

TIP Criteria Point Allocation Summary (DRAFT for MPO Review)

10/01/2020

Goal Area	Criterion	Type	Bicycle/Pedestrian		Complete Streets		Major Infrastructure (Corridor)		Intersection Improvement		Major Infrastructure (Intersection)		Transit Modernization		Major Infrastructure (Transit)	
			Max Base Points	Max Equity Points	Max Base Points	Max Equity Points	Max Base Points	Max Equity Points	Max Base Points	Max Equity Points	Max Base Points	Max Equity Points	Max Base Points	Max Equity Points	Max Base Points	Max Equity Points
Safety	Crash Severity/EPDO	Priority Location			3	3	3	3	3	3	3	3				
	Crash Rate - Intersection	Priority Location							3							
	Crash Rate - Corridor	Priority Location			3		3				3					
	Improves Truck Safety	Proposed Solution			2		2		2		2					
	Improves Bicycle Safety	Proposed Solution	7	7	3	3	3	3	4	4	3	3				
	Improves Pedestrian Safety	Proposed Solution	7	7	3	3	3	3	4	4	3	3				
	Improves Safety for All Users	Proposed Solution	6		4		4		5		4					
	Addresses Documented Safety Issue	Identified Issue											6	6	6	6
<b>Safety Subtotal</b>			<b>20</b>	<b>14</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>21</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>
System Preservation and Modernization	Resiliency Elements in Design	Proposed Solution	5	5	5	5	5	5	5	5	5	5	7	7	7	7
	Improves Evacuation Route	Proposed Solution			1		1		1		1					
	Improves Connectivity to Critical Facilities	Priority Location	2	2	1	1	1	1	1	1	1	1	1	1	1	1
	Improves Transit Assets	Proposed Solution			2	2	2	2	2	2	2	2	8	8	8	8
	Improves Existing Bridge	Proposed Solution			3		3				3				2	
	Improves Existing Pavement	Proposed Solution			3		3		3		3					
	Improves Existing Pedestrian Facilities	Proposed Solution	5	5	3	3	3	3	3	3	3	3	5	5	3	3
	Improves Other Existing Assets	Proposed Solution	2		2		2		2		2		3		3	
<b>System Preservation and Modernization Subtotal</b>			<b>14</b>	<b>12</b>	<b>20</b>	<b>11</b>	<b>20</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>20</b>	<b>11</b>	<b>24</b>	<b>21</b>	<b>24</b>	<b>18</b>
Capacity Management and Mobility	Reduces Transit Passenger Delay	Expected Outcome			4	4	4	4	4	4	4	4	6	6	6	6
	Invests in New Transit Assets	Proposed Solution			2	2	2	2	2	2	2	2	8	8	8	8
	Improves Pedestrian Network / ADA Accessibility	Proposed Solution	9	9	4	4	4	4	4	4	4	4	6	6	6	6
	Improves Bicycle Network	Proposed Solution	9	9	4	4	4	4	4	4	4	4	4	4	4	4
	Improve Truck Movement	Proposed Solution			3		3		3		3					
	Addresses Unreliable Corridor	Priority Location			1		1		1		1					
<b>Capacity Management and Mobility Subtotal</b>			<b>18</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>14</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>
Clean Air and Sustainable Communities	Reduces CO2 Emissions	Expected Outcome	4		3		3		3		3					
	Reduces Other Emissions	Expected Outcome	6	6	5	5	5	5	5	5	5	5				
	Reduces Emissions (All)	Expected Outcome											8	8	8	8
	Enhances Natural Environment	Proposed Solution	4		4		4		4		4		4		4	
<b>Clean Air and Sustainable Communities Subtotal</b>			<b>14</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>8</b>
Economic Vitality	Serves Targeted Development Site	Priority Location	4		3		3		3		3		4		4	
	Serves Employment and Population Centers	Priority Location	4		3		3		3		3		4		4	
	Leverages Other Investments	Proposed Solution	3		3		3		3		3		3		3	
	Access Affordable Housing	Priority Location	3		3		3		3		3		3		3	
<b>Economic Vitality Subtotal</b>			<b>14</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>
<b>TOTAL ALL GOAL AREAS</b>			<b>80</b>	<b>50</b>	<b>80</b>	<b>39</b>	<b>80</b>	<b>39</b>	<b>80</b>	<b>39</b>	<b>80</b>	<b>39</b>	<b>80</b>	<b>59</b>	<b>80</b>	<b>56</b>

Objectives	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Major Infrastructure (Corridor)	Intersection Improvements	Major Infrastructure (Intersection)	Transit Modernization Major Infrastructure (Transit)
<b>SAFETY: Transportation by all modes will be safe.</b>							
