

## Attachment A – Roadway Evaluation Form

### General

When a project falls between 2 scoring categories, projects scores are awarded based on the maximum possible points. For example, if a project is widening a segment of road that is classified as both a minor arterial and a collector, points are awarded based on the arterial designation only.

### Question 1 and 21- Regionally Significant Project

A regionally significant project means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network. A regionally significant project serves regional transportation needs that include access to and from the area outside the region, major planned developments such as new retail malls, sports complexes, etc, or transportation terminals, as well as most terminals themselves, but which shall include, at a minimum: (a) all principal arterial highways, (b) all fixed guideway transit facilities that offer an alternative to regional highway travel, and (c) any project that Ohio EPA identifies as having the potential to affect air quality on a regional basis.

**NOTE:** Roadway projects generally score points in this category if they significantly increase the capacity of the transportation system including through lane additions, new roadways, new interchanges, or new movements being added to an existing interchange.

**Only these types of projects will be awarded points.**

### Question 4 – Complete Streets

All MVRPC-funded STP/CMAQ projects will consider complete streets principles and possible treatments at the time of the initial application for funding. If the project sponsor determines that additional complete streets treatments are not warranted, they may request an exception for one or more of the reasons listed below. Sponsors can score 2 points in the application process by addressing the needs of all users, qualifying for exceptions or a combination of both.

1. **Where bicyclists and pedestrians are prohibited by law from using the roadway.** Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access highways.
2. **Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements.** To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of all users.

3. **Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use.** In accordance with federal guidelines, excessively disproportionate is defined as exceeding twenty percent of the cost of the total transportation project (including right of way acquisition costs). This exception must consider probable use through the life of the project, a minimum of 20 years.
4. **Where the project consists of maintenance, repair or resurfacing of an existing cross-section only.** However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.
5. **Where the project consists primarily of the installation of traffic control or safety devices** and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed, they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals and placement.
6. **Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles** per day over the life of the project and there is sufficient opportunity for a vehicle to change lanes to pass a cyclist or pedestrian.
7. **Where scarcity of population or other factors indicate an absence of need for current and future conditions.** This exception must take the long view and consider probable use through the life of the project, a minimum of 20 years.
8. **Where roadway standards or bicycle and pedestrian standards cannot be met.** There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor believes it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ cars a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

### **Question 5 – Inter-modal Connectivity**

Examples of projects that enhance inter-modal connectivity include but are not limited to:

- Linking existing sidewalks or bikeways
- Adding sidewalks that connect to transit routes
- Park and ride lots
- Enhanced bus stops
- Projects that improve corridors with higher-than-average truck volumes (See Map in Attachment B)

- Projects that support multi-modal passenger (e.g. airport) or freight facilities (e.g. pipe terminal)
- Other relevant attributes identified by the project sponsor

### **Question 6 – Safety/Security**

Project types that represent a proven countermeasure for improving a documented crash related issue will receive points under this criterion. The Federal Highway Administration (FHWA) maintains a clearing house of Crash Modification Factors for specific safety improvements and their impact on certain crash types <http://www.cmfclearinghouse.org/> as well as a list of 20 Proven Safety Countermeasures with significant safety benefits <https://safety.fhwa.dot.gov/provencountermeasures/>.

Examples of projects that address a design deficiency include but are not limited to:

- New traffic signal/signal upgrades
- Access Management
- Road Diets
- Grade separation
- Signal coordination to improve traffic flow
- Geometric improvements to correct design deficiencies (weaving, merging, sight distances, skewed intersections)
- Widen lanes or shoulders
- Replacement of structurally deficient bridges
- Improvements that support Safe Routes to Schools
- Other relevant attributes identified by the project sponsor

Examples of projects that address a security deficiency include but are not limited to:

- Projects that improve primary or secondary evacuation routes (See Map in Attachment B)
- Surveillance and monitoring systems
- Emergency Vehicle Preemption
- Improved access to emergency management operation centers (police/fire/emergency rooms)

### **Question 8 - Intelligent Transportation Systems (ITS)/Smart Technology**

ITS projects focus on making the transportation system more efficient and responsive to drivers by using technological improvements instead of adding roadway capacity. Examples of ITS improvements/strategies include but are not limited to:

- Closed Circuit TV (CCTV) cameras
- Dynamic Message Signs (DMS)
- Highway Advisory Radio (HAR)
- Incident management and detection systems

- Incident Response Vehicles
- Ramp metering
- Traffic signal systems
- Fiber optic interconnect
- Other relevant attributes identified by the project sponsor

Smart technology software and infrastructure to advance connected and autonomous vehicles including: Dedicated Short-Range Communications (DSRC), freight delivery systems, vehicle to infrastructure safety applications, intermodal connectivity improvements, or other relevant items identified by the project sponsor. Improvements must be compatible with IEEE connected and smart technology standards and the Miami Valley Regional ITS Architecture.

### **Question 10 – Minimize Sprawl**

Projects are awarded points based on the **2000 Urbanized Area Map** in Attachment B with the exception of projects in the Piqua Urban Area which are also awarded 5 points.

All other scores are awarded based on the maximum possible points. For example, if a project is widening a segment of road that spans from the transportation urban area to a rural area, points are awarded based on the transportation urban area designation only.

### **Question 11 – Urban Revitalization/Preservation**

**High:** Projects that enhance a jurisdiction's core such as downtown or help create an activity/community center for a jurisdiction that does not have one as evidenced by a plan that specifically calls for the project.

**Medium:** Projects that enhance a jurisdiction's existing neighborhood or community centers, significant impact in areas with medium to high concentration of services.

**Low:** Projects that enhance a jurisdiction's existing neighborhood or community centers, minor impact in areas with low concentration of services

## **Question 12 – Vulnerable Populations**

In determining if a project has a disproportionately high and adverse impact on a vulnerable population, MVRPC will use the following definitions:

**Adverse Effects:** The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of transportation planning programs, policies, or activities.

### **Disproportionately High and Adverse Effect on Minority and Low-Income Populations:**

An adverse effect that:

- (1) is predominately borne by a minority population and/or a low-income population; or
- (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

## **Question 15 – Economic Impact**

Projects are awarded between 1-2 points if they have a positive impact in the categories described below. How many points will depend on the project scale or the relative concentration of employment, businesses, etc. Community redevelopment areas can include previously developed industrial or retail sites.

- Improves access to/from regional business and employment centers
- Improves access in areas with high concentrations of freight dependent business
- Contributes to business growth/retention in community revitalization areas
- Improves value of the surrounding public space. Projects that complement, improve access, and enhance neighborhoods and community services such libraries, recreation centers, and parks.

### **Question 16 - Eligible CMAQ activities**

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of clean air standards. The primary eligibility requirement is that they will demonstrably contribute to attainment or maintenance of clean air standards.

- transportation activities in an approved State Implementation Plan,
- transportation control measures to assist areas designated as nonattainment under the Clean Air Act Amendments (CAAA) of 1990,
- pedestrian/bicycle facilities,
- traffic management/monitoring/congestion relief strategies,
- transit (new system/service expansion or operations),
- alternative fuel projects (including vehicle refueling infrastructure, clean fuel fleet programs and conversions),
- vehicle inspection and maintenance (I/M) programs,
- intermodal freight,
- telework/telecommuting programs,
- travel demand management,
- development activities in support of eligible projects (e.g. NEPA studies),
- public education and outreach activities,
- rideshare programs,
- establishing/contracting with transportation management associations (TMAs),
- fare/fee subsidy programs (operating subsidies have a 3-year limit),
- HOV programs, including HOT lanes,
- diesel retrofits,
- truck-stop electrification,
- experimental pilot projects, and
- other transportation projects with air quality benefits.

