Attachment A – Additional Documentation

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 - 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 are presumed to affect air quality on a regional basis 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.

Question 5 – 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 following reasons:

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 enhancement**s. 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 <u>not</u> 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 6 – 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 7 – Safety/Security

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

- New traffic signal
- 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 9 - Intelligent Transportation Systems (ITS)

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:

- 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

Question 10 – Preserve/Upgrade Existing Transportation System

Examples of projects that preserve/upgrade the existing transportation system are listed below. Please note that new roads, road extension, and new interchanges will not receive points under this category

- Adding through lanes to existing roads
- Upgrading traffic signals
- Resurfacing
- Adding turn lanes
- Safety improvements
- Other relevant projects identified by the project sponsor

Question 11 – Access Management

Examples of access management techniques include but are not limited to:

- Controlling the location, spacing, design, and operation of driveways, medians, interchanges, and roads.
- Median treatments
- Auxiliary lanes
- Spacing of traffic signals
- Restricting access near intersections
- Reducing turning movement conflicts
- Other relevant projects identified by the project sponsor

Question 12 – 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 15 – Land Use/Project/Study Coordination

Examples of the plan/studies include but are not limited to:

- Major Investment Studies
- Traffic Impact Study
- Economic Development Plan
- Other relevant efforts identified by the project sponsor

Question 18 - 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 19 – Environmental Enhancement

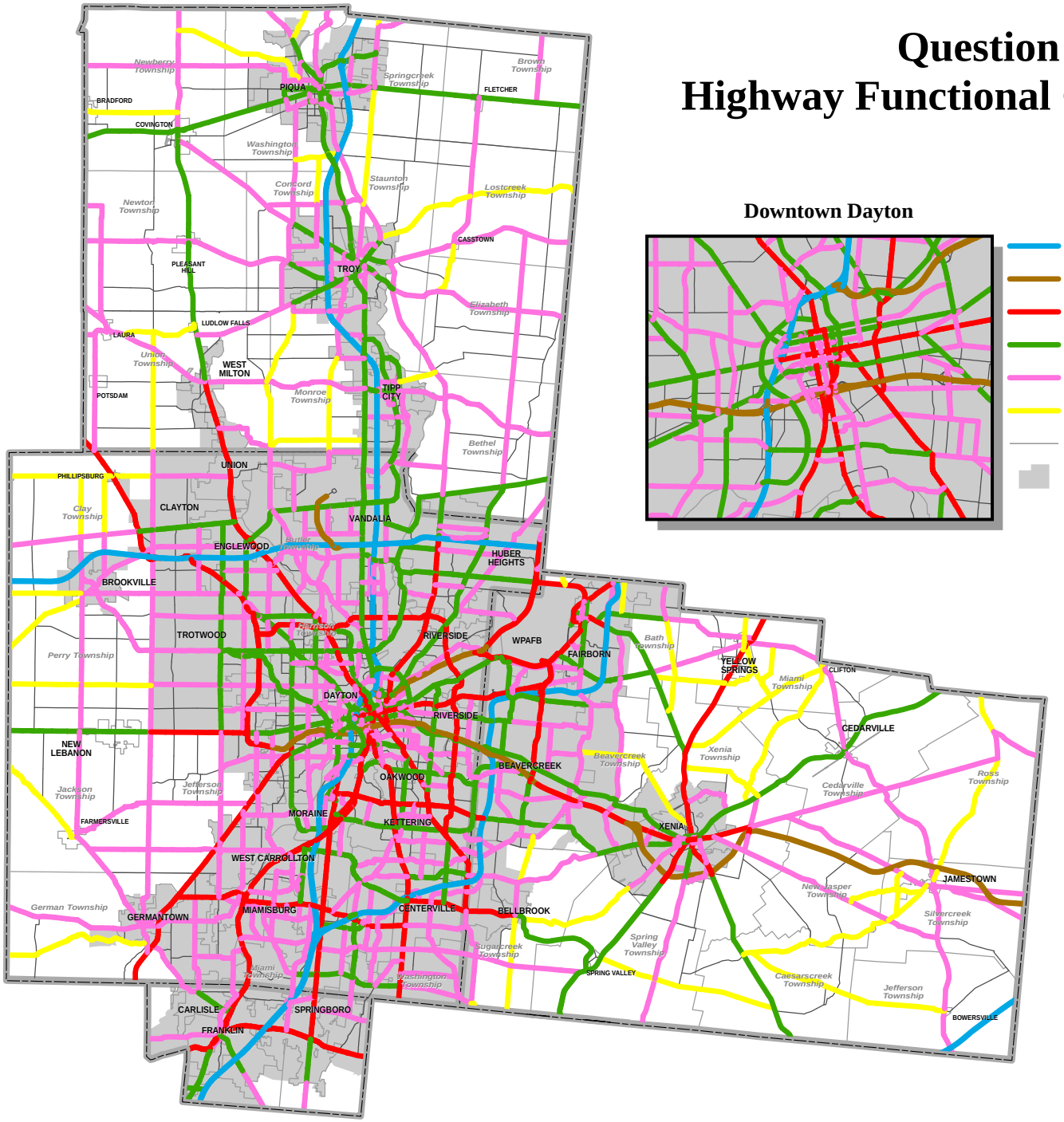
Examples of environmentally sensitive areas include but are not limited to:

- Brownfields
- Superfund sites
- Clean Ohio Fund sites
- Other relevant sites identified by the project sponsor

Attachment B – Maps

MVRPC

Question 3
Highway Functional Classification



Downtown Dayton

- Principal Arterial - Interstate
- Principal Arterial - Freeway and Expressway
- Principal Arterial - Other
- Minor Arterial
- Collector - Major
- Collector - Minor
- Local Roads
- Transportation Urbanized Area

