

MORPC Funding 2014 - Evaluation Summary by Category - Sorted by Total Score - DRAFT

Total Score out of 100 Goal Score out of 10 Goal Rationale Goal Score Weight %
 Weighted Score

Bike and Pedestrian

Total Score	Map ID	Title	Economic Opportunity	Natural Resources	Energy	Collaboration	Welfare	Sustainable Neighborhood
			5%	15%	5%	15%	30%	30%
405 COGO Bike Share Expansion			Agency: Columbus Recreation and Parks			Requested Amount: \$388,000		
35.5	1	500-600 users/day (ADT) system wide. Private funds for this expansion are available from station sponsorships and donations.	0	0	1	5	0	9
	0.5		0	0	0.5	7.5	0	27
			Agency: Columbus Recreation and Parks			Requested Amount: \$985,000		
33.5	1	Alum Creek Trail has 30,000 ADT (annual instead of daily?); projected 50 ADT for connector. Alum Creek Trail to be completed in 2015. Planning Cassidy Ave improvements; rec center recently remodeled.	0	0	0	6	0	8
	0.5		0	0	0	9	0	24
			Agency: City of Bexley			Requested Amount: \$30,240		
32.0	1	Recent infrastructure investments in the Main St. corridor.	0	0	0	5	0	8
	0.5		0	0	0	7.5	0	24
			Agency: City of New Albany, Ohio			Requested Amount: \$444,000		
30.5	1	TIFs available for match. Bisects the 628.3 acre Research and Information Sub-District.	0	0	0	6	0	7
	0.5		0	0	0	9	0	21

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Total Score out of 100 Goal Rationale

Bike and Pedestrian

Total Score	Map ID	Title	Economic Opportunity	Natural Resources	Energy	Collaboration	Welfare	Sustainable Neighborhood
			5%	15%	5%	15%	30%	30%

403 COTA Sidewalks Phase III

Agency: **City of Columbus**

Requested Amount: **\$6,407,200**

30.5	<input type="text" value="1"/>	Investment planned in project	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="4"/>	<input type="text" value="0"/>	<input type="text" value="8"/>
	<input type="text" value="0.5"/>	limits for Courtright Road structure over I-70.	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="6"/>	<input type="text" value="0"/>	<input type="text" value="24"/>

No information on non-traffic energy impacts provided.

This is a very large request for this category requesting the maximum 80%. For one section there has been coordination with ODOT on a bridge project to add sidewalks. There has been coordination with COTA on transit useage on the routes serving these corridors. Three possible stand alone sidewalk areas are included in this project. Evaluating each seperately may allow one section to score better than the three combined.

The sidewalks project (with some multi-use path components) increases access to transit stops in areas where the environmental justice population is much higher than the regional average.

408 Olentangy Trail Improvements--Antrim Park to Bethel Road

Agency: **Columbus Recreation and Parks**

Requested Amount: **\$1,575,000**

30.5	<input type="text" value="1"/>	1,100 ADT, new apartment complexes, undocumented "renewal."	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="6"/>	<input type="text" value="0"/>	<input type="text" value="7"/>
	<input type="text" value="0.5"/>		<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="9"/>	<input type="text" value="0"/>	<input type="text" value="21"/>

No information on non-traffic energy impacts provided.

It is a moderately large request at almost the maximum 80%. It is second priority of the projects submitted by Columbus. There has been coordination with a variety of stakeholders.

This multi-use path project will increase access to an already well-used component of the regional trail network in addition to providing access to a COTA Park & Ride.

401 McKinley Ave Shared-use Path

Agency: **City of Columbus**

Requested Amount: **\$2,480,000**

27.0	<input type="text" value="0"/>	No information provided.	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="4"/>	<input type="text" value="0"/>	<input type="text" value="7"/>
	<input type="text" value="0"/>		<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="6"/>	<input type="text" value="0"/>	<input type="text" value="21"/>

No information on non-traffic energy impacts provided.

The amount requested is moderately large at almost the maximum 80%. There are not other funding partners. Although on the Bikeway plan, no other significant stakeholder involvement to date.

This multi-use path project will help connect to the regional trail network through the Scioto Trail. It also provides paved access and paved waiting areas to transit stops.

