OKI-Allocated Federal Funds: Project Application Guidance for 2026 Project Prioritization Process
Surface Transportation Block Grant Program (STBG) - OHIO
Surface Transportation Block Grant Program for Northern Kentucky (SNK) - KY

Ohio · Kentucky · Indiana
Regional Council of Governments

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Introduction

The purpose of this document is to provide information about the process used by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) to prioritize and award OKI-allocated federal Surface Transportation Block Grant Funds (STBG) and Congestion Mitigation/Air Quality (CMAQ) funds to projects that further the goals of the continuing, coordinated and comprehensive nature of transportation planning towards implementation. This process discusses only awards over which OKI has direct ability and duty to make, including federal STBG funds in Ohio, CMAQ funds in Ohio, and STBG for Northern Kentucky (SNK). This packet also includes the application and guidance for applicants.

This document is divided into three sections:

Project Eligibility Requirements - this section covers eligible project types identified in Title 23 of the USC and OKI requirements

Prioritization Process – the description of the OKI Board-adopted procedure

Guidance for Applicants and Project Scoring Process – explanation of overall process details, listing and description of factors, measures used in project scoring and listing of potential points awarded.

Project Eligibility Requirements

OKI funds may be used within the OKI urban area (UA). Roadway projects are limited to the functionally classified (FC) roadway network. Bike, pedestrian, transit and non-highway freight projects are not limited to the FC network but are limited to the UA. **Use the OKI Project Application Assistant (PAA) software** for data and maps showing these elements: https://gis.oki.org/paa/.

Eligible activities

STBG eligibilities are described below:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.

- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives --newly defined, includes most transportation alternatives eligibilities. [See separate "Transportation Alternatives" fact sheet]
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance-based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Two eligibilities formerly covered by the repealed Highway Bridge Program (HBP)—
    - Construction of a bridge that replaces a low water crossing of any length, a bridge that was destroyed prior to January 1, 1965, a ferry that was in existence on January 1, 1984, or any road bridge rendered obsolete by a Corps of Engineers (COE) flood control or channelization project and not rebuilt with COE funds.
    - Actions to preserve or reduce the impact of a project on the historic integrity of a historic bridge under specified conditions. [§1111; 23 USC 144(f)-(g)]
- The Bipartisan Infrastructure Law (BIL) STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)];
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];
- Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];
- Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
- Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];
- Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C. 133(b)(19)];
- Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 U.S.C. 133(b)(21)]
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system; [§ 11109(a)(7);
  23 U.S.C. 133(b)(23) and (j)];
- Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];
- Replacement of low-water crossing with a bridge not on a Federal-aid highway [§ 11109(a)(2)(D); 23 U.S.C. 133(c)(4)];
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)]; and
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k)].

- Link to the FHWA website for the STBG program: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm

To be transparent with funding, if awarded, OKI requests the applicant 1) name OKI as the specific source of funding any time it is mentioned (ie. a press release) and 2) invite OKI to and/or provide recognition of OKI at the project's ribbon-cutting or other completion event or press release.

Prioritization Process

OKI receives a sub-allocation of federal STBG funds and has the authority and responsibility as the MPO to allocate these to transportation projects in the region. The OKI Board of Directors has established the following process for soliciting, reviewing, and ranking highway, transit, bicycle/pedestrian and non-highway freight projects funded with OKI-allocated STBG funds. The OKI Intermodal Coordinating Committee (ICC), reviews and revises the scoring process for applications on an "as needed" basis. In February 2025, the ICC approved the implementation of a repaving program using STBG funds. The repaving program is funded with STBG funds and will be evaluated on an annual basis and is subject to available agency resources.

1. **Establish a project solicitation period** based on a TIP/STIP development schedule responsive to the needs of local and state transportation agencies.
2. **Advertise the project solicitation period** via the OKI website, social media, etc.
3. **Hold a workshop** for prospective applicants to inform them of the application process, deadlines and scoring procedures developed by the ICC.
4. **Accept completed applications until the advertised deadline**. Once the application has been submitted to OKI, the project request is fixed—no changes in cost, scope or other aspect will be allowed. The only exception to this requirement will be if non-OKI funding becomes available to the applicant and the requested amount of OKI funding can be reduced.
5. **Hold ICC Prioritization Review Meetings**. These meetings allow for discussion of individual highway and transit projects by the ICC and the eventual ranking of projects funded with OKI-allocated funds. The ranking of projects is based on the ICC adopted scoring process shown later in this document.
6. **Recommendation by the ICC.** The ICC reviews the findings of the Prioritization Review Meetings to determine that "Regional Priorities" are achieved through the suggested rankings and recommends a list of funded projects to the OKI Board of Directors.
7. **Adoption by OKI Board of Directors.** Funding awards for projects are approved.
8. **Added to the OKI Transportation Improvement Program (TIP).** Projects and funding amounts are added to the TIP and submitted for inclusion in the Statewide TIPs (STIPs).

STBG Project Conditions

The following funding limitations will be applied to each project requesting OKI STBG funding in Ohio.

1. Eligible Phases

   Ohio: Preliminary Engineering--Right-of-Way Services (PE-RWS), Right-of-Way (ROW), Utilities (UT) and Construction (CON) phases are eligible for funding. Preliminary engineering (not associated with PE-RWS), environmental and contract plans are the responsibility of the applicant. PE-RWS funds may be used for limited right-of-way services (such as title searches, appraisals, and appraisal reviews) prior to approval of the environmental document with approval from the OKI TIP Manager.

Kentucky: Design (D) (includes Preliminary Engineering (PE) and right-of-way services (PE-RWS), Right-of-Way (ROW), Utilities (UT) and Construction (CON) phases are eligible for funding.

2. Applicants who receive funding through OKI should work closely with OKI and the district office on a coordinated schedule. OKI will work with the district office to set milestone and sale dates to achieve a balanced program across the fiscal year with a goal to implement projects in the most timely manner and to achieve favorable bid prices. Strict adherence to schedule milestones is a fundamental requirement.
3. The standard local match requirement for OKI allocated federal funds is 20%. Applicants may commit a higher percentage to gain additional points as shown in the Planning Factors section of the adopted scoring process. The same local match percentage will apply to all funded phases
4. Applicants must provide a certified or otherwise official cost estimate for each project request. At the applicant's discretion, the cost estimate may include an additional 10% contingency for construction activities. All cost estimates should be in current year dollars.
5. The maximum to be awarded will be the amount listed in the application, as adjusted for inflation, or as determined by the OKI Board of Directors. The Cost Estimate sheet in the application will apply a compounded growth rate to the construction costs based on the ODOT inflation calculator. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. Applicants may include the addition of a 10% contingency for the construction phase. Each phase of funding requested must include at least 20% non-federal match.
6. The following scope limitations will apply to each project request:

    - Each applicant is limited to a total of two project applications requesting STBG funds in Ohio or limited to two project applications requesting Kentucky SNK funds. If an applicant is making an application on behalf of another entity, that application will not count towards the total number of applications allowed. For example, if a county makes an application on behalf of a township, which is ineligible to apply directly to ODOT, that application will not count towards the county's total applications allowed.
    - Total funding request per Ohio application cannot exceed $6,000,000 for STBG funds (the cap). Total funding request per Kentucky application cannot exceed $5,000,000 for SNK funds (the cap). The total project funding for a single application is capped at the approved amount. The OKI TIP Manager may approve one-time requests for additional funding up to 10%. Additional funds are subject to fund balances and normal OKI procedures for amending and modifying the TIP.
    - Projects must be located within the OKI urban area boundary except for the Repaving Programs. All functionally classified roadways in the region are eligible for the Repaving Program. They do not have to be in the Cincinnati Urban area. OKI has historically not funded standard STBG projects outside the urban area boundary since other funding sources, such as the County Engineers Association of Ohio, are available.
    - Projects must be listed or consistent with the OKI 2050 Metropolitan Transportation Plan. Roadway projects must be located on functionally-classified collectors or higher.