Source: FHWA, ODOT & MVRPC

June 2015

N

0 2 4 6 8 Miles

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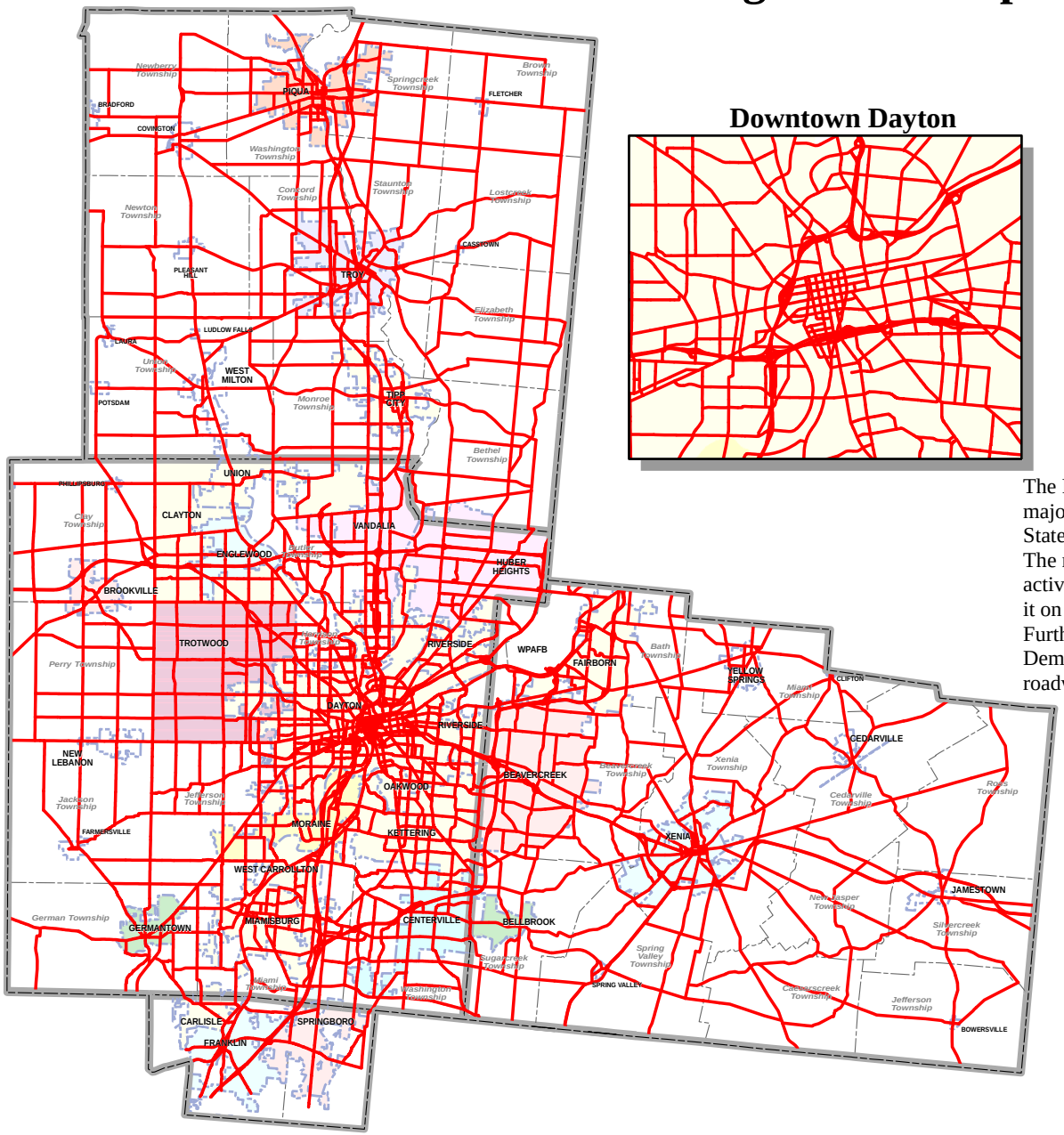
Question 4
Regional Transportation Network - 2010



Downtown Dayton

Regional Transportation Network

The Regional Transportation Network is comprised of major roadways such as Interstate Highways, US Routes, State Routes, and other principal artirials in the region. The network is a basis for the transportation planning activities and therefore, MVRPC maintains and updates it on a yearly basis to accomodate changes in the system. Further, the network is an input to MVRPC's Travel Demand Forecasting Model to evaluate the imapcts of roadway projects that are planned in the future.

