



MAUMEE VALLEY
PLANNING ORGANIZATION

CAPITAL PROGRAM POLICIES AND PROCEDURES

SFY 2026 – 2027

1300 E Second Street, Suite 200
Defiance, OH 43512

P: 419-784-3882
F: 419-784-2061

www.mvpo.org

March 2026

CONTENTS

1.0 Program Overview 1

 1.1 Program Purpose..... 1

 1.2 Schedule..... 1

 1.3 Funding Availability 1

2.0 Eligibility Requirements 2

 2.1 Eligible Applicants.....2

 2.2 Eligible Projects2

 2.2.1 Location of Projects (23 U.S.C. 133(c))2

 2.2.2 Eligible Activities (23 U.S.C. 133(b)).....2

 2.3 Applicability of Planning Requirements (23 U.S.C. 133(d)(5)).....5

 2.4 Eligible Costs and Matching Requirements5

 2.4.1 Non-Federal Matching Requirements5

 2.4.2 Prior Federal Authorization5

3.0 Application Process 6

4.0 Evaluation Process 7

5.0 Project Development Requirements..... 8

- Appendix A: Roadway Project Scoring Criteria**
- Appendix B: Bridge Project Scoring Criteria**
- Appendix C: Active Transportation Scoring Criteria**

1.0 **PROGRAM OVERVIEW**

The Capital Program Policies and Procedures establish the framework for project prioritization and awarding of allocated Surface Transportation Block Grant Program (STBG) funds within the Maumee Valley Planning Organization (MVPO) region for State Fiscal Years (SFYs) 2026 and 2027, in accordance with federal and state policies.

1.1 **Program Purpose**

The current federal transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), reauthorized the STBG program to provide reimbursable federal-aid funding to preserve and improve the conditions and performance of the transportation system. Subject to the requirements of 23 U.S.C. 133, eligible activities include roadway, bridge, and bicycle and pedestrian (active transportation) projects. Eligible costs include engineering, right-of-way, and construction costs associated with an eligible activity.

The Federal Highway Administration (FHWA) apportions STBG funds to state transportation agencies. Through the biennial state transportation budget, the Ohio Department of Transportation (ODOT) administers these funds and distributes a formula-based allocation to the state's Regional Transportation Planning Organizations (RTPOs), including MVPO, for locally sponsored transportation projects.

It is the responsibility of MVPO to administer its STBG allocation through the development and implementation of adopted regional policies and procedures.

1.2 **Schedule**

The basic process of awarding funds consists of the following:

Program Adoption:	March 9, 2026
Solicitation for Project Applications:	April 1 – May 31, 2026
Evaluation Period:	June 1 – July 31, 2026
Public Comment Period:	August 1 – August 31, 2026
Adoption of Approved Projects:	September 14, 2026

Note: Actual dates subject to change.

1.3 **Funding Availability**

Approximately \$1 million in STBG funds will be available for award.

The balance of available funds will be directed through a competitive solicitation for project applications, through which, MVPO administers the application process and conducts the evaluation process.

The minimum award amount is \$200,000 and the maximum award amount is \$500,000.

2.0 ELIGIBILITY REQUIREMENTS

2.1 Eligible Applicants

Applicants must be a public agency (i.e., county, township, or municipality) that is located within the MVPO region (Defiance, Fulton, Henry, Paulding, and Williams counties).

2.2 Eligible Projects

2.2.1 Location of Projects (23 U.S.C. 133(c))

Projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on Jan. 1, 1991, except-

- (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
- (2) for a project described in 23 U.S.C. 133(b)(5)-(15) and (b)(23);
- (3) for a project described in 23 U.S.C. 101(a)(29), as in effect on the day before the date of enactment of the Fixing America's Surface Transportation (FAST) Act (see 23 U.S.C. 133(h));
- (4) for a bridge project for the replacement of a low water crossing (as defined by the Secretary) with a bridge; and
- (5) as approved by the Secretary.

