

2025 Solicitation for Projects STBG/SNK/TA/CMAQ Federal Funds for FY2029

March 11, 2025



Agenda

STBG, SNK, TA and Repaving Pilot

- General Conditions
- Funding available
- Review of scoring factors
 - STBG/SNK
 - TA
 - Repaving Pilot
- Review of application
- Schedule

General Conditions

History of Project Delivery

OKI will not award new funding to any applicant that has 3 or more OKI funded projects that have slipped past their original programmed construction year.

An applicant in this situation may still apply.

Maximum award amounts

STBG - Reduce Ohio from \$8M to \$6M, SNK from \$6.5M to \$5M

Repaving Pilot Program

General Conditions - Eligible Applicants

- ✓ Area Development Districts
- ✓ Cities
- ✓ Counties
- ✓ Townships
- ✓ Transit Authorities
- ✓ Port Authorities
- ✓ Transportation Improvement Districts
- ✓ Other units of government eligible to sign contracts with KYTC or ODOT

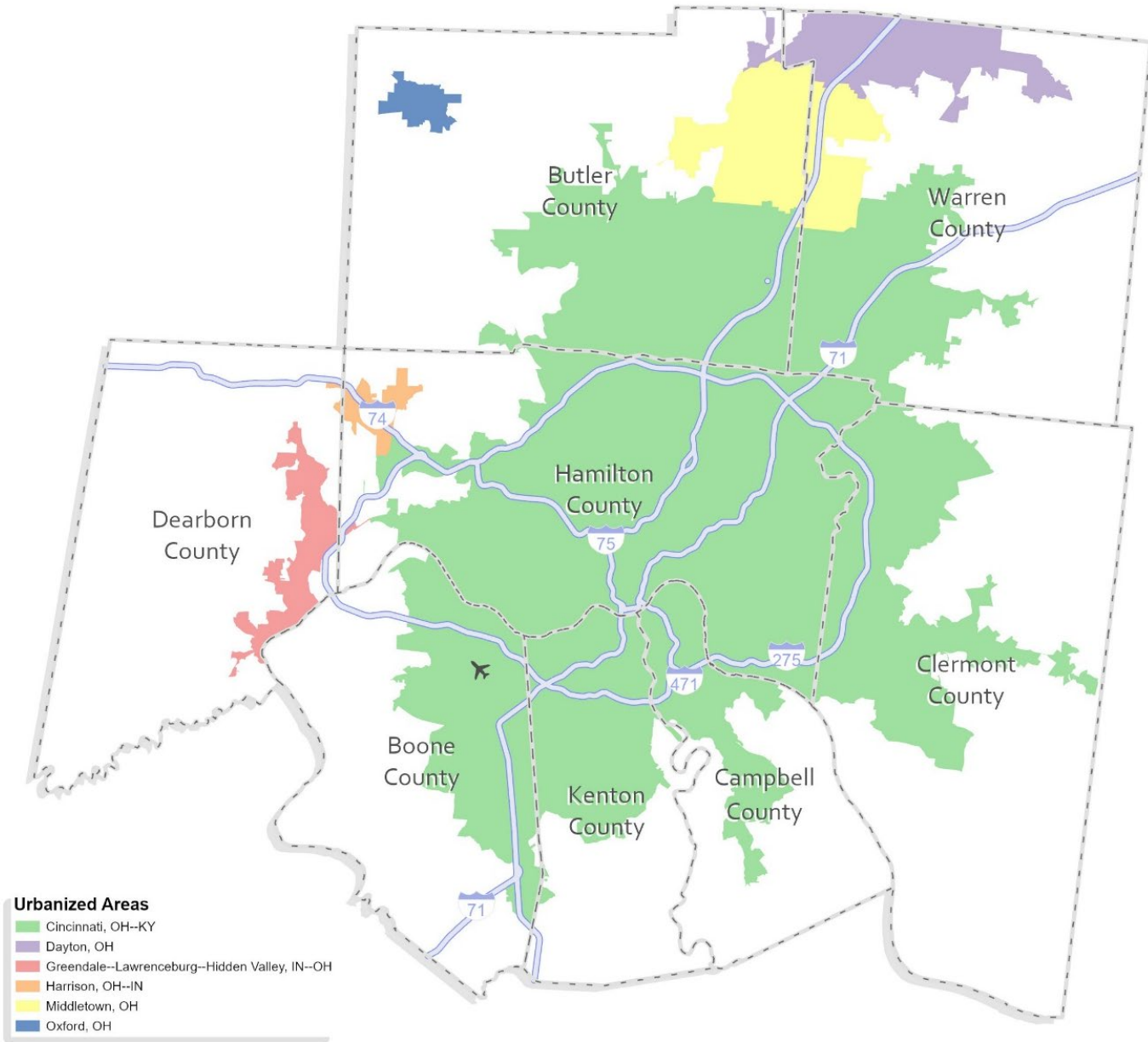
General Conditions - Basic Project Eligibility

