

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20			TBD	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			TBD	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			TBD	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			TBD	Yes
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8			TBD	No
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$4,123,000	PD, Cons	15.8			TBD	Probable
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			TBD	No
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	\$6,468,000	PD, Cons	15.2			TBD	Probable
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000		PD	14.8			TBD	No
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684		Cons	14.6			TBD	Probable
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800		PD	13.8			TBD	No
Gresham: Division Street Complete Street	MU	\$5,240,760		Cons	13.6			TBD	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6			TBD	Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788		Cons	13			TBD	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13			TBD	Yes
Tigard: Red Rock Creek Trail	WA	\$314,055		PD	11.6			TBD	No
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6			TBD	Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			TBD	Yes

funded: \$31,976,752
AT target amount: \$32,458,519
remainder: \$481,767

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			TBD	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			TBD	Not likely
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	\$1,768,040	Cons	8.8			TBD	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	\$3,862,190	PD, Cons	8.4			TBD	Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			TBD	No

funded: \$10,340,408
available: \$10,819,506
remainder: \$479,098

total funded requests: \$42,317,160
estimated total RFFA Step 2 funding available: \$43,278,025
remainder: \$960,865

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20			TBD	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			TBD	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			TBD	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			TBD	Yes
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$4,123,000	PD, Cons	15.8			TBD	Probable
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	\$6,468,000	PD, Cons	15.2			TBD	Probable
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684		Cons	14.6			TBD	Probable
Gresham: Division Street Complete Street	MU	\$5,240,760		PD, Cons	13.6			TBD	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6			TBD	Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788		Cons	13			TBD	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13			TBD	Yes
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6			TBD	Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			TBD	Yes

funded: \$30,002,692
 AT target amount: \$32,458,519
 remainder: \$2,455,827

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8			TBD	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			TBD	No
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			TBD	No
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	\$673,000	PD	14.8			TBD	No
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	\$1,228,800	PD	13.8			TBD	No
Tigard: Red Rock Creek Trail	WA	\$314,055	\$314,055	PD	11.6			TBD	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			TBD	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	\$1,768,040	Cons	8.8			TBD	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190		PD, Cons	8.4			TBD	Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			TBD	No

Shaded = Freight-eligible AT projects
 funded: \$10,668,133
 available: \$10,819,506
 remainder: \$151,373

total funded requests: \$40,670,825
 estimated total RFFA Step 2 funding available: \$43,278,025
 remainder: \$2,607,200

Project information summary

Projects (sorted by total policy rating)	County	Amount requested	Amount funded	Purpose	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	Level of public support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	TBD	PD, Cons	AT	20	5.6	5.4	5.2	3.8			TBD	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	TBD	PD, Cons	AT	19.2	5.6	5.8	4	3.8			TBD	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	TBD	PD, Cons	AT	18.6	5.8	4.8	4.8	3.2			TBD	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	TBD	Cons	AT	15.8	5	4.6	3.8	2.4			TBD	Yes
Forest Grove: Council Creek Trail	WA	\$1,345,950	TBD	PD	BOTH*	15.8	5	4.6	3.8	2.4	Responded		TBD	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	TBD	PD, Cons	FR	15.8	4.4	4	2.4	5			TBD	No
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	TBD	PD, Cons	AT	15.8	5	5.6	3	2.2			TBD	Probable
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	TBD	PD	BOTH*	15.6	5.4	3.8	3.6	2.8			TBD	No
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	TBD	PD, Cons	AT	15.2	5.6	2.2	4.2	3.2			TBD	Probable
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	TBD	PD	BOTH*	14.8	4.2	4	4	2.6			TBD	No
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	TBD	Cons	AT	14.6	3.8	5.4	3.2	2.2			TBD	Probable
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	TBD	PD	BOTH*	13.8	4.4	3.6	2.8	3			TBD	No
Gresham: Division Street Complete Street	MU	\$5,240,760	TBD	Cons	AT	13.6	3	4	3.6	3			TBD	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	TBD	PD, Cons	AT	13.6	4.2	3	3	3.4			TBD	Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	TBD	Cons	AT	13	3.8	3.6	4	1.6	Responded		TBD	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	TBD	PD, Cons	AT	13	4.6	2	3.6	2.8			TBD	Yes
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	TBD	PD	BOTH	11.6	3	2.2	3.4	3			TBD	No
Tigard: Red Rock Creek Trail	WA	\$314,055	TBD	PD	BOTH*	11.6	3.8	1.4	3.8	2.6	Responded		TBD	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	TBD	Cons	FR	8.8	2.6	1.6	0.8	3.8			TBD	Not likely
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	TBD	PD, Cons	AT	8.6	2.6	1.4	3	1.6			TBD	Yes
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	TBD	PD, Cons	BOTH	8.4	2.8	2	2.2	1.4			TBD	Probable
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	TBD	Cons	AT	7.2	3.2	1	2	1			TBD	Yes
Sherwood: Blake Street Design	WA	\$785,137	TBD	PD	FR	3.4	0.2	1.2	0.4	1.6			TBD	No