2.2.2 Eligible Activities (23 U.S.C. 133(b))

Subject to the location of project requirements in 23 U.S.C. 133(c), STBG funds may be obligated for the following:

- (1) Construction of-
 - (a) highways, bridges, and tunnels, including designated routes of the Appalachian Development Highway System and local access roads under 40 U.S.C. 14501;
 - (b) ferry boats and terminal facilities-
 - (i) that are eligible for funding under 23 U.S.C. 129(c); or
 - (ii) that are privately or majority-privately owned, but that the Secretary determines provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system described in 23 U.S.C. 101(b)(3)(D);
 - (c) transit capital projects eligible for assistance under chapter 53 of title 49, U.S.C.;
 - (d) infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - (e) truck parking facilities eligible for funding under section 1401 of the Moving Ahead for Progress in the 21st Century (MAP-21) Act (see 23 U.S.C. 137 note);
 - (f) border infrastructure projects eligible for funding under section 1303 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (see 23 U.S.C. 101 note); and
 - (g) wildlife crossing structures.

- (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(19).
- (3) Environmental measures eligible under 23 U.S.C. 119(g), 148(a)(4)(B)(xvii), 328, and 329, and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (see 42 U.S.C. 7408(f)(1)(A)).
- (4) There is no longer a paragraph (4) in subsection (b).
- (5) Highway and transit safety infrastructure improvements and programs, including projects eligible under 23 U.S.C. 130 and installation of safety barriers and nets on bridges. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (6) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (7) Recreational trails projects eligible for funding under 23 U.S.C. 206 including the maintenance and restoration of existing recreational trails, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the American with Disabilities Act of 1990 (ADA) (see 42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under 23 U.S.C. 208. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (8) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (9) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (10) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (11) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, U.S.C. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (12) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

- (13) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (14) Projects and strategies designed to reduce the number of wildlife-vehicle collisions, including project-related planning, design, construction, monitoring, and preventative maintenance. Preventative maintenance is defined in 23 U.S.C. 116(a). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (15) The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (16) The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
- (17) Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- (18) Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under 23 U.S.C. 133. Natural infrastructure is defined in 23 U.S.C. 101(a)(17).
- (19) Measures to protect a transportation facility otherwise eligible for assistance under 23 U.S.C. 133 from cybersecurity threats.
- (20) At the request of a State, and upon Secretarial approval of credit assistance under chapter 6 of title 23, U.S.C., subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 of title 23, U.S.C. with respect to a project eligible for assistance under 23 U.S.C. 133.
- (21) The creation and operation by a State of an office to assist in the design, implementation, and oversight, including conducting value for money analyses or similar comparative analyses, of public-private partnerships eligible to receive funding under title 23, U.S.C. and chapter 53 of title 49, U.S.C., and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- (22) Any type of project eligible under 23 U.S.C. 133 as in effect on the before the date of enactment of the Fixing America's Surface Transportation (FAST) Act, including projects described under 23 U.S.C. 101(a)(29) as in effect on such day.
- (23) Rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 U.S.C. 133(j). Not subject to the Location of Project requirement in 23 U.S.C. 133(c).
- (24) Projects to enhance travel and tourism.

2.3 Applicability of Planning Requirements (23 U.S.C. 133(d)(5))

Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135. Projects must either be listed within or consistent with the goals and objectives of the currently adopted MVPO Long-Range Transportation Plan (LRTP), [Moving Together 2045](#).

2.4 Eligible Costs and Matching Requirements

2.4.1 Non-Federal Matching Requirements

A minimum of 20 percent match in non-federal funds is required. Matching funds must be provided in cash, as in-kind contributions are not permitted.

Toll Revenue Credits (TRC) are eligible to be used as a match, which can increase the federal share to 100 percent. However, due to limited availability of toll credits, project applicants should be prepared to provide a local match source in the event toll credits are not available.

2.4.2 Prior Federal Authorization

The STBG program operates on a reimbursement basis. Costs for any activity that occurs prior to federal authorization of the project phase are not eligible for reimbursement. The sponsoring agency will be responsible for these costs.

3.0 APPLICATION PROCESS

The solicitation for project applications will open on April 1, 2026, and will close on May 31, 2026. Applications must be submitted through an online form which will be available on the [MVPO website](#). Eligible applicants may submit a maximum of three applications. Late submissions will not be accepted.