Repaving Program Project Conditions

The following funding limitations will be applied to each project requesting OKI STBG Repaving Program (PRP) funding in Ohio.

1. Eligible Phases

   Ohio and Kentucky: Construction (CON) is the only phase eligible for funding. All other phases are the responsibility of the applicant.

2. Applicants who receive funding through OKI should work closely with OKI and the district office on a coordinated schedule and PS&E requirements. The Pilot Repaving Program (PRP) is relatively simple but must still meet federal project requirements. The PRP is limited to simple repaving projects on functionally classified public roadways within the urban boundary. Local streets are not eligible. Because of the nature of the program, OKI will expect completion of the project in the programmed construction year.

3. The standard local match requirement for OKI allocated federal funds is 20%. OKI has chosen to provide toll revenue credits (TRC) for Ohio projects. OKI does not have access to Kentucky TRCs, therefore the applicant must provide the standard match.

4. Applicants must provide a certified or otherwise official cost estimate for each project request. The cost estimate may include an additional 20% contingency for construction uncertainties. All cost estimates should be in current year dollars.

5. The maximum to be awarded will be the amount listed in the application, as adjusted for inflation, or as determined by the OKI Board of Directors. The Cost Estimate sheet in the application will apply a compounded growth rate to the construction costs based on the ODOT inflation calculator. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. Applicants may include the addition of a 20% contingency for the construction phase. Eligible items include the cost of paving, pavement markings and maintenance of traffic. The 2026 program allows for up to $5M for Ohio and $2M for Kentucky.

6. The following scope limitations will apply to each project request:

   - Each applicant is limited to one application.
   - Total funding request per application cannot exceed $800,000 of STBG funds (the cap). The total project funding for a single application is capped at the approved amount. No additional funds will be available.
   - Projects must be located within the OKI urban area boundary. OKI has historically not funded projects outside the urban area boundary since other funding sources, such as the County Engineers Association of Ohio, are available.
   - Projects must be listed or consistent with the OKI 2050 Metropolitan Transportation Plan. Roadway projects must be located on functionally-classified collectors or higher but do not to be located in the Cincinnati Urban Area.
   - Applicants must use the PCR rating score listed in the Project Application Assistant (PAA) Application when providing a pavement condition rating for their roadway project. Ohio applicants should use the Ohio Department of Transportation (ODOT) Transportation Information Mapping System (TIMS) to identify PCR ratings for roadway projects that do

not have a PCR listed in the PAA Application. Projects located in Kentucky that do not have a PCR listed in the PAA Application should provide calculations and methodology to back up a pavement condition rating provided in the project application.

Performance-Based Planning and Programming

The OKI Project Prioritization Process continues to address the Planning Factors identified in USC 23 CFR 134 Metropolitan Planning and responds to the BIL requirements for performance-based planning and programming. To the extent practical, the OKI process includes metrics that allow for assessment of the progress towards achieving measurable progress towards targets for safety, pavement and bridge condition, travel time reliability, freight reliability, traffic congestion, mobile source emissions reductions and transit asset management.

Guidance for Applicants

The **Prioritization Process** is a competitive application process that is used to allocate OKI federal surface transportation block grant funds in Ohio and Kentucky. As part of the process, a workshop will be held for potential applicants where OKI staff provides background and is available to answer specific questions about procedures.

The **Application Form** is to be filled out by the applicant. Supplemental information/attachments may be included at the end of the application if absolutely necessary. They should be as condensed as possible. Incomplete applications may be rejected. The application can be found at https://www.oki.org/funding/stbg-cmaq-snk-ta/

The **Project Scoring Process** is the method under which the ICC reviews and ranks the individual applications. A detailed explanation of the revised scoring process follows. An application is first scored using Transportation Factors (highway, transit, non-highway freight factors, or bike/ped) depending on the mode. Transportation factors take into account a variety of measures related to performance and condition and are mode-specific. A subtotal of 45 points is available. All projects are then scored on Planning Factors, which are non-mode specific and are standard elements against which all projects regardless of mode are scored. A subtotal of 65 points is available with the planning factors. The overall total score is the sum of the Transportation and Planning factors. Applications for Transportation Alternatives (TA) funding follow a separate Project Scoring Process. The TA Project Scoring Process is documented in the TA Project Application Guidance Document.

Transportation Factors for Roadway Projects (45 points)

1. (5) The score for **Safety** is based on the cost of excessive expected crashes in dollars per mile for roadway segments or per intersection. Safety performance functions are derived using data from the OKI region and are based on roadway geometry, traffic volumes and area type (urban vs rural) for roadway segments. For intersections, functions are based on stop control, traffic volume and area type (urban vs rural). Crash costs are estimated using FHWA and Center for Disease Control (CDC) national values. High cost indicates the project area is experiencing a high magnitude and/or number of severe crashes resulting in injuries and fatalities. Only segments or intersections that have excess expected costs would score 1 to 5

points all others are zero. The score can be obtained through the Project Application Assistant (PAA). New roads will be estimated by staff.

2. (5) **Impact on Safety** assesses the impact the proposal will have on the existing situation, ranging from 0 to 5 points depending on the estimated crash reduction factor and improvement type (see Appendix A).

3. (5) The **Average Daily Traffic (ADT)** measures the current traffic volumes in the project area. Volumes from less than 5,000 vehicles per day (VPD) to 40,000 VPD equate to a scoring range of 0 to 5 points. The ADT can be obtained from the PAA. If the applicant has more current data, it may be provided. If the project involves numerous roadway segments, an average may be used and documented.

4. (5) **Travel Time.** Level of Travel Time Reliability (LOTTR) is used to measure the extent of unexpected delay. This data is provided to OKI through the National Performance Measure Research Data Set (NPMRDS). The measure compares the longer travel time (80th percentile) with the "normal" travel time (50th percentile) over three weekday time periods (6-10 AM, 10 AM – 4 PM, 4-8 PM) and one weekend time period (6 AM – 8 PM). PAA has data available for locations on the National Highway System. Travel time index will be used where LOTTR is unavailable.

   For example, a roadway segment with a free-flow speed of 60 mph where the observed peak period travel speed is 40 mph would have a LOTTR value of 1.5. When a roadway segment has an LOTTR value of 1.5 or greater, that segment is considered unreliable. When peak period travel speed is greater than free-flow speed, LOTTR is recorded as 0.00, and considered reliable. Refer to https://gis.oki.org/paa/. For links without a LOTTR staff will assist the applicant and may revert to travel time index (TTI) as a secondary source.

Level of Travel Time Reliability		Score
Unreliable	>= 1.5	5 points
Moderately reliable	>= 1.25 to < 1.5	3 points
Reliable	1.0 to < 1.25	0 points

5. (5) **Impact on Travel Time** provides points based on how the proposal alleviates the current level of congestion. A high impact score cannot be awarded to a project that does not document an existing problem. Applicants should provide an analysis or explanation documenting how they arrived at the anticipated congestion.