- ✓ Ohio CMAQ is included in this Call for Projects.
- ✓ Projects are in or consistent with the 2050 Plan
- ✓ STBG/SNK are located within the urbanized boundary
- ✓ TA & CMAQ can be anywhere within the region
- ✓ Roadway projects must be on FC collector or higher
- ✓ Applicant provides non-federal match (at least 20%)
- ✓ Process is a reimbursement arrangement
- ✓ Maximum 2 applications per LPA for OH STBG/CMAQ or KY SNK
- ✓ Maximum 1 application per LPA for TA

OKI Planning Area

Urbanized Areas

- Cincinnati, OH--KY
- Dayton, OH
- Greendale--Lawrenceburg--Hidden Valley, IN--OH
- Harrison, OH--IN
- Middletown, OH
- Oxford, OH



Program Synopsis

Type	Area (roadways must be functionally-classified)	Eligible Phases	Funding Available	Max Funding Request per Application	Max Apps per Sponsor
Ohio STBG/CMAQ	Urban Area (STBG) OKI Planning Area (CMAQ)	RWS, ROW, UTIL, CON	\$52 m	\$6 m	2
Ohio STBG Repaving Pilot	Urban Area	CON	\$10 m	\$800,000	1
Ohio TA	OKI Planning Area	RWS, ROW, UTIL, CON	\$4.9 m	\$1 m	1
Kentucky SNK	Urban Area	PE (Design), RWS, ROW, UTIL, CON	\$7 m	\$5 m	2
Kentucky SNK Repaving Pilot	Urban Area	CON	\$4 m	\$800,000	1
Kentucky TA	OKI Planning Area	PE (Design), RWS, ROW, UTIL, CON	\$1.6 m	\$650,000	1

Eligible STBG/SNK Project Types

- Widening/new roadway
- Reconstruction, realignment, geometric improvements
- Signalization *
- Access management
- Safety improvements
- Transit capital *
- Bike/pedestrian *
- Intermodal facilities/freight *

* *May be CMAQ eligible in OH*

STBG/SNK Prioritization Process



Transportation Factors for Roadway Projects

Factor	Metric	Max Point Value
Safety*	Cost of Excessive Crashes	5
Impact on Safety	Qualitative based on improvement type (Appendix A)	5
Traffic*	Average Daily Traffic (ADT)	5
Travel Time*	Travel time reliability ratio	5
Impact on Travel Time	Qualitative based on improvement type	5
Freight*	Value of Freight –primary, % Truck secondary	5
Pavement or bridge condition	PCR * or Bridge Rating *	5
Complete Streets	Modes added or improved	5
Status of project	Where in the PDP is the project?	5

Transportation Factors for **Roadway Projects** **Complete Streets - Exceptions**

1. Limited access highway where Bike/Ped are prohibited
2. Cost is excessively disproportionate to need (>20%)
3. Maintenance, repair or resurfacing of an existing cross-section only
4. Project is primarily the installation of traffic control or safety devices
5. Low volume road (ADT less than 1,000 vehicles)
6. Scarcity of population or other factors indicate an absence of need
7. Roadway standards or bicycle and pedestrian standards cannot be met



Transportation Factors for Roadway Projects

Project Applicant Assistant for Roadways

<https://www.oki.org/data-maps/view-data-maps/project-application-assistant-paa/>

OKI Project Application Assistant Help

Project Name:

Project Sponsor:

Project Data:

Safety	AADT	Functional Class

LOTR	Freight Value	Truck %	PCR	BikePed Crashes	Length (mi.)

