



**Miami Valley Regional Planning Commission
Project Evaluation System
Bikeway/Pedestrian Project**

Project Name: _____

REGIONAL CONTEXT/COORDINATION

1. Regional Cooperation: Is the project based on multi-jurisdictional cooperation efforts such as joint application or funding?

___ Yes, 3 or more jurisdictions/organizations (5 points) ___ Yes, 2 jurisdictions/organizations (3 points) ___ No (0 points)

2. Enhance Transportation System: Does the project improve the bikeway/pedestrian system? Points are awarded based on facility type. If the project is new construction, please score according to the proposed facility type. See Attachment B.

___ Regional Improvement (5 points) ___ Local Improvement (3 points) ___ NA (0 points)

3. Regional Transportation Network Connectivity: Does the project contribute to the completion of the regional bikeway/pedestrian network? See Attachment B.

___ Yes - Regional Bikeway Connection (5 points) ___ Yes - Local Bikeway Connection (3 points) ___ NA (0 points)

*If needed, please provide additional project information that supports points awarded under **REGIONAL CONTEXT/COOPERATION***

TRANSPORTATION CHOICES

4. Alternative Modes: Does the project include alternative modes of transportation? All bikeway/pedestrian projects will be awarded 3 points. (Two additional points will be awarded for infrastructure improvements within 1/2 mile of a school (not including colleges or universities). Documentation is required to receive these two additional points.)

☒ Yes (3 points) ☐ Improves non-motorized transportation in the vicinity of a school (2 points)

5. Inter-modal connectivity: Does the project create, improve, or enhance connectivity to other modes of transportation? *See Attachment A and B.*

☐ Yes - Multiple modes (5 points) ☐ Yes – One mode (3 points) ☐ No (0 points)

*If needed, please provide additional project information that supports points awarded under **TRANSPORTATION CHOICES***

TRANSPORTATION SYSTEM MANAGEMENT

6. Safety/Security: Does the project address a safety issue of the existing bikeway/pedestrian system or include a design feature that enhances the safety or security of a new route? *See Attachment A.*

☐ Yes – Significant Improvement (5 points) ☐ Yes – Moderate Improvement (3 points) ☐ No (0 points) ☐ NA

7. Maintain the Existing Transportation System: Points will be awarded based on the condition of the transportation asset being addressed by the project; Pavement Condition for bikeway/pedestrian projects or General Appraisal (GA) for bikeway/pedestrian bridge projects (Maximum total is 6 points) *See Attachment B.*

Bike/Sidewalk Condition

☐ Poor to very poor (6 points)
☐ Fair (4 points)
☐ Good (2 points)
☐ Very Good (0 points)

Bike/Pedestrian Bridge GA

☐ GA 0-4 (6 points)
☐ GA 5 (3 points)
☐ GA 6-9 (0 points)

8. System Amenities: Does the project improve the bikeway/pedestrian network by providing bikeway/pedestrian amenities? *See Attachment A.*

☐ Yes (3 points) ☐ No (0 points) ☐ NA

If needed, please provide additional project information that supports points awarded under TRANSPORTATION SYSTEM MANAGEMENT

LAND USE

9. 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)

10. Environmental Justice: Is the project located within a concentrated minority and/or poverty area? (Maximum total is 4 points, projects will receive points if the project does not have a disproportionately high and adverse impact on a concentrated poverty and/or minority area.) *See Attachment A and B.*

☐ Yes - Minority (2 points) ☐ Yes - Poverty (2 points) ☐ No (0 points)

11. 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

ECONOMIC DEVELOPMENT

12. 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)

☐ Yes (2 points)

☐ Potential (1 point)

☐ No (0 points)

13. 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.

☐ Improves access to/from regional business and employment opportunities (0 - 3 points)

☐ Contributes to business growth/retention in community revitalization areas (0 - 3 points)

☐ Improves value of the surrounding public space (0 - 2 points)

☐ NA

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

ENVIRONMENT

14. Air Quality/Sustainability: Does the project improve air quality by reducing the demand of motor vehicle travel? All bikeway/pedestrian 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 motor vehicle travel. (Maximum total points are 6 points and documentation is needed to get points)

Bikeway/Pedestrian

TDM Strategies *See Attachment A.*

X (3 points)

☐ Yes - High Potential Reduction(3 points)

☐ Yes - Low Potential Reduction (1 point)

☐ No/NA (0 points)

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

☐ Yes (3 points)

☐ No (0 points)

If needed, please provide additional project information that supports points awarded under ENVIRONMENT

OTHER (This criteria is used only for ranking regionally controlled project applications.)