**NOTE:** Ineligible CMAQ projects include construction of projects which add new capacity for single-occupancy vehicles.

### **Question 17 – Mitigation Strategies/Environmental Enhancement**

By mid-century, average temperatures in south-west Ohio are expected to rise by about 4 degrees as well as the frequency of heavy storm events. Under this criterion, projects that address an environmental issue, employ low impact construction practices, or improve the resilience of the transportation system will receive additional points. Examples of categories that could receive points under this question include increased energy efficiency; use of recycled aggregates, low impact storm water systems, more resilient designs, porous pavements, and reclamation of demolition materials. Only projects that go beyond the NEPA requirements will receive points under this question. Due to the relatively new nature of low impact infrastructure practices a determination of merit will be based on an individual project basis.

### **Question 19 – Funding Provisions**

Following are two examples of how local match is to be calculated for the purposes of this question:

#### **Example 1**

PE	\$100,000	100% Local
R/W	\$100,000	100% Local
Con	\$500,000	75% Federal (\$375,000), 25% Local (\$125,000)
CE	\$50,000	75% Federal (\$37,500), 25% Local (\$12,500)

Total Federal = \$412,500

Total Local match to Federal = \$137,500

$\$412,500 + \$137,500 = \$550,000$

$\$137,500 / \$550,000 = 25.0\%$ , therefore 4 points would be awarded to this project.

#### **Example 2**

PE	\$100,000	100% Local
R/W	\$100,000	60% Federal (\$60,000), 40% Local (\$40,000)
Con	\$1,000,000	70% Federal (\$700,000), 30% Local (\$300,000)
CE	\$100,000	100% Local

Total Federal = \$760,000

Total Local match to Federal = \$340,000

$\$760,000 + \$340,000 = \$1,100,000$

$\$340,000 / \$1,100,000 = 30.9\%$ , therefore 6 points would be awarded to this project.

\*Federal funds must be matched by a minimum of 20% Local funds per project phase.\*

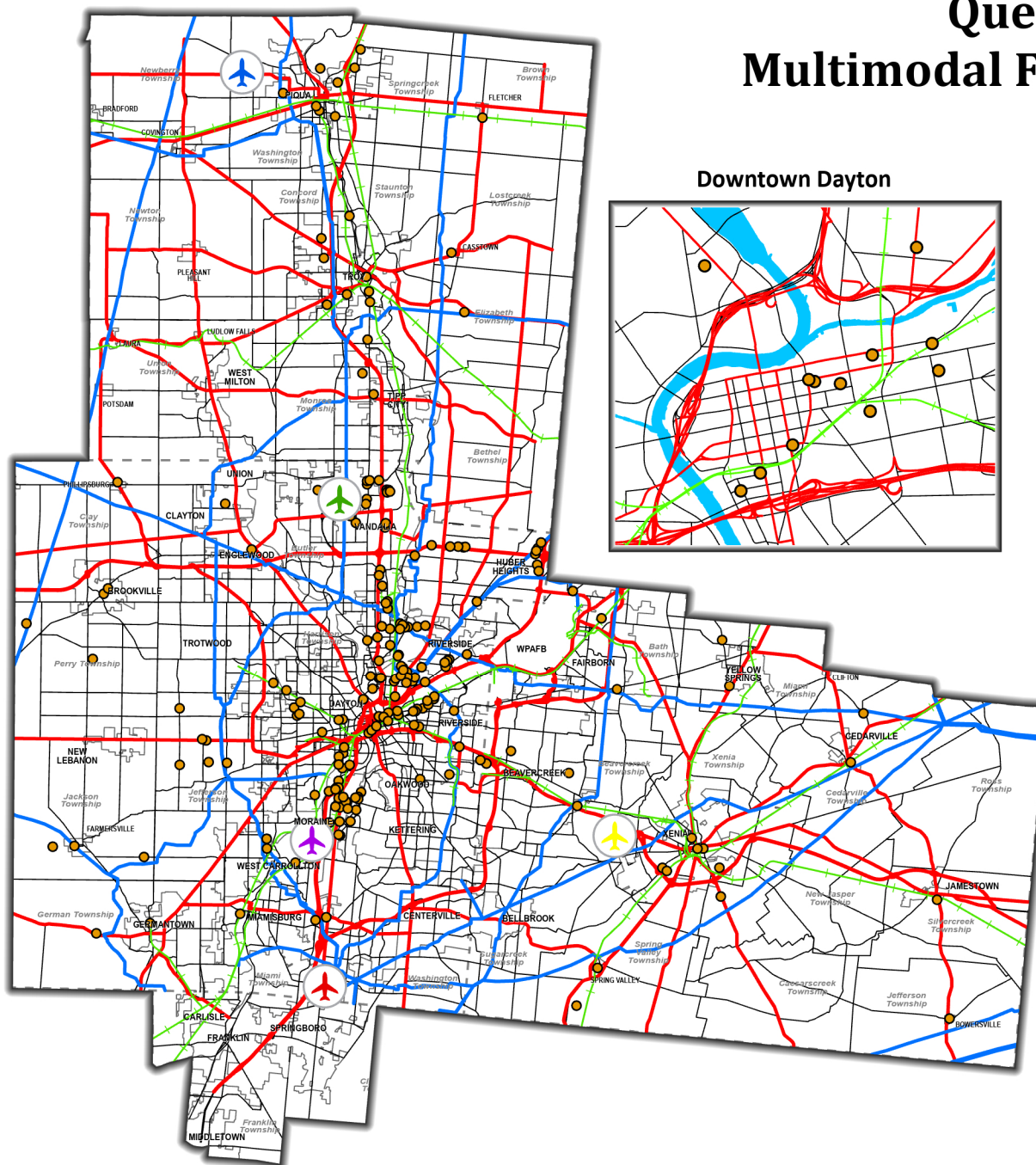
### **Attachment B – Maps – Roadway Evaluation Form**

Maps included in Attachment B are available in greater detail at: <https://geospark-mvrpc.opendata.arcgis.com/pages/pes-hub>



## Question 5

# Multimodal Freight Facilities



-  Dayton International Airport
-  Dayton Wright Brothers Airport
-  Lewis A Jackson Regional Airport
-  Moraine Air Park
-  Piqua Airport - Hartzell Field
-  Railways
-  Pipeline

