



**Miami Valley Regional Planning Commission
Project Evaluation System
Alternative Fuel/Other 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: Points are awarded based on project reach.

___ Regional/Community-wide Improvement (5 points) ___ Spot Improvement (3 points) ___ NA (0 points)

3. Project Type: Points are awarded based on project type. *See Attachment A for the Carbon Reduction Program Eligibility Guidelines.*

___ Alternative Fuel Infrastructure (10 points) ___ Energy Efficient Lighting Replacement (7 point) ___ All Other (5 points)
___ Smart Technology (5 points) ___ Purchase of Zero Emission Vehicles (5 points)

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

LAND USE

4. 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)

5. 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)

6. 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

7. 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 (3 points)

☐ Potential (1 point)

☐ No (0 points)

8. 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

9. Sustainability: Does the project promote sustainable communities by improving energy efficiency or reducing the demand for motor vehicle travel? All projects are given 4 points. (Maximum total points are 7 points and documentation is needed to get points for TDM Strategies.)

Energy Efficiency

TDM Strategies *See Attachment A.*

X (4 points)

☐ Yes - High Potential Reduction(3 points)

☐ Yes - Low Potential Reduction (1 point)

☐ No/NA (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.)

10. 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)

11. 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)

12. 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)

13. 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 – 9) x 1.4.....

Total Score from Questions 10 – 11.....

Total Score from Question 13 (To be determined by MVRPC Staff).....

GRAND TOTAL

Attachment A – Alternative Fuel/Other 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 3 – Project Type

See below for a list of eligible activities under the Carbon Reduction Program.

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;

- L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

Question 4 – 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 5 – 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 8 – 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 10 – 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.

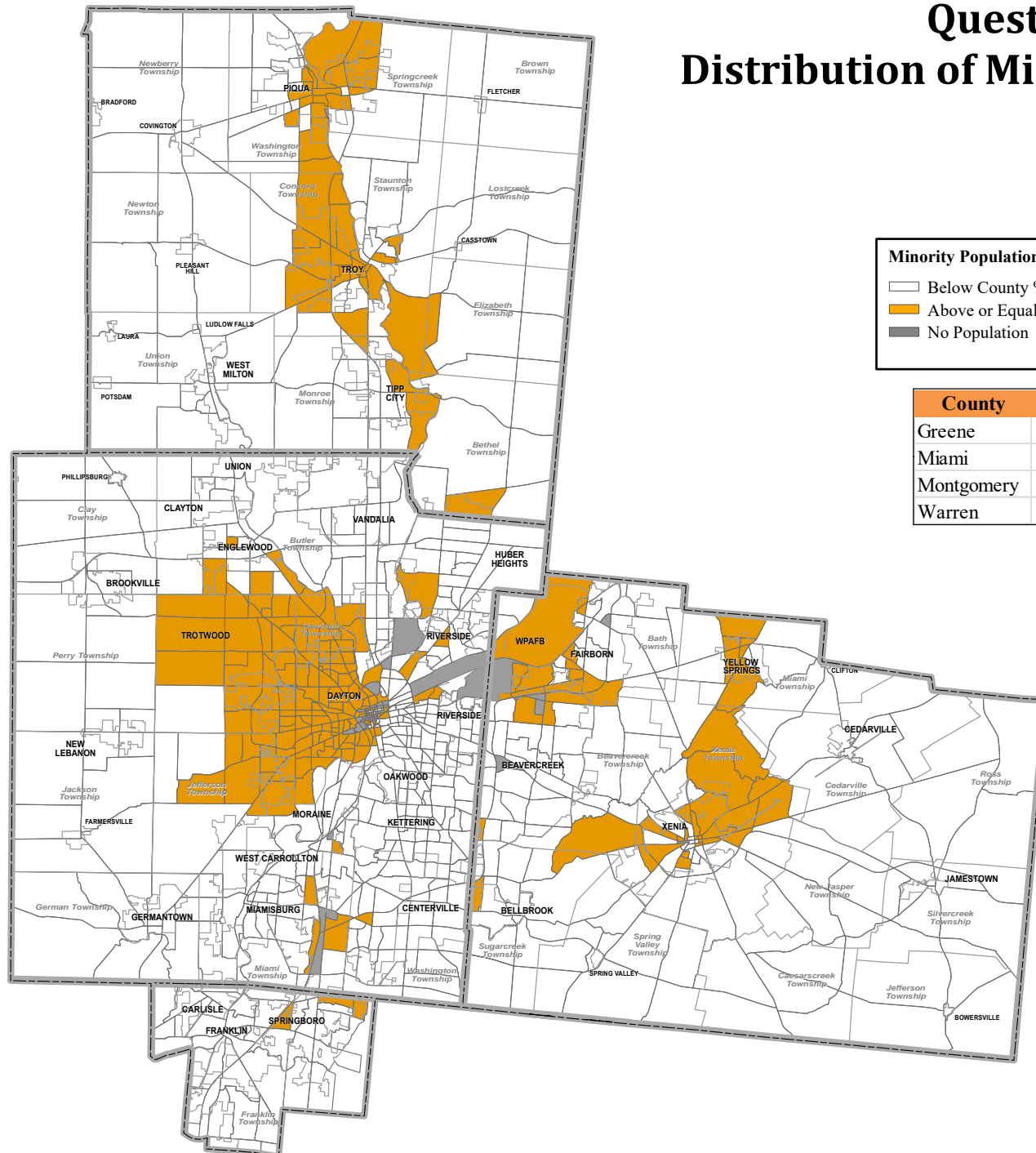
Federal funds must be matched by a minimum of 20% Local funds per project phase.








