

Revised Evaluation Scores

Transit

This page provides a summary of any revisions made to the draft scores that were provided on December 15th to the Attributable Funds Committee.

Comments received primarily focused on clarifying scoring criteria within the transit category. No comments led to changes in the scoring or rationale of transit projects. The complete scores and rationales are provided on the following pages.

Economic Opportunity Revisions

No revisions.

Natural Resources Revisions

No revisions.

Collaboration Revisions

No revisions.

Energy Revisions

No revisions.

Health, Safety and Welfare Revisions

No revisions.

Sustainable Neighborhoods Revisions

No revisions.

Economic Opportunity Summary

Transit

Total Score

<u>Map ID</u>	<u>Project Title</u>	<u>En</u>	<u>EO</u>	<u>We</u>
<u>Score</u>	<u>Rationale</u>	<u>Co</u>	<u>SN</u>	<u>NR</u>
<u>40</u>	<u>Corridor Initiative and Strategic Corridor Land Acquisition</u>			
7	Across the various criteria for the Economic Opportunity goal, this project will have more impact than any other. New high capacity transit along corridors into downtown will have more impact on ridership and thus the most positive impact on the various congestion measures for this goal. The high capacity transit would lead to the downtown Columbus job center but also allow users to access jobs throughout the COTA system area. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. In other considerations, High Capacity Transit will support development regarding increase density and mixed uses.	7.5	7.0	15.0
		6.0	15.0	4.0
				54.5
<u>40</u>	<u>Rickenbacker Area Mobility Center</u>			
5	Across the various criteria for the Economic Opportunity goal, this project will have second most impact in the category. The new mobility center would have some impact on ridership but likely no impact on the various congestion measures for this goal. The center would help access jobs throughout the Rickenbacker area via its connection with COTA routes and GREAT service. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Other consideration is that this project would be the southern terminus of a future high capacity corridor from downtown to the Rickenbacker area.	6.0	5.0	10.0
		4.5	10.0	4.0
				39.5
<u>41</u>	<u>Columbus/COTA Communications Infrastructure</u>			
3	Across the various criteria for the Economic Opportunity goal, this project will have potentially moderate impact. This project is stated to be to support and prepare for new high capacity transit along corridors, specifically project application 402. By itself the improved communication may have some impact on congestion as it is likely to improve signal communication along the corridors even without high capacity transit. The benefits would be limited to serving the jobs along the specific corridors. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Other consideration is that implementation of this project could lead to additional benefits of improving broadband access to the corridors which would spur economic activity.	4.5	3.0	5.0
		6.0	7.5	3.0
				29.0
<u>40</u>	<u>COTA//Plus Service Expansion</u>			
2	Across the various criteria for the Economic Opportunity goal, this project will have some impact. The new point to point service could have some impact on ridership although it would be small and likely no impact on the various congestion measures for this goal. The service would enable better connection to the COTA fixed route system with access to jobs throughout the COTA system area. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Compared to other projects in the category, there is nothing significant in the other considerations for this goal.	3.0	2.0	10.0
		7.5	10.0	2.0
				34.5
<u>40</u>	<u>McKinley Avenue Facility Renovation</u>			
1	Across the various criteria for the Economic Opportunity goal, this project will have minimal impact. The McKinley facility itself would not have a significant impact on ridership and thus no impact on the various congestion measures for this goal. The facility maintains buses used throughout the COTA system with access to jobs throughout the COTA system area. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Compared to other projects in the category, there is nothing significant in the other considerations for this goal.	3.0	1.0	5.0
		6.0	5.0	2.0
				22.0