* Indicates a project that originally requested consideration in the AT category only, but has elements that make it eligible for consideration in the Freight category as well.

total funded requests:	\$0
estimated total RFFA Step 2 funding available:	\$43,278,025
difference:	\$43,278,025

Projects sorted by total policy rating	County	Amount requested	Purpose	Fund category	Technical ratings					Risk Assessment			Public comment				CC Priority	CMAQ Eligible (\$14M)
					Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	Applicant-indicated mitigation steps	Total comments from survey	High/V. High Support	Pct. High/V. High Support	Level of Public Support			
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	Project development, construction	AT	20	5.6	5.4	5.2	3.8	There are moderate risks associated with the project, including coordination with outside agencies (ODOT) for changes in the freeway interchange areas.		417	345	83%		TBD	Probable	
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	Project development, construction	AT	19.2	5.6	5.8	4	3.8	The project will add crossings along the corridor. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. There is some risk associated with funding construction without first having completed project development. Overall, project risk is low.		395	302	76%		TBD	Probable	
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	Project development, construction	AT	18.6	5.8	4.8	4.8	3.2	There are risks associated with parking removal along the corridor and funding for construction without first having completed project development. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. Overall, project risk is low.		404	339	84%		TBD	Probable	
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	Construction	AT	15.8	5	4.6	3.8	2.4	The only major project complexity is the need to obtain permanent utility easements. A right-of-way (ROW) study has been performed and associated ROW costs for the permanent easements have been considered and included in the project budget to mitigate this risk. Overall, the project is low risk.		205	151	74%		TBD	Yes	
Forest Grove: Council Creek Trail	WA	\$1,345,950	Project development	BOTH	15.8	5	4.6	3.8	2.4	There is high risk associated with working with outside agencies, ODOT Rail and PWRR (Portland and Western Railroad), over state-owned right-of-way (ODOT Rail). However, RFFA funds are only requested for project development phase of the project. There are moderate risks associated with storm water runoff quantity and quality.	A project working group including Forest Grove, Cornelius, Hillsboro, Metro, and Washington County have been collaborating with both ODOT Rail and PWRR to bring about the idea of change to the corridor. This will be an ongoing process throughout this preliminary design work. We anticipate these parties specific needs will be clearly identified as an outcome of this work. The timing of future phase of work including final design and construction will also be identified.	155	129	83%		TBD	No	
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	Project development, construction	FR	15.8	4.4	4	2.4	5	There are risks associated with necessary right-of-way acquisition and coordination with outside agencies, including Union Pacific Railroad and ODOT rail. This risk has been somewhat mitigated by beginning early coordination and support from ODOT Rail. Overall risk is moderate.		266	176	66%		TBD	No	
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	Project development, construction	AT	15.8	5	5.6	3	2.2	There is some risk associated with funding construction without first having completed project development, especially because there is a known need for further outreach. There are not expected to be impacts to environmentally sensitive areas, right-of-way acquisitions, or major coordination with outside agencies. Overall, project risk is low.		535	468	87%		TBD	Probable	
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	Project development	BOTH	15.6	5.4	3.8	3.6	2.8	This project requests RFFA funding for preliminary design work. There are associated risks with coordinating with outside agencies, including ODOT, City of Hillsboro, and Tualatin Parks and Recreation Department and Bonneville Power Administration to determine trail alignment. Many of these agencies are highly supportive of the project. Overall risk for this funding request is low.		185	147	79%		TBD	No	
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	Project development, construction	AT	15.2	5.6	2.2	4.2	3.2	There is risk associated with needing to work with outside agencies (ODOT) to improve multimodal access on a state facility. There are some outstanding right-of-way concerns at Mary S. Young Park which will require coordination with the State of Oregon, some intersection with Title 13 areas, and potential federal 4(f) impact issues. Finally, further discussion with ODOT staff on progress of current project development is needed prior to final assessment rating, as project development may require additional funding before going to construction. There is potential for this RFFA funding to be applied to project development activities instead of construction.		316	233	74%		TBD	Probable	
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	Project development	BOTH	14.8	4.2	4	4	2.6	There are high risks associated with outside agency coordination with ODOT, the Department of State Lands (DSL) and the Army Corps of Engineers. There are also risks associated with intersection of Title 3 and Title 13 areas (the Willamette River). However, funding is requested for the alternatives identification and preliminary design phases of the project, during which this coordination and environmental scoping will take place. Hence, this project has moderate risks.		355	284	80%		TBD	No	
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	Construction	AT	14.6	3.8	5.4	3.2	2.2	This is a low-risk project. Risks are associated with needing to work with outside agencies (ODOT) to improve local access to transit on a state facility.		164	130	79%		TBD	Probable	
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	Project development	BOTH	13.8	4.4	3.6	2.8	3	There are risks associated with right-of-way acquisitions for the bridge landing in Oregon City and relocation of storm water drainage pipe on Gladstone side of the bridge. However, RFFA funds have been requested only for the project development phase, determination of right-of-way needs and utility relocation needs. Risk for this RFFA funding request is low.		286	206	72%		TBD	No	
Gresham: Division Street Complete Street	MU	\$5,240,760	Construction	AT	13.6	3	4	3.6	3	There are risks associated with right-of-way acquisitions, utility relocation, and funding the construction before completion of preliminary engineering and ROW acquisition. However, since project is entirely in an existing facility and utility relocation needs are minor, overall risks are moderate.		339	196	58%		TBD	Yes	
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400	Project development, construction	AT	13.6	4.2	3	3	3.4	There are risks associated with requesting funding for construction without first having completed project development. Permanent right-of-way acquisition is not expected to be necessary, it does not affect environmentally sensitive areas, and interagency coordination is expected to be minor. Overall project risk is low.		495	385	78%		TBD	Yes	