Eligible applicants will be required to provide the following information on each application:

Applicant Information

- Sponsoring Public Agency
- County
- Mailing Address
- Contact Person
- Title
- Phone Number
- Email Address

Project Information

- Project Name
- ODOT PID (if applicable)
- Project Location
- Project Description

Project Costs Information

- Applicable funding requests:
 - Preliminary Engineering
 - Final Engineering / Right-of-Way
 - Construction
- Information for each funding request:
 - Requested Funds
 - Local Match
 - Total Costs
 - Other secured funding sources

Attachments

- Certified copy of legislation authorizing the application
- Certified cost estimate by professional engineer or architect
- Project location map (8.5" x 11")
- Project site photograph(s)
- Award letters of other contributing funding sources (if applicable)

4.0 EVALUATION PROCESS

MVPO staff will conduct the project evaluation process to review submitted applications and develop a recommended list of projects for adoption by the MVPO Executive Council. This process will consist of the following steps:

1. **Confirm Eligibility:** MVPO staff will review submitted applications to ensure project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with Moving Together 2045. Any issues identified will be communicated to the applicant contact, and projects with unresolved issues will be excluded from further consideration.
2. **Scoring Criteria:** Eligible projects will be categorized by project type (i.e., Roadway, Bridge, or Active Transportation) and can achieve a maximum of 130 points within their respective category. Evaluation criteria are derived from the goals and objectives of Moving Together 2045, with points awarded based on consistency and advancement of regional priorities. The distribution of available points for each project type is shown below:

Evaluation Category	Roadway	Bridge	Active Transportation
Safety	30	—	60
Infrastructure Condition	20	60	10
Mobility	—	—	40
Network Significance / Freight Movement and Economic Vitality	60	50	—
Environmental Sustainability	5	5	5
Miscellaneous	15	15	15
Total Points:	130	130	130

MVPO staff will score each project using the criteria outlined in Appendix A, B, and C.

3. **Project Ranking and Balancing:** Candidate projects will be initially prioritized according to their ranking as described above. These rankings will be used by MVPO staff to develop a recommended list of projects. However, to achieve maximum program investment and ensure a balanced program of projects, MVPO staff may adjust project prioritization based on the relative funding available and overall program balancing for regional diversity, including a variety of project types and sponsors.
4. **Public Comment:** The recommended list of projects will be made available for public comments. MVPO staff will post the recommended projects on the MVPO website and social media pages.
5. **Program Approval:** The MVPO Executive Council will consider the recommended list of projects. MVPO staff will send an award letter to the applicant contact of those approved for funding detailing the next steps of project development.

5.0 **PROJECT DEVELOPMENT REQUIREMENTS**

To ensure project development complies with applicable federal and state policies, approved projects must be delivered through established ODOT procedure. Locally sponsored projects (Local Public Agency (LPA) projects) are either classified as Local-Let LPA or ODOT-Let LPA projects. The project sponsor must coordinate with MVPO and ODOT to determine which of the following delivery processes will be used to develop the project:

- **Local-Let Process:** Projects developed through the Local-Let process are administered by the sponsoring agency, subject to qualification requirements and ODOT approval, in accordance with ODOT's [Local-Let Manual of Procedures](#). Through this delivery method, the sponsoring agency coordinates the project development, is responsible for construction administration of the project, and generally has greater control of the project schedule.
- **ODOT-Let Process:** Projects developed through the ODOT-Let process are administered by ODOT in accordance with ODOT's [Project Development Process \(PDP\) Manual](#). Through this delivery method, ODOT coordinates the project development, is responsible for construction administration of the project, and controls the project schedule.

For more information on the Local-Let or ODOT-Let process, contact the ODOT District LPA Manager at: <https://www.transportation.ohio.gov/programs/local-programs/district-lpa-managers-addl-staff>