6. (5) The **Freight** factor provides points for corridors with a high value commodity flow using the federal Freight Analysis Framework (FAF) network. Truck percentage will be used for routes not on the FAF network. Refer to the scoring summary tables for roadways for point values.

7. (5) The **Existing Conditions** factor will award up to 5 points based on the roadway pavement condition or bridge sufficiency rating.

   Pavement condition is measured by the Pavement Condition Rating (PCR), a standardized pavement measurement indicating the overall condition of a roadway. Both pavement and bridge condition ratings can be found in the Project Application Assistant.

Pavement Condition	
Pavement Condition Score	
Poor	5 points
Fair	3 points
Good	0 points

Bridge Condition	
Sufficiency Rating Score	
Poor	5 points
Fair	4 points
Good	0 points

8. (5) The **Complete Streets** factor will award up to 5 points. All projects will comply with the adopted OKI Complete Streets Policy: https://www.oki.org/transportation/bike-pedestrian-complete-streets/. A complete street is a public thoroughfare that allows current and expected users of the public right-of-way to safely and conveniently reach their destinations along and across a street or road, regardless of their mode. Projects that advance the concept of complete streets will be judged by the modes improved or added as part of the project. Eligible modes include motor vehicles, transit, bicycles, and pedestrians. One point will be awarded for each mode improved or added. In addition, points can be earned for improving or adding traffic calming related safety improvements (See the "terminology" section below). Applicants are required to evaluate opportunities for their project to include complete streets elements but are not required to include elements that may be incompatible and may be granted an exception, including:
   ● Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodation should be made to ensure that all users can still cross these areas, so they do not become barriers.
   ● Where the street or road is already adequately designed to accommodate all users and is, therefore, a complete street without further enhancements.
   ● Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit (20% or more of the total project cost).
   ● Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
   ● Where lack of population or other factors indicate an absence of need under both current and future conditions.
   ● Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network shall be studied.
   ● Where all improvements would be very likely removed in the near-future due to projects in the same area.
   ● Where transit service is non-existent and not planned, therefore there is no need for direct public transit accommodation.

   Examples:
   1) An existing roadway that has fixed route transit is repaved and adds a multi-use sidepath earns 1 point for improving the road plus 2 points for adding the sidepath.
   2) An existing roadway that has fixed route transit is repaved and adds a multi-use sidepath and bus shelters earn 1 point for improving the road plus 2 points for adding the sidepath, plus 1 point for improving the (fixed route) transit facilities.

3) Reconstruction of existing sidewalks earns 1 point.
4) Construction of a new roadway with sidewalks earns 2 points for new road and 2 points for the new sidewalks for a total of 4 points.
5) Widening of an existing roadway from 2 to 4 lanes with no accommodation for other modes scores 1 point for improving the roadway.
6) Intersection improvement such as a roundabout construction to replace an existing intersection earns 1 point.
7) Projects that do not meet the OKI Complete Streets Policy and are not granted an exception will be penalized 5 points.

Project design should conform to available guidelines including– AASHTO, FHWA, ADA, ITE MUTCD and respective state DOT design manuals.

Terminology:
Motor vehicles: cars, trucks
Fixed transit route: scheduled fixed route transit service uses this road.
Pedestrian facilities: provisions for sidewalks of appropriate design, normally 5 ft concrete pavement (wider for commercial areas) and a planting/utility strip.
Bicycle facilities: May be striped bike lanes, shared lane markings (sharrows) wide curb lanes or sidepaths (shared or multi-use paths within a street's right-of-way), according to local public input, or shoulders on rural roads.
Transit: facilities that complement existing transit services such as pull outs, paved waiting areas, shelters, bike parking and transit centers.
Traffic Calming: a variety of treatments intended to slow vehicle traffic such as sidewalk curb extensions, reduced turn radii, roundabouts, pedestrian refuge islands.

9. (5) The **Status of Project** factor awards points based on the existing status of the project. The closer the project is to the construction phase, the more points it will receive. If the project is seeking initial funds for construction and right-of-way phases (no work completed), the project will receive 2 points. If right-of-way and construction plans are complete, the project is ready to begin and will be awarded 5 points. In Ohio, utilities, ROW and construction phases are eligible for funding; in Kentucky, design, utilities, ROW and construction phases are all eligible for funding. Subsequent requests for previously funded projects will be scored 0.

Transportation Factors for Transit Projects (45 points)

10. (10) The **Type** factor awards points based on the type of project requesting funding. Expansion of bus or bus rapid transit (BRT) vehicles or facilities, scores the highest points (10) and demonstrates the objective of improving the system. Replacement bus or bus rapid transit (BRT) will score 7 points, fixed guideway facilities and transit centers will score 6 points and Park and Ride lots 5 points. Maintenance facilities will score 4 points and fare collection equipment, etc. will be scored up to 2 points.
11. (10) **Ridership Impact** factor awards points for a project's ability to increase ridership. A high increase in ridership will be awarded 10 points, a medium increase 6 points, a low increase 2 points and maintaining (no increase) ridership 0 points. Applicants will provide an estimated amount of ridership change.

12. (5) **Impact on Safety and Security** factor awards points for the impact the project will have on safety and security. For example, a new bus or rail transit vehicle may be equipped with video and audio equipment to increase security. In addition, the new bus or rail transit vehicle may have additional safety features not found on the vehicle it is replacing. A high impact will result in 5 points.

13. (10) **Existing Asset Physical Condition** for a transit element is a subjective measure provided by the transit professional and will be scored up to 10 points for an asset in poor condition. This element was combined with the previous element Capital Utilization. The FTA guidelines will be used as a reference. For example, a large transit coach generally has a useful life of 12 years and 500,000 miles. Projects that exceed the useful life and in poor condition will score high in this category. New projects, such as a new park-and-ride or new coaches for expansion of service, will not receive any points under this criterion. FTA software TERM Lite may be used as a reference. https://www.transit.dot.gov/TAM/TERMLite

14. (10) **Geographic Scope** evaluates projects on their ability to be impactful at scale. Projects with regional impacts will score up to 10 points. Projects at the multi-county, county, corridor and local levels will score 8, 6, 4 and 0 points respectfully.

Transportation Factors for Bike and Pedestrian Projects (45 points)

16. (5) **Safety** is an important consideration in the project selection process. The number of crashes in the project area over a five-year period involving bike or pedestrians is used as the metric for assigning up to 5 points.

17. (5) **Impact on Safety** assesses the impact the proposal will have on the existing situation, ranging from 0 to 5 points.

18. (10) The OKI process seeks to give priority to regional connections. The **Network Components** element awards up to 10 points for regional network components to 2 points for non-network components. A list of the regional network components can be found in Appendix C.

19. (5) **Feasibility** is a subjective measure indicative of the ability to implement the project considering a range of factors that could include such things as constructability, right of way, public support, unusual cost, environmental or other circumstances.

20. (5) The **Existing Surface Conditions** factor awards points for the physical condition of the pathway, sidewalk, etc. Poor conditions can be scored up to 5 points. New facility or those in good condition will receive 0 points.

