

Objective	Existing Criteria	Existing Subcriteria/Scoring	New Scoring - Bicycle and Pedestrian	New Scoring - Complete Streets	New Scoring - Intersection Improvements	New Scoring - Major Infrastructure	New Scoring - Transit Modernization	Key Changes	
<b>CAPACITY MANAGEMENT/MOBILITY: Use existing facility capacity more efficiently and increase healthy transportation options.</b>									
<p>Improve access to and accessibility of all modes, especially transit and active transportation.</p> <p>Support roadway management and operations strategies to improve travel reliability, mitigate congestion, and support non-single occupant vehicle travel</p> <p>Emphasize capacity management through low-cost investments; prioritize projects that focus on lower-cost operations/management-type improvements such as intersection improvements, transit priority, and Complete Streets solutions</p> <p>Improve reliability of transit</p>	<p><b>Reduces transit vehicle delay (up to 4 points)</b></p>	<p>+3 5 hours or more of daily transit vehicle delay reduced</p> <p>+2 1-5 hours of daily transit vehicle delay reduced</p> <p>+1 Less than one hour of daily transit vehicle delay reduced</p> <p>+0 Does not reduce transit delay</p>	N/A	<p><b>Revised criterion: Enhances transit usability</b></p> <p>+5 Project adds dedicated bus lane</p> <p>+3 Project adds bus queue jumps</p> <p>+3 Project implements transit signal priority</p> <p>+1 Project improves bus stop location or spacing</p> <p>+1 Project enhances passenger amenities, including shelters and technology improvements, at bus stops</p>	Same as Complete Streets scoring	<p><b>Revised criterion: Enhances transit usability</b></p> <p>+6 Project provides for new transit service or an expansion of existing service</p> <p>+5 Project adds dedicated bus lane</p> <p>+3 Project adds bus queue jumps</p> <p>+3 Project implements transit signal priority</p> <p>+1 Project improves bus stop location or spacing</p> <p>+1 Project enhances passenger amenities, including shelters and technology improvements, at bus stops</p>	<p><b>Revised criterion: Enhances transit usability</b></p> <p>+8 Project provides for new transit service or an expansion of existing service</p> <p>+5 Project adds or improves vehicle parking at transit stations OR utilizes other parking management strategies to enhance intermodal connections</p> <p>+3 Project enhances passenger amenities, including technology improvements, at transit stations</p>	<p><b>Proposal for MPO consideration:</b> Add new criterion to broad range of investments that can be made to improve transit service.</p> <p><b>Proposal for MPO consideration:</b> Add Equity multiplier for this criterion</p>	
		<p>If project scores points above, then it is eligible for additional points below:</p> <p>+1 Improves one or more key bus route(s)</p>	N/A	<p><b>Bonus Points:</b></p> <p>+2 Project adds bus lane or queue jump on MPO-identified priority bus corridor</p> <p>+1 Project proponent has coordinated plan for maintenance of new bus infrastructure with transit provider</p>	Same as Complete Streets scoring	Same as Complete Streets scoring	N/A	<p><b>Proposal for MPO consideration:</b> Modify bonus point structure to recognize prior MPO study and coordination between project proponents and transit providers.</p>	
<p>Improve reliability of transit</p>	<p><b>Improves pedestrian network and ADA accessibility (up to 5 points)</b></p>	<p>2 Adds new sidewalk(s) (including shared-use paths); this is for sidewalks where there aren't currently</p> <p>+2 Improves ADA accessibility</p>	<p><b>Improves pedestrian network and ADA accessibility</b></p> <p>+6 Adds new sidewalks on high-utility link</p> <p>+4 Adds new sidewalks on medium-utility link</p> <p>+2 Adds new sidewalks on low-utility link</p> <p>+0 Does not improve pedestrian network</p> <p><b>Bonus Points:</b></p> <p>+4 Closes a gap in the pedestrian network</p> <p>+3 Enhances ADA accessibility beyond minimum required standards (e.g. includes tactile warning strips, audible signals, sidewalk bump outs, etc.)</p> <p>+2 Extends existing pedestrian network</p> <p>+2 Creates new pedestrian connection to transit</p>	<p><b>Improves pedestrian network and ADA accessibility</b></p> <p>+4 Adds new sidewalks on high-utility link</p> <p>+3 Adds new sidewalks on medium-utility link</p> <p>+1 Adds new sidewalks on low-utility link</p> <p>+0 Does not improve pedestrian network</p> <p><b>Bonus Points:</b></p> <p>+3 Closes a gap in the pedestrian network</p> <p>+2 Enhances ADA accessibility beyond minimum required standards (e.g. includes tactile warning strips, audible signals, sidewalk bump outs, etc.)