404 Bike & Pedestrian Funds

Agency: **ODOT District 6**

Requested Amount: **\$300,000**

21.5	<input type="text" value="1"/>	Intended to supplement funding for an infrastructure project.	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="4"/>	<input type="text" value="0"/>	<input type="text" value="5"/>
	<input type="text" value="0.5"/>		<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="6"/>	<input type="text" value="0"/>	<input type="text" value="15"/>

No information on non-traffic energy impacts provided.

As this would be addon to some future project(s), the funding would be in addition to other funding for the project. Also some future coordination would also occur.

While this project will improve bike and pedestrian connectivity where implemented, it receives the lowest score in the "Bike and Pedestrian category" since this project's final locations cannot be compared to those of the other projects.

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Total Score out of 100

Goal Score out of 10

Goal Rationale

Goal Score Weight %

Weighted Score

Major Widening/New Roadway

Total Score	Map ID	Title	Economic Opportunity	Natural Resources	Energy	Collaboration	Welfare	Sustainable Neighborhood
			25%	10%	5%	15%	35%	10%

103 FAI-Refugee Road Improvements

Agency: **City of Pickerington**

Requested Amount: **\$5,484,800**

58.0	7	Moderate, growing ADTs. Improve development by improving LOS from F to C and managing access. Immediately adjacent to over 140 acres of greenfields with access to utilities, zoned residential, but expected to accommodate some commercial/office. High vacancies in commercial properties could be reduced. Investments of over \$85 million over the last three years. SR-256 project investing \$7m. TIF agreement for hospital property. Medical campus expected to employ 180 FTE by 2015, including some relocated jobs. Potential for future full hospital with 1250-1500 employees; no documented commitments.	4	There are no special efforts made on behalf of sensitive lands or water runoff near the project area. The City of Pickerington will replace all trees disturbed during the course of the project and hopes to add street trees along the corridor with their own funds. There is a net increase of emissions.	1	The project will also include LED intersection lighting at all three traffic controlled intersections.	6	The request is for the ##% of funding and a moderately sized request. The project has received ODOT safety funding. Two sources of private fundin are also contributing to the project as well as donating ROW.	6	One of the higher projects in reducing congested VMT. Middle of the pack in terms of our crash data. However is the city's second highest priority for safety improvements and is supported by receiving ODOT safety funds. Among lowest of PCR info.	6	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. It provides no benefit to existing fixed-route transit. Both the current and projected origin/destination densities are unexceptional. However, improvements to the transportation systems, including the bike and pedestrian systems, near the future location of the OhioHealth campus set this project apart.
	17.5		4		0.5		9		21		6	

102 Tuttle Crossing Boulevard Extension - Wilcox Road to Avery Road / Avery Road Widening - Tuttle Crossing Boulevard to Rings Road.

Agency: **The City of Dublin**

Requested Amount: **\$7,000,000**

53.5	5	ADT from 2003-06 is in the 5000-7000 range. Peak hour volumes projected for 2030 are 1500-2000. Maps show 453 acres of agricultural and low intensity usage that would be improved for development. Appropriate relationship to context. Water and sewer to be added. Potential for private funding sources. Two TIFs to support. Adjacent road and water projects in CIP. Potential for 1,250 jobs; no documented commitments.	7	This is the only project in the "Major Widening/New Roadway" category to have a net reduction in emissions. The City of Dublin also plans to add two water quality basins, in addition to street trees and landscaping.	2	This project will construct roundabouts at three intersections. These roundabouts will save energy by not having signals that use electricity.	7	The project request is for approximately 50% of the project cost. Other funding is to be from Dublin and land owners in the area obtained through the rezoning and development process (1 draft agreement in place). The project implements a long standing plan for the transportation system in that area benefiting Dublin and Columbus. It is included in the MTP. Multiple entities are supports of the project.	5	Because of a significant bottleneck in the system on Avery Road just south of the extension the modeling estimate of overall congestion in the 1 mile radius of the project limits shows and increase. However, users of the project segments do have one of the higher savings in travel delay. Along the existing Avery road segment the crash data shows it as not as bad as the other projects in the category.	5	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. It provides no benefit to existing fixed-route transit. Both the current and projected origin/destination densities are unexceptional.
	12.5		7		1		10.5		17.5		5	