Source: ODOT and MVRPC

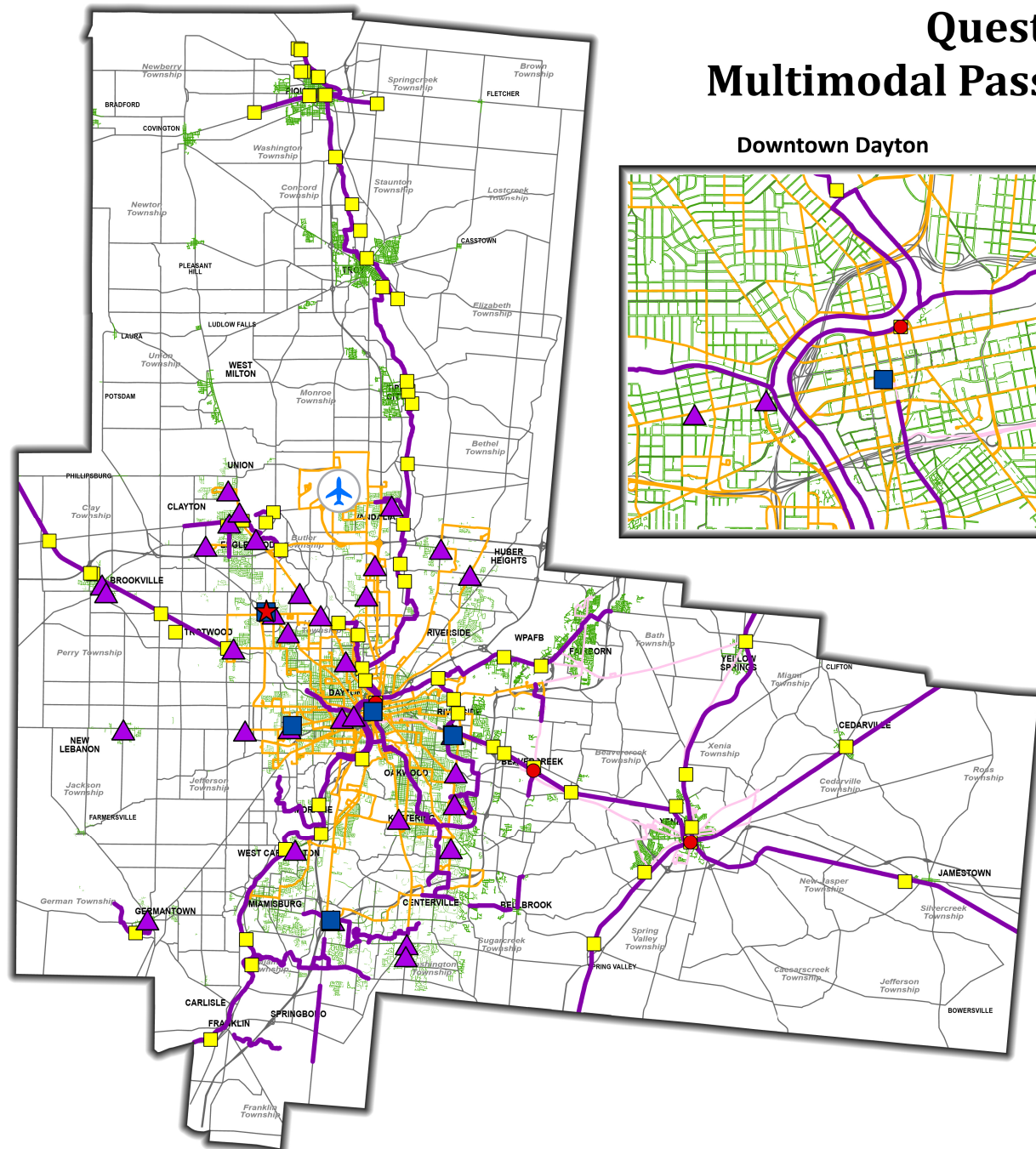
December 2024



0 2 4 6 8 Miles

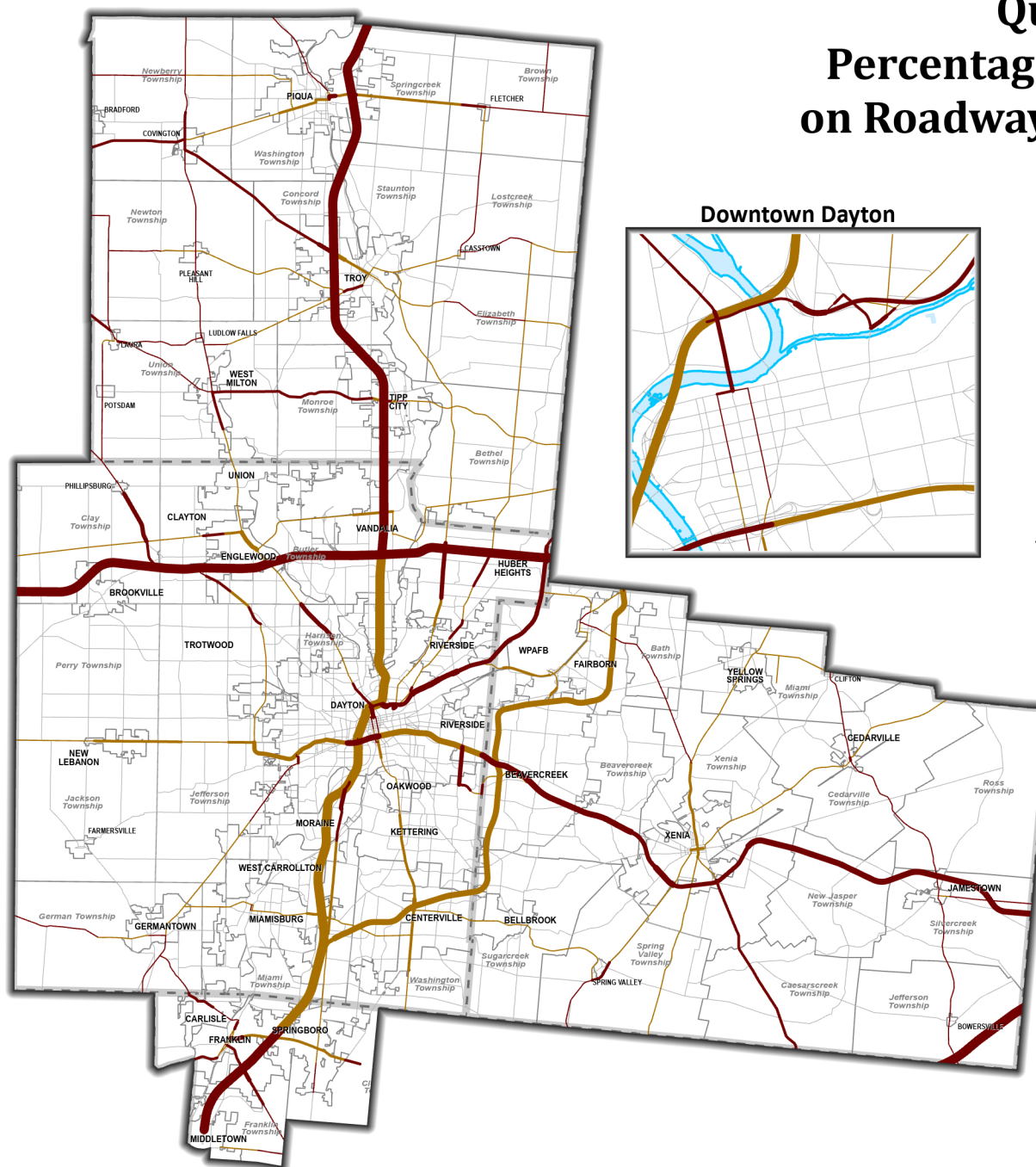
## Question 5

### Multimodal Passenger Facilities



## Question 5

# Percentage of Truck Traffic on Roadway Segments (2023)



Sources: ODOT and MVRPC

December 2024

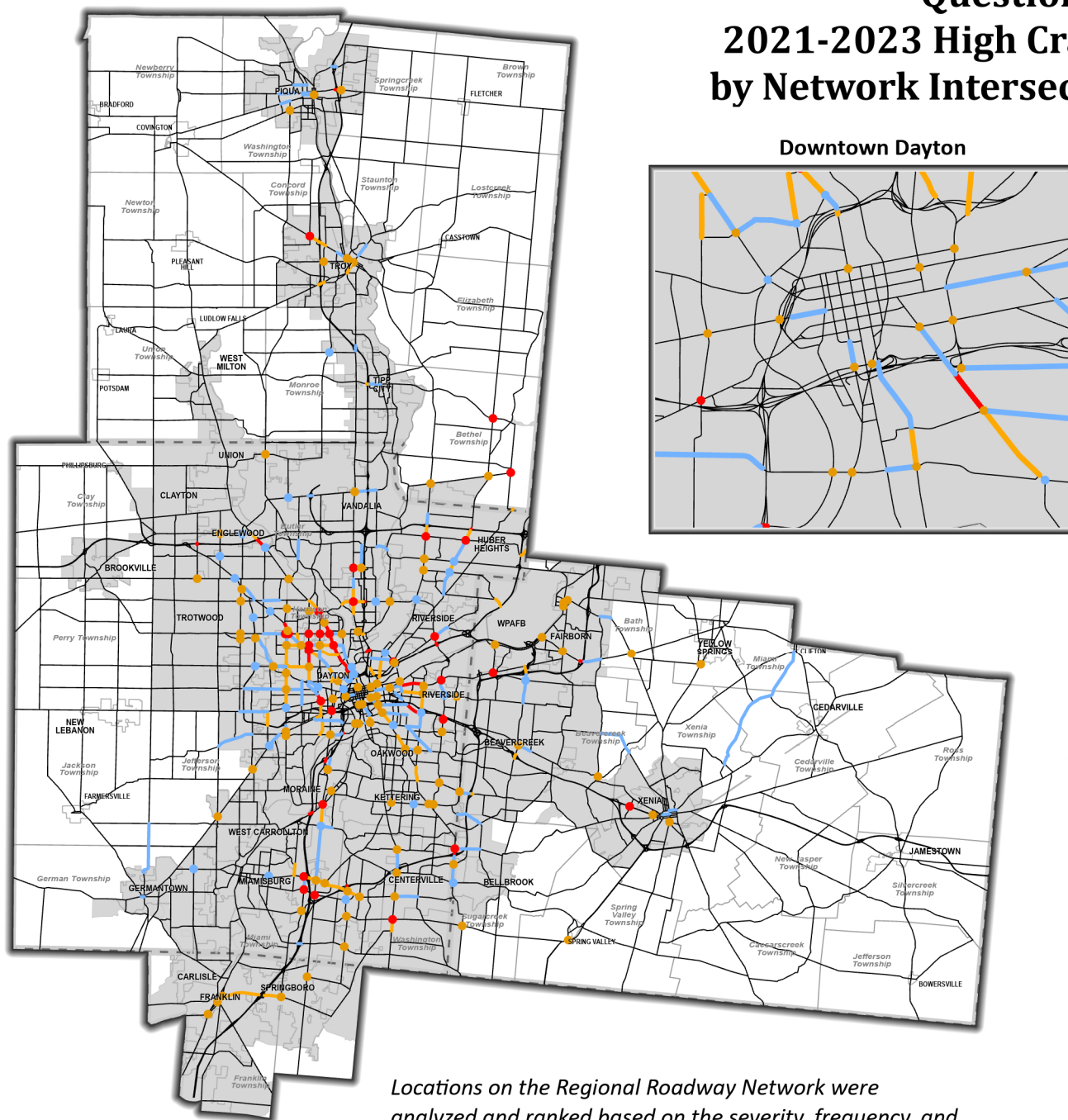
N



0 2 4 6 8 Miles