21. (10) The **Complete Streets** factor will award up to 10 points. All projects will comply with the adopted OKI Complete Streets Policy (https://www.oki.org/transportation/bike-pedestrian-complete-streets/). A complete street is a public thoroughfare that allows current and expected users of the public right-of-way to safely and conveniently reach their destinations along and across a street or road, regardless of their mode. Projects that advance the concept of complete streets will be judged by the modes improved or added as part of the project. Eligible modes include motor vehicles, transit, bicycles, and pedestrians. Two points will be awarded for each mode improved or added. In addition, points can be earned for improving or adding traffic calming related safety improvements (See the

"terminology" section below). Applicants are required to evaluate opportunities for their project to include complete streets elements but are not required to include elements that may be incompatible and may be granted an exception, including:

- Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodation should be made to ensure that all users can still cross these areas, so they do not become barriers.
- Where the street or road is already adequately designed to accommodate all users and is, therefore, a complete street without further enhancements.
- Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit (20% or more of the total project cost).
- Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
- Where lack of population or other factors indicate an absence of need under both current and future conditions.
- Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network shall be studied.
- Where all improvements would be very likely removed in the near future due to projects in the same area.
- Where transit service is non-existent and not planned, therefore there is no need for direct public transit accommodation.
- Projects that do not meet the OKI Complete Streets Policy and are not granted an exception will be penalized 5 points.

Examples:

1) An existing roadway that has fixed route transit is repaved and adds a multi-use sidepath earns 2 points for improving the road plus 4 points for adding the sidepath.
2) An existing roadway that has fixed route transit is repaved and adds a multi-use sidepath and bus shelters earn 2 points for improving the road plus 4 points for adding the sidepath, plus 2 points for improving the (fixed route) transit facilities.
3) Reconstruction of existing sidewalks earns 2 points.
4) Construction of a new roadway with sidewalks earns 2 points for the new road and 2 points for the new sidewalks for a total of 4 points.
5) Widening of an existing roadway from 2 to 4 lanes with no accommodation for other modes scores 2 points for improving the roadway.
6) Intersection improvement such as a roundabout construction to replace an existing intersection earns 2 points.

Project design should conform to available guidelines including– AASHTO, FHWA, ADA, ITE MUTCD and respective state DOT design manuals.

Terminology:
Motor vehicles: cars, trucks

Fixed transit route: scheduled fixed route transit service uses this road.
Pedestrian facilities: provisions for sidewalks of appropriate design, normally 5 ft concrete pavement (wider for commercial areas) and a planting/utility strip.
Bicycle facilities: May be striped bike lanes, shared lane markings (sharrows) wide curb lanes or sidepaths (shared or multi-use paths within a street's right-of-way), according to local public input, or shoulders on rural roads.
Transit: facilities that complement existing transit services such as pull outs, paved waiting areas, shelters, bike parking and transit centers.
Traffic Calming: a variety of treatments intended to slow vehicle traffic such as sidewalk curb extensions, reduced turn radii, roundabouts, pedestrian refuge islands.

22. (5) The **Status of Project** factor awards points for the existing status of the project. The closer the project is to the construction phase, the more points it will receive. If the project is seeking initial funds for construction and right-of-way phases (no work completed), the project will receive 2 points. If right-of-way and construction plans are complete, the project is ready to begin and will be awarded 5 points. In Ohio, ROW and construction phases are eligible for funding; in Kentucky, design, utilities, ROW and construction phases are eligible for funding. Subsequent requests for previously funded projects will be scored 0.

Transportation Factors for Non-Roadway Freight Projects (45 points)

23. (5) The **Mode Specific Traffic Flow** factor awards points based on volume to capacity ratios in the project area. Projects greater than a 1.0 ratio indicate a high level of congestion and will receive up to 5 points.

24. (20) The **Impact on Roadway Congestion** factor provides points based on the extent to which large trucks will be removed from roadways in the OKI region, thereby alleviating the current level of congestion. A high reduction in trucks cannot be awarded to a project that does not document an existing congestion problem. Applicants should provide an analysis documenting how they arrived at their anticipated truck reduction value. Consideration will be given to identification of primary or representative roadway facilities impacted, their current peak period capacity and congestion levels and the effect of large trucks equivalent reductions to impacted roadways.

25. (5) The **Safety** factor awards points to projects that can be linked to improving safety conditions in the project area. The existing safety problem must be documented along with a plan to address these problems.

26.. (5) The **Status of Project** factor awards points for the existing status of the project. The closer the project is to the construction phase, the more points it will receive. If the project is seeking initial funds for construction and right-of-way phases (no work completed), the project will receive 2 points. If right-of-way and construction plans are complete, the project is ready to begin and will be awarded 5 points. In Ohio, ROW and construction phases are eligible for funding; in Kentucky, design, utilities, ROW and construction phases are all eligible for funding; Subsequent requests for previously funded projects will be scored 0.

27. (5) The **Reliability** factor awards points to projects that can demonstrate that they will result in an improvement in on-time deliveries. The existing on-time delivery problem must be documented with an explanation of how the project will improve the reliability of freight arrivals and/or departures. Up to 5 points are available.

28. (5) The **Existing Asset Physical Condition** factor awards points to projects based on demonstrated need from its physical condition perspective. Facilities in poor physical condition will be awarded up to 5 points. Facilities in fair condition will be awarded 3 points and those in good condition will be awarded zero. Applicants should provide industry accepted standards for the basis for their evaluation.

Planning Factors for All Projects (65 points)

29. (10) The **Local Share** factor rewards applicants that increase their local share to "overmatch" the required rate for local participation. The standard match rate for OKI-allocated funds is 20 percent; however, the applicant can gain up to a maximum of 10 points through overmatching.

30. (5) The **Air Quality Cost Effectiveness** factor relates to continued efforts to improve the regional air quality and encourage investment in more environmentally friendly forms of transportation. A project may receive points if it contributes to a reduction in VMT (vehicle miles of travel), VHT (vehicle hours of travel), or results in cleaner vehicle emissions. Projects elements that have historically been evaluated as producing larger emission reductions per dollar invested will receive more points. The cost-effectiveness is based largely on a FHWA/EPA study of nationwide CMAQ projects. Results of that study have been modified to include a more diverse range of project elements, as may be expected in a call for STBG and CMAQ projects. Projects elements will be categorized into strong, mixed, weak or no impact. Scoring values are reflected in Appendix B: Air Quality Cost-Effectiveness Table. Point values range from 5 points (strong) to 0 points (no impact). Project elements that contribute to reduced emissions cannot be combined to receive a higher score. Only the most cost-effective element will be considered.

31. (5) The **Intermodal Connections** factor awards up to 5 points for projects that involve new interactions or direct connections between modes. Examples of this are such things as new or direct connections between barge and rail facilities, new roadway access to a port or new pedestrian accommodation to access transit. Replacement features are not awarded points under this element. Users can select from a drop-down menu on the application for

    Roadway to/from Fixed Route Transit

    Roadway to/from Rail

    Roadway to/from River

    Roadway to/from Air Freight

    Walk to/from Transit

    Bike to/from Transit

32. (5) The **Replacement/Expansion** factor gives preference to projects that invest in replacement rather than new facilities, reflecting the expressed priority in OKI's Metropolitan Transportation Plan to maintain what currently exists before investing in new infrastructure. The points associated with this criterion take into account that some expansion projects involve a certain amount of replacement; the points for this criterion are awarded based on percentage of replacement versus percentage of expansion associated with the project.

33. (10) **Technology** – This element was added in 2018 to prepare for and encourage the implementation of new technologies, automation, advanced materials, etc. in transportation. The applicant will be required to explicitly state the component(s) of their project that justify award of points.

