

Revised Evaluation Scores

System Preservation

This page provides a summary of any revisions made to the draft scores presented at the December 2nd Attributable Funds Committee meeting. The information below highlights the items considered to revise a score and/or modify the rationale based on feedback from AFC members. The complete revised scores and rationales are then provided on the following pages.

Economic Opportunity Comments and Revisions

303 – East Cooke Road Phase 1 – Comment was received highlighting the connection of I-71 to Cleveland Avenue. In reviewing the score, we did account for providing connection, particularly to Cleveland Avenue and the BRT in other considerations although it was not noted in the rationale. The rationale was updated but there is no change to the score.

306 - Fifth Avenue Signal Replacements, from North Star to High Street – There was no specific comment with regard to this project. However, in reviewing scores and rationales in this category, information about the area ongoing significant redevelopment in other considerations was accounted for although it was not noted in the rationale. The rationale was updated but there is no change to the score.

Natural Resources Comments and Revisions

No revisions.

Collaboration Comments and Revisions

303 – East Cooke Road Phase 1 – Comment was received highlighting the bike and pedestrian connections to BRT on Cleveland Avenue and that a feasibility study was completed, which is a PDP step. Bike and pedestrian connections are accounted for in Sustainable neighborhoods score. The rationale was revised to acknowledge the feasibility study. However, accounting for this early step within the scoring did not result in an improvement in the overall Collaboration score.

Energy Comments and Revisions

No revisions.

Health, Safety and Welfare Comments and Revisions

No revisions.

Sustainable Neighborhoods Comments and Revisions

303 – East Cooke Road Phase 1 – Comment was received highlighting the inclusion of new bike and pedestrian facilities in the project scope. The inclusion of these bike and pedestrian facilities were accounted for in the preliminary draft score, and therefore this comment did not warrant any changes to the score.

Economic Opportunity Summary

System Preservation

Total Score

<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>30</u>	<u>Downtown Signals, Rich Street Signal Replacements</u>			
7	The project is by far highest in the category in terms of existing jobs in the area. No new jobs cited as a result of the project. It is second in terms of the combination of existing ADT, future ADT and truck percentage. In other considerations, project works in conjunction with a number of other initiatives to create a strong downtown for the region.	1.0	10.5	17.5
		7.5	14.0	0.5
				51.0
<u>30</u>	<u>Cleveland Avenue Resurfacing</u>			
6	The project is second lowest in the category in terms of existing jobs in the area. No new jobs cited as a result of the project. It is highest in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	1.0	9.0	21.0
		3.0	8.0	0.5
				42.5
<u>30</u>	<u>Fifth Avenue Signal Replacements, from North Star to High Street</u>			
4	The project is second in the category in terms of existing jobs in the area. No new jobs cited as a result of the project. It is lowest in terms of the combination of existing ADT, future ADT and truck percentage. In other considerations, the project supports the ongoing redevelopment in the area.	1.0	6.0	17.5
		3.0	12.0	0.5
				40.0
<u>30</u>	<u>Bale-Kenyon Phase 1</u>			
3	The project is middle in the category in terms of existing jobs in the area. No new jobs cited as a result of the project. It is middle in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	0.0	4.5	17.5
		4.5	10.0	0.5
				37.0
<u>30</u>	<u>East Cooke Road Phase 1</u>			
2	The project is lowest in the category in terms of existing jobs in the area. No new jobs cited as a result of the project. It is second lowest in terms of the combination of existing ADT, future ADT and truck percentage. In other considerations, the project will provide bike and pedestrian connections to Cleveland avenue BRT supporting access to jobs.	1.0	3.0	24.5
		4.5	12.0	1.0
				46.0