</p> <p>+1 Extends existing pedestrian network</p> <p>+1 Creates new pedestrian connection to transit</p>	Same as Complete Streets scoring	Same as Complete Streets scoring	<p><b>Improves pedestrian network and ADA accessibility</b></p> <p>+6 Project provides significant improvements to system accessibility through new accessibility infrastructure, technology, or features where none currently exist</p> <p>+4 Project creates new pedestrian connection to transit</p> <p>+2 Project provides moderate improvements to system accessibility through new accessibility infrastructure, technology, or features</p> <p>+0 Project provides no improvement to accessibility</p>	<p><b>Proposal for MPO consideration:</b> Measure sidewalk utility using MAPC's Local Access tool, which scores routes based on how useful a street segment is for connecting residents with schools, shops, restaurants, parks, and transit stations.</p> <p><b>Proposal for MPO consideration:</b> Increase emphasis on projects that extend or close a gap in the sidewalk network.</p> <p><b>Proposal for MPO consideration:</b> Award projects points for going above and beyond ADA standards, rather than for simply meeting minimum standards.</p> <p><b>Proposal for MPO consideration:</b> Award projects points for creating pedestrian connections to transit.</p> <p><b>Proposal for MPO consideration:</b> Add Equity multiplier for this criterion</p>	
		<p>+1 Closes a gap in the pedestrian network</p>							<p>+2 Extends existing pedestrian network</p> <p>+2 Creates new pedestrian connection to transit</p>
		<p>+0 Does not improve pedestrian network</p>							<p>+2 Extends existing pedestrian network</p> <p>+2 Creates new pedestrian connection to transit</p>
<p>Increase percentage of population and employment within one-quarter mile of transit stations and stops</p> <p>Support community-based and private-initiative services to meet first-/last-mile, reverse commute, and other nontraditional transportation needs, including those of people 75 years old or older and people with disabilities</p> <p>Support strategies to better manage automobile and bicycle parking</p>	<p><b>Improves bicycle network (up to 4 points)</b></p>	<p>+3 Adds new physically separated bicycle facility (including shared-use paths)</p> <p>+2 Adds new buffered bicycle facility</p> <p>+1 Adds new standard bicycle facility</p>	<p><b>Improves bicycle network</b></p> <p>+6 Adds new physically-separated facility on high-utility link</p> <p>+4 Adds new physically-separated facility on medium-utility link</p> <p>+2 Adds new physically-separated facility on low-utility link</p> <p>+4 Adds new buffered bicycle facility on high-utility link</p> <p>+2 Adds new buffered bicycle facility on medium-utility link</p> <p>+1 Adds new buffered bicycle facility on low-utility link</p> <p>+2 Adds new standard bicycle facility on high-utility link</p> <p>+1 Adds new standard bicycle facility on medium-utility link</p> <p>+0 Adds new standard bicycle facility on low-utility link</p>	<p><b>Improves bicycle network</b></p> <p>+4 Adds new physically-separated facility on high-utility link</p> <p>+3 Adds new physically-separated facility on medium-utility link</p> <p>+2 Adds new physically-separated facility on low-utility link</p> <p>+3 Adds new buffered bicycle facility on high-utility link</p> <p>+2 Adds new buffered bicycle facility on medium-utility link</p> <p>+1 Adds new buffered bicycle facility on low-utility link</p> <p>+2 Adds new standard bicycle facility on high-utility link</p> <p>+1 Adds new standard bicycle facility on medium-utility link</p> <p>+0 Adds new standard bicycle facility on low-utility link</p>	Same as Complete Streets scoring	Same as Complete Streets scoring	<p><b>Improves bicycle network</b></p> <p>+6 Provides a new bicycle connection to transit</p> <p>+3 Makes accommodations for bike parking or bike share station</p>	<p><b>Proposal for MPO consideration:</b> Measure bicycle facility utility using MAPC's Local Access tool, which scores routes based on how useful a street segment is for connecting residents with schools, shops, restaurants, parks, and transit stations.</p> <p><b>Proposal for MPO consideration:</b> Increase emphasis on projects that extend or close a gap in the bicycle network.</p> <p><b>Proposal for MPO consideration:</b> Award projects points for creating bicycle connections to transit.</p> <p><b>Proposal for MPO consideration:</b> Award projects points for adding bicycle parking or bike share stations.</p> <p><b>Proposal for MPO consideration:</b> Add Equity multiplier for this criterion</p>	
		<p>+1 Closes a gap in the bicycle network</p> <p>+0 Does not improve bicycle network</p>							<p><b>Bonus Points:</b></p> <p>+4 Closes a gap in the bike network</p> <p>+2 Provides a new bicycle connection to transit</p> <p>+2 Extends the existing bike network</p> <p>+1 Makes accommodations for bike parking or bike share station</p>