16. Funding Provisions: Projects will be awarded points based on the percentage share of local funds used to match the requested Federal funds. (Maximum total points are 10 points) See Attachment A.

___ 0% to 20.9 (0 points) ___ 30% to 34.9 (6 points)
___ 21% to 24.9 (2 points) ___ 35% to 39.9 (8 points)
___ 25% to 29.9 (4 points) ___ above 40% (10 points)

17. Local Project Priority: For jurisdictions submitting multiple projects for funding consideration, regardless of fund source, please prioritize the projects with 1 being highest priority. (Maximum total points are 6 points, a project ranked #1 receives 6 points, a #2 project receives 3 points, a #3 project receives 1 point, and all other projects receive 0 point)

___ Project Rank ___ #1 (6 points) ___ #2 (3 points) ___ #3 (1 point) ___ #4 (0 points)

18. Project Phasing and Coordination with Other Projects: Does the project support a major regionally significant project such as interstate/interchange reconstruction or reconfiguration, or is the project part of a regionally significant multi-phase project?

___ Project supports a major regionally significant project (4 points) ___ Project is a phase of a multi-phase project (2 points) ___ None (0 points)

19. Other Regional Considerations: This category awards up to 10 points based upon staff analysis of equitable distribution of MVRPC controlled Federal funding and previous/current regional funding commitments within the corridor or jurisdiction. (Applicants are not to complete this question as part of the self scoring process.)

___ Other Regional Considerations STP/CMAQ/TA/CR projects (0-10 points) ___ Delay/Withdrawal Penalty (-5 points per project)

PROJECT EVALUATION SYSTEM SCORE SUMMARY

Total Score from Questions 1 – 18.....

Total Score from Question 19 (To be determined by MVRPC Staff).....

GRAND TOTAL

Attachment A – Bikeway 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 5 – Inter-modal Connectivity

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

- Adding sidewalks/bikeway that connect to transit routes
- Bike and ride lots
- Bike/transit integration
- Projects that support multi-modal passenger (e.g. transit hubs) facilities.
- Other relevant attributes identified by the project sponsor

Question 6 – Safety/Security

Examples of projects that address bike/pedestrian safety or security include but are not limited to:

- User amenities (benches, lighting, buffer zones)
- Grade separations
- New or enhanced bike/pedestrian crossings
- Upgrading of existing bike lanes to separate trails
- Signage
- Other relevant attributes identified by the project sponsor

Question 8 – System Amenities

Examples of projects that provide system amenities include but are not limited to:

- Park and bike lots
- Rest areas
- Bike racks
- User amenities (benches, lighting, buffer zones)
- Other relevant attributes identified by the project sponsor

Question 9 – 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 10 – 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>

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 13 – 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 14 – TDM Strategies

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

- Additional trails
- Bike incentive programs
- Bike/Transit Integration
- Park and Bike lots
- Other relevant efforts identified by the project sponsor

Question 16 – 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.