Roadway	**Score**
Equipment, infrastructure and technologies that optimize existing traffic operations/capacity/travel times without the need for additional right-of-way. May include TSMO strategies such as incident detection devices and Active Transportation and Demand Management (ATDM improvements such as hard shoulder running, variable speed limits, bus on shoulder, ramp metering, etc.	10
Equipment, infrastructure and technologies to advance adoption of connected and autonomous vehicles. May include 5G, DSRC devices, fiber optic, etc.	10
Equipment and infrastructure to promote electric vehicle adoption	8
Traffic Signal Upgrade/Optimization. (Does not include physical upgrade to LED)	7
Interconnected area network with adaptive signal systems and detection	8
Complete mobility applications (software + hardware) that lead to improved and efficient, traveling, parking or data collection	7
High performance structural roadway building materials leading to significant roadway lifecycle cost savings	5
Interconnected area network and signal systems without detection	5
Interconnected single route system with 5 or more signals with detection	4
Interconnected single route system with 5 or more signals without detection	3

Transit	**Score**
Equipment, infrastructure or technologies to advance adoption of connected and autonomous transit vehicles, may include 5G and or DSRC devices.	10
Equipment or technologies that optimize existing transit operations/capacity/schedule adherence. May include microtransit solutions for first and last mile	8
Equipment or technologies that create seamless connectivity for travelers using multiple transit agencies, ridesharing and/or other travel modes/services	7
Real time bus arrival/departure notification systems (Customer focused ("smart") signage at bus stops/stations/hubs/park and rides, mobile applications, etc.)	7
Signal Preemption devices and technologies	7
Off-board fare payment technologies	5
Automated passenger counters	5
Bike/Ped	**Score**
Equipment or technologies that reduce reliance on motorized travel or enhance public accessibility and usage (i.e., bike-sharing facilities, services, mobile applications (Apps),	5- 10

payment systems (cash and credit card). May also include pedestrian crossing technology or data collection improvements such as permanent count stations	
High performance building materials leading to significant facilities lifecycle cost savings and/or other public benefits related to emissions, noise, etc.	5
Non-Roadway Freight	**Score**
Equipment or technologies to advance adoption of connected and autonomous vehicles, automated or ultra-high efficiency freight and commodity delivery systems. May include dedicated short range communication devices	10
Equipment or technologies that optimize existing traffic operations without the need for additional right-of-way	10
High performance building materials leading to significant facilities lifecycle cost savings and/or other public benefits related to emissions, noise, etc.	5

Devices must be consistent with IEEE connected and smart technologies standards.
Transit applicants are required to produce the General Transit Feed Specification (GTFS) data.

34. (0) The **Applicant's History of Project Delivery** takes into account whether an applicant has had projects slip from one fiscal year to a later year after the project has been programmed or if the project has been canceled. While external factors can affect the delivery of a project, it is important for OKI to maintain a balanced budget of projects to be delivered each fiscal year. The potential for slippage needs to be addressed when a project is initially programmed. Projects not yet awarded for construction and listed in the current TIP as of September 1st will be evaluated for history of project delivery. Penalties for slippage will continue into subsequent application cycles until the project is awarded for construction. Sponsors with a canceled project will receive the penalty once, occurring during the next application cycle where they have a submitted application. An applicant who has had one project slip to a later year will be penalized -3 points; an applicant who has had two projects slip to a later year will be penalized -5 points; an applicant who has had one or more projects cancelled will be penalized -10 points. Applicants who have had 3 or more projects slip to a later year will not be eligible for funding in this cycle.

35. (10) The **Community Impact** factor awards points to projects that will have an overall net positive social, economic, or mobility impact on the local community. The factor may also consider whether the project sponsor adequately identifies relevant stakeholders and community groups potentially affected by the project, as well as plans to mitigate any adverse effects. The OKI Community Advisory Committee, which reviews project applications for funding and awards points for this factor, also examines a project's impact on mobility impact zones. Mobility impact zones include low-income areas, zero-car households, elderly persons and persons with disabilities. The overall net benefit in the scoring indicates a subjective consideration of both POSITIVE and NEGATIVE impacts. It is understood that when federal funds are involved there are federal guidelines that must be met to ensure that services and benefits are fairly distributed to all people, regardless of race, national origin or income, and that they have access to meaningful participation. An applicant response to this section is required.

36. (5) **Economic Vitality: Existing Employment within ½ mile:** The link between transportation and commerce is well established. Applications will be scored from 0 to 5 points based on the number of existing jobs within ½ mile of the project area. OKI staff will perform the scoring of this element.

37. (5) **Economic Vitality: Investment Bonus / Employment Bonus:** Applicants will also have the opportunity to earn up to 5 bonus points for documented job creation and/or real or capital investment within the transportation project area. The applicant will provide clear evidence of the relationship between the proposed transportation project and the (permanent) jobs and/or investment criteria to earn the bonus points. Jobs related to the construction itself is not included in the number of jobs created.

38. (5) The **Strategic Regional Policy Plan** (SRPP) Implementation factor examines the ability of the project to help implement the policies of OKI's *How Do We Grow From Here* Strategic Regional Policy Plan. The policies within the SRPP were envisioned by the Land Use Commission to be implemented concurrently by OKI, local governments and other organizations. Implementation of these policies will help bring about more consistency between local land use planning and regional transportation planning to create a more efficient and more accessible regional transportation network that serves the needs of individual communities. Up to 5 points will be awarded for this question.

39. (5) The **Local Plan** factor awards up to 5 points and examines the degree to which a project helps to implement the Strategic Regional Policy Plan (SRPP) through effective local comprehensive planning. The SRPP emphasizes complete and current local government comprehensive plans to a more efficient multi-modal regional transportation system. The SRPP responds to the Land Use Commission's mission to bring more consistency between regional transportation planning and local land use planning. The central objective of OKI's SRPP is for each local government to have an up-to-date comprehensive plan that links transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. A complete comprehensive plan contains the following, as outlined in the OKI's Elements of an Effective Local Comprehensive Plan Guide:

    1. Contains data, analysis of trends, and statement of goals, objectives and policies related to both transportation and land use, among other elements;

    2. One or more goal statements establishing the long-term end toward which transportation improvements and actions are directed;

    3. Contains objectives which support the goals and address all relevant modes, transportation facilities, and coordinates with existing and future land uses;

    4. Contains policies for each objective to address proposed implementation activities and projects. Implementation activities and projects should be reasonably detailed in location, improvement or facility type, and action called for. These details may be expressed in text, maps, diagrams, or a combination thereof;

    5. Describes the significant steps taken to engage with the community and stakeholders throughout the course of the planning process.

    Often more detailed plans are referenced by the comprehensive plan such as connectivity plans, corridor studies, or capital improvement plans. These plans will be considered

supplemental when available and attached to the comprehensive plan and evaluation together with the comprehensive plan toward meeting the five criteria outlined above.

Equivalent Plans: Since there are occasions when communities adopt plans other than comprehensive plans including transportation solutions and facilities, OKI will consider and award up to 5 points to proposed transportation projects that are consistent with a comprehensive plan or other approved discrete studies or adopted plans such as thoroughfare plans, corridor studies, small area plans, trail or pedestrian connectivity plans, or other planning documents if the applicant can demonstrate that the plan meets similar analysis and content criteria as a comprehensive plan and included significant public engagement.

