

APPENDIX D

**Eastern Corridor Segments II and III
Red Bank Corridor to I-275/SR 32 Interchange (PID 86462)
Estimated Funding Scores**

Surface Transportation Block Grant Program (STP)

Surface Transportation Block Grant (STP) Fund Applications were preliminarily completed for the projects shown in **Table D-2**. The results from this preliminary analysis can be found in **Attachment D.3**.

Table D-2. Projects Scored for STP Funding

| PROJECTS SCORED FOR STP FUNDING |
|--|
| C6: New SR 32 Eastbound Alignment and Grade Separation Over Eight Mile |
| C11: New Access Road From SR 32 to Broadwell Along Railroad |
| D5: Grade Separated Interchange Connecting Wilmer and Wooster |
| D6: Grade Separated Interchange Connecting Wilmer, Wooster, and Eastern |
| E1: Red Bank and Colbank Intersection Improvements |
| E3: Roundabout at Meadowlark and US 50 |
| E4: Roundabout at Wooster and Red Bank |
| F5: Roundabout at Newtown and US 50 Intersection |

Transportation Alternatives (TA)

Transportation Alternatives (TA) Funding Applications were preliminarily completed for the projects shown in **Table D-3**. The results from this preliminary analysis can be found in **Attachment D.4**.

Table F-3. Projects Scored for TA Funding

| PROJECTS SCORED FOR TA FUNDING | |
|--|--|
| A3: New Sidewalk from SR 125 to Reserve Circle | B9: Shared-Use Path Along Tree Line |
| A4: Shared-Use Path Along SR 125 Between Elstun and Ranchvale | B10: Shared-Use Path Along River Connecting at Bass Island Access |
| A5: Shared-Use Path Along SR 125 | D2: Shared-Use Path From Eastern to Armleder Park |
| A6: Shared-Use Path Using Elstun | E5: Shared-Use Path Along US 50 |
| A7: At-Grade Sidewalk Crossing From Turpin Lake to Little Miami Trail | E6: Shared-Use Path East of Wooster |
| A11: Shared-Use Path From Five Mile Trail to Little Miami Trail | E7: Shared-Use Path West of Wooster |
| B6: Bicycle and Pedestrian Improvements Along SR 32 | F7: Shared-Use Path From Little Miami Trail to Spring Hill |
| B7: Shared-Use Path Between SR 32 and Valley | F8: Shared-Use Path Along US 50 From Spring Hill to Pocahontas |
| B8: Shared-Use Path Along Round Bottom and Valley | F9: Sidewalk Along South Side of US 50 |

Steven N. Shadix PE, PS
 Senior Transportation Engineer
 Senior Associate

Direct: 513 619-6470
 Mobile: 513 218-4895
 Steve.Shadix@stantec.com

ATTACHMENT D.1

| POTENTIAL FUNDING SOURCES FOR SEGMENT II AND III PROJECTS | | | |
|---|--|---|--|
| FUNDING SOURCES | | | |
| FUNDING SOURCE; ISSUING AGENCY | DESCRIPTION | APPLICATION PROCESS | CONTACTS |
| Transportation Review Advisory Council (TRAC); ODOT | Also known as the “Major New Capacity Program,” this program funds projects costing more than \$12 million which add transportation capacity to or reduce congestion on a transportation facility. Eligible projects include new interchanges, significant interchange modifications, bypasses, general purpose lane additions, intermodal facilities, major transit facilities, or Intelligent Transportation Systems. TRAC funds may be used for preliminary engineering, ROW acquisition and construction. | The TRAC has scoring criteria that are used to rank projects. These criteria consider transportation factors (55%), economic performance factors (15%), local investments (15%), and the project funding plan (15%). Note: Extra Consideration is given to projects with non-ODOT funding commitments in the amount of 30% or greater of the total project cost. Nominations normally occur by May, a draft list of projects is published approximately in December. There is a public comment period in January and February. The final four-year program is published after the public comment period closes. A final project list is usually adopted by June. | Jim Gates, TRAC Coordinator- Program Management PH: (614) 752-7468 or Email: James.Gates@dot.ohio.gov |
| Highway Safety Improvement Program (HSIP); ODOT | This program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or potentially hazardous situation. Funding is available for projects on any roadway classification. Funding is available for all stages of development and typically requires a minimum 10% local match. Safety improvements such as upgrading signs, signals, pavement markings and guardrail are eligible for 100% funding. | There are two application cycles per year. Applications are due April 30 and September 30. They must be submitted in advance through the ODOT districts and signed off by the respective District Safety Review Team. A safety engineering study must typically accompany the application. Priority is given to projects is with recommended measures/countermeasures that improve safety at roadway locations with a high frequency or severity of crashes. Criteria which are evaluated include: <ul style="list-style-type: none"> • Expected Crash Frequency • Potential for Safety Improvement • Relative Severity Index • Equivalent Property Damage Only • Volume to Capacity Ratio • Benefit to Cost Ratio • Percentage of Safety Funding Requested | Stefan Spinosa, P.E. Capital Projects Administrator Ph: 513-933-6639 or Email: Stefan.Spinosa@dot.ohio.gov Michelle May, Highway Safety Program Manager-Program Management, Ph: 614-644-8309, email: Michelle.May@dot.ohio.gov |