Project Points:

Safety	AADT	LOTR	Freight	PCR	BikePed

Mobility Impact Zones

Disabled	Elderly	Low Income	Zero Car

☐ Show Mobility Impact Zones

Other Layers:

- ☐ Show Functional Class
- ☐ Show Public Transit
- ☐ Show Urban Area
- ☐ Show Flood Hazard
- ☐ Show Landslide Risk

Transportation Factors for Transit Projects

Factor	Metric	Max Point Value
Project Type	Bus or BRT expansion, replacement vehicles, rail, transit centers, P&R, maintenance facility, support equipment	10
Ridership Impact	Subjective (H, M, L)	10
Impact on Safety & Security	Subjective (H, M, L)	5
Existing Asset Physical Conditions	poor, fair, good (FTA)	10
Geographic Scope	Regional, multi-county, county, corridor, local	10



Transportation Factors for **Bike/Ped Projects**

Factor	Metric	Max Point Value
Safety	Crashes involving bike/ped in the project area	5
Impact on Safety	High, Medium, Low	5
Network Connections	Regional, connection to regional or local	10
Feasibility	High, moderate, marginal, not feasible	5
Existing Surface Conditions	poor, fair, good/new	5
Complete Streets	Modes added or improved	10
Project Status	Where in the PDP is the project?	5



Transportation Factors for Non-Roadway Freight

Factor	Metric	Max Point Value
Modal Traffic Flow	mode vol/capacity	5
Impact on Roadway Congestion	# large trucks removed from roadway	10
Safety	# of incidents	5
Impact on Safety	High, Medium, Low, None	5
Quality of Life	Noise, light, dust, nuisance	5
Reliability	Estimate of impact the project	5
Existing Facility Conditions	poor, fair, good	5
Project Status	Where in the PDP is the project?	5

Planning Factors for STBG/SNK

- Air Quality
- Intermodal Elements
- Replacement/Expansion
- Local Share
- Technology
- History of Project Delivery
- Community Impacts
- Economic Vitality
- Investment/Employment Bonus
- Strategic Regional Policy Plan
- Local Plans
- Resiliency



Air Quality Cost Effectiveness (5 points)

- Project may receive points if it contributes to reduction in VMT, VHT or results in cleaner vehicle emissions.

Cost Effectiveness	
Strong	5 Points
Mixed	3-4 Points
Weak	1-2 Points
No Impact	0 Points



STBG/CMAQ/SNK

Air Quality Cost Effectiveness (5 points)

Strong	Points
Idle Reduction	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
Access Management	2
Bikeshare	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

Intermodal Elements Factor (5 points)

- New and direct connections between modes,
 - i.e. between barge and rail
- Roadway to port
- New pedestrian connection to transit





Intermodal Elements Factor Example 1

- Project adds conveyance system to offload barge direct to rail
- New connection from barge to rail
- Score = 3





Intermodal Elements Factor Example 2

- Project adds multiuse path
- New connection between 3 modes – bike, walk, transit
- Score = 5

How to handle



Replacement/Expansion Factor (5 points)

- OKI Metropolitan Transportation Plan places emphasis on maintaining existing infrastructure
- Range of points available depending upon nature of the project:
 - 100% Replacement
 - 75% Replacement/25% Expansion
 - 50% Replacement/50% Expansion
 - 25% Replacement/75% Expansion
 - 100% Expansion



Local Share/Match (10 points)

- Minimum 20% local match = 0 points
- Additional points will be awarded for applicants who pledge more than minimum local match



Technology (10 points)

- Awards points for equipment, technologies or materials that advance the state of transportation in the region.
- Connected vehicles
- Autonomous vehicles
- Optimized systems
- Advanced materials
- All modes eligible



History of Project Delivery

- Applicants with projects behind schedule or canceled will be assessed penalties on new applications (up to -10 points)
- Projects not yet awarded for construction and listed in the current TIP as of September 1st will be evaluated for history of project delivery.



Community Impact Factor (10 points)

- Overall impacts to designated communities
 - Benefits – direct or indirect
 - Impacts – positive or negative, temporary or permanent
- Designated Communities—Areas where the % of population of either: Low Income, Zero-Car households, Elderly, or Persons with Disabilities meets or exceeds 50% above the regional average and has more than 250 individuals.