Source: MVRPC

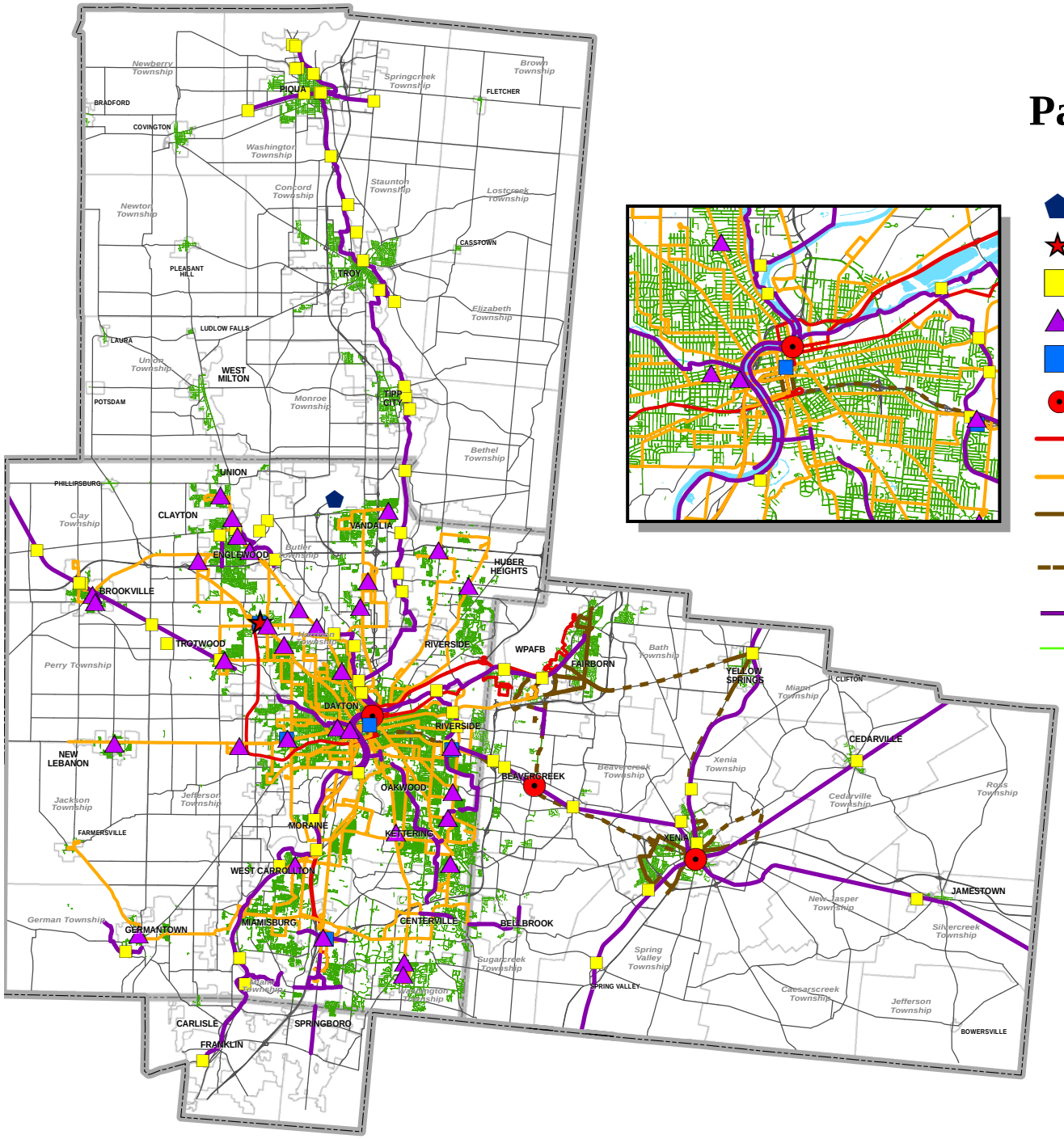
June 2015

N

0 2 4 6 8 Miles

MVRPC

Question 6
Multimodal Passenger Facilities



- Dayton International Airport
- Greyhound Bus Terminal
- Park-N-Bike Facility
- Park-N-Ride Facility
- GDRTA Transit Hub
- 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