## Question 6

### 2021-2023 High Crash Locations by Network Intersection/Segment



#### Segments

- High
- Medium
- Low

#### Intersections

- High
- Low
- Medium

Urbanized Areas

Source: MVRPC 3-year 2021-2023

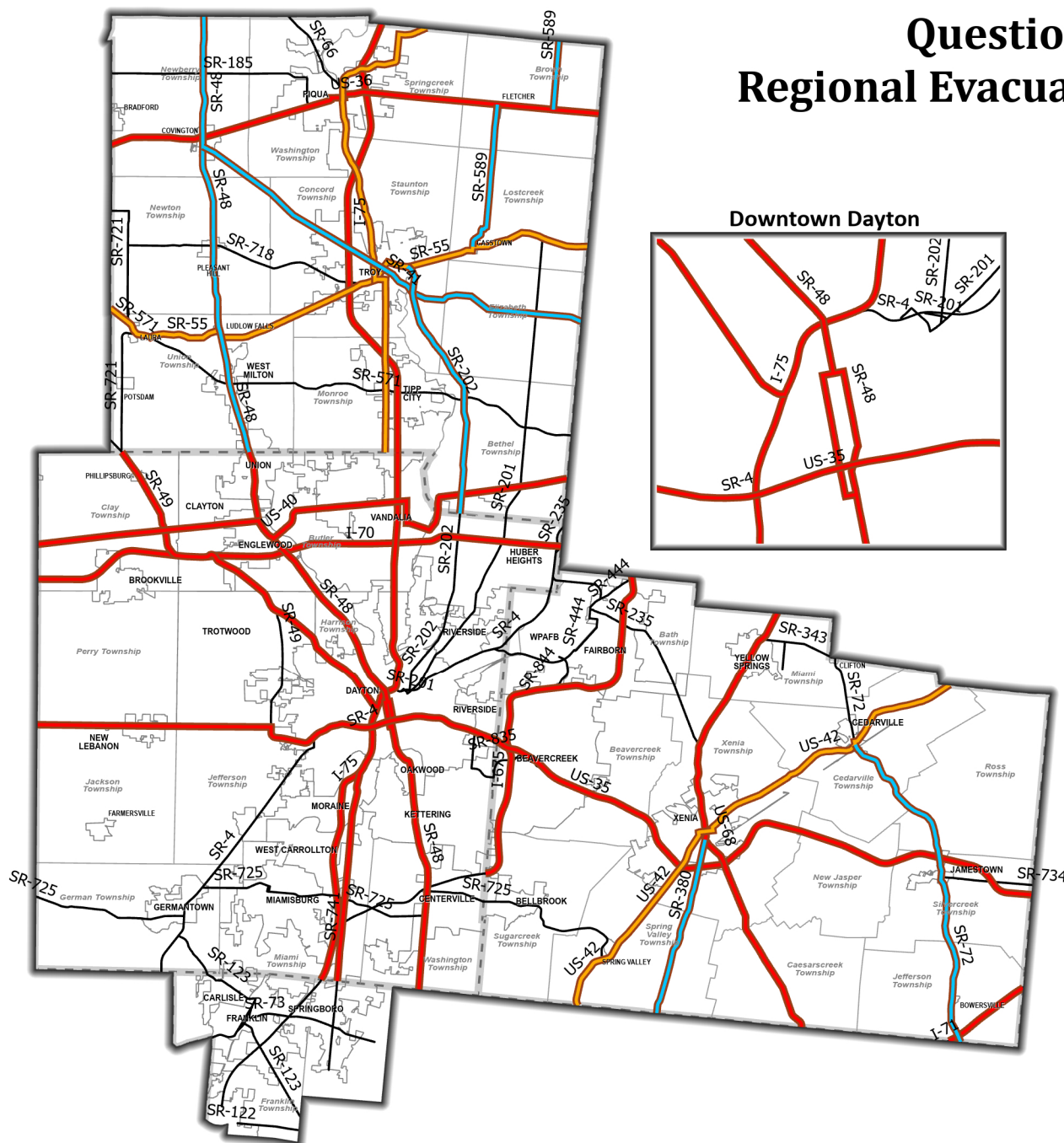
December 2024



0 2 4 6 8 Miles

*Locations on the Regional Roadway Network were analyzed and ranked based on the severity, frequency, and rate of crashes from 2021 to 2023.*