Economic Opportunity Summary

Transit		Total Score		
<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>41</u>	<u>Replacement Transit Vehicles - Delaware County Transit</u>			21.5
1	Across the various criteria for the Economic Opportunity goal, this project will have minimal impact. New buses themselves would not have significant impact on ridership and thus no impact on the various congestion measures for this goal. The buses would be used throughout Delaware County with access to jobs throughout the county. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Compared to other projects in the category, there is nothing significant in the other considerations for this goal.	1.5	1.0	5.0
		10.5	2.5	1.0
<u>40</u>	<u>Replacement Buses - COTA</u>			19.0
1	Across the various criteria for the Economic Opportunity goal, this project will have minimal impact. New buses themselves would not have significant impact on ridership and thus no impact on the various congestion measures for this goal. The buses would be used throughout the COTA system with access to jobs throughout the COTA system area. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Compared to other projects in the category, there is nothing significant in the other considerations for this goal.	1.5	1.0	5.0
		4.5	5.0	2.0
<u>40</u>	<u>Transit Shelters and Stops</u>			18.0
1	Across the various criteria for the Economic Opportunity goal, this project will have minimal impact. Transit shelters themselves would not have significant impact on ridership and thus no impact on the various congestion measures for this goal. The transit shelters would be provided throughout the COTA system and thus used by those accessing jobs throughout the COTA system area. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Compared to other projects in the category, there is nothing significant in the other considerations for this goal.	1.5	1.0	5.0
		4.5	5.0	1.0
<u>40</u>	<u>EV Charging Stations</u>			19.5
1	Across the various criteria for the Economic Opportunity goal, this project will have minimal impact. Any additional park and ride use because of the project would be spread throughout the region with minimal impact on the various congestion measures for this goal. The stated locations are near a moderate amount of jobs with to access jobs throughout the COTA system area. With all the transit projects serving areas that are development ready, there is no distinction among them with regard to that criterium. Compared to other projects in the category, there is nothing significant in the other considerations for this goal.	3.0	1.0	5.0
		4.5	5.0	1.0

Collaboration Summary

Transit

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>41</u>	<u>Replacement Transit Vehicles - Delaware County Transit</u>			21.5
7	Requesting a smaller than typical proportion (less than 70%) of project costs. Requesting small amount of available funding. No other agencies are contributing funds or have collaborated with the sponsor. The purchases are consistent with transit planning documents. Purchases can be quickly approved. No private sector funding. Sponsor's top priority in Transit category. Sponsor is a small agency and is not supported by any dedicated local tax revenues.	1.5	1.0	5.0
		10.5	2.5	1.0
<u>40</u>	<u>COTA//Plus Service Expansion</u>			34.5
5	Requesting a smaller than typical proportion (less than 70%) of project costs. Requesting a small amount of projected available funds. No other agencies have committed funding. One agency wrote in support of the project. The project is included in transit planning documents. No approvals for operating support have been obtained. No private sector funding. Not the sponsor's top priority in Transit category. Sponsor is not a small agency.	3.0	2.0	10.0
		7.5	10.0	2.0
<u>40</u>	<u>McKinley Avenue Facility Renovation</u>			22.0
4	Requesting a very small proportion (about 6%) of project costs. Requesting a moderate amount of available funding. FTA has committed a large share of funding. No other agencies have expressed support. Part of ongoing facility renovations. No lengthy approvals anticipated. No private sector funding. Not the sponsor's top priority in Transit category. Sponsor is not a small agency.	3.0	1.0	5.0
		6.0	5.0	2.0
<u>41</u>	<u>Columbus/COTA Communications Infrastructure</u>			29.0
4	Requesting 97% of project costs. Requesting a moderate portion of funding projected to be available for transit. No other agencies have committed funding. One agency wrote in support of the project. The project came out of the LinkUS initiative. No PDP progress. No private sector funding. Sponsor's top priority in Transit category. Sponsor is not a small agency.	4.5	3.0	5.0
		6.0	7.5	3.0
<u>40</u>	<u>Corridor Initiative and Strategic Corridor Land Acquisition</u>			54.5
4	Typical matching percentage. Requesting a very large portion of funding projected to be available for transit. No other agencies have committed funding. One agency wrote in support of the project. The project came out of the LinkUS initiative. No PDP progress. No private sector funding. Sponsor's top priority in Transit category. Sponsor is not a small agency.	7.5	7.0	15.0
		6.0	15.0	4.0
<u>40</u>	<u>Rickenbacker Area Mobility Center</u>			39.5
3	Requesting a smaller than typical proportion (less than 70%) of project costs. Requesting a moderate amount of available funding. No other agencies are contributing funds or have collaborated with the sponsor. Included in the Rickenbacker Area Study. No private sector funding. Not the sponsor's top priority in Transit category. Sponsor is not a small agency.	6.0	5.0	10.0
		4.5	10.0	4.0
<u>40</u>	<u>Replacement Buses - COTA</u>			19.0
3	Typical matching percentage. Requesting more funding than projected to be available for transit. No other agencies are contributing funds or have collaborated with the sponsor. The purchases are included in the TIP. Purchases can be quickly approved. No private sector funding. Not the sponsor's top priority in Transit category. Sponsor is not a small agency.	1.5	1.0	5.0
		4.5	5.0	2.0
<u>40</u>	<u>Transit Shelters and Stops</u>			18.0
3	Typical matching percentage. Requesting small amount of available funding. No other agencies have committed funds or have collaborated with the sponsor. Identified by internal criteria. No PDP progress. No private sector funding. Not the sponsor's top priority in Transit category. Sponsor is not a small agency.	1.5	1.0	5.0
		4.5	5.0	1.0