Community Impact Factor (continued)

Examples of Impacts:

- Will there be any relocations?
- Any changes to access?
- Have any issues that could result in disproportionately high or adverse impacts been raised during public involvement?
- Are there other unique factors that could pose a disproportionately high or adverse impact?

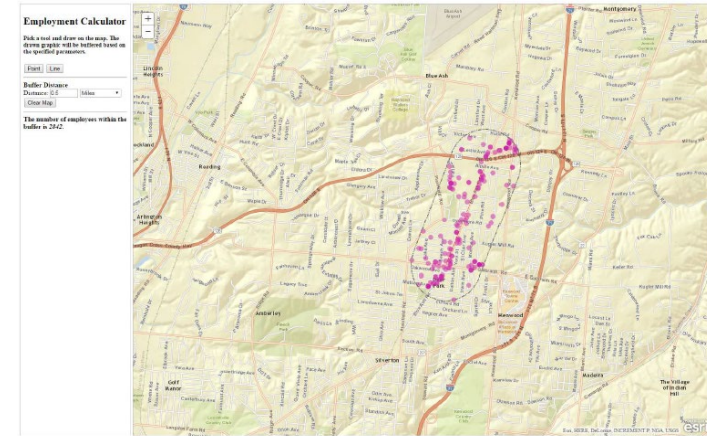
Goal

Demonstrate a working philosophy to ensure that, when possible, your project will NOT cause undue hardship on any of the four designated communities. When that's not possible due to scale, scope or location of the project remember to **mitigate** and **communicate**.

Economic Vitality (5 points plus 5 point Bonus)

Existing Employment

- Employment within ½ mile buffer
- OKI staff will score



New Investment or New Employment Bonus Points

- Documented new investment or new employment within project area provided by the applicant



Employment Calculator

Pick a tool and draw on the map. The drawn graphic will be buffered based on the specified parameters.

Buffer Distance
Distance: Miles

The number of employees within the buffer is 2842.

The map displays a geographical area with a central point and a circular buffer zone. The buffer zone is defined by a dashed line and contains a large number of pink dots, each representing an employee. The map includes labels for various cities and neighborhoods, including Blue Ash, Reading, Anderson, and Mason. Major roads like I-75 and I-275 are also visible. The map is credited to Esri, HERE, DeLorme, INCREMENT P, NGI, and USGS.

Strategic Regional Policy Plan (5 points)

- www.howdowegrow.org
- Primary goal being to bring about more consistency between regional long range transportation planning, and local land use planning.
- Strategic Policy Recommendations for Transportation, Housing, Public Facilities, Natural Systems, Economic Development and Land Use

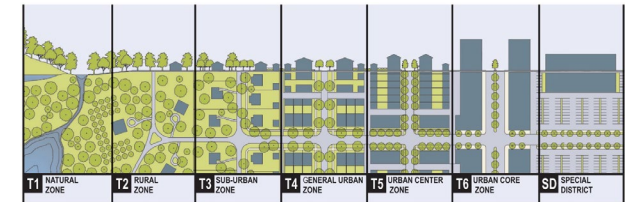




Strategic Regional Policy Plan (5 points) continued

Points awarded for:

- Projects located in/or will enhance an area with mixed land uses/town centers
- Projects serving brownfield or greyfield properties or areas where infrastructure is underutilized
- Projects located along functionally classified major collector or higher roadway within a developed area consistent with **categories T4-T6** of the Center for Applied Transect Studies SmartCode transect