## Question 6 Regional Evacuation Routes



### Evacuation Routes

- PRIMARY
- SECONDARY
- TERTIARY
- ROAD

Sources:  
Greene County Engineer's Office

Montgomery County  
Office of Emergency Management

Miami County  
Office of Emergency Management

December 2024



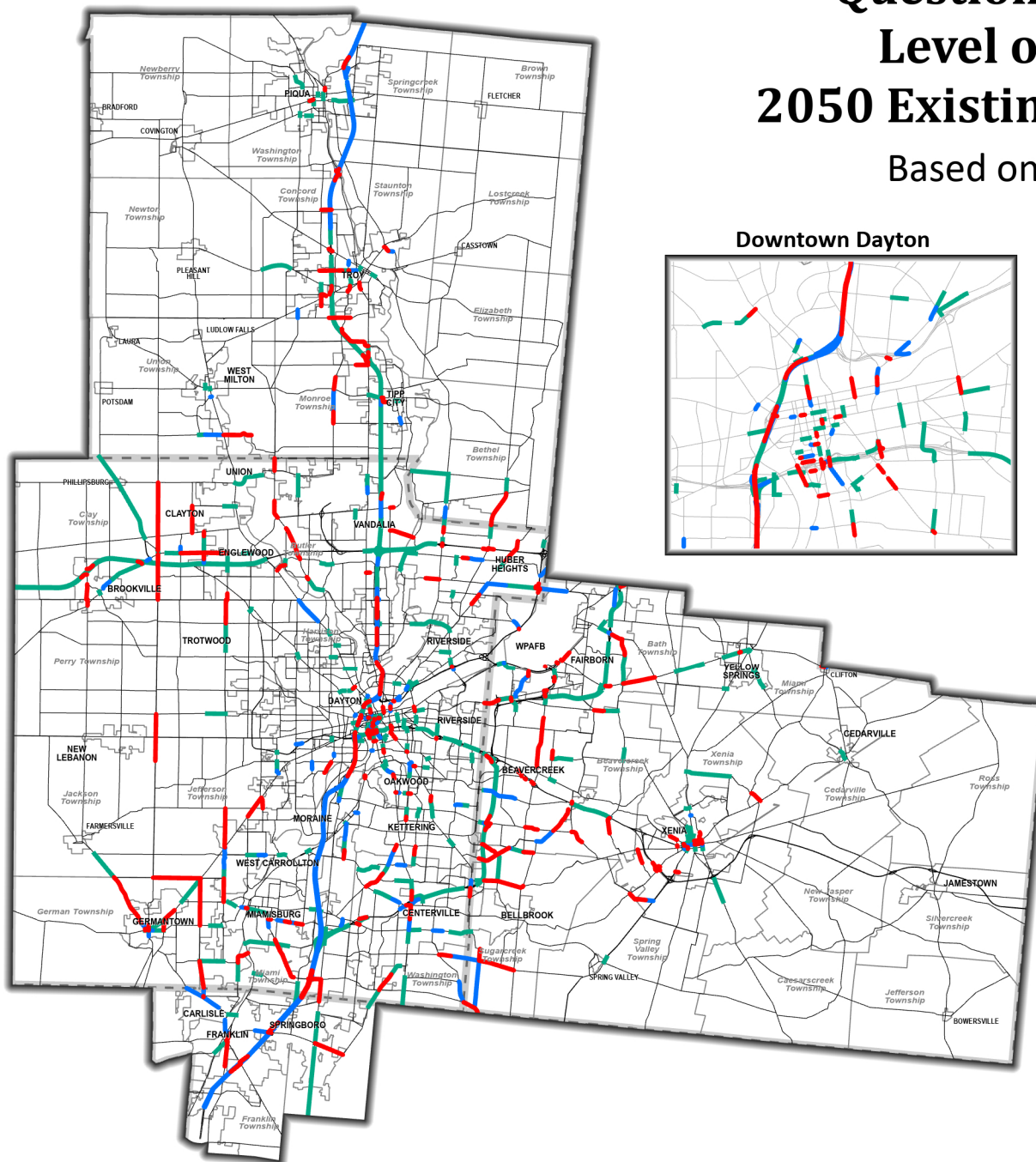
0 2 4 6 8 Miles

# Questions 7 and 16

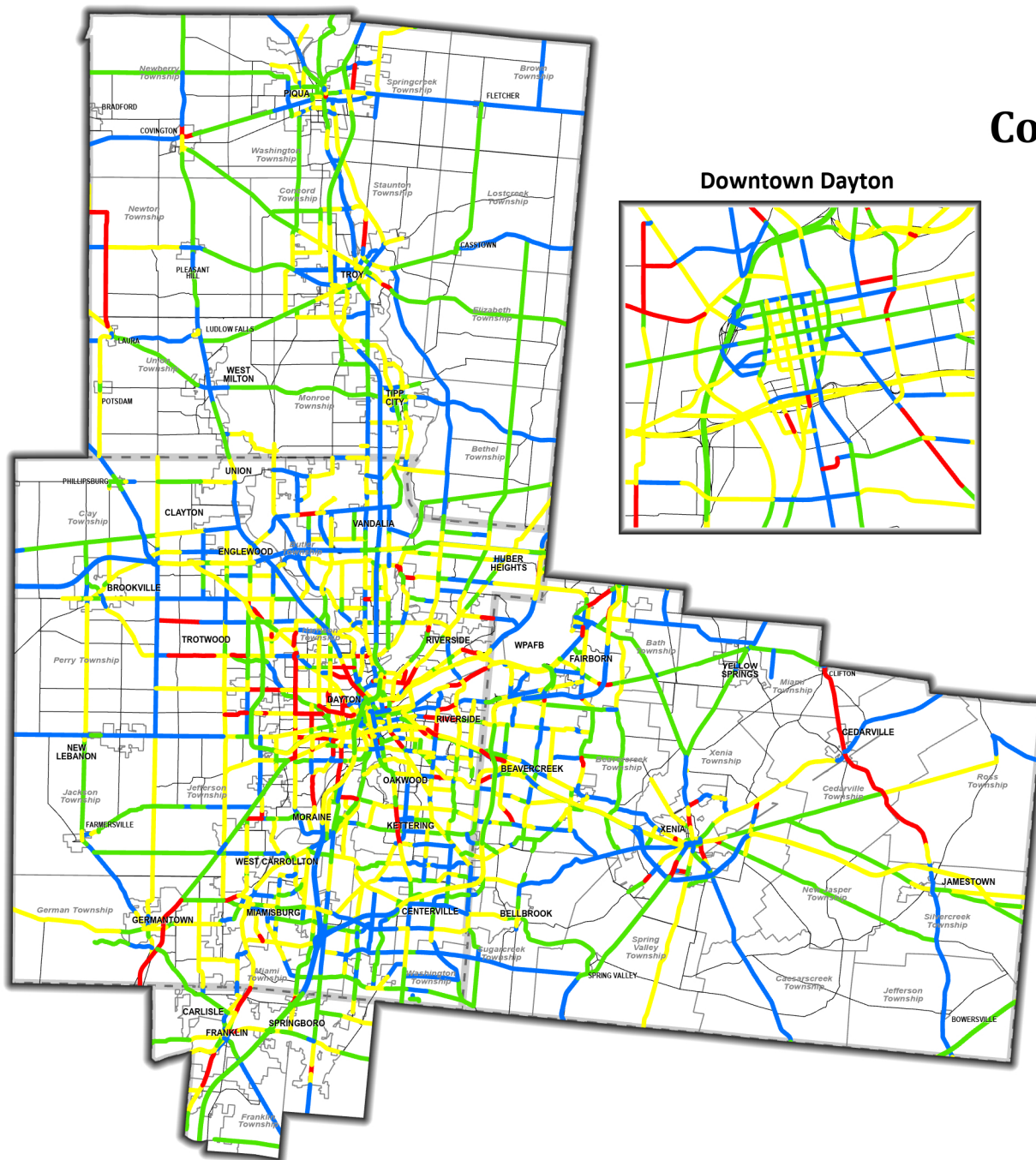
## Level of Service

### 2050 Existing + Committed

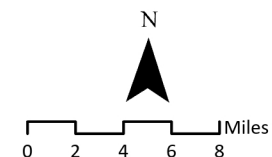