Collaboration Summary

Transit

Total Score

<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>40</u>	<u>EV Charging Stations</u>			19.5
3	Typical matching percentage. Requesting small amount of available funding. No other agencies have committed funds or have collaborated with the sponsor. Part of an agency initiative to lower emissions. No PDP progress. No private sector funding. Not the sponsor's top priority in Transit category. Sponsor is not a small agency.	3.0	1.0	5.0
		4.5	5.0	1.0

Energy Summary

Transit		Total Score		
<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>40</u>	<u>Corridor Initiative and Strategic Corridor Land Acquisition</u>			54.5
5	This project will continue the development of high-capacity transit corridors. High-capacity transit will facilitate a reduction in vehicle trips, and therefore reduced VMT greater than any other in the category.	7.5 6.0	7.0 15.0	15.0 4.0
<u>40</u>	<u>Rickenbacker Area Mobility Center</u>			39.5
4	This project will likely contribute to a reduction in VMT. This project is planned as a LEED Platinum energy efficient building standards facility. A solar array is also envisioned as part of the project.	6.0 4.5	5.0 10.0	10.0 4.0
<u>41</u>	<u>Columbus/COTA Communications Infrastructure</u>			29.0
3	This project will continue the development of high-capacity transit corridors. High-capacity transit will facilitate a reduction in vehicle trips, and therefore reduced VMT, however this project will not independently contribute to significantly reduced VMT.	4.5 6.0	3.0 7.5	5.0 3.0
<u>40</u>	<u>COTA//Plus Service Expansion</u>			34.5
2	This project may contribute to reduction in VMT because of some increase in transit ridership. No other extraordinary energy saving aspects are included in this project.	3.0 7.5	2.0 10.0	10.0 2.0
<u>40</u>	<u>McKinley Avenue Facility Renovation</u>			22.0
2	This project will not contribute to a reduction in VMT. This project will facilitate the use of energy efficient transit vehicles and energy efficient upgrades in the facility.	3.0 6.0	1.0 5.0	5.0 2.0
<u>40</u>	<u>EV Charging Stations</u>			19.5
2	This project will not contribute to a reduction in VMT. This project will facilitate the use of energy efficient vehicles.	3.0 4.5	1.0 5.0	5.0 1.0
<u>41</u>	<u>Replacement Transit Vehicles - Delaware County Transit</u>			21.5
1	This project will not contribute to a reduction in VMT. No other extraordinary energy saving aspects are included in this project.	1.5 10.5	1.0 2.5	5.0 1.0
<u>40</u>	<u>Replacement Buses - COTA</u>			19.0
1	This project will not contribute to a reduction in VMT. No other extraordinary energy saving aspects are included in this project.	1.5 4.5	1.0 5.0	5.0 2.0
<u>40</u>	<u>Transit Shelters and Stops</u>			18.0
1	This project will not contribute to a significant reduction in VMT. No other extraordinary energy saving aspects are included in this project.	1.5 4.5	1.0 5.0	5.0 1.0