May 2015

N

0 2 4 6 8 Miles

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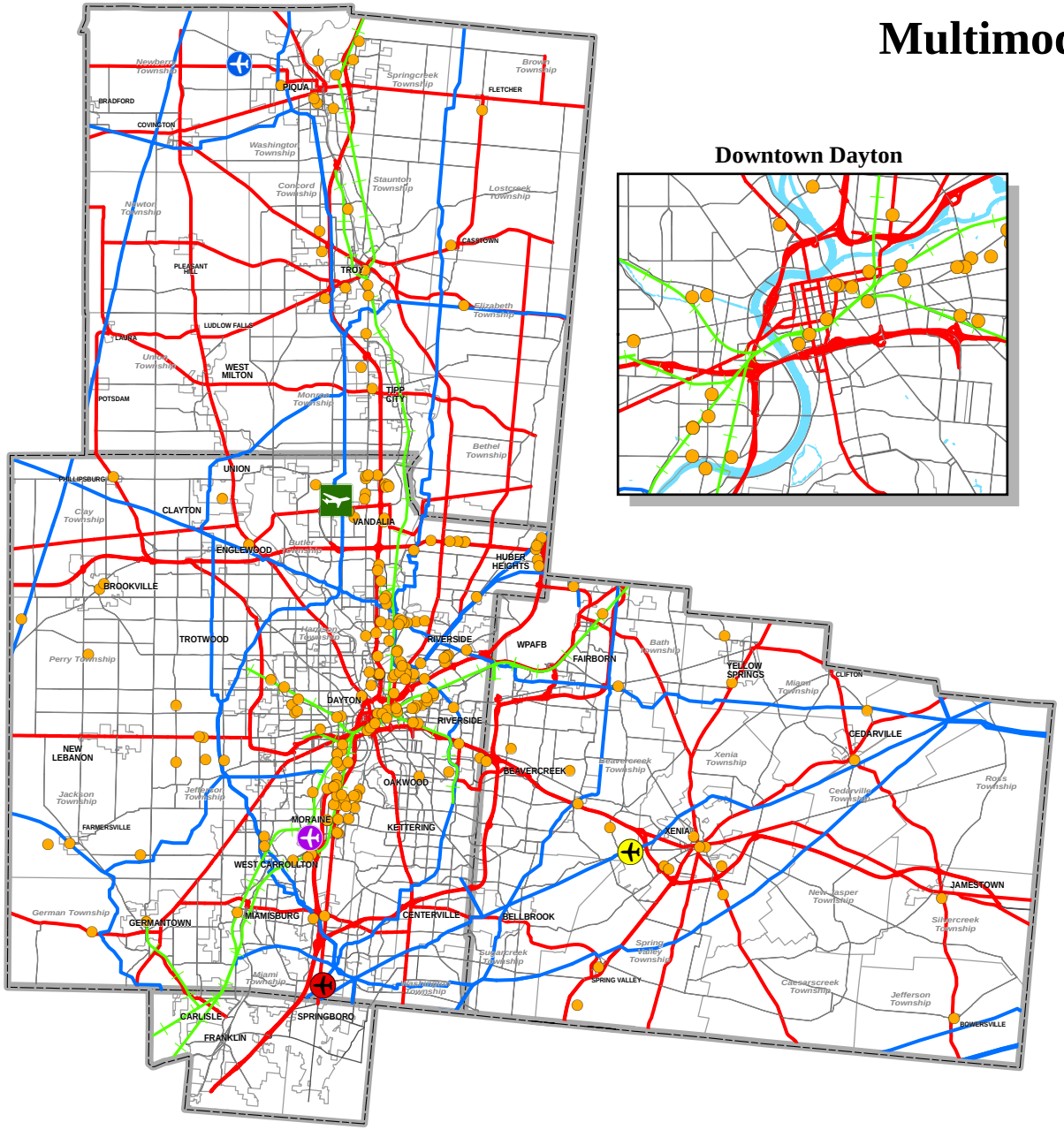
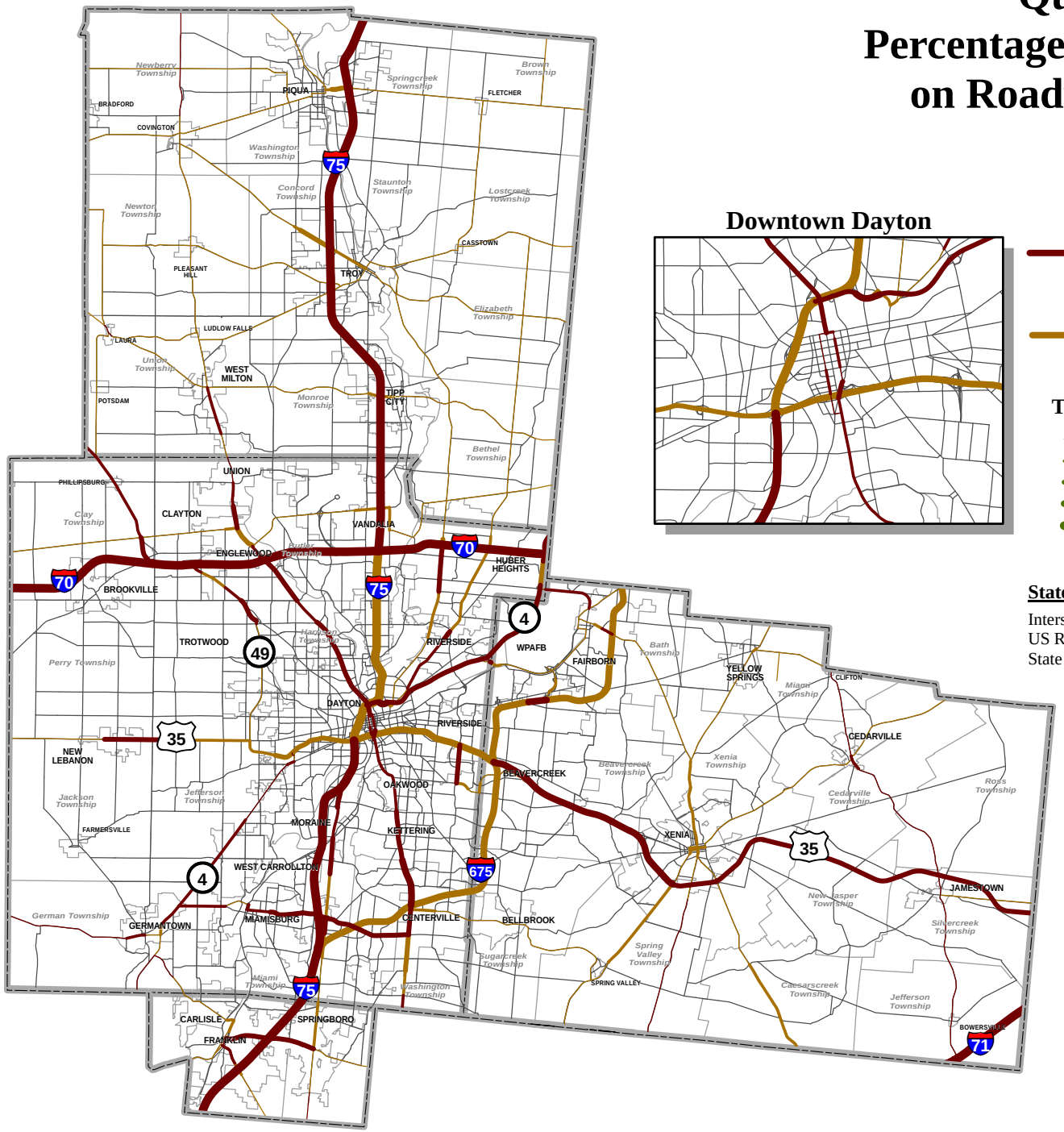
Question 6
Multimodal Freight Facilities