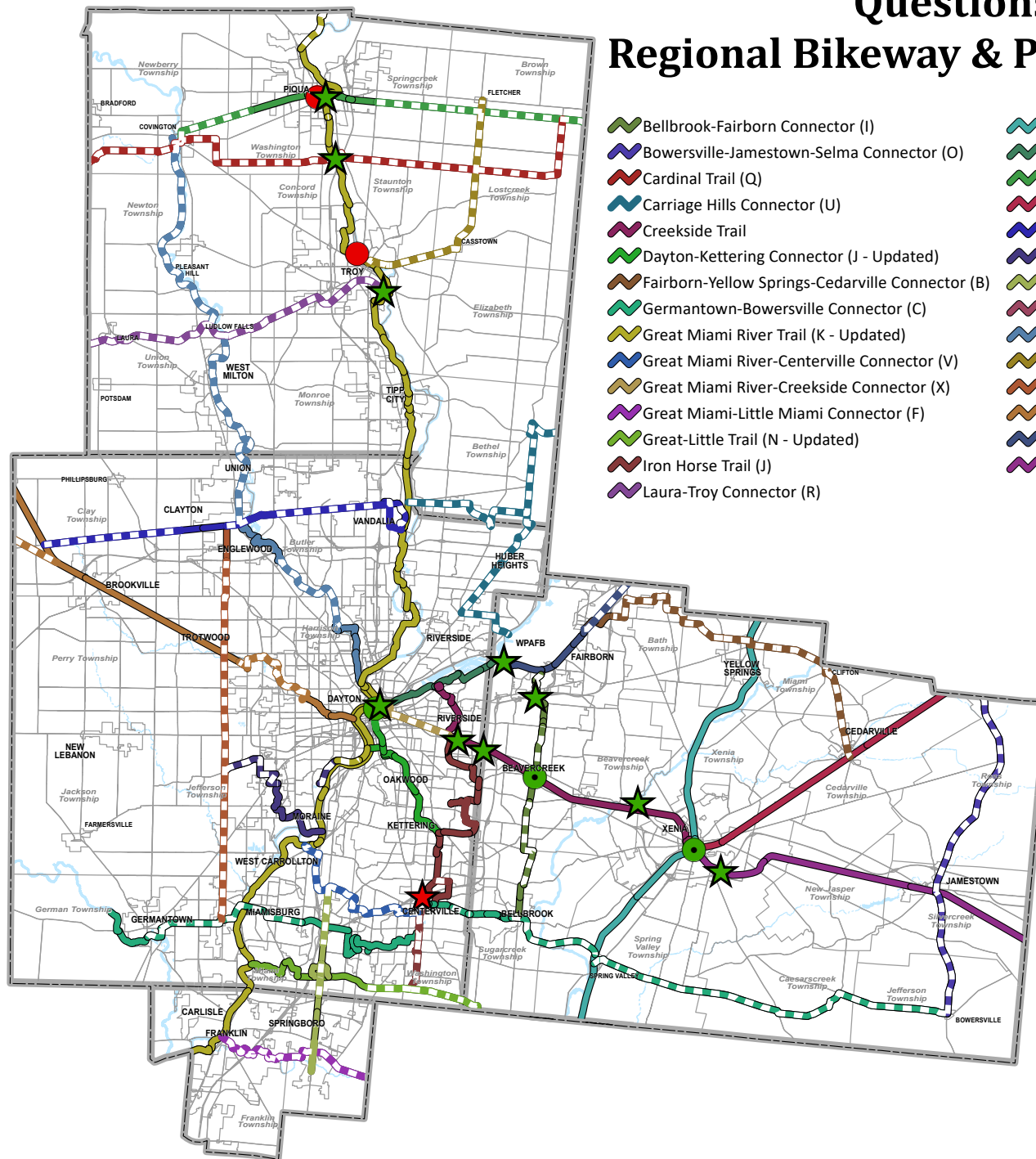
Federal funds must be matched by a minimum of 20% Local funds per project phase.

Attachment B – Maps – Bikeway Evaluation Form

Maps included in Attachment B are available in greater detail at: <http://www.mvrpc.org/pes/>

Questions 2 & 3

Regional Bikeway & Pedestrian Network



- Bellbrook-Fairborn Connector (I)
- Bowersville-Jamestown-Selma Connector (O)
- Cardinal Trail (Q)
- Carriage Hills Connector (U)
- Creekside Trail
- Dayton-Kettering Connector (J - Updated)
- Fairborn-Yellow Springs-Cedarville Connector (B)
- Germantown-Bowersville Connector (C)
- Great Miami River Trail (K - Updated)
- Great Miami River-Centerville Connector (V)
- Great Miami River-Creekside Connector (X)
- Great Miami-Little Miami Connector (F)
- Great-Little Trail (N - Updated)
- Iron Horse Trail (J)
- Laura-Troy Connector (R)
- Little Miami Scenic Trail
- Mad River Trail
- Ohio to Indiana Trail (A)
- Ohio-to-Erie Trail
- Old National Road Trail (Z - New)
- Possum Creek Jefferson Township Connector (AA)
- SR 741 Corridor (T)
- Simon Kenton Trail
- Stillwater River Trail (L)
- Troy-Fletcher Connector (P)
- Wolf Creek Connector (M)
- Wolf Creek Trail (G)
- Wright Brothers-Huffman Prairie Trail (E)
- Xenia-Jamestown Connector