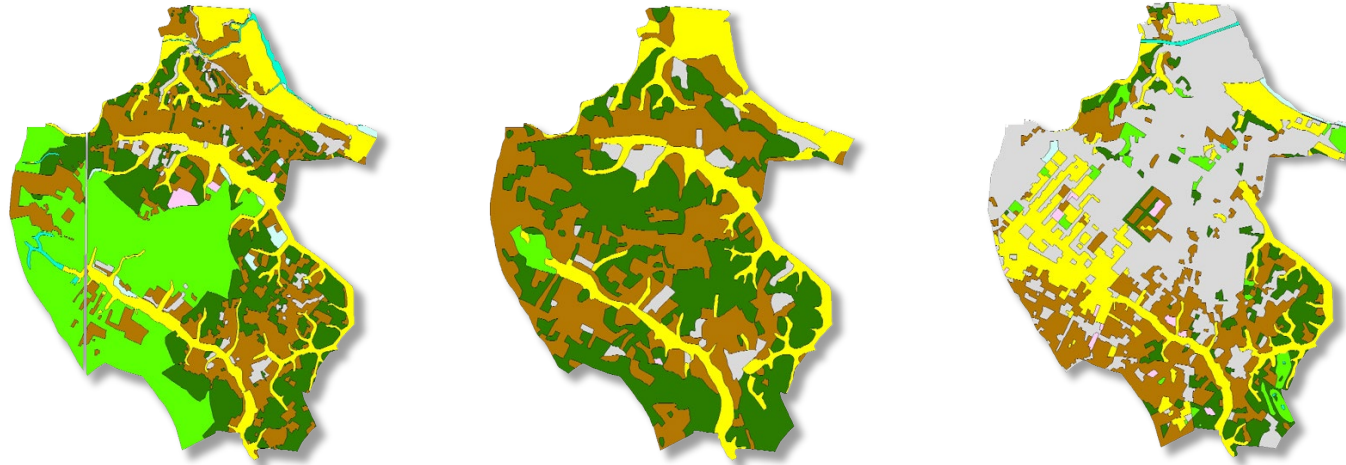
Local Planning Factor (5 points)

5... Consistent with a current (<5 years) local comprehensive plan

3... Consistent with a local comprehensive plan approved >5 years ago

0... Inconsistent with a local comprehensive plan or no plan exists

Routine maintenance projects receive 5 points



Local Planning Factor (5 points) continued

Important points to include in the application:

- Reference the specific location in the Comprehensive Plan, such as page number(s), where the project is referenced/supported.

IF you are requesting consideration for another plan (corridor study, small area plan), **then:**

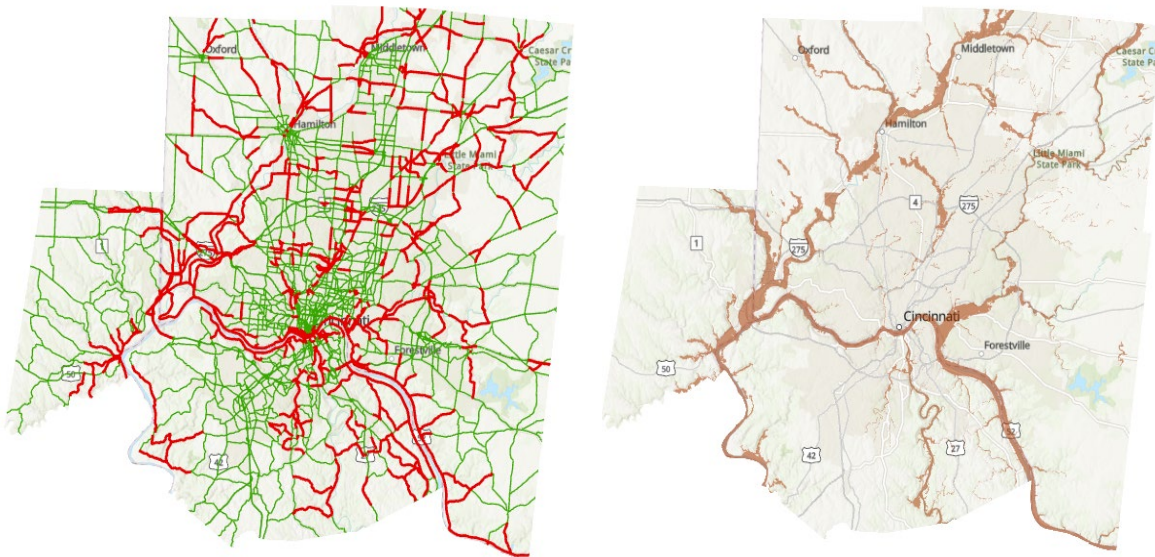
- Highlight the Public Participation process for the plan.
- Describe the Land Use/Transportation relationship.



Resiliency Factor (5 points)

- Is the project within a Federal Flood Risk Management Standard (FFRMS) **floodplain** or within an area identified as being susceptible for **landslide** on the US Landslide Inventory?