Routine Maintenance: Comprehensive plans typically do not address routine maintenance projects; however, routine maintenance is a key factor in preserving the region's existing transportation system. A project that is predominantly comprised of routine maintenance will receive local planning points commensurate with the jurisdiction's comprehensive plan and/or equivalent plans even though the maintenance project or maintenance of the transportation system is not in the plan.

Scoring values are reflected in Appendix D: Local Planning Decision Tree

40. (5) The **Resiliency** factor awards up to 5 points to projects designed to be resilient to flooding events, landslide activity, include nature-based stormwater solutions beyond minimum state or local requirements, or advance a specific need identified in a County Hazard Mitigation Plan, or similar resiliency plan.

Flooding resilience is assumed for projects within and above the 500-year floodplain. Projects within the 500-year floodplain or in areas identified as susceptible to landslides on the US Landslide Inventory that incorporate armor or slide prevention into the facility design are eligible for partial points. Projects within these areas that do not address resiliency will lose 5 points. Multiuse trails are excepted from losing points.

Projects not within a 500-year floodplain or areas identified as susceptible to landslides must incorporate nature-based solutions or advance a specific need identified in a County Hazard Mitigation Plan to receive points.

Transportation Factors for Repaving Program (40 points)

R1. (5) The **Functional Class** factor awards up to 10 points. A project must be functionally-classified as a collector or arterial to be eligible under the Repaving Program.

R2. (5) The **Average Daily Traffic (ADT)** measures the current traffic volumes in the project area. The most impactful locations may be ADT in the 10k-15k range and receive the maximum score of 5 points. The ADT can be obtained from the PAA. If the applicant has more current data, it may be provided. If the project involves numerous roadway segments, an average may be used and documented.

R3. (20) The **Existing Conditions** factor will award up to 20 points based on the Pavement Condition Rating (PCR). PCR is a standardized pavement measurement indicating the overall condition of a roadway. The PCR can be found in the Project Application Assistant.

R4.(5) The **Fixed Route Transit** factor will award up to 5 points. If the roadway has fixed-route transit, the project will be awarded 5 points.

Planning Factors for Repaving Program (10 points)

R5. (0) The **Applicant's History of Project Delivery** takes into account whether an applicant has had projects slip from one fiscal year to a later year after the project has been programmed or if the project has been canceled. While external factors can affect the delivery of a project, it is important for OKI to maintain a balanced budget of projects to be delivered each fiscal year. The potential for slippage needs to be addressed when a project is initially programmed. Projects not yet awarded for construction and listed in the current TIP as of September 1st will be evaluated for history of project delivery. Penalties for slippage will continue into subsequent application cycles until the project is awarded for construction. Sponsors with a canceled project will receive the penalty once, occurring during the next application cycle where they have a submitted application. An applicant who has had one project slip to a later year will be penalized -3 points; an applicant who has had two projects slip to a later year will be penalized -5 points; an applicant who has had one or more projects cancelled will be penalized -10 points. Applicants who have had 3 or more projects slip to a later year will not be eligible for funding in this cycle.

R6. (10) The **Community Impact** factor awards points to projects that will have an overall net positive social, economic, or mobility impact on the local community. The factor may also consider whether the project sponsor adequately identifies relevant stakeholders and community groups potentially affected by the project, as well as plans to mitigate any adverse effects. The OKI Community Advisory Committee, which reviews project applications for funding and awards points for this factor, also examines a project's impact on mobility impact zones. Mobility impact zones include low-income areas, zero-car households, elderly persons and persons with disabilities. The overall net benefit in the scoring indicates a subjective consideration of both POSITIVE and NEGATIVE impacts. It is understood that when federal funds are involved there are federal guidelines that must be met to ensure that services and benefits are fairly distributed to all people, regardless of race, national origin or income, and that they have access to meaningful participation. An applicant response to this section is required.

Factors for Other Projects

In some cases, OKI will receive applications for projects that do not fit the highway, transit, bike/ped or non-freight highway project definition. In these cases, the Prioritization Subcommittee will examine each application and subjectively rank the application in comparison to the highway, transit, bike/ped and non-highway freight applications received. This ranking will be accomplished through a thorough review and discussion of the application and comparison of the estimated benefits to the region with the estimated cost of the project.

Conflicts of Interest

As contained in 23 CFR 1.33, no official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest

in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State highway department and of such other governmental instrumentality, and such officer, employee or person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

Transportation Factors for Roadway Projects (45 points available)

Factor	Measure	Points
Safety	Urban Roadway Segments Excess Expected Cost	
	>$1,500,000	5
	$650,001 - $1,500,000	4
	$275,001 - $650,000	3
	$120,001 - $275,000	2
	$1 – $120,000	1
	$0	0
Safety	Rural Roadway Segments Excess Expected Cost	
	>$200,000	5
	$80,001 - $200,000	4
	$40,001 - $80,000	3
	$15,001 - $40,000	2
	$1 – $15,000	1
	$0	0
Safety	Urban Intersection Excess Expected Cost	
	>$60,000	5
	$25,001 - $60,000	4
	$13,001 - $25,000	3
	$5,001 - $13,000	2
	$1 – $5,000	1
	$0	0
Safety	Rural Intersection Excess Expected Cost	
	>$20,000	5
	$11,001 - $20,000	4
	$5,001 - $11,000	3
	$2,001 - $5,000	2
	$1 – $2,000	1
	$0	0
Impact on Safety	Points range from based on the crash reduction factor (see Appendix A)	0 to 5

Average Daily Traffic (ADT)	Over 40,000	5
	Over 30,000	4
	Over 20,000	3
	Over 10,000	2
	Over 5,000	1
	Less than 5,000	0
Level of Travel Time Reliability	Unreliable >= 1.5	5
	Moderately Unreliable 1.25 – 1.5	3
	Reliable 1.0 to <1.25	0
Impact on Travel Time Reliability	High Impact	5
	Medium Impact	3
	Low Impact	1
	No Impact	0
Freight Value	> 35,000	5
	9,501 - 35,000	4
	3,001 - 9500	3
	501 - 3000	2
	1 - 500	1
	0	0
Freight Truck %	13% or Greater	5
	6 to < 13%	4
	4 to < 6%	3
	3 to < 4%	2
	2 to < 3%	1
	<2%	0
Existing Conditions	Pavement Conditions (PCR)	
	Poor	5
	Fair	3
	Good	0
	Bridge Condition (Sufficiency Rating)	
	Poor	5
	Fair	3
	Good	0

Complete Streets	Score 1 point for each mode improved or added	
	Motor vehicle	1
	Fixed transit route	1
	Pedestrian facility	1
	Bicycling facility	1
	Traffic calming	1
	Project does not result in a complete street & no exception	-5
Status of Project	Construction and ROW plans complete	5
	P/E and Environmental complete	4
	Initial request for construction funding only	3
	Initial request for construction and ROW funding	2
	Initial request for CON, ROW, and PE/Design (KY)	1
	Subsequent request for previously awarded project	0

Transportation Factors for Transit Projects (45 points available)

Factor	Measure	Points
Type	Expansion of bus or bus rapid transit vehicles or facilities	10
	Replacement of transit vehicles	7
	Rail Transit	6
	Transit Center	6
	Park and Ride	5
	Maintenance Facility	4
	Fare collection or other support equipment	2
Ridership Impact	High increase in ridership	10
	Medium increase in ridership	6
	Low increase in ridership	2
	No increase in ridership	0
Impact on Safety & Security	High impact	5
	Medium impact	3
	Low impact	1
	No impact	0
Existing Asset Physical Conditions	Poor	10
	Fair	6
	Good	0
Geographic Scope	Regional	10
	Multi-county	8
	County	6
	Corridor	4
	Local	0