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Total Score out of 100

Goal Rationale

Goal Score Weight %

Major Widening/New Roadway

Total Score	Map ID	Title	Economic Opportunity	Natural Resources	Energy	Collaboration	Welfare	Sustainable Neighborhood				
			25%	10%	5%	15%	35%	10%				
104 Sawmill Road - I-270 to Hard Road			Agency: The City of Columbus						Requested Amount: \$7,456,000			
53.0	4	High ADT with moderate growth. Six properties recently re/developed; some economic potential, nothing specific.	3	There are no special efforts made on behalf of sensitive lands, water runoff, or vegetation and habitat near the project area. There is a net increase of emissions.	0	No information on non-traffic energy impacts provided.	5	The project is requesting the maximum 80% and is a moderately large request. Although no other funding sources for this particular project, it complements the ODOT funded project that is providing an additional lane northbound in the same project limits. The project is on the MTP	7	The reduction in percent of congested VMT is high in a very congested corridor. It is the worse in terms of crash data.	8	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. In addition to providing benefits to existing fixed-route transit, both the current and projected origin/destination densities are both high.
	10		3		0		7.5		24.5		8	
108 Cosgray Road			Agency: City of Hilliard						Requested Amount: \$8,296,000			
51.0	5	Moderate ADT (15,000) with growth anticipated to 25,000. Low truck traffic. Directly serves 127 acres of new development. Utilities need to be provided by developer. Trail extension and nearby road improvements to be finished prior to project construction. Plan to use TIF and CRA revenues. Anticipate \$86m of investment after completion.	8	The project area is part of the Big Darby watershed and subject to the Big Darby Accord. In the course of this project, the City of Hilliard is restoring Clover Groff Ditch and installing a variety of stormwater management systems (bioswales and rain gardens, etc.) that are projected to result in a net benefit to habitats in the area. These stormwater management systems are projected to exceed the stormwater runoff and drainage requirements of both Hilliard and the Big Darby Accord. There is a net increase of emissions from this project.	2	The Cosgray Road project includes LED lighting which will save energy and money on street lighting. Additionally, the project incorporates two roundabouts.	4	The request is for the maximum 80% federal funding. It is moderately large request. There is multiple entities supporting the project although only Hilliard is providing the local funding. The project is in the MTP	5	Significant congestion relief in the vicinity although overall not as congested an area as other project locations. Higher travel delay savings. Applicant provided documentation on crash issues although being a new road, the MORPC crash analysis did not pick up crash info on sections of roads where the traffic relief is occurring.	6	No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. It provides no benefit to existing fixed-route transit. Though the project area is expected to have a low origin/destination density in both 2010 and 2035 and little change between those years, this project does provide bike and pedestrian connections to a local park and senior center in addition to setting up a future regional route to Prairie Oaks Metro Park.
	12.5		8		1		4		17.5		6	
101 Refugee Road- Gender Road to Hines Road			Agency: City of Columbus						Requested Amount: \$5,484,800			
48.0	3	Moderate, growing ADTs. Some recent residential construction in the area. There are additional undeveloped parcels remaining to the east of the intersection.	3	There are no special efforts made on behalf of sensitive lands, water runoff, or vegetation and habitat near the project area. There is a net increase of emissions.	0	No information on non-traffic energy impacts provided.	3	The request is for the maximum 80% and it is a moderately sized request. No other local funding partners and current letters of support. Project is not specifically listed in the MTP, although a large component of the project occurs at an intersection which are included by line item in the MTP.	8	This project is estimated to have one of the highest reduction in congested VMT and reduction in travel delay. It has the second worst crash rating.	5	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. It provides no benefit to existing fixed-route transit. Both the current and projected origin/destination densities are unexceptional.
	7.5		3		0		4.5		28		5	