APPENDIX A

ROADWAY PROJECT SCORING CRITERIA



MAUMEE VALLEY
PLANNING ORGANIZATION

ROADWAY PROJECT SCORING CRITERIA

Evaluation Category	Scoring Criterion	Points	Max. Points
SAFETY			30
Equivalent Property Damage Only (EDPO) Rate	≥ 25%	20	20
	20 – 24%	16	
	15 – 19%	12	
	10 – 14%	8	
	5 – 9%	4	
	≤ 4%	0	
Safety-Related Countermeasures	Includes multiple countermeasures	10	10
	Includes singular countermeasure	5	
	None	0	
INFRASTRUCTURE CONDITION			20
Pavement Condition Rating (PCR)	≤ 39	20	20
	40 – 54	16	
	55 – 64	12	
	65 – 74	8	
	75 – 89	4	
	≥ 90	0	
NETWORK SIGNIFICANCE / FREIGHT MOVEMENT AND ECONOMIC VITALITY			60
Functional Classification	Principal Arterial (1, 2, 3)	10	10
	Minor Arterial (4)	8	
	Major Collector (5)	6	
	Minor Collector (6)	4	
	Local (7)	0	
Annual Average Daily Traffic (AADT)	≥ 2,000	20	20
	1,500 – 1,999	16	
	1,000 – 1,499	12	
	500 – 999	8	
	100 – 499	4	
	≤ 99	0	
Truck AADT	≥ 100	10	10
	75 – 99	8	
	50 – 74	6	
	25 – 49	4	
	≤ 24	0	
Commercial Access Improvement	Direct access improvement	10	10
	Indirect access improvement	5	
	None	0	
Industrial Access Improvement	Direct access improvement	10	10
	Indirect access improvement	5	
	None	0	
ENVIRONMENTAL SUSTAINABILITY			5
Environmental Quality Improvement	Yes	5	5
	No	0	
MISCELLANEOUS			15
Project Development Phase	Construction	10	10
	Final Engineering / Right-of-Way	8	
	Environmental Engineering	6	
	Preliminary Engineering	4	
	Planning	0	
Long-Range Transportation Plan	Listed	5	5
	Not listed	0	
TOTAL POINTS:			130

ROADWAY PROJECT SCORING METHODOLOGY

Safety

Equivalent Property Damage Only (EPDO) Rate

MVPO staff will obtain the EPDO rate of the roadway between 2021 and 2025. The measure compares sites with relatively low crash frequency but high severity to those with higher frequency but lower severity.

≥ 25%	20 – 24%	15 – 19%	10 – 14%	5 – 9	≤ 4%
20 pts	16 pts	12 pts	8 pts	4 pts	0 pts

Note: EPDO rates will be obtained from the AASHTOWare Safety platform.

Safety-Related Countermeasures

Applicants will be asked to indicate whether the project includes any safety-related countermeasures from the FHWA's Proven Safety Countermeasure initiative (PSCI). The initiative includes recommended countermeasures and strategies effective in reducing fatalities and serious injuries for all user types.

Includes multiple countermeasures	Includes singular countermeasure	None
10 pts	5 pts	0 pts

Note: Safety-related countermeasures can be viewed at <https://highways.dot.gov/safety/proven-safety-countermeasures>

Infrastructure Condition

Pavement Condition Rating (PCR)

Applicants will be asked to report the PCR value of the roadway. The measure indicates the composite effects of varying distress types, severity, and extent upon the overall condition of the pavement.

≤ 39	40 – 54	55 – 64	65 – 74	75 – 89	≥ 90
20 pts	16 pts	12 pts	8 pts	4 pts	0 pts

Note: PCR values are provided on ODOT TIMS. For projects that include multiple segments, only report the lowest associated value.

Network Significance / Freight Movement and Economic Vitality

Functional Classification

Applicants will be asked to indicate the functional classification of the roadway. The classification indicates a route's importance and conceptually defines the role serving traffic flow.

Principal Arterial (1, 2, 3)	Minor Arterial (4)	Major Collector (5)	Minor Collector (6)	Local (7)
10 pts	8 pts	6 pts	4 pts	0 pts

Note: Functional classifications are provided on ODOT TIMS. For projects that include multiple segments, only report the highest associated classification.

Annual Average Daily Traffic (AADT)

Applicants will be asked to report the AADT value of the roadway. The measure indicates the volume of existing traffic on the existing route annualized to a daily average.

≥ 2,000	1,500 – 1,999	1,000 – 1,499	500 – 999	100 – 499	≤ 99
20 pts	16 pts	12 pts	8 pts	4 pts	0 pts

Note: AADT values are provided on ODOT TIMS. For projects that include multiple segments, only report the highest associated value.

Truck AADT

Applicants will be asked to report the truck AADT value of the roadway. The measure indicates the volume of existing truck traffic on the existing route annualized to a daily average.

≥ 100	75 – 99	50 – 74	25 – 49	≤ 24
10 pts	8 pts	6 pts	4 pts	0 pts

Note: Truck AADT values are provided on ODOT TIMS. For projects that include multiple segments, only report the highest associated value.

Commercial Access Improvement

Applicants will be asked to describe whether the project includes any improvements to commercial access (e.g., business districts, retail/service centers, or commercially developed corridors).

