



**Miami Valley Regional Planning Commission
Project Evaluation System
Transit Project**

Project Name: _____

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

TRANSPORTATION CHOICES

5. Alternative Modes: Does the project include alternative modes of transportation? (All transit projects will be awarded 4 points)

☒ Yes (4 points)

6. 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

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? *See Attachment A.*

___ Yes (5 points)

___ No (0 points)

___ NA

8. Intelligent Transportation System (ITS)/Smart Technology: Does the project include ITS or smart technology components? (Maximum total points is 4 points) *See Attachment A.*

___ Yes ITS (2 points)

___ Yes Smart Technology (2 points)

___ No (0 points)

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? *See Attachment B.*

___ Yes (3 points)

___ No (0 points)

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

LAND USE

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. Vulnerable Populations: 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 disproportionately 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. 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

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)

☐ Yes (2 points)

☐ Potential (1 point)

☐ No (0 points)

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.*

☐ 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

15. Air Quality/Mitigation Strategies: 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)

Transit

TDM Strategies *See Attachment A.*

X (3 points)

☐ Yes - High Potential Reduction (3 points)

☐ Yes - Low Potential Reduction (1 point)

☐ No/NA (0 points)

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

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

17. 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)

18. 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)

19. 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? See Attachment A for definition.

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

20. 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 projects (0-10 points) ___ Delay/Withdrawal Penalty (-5 points per project)

PROJECT EVALUATION SYSTEM SCORE SUMMARY

Total Score from Questions 1 – 19.....

Total Score from Question 20 (To be determined by MVRPC Staff).....

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 and 19 - 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 – 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 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

Question 17 – 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

$\$760,000 + \$340,000 = \$1,100,000$

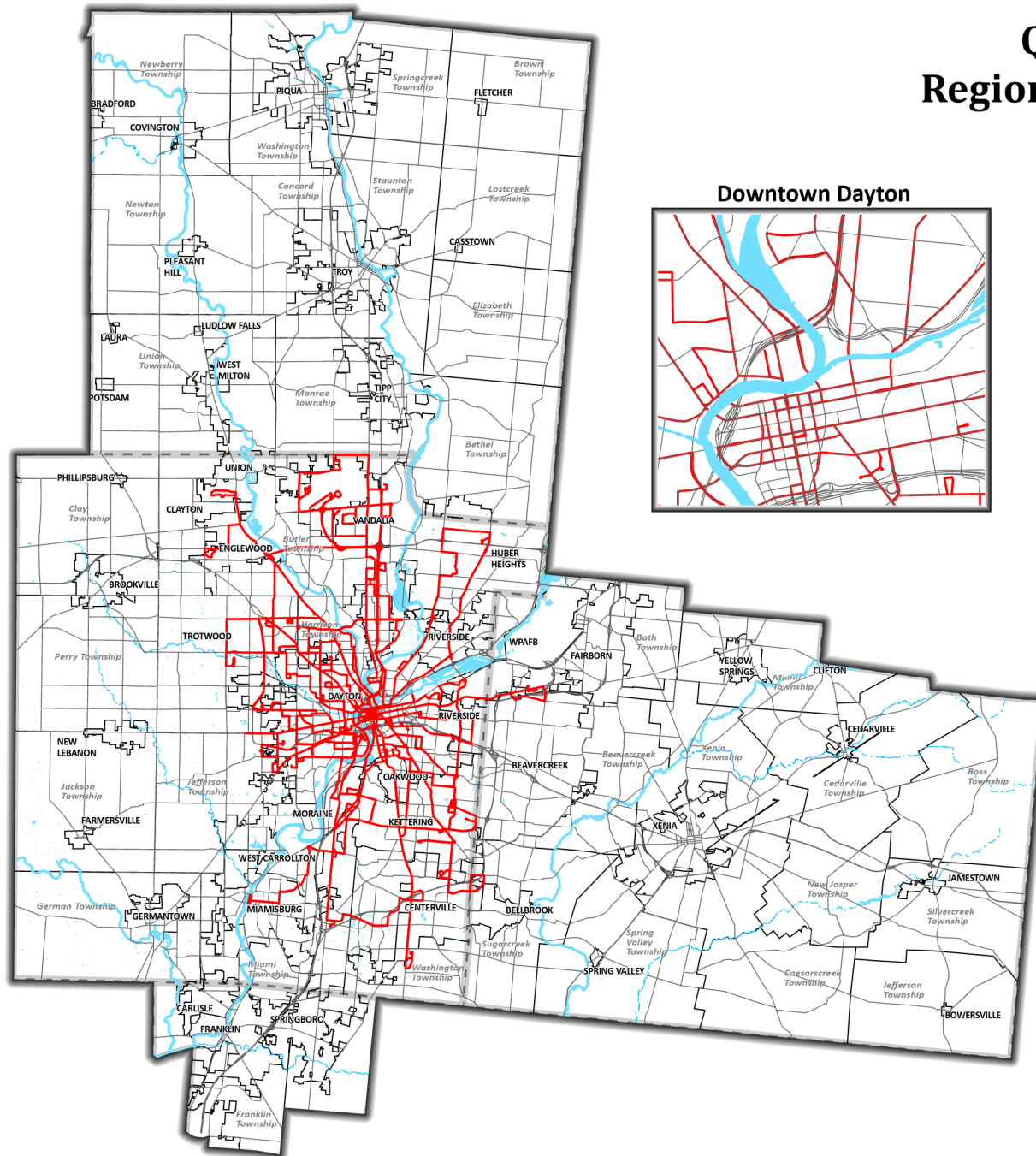
$\$340,000 / \$1,100,000 = 30.9\%$, therefore 6 points would be awarded to this project.