Collaboration Summary

System Preservation

Total Score

Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>30</u>	<u>Downtown Signals, Rich Street Signal Replacements</u>			
5	Typical matching percentage. Requesting 15% of projected available funds. No funding partners. One support letter from an adjacent property owner and one from a local organization. No studies/plans identified the need. No PDP progress. No private sector funding. Sponsor's top priority in Preservation category. Sponsor is not a small agency.	1.0	10.5	17.5
		7.5	14.0	0.5
				51.0
<u>30</u>	<u>East Cooke Road Phase 1</u>			
3	Typical matching percentage. Moderate amount requested. No funding partners. Support letters from two local agencies. No studies/plans identified the need. Feasibility study completed. No private sector funding. Sponsor's top priority in Preservation category. Sponsor is not a small agency.	1.0	3.0	24.5
		4.5	12.0	1.0
				46.0
<u>30</u>	<u>Bale-Kenyon Phase 1</u>			
3	Requesting a smaller than typical proportion (less than 70%) of project costs. Smaller amount requested. No funding partners. No support letters. Previous feasibility studies were referenced. No PDP progress. No private sector funding. Sponsor's top priority in Preservation category. Sponsor is not a small agency.	0.0	4.5	17.5
		4.5	10.0	0.5
				37.0
<u>30</u>	<u>Cleveland Avenue Resurfacing</u>			
2	Typical matching percentage. Smaller amount requested. No funding partners. One support letter from a local agency. Need identified by the sponsor's pavement management system. No PDP progress. No private sector funding. Not the sponsor's top priority in Preservation category. Sponsor is not a small agency.	1.0	9.0	21.0
		3.0	8.0	0.5
				42.5
<u>30</u>	<u>Fifth Avenue Signal Replacements, from North Star to High Street</u>			
2	Typical matching percentage. Moderate amount requested. No funding partners. One support letter from a local agency. Need identified by the sponsor's inspection process. No PDP progress. No private sector funding. Not the sponsor's top priority in Preservation category. Sponsor is not a small agency.	1.0	6.0	17.5
		3.0	12.0	0.5
				40.0

Energy Summary

System Preservation

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>30</u>	<u>Downtown Signals, Rich Street Signal Replacements</u>	51.0		
1	It is stated that LED signal heads will be implemented.	1.0	10.5	17.5
		7.5	14.0	0.5
<u>30</u>	<u>Fifth Avenue Signal Replacements, from North Star to High Street</u>	40.0		
1	It is stated that LED signal heads will be implemented.	1.0	6.0	17.5
		3.0	12.0	0.5
<u>30</u>	<u>East Cooke Road Phase 1</u>	46.0		
1	It is stated that LED street lights will be implemented as needed.	1.0	3.0	24.5
		4.5	12.0	1.0
<u>30</u>	<u>Cleveland Avenue Resurfacing</u>	42.5		
1	May use reclaimed asphalt to provide some energy saving are proposed as part of this improvement.	1.0	9.0	21.0
		3.0	8.0	0.5
<u>30</u>	<u>Bale-Kenyon Phase 1</u>	37.0		
0	No energy saving components are proposed as part of this improvement.	0.0	4.5	17.5
		4.5	10.0	0.5

Natural Resources Summary

System Preservation

Total Score

<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>30</u>	<u>East Cooke Road Phase 1</u>			46.0
2	This project does not have a significant positive or negative impact on natural resources, although water runoff/stormwater systems will be improved.	1.0	3.0	24.5
		4.5	12.0	1.0
<u>30</u>	<u>Downtown Signals, Rich Street Signal Replacements</u>			51.0
1	This project does not have a significant positive or negative impact on natural resources.	1.0	10.5	17.5
		7.5	14.0	0.5
<u>30</u>	<u>Fifth Avenue Signal Replacements, from North Star to High Street</u>			40.0
1	This project does not have a significant positive or negative impact on natural resources.	1.0	6.0	17.5
		3.0	12.0	0.5
<u>30</u>	<u>Cleveland Avenue Resurfacing</u>			42.5
1	This project does not have a significant positive or negative impact on natural resources.	1.0	9.0	21.0
		3.0	8.0	0.5
<u>30</u>	<u>Bale-Kenyon Phase 1</u>			37.0
1	This project does not have a significant positive or negative impact on natural resources.	0.0	4.5	17.5
		4.5	10.0	0.5