Direct access improvement	Indirect access improvement	None
10 pts	5 pts	0 pts

Industrial Access Improvement

Applicants will be asked to describe whether the project includes any improvements to industrial access (e.g., manufacturing facilities, distribution/logistics centers, or other freight-generating land uses).

Direct access improvement	Indirect access improvement	None
10 pts	5 pts	0 pts

Environmental Sustainability

Environmental Quality Improvement

Applicants will be asked to indicate whether the project includes any improvements to environmental quality (e.g., stormwater/drainage improvements, green infrastructure, or other elements that reduce environmental impacts).

Yes (**5 pts**)

No (**0 pts**)

Miscellaneous

Project Development Phase

Applicants will be asked to indicate the current development phase of the project.

Construction 10 pts	Final Engineering / Right-of-Way 8 pts	Environmental Engineering 6 pts	Preliminary Engineering 4 pts	Planning 0 pts
-------------------------------	---	--	---	--------------------------

Long-Range Transportation Plan

MVPO staff will indicate whether the project is listed within the currently adopted MVPO long-range transportation plan, Moving Together 2045.

Listed (**5 pts**)

Not listed (**0 pts**)

APPENDIX B

BRIDGE PROJECT SCORING CRITERIA



MAUMEE VALLEY
PLANNING ORGANIZATION

BRIDGE PROJECT SCORING CRITERIA

Category	Metric	Points	Max. Points
INFRASTRUCTURE CONDITION			60
Substructure Condition Rating	≤ 2	20	20
	3	16	
	4	12	
	≥ 5	0	
Superstructure Condition Rating	≤ 2	20	20
	3	16	
	4	12	
	≥ 5	0	
Deck Condition Rating	≤ 2	20	20
	3	16	
	4	12	
	≥ 5	0	
NETWORK SIGNIFICANCE / FREIGHT MOVEMENT AND ECONOMIC VITALITY			50
Roadway Functional Classification	Principal Arterial (1, 2, 3)	10	10
	Minor Arterial (4)	8	
	Major Collector (5)	6	
	Minor Collector (6)	4	
	Local (7)	0	
Roadway Annual Average Daily Traffic (AADT)	≥ 2,000	20	20
	1,500 – 1,999	16	
	1,000 – 1,499	12	
	500 – 999	8	
	100 – 499	4	
Roadway Truck AADT	≤ 99	0	10
	≥ 100	10	
	75 – 99	8	
	50 – 74	6	
	25 – 49	4	
Commercial Access Improvement	≤ 24	0	5
	Direct access improvement	5	
	Indirect access improvement	3	
Industrial Access Improvement	None	0	5
	Direct access improvement	5	
	Indirect access improvement	3	
ENVIRONMENTAL SUSTAINABILITY			5
Environmental Quality Improvement	Yes	5	5
	No	0	
MISCELLANEOUS			15
Project Development Phase	Construction	10	10
	Final Engineering / Right-of-Way	8	
	Environmental Engineering	6	
	Preliminary Engineering	4	
	Planning	0	
Long-Range Transportation Plan	Listed	5	5
	Not listed	0	
TOTAL POINTS:			130

Infrastructure Condition

Substructure Condition Rating

Applicants will be asked to report the substructure condition rating of the bridge. The measure indicates the physical condition of piers, abutments, piles, fenders, footings, and other components based on the existing condition of the substructure compared to its as-built condition.

≤ 2 20 pts	3 16 pts	4 12 pts	≥ 5 0 pts
---------------------------	--------------------	--------------------	--------------------------

Note: Substructure condition ratings are provided on ODOT TIMS.

Superstructure Condition Rating

Applicants will be asked to report the superstructure condition rating of the bridge. The measure indicates the physical condition of all structural members based on the existing condition of the superstructure compared to its as-built condition.

≤ 2 20 pts	3 16 pts	4 12 pts	≥ 5 0 pts
---------------------------	--------------------	--------------------	--------------------------

Note: Superstructure condition ratings are provided on ODOT TIMS.

Deck Condition Rating

Applicants will be asked to report the deck condition rating of the bridge. The measures indicates the condition of the floor and wearing of the bridge deck based on the existing condition of the bridge deck compared to its as-built condition.

≤ 2 20 pts	3 16 pts	4 12 pts	≥ 5 0 pts
---------------------------	--------------------	--------------------	--------------------------

Note: Deck condition ratings are provided on ODOT TIMS.

