

DRAFT Evaluation Scores

Bike and Pedestrian

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.
- Create **sustainable neighborhoods** to improve residents' quality of life.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on public expenditures.
- Use public investments to benefit the **health, safety, and welfare** of people

Data for the criteria in each goal was compiled. The overall score for each goal is on a scale of 1 to 10 subjectively based on an overall consideration of the data and qualitative statements with regard to each criterion. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal (A, B, and C) as shown in the Criteria Tables within the Policies. The score is also established relative to the other applications' information for the goal. If the data associated with a particular goal do not provide a meaningful distinction between two applications, they received the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria, the applications scores will be significantly different. Included with the goal score is a brief rationale for the score. The Bike and Pedestrian category is evaluated on the following criteria:

Energy

- Vehicle Miles of Travel (A)
- Components that Save Energy (B)
- Other Extraordinary Aspects (B)

Natural Resources

- Addressing Sensitive Land Issues (B)
- Water Runoff Quality & Quantity (B)
- Vegetation and Habitat Restoration (B)
- Other Extraordinary Aspects (B)

Economic Opportunity

- Job Retention & Creation (B)
- Other Considerations (A)

Sustainable Neighborhoods

- Origin/Destination Density (B)
- Pedestrian System (A)
- Bikeway System (A)
- Displacements (B)
- On Transit Line (B)
- Transit System (B)
- Other Considerations (C)

Collaboration

- Percent and Amount of MORPC Funding Requested (A)
- Documentation of Support and Collaboration (B)
- Origin of Project/Project Readiness (B)

- Percent and Amount of Private Sector Funding (B)
- Applicant Priority Ranking (C)
- Small Agency Funding Capacity (C)

Health, Safety & Welfare

- Crash Reduction (A)
- Environmental Justice (B)
- System Life (C)
- Other Considerations (C)

The following pages provide the DRAFT score (1 to 10) by goal and brief rationale. Staff requests the AFC to review these and provide feedback by December 30. Revised scores will be provided to AFC for review on January 6 in advance of the January 20 AFC Meeting.

The final pages provide the total score in order from highest to lowest. These scores reflect the goal score weighted as established in the Policies (shown below). Also, shown are the scores by goal and rationale for each goal.

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
Bike and Pedestrian	5	5	5	15	35	35

Economic Opportunity Summary - PRELIMINARY DRAFT

Bike/Pedestrian

		Total Score		
<u>Map ID</u>	<u>Project Title</u>	En	Co	We
EO Score	EO_Rationale	SN	NR	
<u>501</u>	<u>Sancus Boulevard SUP, from Worthington Galena Road to Worthington Woods Boulevard</u>			49.5
7	The two projects in this category are equal with regard to economic opportunity. This project edges out the other project in terms of other considerations with the location being in an opportunity zone and additional focus that brings in making overall improvements to the area of which this MUP project is part of. However, the existing jobs in immediate vicinity of project is lower than the other project.	4	1	5
			7	1
<u>502</u>	<u>Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail</u>			58.0
7	The two projects in this category are equal with regard to economic opportunity. This project is just behind the other project in category in regard to other considerations cited in the application. However, the existing jobs in immediate vicinity of project is higher than the other project.	4	4	7
			6	2

Collaboration Summary - PRELIMINARY DRAFT

Bike/Pedestrian

		Total Score		
Map ID	Project Title	En	EO	We
Co Score	Co_Rationale		SN	NR
<u>502</u>	<u>Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail</u>			58.0
4	Requesting a smaller than typical proportion (less than 70%) of project costs. However, request for 76% of projected available funds negates the larger match. No funding partners. Support letters from one local agency, three neighborhood associations, one advocacy organization, and 12 individual households. Need identified in greenway plans and an area plan. Developer contribution of right-of-way and construction valued at \$0.5 million. Sponsor's top priority in Bike/Ped category. Sponsor is not a small agency.	4	7	7
			6	2
<u>501</u>	<u>Sancus Boulevard SUP, from Worthington Galena Road to Worthington Woods Boulevard</u>			49.5
1	Typical matching percentage. Moderate amount requested. No funding partners. Support letters from three local agencies. Need identified through coordination with other agencies. No PDP progress. No private sector funding. Not the sponsor's top priority in the Bike/Ped category. Sponsor is not a small agency.	4	7	5
			7	1

Energy Summary - PRELIMINARY DRAFT

Bike/Pedestrian

		Total Score			
<u>Map ID</u>	<u>Project Title</u>	Co	EO	We	
En Score	En_Rationale	SN	NR		
<u>501</u>	<u>Sancus Boulevard SUP, from Worthington Galena Road to Worthington Woods Boulevard</u>				49.5
4	This project has the potential to reduce regional VMT equal to the other project in the category. There are no other extraordinary energy saving aspects of this project.	1	7	5	
			7	1	
<u>502</u>	<u>Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail</u>				58.0
4	This project has the potential to reduce regional VMT equal to the other project in the category. There are no other extraordinary energy saving aspects of this project.	4	7	7	
			6	2	

Natural Resources Summary - PRELIMINARY DRAFT

Bike/Pedestrian

		Total Score			
<u>Map ID</u>	<u>Project Title</u>	En	Co	EO	
NR Score	NR_Rationale	SN	We		
<u>502</u>	<u>Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail</u>				58.0
2	This project does not have a significant positive or negative impact on natural resources, except that it will remove invasives within the project zone and re-plant with native species.	4	4	7	
			6	7	
<u>501</u>	<u>Sancus Boulevard SUP, from Worthington Galena Road to Worthington Woods Boulevard</u>				49.5
1	This project does not have a significant positive or negative impact on natural resources.	4	1	7	
			7	5	

Sustainable Neighborhoods Summary-PRELIMINARY DRAFT

Bike/Pedestrian

		Total Score			
<u>Map ID</u>	<u>Project Title</u>	En	Co	We	
SN Score	SN_Rationale	EO	NR		
<u>501</u>	<u>Sancus Boulevard SUP, from Worthington Galena Road to Worthington Woods Boulevard</u>				49.5
7	The area surrounding this project has a higher density of people and jobs than the other application in this category. This project will construct a MUP which will connect to various pedestrian facilities, as well as other bike facilities which are either existing or under construction. This project will potentially support first/last mile connections for transit service.	4	1	5	
			7	1	
<u>502</u>	<u>Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail</u>				58.0
6	The area surrounding this project has a lower density of people and jobs than the other application in this category, but this project will provide a significant number of people with enhanced access to the larger trail system. This project will potentially support first/last mile connections for transit service.	4	4	7	
			7	2	

Health Safety and Welfare Summary - PRELIMINARY DRAFT

Bike/Pedestrian

		Total Score		
<u>Map ID</u>	<u>Project Title</u>	En	Co	EO
We Score	We_Rationale	SN	NR	
<u>502</u>	<u>Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail</u>			58.0
7	This project has a greater potential to reduce crashes than the other project in this category. Project serves a higher proportion of environmental justice populations as compared to the other project in this category.	4	4	7
			6	2
<u>501</u>	<u>Sancus Boulevard SUP, from Worthington Galena Road to Worthington Woods Boulevard</u>			49.5
5	This project has a lesser potential to reduce crashes than the other project in this category. Project serves a lower proportion of environmental justice populations as compared to the other project in this category.	4	1	7
			7	1