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Goal Rationale

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Major Widening/New Roadway

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			25%	10%	5%	15%	35%	10%				
106 N. Hamilton Road - Phase A			Agency: City of Columbus			Requested Amount: \$11,824,000						
47.0	4	Fairly high ADT (low 20s) with moderate growth expected. Utilities in place. Supports COTA's current expansion to include 2 additional bus routes to the area (no documentation, not in TSR). Supports future "S curve" project at offset. Future investment and jobs expected; no specific information.	2	Regarding sensitive lands, two wetlands will be filled as a result of this project (with mitigation efforts to take place). There are no special efforts made on behalf of water runoff or vegetation and habitat near the project area. There is a net increase of emissions.	0	No information on non-traffic energy impacts provided.	4	The project request is for the maximum 80% and it is large dollar amount. The project does implement long planned improvements in the corridor that benefit Columbus and Gahanna. Columbus has identified their intent to pursue safety funds which could offset some of the requested funding. It is ranked in the middle in terms of Columbus applications.	6	Lower half interms of congested VMT reduction and travel dealy savings. It is one of the worst in terms of crash data.	8	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. In addition to providing benefits to existing fixed-route transit, the 2035 projected origin/destination density is high.
	10		2		0		6		21		8	
107 DEL-CR10-2.91 South Old State Road Improvements, Phase 2			Agency: Delaware County Engineer			Requested Amount: \$12,788,000						
40.0	3	Moderate projected ADT (18,400). Claims over 800 acres of greenfield and infill development will be served.	3	There are no special efforts made on behalf of sensitive lands, water runoff, or vegetation and habitat near the project area. There is a net increase of emissions.	1	LED lighting will be considered for street lights installed at crosswalks located at signalized intersections.	2	The request is for the maximum 80% and is a large request. No additional information on other funding partners or support was provided. It is included in the MTP and continuation of a currently funded project to the south.	6	Congestion in the project area is not as great as some of the projects although this project does address all of the congestion in the immediate project corridor. It is middle of the pack in terms of crash data.	5	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. Its environmental justice population percentage is lower than the regional average. It provides no benefit to existing fixed-route transit. Though the current origin/destination density is high, there are 3 residential relocations expected, while no other "Major Widening/New Roadway" project has any expected displacements.
	7.5		3		0.5		3		21		5	

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Major Widening/New Roadway

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			25%	10%	5%	15%	35%	10%

105 Winchester Pike (Shannon-Ebright to Bixby-Brice)

Agency: Franklin County Engineer

Requested Amount: \$7,752,000

28.5	1	Low ADT. Growth anticipated with 33/Bixby interchange; no specifics.	3	There are no special efforts made on behalf of sensitive lands, water runoff, or vegetation and habitat near the project area. There is a net increase of emissions.	0	No information on non-traffic energy impacts provided.	2	The request is for the maximum 80% and is a moderately large project. There are no other funding partners and no letters of support at this time. It is NOT on the MTP.	4	The project does not show significant congestion relief in the corridor. It is middle of the pack in terms of crash data.	6	This project, along with all others in this category, made notable improvements to the bike and pedestrian systems. No displacements are expected to occur. Its environmental justice population percentage is lower than the regional average. It provides no benefit to existing fixed-route transit. However, it is the only project in the "Major Widening/New Roadway" category with an environmental justice population percentage comparable to the regional average. (The other projects are below the regional average.) Additionally, the project area is expected to have a high average change in origin/destination density between 2010 and 2035.
	2.5		3		0		3		14		6	

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Minor Widening, Intersections, and Signals