Network Significance / Freight Movement and Economic Vitality

Roadway Functional Classification

Applicants will be asked to indicate the functional classification of the roadway associated with the bridge. The classification indicates a route's importance and conceptually defines the role serving traffic flow.

Principal Arterial (1, 2, 3) 10 pts	Minor Arterial (4) 8 pts	Major Collector (5) 6 pts	Minor Collector (6) 4 pts	Local (7) 0 pts
---	------------------------------------	-------------------------------------	-------------------------------------	---------------------------

Note: Functional classifications are provided on ODOT TIMS.

Roadway Annual Average Daily Traffic (AADT)

Applicants will be asked to report the AADT value of the roadway associated with the bridge. The measure indicates the volume of existing traffic on the existing route annualized to a daily average.

≥ 2,000 20 pts	1,500 – 1,999 16 pts	1,000 – 1,499 12 pts	500 – 999 8 pts	100 – 499 4 pts	≤ 99 0 pts
--------------------------	--------------------------------	--------------------------------	---------------------------	---------------------------	----------------------

Note: AADT values are provided on ODOT TIMS.

Roadway Truck AADT

Applicants will be asked to report the truck AADT value of the roadway associated with the bridge. The measure indicates the volume of existing truck traffic on the existing route annualized to a daily average.

≥ 100 10 pts	75 – 99 8 pts	50 – 74 6 pts	25 – 49 4 pts	≤ 24 0 pts
------------------------	-------------------------	-------------------------	-------------------------	----------------------

Note: Truck AADT values are provided on ODOT TIMS.

Commercial Access Improvement

Applicants will be asked to describe whether the project includes any improvements to commercial access (e.g., business districts, retail/service centers, or commercially developed corridors).

Direct access improvement 5 pts	Indirect access improvement 3 pts	None 0 pts
---	---	----------------------

Industrial Access Improvement

Applicants will be asked to describe whether the project includes any improvements to industrial access (e.g., manufacturing facilities, distribution/logistics centers, or other freight-generating land uses).

Direct access improvement 5 pts	Indirect access improvement 3 pts	None 0 pts
---	---	----------------------

Environmental Sustainability

Environmental Quality Improvement

Applicants will be asked to indicate whether the project includes any improvements to environmental quality (e.g., stormwater/drainage improvements, green infrastructure, or other elements that reduce environmental impacts).

Yes (**5 pts**)

No (**0 pts**)

Miscellaneous

Project Development Phase

Applicants will be asked to indicate the current development phase of the project.

Construction 10 pts	Final Engineering / Right-of-Way 8 pts	Environmental Engineering 6 pts	Preliminary Engineering 4 pts	Planning 0 pts
-------------------------------	---	--	---	--------------------------

Long-Range Transportation Plan

MVPO staff will indicate whether the project is listed within the currently adopted MVPO long-range transportation plan, Moving Together 2045.

Listed (**5 pts**)

Not listed (**0 pts**)

APPENDIX C

ACTIVE TRANSPORTATION PROJECT SCORING CRITERIA



MAUMEE VALLEY
PLANNING ORGANIZATION

ACTIVE TRANSPORTATION PROJECT SCORING CRITERIA

Category	Metric	Points	Max. Points
SAFETY			60
Number of Bicycle- and/or Pedestrian-Related Crashes	≥ 3	20	20
	2	16	
	1	12	
	None	0	
Fatal or Serious Injury Crashes	Fatal crash present	20	20
	Serious injury crash present	10	
	None	0	
Posted Speed Limit of Adjacent Roadway	≥ 45 MPH	10	10
	35 MPH	5	
	25 MPH	0	
Safety-Related Countermeasures	Includes multiple countermeasures	10	10
	Includes singular countermeasure	5	
	None	0	
INFRASTRUCTURE CONDITION			10
Improvement Type	New construction AND repair/replace	10	10
	New construction OR repair/replace only	5	
MOBILITY			40
Demand Composite Score	4 (very high)	20	20
	3 (high)	10	
	2 (moderate)	5	
	1 (low)	0	
Need Composite Score	4 (very high)	20	20
	3 (high)	10	
	2 (moderate)	5	
	1 (low)	0	
ENVIRONMENTAL SUSTAINABILITY			5
Environmental Quality Improvement	Yes	5	5
	No	0	
MISCELLANEOUS			15
Project Development Phase	Construction	10	10
	Final Engineering / Right-of-Way	8	
	Environmental Engineering	6	
	Preliminary Engineering	4	
	Planning	0	
Long-Range Transportation Plan	Listed	5	5
	Not listed	0	
		TOTAL POINTS:	130

ACTIVE TRANSPORTATION PROJECT SCORING METHODOLOGY

Safety

Number of Bicycle- and/or Pedestrian-Related Crashes

MVPO staff will obtain the number of bicycle- and/or pedestrian-related crashes that occurred on the facility between 2021 and 2025.