Source: MVRPC

May 2015

Question 6
Percentage of Truck Traffic on Roadway Segments



Downtown Dayton

Roadway segments with above average state truck volume percentage, by road type

Roadway segments with below average state truck volume percentage, by road type

Truck Volume on Road Segments

- 0 - 500
- 500 - 1,000
- 1,000 - 2,500
- 2,500 - 7,500
- 7,500 - 21,000

State Averages - Percent Truck Volume

Interstates:	14.00%
US Routes:	9.17%
State Routes:	6.10%

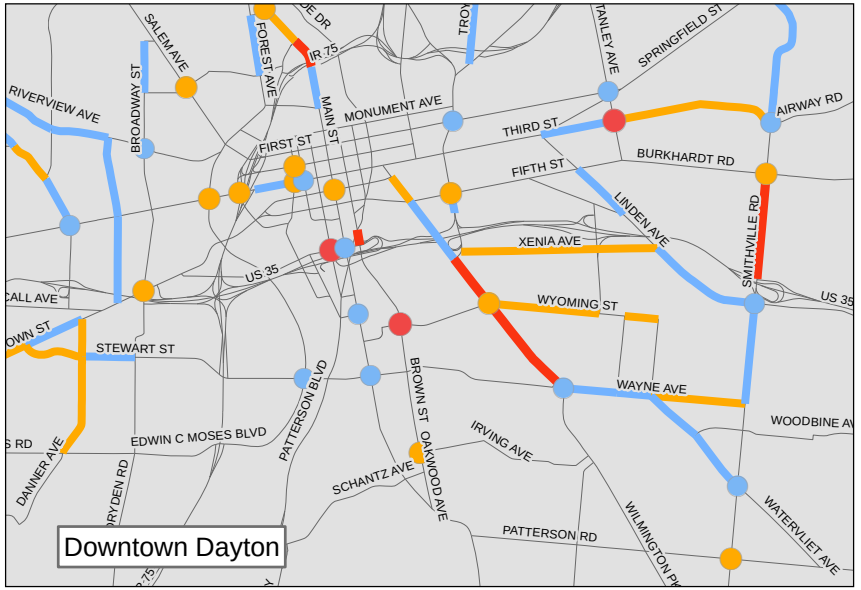
Source: ODOT and MVRPC

June 2015

N

0 2 4 6 8 Miles

Question 7
2011-2013 High Crash Locations by Network Intersection/Segment



Priority Rank

Intersections
- High
- Medium
- Low

Segments
- High
- Medium
- Low
- Roads
- Urbanized Areas

Locations on the Regional Roadway Network were analyzed and ranked based on the severity, frequency, and rate of crashes from 2011 to 2013.

Sources: ODOT, ODPS, MVRPC
June 2015

0 2 4 6 8 Miles

N

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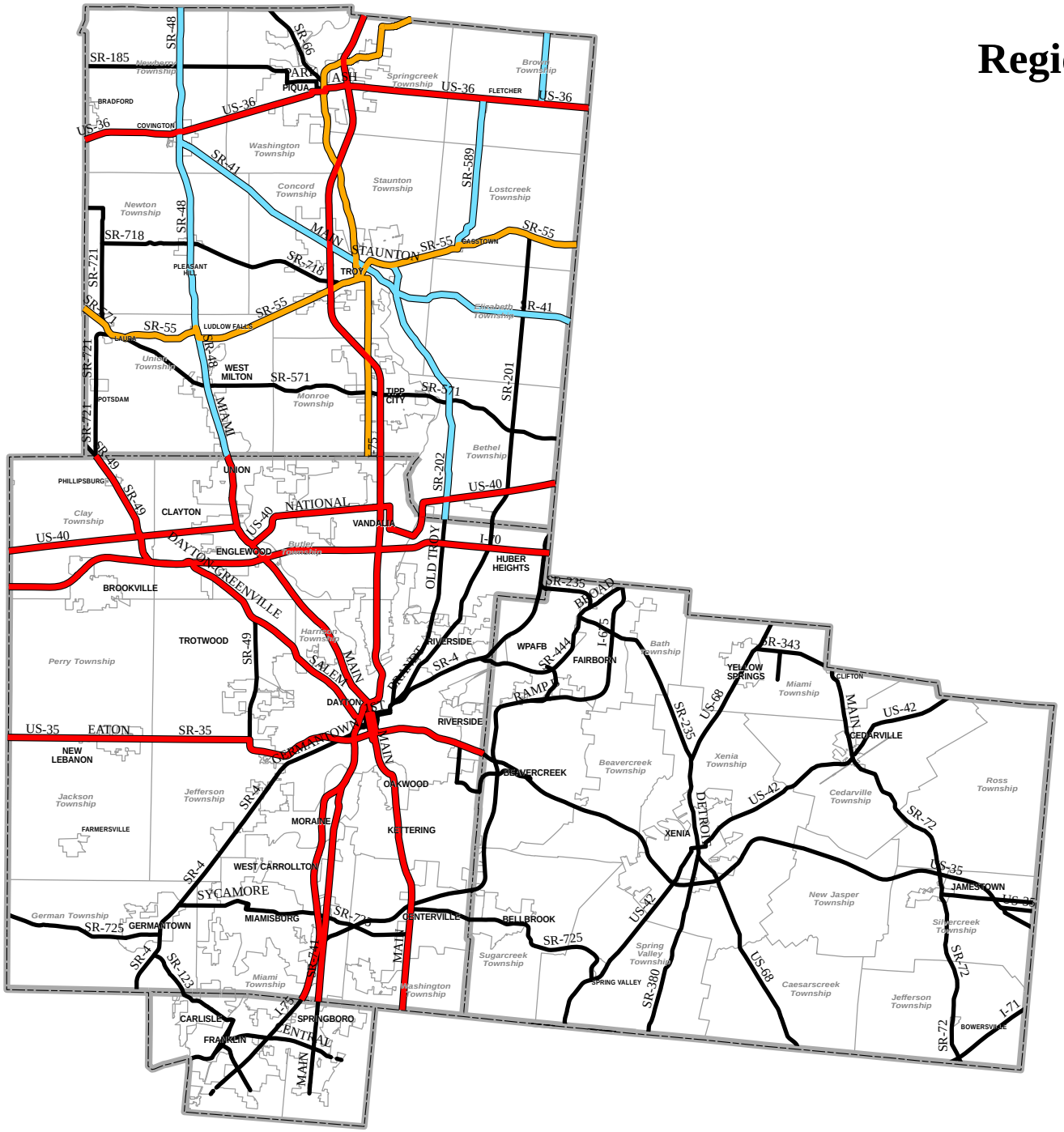
Question 7
Regional Evacuation Routes



Evacuation Routes

LEVEL

- PRIMARY
- SECONDARY
- TERTIARY
- ROAD

Source:

Montgomery County
Office of Emergency Management

Miami County
Office of Emergency Management

June 2015

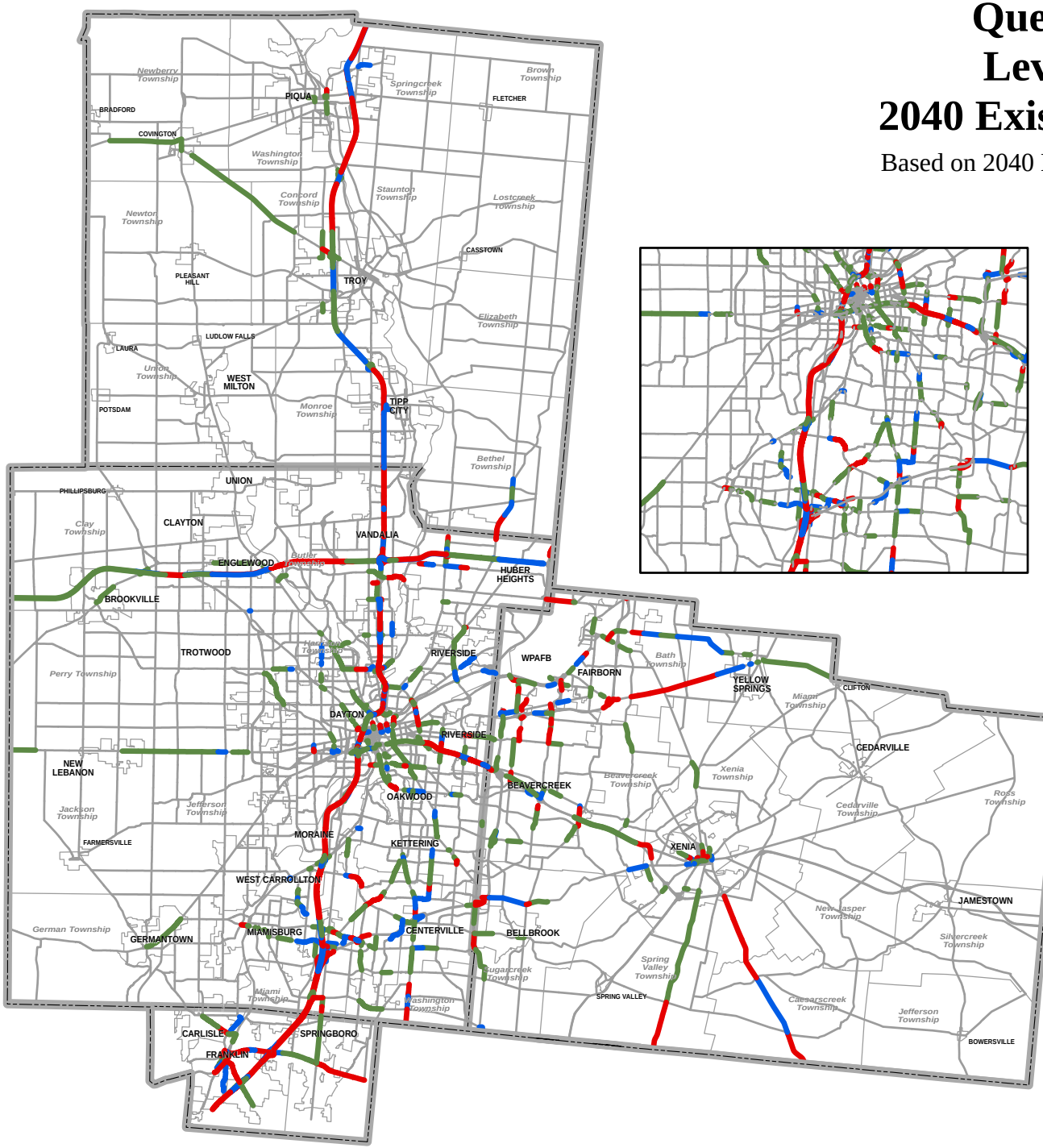
N

0 2 4 6 8 Miles

MVRPC

Questions 8 & 18
Level of Service
2040 Existing + Committed

Based on 2040 Long Range Transportation Plan



Level of Service

- D
- E
- F
- Road

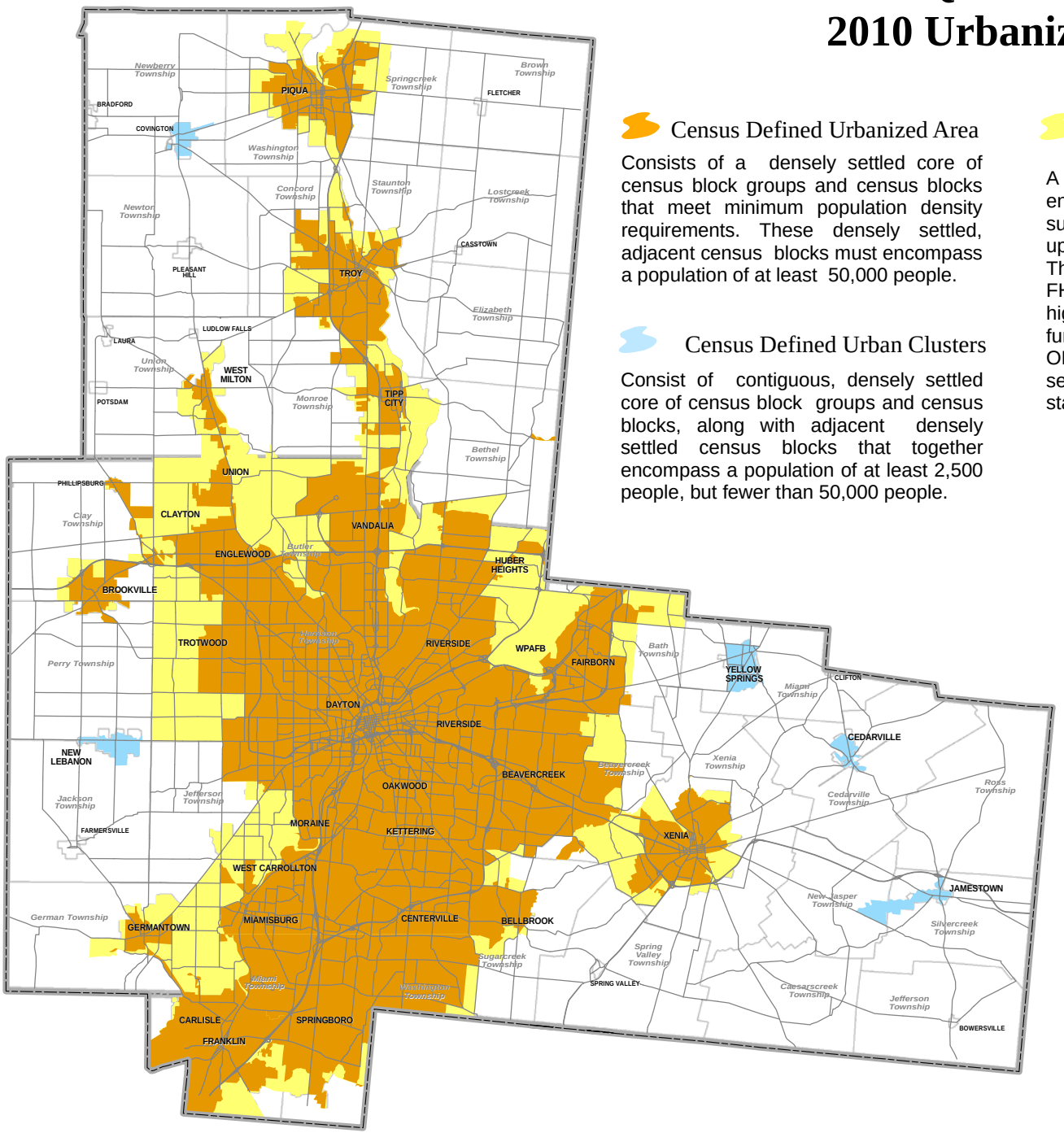
Source: MVRPC

June 2015

N

0 2 4 6 8 Miles

Question 12
2010 Urbanized Areas



Census Defined Urbanized Area

Consists of a densely settled core of census block groups and census blocks that meet minimum population density requirements. These densely settled, adjacent census blocks must encompass a population of at least 50,000 people.

Census Defined Urban Clusters