Transportation Factors for Bike/Pedestrian Projects (45 points available)

Factor	Measure	Points
Safety (# of Bike/Ped Crashes in project area)	Number of crashes over 5-year period	
	Greater than 5	5
	3 – 5	3
	1 – 3	1
	None	0
Impact on Safety	High impact	5
	Medium impact	3
	Low impact	1
	No impact	0
Network Component	Regional network component	10
	Connection to regional network	6
	Local network component	4
	Non-network component	0
Feasibility	High	5
	Moderate	3
	Marginal	1
	Not Feasible	0
Existing Surface Conditions	Poor	5
	Fair	3
	Good/New Facility	0
Complete Streets	Score 2 points for each mode improved or added	
	Motor vehicle	2
	Fixed transit route	2
	Pedestrian facility	2
	Bicycling facility	2
	Traffic calming	2
	Project does not result in a complete street & no exceptions	-10
Status of Project	Construction and ROW plans complete	5
	P/E and Environmental complete	4
	Initial request for construction funding only	3
	Initial request for construction or ROW funding	2
	Initial request for CON, ROW & PE Design (KY)	1
	Subsequent request for previously awarded project	0

Transportation Factors for Non-Roadway Freight Projects (45 points available)

Factor	Measure	Points
Mode Specific Traffic Flow	Mode V/C > 1.0	5
	Mode V/C .75 to < 1.0	4
	Mode V/C .50 to < .75	3
	Mode V/C .25 to < .50	2
	Mode V/C < .25	0
Impact on Roadway Congestion	High number of large trucks removed/day	10
	Medium number of large trucks removed/day	5
	Low number of large trucks removed/day	3
	No trucks removed/day	0
# of Safety Incidents		
	High	5
	Medium	3
	Low	1
	None	0
Impact on Safety		
	High	5
	Medium	3
	Low	1
	None	0
Quality of Life Improvements		
	High	5
	Medium	3
	Low or None	0
Status of Project	Construction and ROW plans complete	5
	P/E and Environmental complete	4
	Initial request for construction funding only	3
	Initial request for construction or ROW funding	2
	Initial request for CON, ROW & PE Design (KY)	1
	Subsequent request for previously awarded project	0
Reliability	High positive impact	5
	Medium positive impact	3
	Low positive impact	1
	No impact	0
Existing Asset Physical Conditions	Poor	5
	Fair	3
	Good	0

Planning Factors for All Projects (65 points available)

Factor	Measure	Points
Local Match	50% or above of estimate	10
	45% to 49% of estimate	8
	40% to 44% of estimate	6
	35% to 39% of estimate	4
	30% to 34% of estimate	2
	25% to 29% of estimate	1
	20% of project estimate (Required local amount)	0
Air Quality (Cost-effectiveness See Appendix B)	Strong cost-effectiveness	5
	Mixed cost-effectiveness	3 or 4
	Weak cost-effectiveness	1 or 2
	No air quality impact	0
Intermodal Connections	New interactions and/or direct connections of 3 or more modes	5
	New interactions and/or direct connections of 2 or more modes	3
	No new interactions or direct connections between modes	0
Replacement/ Expansion	100% Replacement	5
	75% Replacement/25% Expansion	4
	50% Replacement/50% Expansion	3
	25% Replacement/75% Expansion	2
	100% Expansion	0
Technology	Very High Impact	10
	High Impact	7
	Moderate Impact	5
	Low Impact	3
History of Project Delivery	1 project sale slipped past programmed year	-3
	2 projects slipped past programmed year	-5
	Project canceled	-10
Community Impact	Overall net benefits (good to excellent)	8 - 10
	Overall net benefits (fair to good)	4 - 7
	Overall net benefits (none to fair)	0 - 3
	Note: NET benefit for Community Impact indicates a subjective consideration of both POSITIVE and NEGATIVE impacts.	

Economic Vitality	Existing Employment[1]	
	Existing employment within ½ mile of project 5000+	5
	Existing employment within ½ mile of project 2500 to 4999	4
	Existing employment within ½ mile of project 1000 to 2499	3
	Existing employment within ½ mile of project 750 to 999	2
	Existing employment within ½ mile of project 500 to 749	1
	Existing employment within ½ mile of project 0 to 499	0
	And	
Economic Vitality	Investment Bonus[2]	
	New Investment in the project area more than $20M	5
	New Investment in the project area $15M to $20M	4
	New Investment in the project area $10M to$15M	3
	New Investment in the project area $5M to $10M	2
	New Investment in the project area $1M to $5M	1
	New Investment in the project area less than $1M	0
	Or	
Economic Vitality	Employment Bonus[2]	
	New employment within ½ mile of project 200+	5
	New employment within ½ mile of project 100 to 200	4
	New employment within ½ mile of project 75 to 100	3
	New employment within ½ mile of project 50 to 75	2
	New employment within ½ mile of project 25 to 50	1
	New employment within ½ mile of project 0 to 25	0
SRPP	Based on answers, up to 5 points	0 to 5
Local Planning	Community has a comprehensive plan or any equivalent plan that contains all five criteria outlined above, is less than or equal to five years old, and where the proposed project aligns with implementation activities outlined in the comprehensive plan or equivalent plan	5
	Community has a comprehensive plan or any relevant equivalent plan that contains all five criteria outlined above, is less than or equal to five years old, and where the proposed project supports the general goal(s) and objectives of the plan, but does not align with implementation activities outlined in the comprehensive plan or equivalent plan	4
	Community has a comprehensive plan or any relevant equivalent plan that does not contain all five criteria outlined above or is older than five years …	3
	The project application is clearly inconsistent with the local comprehensive plan or no plan exists……	0

Resiliency Factor	Within and elevated above a 500-year floodplain and/or within a landslide susceptibility index of 1-3 and designed to withstand slippage……..5 Within a 500-year floodplain with armor to sustain flooding and/or within a landslide susceptibility index of 4-5 and designed to withstand slippage……3 Within and beneath a 500-year floodplain elevation or within a landslide susceptible index of 1-5 and not addressing flood and/or slippage in design……-5 Not within a 500-year floodplain or landslide susceptibility index and including nature-based solutions beyond state or local requirements OR addressing a specific need identified by a county Hazard Mitigation Plan, or similar plan……5

1 *OKI staff will provide this figure using GIS applications.*

2 *Applicant must provide evidence from a study using generally accepted principles of economic analysis. Higher significance will be placed on the percentage of employment with earnings above the state median income.*

Transportation Factors for Roadway Repaving Projects (45 points available)

Factor	Measure	Points
Functional Class	Collector	10
	Arterial	5
Average Daily Traffic (ADT)		
	Over 25,000	0
	Over 20,000	2
	Over 15,000	3
	Over 10,000	5
	Over 5,000	3
	Over 3,000	2
	Less than 3,000	0
Existing Conditions (PCR)		
	Poor	20
	Fair	10
	Good	0
Fixed Route Transit	Road has fixed route transit	5
	Road has no fixed route transit	0

Planning Factors for Roadway Repaving Projects (10 points available)

History of Project Delivery	1 project sale slipped past programmed year	-3
	2 projects slipped past programmed year	-5
	Project canceled	-10
Community Impact	Overall net benefits (good to excellent)	8 - 10
	Overall net benefits (fair to good)	4 - 7
	Overall net benefits (none to fair)	0 - 3

Note: NET benefit for Community Impact indicates a subjective consideration of both POSITIVE and NEGATIVE impacts.