Total Score	Map ID	Title	Economic Opportunity 20%	Natural Resources 10%	Energy 5%	Collaboration 15%	Welfare 35%	Sustainable Neighborhood 15%
201 Hilliard-Rome Road at Feder Road			Agency: City of Columbus			Requested Amount: \$2,728,000		
56.5	4	High traffic volumes (up to 36,000), moderate traffic growth projected. Recent adjacent development. Some undeveloped parcels nearby.	3	3	0	9	7	5
	8		3	3	0	13.5	24.5	7.5
<p>3 This project plans to comply with existing regulations and perform an environmental study. Regional emissions are expected to increase as a result of this project.</p> <p>0 No information on non-traffic energy impacts provided.</p> <p>9 It is a modest amount requested and is less than 50% of the project cost. Significant ODOT safety funds have been obtained for the project. The project coordinates with improvements being made at the interchange just a few thousand feet north of the project. It is one of the higher priorities submitted by Columbus.</p> <p>7 From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS which currently operates at LOS E and projected to operate at LOS F. It has the worse crash problem of projects in the category.</p> <p>5 This project improves the roadway LOS and adds pedestrian (but not bike) access in an area with moderate origin/destination densities in both 2010 and 2035 (projected). The environmental justice population percentage is lower than the regional average.</p>								
210 Columbus Traffic Signal System, Phase E			Agency: Columbus			Requested Amount: \$9,482,000		
56.0	3	As a consequence of improved traffic flow and fewer delays to traffic, it can be expected that Central Ohio will become more desirable locations for businesses to locate and thereby increase jobs. This project would connect the signals to the central system to allow real-time changes to be made to the signal timings. This would promote public vehicular traffic to the area thus promoting expansion and development of local business.	6	6	1	7	6	8
	6		6	6	0.5	10.5	21	12
<p>6 As a signals project operating with existing right-of-way, no permanent effects are expected to result and this project has the highest expected reduction of regional emissions in the "Minor Widening, Intersections, and Signals" category.</p> <p>1 Old 1980s communication equipment will be replaced with more energy efficient equipment in the controller cabinets.</p> <p>7 This is the highest dollar amount request for this category and generally asking for the maximum federal funding (the local dollars appear to be items in the project not federally eligible or not eligible for 100% federal funding. However, the project is being developed in cooperation with several local jurisdictions and completes a long standing mutli jurisdictional activity and benefits the entire region.</p> <p>6 The project would provide some corridor congestion relief and travel delay savings across numerous corridors around the region. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.</p> <p>8 This project, the final phase of the regional interconnect in Columbus that will help create a cohesive regional system, provides signal coordination with accommodations for pedestrians and bicyclists in an area with transit service. The environmental justice population percentage in the project area is approximately equal to the regional average. The origin/destination density for both 2010 and 2035 is moderate with a moderate level of projected growth.</p>								
202 Roberts Road- Hilliard-Rome Road to Westrock Drive			Agency: City of Columbus			Requested Amount: \$3,747,200		
50.0	2	Moderate ADT (11,900). There are vacant parcels along Roberts Road west of Frazell Road which could be developed into additional residential housing.	3	3	0	4	8	6
	4		3	3	0	6	28	9
<p>3 This project plans to comply with existing regulations and perform an environmental study. Regional emissions are expected to increase as a result of this project.</p> <p>0 No information on non-traffic energy impacts provided.</p> <p>4 It is a moderate amount requested at the maximum 80%. No other funding partners or documented letters of support at this time. Improvements along this segment is included in the MTP. It is one of the lower priorities of the project submitted by Columbus.</p> <p>8 The project shows the most corridor congestion improvement and delay savings in the category. It is also shows the worst crash problem.</p> <p>6 This project improves the roadway LOS and bike and pedestrian access in an area with moderate origin/destination densities in both 2010 and 2035 (projected). The environmental justice population percentage is lower than the regional average.</p>								

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Minor Widening, Intersections, and Signals

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			20%	10%	5%	15%	35%	15%
203 City of Whitehall Traffic Signal System Interconnect Upgrade with Traffic Monitoring and Coordination			Agency: City of Whitehall			Requested Amount: \$1,143,000		
49.5	3	The improved signal operations with the fiber optic interconnect, and the improved accessibility, will help in maintaining and encouraging employment opportunities within the City. Signal infrastructure to be upgraded with previous CMAQ commitment. The Broad Street, Main Street and Hamilton Road corridors are presently connected to the City of Columbus coaxial interconnect system, which will be disconnected by CTSS. Severing this connection and not tying them into the fiber interconnect system would result in increased delays.	5	5	0	6	5	8
	6			5	0	9	17.5	12
204 Grandview Heights Citywide Traffic Signal System Interconnect Upgrade with Traffic Monitoring and Coordination			Agency: City of Grandview Heights			Requested Amount: \$581,000		
49.5	3	Improved signal timing operations with fiber optic interconnect are essential, and the timing is critical to accommodate the addition traffic that will be generated by the new grocery, gas station, restaurants and offices on Third Avenue (opening Fall 2014) and the addition of 3,000 new jobs that will be created in the "Yard" during the years of 2016-2019. Signal infrastructure to be upgraded with previous CMAQ commitment.	5	5	0	6	5	8
	6			5	0	9	17.5	12
206 New Albany Traffic Signal System			Agency: City of New Albany			Requested Amount: \$829,600		
49.5	3	The improved signal operations with the fiber optic interconnect, and the improved accessibility, will help in maintaining and encouraging employment opportunities within the City. The New Albany NET fiber-optic communication system will be used to interconnect the traffic signals using channels reserved for the Public Service Department.	5	5	0	7	5	7
	6			5	0	10.5	17.5	10.5