Reduce the number and severity of crashes and safety incidents for all modes  Reduce serious injuries and fatalities from transportation  Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats	<b>Crash Severity Value: Equivalent Property Damage Only (EPDO) index (up to 5 points)</b>	+5 EPDO value of 300 or more +4 EPDO value between 200-299 +3 EPDO value between 100-199 +2 EPDO value between 50-99 +1 EPDO value less than 50 +0 No EPDO value	N/A	<b>Crash Severity Value: Equivalent Property Damage Only (EPDO) Index (up to 3 points)</b>  +3 EPDO value of 1000 or more +2 EPDO value of 250 to 999 +1 EPDO value of less than 250 +0 No EPDO value	<b>Crash Severity Value: Equivalent Property Damage Only (EPDO) Index (up to 3 points)</b>  +3 EPDO value of 300 or more +2 EPDO value of 100 to 299 +1 EPDO value of less than 100 +0 No EPDO value	<b>Crash Severity Value: Equivalent Property Damage Only (EPDO) Index (up to 3 points)</b>  +3 EPDO value of 1000 or more +2 EPDO value of 250 to 999 +1 EPDO value of less than 250 +0 No EPDO value	<b>Project Addresses Documented Safety Issue (up to 6 points)</b>  6 Project addresses documented safety issues identified through a Federal or State investigation, audit, or finding; or top priority safety issues or hazards as identified by transit agency evaluations  3 Project addresses other safety issues or hazards as identified by transit agency evaluations  1 Project does not specifically address documented safety issues but would reduce potential hazards  0 No specific safety benefits identified
	<b>Intersection Crash Rate (up to 5 points)</b>	Evaluation Score 5 4 3 2 1 0  Signalized >= 1.69 1.31 - < 1.69 0.70 - < 1.31 0.55 - < 0.93 0.36 - < 0.55 < 0.36  Un-signalized >= 1.36 1.03 - < 1.36 0.70 - < 1.03 0.37 - < 0.70 0.21 - < 0.37 < 0.21	N/A	N/A	<b>Crash Rate (Intersection) (up to 3 points)</b>  Signalized // Un-signalized  +3 >=1.69 // >=1.36  +2 1.02 -< 1.69 // 0.78 -< 1.36  +1 0.35 -< 1.02 // 0.20 -< 0.78  0 <0.35 // <0.20	<b>Crash Rate (Intersection) (up to 3 points)</b>  Signalized // Un-signalized  +3 >=1.69 // >=1.36  +2 1.02 -< 1.69 // 0.78 -< 1.36  +1 0.35 -< 1.02 // 0.20 -< 0.78  0 <0.35 // <0.20	
	<b>Corridor Crash Rate (up to 5 points)</b>	Evaluation Score 5 4 3 2 1 0  1-Interstate 2-Other Freeways, Expressways 3- Principal Arterials-Other, 4-Minor Arterials, 5,6-Major-Minor Collectors  >= 1.81 1.40 - < 1.81 1.00 - < 1.40 0.59 - < 1.00 0.40 - < 0.59 < 0.40  >= 6.45 5.35 - < 6.45 4.25 - < 5.35 3.15 - < 4.25 2.05 - < 3.15 < 2.05	N/A	<b>Crash Rate (Corridor) (up to 3 points)</b>  Signalized // Un-signalized  +3 >=1.80 // >=6.45  +2 1.10 -< 1.80 // 4.25-< 6.45  +1 0.40 -< 1.10 // 2.05 -< 4.25  0 <0.40 // <2.05	N/A	N/A	
	<b>Improves truck-related safety issue (up to 5 points)</b>	+3 High total effectiveness of truck safety countermeasures +2 Medium total effectiveness of truck safety countermeasures +1 Low total effectiveness of truck safety countermeasures +0 Does not implement truck safety countermeasures	N/A	<b>Improves Truck-Related Safety Issue (up to 2 points)</b>  +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no truck safety countermeasures	<b>Improves Truck-Related Safety Issue (up to 2 points)</b>  +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no truck safety countermeasures	<b>Improves Truck-Related Safety Issue (up to 2 points)</b>  +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no truck safety countermeasures	
	<b>Improves bicycle safety (up to 5 points)</b>	+3 High total effectiveness of bicycle safety countermeasures +2 Medium total effectiveness of bicycle safety countermeasures +1 Low total effectiveness of bicycle safety countermeasures +0 Does not implement bicycle safety countermeasures	<b>Improves Bicycle Safety (up to 7 points)</b>  +5 High total effectiveness of countermeasures +3 Medium total effectiveness of countermeasures +1 Low total effectiveness of countermeasures 0 Does not implement bicycle safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>  -- <b>Bonus:</b>  +2 Improves bicycle safety at bicycle HSIP cluster	<b>Improves Bicycle Safety (up to 3 points)</b>  +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no bicycle safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>  -- <b>Bonus:</b>  +1 Improves bicycle safety at bicycle HSIP cluster	<b>Improves Bicycle Safety (up to 4 points)</b>  +3 High total effectiveness of countermeasures +2 Medium total effectiveness of countermeasures +1 Low total effectiveness of countermeasures 0 No bicycle safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>  -- <b>Bonus:</b>  +1 Improves bicycle safety at bicycle HSIP cluster	<b>Improves Bicycle Safety (up to 3 points)</b>  +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no bicycle safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of bicycle safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i>  -- <b>Bonus:</b>  +1 Improves bicycle safety at bicycle HSIP cluster	