Based on 2050 LRTP



## Question 9 Pavement Condition Rating

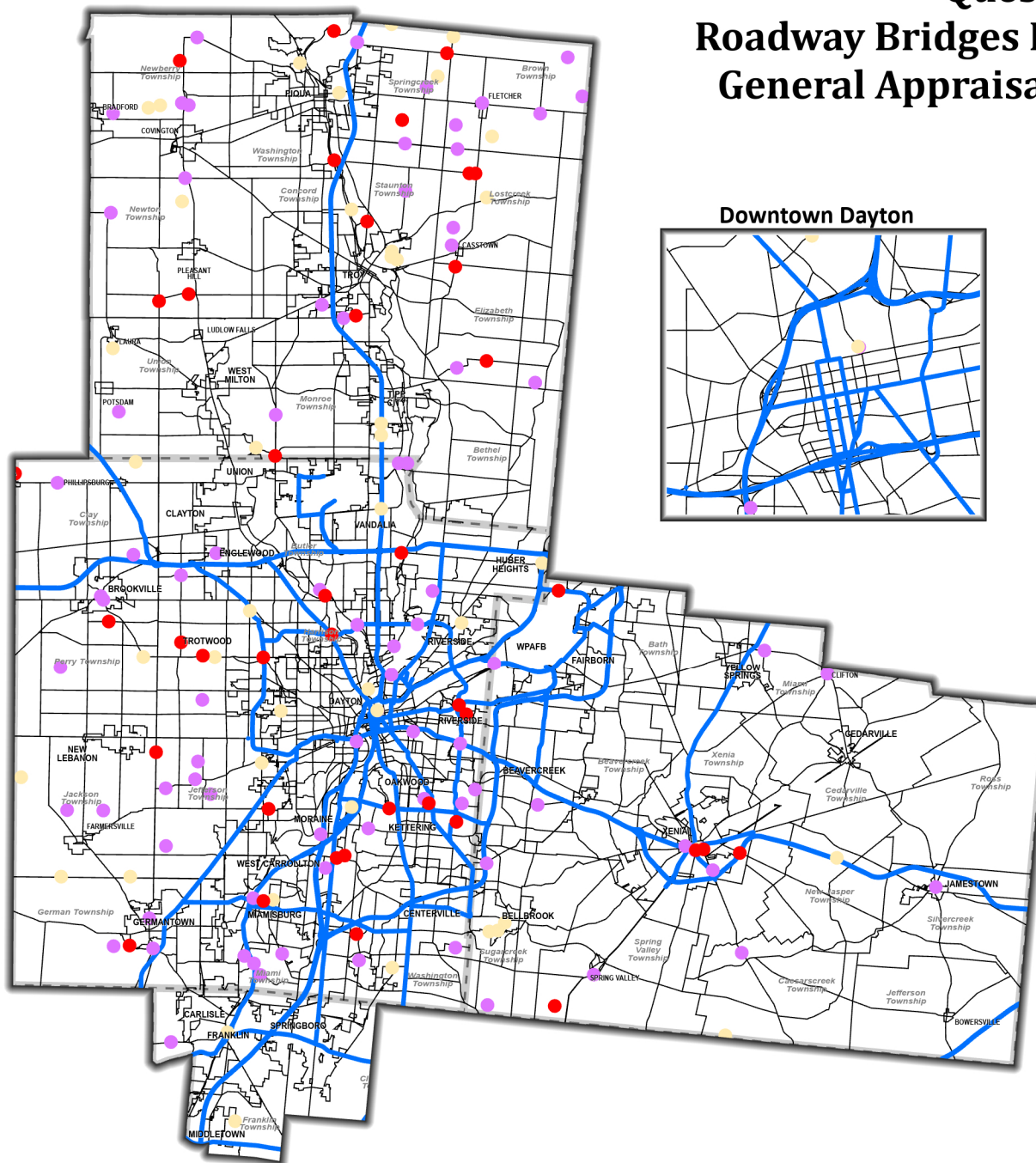


Source: ODOT  
December 2024



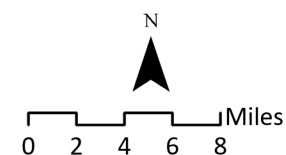
## Question 9

### Roadway Bridges Identified Based on General Appraisal Rating and Load



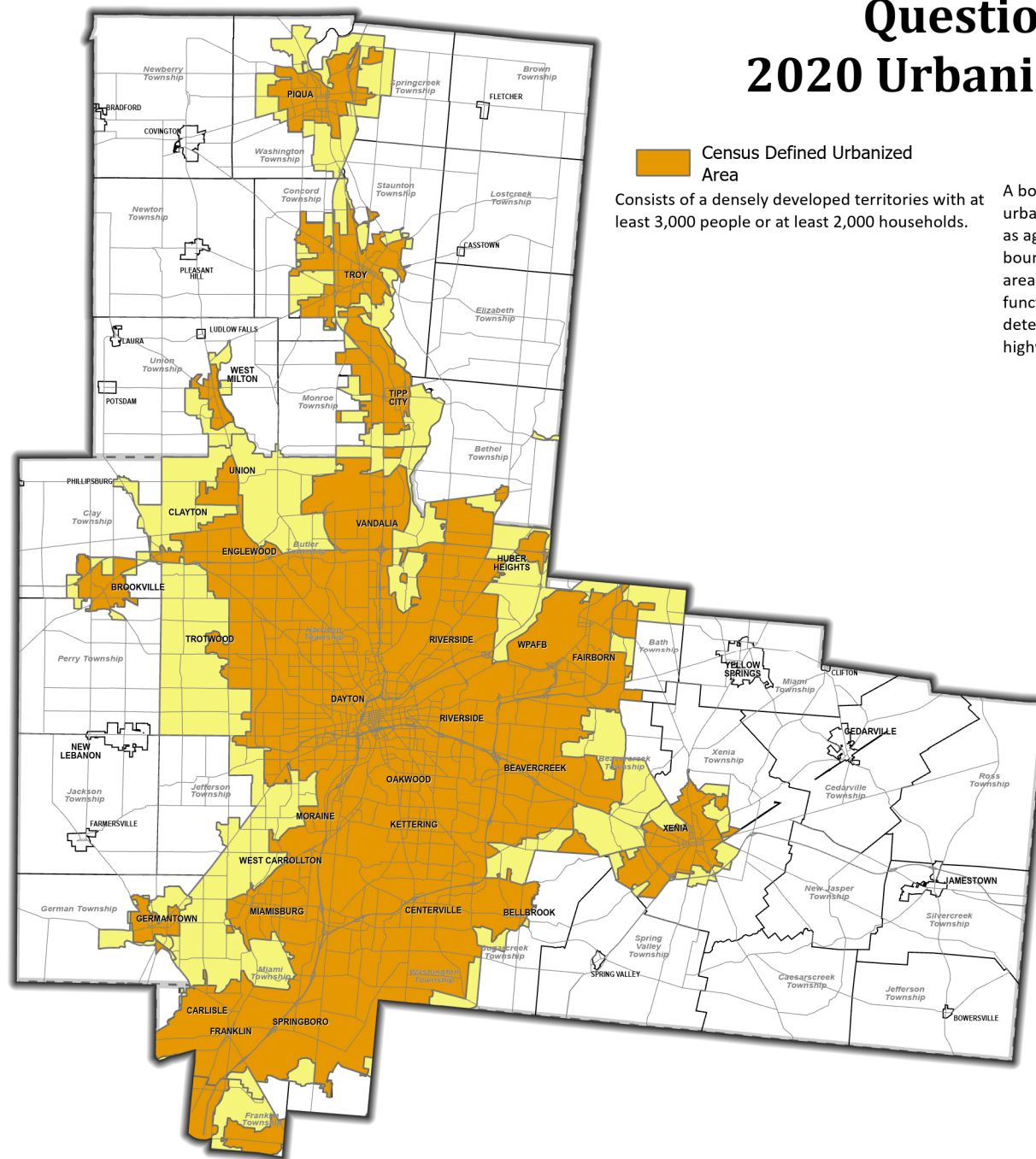
Source: ODOT and MVRPC

December 2024

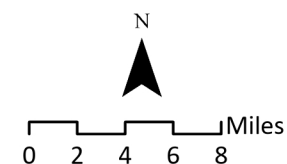


