

## APPENDIX B

### CRITERIA & PROCESS USED FOR PRIORITIZING IMPLEMENTATION OF TRANSPORTATION PLAN ELEMENTS



## Prioritization Process

OKI receives a budget of federal transportation funds from three states: Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement (TEA) in Ohio; Surface Transportation Program funds for Northern Kentucky (SNK) in Kentucky; and, STP and CMAQ funds in Indiana. The OKI Board of Directors has established the following process for soliciting, reviewing and ranking highway and transit projects funded with OKI-allocated federal funds. Transportation Enhancement applications follow a separate procedure developed for these projects. The Prioritization Subcommittee, a subcommittee of the OKI Intermodal Coordinating Committee (ICC), reviews and revises the scoring process for STP, CMAQ and SNK applications on an "as needed" basis. The ICC adopted the last scoring process for Ohio and Kentucky projects in January 2006.

1. **Establish a project solicitation period** based on a TIP/STIP development schedule developed by ODOT.
2. **Advertise the project solicitation period** via newspapers, website, flyers, etc.
3. **Hold a workshop** for prospective applicants to inform them of the application process, deadlines and scoring procedures developed by the OKI Prioritization Subcommittee.
4. **Accept completed applications until the advertised deadline.** At this point, 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 unavailable to the applicant and the project cost must be reduced.
5. **Hold Priority Subcommittee Review Meetings.** These meetings allow for discussion of individual highway and transit projects by the subcommittee 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.

## Ohio Project Conditions

The following funding limitations will be applied to each highway and transit project requesting OKI-allocated STP or CM/AQ funding.

1. Funding will be capped at the amount shown on each application. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. Any additional funding will require a resubmission, review and ranking during the next solicitation period.
2. Right-of-Way (ROW) and Construction (CON) phases are eligible for funding. Preliminary engineering, environmental and contract plans are the responsibility of the applicant.
3. Applicants who receive funding through OKI should begin the Preliminary Engineering (PE) phase immediately (if not already completed) so that ROW and CON phases are ready in their targeted year. In special situations where PE cannot begin immediately (i.e. completion of an MIS) other arrangements may be made through discussion with OKI.
4. The standard local match requirement for ROW and CON is 20%. Applicants may commit a higher percentage to gain additional scoring as shown in the Planning Factors section of the ICC adopted scoring process.
5. Applicants must provide a certified or otherwise official cost estimate for each project request.
6. The following scope limitations will apply to each project request:
  - Each applicant is limited to a total of three project applications requesting either STP or CM/AQ funds or a combination of the two.
  - Total funding request per application cannot exceed 40% of OKI's annual obligating authority regardless of the number of applications submitted unless specifically approved by the ICC. (FY 2008 obligation ceiling for STP funds is \$15,164,198; 2008 obligation ceiling for CM/AQ funds is \$8,939,806). However, projects already committed for funding with STP or CM/AQ funds will lower this ceiling in the fiscal year they are funded.
  - Projects must be located within the OKI urbanized boundary. OKI has historically not funded projects outside the urbanized area since other funding sources, such as the County Engineers Association of Ohio, are available.

## Kentucky Project Conditions

The following funding limitations will be applied to each highway and transit project requesting OKI-allocated SNK funding.

1. Funding will be provided at the amount shown on each application. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. However, given that unforeseen circumstances may occur, a one-time allowance of ten (10) percent above the funding amount may be granted if OKI has sufficient funds to cover the additional amount needed. Applicants should contact OKI as soon as the additional funding is needed as this ten percent "cushion" is not guaranteed.
2. Design (D), Utilities (U), Right-of-Way (ROW) and Construction (CON) phases are eligible for funding. Projects requesting SNK funds for the design, utilities and/or right-of-way phases must demonstrate the probability of obtaining construction funds in the future.
3. The standard local match requirement for SNK funded projects is 20%. Applicants may commit a higher percentage of non-federal match to gain additional scoring as shown in the Planning Factors section of the ICC adopted scoring process.
4. Applicants planning to use state funds as match MUST have prior approval from KYTC before applying. In addition, projects requesting state funds as match for capacity-adding projects (widening projects) MUST be listed in the Six-Year plan and the OKI 2030 Long Range Plan.
5. Applicants must provide a certified or otherwise official cost estimate for each project request.
6. The following scope limitations will apply to each project request:
  - Each applicant is limited to a total of two project applications. One application may request funding for different phases, i.e. an application may request funds for both the utilities and right-of-way phases.
  - Total funding request per application cannot exceed \$5,000,000.
  - Projects must be located within the OKI urbanized boundary in Boone, Campbell or Kenton County.

## GOALS AND OBJECTIVES

Since the Transportation Improvement Program (TIP is the “short-range planning element” of the Long Range Plan (LRP), each highway and transit project contained within the OKI TIP must demonstrate that it conforms to the goals and objectives listed in the OKI LRP. This conformity is achieved through the ICC-adopted scoring process that has taken these goals and objectives into consideration. The following narrative, including the list of goals and objectives, is taken from the OKI 2030 Regional Transportation Plan (the LRP for the region) that was adopted by the OKI Board of Trustees in September 2001.