		If project scores points above, then it is eligible for additional points below: +2 Improves bicycle safety at HSIP Bicycle Cluster +1 Improves bicycle safety at HSIP Cluster (all modes)					

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	<b>Improves pedestrian safety (up to 5 points)</b>	+3 High total effectiveness of pedestrian safety countermeasures +2 Medium total effectiveness of pedestrian safety countermeasures +1 Low total effectiveness of pedestrian safety countermeasures +0 Does not implement pedestrian safety countermeasures  If project scores points above, then it is eligible for additional points below: +2 Improves pedestrian safety at HSIP Pedestrian Cluster +1 Improves pedestrian safety at HSIP Cluster	<b>Improves Pedestrian Safety (up to 7 points)</b> +5 High total effectiveness of countermeasures +3 Medium total effectiveness of countermeasures +1 Low total effectiveness of countermeasures 0 Does not implement pedestrian safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i> -- <b>Bonus:</b> +2 Improves pedestrian safety at pedestrian HSIP cluster	<b>Improves Pedestrian Safety (up to 3 points)</b> +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no pedestrian safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i> -- <b>Bonus:</b> +1 Improves pedestrian safety at pedestrian HSIP cluster	<b>Improves Pedestrian Safety (up to 4 points)</b> +3 High total effectiveness of countermeasures +2 Medium total effectiveness of countermeasures +1 Low total effectiveness of countermeasures 0 No bicycle safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i> -- <b>Bonus:</b> +1 Improves pedestrian safety at pedestrian HSIP cluster	<b>Improves Pedestrian Safety (up to 3 points)</b> +2 High total effectiveness of countermeasures +1 Medium total effectiveness of countermeasures 0 Low or no pedestrian safety countermeasures  <i>MPO staff consider two factors when determining the effectiveness of pedestrian safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project.</i> -- <b>Bonus:</b> +1 Improves pedestrian safety at pedestrian HSIP cluster	
	<b>Improves safety or removes an at-grade railroad crossing (up to 5 points)</b>	+5 Removes an at-grade railroad crossing +3 Significantly improves safety at an at-grade railroad crossing +1 Improves safety at an at-grade railroad crossing +0 Does not include a railroad crossing	<b>Improves Safety for All Users (up to 6 points)</b>  Focus on interventions that target bike/ped interactions with other users, like crossings, signals, traffic calming, etc.  +3 Project includes three or more of the following: +2 Project includes two of the following: +1 Project includes one of the following:  - Improvements to traffic signals - Traffic-calming features - Roadway geometry alterations designed to improve safety  -- <b>Bonus:</b> +2 Addresses safety at one all-mode HSIP cluster  +3 Addresses safety at multiple all-mode HSIP clusters OR Top-200 crash location	<b>Improves Safety for All Users (up to 4 points)</b>  +2 Project includes three or more of the following: +1 Project includes one or two of the following:  - Improvements to or removal of railroad crossings - Improvements to traffic signals - Traffic-calming features - Roadway geometry alterations designed to improve safety  -- <b>Bonus:</b> +1 Addresses safety at one all-mode HSIP cluster  +2 Addresses safety at multiple all-mode HSIP clusters OR Top-200 crash location	<b>Improves Safety for All Users (up to 5 points)</b>  +3 Project includes three or more of the following: +2 Project includes two of the following: +1 Project includes one of the following:  - Improvements to or