="checkbox"/> 10-14 <input type="checkbox"/> 15-20 <input type="checkbox"/> 25 +
Does this Project meet MDOT's replacement vehicle millage standard?	<input type="checkbox"/> Vehicle being replaced has been driven more than 10,000 miles per year. <input type="checkbox"/> Vehicle being replaced has been driven less than 10,000 miles per year. Link to vehicle inventory information here: https://www.swmpc.org/downloads/2018_transit_vehicle_inventory_.pdf
Provide the following information if this is a vehicle replacement:	Year and inventory number of vehicle being replaced: Seat Quantity: Link to vehicle inventory information here:

Section 8: Targeting Investments Strategically

<p>IS the Project capable of completion within 18-24 months from year of funding?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes indicate the milestones for the project:</p>
<p>Is the project identified in a Transit Coordination Plan. <i>Required for 5310 Funding.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes: Indicate name of plan and page number below:</p> <p>Link to Plan</p>
<p>Does the Project provides or increases connections between two or more key activity centers or multimodal facilities?</p>	<p><input type="checkbox"/> Passenger Rail <input type="checkbox"/> Intercity bus <input type="checkbox"/> Activity Center</p> <p><input type="checkbox"/> Another Transit System <input type="checkbox"/> Other <input type="checkbox"/> None</p> <p>List below:</p>
<p>Will this project increase passengers per vehicle?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Most current data Passenger Per Vehicle Hour:</p> <p>2013-2017 MDOT Performance Indicator Data</p>
<p>Number of transit riders and service type this project will benefit?</p>	<p><input type="checkbox"/> Fixed Route transit riders</p> <p><input type="checkbox"/> Dial a Ride transit riders</p> <p><input type="checkbox"/> Demand Response riders</p> <p><input type="checkbox"/> This project will not benefit any riders</p> <p>Annual ridership for this project:</p> <p>2013-2017 MDOT Performance Indicator Data</p>
<p>Will the Project will reduce costs?</p>	<p><input type="checkbox"/> Operating Costs</p> <p><input type="checkbox"/> Maintenance Costs</p> <p><input type="checkbox"/> Project will not reduce costs</p>