Projects sorted by total policy rating	County	Amount requested	Purpose	Fund category	Total policy rating	Safety rating	Equity rating	Climate rating	Cong rating	Risk Level (Green = low, yellow = moderate, red = high)	Applicant-indicated mitigation steps	Total comments from survey	High/V. High Support	Pct. High/V. High Support	Level of Public Support	CC Priority	CMAQ Eligible (\$14M)
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	Construction	AT	13	3.8	3.6	4	1.6	There is risk associated with the uncertainty of funding for final design. Funds are being requested for construction phase of segment D and segment E; but the project match is being provided through delivery of adjacent segments. For those segments, a rail crossing modification will require Union Pacific Railroad (UPRR) approval of 100% and coordination with ODOT Rail Division is necessary within other project segments. Segment A also has intersections with Class 1 and 2 Title 13 lands. Because those complexities do not directly affect Segments D and E, for which funding is requested, overall project risk for the funding request is moderate.	1. The city leverages the ODOT Safety Leverage program that will be disbursed within the same timeframe of RFFA funding. The city also reallocated additional CIP funds after initial RFFA application to achieve funding of up to 95% of estimated final design. 2. City staff has extensive experience working in collaboration with ODOT Rail Division and UPRR on many projects to acquire rail order crossing modifications. The city is also currently coordinating with ODOT Rail Division staff to begin meetings in January to ensure that they are involved prior to preliminary design and up through final design. 3. While the project corridor does cross over both Class 1 and 2 Title 13 lands, preliminary environmental permitting evaluation is concluding that extensive environmental permitting will not be required. The city is committed to establishing habitat friendly design solutions per Title 13 of Metro's Urban Growth Management Functional Plan.	333	275	83%		TBD	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000	Project development, construction	AT	13	4.6	2	3.6	2.8	Risks include high need for coordination with outside agencies, as ODOT will need to approve of the project, and funding the project through construction when project development stages have not yet been completed. Other risks include environmental impacts (modification to the Woods Creek culvert as the project crosses Woods Memorial Natural Area and Woods Creek via an existing culvert) and other permitting requirements due to potential impacts to a Title 13 resource.		402	324	81%		TBD	Yes
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	Project development	BOTH	11.6	3	2.2	3.4	3	There are risks associated with the project proximity to fish bearing streams and flood zones in the area. Project will also require coordination with multiple agencies. Because project is only requesting funding through project development to allow to mitigate these risks, overall risk to project is low.		336	175	52%		TBD	No
Tigard: Red Rock Creek Trail	WA	\$314,055	Project development	BOTH	11.6	3.8	1.4	3.8	2.6	The project will require coordination with outside agencies, including ODOT Rail, TriMet, and PGE. The project through construction has risks associated with potential right-of-way needs, coordination for the overcrossings, and potentially needing to fund stormwater improvements along Red Rock Creek. Funding is only requested for project development, therefore risk for this funding request is moderate.	