Sustainable Neighborhoods Summary

System Preservation

Total Score

<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>30</u>	<u>Downtown Signals, Rich Street Signal Replacements</u>			51.0
7	This projects origin/destination density is by far the highest for this category. This project will improve existing pedestrian facilities through inclusion of new ADA pedestrian signal heads and pushbuttons. No new bike facilities are included in the scope of this project. A transit line exists along the project corridor.	1.0	10.5	17.5
		7.5	14.0	0.5
<u>30</u>	<u>Fifth Avenue Signal Replacements, from North Star to High Street</u>			40.0
6	This projects origin/destination density is above the median for this category. Existing pedestrian facilities will be rehabilitated as part of this project. No new bike facilities are included in the scope of this project. Multiple transit lines and stops are supported by this project.	1.0	6.0	17.5
		3.0	12.0	0.5
<u>30</u>	<u>East Cooke Road Phase 1</u>			46.0
6	This projects origin/destination density is the median for this category. This project will rehabilitate the existing sidewalk, and construct a new MUP along the project corridor which will connect to existing bike and pedestrian facilities. No transit lines utilize the project corridor, but this project will improve first/last mile connections to nearby transit stops.	1.0	3.0	24.5
		4.5	12.0	1.0
<u>30</u>	<u>Bale-Kenyon Phase 1</u>			37.0
5	This projects origin/destination density is below the median for this category., This project will construct a MUP where no current bike or pedestrian facilities exist. No transit lines are supported by this project.	0.0	4.5	17.5
		4.5	10.0	0.5
<u>30</u>	<u>Cleveland Avenue Resurfacing</u>			42.5
4	This projects origin/destination density is below the median for this category. The scope of the project does not include any improvements to pedestrian or bike facilities. This project supports multiple transit lines, including CMAX.	1.0	9.0	21.0
		3.0	8.0	0.5

Health, Safety, and Welfare Summary

System Preservation

Total Score

<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>30</u>	<u>East Cooke Road Phase 1</u>			46.0
7	This project has the highest potential to improve facility condition in this category. This project has high crash numbers for this category, and this project includes bike and pedestrian facilities which have potential to reduce crashes. Project serves environmental justice populations second highest of the category and significantly higher proportion than the regional average.	1.0	3.0	24.5
		4.5	12.0	1.0
<u>30</u>	<u>Cleveland Avenue Resurfacing</u>			42.5
6	The existing facility condition for this project is above the median for this category. This project has high crash numbers for this category, though it is uncertain if this project will have significantly improve safety. Project serves environmental justice populations highest of the category and significantly higher proportion than the regional average.	1.0	9.0	21.0
		3.0	8.0	0.5
<u>30</u>	<u>Downtown Signals, Rich Street Signal Replacements</u>			51.0
5	This is a signals replacement project, and no improvements to existing pavement conditions are included in the project scope. This project will improve the condition of existing signals. The crash numbers are the median for this category, and the project has some potential to improve safety. Project serves environmental justice populations in the middle of the category.	1.0	10.5	17.5
		7.5	14.0	0.5
<u>30</u>	<u>Bale-Kenyon Phase 1</u>			37.0
5	The existing facility condition for this project is above the median for this category. This project has crash numbers near the median for this category, and this project has the potential to improve safety. Project serves environmental justice populations in the low range of the category.	0.0	4.5	17.5
		4.5	10.0	0.5
<u>30</u>	<u>Fifth Avenue Signal Replacements, from North Star to High Street</u>			40.0
5	This is a signals replacement project, and no improvements to existing pavement conditions are included in the project scope. This project will improve the condition of existing signals, which are currently rated in poor condition. The crash numbers for this project are the lowest for this category. Project serves environmental justice populations in the low range of the category.	1.0	6.0	17.5
		3.0	12.0	0.5