Completion Status

- Existing Trail
- Proposed Trail
- Existing Bikeway Bridges/Tunnels
- Proposed Bikeway Bridges/Tunnels
- Existing Bikeway Hub
- Proposed Bikeway Hub

Sources: MVRPC

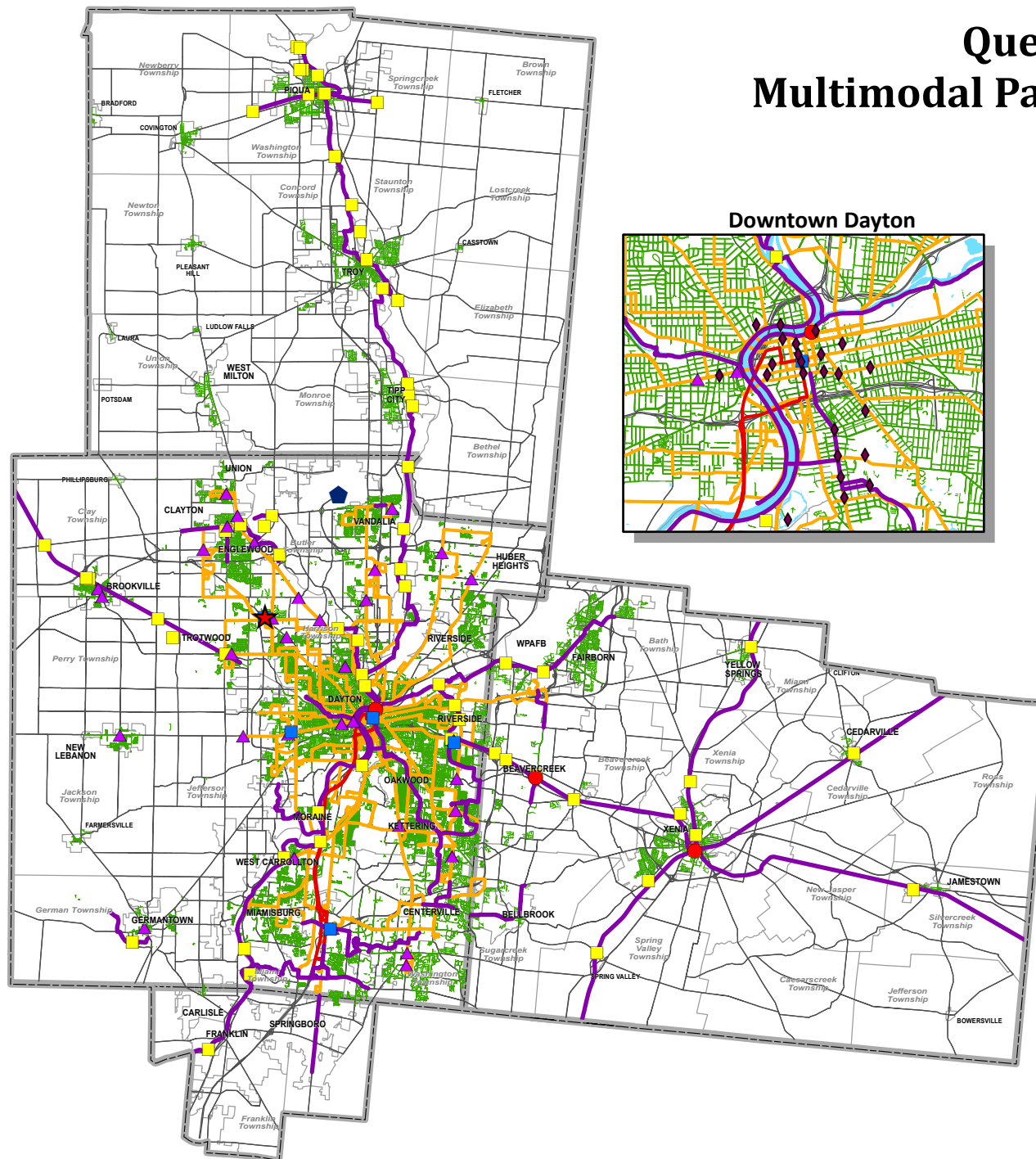