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			20%	10%	5%	15%	35%	15%

209 Bexley Citywide Traffic Signal System Interconnect Upgrade with Traffic Monitoring and Coordination

Agency: **City of Bexley**

Requested Amount: **\$1,301,000**

49.5	3	The improved signal operations with the fiber optic interconnect, and the improved accessibility, will help in maintaining and encouraging employment opportunities within the City. Signal infrastructure to be upgraded with previous CMAQ commitment. The Broad Street and Main Street corridors are presently connected to the City of Columbus coaxial interconnect system, which will be disconnected by CTSS. Severing this connection and not tying them into the fiber interconnect system would result in increased delays.	5	As a signals project operating with existing right-of-way, no permanent effects are expected to result.	0	No information on non-traffic energy impacts provided.	6	This is a modest dollar amount request although it is for 100% federal funding. However, the project is being developed in cooperation with Columbus's signal system and completes a signal coordination work along the corridor that benefits all the communities along the corridor.	5	It is estimated that the corridors would negibile congestion relief from the corridor perspective. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.	8	This project, part of the regional interconnect, provides signal coordination with accommodations for pedestrians and bicyclists in an area with transit service. The environmental justice population percentage in the project area is higher than the regional average. Additionally, the origin/destination density for both 2010 and 2035 is high.
	6		5		0		9		17.5		12	

211 Barnett Road at Livingston Avenue

Agency: **City of Columbus**

Requested Amount: **\$288,000**

47.0	3	Moderate ADT (19,000). Adjacent corner recently redeveloped.	3	This project plans to comply with existing regulations and perform an environmental study. Regional emissions are expected to increase as a result of this project.	0	No information on non-traffic energy impacts provided.	9	This is a small funding request and only 39% of project costs. The project has received ODOT safety funding.	4	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS although it currently operates at LOS D. Pedestrian crashes are an issue and primary reason for the project.	7	This intersection project improves traffic and provides pedestrian access to a community center and a COTA Park & Ride in an area where the environmental justice population percentage is higher than the regional average.
	6		3		0		13.5		14		10.5	

207 Frank Road

Agency: **Franklin County Engineer**

Requested Amount: **\$8,856,000**

38.0	3	High ADT (25,000). Higher truck traffic (8%).	3	This project plans to comply with existing regulations and perform an environmental study. Regional emissions are expected to increase as a result of this project.	0	No information on non-traffic energy impacts provided.	3	This is a high dollar amount request and requesting the maximum 80%. There is no other funding partners. There have been initial coordination with Columbus. It is not specifically listed in the MTP. However, it is the county highest priority of their submitted applications.	4	From corridor perspective there is minimal change to congested VMT. Poor LOS is primarily at two way stopp controlled intersections which project would improve. The project is top third in terms of a safety problem.	7	This corridor project improves traffic and pedestrian access (and possibly bicycle access, depending on the final scope) in an area where the environmental justice population percentage is higher than the regional average.
	6		3		0		4.5		14		10.5	

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Minor Widening, Intersections, and Signals

Total Score	Map ID	Title	Economic Opportunity	Natural Resources	Energy	Collaboration	Welfare	Sustainable Neighborhood
			20%	10%	5%	15%	35%	15%

212 Refugee Road and Pickerington Road Intersection Improvement

Agency: Fairfield County Engineer

Requested Amount: \$1,344,000

35.5	2	Low to moderate ADTs. Project area has utility service.	5	The roundabout project with a central island will take up less impervious area than a traditional signalized alternative. This project is also expected to have no net impact on regional emissions, the second-best result in the "Minor Widening, Intersections, and Signals" category.	1	The roundabout solution will not require the energy to maintain a traffic signal 24 hours a day. LED lighting technology can be used to reduce electric consumption.	4	It is a modest amount requested for the maximum 80%. There has been some coordination with the Pickerington, the township, the schools and ODOT. It is identified as one of the county's highest crash locations. There could be possibility of obtaining ODOT safety funding.	4	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS primarily in the off peak as existing peak LOS is at LOS C or better. The primary reason for the project is safety reason primarily future as volumes grow at the skewed intersection. Existing crash data is not as bad as other projects.	4	This roundabout project improves safety and reduces delay in an area where the environmental justice population percentage is lower than the regional average and the origin/destination densities for both 2010 and 2035 are low. The project will provide intersection crossing treatments and prepare for future sidewalks and multi-use paths.
	4		5		0.5		6		14		6	

