



**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. Vulnerable Populations: 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. Median Income: 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/Mitigation Strategies: 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 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 – 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 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.\*

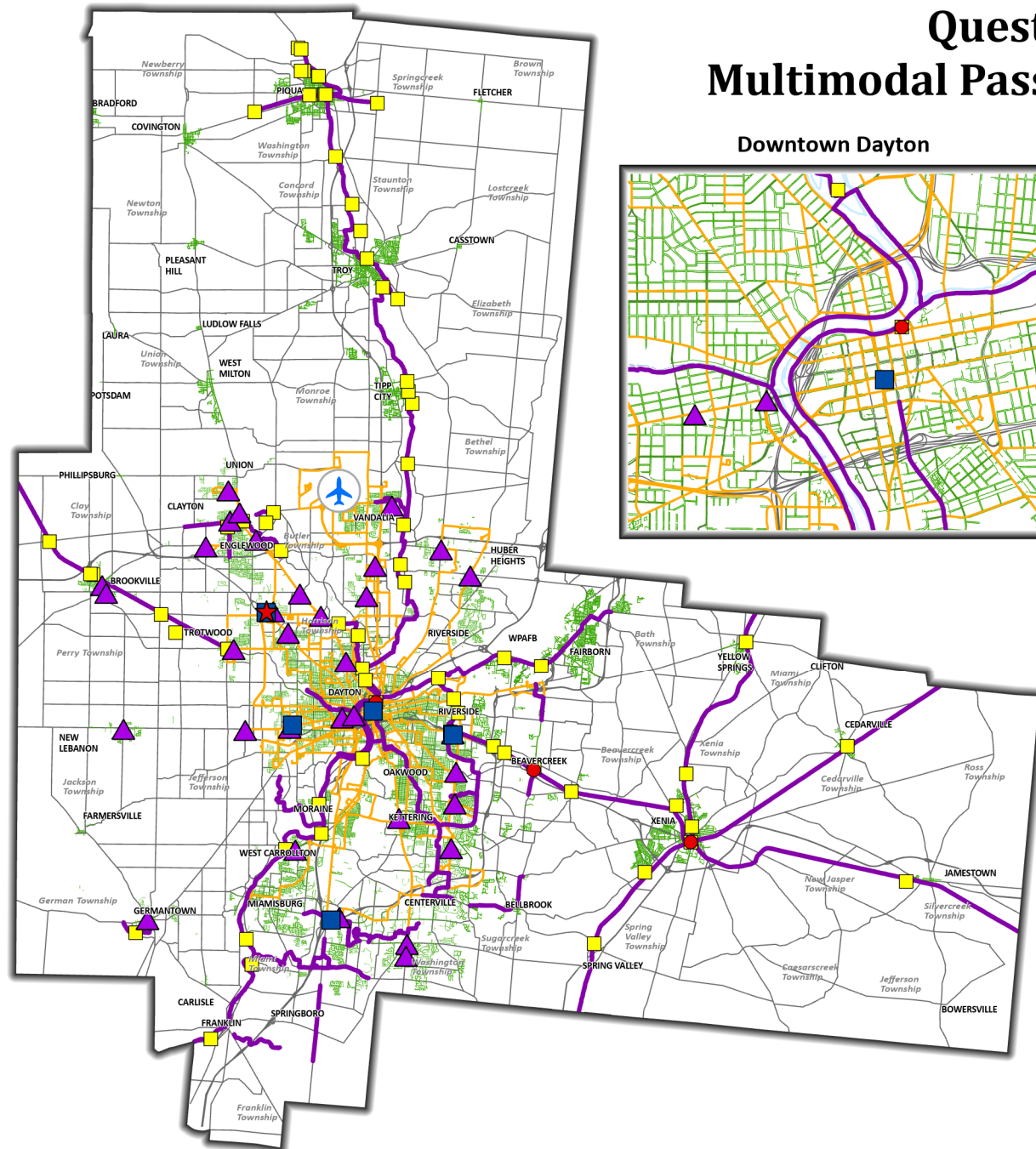
### **Attachment B – Maps – Bikeway Evaluation Form**

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



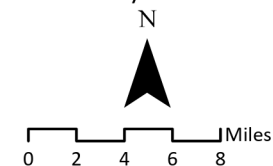
## Question 5

# Multimodal Passenger Facilities



-  Airport
-  GDRTA Hub
-  Greyhound Bus Terminal
-  Park and Ride
-  Regional Bikeway Hub
-  Park-N-Bike Facility
-  Regional Bikeways
-  GDRTA Transit Routes
-  Sidewalks