Transportation has long been a major contributor to the region’s prosperity and quality of life. For individuals and businesses, the efficiency of the transportation system in moving people and goods has a direct financial impact. From a broader perspective, the transportation system’s efficiency has repercussions for the entire economy.

In the year 2001 and beyond, the transportation system’s efficiency will become increasingly important as prosperity becomes more dependent on regional performance in a global economy. If steps are not taken to improve the region’s transportation system, it will become less efficient as evidenced by more congestion, reduced opportunity for travel by different modes, and poorer connections among modes. Transportation system inefficiencies could impede economic growth and lower the region’s competitive edge by adding to transportation costs and delays and reducing travel and transport opportunities.

In addition to its economic impacts, transportation also plays an important role in the quality of life. The interstate system, for example, has improved mobility at the same time that it has promoted a population and job shift from core areas to suburbs with significant social, environmental, and economic consequences. Transportation improvements will continue to affect development and travel patterns and opportunities.

The following goals serve to define how to meet this region’s transportation needs both now and in the future. Each goal represents a key issue addressed in this metropolitan transportation plan. Objectives clarify how to achieve the goals.

### Goals for Improving this Region’s Transportation System

#### **Goal: Improve mobility for people and goods**

To enable people and commodities to be moved with greater speed and safety, major investments are needed to improve the transportation system and reduce congestion. Improvements are needed both for expanding the present system and improving its efficiency. Improvements should be sensitive to differences in development patterns and community needs with special consideration given to safe use of the transportation system by our region’s older population.

**Objectives:**

- Improve the operating efficiency of existing infrastructure.
- Expand transportation infrastructure to provide additional capacity for moving people and goods.
- Reduce congestion by expanding alternatives to Single-Occupancy Vehicle (SOV) travel and reducing peak hour travel. Acknowledge and incorporate the use of non-motorized travel (walking and biking) into the planning process as an alternative mode of travel and connector of modes.
- Facilitate efficient intermodal transfers for both passengers and freight.
- Expand the deployment of intelligent transportation infrastructure such as ARTIMIS.

**Goal: Protect environmental quality**

Air quality is a major environmental issue in the OKI region. Progress has been made in reducing mobile source emissions, but the impact of travel growth on total emissions could threaten the region's ability to maintain federal clean air standards. Emission reductions are needed to protect air quality. Strategies that would reduce mobile source emissions would also have a beneficial effect on other environmental issues and quality of life.

**Objectives:**

- Reduce mobile source emissions.
- Encourage use of alternative fuels by both individuals and vehicle fleet operators.
- Encourage measures that reduce transportation's impact on water quality and noise levels.
- Facilitate greater use of non-motorized modes (walking, biking).
- Promote strategies that reduce travel.
- Reduce travel by single-occupancy vehicles.

**Goal: Develop new transportation funding sources and strategies**

Financial resources are needed to maintain the region's transportation system and address its deficiencies. In light of limited federal and state resources, there is a real need to generate funds from within the region for transportation improvements. New funding sources are needed, particularly for capital formation, and strategies to use funds prudently.

**Objectives:**

- Insure adequate funding to preserve and maintain the integrity of the existing transportation infrastructure.
- Initiate efforts to establish a local revenue base to fund transportation system improvements.

**Goal: Improve travel safety**

The transportation system should provide for reducing the risk of accidents that cause death or injuries and provide for the security of transportation users.

**Objectives:**

- Reduce the number and severity of traffic accidents.
- Increase security for travel by transit and non-motorized modes.
- Facilitate use of improved design of shared roadways in order to provide increased safety for motorists, cyclists and pedestrians.
- Reduce accidents occurring during transfers between transit and pedestrian facilities.
- Expand the deployment of intelligent transportation infrastructure to reduce accidents and improve incident response time.

**Goal: Provide transportation opportunities in an equitable manner**

The transportation system should provide for balanced transportation system in which no group or groups of people assume a disproportionate share of positive or negative impacts.

**Objectives:**

- Evaluate the impacts of transportation investments to assure that positive and negative impacts of the investments are distributed in an equitable and meaningful manner.

**Goal: Strengthen the connection between land use and transportation planning**

The transportation system, along with other infrastructure, has a significant impact on future land use. Transportation decisions should be consistent with local land use policies, resulting in travel and land use patterns that promote multimodal travel alternatives and reduced vehicle trips.

**Objectives:**

- Incorporate the recommendations of OKI's Regional Land Use Commission into the transportation planning process.

**Goal 8: Consider regional security**

A regional security strategy relates to sustainable prevention, detection, response and recovery efforts to protect regional transportation systems' critical infrastructure from terrorism.

**Objectives:**

- Review current statewide and metropolitan transportation plans for emergency planning/security elements.