Appendix A

Highway Crash Reduction Factors (CRF) Used for Impact on Safety

Improvement Type	Crash Reduction Factor	Definition	Score
Highway/Railroad Crossing	90	Improving existing highway and railroad crossing intersections primarily by constructing grade separations.	5
2 lane to 4 lane divided	55	The upgrade of an existing 2-lane highway to a 4-lane divided facility to increase traffic flow. Widen 2 an existing divided highway to 4 lanes.	5
Arterial to Full Control	40	Upgrading a road serving major traffic movements (high-speed, high volume) for travel between major points to a limited access divided arterial highway.	5
Grade Separation	40	Improving an intersection by separating traffic through physical means such as an overpass to allow different flows of traffic.	5
Arterial to Partial Control	35	Upgrading a road serving major traffic movements (high-speed, high volume) for travel between major points to alleviate congestion and reduce impediments to traffic flow. Include indirect left turn or similar movements. Add access management	4
Add medians	35	Replace TWTL with a divided median cross section with no additional capacity. Add non-traversable median. Access management.	4
Improve Intersection	30	Install turn lane (s), roundabout installation, major horizontal realignment	4
Improve Interchange	25	Improving traffic flow at an existing interchange by changing the ramp configuration or type of interchange. Convert diamond to diverging diamond, modifying left-turn phasing on one intersection approach etc.	3
Add Lane to Full Control Fac.	25	The addition of a full lane of travel to an Interstate or existing full access-controlled facility.	3
Geometric improvements	20	Realignment or reconstruction to bring geometric (vertical, horizontal) deficiencies up to modern standards. To include minor widening of lanes and shoulders, reconstruction, safety hazard eliminations, spot improvements	3
Install Two-way Left Turn Lane	20	Widening existing pavement through addition of two way left turn lane to reduce turning related crashes such as rear-end and head-on on two lane roads.	3
Add Closed Loop Signal System	15	Add coordinated closed loop signal system	2

Intelligent transportation system projects	15	Install ramp meters, cameras, dynamic message signs, queue detection and alerts	2
Full Control to Interstate	10	Improving an existing freeway to interstate design standards primarily by increasing shoulder width and/or bridge clearances.	1
Auxiliary Lanes or Operational Improvement	10	Add continuous auxiliary lane for weaving between entrance ramp and exit ramp or other interchange improvements.	1
Add Signal System	5	New or upgraded signals	1
Construct Road in new location	0	Bypass, new route, new interchange, route relocation	0
Interchange Ramps	0	The addition of lanes to ramps of an existing grade separated interchange.	0
Maintenance Improvement	0	Drainage improvements, rock fall, landslides, rest area rehab, resurfacing, rock fall mitigation, signs, signals, weigh station rehab	0
Transportation Studies	0	Scoping studies, feasibility studies, PE & environmental, phase 1 design, small urban area, strategic corridor	0
Other improvement types	0	Any improvement types not included previously. Bike/ped, miscellaneous widening not specifically mentioned.	0

Appendix B

Air Quality Cost-Effectiveness

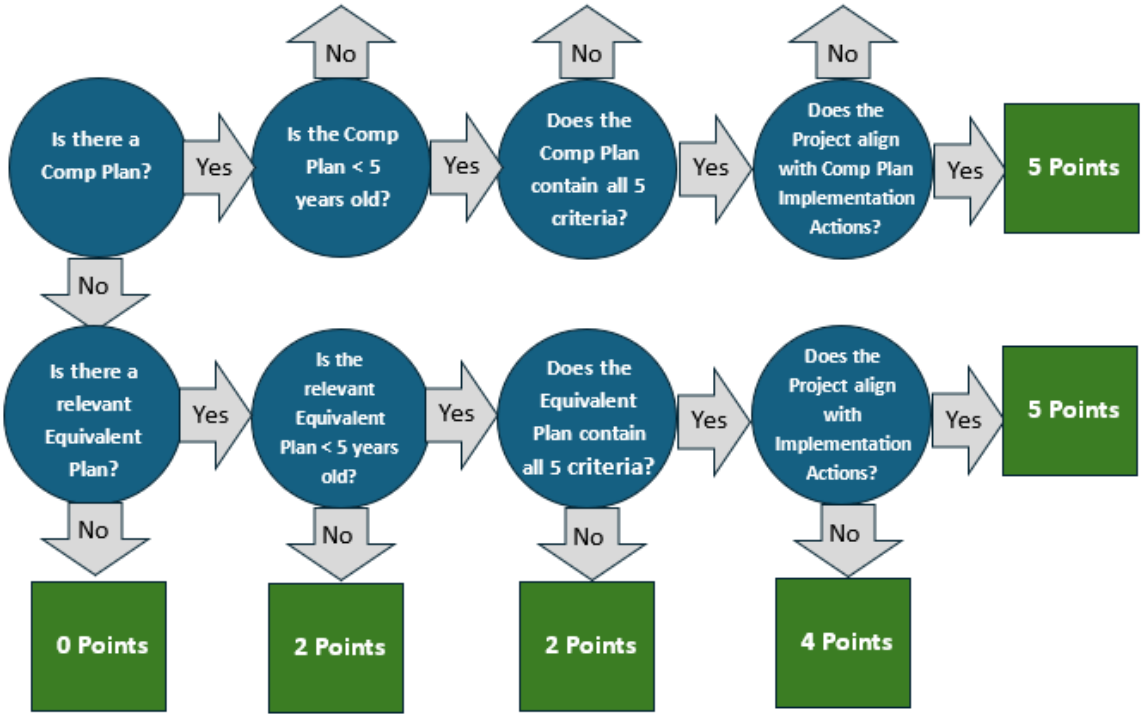
Modified from FHWA CMAQ Cost-Effectiveness Summary Table – Updated July 2020
https://rosap.ntl.bts.gov/view/dot/53777

Strong	**Points**
Idle Reduction (diesel engines)	5
Diesel Engine Retrofits	5
Intermodal Freight Facilities	5
Incident Management	5
Transit Service Expansion	5
Mixed	
Traffic signal synchronization (high volume corridor >40k ADT or major ITS)	4
Electric Vehicle Charging	4
Rideshare programs	4
Park-n-Ride	3
Transit amenity	3
Roundabouts	3
Bus replacements (CNG, electric, hybrid)	3
Traffic signal synchronization	3
Weak	
Bicycle/pedestrian facility (regional network component)	2
Intersection improvement (intersection LOS D or F)	2
Bikeshare	2
Access management	2
Bus replacements (diesel)	1
Bicycle/pedestrian facility (non-regional network component)	1
Intersection improvement (intersection LOS A-C)	1
New road or major widening (not CMAQ eligible)	1
No Impact	
Roadway resurfacing/reconstruction and minor widening	0
Lighting/guardrail replacement	0
Replacing existing sidewalks	0
Resurfacing existing bike/pedestrian facility	0
Bridge replacement	0
Transit maintenance and facility renovation	0

Appendix C

Regional Network Trails

Regional Network Component Trail Name
CVG Loop Trail
Great Miami River Trail
Little Miami Scenic Trail
Lunken Trail
Mill Creek Greenway Trail
Ohio River Trail
Wasson Way
Riverfront Commons

Appendix D

Local Planning Decision Tree