removal of railroad crossings - Improvements to traffic signals - Traffic-calming features - Roadway geometry alterations designed to improve safety  -- <b>Bonus:</b> +1 Addresses safety at one all-mode HSIP cluster  +2 Addresses safety at multiple all-mode HSIP clusters OR Top-200 crash location	<b>Improves Safety for All Users (up to 4 points)</b>  +2 Project includes three or more of the following: +1 Project includes one or two of the following:  - Improvements to or removal of railroad crossings - Improvements to traffic signals - Traffic-calming features - Roadway geometry alterations designed to improve safety  -- <b>Bonus:</b> +1 Addresses safety at one all-mode HSIP cluster  +2 Addresses safety at multiple all-mode HSIP clusters OR Top-200 crash location	
	<b>Base Score Total</b>	<b>Up to 30 points</b>	<b>Up to 20 points</b>	<b>Up to 18 points</b>	<b>Up to 21 points</b>	<b>Up to 18 points</b>	<b>Up to 6 points</b>
	<b>Equity Score Total</b>	<b>N/A</b>	<b>Up to 14 points</b>	<b>Up to 9 points</b>	<b>Up to 11 points</b>	<b>Up to 9 points</b>	<b>Up to 6 points</b>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Major Infrastructure (Corridor and Intersection)	Intersection Improvements	Transit Modernization	Major Infrastructure (Transit)
<b>SYSTEM PRESERVATION: Maintain and modernize the transportation system and</b>							
<p>Maintain the transportation system, including roadway, transit, and active transportation infrastructure, in a state of good repair</p> <p>Modernize transportation infrastructure across all modes</p> <p>Prioritize projects that support planned response capability to existing or future extreme conditions (sea level rise, flooding, and other natural and security-related man-made impacts)</p>	<p><b>Improves ability to respond to extreme conditions (up to 6 points)</b></p>	<p>+2 Addresses flooding problem and/or sea level rise and enables facility to function in such a condition</p>	<p><b>Project incorporates resiliency elements into its design (up to 5 points)</b></p>	<p><b>Project incorporates resiliency elements into its design (up to 5 points)</b></p>	<p><b>Project incorporates resiliency elements into its design (up to 5 points)</b></p>	<p><b>Project incorporates resiliency elements into its design (up to 7 points)</b></p>	<p><b>Project incorporates resiliency elements into its design (up to 7 points)</b></p>
		<p>+1 Brings facility up to current seismic design standards</p> <p>+1 Addresses critical transportation infrastructure</p>	<p>+1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p> <p><b>Range of +1 to +3 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</b></p> <p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p> <p>+1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins OR utilizes climate-resilient materials</p> <p>+1 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties</p> <p>--</p> <p><b>Penalty:</b> -1 Project is in an existing or projected flood zone (including river and coastal flood zones) and doesn't specify how the project will address future flooding</p>	<p>+1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p> <p><b>Range of +1 to +3 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</b></p> <p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p> <p>+1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins OR utilizes climate-resilient materials</p> <p>+1 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties</p> <p>--</p> <p><b>Penalty:</b> -1 Project is in an existing or projected flood zone (including river and coastal flood zones) and doesn't specify how the project will address future flooding</p>	<p>+1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p> <p><b>Range of +1 to +3 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</b></p> <p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p> <p>+1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins OR utilizes climate-resilient materials</p> <p>+1 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties</p> <p>--</p> <p><b>Penalty:</b> -1 Project is in an existing or projected flood zone (including river and coastal flood zones) and doesn't specify how the project will