Source: GDRTA,  
Greene CATS, and MVRPC  
May 2026







## Question 7



1

Regional

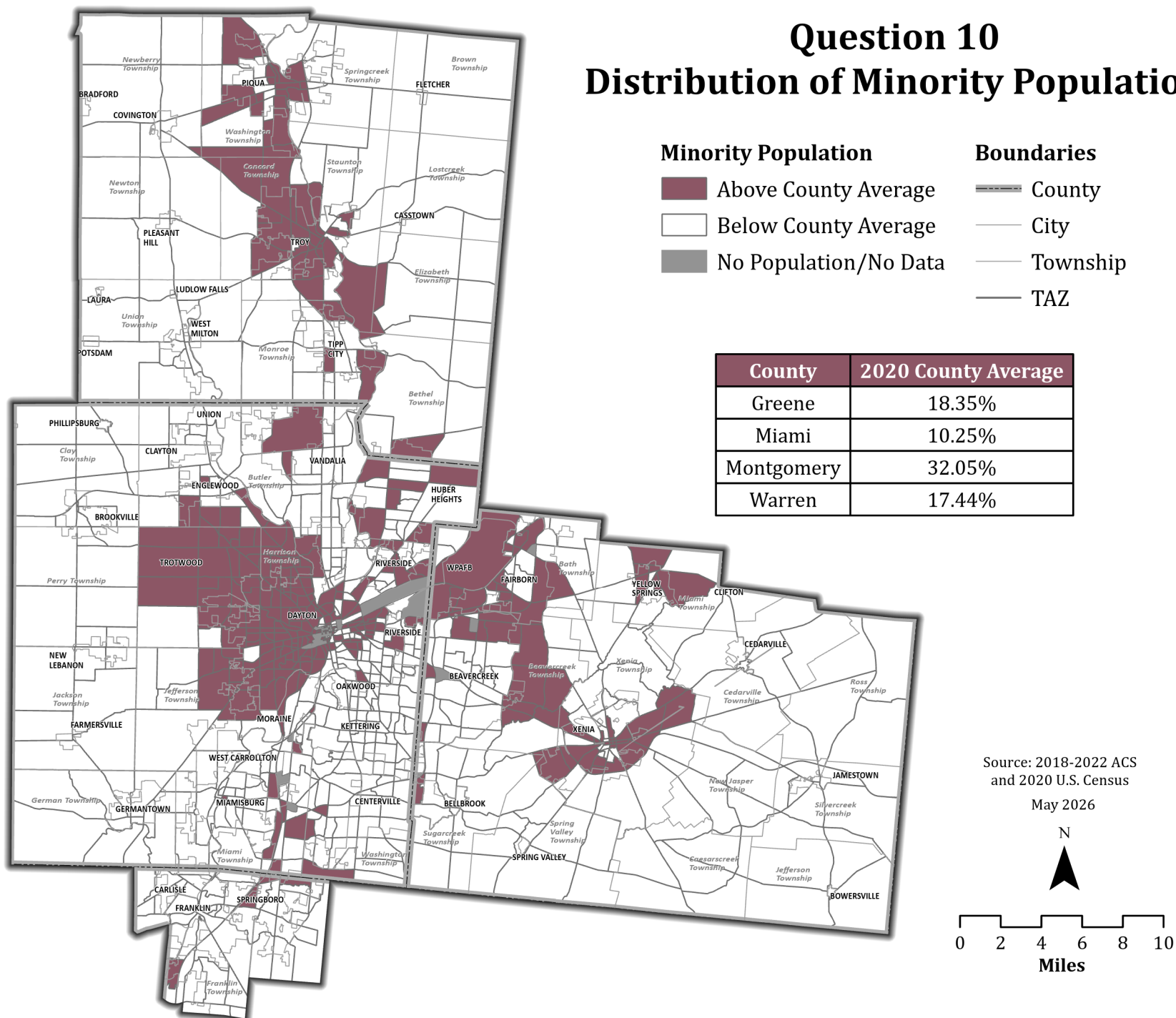
May 2026



A horizontal number line with tick marks at 0, 2, 4, 6, and 8. The word "Miles" is written to the right of the tick mark at 8.