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

Attachment B – Maps – Transit Evaluation Form

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

Question 4 & 9 Regional Transit Network

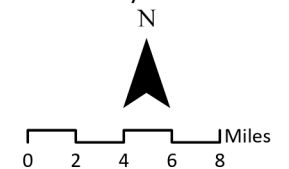


Downtown Dayton

— GDRTA Fixed Transit Routes

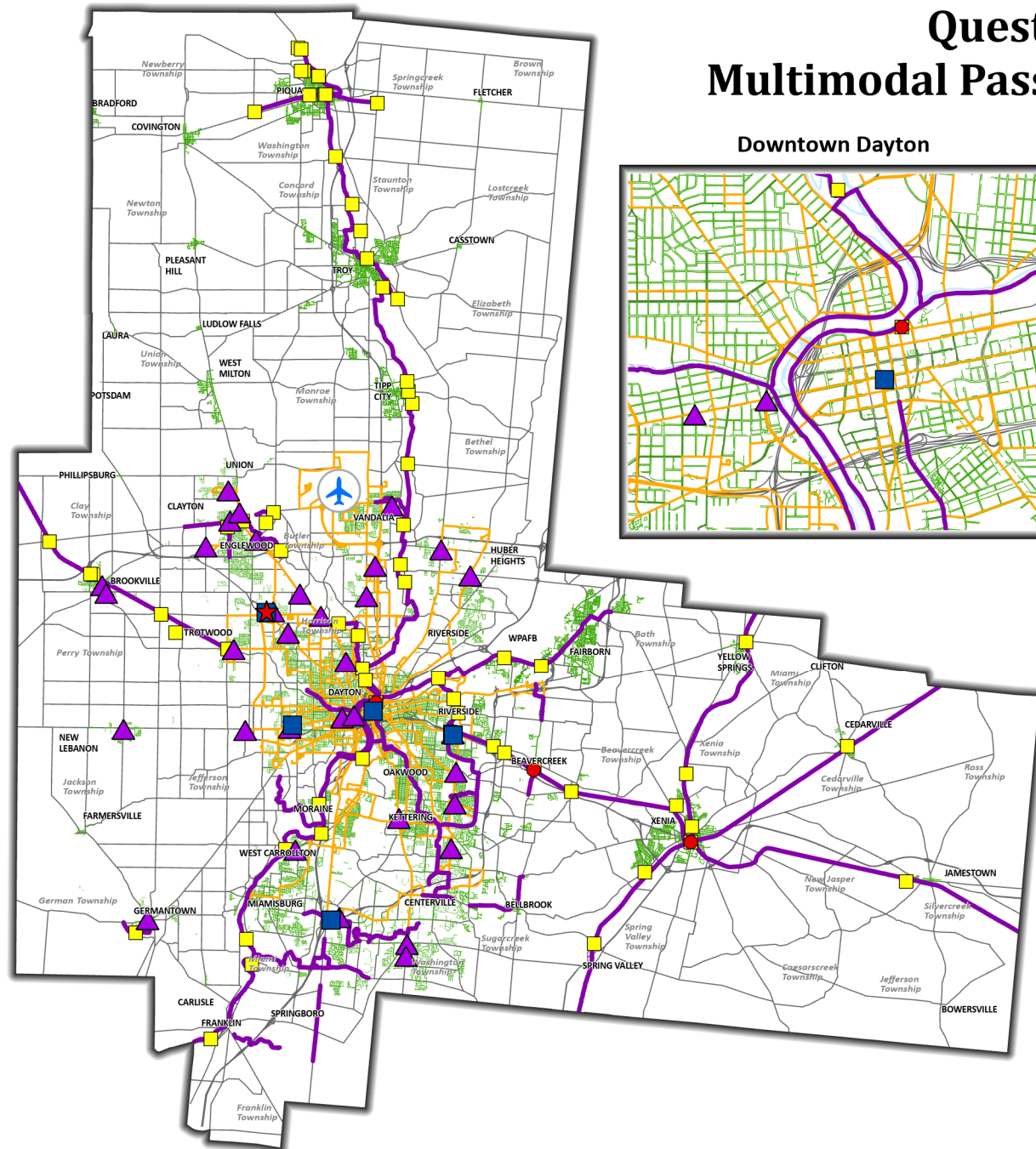
Miami County Public Transit operates an on-demand service.