≥ 3 20 pts	2 16 pts	1 12 pts	None 0 pts
----------------------	--------------------	--------------------	----------------------

Note: Crashes will be analyzed and obtained from the AASHTOWare Safety platform.

Fatal or Serious Injury Crashes

MVPO staff will obtain whether any fatal or serious injury bicycle- and/or pedestrian-related crashes occurred on the facility between 2021 and 2025.

Fatal crash present 20 pts	Serious injury crash present 10 pts	None 0 pts
--------------------------------------	---	----------------------

Note: Crashes will be analyzed and obtained from the AASHTOWare Safety platform.

Posted Speed Limit of Adjacent Roadway

Applicants will be asked to report the posted speed limit of the roadway adjacent to the facility.

≥ 45 MPH 10 pts	35 MPH 5 pts	25 MPH 0 pts
---------------------------	------------------------	------------------------

Note: For projects that include multiple segments, only report the highest associated speed limit.

Safety-Related Countermeasures

Applicants will be asked to indicate whether the project includes any safety-related countermeasures from the FHWA's Proven Safety Countermeasure initiative (PSCI). The initiative includes recommended countermeasures and strategies effective in reducing fatalities and serious injuries for all user types.

Includes multiple countermeasures 10 pts	Includes singular countermeasure 5 pts	None 0 pts
--	--	----------------------

Note: Safety-related countermeasures can be viewed at <https://highways.dot.gov/safety/proven-safety-countermeasures>. Walkways are considered a standard component of active transportation projects and should not be included as a standalone countermeasure.

Infrastructure Condition

Improvement Type

Applicants will be asked to indicate the type of improvement associated with the project.

New construction AND repair/replace (**10 pts**)

New construction OR repair/replace only (**5 pts**)

Mobility

Demand Composite Score

MVPO staff will obtain the Active Transportation Demand Composite Score of the project area. The measure indicates quantifying factors that generate bicycle and pedestrian movement (e.g., population, employment, retail, and park density; presence of existing active transportation and colleges/universities; and poverty levels). Scores are applied at the census block group geographic level.

4 (very high) 20 pts	3 (high) 10 pts	2 (moderate) 5 pts	1 (low) 0 pts
--------------------------------	---------------------------	------------------------------	-------------------------

Note: Scores will be obtained from ODOT TIMS. For projects that include multiple census block groups, only the highest associated score will be considered.

Need Composite Score

MVPO staff will obtain the Active Transportation Need Composite Score of the project area. The measure indicates sociodemographic factors that identify geographic concentrations of disadvantaged residents considered more vulnerable to unsafe, disconnected, or incomplete active transportation networks (e.g., minority groups, youth and older populations, poverty, educational attainment, limited English proficiency, and no access to a motor vehicle). Scores are applied at the census block group geographic level.

4 (very high) 20 pts	3 (high) 10 pts	2 (moderate) 5 pts	1 (low) 0 pts
--------------------------------	---------------------------	------------------------------	-------------------------

Note: Scores will be obtained from ODOT TIMS. For projects that include multiple census block groups, only the highest associated score will be considered.

Environmental Sustainability

Environmental Quality Improvement

Applicants will be asked to indicate whether the project includes any improvements to environmental quality (e.g., stormwater/drainage improvements, green infrastructure, or other elements that reduce environmental impacts).

Yes (**5 pts**)

No (**0 pts**)

Miscellaneous

Project Development Phase

Applicants will be asked to indicate the current development phase of the project.

Construction 10 pts	Final Engineering / Right-of-Way 8 pts	Environmental Engineering 6 pts	Preliminary Engineering 4 pts	Planning 0 pts
-------------------------------	---	--	---	--------------------------

Long-Range Transportation Plan

MVPO staff will indicate whether the project is listed within the currently adopted MVPO long-range transportation plan, Moving Together 2045.

Listed (**5 pts**) Not listed (**0 pts**)