Natural Resources Summary

Transit

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>40</u>	<u>Rickenbacker Area Mobility Center</u>			
4	The project will have some reduction in emissions as the result of some CMT reduction. This project includes components which will restore vegetation and habitats. No sensitive lands are likely to be affected by this project.	6.0	5.0	10.0
		4.5	10.0	4.0
				39.5
<u>40</u>	<u>Corridor Initiative and Strategic Corridor Land Acquisition</u>			
4	This project will result in decrease regional emissions as a result of the expected reduction in VMT. This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	7.5	7.0	15.0
		6.0	15.0	4.0
				54.5
<u>41</u>	<u>Columbus/COTA Communications Infrastructure</u>			
3	This project will contribute some emissions reductions through more efficient management of existing traffic and moving towards implementation of high capacity transit. This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	4.5	3.0	5.0
		6.0	7.5	3.0
				29.0
<u>40</u>	<u>COTA//Plus Service Expansion</u>			
2	This project could have slight impact in emissions as a result of some VMT reduction. This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	3.0	2.0	10.0
		7.5	10.0	2.0
				34.5
<u>40</u>	<u>McKinley Avenue Facility Renovation</u>			
2	This project supports using electric transit vehicles that are considered better for the environment than diesel or CNG vehicles. The project does not include any additional unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	3.0	1.0	5.0
		6.0	5.0	2.0
				22.0
<u>40</u>	<u>Replacement Buses - COTA</u>			
2	This project will contribute to emissions reductions through the replacement of diesel busses with CNG busses. This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	1.5	1.0	5.0
		4.5	5.0	2.0
				19.0
<u>41</u>	<u>Replacement Transit Vehicles - Delaware County Transit</u>			
1	There will be no change in regional emissions as a result of this project. This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	1.5	1.0	5.0
		10.5	2.5	1.0
				21.5
<u>40</u>	<u>Transit Shelters and Stops</u>			
1	The project is not expected to have any impact on regional emissions. This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	1.5	1.0	5.0
		4.5	5.0	1.0
				18.0
<u>40</u>	<u>EV Charging Stations</u>			
1	This project does not include any unique impacts to natural resources. No sensitive lands are likely to be affected by this project.	3.0	1.0	5.0
		4.5	5.0	1.0
				19.5

Sustainable Neighborhoods Summary

Transit

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>40</u>	<u>Corridor Initiative and Strategic Corridor Land Acquisition</u>			
6	This projects origin/destination density is tied for the highest in this category. This project may potentially result in some displacements. This project will facilitate multi-modal connections which will enhance both the regional bike and pedestrian systems. The implementation of high-capacity transit corridors will significantly improve the regional transit system.	7.5	7.0	15.0
		6.0	15.0	4.0
				54.5
<u>40</u>	<u>COTA//Plus Service Expansion</u>			
4	This projects origin/destination density is low for this category. Since service is point to point, this project will enhance the pedestrian, bike and transit systems through allowing users to avoid existing gaps in the pedestrian system and bike system and expand access to transit.	3.0	2.0	10.0
		7.5	10.0	2.0
				34.5
<u>40</u>	<u>Rickenbacker Area Mobility Center</u>			
4	This projects origin/destination destiny is low for this category. This project will enhance the bikeway and transit systems through construction of a multi-modal hub. This project includes construction of numerous community facilities which support the sustainable neighborhoods goal.	6.0	5.0	10.0
		4.5	10.0	4.0
				39.5
<u>41</u>	<u>Columbus/COTA Communications Infrastructure</u>			
3	This projects origin/destination density is tied for the highest in this category. No significant improvements to pedestrian or bikeway systems are included in this project. The implementation of high-capacity transit corridors will significantly improve the regional transit system.	4.5	3.0	5.0
		6.0	7.5	3.0
				29.0
<u>40</u>	<u>McKinley Avenue Facility Renovation</u>			
2	Since this project is to service the transit fleet, origin/density is equal to that of the entire COTA service area. This project will improve the long-term operations of the COTA transit system. No improvements to pedestrian or bikeway systems are included as part of this funding request.	3.0	1.0	5.0
		6.0	5.0	2.0
				22.0
<u>40</u>	<u>Replacement Buses - COTA</u>			
2	This projects origin/destination density is near the median for this category. No significant improvements to pedestrian, bikeway, or transit systems are included in this project.	1.5	1.0	5.0
		4.5	5.0	2.0
				19.0
<u>40</u>	<u>Transit Shelters and Stops</u>			
2	This projects origin/destination density is near the median for this category. No significant improvements to pedestrian, bikeway, or transit systems are included in this project.	1.5	1.0	5.0
		4.5	5.0	1.0
				18.0
<u>40</u>	<u>EV Charging Stations</u>			
2	This projects origin/destination density is high for this category. This project does not include any significant improvements to the pedestrian, bikeway, or transit systems.	3.0	1.0	5.0
		4.5	5.0	1.0
				19.5
<u>41</u>	<u>Replacement Transit Vehicles - Delaware County Transit</u>			
1	This projects origin/destination density is low for this category. No significant improvements to pedestrian, bikeway, or transit systems are included in this project.	1.5	1.0	5.0
		10.5	2.5	1.0
				21.5

