OKI Prioritization Process

- Ohio
  - Ohio STBG/CMAQ and TA sub-allocated funds
    - Combined OKI STBG/CMAQ Application
    - OKI Prioritization Process
  - High ranking projects that are also CMAQ eligible submitted to Statewide CMAQ process

- Kentucky
  - Kentucky STBG/TA sub-allocated funds. CMAQ not sub-allocated to MPO’s.
  - OKI provides regional ranking of projects based on $/emissions reduced

- Indiana
  - Indiana STBG/CMAQ/HSIP/TA suballocated funds
  - Small $$, no formal call for projects
  - If necessary, follow Ohio prioritization process
Transportation Factors for Roadway Projects

- Safety*
- Impact on Safety
- Average Daily Traffic (ADT) *
- Travel Time* (index or model based)
- Impact on Travel Time
- Freight* (% trucks)
- IRI * or Bridge Rating *
- Complete Streets
- Status of Project

* Data available from PAA gis.oki.org/paa/
Transportation Factors for Transit Projects

- Project Type (vehicles, fixed facility, support)
- Ridership Impact
- Impact on Safety & Security
- Time to Implementation
- System Impact
- Existing Physical Condition
Transportation Factors for Bike/Ped

- Safety
- Impact on Safety
- Network Connections
- Feasibility
- Existing Surface Conditions
- Complete Streets
- Project Status
Transportation Factors for Non-Roadway Freight Projects

- Modal Traffic Flow
- Impact on Roadway Congestion
- Impact on Safety
- Project Status
- Impact on Reliability
- Existing Facility Conditions
Planning Factors for All Projects

- Technology
- Environmental Justice
- Economic Vitality
- Investment/Employment Bonus

- **Air Quality**
- Intermodal Elements
- Replacement/Expansion
- Strategic Regional Policy Plan
- Local Plans
- Local Share
- History of Project Delivery

www.oki.org  /okiregional  /okircog
Air Quality

- Reduction in Vehicle Miles Traveled
- Reduction in Vehicle Hours Traveled
- Cleaner vehicle emissions
- 0 to 5 points awarded, qualitative assessment
Ohio Statewide Urban CMAQ Committee (OSUCC)

- Statewide process for 8 largest MPO’s in Ohio
- Developed statewide process and application
- Cost effectiveness in reducing congestion and vehicle emissions is a priority
- Collect applications, review scores, manage process
<table>
<thead>
<tr>
<th>Criteria</th>
<th>Max Points Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Project Type</td>
<td>10</td>
</tr>
<tr>
<td>2 Cost Effectiveness (per emission reduced)</td>
<td>20</td>
</tr>
<tr>
<td>3 Other Benefits (safety, fixed route transit, bike/ped, freight EJ)</td>
<td>10</td>
</tr>
<tr>
<td>4 Existing Modal Level-of-Service</td>
<td>15</td>
</tr>
<tr>
<td>5 Positive Impact on Level-of-Service</td>
<td>15</td>
</tr>
<tr>
<td>6 Status of Project</td>
<td>10</td>
</tr>
<tr>
<td>7 Non-Federal Match of Requested CMAQ Funds</td>
<td>10</td>
</tr>
<tr>
<td>8 History of Project Delivery (0, -5 or -10 point deduction)</td>
<td>0</td>
</tr>
<tr>
<td>9 Regional Priority</td>
<td>10</td>
</tr>
</tbody>
</table>
### 2. Cost Effectiveness (20 pts)

<table>
<thead>
<tr>
<th>Measure</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sliding scale</td>
<td>0-20</td>
</tr>
</tbody>
</table>

- **To be completed by OKI Staff**
  - Staff will use OSUCC methodology to calculate potential reduction of vehicle emissions.

- **Annualized CMAQ requested/emissions reduction.**
  - \((\text{CMAQ Request/Useful Life})/\text{emissions reduced}\)
    - Emissions reduced = Yearly reductions of VOC+NOx+PM2.5

- Most cost-effective receives 15 points, least = 0.

- State process will evaluate cost-effectiveness relative to all statewide projects.
OKI Tasks for Kentucky CMAQ

- Collect Applications
- Calculate Emission Benefits
- Establish Regional Priorities

KYTC Office of Local Programs selects projects to be funded
KY CMAQ-Methodology for Staff’s Initial Prioritization

- Estimate daily emission reduction for smog precursor (VOC and NOx), CO, and fine and course particulate matter emissions (PM2.5, and PM10)
  - project impact on vehicle miles traveled
  - vehicle hours traveled
  - vehicle emissions

- Calculate Annualized Cost (based on “useful life”) and Emissions Benefit.