## Question 10

### 2020 Urbanized Areas

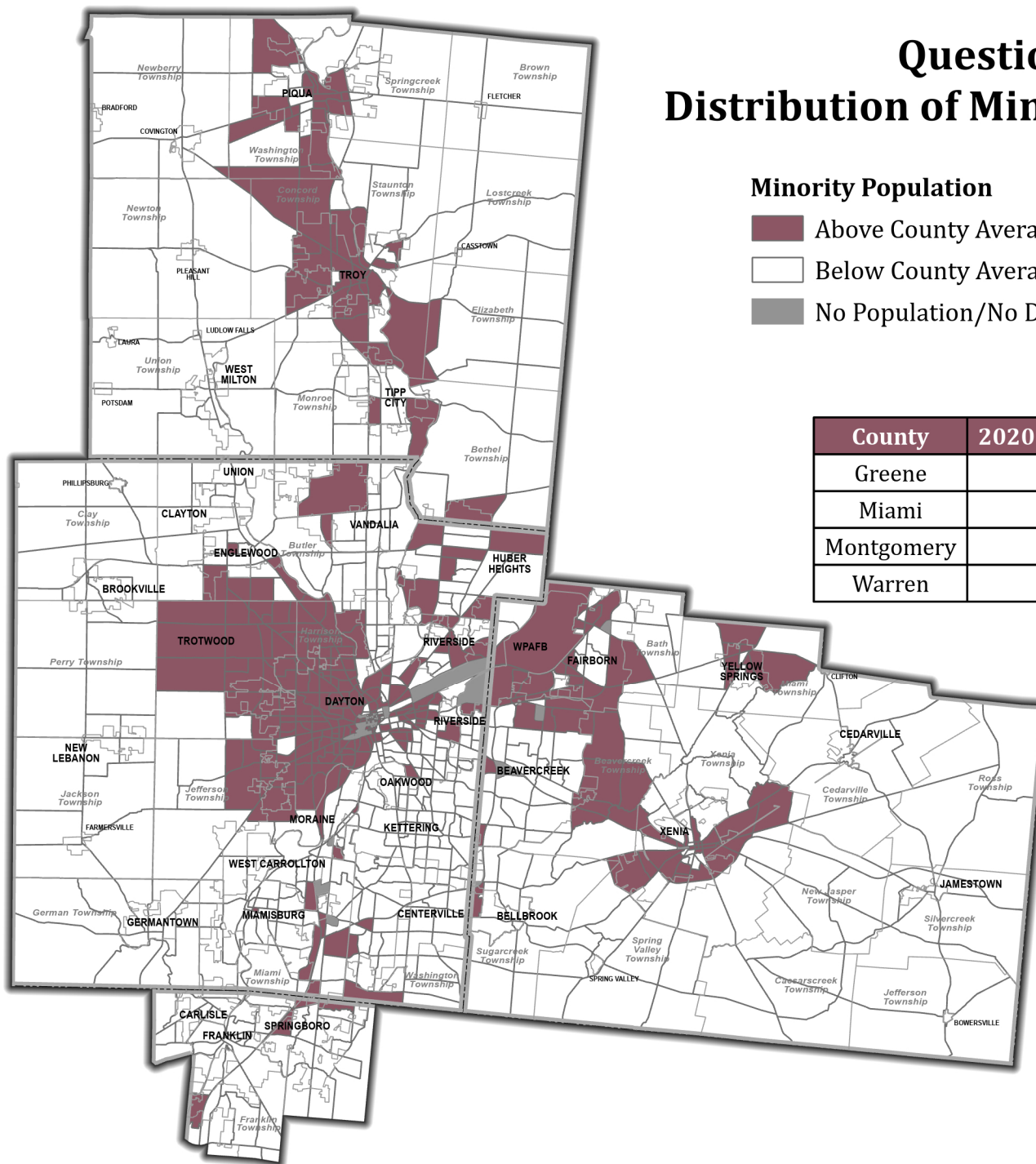


Source: MVRPC  
December 2024



## Question 12

### Distribution of Minority Population



#### Minority Population

- Above County Average
- Below County Average
- No Population/No Data

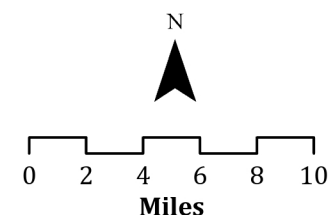
#### Boundaries

- County
- City
- Township
- TAZ

County	2020 County Average
Greene	18.35%
Miami	10.25%
Montgomery	32.05%
Warren	17.44%