Consist of contiguous, densely settled core of census block groups and census blocks, along with adjacent densely settled census blocks that together encompass a population of at least 2,500 people, but fewer than 50,000 people.

Federal-Aid Urbanized Area

A boundary which encompasses the entire census urbanized area as well as surrounding geographic area as agreed upon by ODOT, FHWA and the MPO. This boundary is used by ODOT and FHWA to delimit an area in which highways are designated by federal functional classification. It is also used by ODOT in determining highway levels of service, and numerous highway design standards.

Sources: U.S. Census 2010, ODOT, and MVRPC

June 2015

N

0 2 4 6 8 Miles

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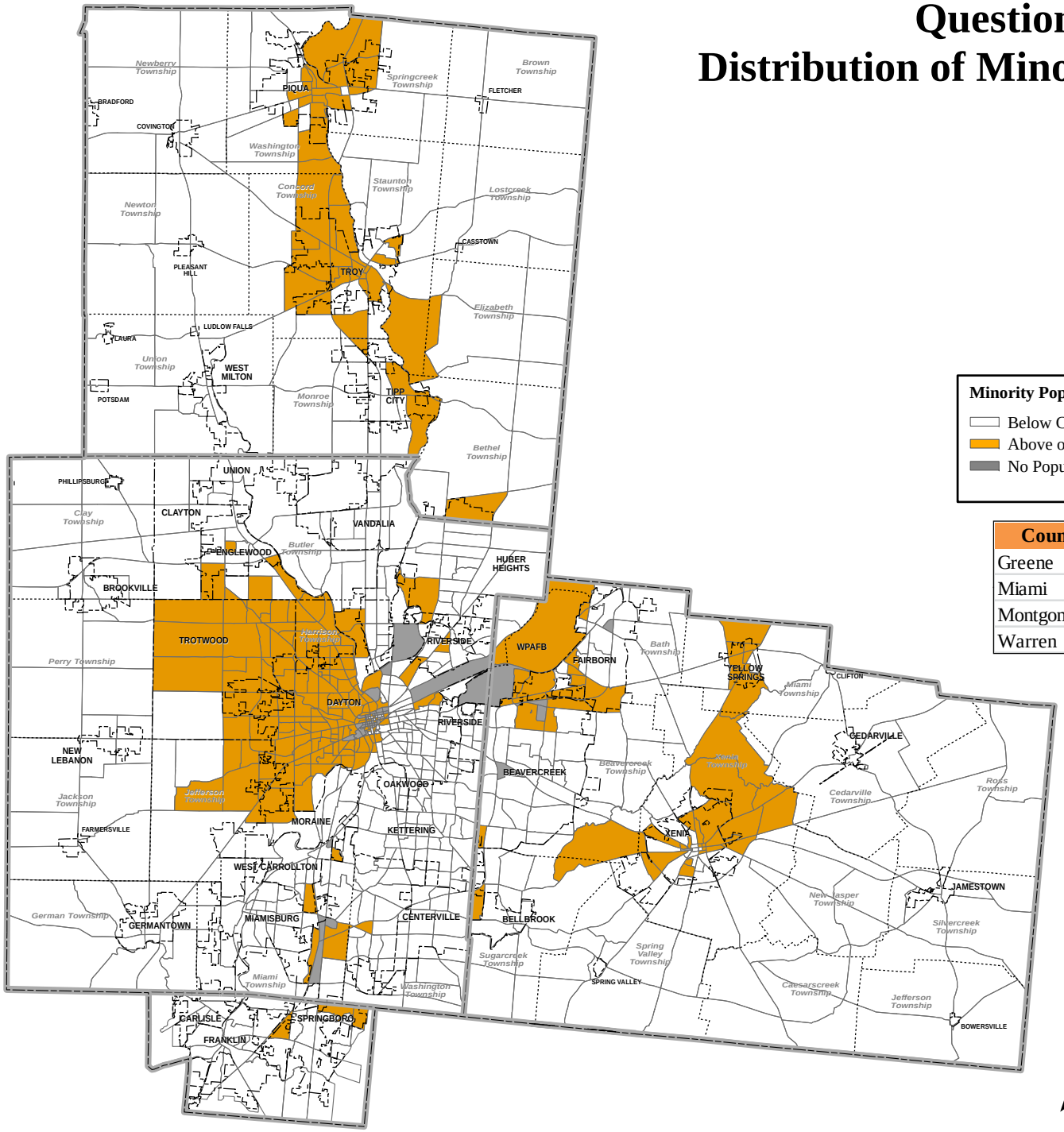
MVRPC