- Sort by Cost Effectiveness ($/kg)

- Quantitative process only
## CMAQ Projects in OKI FY20-23 TIP

<table>
<thead>
<tr>
<th>State</th>
<th>Number</th>
<th>Type</th>
<th>CMAQ Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indiana</td>
<td>1</td>
<td>Turn lanes</td>
<td>$192,000</td>
</tr>
<tr>
<td>Kentucky</td>
<td>1</td>
<td>Intersection realignment</td>
<td>$1,787,000</td>
</tr>
<tr>
<td>Kentucky</td>
<td>2</td>
<td>Turn lanes</td>
<td>$8,536,130</td>
</tr>
<tr>
<td>Kentucky</td>
<td>1</td>
<td>Eliminate bottleneck</td>
<td>$4,300,000</td>
</tr>
<tr>
<td>Ohio</td>
<td>6</td>
<td>Bus replacement/other transit</td>
<td>$20,264,704</td>
</tr>
<tr>
<td>Ohio</td>
<td>8</td>
<td>Bicycle/pedestrian</td>
<td>$14,205,309</td>
</tr>
<tr>
<td>Ohio</td>
<td>6</td>
<td>Roundabouts</td>
<td>$15,747,817</td>
</tr>
<tr>
<td>Ohio</td>
<td>3</td>
<td>Turn lanes</td>
<td>$6,487,569</td>
</tr>
<tr>
<td>Ohio</td>
<td>4</td>
<td>Signal upgrades</td>
<td>$7,579,065</td>
</tr>
<tr>
<td>Ohio</td>
<td>1</td>
<td>Freight</td>
<td>$1,026,096</td>
</tr>
</tbody>
</table>
OKI September 2018 Baseline CMAQ Performance Plan

Required as a TMA over 1m with a maintenance area

Baseline report due by 10/2018.


1. Baseline (2017), two and four-year PHED targets
2. Baseline (2017), two and four-year non-SOV targets
3. Baseline (2014-2017), two and four-year on-road mobile source emissions targets
4. Future CMAQ projects estimated emissions benefits
<table>
<thead>
<tr>
<th>Measure</th>
<th>Metric (annual hours per person)</th>
<th>Metric (non-SOV % of total travel modes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 Baseline PHED</td>
<td>8.7</td>
<td></td>
</tr>
<tr>
<td>2-Year Target</td>
<td>≥ 17.4%</td>
<td></td>
</tr>
<tr>
<td>4-Year Target</td>
<td>≥ 17.4%</td>
<td></td>
</tr>
</tbody>
</table>

CMAQ Performance Plan – Cincinnati Urbanized Area PHED and Non-SOV
<table>
<thead>
<tr>
<th>Measure</th>
<th>NOx (kg/day)</th>
<th>VOC (kg/day)</th>
<th>PM2.5 (kg/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-2017 Baseline</td>
<td>Indiana: N/A</td>
<td>Kentucky: 33.4</td>
<td>Indiana: N/A</td>
</tr>
<tr>
<td></td>
<td>Ohio: 309.24</td>
<td></td>
<td>Kentucky: 2.91</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ohio: 13.22</td>
</tr>
<tr>
<td>2020 2-Year Target</td>
<td>Indiana: 1600</td>
<td>Kentucky: 100</td>
<td>Indiana: 20</td>
</tr>
<tr>
<td></td>
<td>Ohio: 537</td>
<td></td>
<td>Kentucky: N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ohio: 36</td>
</tr>
<tr>
<td>2022 4-Year Target</td>
<td>Indiana: 2200</td>
<td>Kentucky: 200</td>
<td>Indiana: 30</td>
</tr>
<tr>
<td></td>
<td>Ohio: 537</td>
<td></td>
<td>Kentucky: N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ohio: 36</td>
</tr>
</tbody>
</table>
CMAQ Performance Plan-Future Projects Estimated Emissions Benefits

- 4-year TIP CMAQ projects –
  - Project ID
  - Facility, Location, Description
  - VOC, NOx, PM2.5 emissions reductions by year
  - Benefit to reducing PHED and Non-SOV (qualitative)
Statewide Performance Targets

- TIP and Plan narrative
- OKI agrees to plan and program projects so that they contribute toward accomplishment of each state’s system performance measure targets. (by Resolution)
- Projects that contribute toward meeting performance targets
  - Summarize # of projects and total cost (not just CMAQ)
Questions?

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