Kittelson applied the risk framework to the project applications to determine where projects have strengths, weaknesses and where there may be risk to project delivery. The project risk level is only based on the risk of the project through the stages requested for RFFA funding. In this case, planning and concept development has been completed and the project development stage is proposed. Request: Please consider reassigning risk level from Moderate to Low. The proposed RRC Trail Alignment Study is for planning and design of a trail alignment. The risk analysis should reflect that and not future potential coordination/construction risks. The project development phase will help surface and identify potential coordination/construction risks and help the City determine an alignment, design, and phasing to manage those risks. The City is already in conversations with TriMet and Clean Water Services as this project will be closely coordinated with both SWC project development and with Tigard & CWS's Red Rock Creek Sub Basin Strategy project. Please let me know if further clarification is needed.	155	99	64%		TBD	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	Construction	FR	8.8	2.6	1.6	0.8	3.8	There are no right-of-way acquisition risks, utility relocation risks or SEPA/NEPA risks. There are minor risks associated with providing funds for construction before preliminary engineering is complete. Overall, project risks are low. The project is not listed in the RTP.		206	107	52%		TBD	Not likely
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000	Project development, construction	AT	8.6	2.6	1.4	3	1.6	There is some risk associated with funding construction without first having completed project development. Other risks associated with this project include heavy coordination with outside agencies. The project will require a Pedestrian Access Easement from PGE and will require the OPRR rail tracks to be adjusted, which will also require coordination with ODOT Rail. Overall project risk is high.		495	358	72%		TBD	Yes
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190	Project development, construction	BOTH	8.4	2.8	2	2.2	1.4	There are risks associated with requesting funding for right-of-way acquisitions, utility relocation and construction phases without first having completed other project development stages. The risks include potential right of way acquisitions, utility relocation and environmental impacts as the project intersects with Class 1 and 2 riparian corridors. Overall project risk is moderate.		183	91	50%		TBD	Probable
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500	Construction	AT	7.2	3.2	1	2	1	This project has some risk associated with right-of-way impacts and uncertain funding match. Because this project is still in the planning phase, there could be risks that have not yet been identified. Overall, project risk through planning, public engagement, and alternatives analysis is low.		167	105	63%		TBD	Yes
Sherwood: Blake Street Design	WA	\$785,137	Project development	FR	3.4	0.2	1.2	0.4	1.6	There is risk associated with uncertain project impacts to environmental habitat and wetland areas. Coordination with outside agencies like the Bonneville Power Administration and PGE will also be required. There are potential risks in identifying an alignment and conducting public outreach to affected property owners. The expected timeline of 9-12 months for initial environmental review, geotechnical analysis, alignment evaluation, public outreach, and 60% design for the new roadway and sanitary and water infrastructure does not account for any schedule risks. Because the project is only requesting funding through project development, this project has moderate risks overall.		155	86	55%		TBD	No

total requested: \$77,833,284
 estimated total RFFA Step 2 funding available: \$43,278,025
 difference: (\$34,555,259)

The total policy rating is the sum of the ratings in each of the four policy areas (Opportunity and Benefit ratings added together). Maximum total points available is 24.