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<p>bicycle parking capacity and usage at transit stations</p> <p>Fund improvements to bicycle/pedestrian networks aimed at creating a connected network of bicycle and accessible sidewalk facilities by expanding existing facilities and closing gaps</p> <p>Increase percentage of population and places of employment with access to facilities on the bicycle network</p>	<p><b>Improves intermodal accommodations/connections to transit (up to 6 points)</b></p> <p><b>Improves truck movement (up to 4 points)</b></p>	<p>+6 Meets or addresses criteria to a high degree</p> <p>+4 Meets or addresses criteria to a medium degree</p> <p>+2 Meets or addresses criteria to a low degree</p> <p>+0 Does not meet or address criteria</p>	N/A (Remove criterion)	N/A (Remove criterion)	N/A (Remove criterion)	N/A (Remove criterion)	N/A (Remove criterion)	<p><b>Proposal for MPO consideration:</b> Remove this criterion and reallocate subcriteria formerly included here to other criteria within Capacity Management and Mobility.</p>
		<p>+3 Meets or addresses criteria to a high degree</p> <p>+2 Meets or addresses criteria to a medium degree</p> <p>+1 Meets or addresses criteria to a low degree</p> <p>+0 Does not meet or address criteria</p>	N/A	<p><b>Improves truck movement</b></p> <p>+3 Project significantly improves truck movement on a designated freight corridor by addressing an identified freight deficiency</p> <p>+2 Project somewhat improves truck movement on a designated freight corridor</p> <p>+1 Project improves truck movement on any other corridor</p>	Same as Complete Streets scoring	Same as Complete Streets scoring	N/A	<p><b>Proposal for MPO consideration:</b> Focus scoring on projects that improve designated freight corridors and address specific freight deficiencies identified by prior studies or by project proponents.</p>
		<p>If project scores points above, then it is eligible for additional points below:</p> <p>+1 Addresses MPO-identified bottleneck location</p>	N/A	<p><b>Bonus Points:</b></p> <p>+1 Project addresses an MPO-identified freight bottleneck</p> <p>+1 Project makes accommodations for freight deliveries, such as through dedicating curb space to loading zones</p>	Same as Complete Streets scoring	Same as Complete Streets scoring	N/A	<p><b>Proposal for MPO consideration:</b> Award bonus points to projects that make accommodations for freight through the addition of curbside loading zones or other identified curb management strategies</p>
<p>Eliminate bottlenecks on freight network/improve freight reliability and enhance freight intermodal connections</p>	<p><b>Reduces vehicle congestion (up to 6 points)</b></p>	<p>+6 400 hours or more of daily vehicle delay reduced</p> <p>+4 100-400 hours of daily vehicle delay reduced</p> <p>+2 Less than 100 hours of daily vehicle delay reduced</p> <p>+0 Does not meet or address criteria</p>	N/A	<p><b>Project reduces person delay</b></p> <p><b>New Scoring Scale:</b> 0-6 points, based on how much a project is anticipated to reduce combined person delay for auto and transit users.</p> <p><b>Penalty:</b></p> <p>-1 Project will negatively impact transit movement or increase transit vehicle delays</p> <p>-1 Project will increase congestion or vehicle delays</p> <p><b>Bonus Points:</b></p> <p>+1 Project serves bus route(s) performing below on-time performance/reliability standards</p> <p>+1 Project addressed NHS route(s) designated unreliable for all vehicles (based on federal performance standards)</p>	Same as Complete Streets scoring	Same as Complete Streets scoring	<p><b>Project supports transit reliability</b></p> <p>+6 Project is anticipated to significantly improve headways or on-time performance</p> <p>+3 Project is anticipated to mitigate or avoid anticipated degradation in reliability</p> <p>0 Project is anticipated to have no impact on reliability</p> <p><b>Penalty:</b></p> <p>-1 Project will negatively impact transit movement or increase transit vehicle delays</p> <p><b>Bonus Points:</b></p> <p>+2 Project serves transit route(s) performing below on-time performance/reliability standards</p>	<p><b>Proposal for MPO consideration:</b> Move to a measure of combined auto and transit person delay, rather than vehicle delay, to better measure total impact of a project on people.</p> <p><b>Proposal for MPO consideration:</b> For transit projects, focus more generally on projected impacts on reliability.</p> <p><b>Proposal for MPO consideration:</b> Implement penalty scoring for projects that are anticipated to increase delay.</p> <p><b>Proposal for MPO consideration:</b> Award bonus points to projects that address delay or reliability on unreliable routes.</p>