- Incorporate the transit System Security Program Plan into metropolitan transportation plans.
- Define the role of the public transportation operators/MPO/State in promoting security.
- Identify critical facilities and transportation system elements (e.g., transit system, rails, ports, Interstate system, National Highway Safety [NHS] routes and Strategic Highway Network [STRAHNET] routes).
- Develop security goals and appropriate strategies.

## Transportation Factors for Highway Projects (45 points available)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Safety	Documentation of serious injury pattern.....	5
	More than 7 accidents per MVM.....	4
	More than 5 accidents per MVM.....	3
	More than 3 accidents per MVM.....	2
	More than 1 accident per MVM .....	1
Project Impact On Safety	High Impact.....	5
	Medium Impact.....	3
	Low Impact .....	0
Existing Level Of Service (LOS)	E/F.....	5
	D .....	4
	C .....	3
	B .....	2
	A .....	1
Project Impact On LOS	High Impact.....	5
	Medium Impact.....	3
	Low Impact .....	0
Average Daily Traffic (ADT)	Over 25,000.....	5
	Over 20,000.....	4
	Over 15,000.....	3
	Over 10,000.....	2
	Less than 10,000.....	1
Freight Corridors (Truck Traffic Volumes)	<5% .....	0
	5 to <10% .....	1
	10 to <15%.....	2
	15 to <20%.....	3
	20 to <25%.....	4
	25% or greater .....	5
Roadway Classification	Freeway/Expressway or Principal Arterial.....	5
	Minor Arterial.....	4
	Collector.....	3
Conformance with Existing Design Standards	Poor.....	5
	Fair .....	3
	Good.....	1
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
	Request for additional funds less than or equal to 50% of original amount.....	0
	Request for additional funds between 50% and 100% of original amount.....	-1
	Request for additional funds more than 100% over original amount.....	-2

**Transportation Factors for Transit Projects (45 points available)**

<b><u>Factor</u></b>	<b><u>Measure</u></b>	<b><u>Points</u></b>
Project Impact On Safety & Security	High Impact.....	5
	Medium Impact.....	3
	Low Impact .....	1
Useful Life	15 or more years.....	5
	10 to 14 years .....	4
	4 to 9 years .....	3
	Less than 4 years .....	0
Service Improvements	2 Improvements.....	add 2
	1 Improvement .....	add 1
	Expansion of Service Area/Hrs/Days .....	3
	Expansion of Service Hours and Days.....	2
	Expansion of Service Hours .....	1
System Impact	Impact on System and Passengers .....	5
	Impact on Passengers only .....	3
	Impact on System only .....	1
Type	Replacement of Revenue Vehicles.....	5
	Fixed Facility.....	4
	Support (Non-revenue) Equipment .....	3
	Expansion of Revenue Vehicles.....	2
Time to Implementation AFTER funding Is granted	0 to 2 years .....	5
	3 to 4 years .....	4
	5 to 6 years .....	3
	7 to 8 years .....	2
	9 to 10 years .....	1
	Over 10 years .....	0
Ridership Impact	Increase in Ridership .....	5
	Maintain Ridership.....	3
Capital Utilization	3 years/40% in miles over FTA value .....	5
	2 years/30% in miles over FTA value .....	3
	1 year/20% in miles over FTA value.....	1
Planning/ Forecasting	Listed in planning document over a year .....	5
	Listed in planning document less than a year.....	3
	Not listed in a current planning document .....	0

**Planning Factors for All Projects (50 points available)**

<b><u>Factor</u></b>	<b><u>Measure</u></b>	<b><u>Points</u></b>
Replacement/ Expansion	100% Replacement .....	5
	75% Replacement/25% Expansion .....	4
	50% Replacement/50% Expansion .....	3
	25% Replacement/75% Expansion .....	2
	100% Expansion .....	1
Environmental Justice	Overall benefits (good to excellent) .....	5
	Overall benefits (fair to good) .....	3
	Overall benefits (none to fair) .....	0
Land Use Conformance	Consistent—comprehensive plan complete & current... 5	
	Consistent—comprehensive plan needs improvement.. 3	
	Inconsistent—no comprehensive plan .....	0
Air Quality/Energy (VMT,VHT & Emissions Reductions)	2 or more Reduced.....	6 to 10
	1 or more Reduced.....	0 to 5
Local Share OVER amount Required	30% or more additional .....	10
	25% or more additional .....	8
	20% or more additional .....	6
	15% or more additional .....	4
	10% or more additional .....	2
	Required local amount.....	0
Travel Modes Improved	2 new modes introduced.....	add 2
	1 new mode introduced .....	add 1
	3 modes accommodated .....	3
	2 modes accommodated .....	2
	1 mode accommodated .....	1
Intermodal Connectivity	Creates new connections .....	5
	Maintains existing connections .....	3
	Eliminates connections.....	0
Existing Condition	Critical.....	5
	Poor.....	3
	Fair .....	1
	Good.....	0

**Benefit/Cost for All Projects, in millions (10 points available)**

Greater than 1,000.....	add 10
Greater than 100.....	add 8
Greater than 10 .....	add 6
Greater than 5 .....	add 4
Greater than 1 .....	add 2