Attachment B – Maps – Alternative Fuel/Other Evaluation Form

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

Question 5

Distribution of Minority Population



Minority Population by TAZ		Boundaries
	Below County %	 City
	Above or Equal to County %	 Township
	No Population	 County
		 TAZ

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

Source: Census 2010

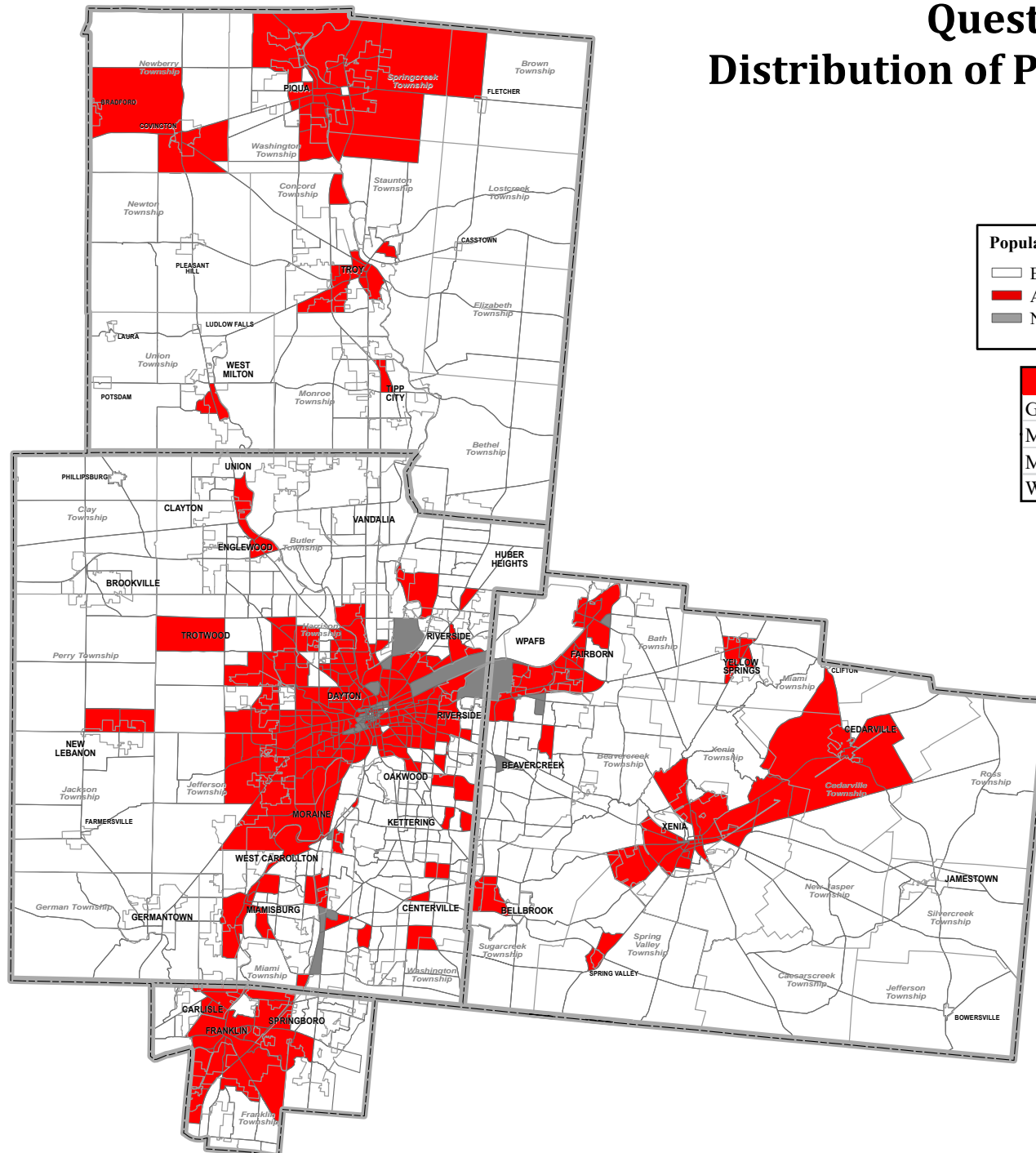
January 2020



0 2 4 6 8 Miles

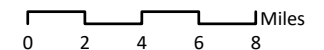
Question 5

Distribution of People in Poverty

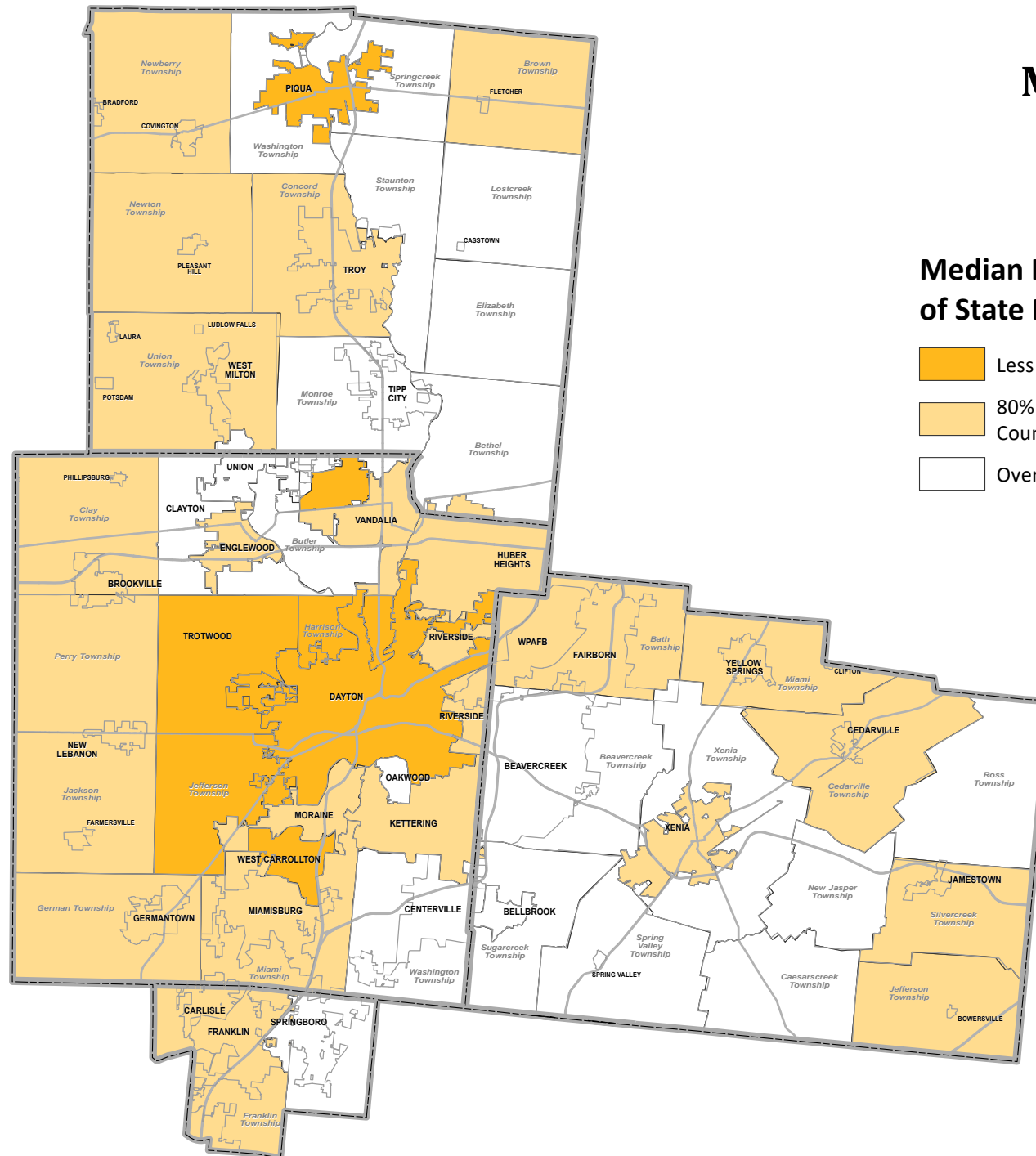


Source: Census 2010

January 2020



Question 6 Median Income



Source: ACS 5-year 2015-2019

March 2021



0 2 4 6 8 Miles