January 2020



0 2 4 6 8 Miles

Question 5

Multimodal Passenger Facilities



Sources: GDRTA,
Greene CATS and MVRPC

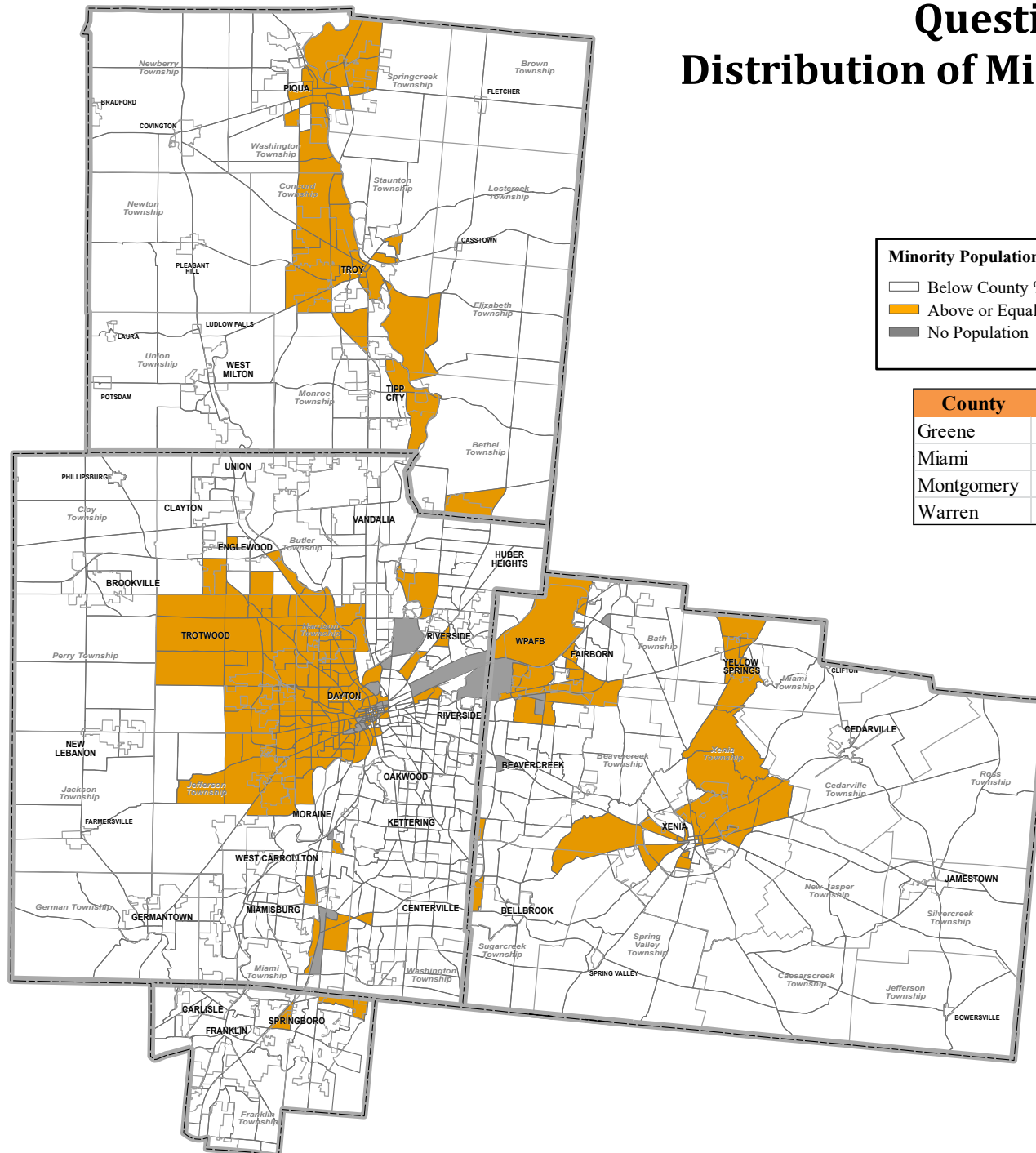
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0 2 4 6 8 Miles