## Question 10

### Distribution of Minority Population







## Question 10



 Above County Average

☐ Below County Average

■ No Population/No Data

## Boundaries

County

City

— Township

— TAZ

| County     | 2020 County Average |
|------------|---------------------|
| Greene     | 10.65%              |
| Miami      | 8.19%               |
| Montgomery | 15.57%              |
| Warren     | 5.14%               |

Source: 2018-2022 ACS  
and 2020 U.S. Census  
May 2026

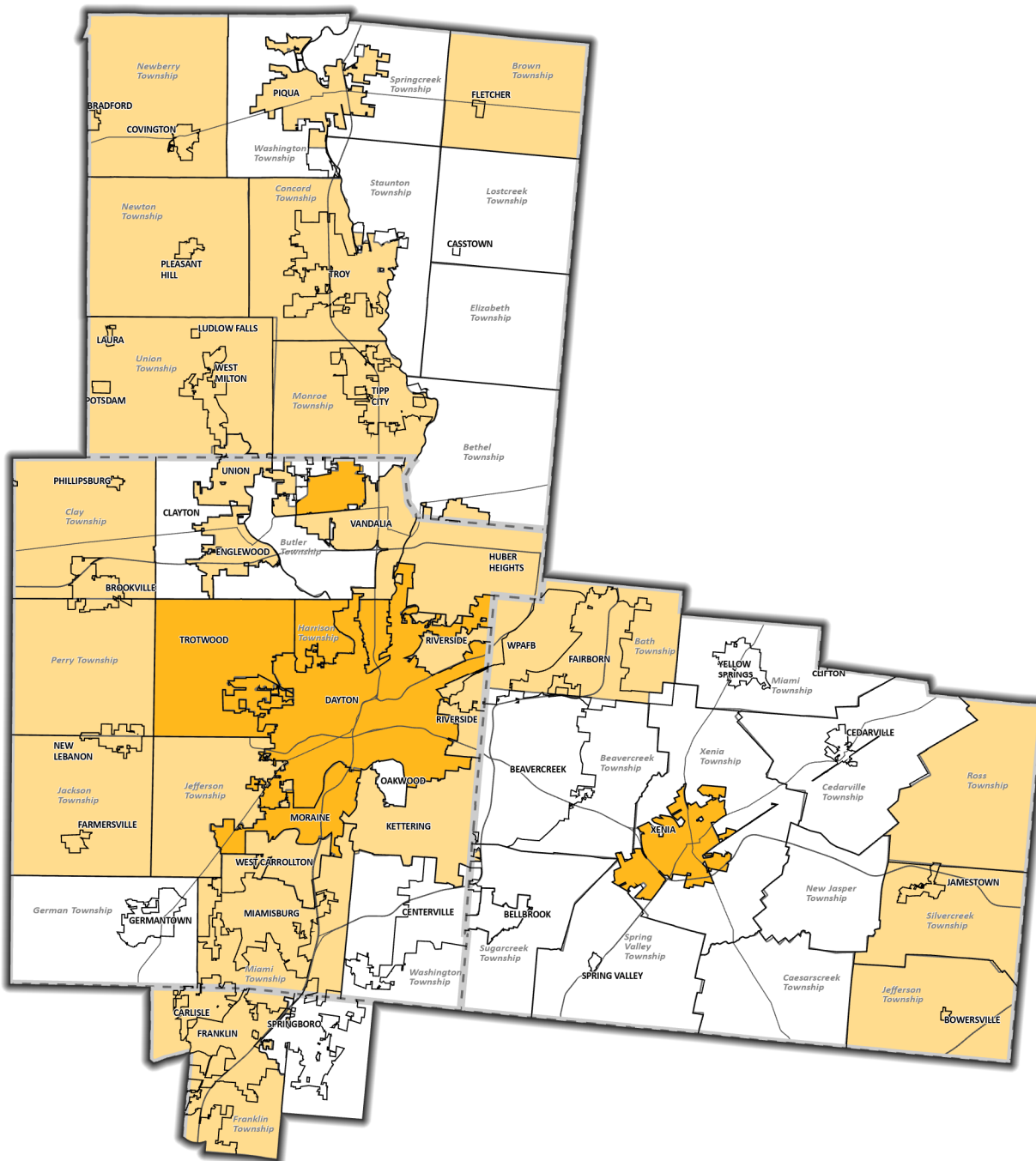
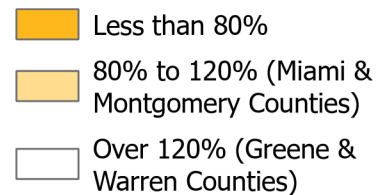


0 2 4 6 8 Miles

## Question 11

### Median Income

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



Source: ACS 5-year 2018-2022

May 2026

