## Regional Context/Cooperation

### 1. Regional Scope: Is the project a “regionally significant project?” *See Attachment A.*
- [ ] Yes (3 points)
- [ ] No (0 points)

### 2. Regional Cooperation: Is the project based on multi-jurisdictional cooperation efforts such as joint application or funding?
- [ ] Yes, 2 or more jurisdictions/organizations (3 points)
- [ ] No (0 points)

### 3. Enhance Transportation System: Does the project enhance the regional transit system? Please select all that apply. (Maximum total points is 8 points)
- [ ] Energy Efficient Vehicle Replacement (4 points)
- [ ] Provide/Improve Passenger Amenities (1 point)
- [ ] NA (0 points)
- [ ] Improve Transit Hub Facility (2 points)
- [ ] Operating Assistance (1 point)

### 4. Regional Transportation Network Connectivity: Does the project contribute to the completion of the regional transit network? *See Attachment B.*
- [ ] New Route/Service (3 points)
- [ ] Route/Service Expansion (1 point)
- [ ] No (0 points)

*If needed, please provide additional project information that supports points awarded under **Regional Context/Cooperation***
<table>
<thead>
<tr>
<th>TRANSPORTATION CHOICES</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Alternative Modes: Does the project include alternative modes of transportation? (All transit projects will be awarded 4 points)</td>
</tr>
<tr>
<td>X Yes (4 points)</td>
</tr>
<tr>
<td>6. Inter-modal connectivity: Does the project create, improve, or enhance connectivity to other modes of transportation? <em>See Attachment A and B.</em></td>
</tr>
<tr>
<td>___ Yes – Multiple modes (5 points) ___ Yes – One mode (3 points) ___ No (0 points)</td>
</tr>
</tbody>
</table>

*If needed, please provide additional project information that supports points awarded under TRANSPORTATION CHOICES*
<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Safety/Security: Does the project address the safety issue of the existing transit system or include a design feature that enhances safety or security of a new route or transit facility? <em>See Attachment A.</em></td>
<td></td>
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<tr>
<td>__ Yes (5 points)</td>
<td></td>
<td></td>
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<tr>
<td>__ No (0 points)</td>
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<td></td>
<td></td>
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<tr>
<td>__ NA</td>
<td></td>
<td></td>
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<tr>
<td>8. Intelligent Transportation System (ITS)/Smart Technology: Does the project include ITS or smart technology components? (Maximum total points is 4 points) <em>See Attachment A.</em></td>
<td></td>
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<tr>
<td>__ Yes ITS (2 points)</td>
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</tr>
<tr>
<td>__ Yes Smart Technology (2 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>__ No (0 points)</td>
<td></td>
<td></td>
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<tr>
<td>9. Preserve/Upgrade Existing Transportation System: Does the project preserve/upgrade the existing transit network or improve the operational efficiency of the existing transit system? <em>See Attachment B.</em></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>__ Yes (3 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>__ No (0 points)</td>
<td></td>
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</tbody>
</table>

*If needed, please provide additional project information that supports points awarded under TRANSPORTATION SYSTEM MANAGEMENT*
<table>
<thead>
<tr>
<th>LAND USE</th>
</tr>
</thead>
</table>
| **10. Urban Revitalization/Preservation:** How much impact does the project have in revitalizing/preserving a given jurisdiction’s urban core, community center, or neighborhood? (Explanation is required to receive points). *See Attachment A.*  
___ High (5 points) ___ Medium (3 points) ___ Low (1 point) ___ No Impact (0 points) |
| **11. Environmental Justice:** Is the project located within a concentrated minority and/or poverty area? (Maximum total is 6 points, projects will receive points if the project does not have a disproportionally high and adverse impact on a concentrated poverty and/or minority area.) *See Attachment A and B.*  
___ Yes - Minority (3 points) ___ Yes - Poverty (3 points) ___ No (0 points) |
| **12. Equity:** Points will be awarded based on a community’s median household income. For county-wide or multi-county agencies, points will be awarded based on the median household income of the county that the project is located in. *See Attachment B.*  
___ < 80% Ohio Median income (3 points) ___ 81-120% Ohio Median income (1 point) ___ >121% Ohio Median income (0 points) |

*If needed, please provide additional project information that supports points awarded under LAND USE*
<table>
<thead>
<tr>
<th>ECONOMIC DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>13. Public-Private Partnership: Does the project include a public-private partnership such as joint funding, right-of-way donations, or a working relationship? (Explanation is required to receive points)</td>
</tr>
<tr>
<td>___ Yes (2 points)</td>
</tr>
<tr>
<td>14. Economic Impact: How much of an economic impact does the project have? Does the project contribute to the economic development of the area? Please select all that apply. (Maximum total points are 8 points and explanation is required to receive points) See Attachment A.</td>
</tr>
<tr>
<td>___ Improves access to/from regional business and employment opportunities (0 - 3 points)</td>
</tr>
<tr>
<td>___ Contributes to business growth/retention in community revitalization areas (0 - 3 points)</td>
</tr>
<tr>
<td>___ Improves value of the surrounding public space (0 - 2 points)</td>
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<tr>
<td>___ NA</td>
</tr>
</tbody>
</table>

If needed, please provide additional project information that supports points awarded under ECONOMIC DEVELOPMENT.
### ENVIRONMENT

15. **Air Quality/Sustainability:** Does the project improve air quality by reducing the demand of single-occupancy vehicle (SOV)-travel? All transit projects will receive at least 3 points, additional points will be awarded if the project includes transportation demand strategies (TDM) with potential to reduce the need for SOV travel. (Maximum total points are 6 points and documentation is required to receive points)