Question 10

Distribution of Minority Population



Source: Census 2010

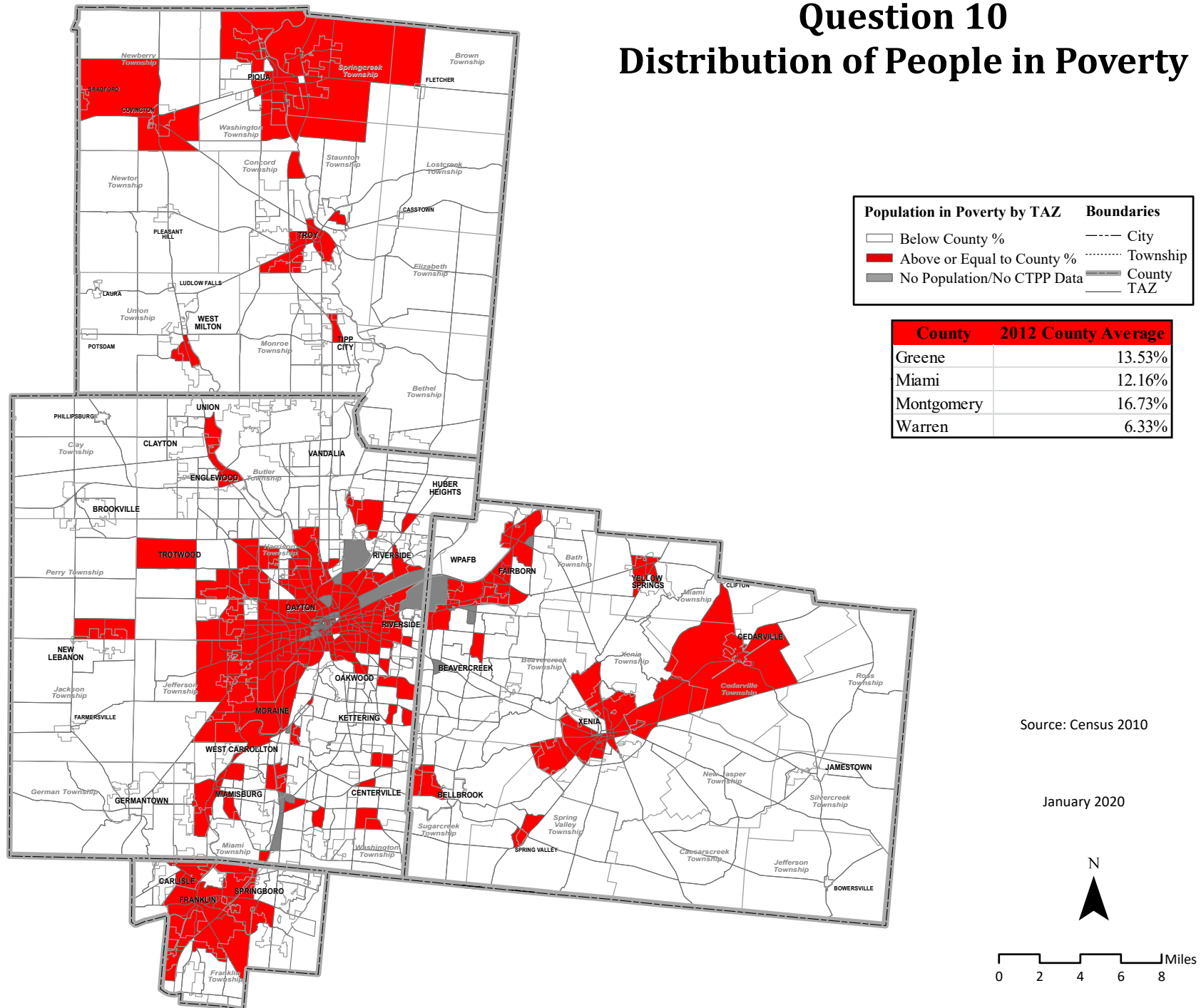
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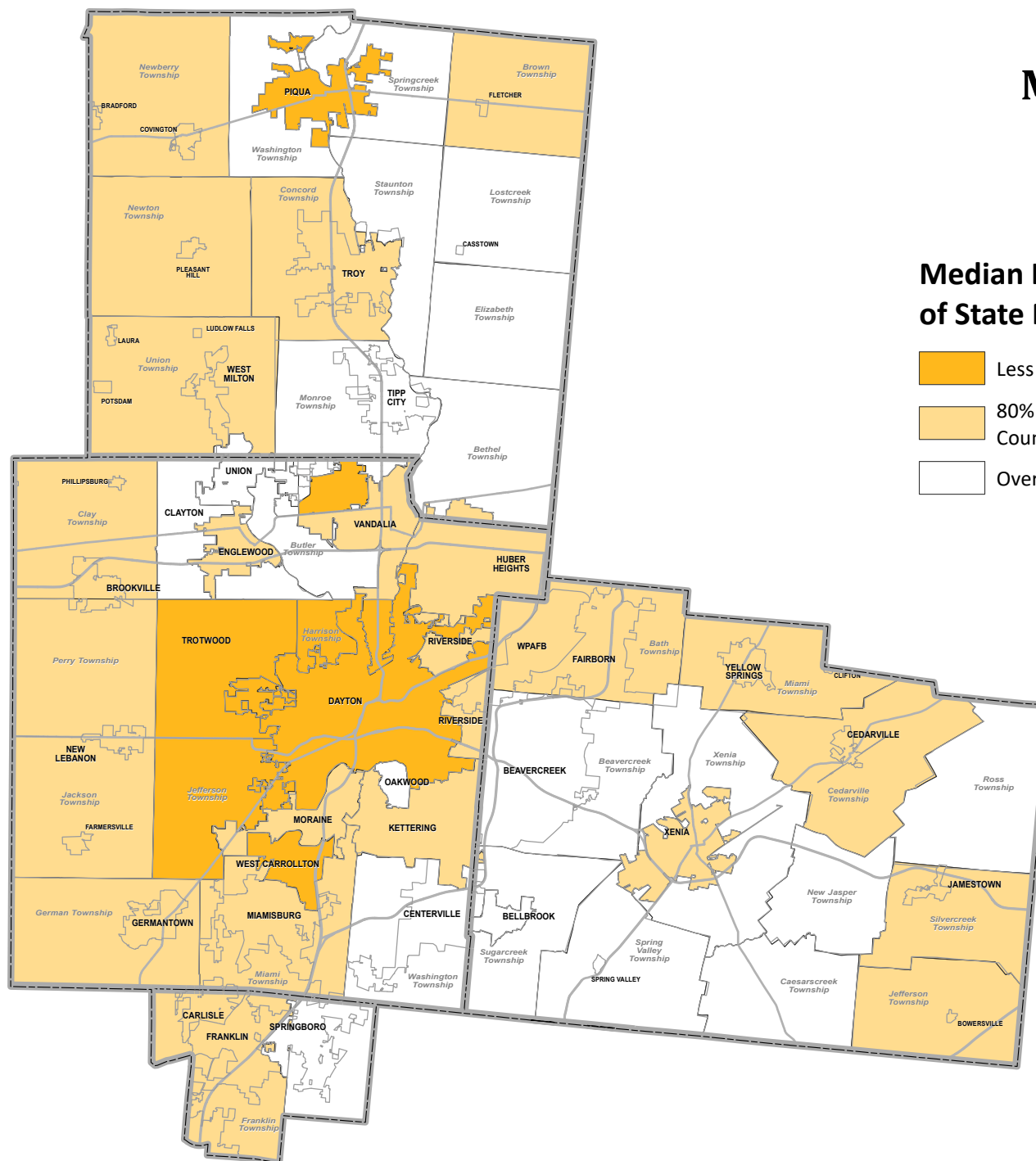
0 2 4 6 8 Miles

Question 10

Distribution of People in Poverty



Question 11 Median Income



Source: ACS 5-year 2015-2019

March 2021



0 2 4 6 8 Miles