208 DEL-CR9-(TR121) Liberty and Seldom Seen Road Intersection Improvements

Agency: City of Powell

Requested Amount: \$1,158,500

34.0	4	Moderate ADTs. Existing utilities. About 44 acres of new development served by the project. Eligible for TIF revenues.	3	This project plans to comply with existing regulations and perform an environmental study. Regional emissions are expected to increase as a result of this project.	1	LED light fixtures will be considered for the intersection lighting associated with this project.	5	The request is modest. It is asking for maximum of 80% federal funding. However, they do have some private funding for the local match. Furthermore the remaining local is shared between the Delaware county and Powell. FYI only - Requested 25% PE incentive.	3	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS in going from a stop controlled intresection to a signalized intersection. There is not significant crash problem compared to the other projects in the category.	3	This project reduces delay in an area where the environmental justice population percentage is lower than the regional average and the origin/destination densities for both 2010 and 2035 are low. The project will prepare for a future multi-use path by grading and obtaining right-of-way.
	8		3		0.5		7.5		10.5		4.5	

205 Entrance & Exit Roadways for Consolidated Rental Car Facility at Port Columbus International Airport

Agency: Columbus Regional Airport Authority

Requested Amount: \$1,378,852

20.5	3	Peak hour traffic at the existing facility is over 1,400. Part of the \$134 million CONRAC facility project, to be funded via a Customer Facility Charge (CFC) since 2007 and bonds.	0		0	No information on non-traffic energy impacts provided.	5	It is a modest amount requested. It is a small component of a larger overall project. The overall project however is not eligible for FHWA funding.	2	The project does not lend itself to relieving congested VMT. It will have isolated operatinal improvements in the airport area. There is no crash issues in the area.	0	
	6		0		0		7.5		7		0	

MORPC Funding 2014 - Evaluation Summary by Category - Sorted by Total Score - DRAFT

Total Score out of 100 Goal Score out of 10 Goal Rationale Goal Score Weight %
 Weighted Score

System Preservation

Total Score	Map ID	Title	Economic Opportunity	Natural Resources	Energy	Collaboration	Welfare	Sustainable Neighborhood
			10%	10%	10%	15%	40%	15%

303 DEL-CR24-2.93 South Old 3C Highway Improvements, Phase 3

Agency: Delaware County Engineer

Requested Amount: \$1,369,600

43.0	1	ADT is 6,000 and projected to grow to 9,000. Wider shoulders provide an improved connection to the Ohio-Erie trail into downtown Galena. South Old 3C Highway bridge over Hoover Reservoir recently renovated to accommodate wider shoulders; construction of Ohio-Erie Trail segments in Genoa and Berkshire Townships in the last decade.	0	1	The existing pavement will be preserved by overlaying it with additional asphalt versus milling or removing the existing pavement.	6	The request is a modest amount of funding and requesting the maximum 80%. There is one other funding partner.	8	The project has the worst PCR and is second worst in crash data.	0
	1		0	1		9		32	0	

304 Reed Road Reconstruction

Agency: City of Upper Arlington

Requested Amount: \$1,064,218

40.5	1	ADT is 12,800 with no growth.	0	1	Full-depth reclamation proposed.	7	It is a very modest requested amount although requesting the maximum 80%. No other funding partners, however, letters of support have been provided by several entities.	7	It has the worst crash data in the category and lower PCR.	0
	1		0	1		10.5		28	0	

302 Regional Resurfacing

Agency: Franklin County Engineer

Requested Amount: \$120,000

37.5	0	ADT TBD. No supporting information provided.	0	0	No information on non-traffic energy impacts provided.	9	It is a modest funding request at the maximum 80% (although when implemented some entities may piggyback additional local dollars to the activity). It will involve multiple entities throughout the region who will all provide the matching funds. This a repeat of the successful project from 2013-2014.	6	Without know specific locations at this point, data is not available. Eligible streets with the worst PCR will be solicited from the jurisdictions. However, it is likely that overall conditions and crash problems of the segments selected will not be as severe as other projects in this category.	0
	0		0	0		13.5		24	0	

301 Pontius Road

Agency: Franklin County Engineer

Requested Amount: \$7,576,000

30.0	0	Low ADT (2,200). No supporting information provided.	0	0	No information on non-traffic energy impacts provided.	4	It is a large funding request at the maximum 80%. There has been some coordination but no other funding partners at this point.	6	PCR and crash data are not as severe as other projects in the category. However, one bridge has a fairly low rating.	0
	0		0	0		6		24	0	

501 2015-2021 Compressed Natural Gas Bus Purchase

Agency: Central Ohio Transit Authority

Requested Amount: \$8,879,125

1.0	1	Public transportation saves riders money which in turn is used for other needs that help stimulate the economy.	0	0	The application claimed that "CNG buses produce more energy per unit than diesel buses," but it was not supported.	0		0		0
	1		0	0		0		0	0	