<table>
<thead>
<tr>
<th>Transit</th>
<th>TDM Strategies</th>
<th>See Attachment A.</th>
</tr>
</thead>
<tbody>
<tr>
<td>X (3 points)</td>
<td>___ Yes - High Potential Reduction (3 points)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>___ Yes - Low Potential Reduction (1 point)</td>
<td></td>
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<td></td>
<td>___ No/NA (0 points)</td>
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</tbody>
</table>

16. **Attractiveness:** Does the project include beautification or aesthetic improvement components? (Explanation is required to receive points)

| ___ Yes (2 points) | ___ No (0 points) |

*If needed, please provide additional project information that supports points awarded under ENVIRONMENT*
## PROJECT READINESS

<table>
<thead>
<tr>
<th></th>
<th>Preliminary/Feasibility Study Status</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Preliminary/Feasibility study is completed/Not needed (2 points)</td>
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<table>
<thead>
<tr>
<th></th>
<th>Major Investment Study (MIS) Status</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>MIS is completed/Not needed (2 points)</td>
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<table>
<thead>
<tr>
<th></th>
<th>Environmental Study Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Environmental study is completed/Not needed (3 points)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Funding Plan: Does the project have a formal funding plan at this time? Please select all that apply. (Maximum total is 2 points)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Environmental study is funded (1 point)</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th></th>
<th>Detailed Design Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Detailed Design is completed (4 points)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Right-of-Way Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Right-of-Way is fully acquired/Not needed (2 points)</td>
</tr>
<tr>
<td></td>
<td>100% of the acquisition cost is currently committed (2 points)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Construction Funding: Has the construction cost been supplemented by the project sponsor?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>60.01% to 100% (5 points)</td>
</tr>
<tr>
<td></td>
<td>50.01% to 60% (4 points)</td>
</tr>
<tr>
<td></td>
<td>40.01% to 50% (3 points)</td>
</tr>
</tbody>
</table>

*If needed, please provide additional project information that supports points awarded under PROJECT READINESS*
PROJECT EVALUATION SYSTEM SCORE SUMMARY

Total Score from Questions 1 – 16.................................................................

Total Score from Questions 17 – 23.............................................................. x 1.5 =

GRAND TOTAL .................................................................................................
Attachment A – Transit 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.

Questions 1 - 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.

Question 6 – Inter-modal Connectivity

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

- Pedestrian improvements near transit routes/hubs
- Bike-transit integration
- Transit services to park and ride lots
- Enhanced bus stops
- Projects that support multi-modal passenger (e.g. airport) facilities
- Other relevant attributes identified by the project sponsor

Question 7 – Safety/Security

Examples of projects that address transit safety and security include but are not limited to:

- Transit user amenities (benches, lighting, buffer zones)
- Audio and video surveillance equipment
- Other security systems
- Variable message signs
- Automated vehicle detection systems
- Bus pullout lanes
- Other relevant attributes identified by the project sponsor
**Question 8 - Intelligent Transportation Systems (ITS)/Smart Technology**

ITS 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:
- Automated vehicle detection systems (transit)
- Automated fare collection systems (transit)
- Traveler information systems (transit)
- Other relevant attributes identified by the project sponsor

Smart technology software and infrastructure to advance connected and autonomous transit including: Dedicated Short Range Communications (DSRC), vehicle to vehicle/pedestrian safety applications, multimodal electronic payment, 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 – 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 11 – Environmental Justice**

In determining if a project has a disproportionately high and adverse impact on an environmental justice population, MVRPC will use the definitions provided under FHWA Order: 6640.23A; *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* as described below. The full document is available at [https://www.fhwa.dot.gov/legsregs/directives/orders/664023a.pdf](https://www.fhwa.dot.gov/legsregs/directives/orders/664023a.pdf)

**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 FHWA 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 14 – Economic Impact

Projects are awarded between 1-3 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
• 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 15 – TDM Strategies

Examples of the TDM strategies with potential to reduce the need for motor vehicle travel
include but are not limited to:

• Additional routes
• Increased service frequency
• Longer hours of operation
• Bike/Transit Integration
• Park and Ride lots
• Transit incentive programs
• Other relevant efforts identified by the project sponsor
Attachment B – Maps – Transit Evaluation Form

Maps included in Attachment B are available in greater detail at:  http://www.mvrpc.org/pes/
Question 4&9
Regional Transit Network

Downtown Dayton

- GDRTA Fixed Transit Routes
- Greene CATS Flex Routes

Miami County Public Transit operates an on-demand service.

Sources: GDRTA and Greene CATS

January 2020
Question 6
Multimodal Passenger Facilities

Dayton International Airport
Greyhound Bus Terminal
Park-N-Bike Facility
Park-N-Ride Facility
GDRTA Transit Hub
BikeShareStations2016
Regional Bikeway Hub
GDRTA Transit Express Route
GDRTA Transit Route
Greene CATS Flex Route
Greene CATS "No Stops"
Along Flex Route
Regional Bikeway
Sidewalk

Sources: GDRTA, Greene CATS and MVRPC

January 2020
Question 11
Distribution of Minority Population

Minority Population by TAZ

- Below County %
- Above or Equal to County %
- No Population

Boundaries

- --- City
- --- Township
- --- County
- --- TAZ

County  2010 County Average

- Greene  13.56%
- Miami  5.64%
- Montgomery  26.14%
- Warren  9.53%

Source: Census 2010

January 2020
Question 11
Distribution of People in Poverty

Population in Poverty by TAZ

Below County %
Above or Equal to County %
No Population/No CTPP Data

County 2012 County Average
Greene 13.53%
Miami 12.16%
Montgomery 16.73%
Warren 6.33%

Source: Census 2010
January 2020
Question 12
Median Income

Median Income as Percentage of State Median ($56,602)

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

Source: ACS 5-year 2015-2019

March 2021