POTENTIAL FUNDING SOURCES FOR SEGMENT II AND III PROJECTS

FUNDING SOURCES

| FUNDING SOURCE; ISSUING AGENCY | DESCRIPTION | APPLICATION PROCESS | CONTACTS |
|---|---|---|---|
| <p>Highway Safety Improvement Program (HSIP); County Engineers Association of Ohio (CEAO)</p> | <p>This program provides funds to counties for highway safety treatments or projects to alleviate a safety problem or potentially hazardous situation on any public road of any functional classification. The CEAO manages this program and is responsible for project selection.</p> <p>There is a 20% local match on roadway projects and sign upgrades and 10% local match on safety studies. Guardrail, pavement marking, raised pavement markers, and curve sign upgrade projects are eligible for 100% funding.</p> | <p>Applications for safety studies and sign upgrade projects are accepted once a year, typically in July. Applications for all other safety projects are accepted once a year, typically in August.</p> <p>Priority is given to projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes. Prioritization is based on criteria including: crash rate, rate of return, relative severity index, equivalent property damage only rate, and amount of funding requested.</p> | <p>County Engineers Association of Ohio, External Program Manager PH: (614) 221-0707 Website: http://www.ceao.org</p> <p>ODOT: Andrea Stevenson, Administrator – Local Programs/LTAP PH: (614) 644-8211 or Email: Andrea.Stevenson@dot.ohio.gov</p> |
| <p>Surface Transportation Block Grant Program (STBG), formerly Surface Transportation Program (STP); ODOT/Ohio-Kentucky-Indiana (OKI) Regional Council of Governments</p> | <p>The FAST Act converted the Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG). The FAST Act’s STBG Program has the most flexible eligibilities among all Federal-aid highway programs and continues all prior STP eligibilities.</p> <p>STBG funds are sub-allocated to OKI by the FHWA in order to fund a variety of roadway, bike, pedestrian, and transit projects. These funds are to be used on projects within the OKI urbanized area (UZA). Roadway projects are limited to the functionally classified (FC) roadway network. Bike, pedestrian, and transit projects are not limited to the FC roadway network but are limited to the UZA. Eligible projects include: widening/new roadway; reconstruction, realignment, geometric improvements, signalization, access management, safety improvements, transit capital; bike/pedestrian; intermodal facilities/freight.</p> <p>Applicants must provide at least 20% non-federal match. There is a maximum of 3 applications per LPA for the STBG. The maximum funding request per application is \$6 million.</p> | <p>The applicant completes an Application Form which is available on OKI’s website. OKI’s Prioritization Subcommittee reviews and ranks the individual applications based on a detailed scoring process. An application is first scored using Transportation Factors (highway, transit, non-highway freight factors, or bike/ped) depending on the type of project. Transportation factors include a variety of measures related to performance and condition and are mode-specific and are standard elements against which all projects regardless of mode are scored. (A total of 45 points are available).</p> <p>All projects are then scored on Planning Factors, which are non-mode specific and are standard elements against which all projects are scored regardless of mode. A total of 60 points are available with the planning factors. The application receives a total score of the Transportation and Planning factors which is used to rank the project.</p> <p>Applications are due in June. OKI Board Approval on the selected projects occurs in October. Projects are included on the OKI TIP in April of the next year.</p> | <p>Dave Moore, Planning Manager – Statewide Planning & Research PH: 614-466-0754 Email: Dave.Moore1@dot.ohio.gov</p> <p>Andy Reser – areser@oki.org 513-619-7688</p> |