Source: GDRTA and Greene CATS
May 2026



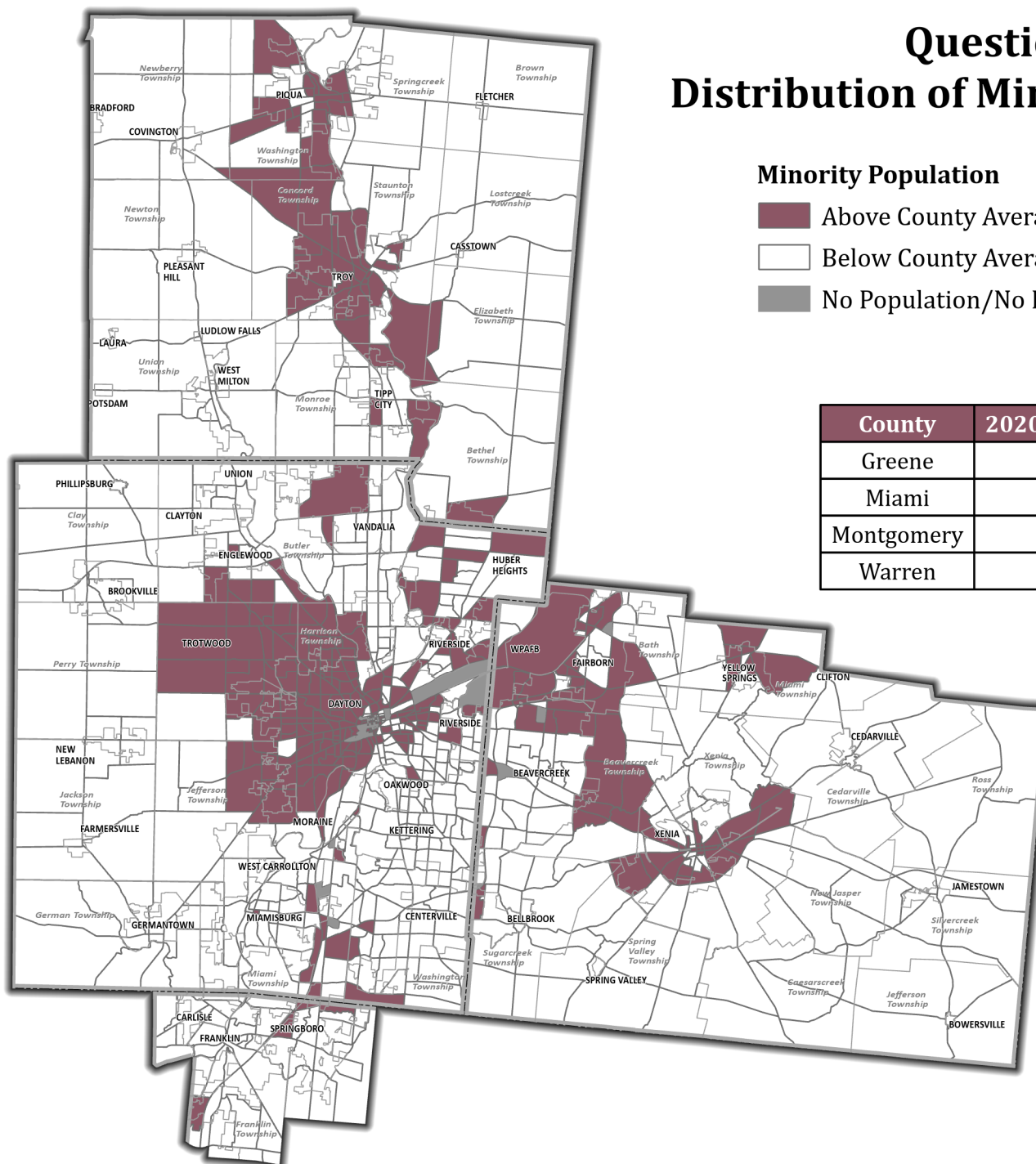
Question 6

Multimodal Passenger Facilities



Question 11

Distribution of Minority Population



Minority Population

- Above County Average
- Below County Average
- No Population/No Data

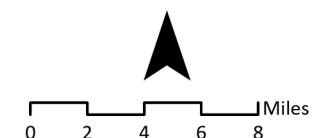
Boundaries

- County
- City
- Township
- TAZ

County	2020 County Average
Greene	18.35%
Miami	10.25%
Montgomery	32.05%
Warren	17.44%