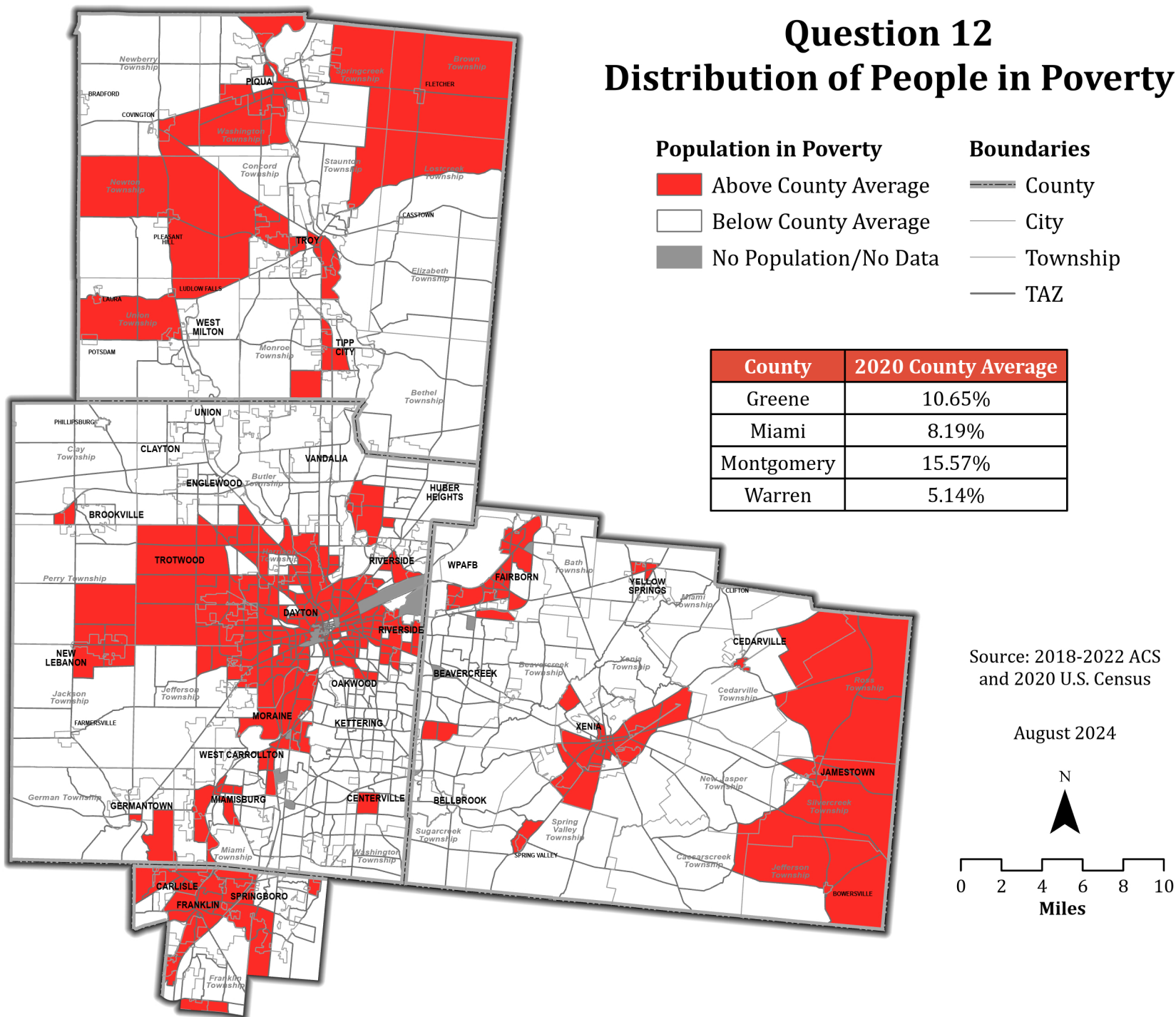
Source: 2018-2022 ACS  
and 2020 U.S. Census

August 2024



## Question 12

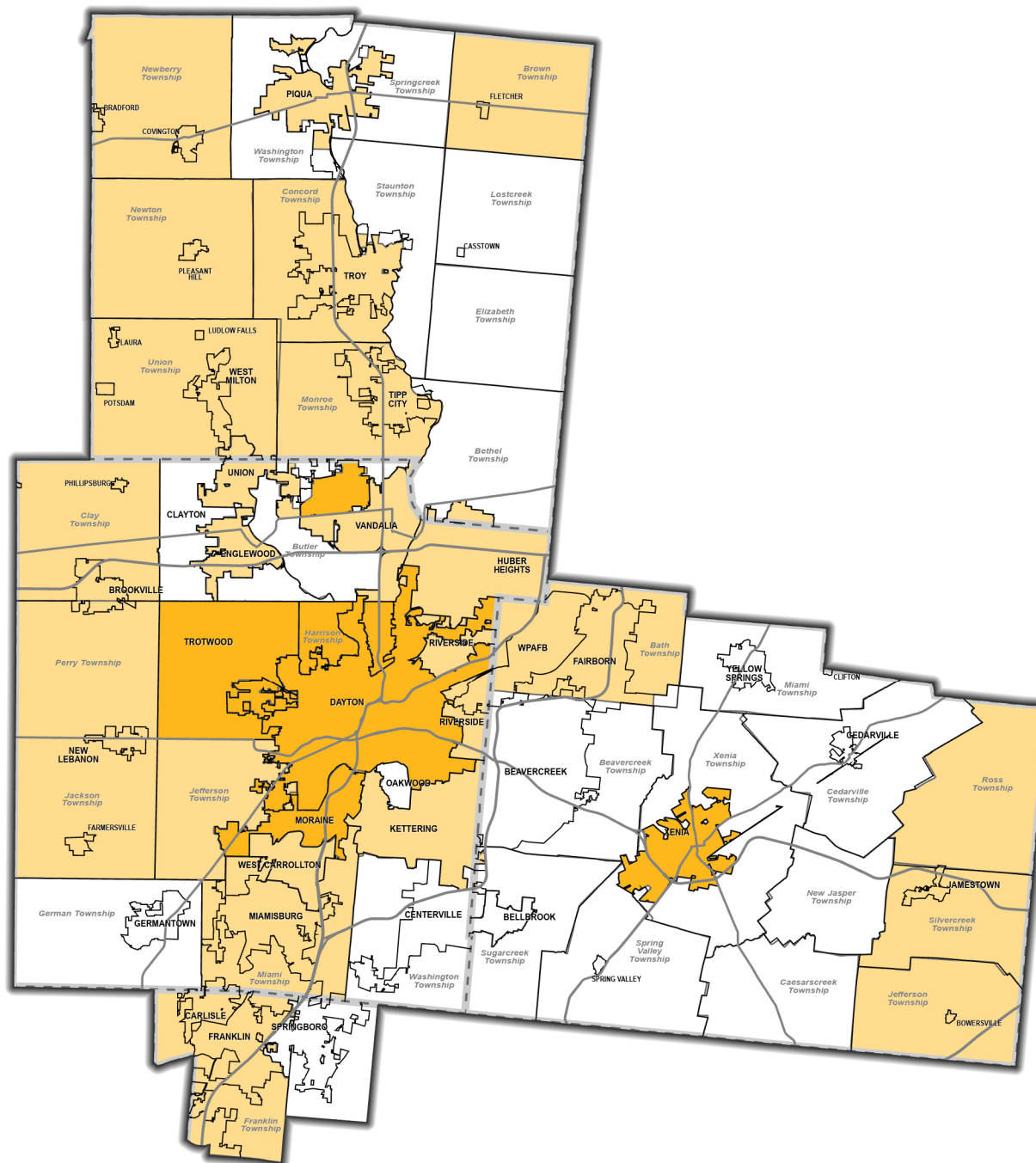
### Distribution of People in Poverty



# Question 13 Median Income

Median Income as Percentage of  
State Median (\$66,990)

- Less than 80%
- 80% to 120% (Miami & Montgomery Counties)
- Over 120% (Greene & Warren Counties)



Source: ACS 5-year 2018-2022

March 2024