POTENTIAL FUNDING SOURCES FOR SEGMENT II AND III PROJECTS

| FUNDING SOURCES | | | |
|---|--|---|--|
| FUNDING SOURCE; ISSUING AGENCY | DESCRIPTION | APPLICATION PROCESS | CONTACTS |
| Surface Transportation Block Grant Program (formerly Surface Transportation Program (STP)); County Engineers Association of Ohio (CEAO) | <p>This program provides construction funding for eligible roadway improvements. The CEAO serves as program manager and is responsible for project selection.</p> <p>To be eligible for these funds, a project must be on a road functionally classified as an Urban Collector or Rural Major Collector or above, or on a Local Road or Rural Minor Collector if that road was on the Federal-aid Rural Secondary System as designated on January 1, 1991. Eligible projects include: new construction major reconstruction, 3R projects (resurfacing, restoration, and rehabilitation), bridges not eligible for County Bridge funding, guardrail construction and reconstruction, center line and edge line striping, and raised pavement marker projects. Projects to improve bridges of 20 feet or greater clear span on any public road are also eligible.</p> <p>The standard federal participation rate is 80%. There is a \$2 million per project maximum on the federal share. Funding is generally only provided for construction unless the program manager determines that funding should be provided for preliminary engineering and ROW costs as well.</p> | <p>Applications are accepted once per year, typically in August.</p> <p>Applications are prioritized by the amount of funds a county has in the total CEAO program divided by county roadway mileage. Those counties with the least amount of funding per mile are given highest priority for CSTP funds.</p> | <p>County Engineers Association of Ohio: External Program Manager PH 614-221-0707</p> <p>ODOT: Andrea Stevenson, Administrator- Local Programs/LTAP PH: 614-644-8211 or Email: Andrea.Stevenson@ohio.gov</p> |

POTENTIAL FUNDING SOURCES FOR SEGMENT II AND III PROJECTS

| FUNDING SOURCES | | | |
|--|---|--|--|
| FUNDING SOURCE; ISSUING AGENCY | DESCRIPTION | APPLICATION PROCESS | CONTACTS |
| Transportation Alternatives (TA) – Includes Safe Routes to School Program (SRTS); ODOT/OKI | <p>Transportation Alternatives (TA) TA funds are sub-allocated to OKI by the FHWA in order to fund Transportation Alternatives as defined by 23 U.S.C. (101)(a)(29) and Infrastructure-related or non-infrastructure-related projects formerly eligible through Safe Routes to School (SRTS) program under Section 1404(f) of the SAFETEA-LU. Eligible projects include: sidewalks, bike/ped signals, safe routes for non-drivers, shared use paths, on-road bike facilities, etc. To be eligible, projects are to be in or consistent with OKI’s 2040 Plan. These projects can be anywhere in the OKI region and there is a maximum of 2 applications per LPA. The maximum funding request is \$750,000 per application. Funds can be used for PE-RWS, ROW, UTIL, and Construction.</p> <p>SRTS SRTS projects are within a designated radius of a K-8 school. The ODOT administered program will provide 100% funding and the MPOs will require a 20% match. There is a \$400,000 limit for infrastructure projects.</p> | <p>Transportation Alternatives (TA) The applicant completes an Application Form which is available on OKI’s website. OKI’s Prioritization Subcommittee reviews and ranks the individual applications using a detailed scoring process. The application is first scored using Transportation Alternative Factors (Safe Routes to School or Infrastructure) depending on the type of project. (A subtotal of 45 points is available).</p> <p>All projects are then scored on Planning Factors, which are non-mode specific and are standard elements against which all projects are scored regardless of mode. (A total of 60 points is available). The overall total score of the project is the sum of the Transportation Alternatives and Planning Factors, which is used to rank the project.</p> <p>SRTS SRTS applications are available on ODOT’s website. ODOT will provide funds on a competitive basis to eligible applicants who have developed their School Travel Plan (STP) and demonstrate the need for funding to implement the STP. The criteria that are used to rank these applications include: how the project creates networks/connectivity; improves safety; addresses equity; increases walk/bike trips; and how committed the community is to the implementation of a School Travel Plan (STP) or Active Transportation Plan (ATP). Applications are accepted from early January to early March each year.</p> | <p>OKI TA Fund Contact: Summer Jones – sjones@oki.org 513-619-7674</p> <p>SRTS Contact: Tom Arnold PH: 513-933-6588 or Email: tom.arnold@dot.ohio.gov</p> |
| Congestion Mitigation Air Quality (CMAQ); OKI | <p>CMAQ funds support projects that meet the requirements of the Clean Air Act by reducing congestion and improving air quality. The local match requirement is 20%. Eligible Projects include:</p> <ul style="list-style-type: none"> • Bicycle lanes on roadway • Sidewalks, new or retrofit • Crosswalks, new or retrofit • Paved Shoulders • Signed bike route • Traffic calming • Shared Use Paths | The application is the same as OKI’s application for the STP program. | Andy Reser – areser@oki.org 513-619-7688 |
| Recreational Trails Program (RTP) & Clean Ohio Trails Fund (COTF); ODNR | Funds from RTP and COTF can be used as a local match for the TA, SRTS, STP, and CMAQ programs provided they meet both program eligibility categories. | Both the RTP and COTF applications are due to ODNR on February 1 st and project sponsors are notified in writing of the status of the application in October or November. Applications are evaluated based on over a dozen criteria | D’Juan S.M. Hammonds ODNR Office of Real Estate PH 614-265-64176 |