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

N





Question 11



 Above County Average

☐ Below County Average

■ No Population/No Data

Boundaries

County

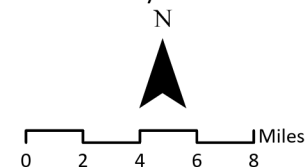
City

— Township

— TAZ

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

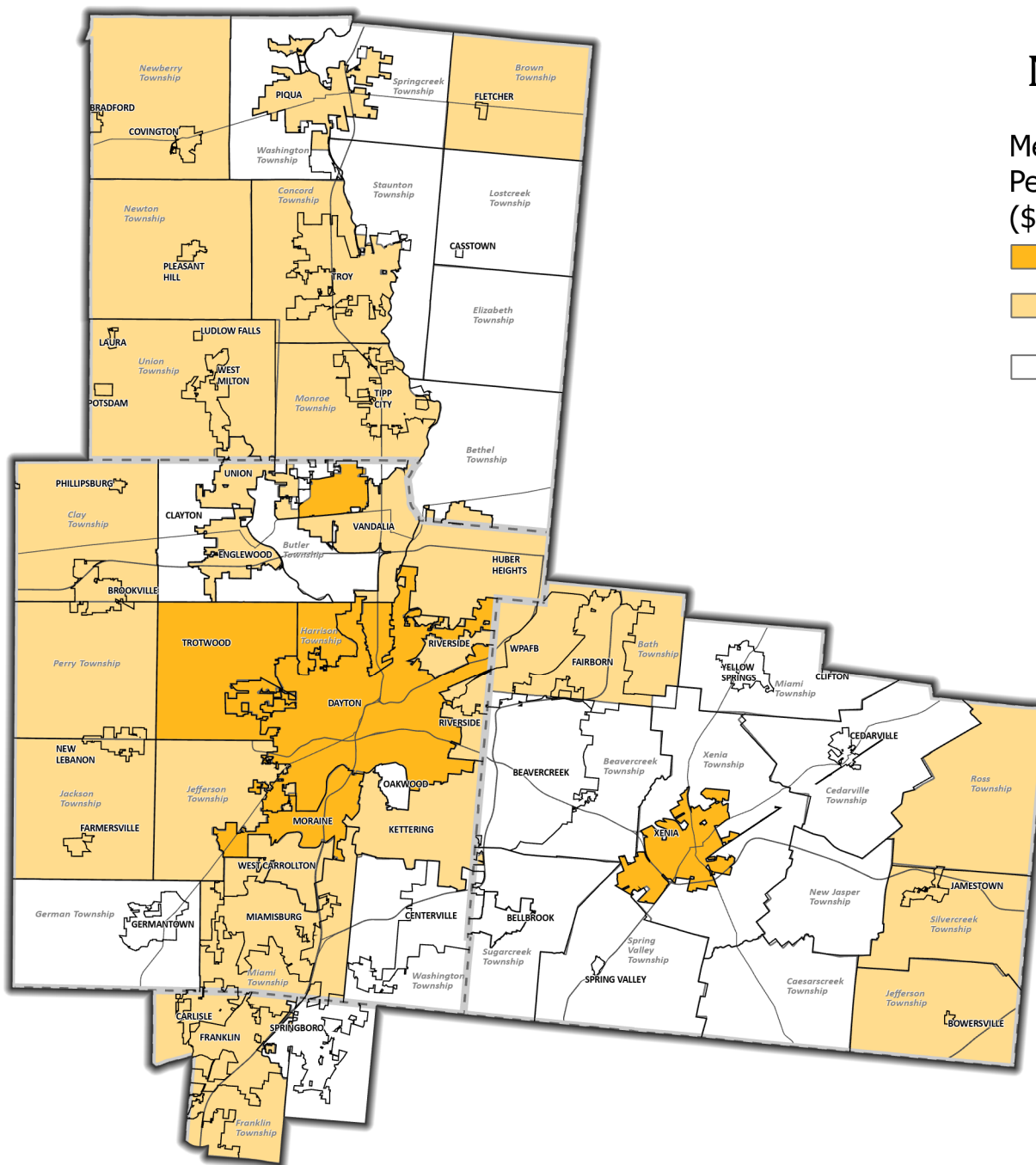
Source: 2018-2022 ACS
and 2020 U.S. Census
May 2026



Question 12 Median Income

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

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



Source: ACS 5-year 2018-2022
May 2026