Health, Safety, and Welfare Summary

Transit

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>40</u>	<u>Corridor Initiative and Strategic Corridor Land Acquisition</u>			
6	This project has the greatest capacity to increase transit ridership. There would likely be some improvement in safety as when constructed, current design standards would be used which we be better than current situation along parts of the corridors. Environmental justice populations served is in the range of most other COTA projects. This project does not include any extraordinary components which would improve system life.	7.5	7.0	15.0
		6.0	15.0	4.0
				54.5
<u>40</u>	<u>COTA//Plus Service Expansion</u>			
4	This project is may have some impact to increase transit ridership. The point to point service may be safer getting to existing transit along roads currently without pedestrian facilities. Environmental justice populations served is in the highest of other projects. This project does not include any extraordinary components which would improve system life.	3.0	2.0	10.0
		7.5	10.0	2.0
				34.5
<u>40</u>	<u>Rickenbacker Area Mobility Center</u>			
4	This project is likely to have some impact to increase transit ridership. This project will make the transfer point between buses safer than the current situation. Environmental justice populations served is in the range of most other COTA projects. This project does not include any extraordinary components which would improve system life.	6.0	5.0	10.0
		4.5	10.0	4.0
				39.5
<u>40</u>	<u>McKinley Avenue Facility Renovation</u>			
2	This project is not expected to have any change to transit ridership. This project will have no impact to safety of the general public. Since the project is related to the COTA fleet, the environmental justice populations served is in the range of most other COTA projects. This project does not include any extraordinary components which would improve system life.	3.0	1.0	5.0
		6.0	5.0	2.0
				22.0
<u>41</u>	<u>Columbus/COTA Communications Infrastructure</u>			
2	This project facilitates future high-capacity transit, which will increase transit ridership, however this project will not independently contribute to increased transit ridership. This project does not include any components which would improve system life.	4.5	3.0	5.0
		6.0	7.5	3.0
				29.0
<u>41</u>	<u>Replacement Transit Vehicles - Delaware County Transit</u>			
2	This project is unlikely to contribute to an increase in transit ridership. This project serves the lowest proportion of environmental justice populations in this category, but this project will purchase transit vehicles which are more accommodating to elderly and disabled populations. This project does not include any components which would improve system life.	1.5	1.0	5.0
		10.5	2.5	1.0
				21.5
<u>40</u>	<u>Replacement Buses - COTA</u>			
2	This project is not expected to have any change to transit ridership. This project will have no impact to safety. Environmental justice populations served is in the range of most other COTA projects. This project does not include any extraordinary components which would improve system life.	1.5	1.0	5.0
		4.5	5.0	2.0
				19.0
<u>40</u>	<u>Transit Shelters and Stops</u>			
2	This project is not expected to have any significant change to transit ridership. This project will have no impact to safety. Environmental justice populations served is in the range of most other COTA projects. This project does not include any extraordinary components which would improve system life.	1.5	1.0	5.0
		4.5	5.0	1.0
				18.0

Health, Safety, and Welfare Summary

Transit

Total Score

<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>40</u>	<u>EV Charging Stations</u>			
				19.5
2	This project is not expected to have any significant change to transit ridership. This project will have no impact to safety. Environmental justice populations served is in the range of most other COTA projects. This project does not include any extraordinary components which would improve system life.	3.0	1.0	5.0
		4.5	5.0	1.0