POTENTIAL FUNDING SOURCES FOR SEGMENT II AND III PROJECTS

| FUNDING SOURCES | | | |
|--|---|---|---|
| FUNDING SOURCE; ISSUING AGENCY | DESCRIPTION | APPLICATION PROCESS | CONTACTS |
| | <p>Eligible RTP projects include: urban trail linkages; trail head and trailside facilities; development and construction of new trails; acquisition of easements and property. The local match requirement is 20%.</p> <p>Eligible COTF projects include new recreational trail construction; acquisition of property and easements; trailhead facilities; planning, engineering, and environmental studies. The local match requirement is 25%.</p> | <p>which include: project need; consistency with goals of existing planning documents; public participation; trail linkages; accessibility; benefits provided; and reasonable project costs.</p> <p>Applicants can apply for both grants if they are unsure which program is a better fit for their project. The same application can be submitted for both grant programs, with the exception of a few sections of the application that must be completed separately for each grant program.</p> | <p>Email: Djuan.Hammonds@dnr.state.oh.us</p> |
| <p>State Capital Improvement Program (SCIP) & Local Transportation Improvement Program (LTIP); Ohio Public Works Commission (OPWC)</p> | <p>These programs provide funding for infrastructure projects. Eligible projects include road and bike and pedestrian facilities that are appurtenances to the roadway project itself. The local match requirement for the SCIP fund is 10%; there is no local match requirement for the LTIP fund.</p> | <p>Deadlines for these applications are usually in the Fall of each year.</p> | <p>Mr. Fred Schlimm, Jr. Hamilton County Engineer's Office PH: 513-946-8912 Email: fred.schlimm@hamilton-co.org</p> <p>Patrick J. Manger Clermont County Engineer's Office PH: 513-732-8068 Email: pmanger@clermontcountyohio.gov</p> |

ATTACHMENT D.2

| HSIP FUNDING SCORES | | | | | | | | |
|--|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------------------|
| Factors | C5 | C6 | E1 | E3 | E4 | F5 | F8 | Low Cost Improvements |
| Safety Criteria | | | | | | | | |
| Expected Crash Frequency | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 10 |
| Ratio of Observed Fatal and Serious Injuries to Observed Total Crashes | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 |
| Percentage of the Potential for Safety Improvement to Total Expected Crashes | 20 | 20 | 20 | 0 | 0 | 0 | 20 | 0 |
| Relative Severity Index | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 4 |
| Equivalent Property Damage Only Index | 2 | 2 | 2 | 3 | 3 | 2 | 2 | 3 |
| Traffic Criteria | | | | | | | | |
| Volume to Capacity Ratio | 2 | 2 | 0 | 2 | 0 | 4 | 4 | 4 |
| Economic Analysis | | | | | | | | |
| Benefit cost Ratio | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Safety Request Percentage | | | | | | | | |
| Total | 28 | 26 | 26 | 16 | 9 | 12 | 28 | 53 |