500-year floodplain for OKI region



Landslide risk for OKI region





If YES



5 points Project is within the floodplain and the improvement elevates it above the 500-year floodplain.
Project is in an area with a landslide susceptibility index of 1-3 and is designed to withstand slippage and/or protect area from further slippage.

3 points Project is within the floodplain and the design armors it to sustain a flooding event.
Project is within an area with landslide susceptibility index of 4-5 and is designed to withstand slippage and/or protect area from further slippage.

-5 points Project* is within the floodplain and does not elevate it above the 500-year floodplain elevation or armor to sustain a flooding event.
Project* is within an area with landslide susceptibility index of 1-5 and does not address slippage in design.

*Multiuse trails are excluded from receiving this deduction.



If NO

5 points Project includes Nature-Based Solution strategies in the project design beyond state or local compliance requirements.

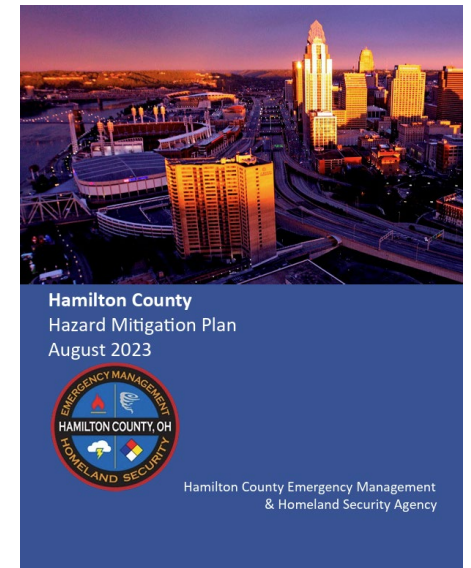
5 points Project addresses a specific need identified in a County Hazard Mitigation Plan, transportation resilient infrastructure plan, or similar resiliency plan including providing redundancy for a vulnerable transportation facility or provides new capacity for emergency response.



LOCAL HAZARD



MITIGATION PLAN



Transportation Alternatives (TA) Prioritization Process





Network Connections

Regional Network Connections – 10 Points

Great Miami River Trail

Little Miami Scenic Trail

Lunken Trail

Mill Creek Greenway Trail

Ohio River Trail

Wasson Way

Riverfront Commons



Planning Factors for TA

- Air Quality
- Intermodal Elements
- Replacement/Expansion
- Local Share
- Technology
- History of Project Delivery
- Community Impacts
- Economic Vitality
- Investment/Employment Bonus
- Strategic Regional Policy Plan
- Local Plans
- Resiliency





TA Planning Factors Scoring

Factor	Max Point Value
Local Share	10
Air Quality Cost Effectiveness	5
Intermodal Connections	5
Replacement/Expansion	5
Technology	5
History of Project Delivery	0
Community Impacts	10
Economic Vitality	5
Investment/Employment Bonus	5
Strategic Regional Policy Plan	5
Local Planning	5
Resiliency	5