Question 14
Distribution of Minority Population



Minority Population by TAZ

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

Boundaries

- City
- Township
- County
- TAZ

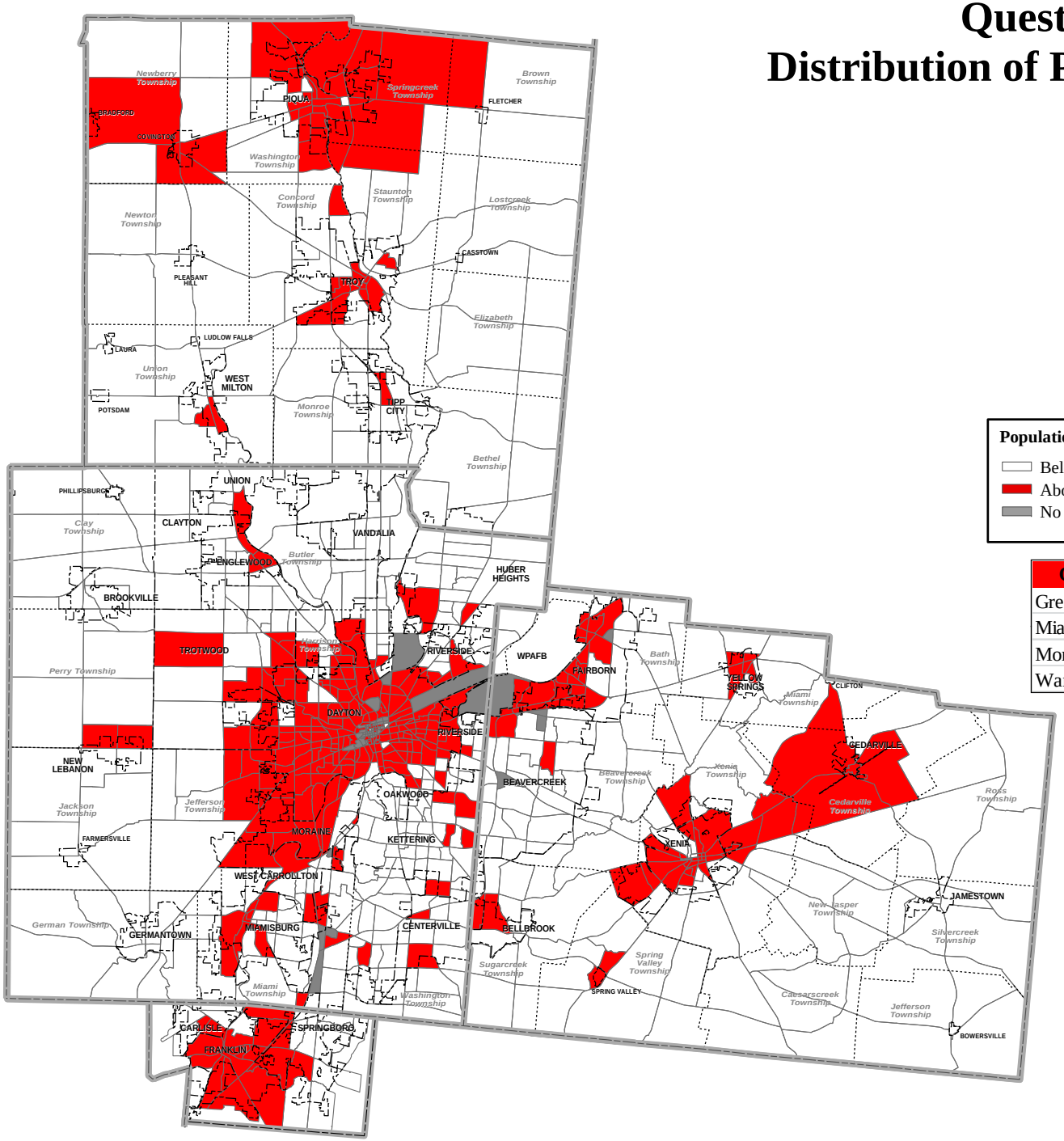
County	2010 County Average
Greene	13.56%
Miami	5.64%
Montgomery	26.14%
Warren	9.53%

Source: Census 2010

N

0 2 4 6 8 Miles

Question 14
Distribution of People in Poverty



Population in Poverty by TAZ

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

Boundaries

- City
- Township
- County
- TAZ

County	2010 County Average
Greene	13.53%
Miami	12.16%
Montgomery	16.73%
Warren	6.33%

Source: Census 2010

N

0 2 4 6 8 Miles

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