ATTACHMENT D.3

| STP FUNDING SCORES | | | | | | | | |
|---|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Factors | C6 | C11 | D5 | D6 | E1 | E3 | E4 | F5 |
| Transportation Factors for Roadway Projects (45 available) | | | | | | | | |
| Safety | 0 | 0 | | | 0 | 0 | 0 | 0 |
| Impact on Safety | 5 | 0 | 5 | 5 | 1 | 3 | 3 | 3 |
| Average Daily Traffic (ADT) | 3 | 0 | 5 | 5 | 3 | 2 | 2 | 3 |
| Travel Time Index (TTI) | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 |
| Impact on Travel Time | 1 | 0 | 3 | 3 | 3 | 3 | 0 | 0 |
| Freight Volumes (Truck Traffic Percentages) | 3 | 5 | 3 | 3 | 4 | 2 | 3 | 2 |
| Existing Conditions | 3 | 0 | 3 | 3 | 5 | 3 | 3 | 3 |
| Bridge Condition (Sufficiency Rating) | | | | | | | | |
| Complete Streets | 1 | 2 | 2 | 3 | 1 | 3 | 2 | 2 |
| Status of Project | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Factors of Roadway Projects Subtotal | 17 | 8 | 22 | 23 | 21 | 20 | 14 | 14 |
| Transportation Factors for Transit Projects (45 available) | | | | | | | | |
| Transit Projects Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transportation Factors for Bike and Pedestrian Projects (45 available) | | | | | | | | |
| Bike/Ped Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transportation Factors for Non Roadway Freight Projects (45 available) | | | | | | | | |
| Non Roadway Freight Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Planning Factors for All Projects (60 Available) | | | | | | | | |
| Environmental Justice | | | | | | | | |
| Economic Vitality-Existing Employment | | | | | | | | |
| Economic Vitality-Investment Bonus | | | | | | | | |
| Economic Vitality-Employment Bonus | | | | | | | | |
| Air Quality/Energy (VMT,VHT, Emissions) | | | | | | | | |
| Intermodal Connections | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 |
| Replacement/Expansion | 5 | 1 | 4 | 3 | 5 | 5 | 5 | 5 |
| SRPP Local Planning | | | | | | | | |
| Local Share (% of estimate) | | | | | | | | |
| History of Project Delivery | | | | | | | | |
| Local Share (impact) | | | | | | | | |
| Technology | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| Planning Factors Subtotal | 5 | 1 | 7 | 8 | 12 | 5 | 5 | 5 |
| Roadway Total | 22 | 9 | 29 | 31 | 33 | 25 | 19 | 19 |
| Transit Total | | | | | | | | |
| Bike and Pedestrian Total | | | | | | | | |
| Non Roadway Freight Total | | | | | | | | |

ATTACHMENT D.4

| TA FUNDING SCORES | | | | | | | | | | | | | | | | | | |
|---|----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|----|----|----|
| Factors | A3 | A4 | A5 | A6 | A7 | A11 | B6 | B7 | B8 | B9 | B10 | D2 | E5 | E6 | E7 | F7 | F8 | F9 |
| Safe Routes to School Projects (45 available) | | | | | | | | | | | | | | | | | | |
| School Travel Plan | | | | | | | | | | | | | | | | | | |
| Education Activities | | | | | | | | | | | | | | | | | | |
| Encouragement Activities | | | | | | | | | | | | | | | | | | |
| Enforcement Activities | | | | | | | | | | | | | | | | | | |
| Project Type | | | | | | | | | | | | | | | | | | |
| Connections | | | | | | | | | | | | | | | | | | |
| Project Status | | | | | | | | | | | | | | | | | | |
| Safe Routes Subtotal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Infrastructure Projects (45 available) | | | | | | | | | | | | | | | | | | |
| Project Type | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Safety | 1 | 1 | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Consistency with OKI Plan Recommendations | 5 | 5 | 5 | 5 | 5 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 10 | 10 | 5 | 5 | 5 |
| Connections | 10 | 10 | 10 | 10 | 10 | 10 | 6 | 10 | 6 | 6 | 6 | 10 | 10 | 10 | 10 | 6 | 6 | 6 |
| Project Status | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 2 | 2 |
| Infrastructure Subtotal | 28 | 28 | 30 | 30 | 32 | 35 | 26 | 30 | 26 | 26 | 26 | 32 | 32 | 37 | 37 | 31 | 28 | 28 |
| Planning Factors for All Projects (60 available) | | | | | | | | | | | | | | | | | | |
| Environmental Justice | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Economic Vitality-Existing Employment | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Economic Vitality-Investment Bonus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Economic Vitality-Employment Bonus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Air Quality/Energy (VMT,VHT, Emissions) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 3 | 3 | 1 | 1 | 1 |
| Intermodal Connections | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Replacement/Expansion | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| SRPP Local Planning | 3 | 5 | 5 | 3 | 5 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 |
| Local Share (% of estimate) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| History of Project Delivery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Share (impact) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Planning Factors Subtotal | 17 | 18 | 16 | 14 | 16 | 16 | 14 | 14 | 14 | 11 | 11 | 14 | 19 | 19 | 14 | 13 | 13 | 13 |
| School Projects Total | | | | | | | | | | | | | | | | | | |
| Infrastructure Total | 45 | 46 | 46 | 44 | 48 | 51 | 40 | 44 | 40 | 37 | 37 | 46 | 51 | 56 | 51 | 44 | 41 | 41 |