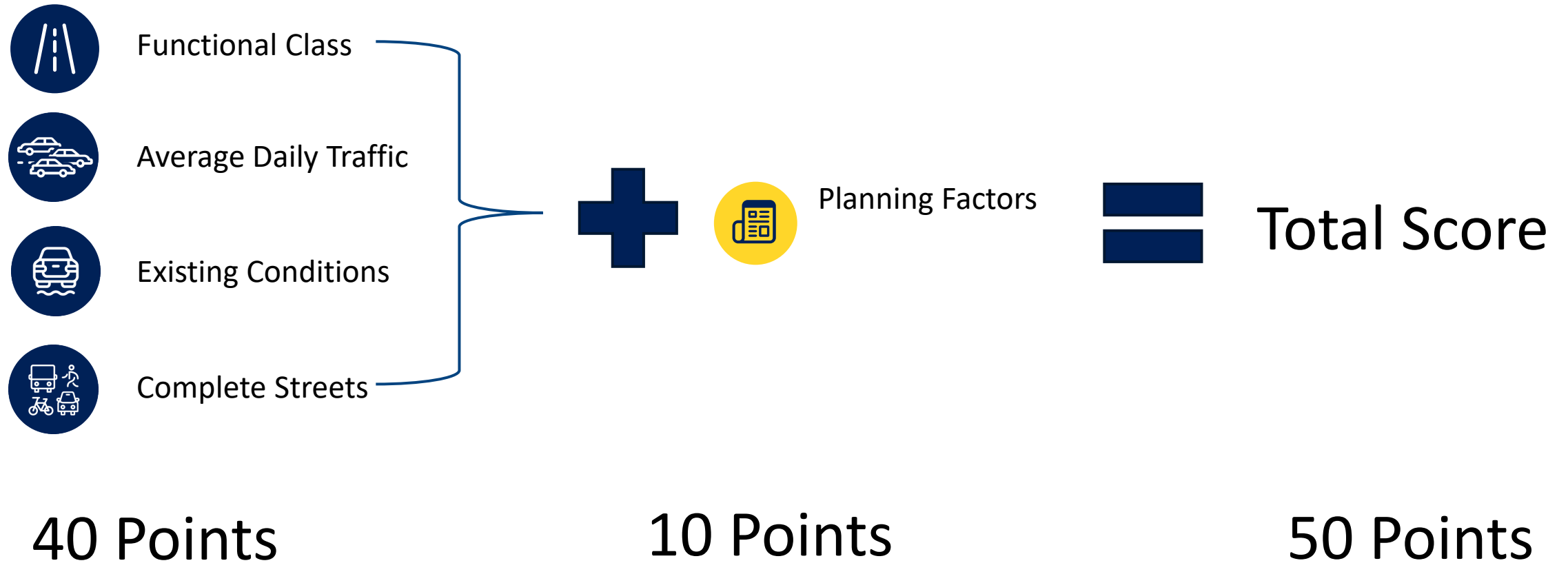
TA – Air Quality Cost Effectiveness (5 points)

TA Air Quality Effectiveness	Points
Bike/Ped Facility – Regional	5
Bike/Ped Facility – Connect to Regional	3
Bikeshare	3
New Sidewalk	2
Bike/Ped Facility – Local	1
Bike/Ped Signal	1

Repaving Pilot

- Simple mill and fill type projects. 3" depth, PMs, MOT, CON only.
- 1 application per eligible LPA.
- 1 roadway
- \$10M in Ohio, \$4M in KY. \$800k max. TRC in Ohio.
- Includes 20% contingency for unforeseen base repairs
- ADA compliant curb ramps are in place and in good condition
- Project functionally classified collector or higher and is within the urban boundary

Repaving Pilot Prioritization Process





Transportation Factors for Roadway Repaving Projects (40 points)

Ohio projects
would be provided Toll
Revenue credits to fund
the local share.

**Approx. amount
\$10M in Ohio,
\$4M in KY**

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
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
<u>Existing</u> Conditions	Less than 3,000	0
	Pavement Conditions (PCR)	
	Poor	20
	Fair	10
	Good	0
Complete Streets	Road has fixed route transit.....	5
	Road has no fixed route transit.....	0

Planning Factors (10 points)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
History of Project Delivery	1 project sale slipped past programmed year.....	-3
	2 projects slipped past programmed year.....	-5
	3 projects slipped past programmed year.....	Not eligible
	Project canceled.....	-10
Community	Overall net benefits (good to excellent)	8 - 10
Impacts	Overall net benefits (fair to good)	4 - 7
	Overall net benefits (none to fair).....	0 - 3

Note: NET benefit is a subjective consideration of both POSITIVE and NEGATIVE impacts.

Application

- Excel based application and Guidance for STBG/SNK/TA:
<https://www.oki.org/funding/stbg-cmaq-snk-ta/>
- Contact information
- Project name, description, primary goal
- Cost estimates by phase
- Certifications
- Transportation factors
- Planning factors
- Attachments (including map and cost est.) Please compress maps

STBG/CMAQ/SNK/TA Schedule

March 11, 2025	Program Announcement and Workshop
June 6, 2025	Applications Due – 4:00 p.m.
July 2025, TBD	Community Advisory Committee meeting
September 9, 2025	ICC
September 16, 2025	ICC (if needed)
October 7, 2025	ICC Approval
October 9, 2025	OKI Board Approval
Spring 2026	Included in OKI TIP



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