address future flooding</p>	<p>+2 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p> <p><b>Range of +1 to +4 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</b></p> <p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p> <p>+1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins OR utilizes climate-resilient materials</p> <p>+2 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties</p> <p>--</p> <p><b>Penalty:</b> -1 Project is in an existing or projected flood zone (including river and coastal flood zones) and doesn't specify how the project will address future flooding</p>	<p>+2 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p> <p><b>Range of +1 to +4 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</b></p> <p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p> <p>+1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins OR utilizes climate-resilient materials</p> <p>+2 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties</p> <p>--</p> <p><b>Penalty:</b> -1 Project is in an existing or projected flood zone (including river and coastal flood zones) and doesn't specify how the project will address future flooding</p>
		<p>+1 Protects freight network elements</p> <p>+1 Implements hazard mitigation or climate adaptation plans</p>	<p>--</p> <p><b>Bonus:</b></p> <p>+1 Project demonstrates regional coordination by providing off-site benefits to mitigate adverse climate impacts or by being a coordinated effort with other resiliency projects in the region</p>	<p>--</p> <p><b>Bonus:</b></p> <p>+1 Project demonstrates regional coordination by providing off-site benefits to mitigate adverse climate impacts or by being a coordinated effort with other resiliency projects in the region</p>	<p>--</p> <p><b>Bonus:</b></p> <p>+1 Project demonstrates regional coordination by providing off-site benefits to mitigate adverse climate impacts or by being a coordinated effort with other resiliency projects in the region</p>	<p>--</p> <p><b>Bonus:</b></p> <p>+1 Project demonstrates regional coordination by providing off-site benefits to mitigate adverse climate impacts or by being a coordinated effort with other resiliency projects in the region</p>	<p>--</p> <p><b>Bonus:</b></p> <p>+1 Project demonstrates regional coordination by providing off-site benefits to mitigate adverse climate impacts or by being a coordinated effort with other resiliency projects in the region</p>
	<p><b>Improves emergency response (up to 2 points)</b></p>	<p>+1 Project improves an evacuation route, diversion route, or alternate diversion route</p> <p>+1 Project improves an access route to or in proximity to an emergency support location</p>	<p>N/A</p>	<p><b>Improves evacuation route (up to 1 point)</b></p> <p>+1 Project improves an evacuation route, diversion route, or alternate diversion route</p>	<p><b>Improves evacuation route (up to 1 point)</b></p> <p>+1 Project improves an evacuation route, diversion route, or alternate diversion route</p>	<p>N/A</p>	<p>N/A</p>
			<p><b>Improves connectivity to critical facilities (up to 2 points)</b></p> <p>+2 Improves connectivity to critical facilities</p>	<p><b>Improves connectivity to critical facilities (up to 1 point)</b></p> <p>+1 Improves connectivity to critical facilities</p>	<p><b>Improves connectivity to critical facilities (up to 1 point)</b></p> <p>+1 Improves connectivity to critical facilities</p>	<p><b>Improves connectivity to critical facilities (up to 1 point)</b></p> <p>+1 Improves connectivity to critical facilities</p>	<p><b>Improves connectivity to critical facilities (up to 1 point)</b></p> <p>+1 Improves connectivity to critical facilities</p>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Major Infrastructure (Corridor and Intersection)	Intersection Improvements	Transit Modernization	Major Infrastructure (Transit)
	<p><b>Improves transit asset(s) (up to 3 points)</b></p>	<p>+2 Brings transit asset into State of Good Repair                      +1 Meets an identified-need in an Asset Management Plan                      +0 Does not meet or address criteria</p>	<p>N/A</p>	<p><b>Project improves and/or modernizes existing transit assets (up to 2 points)</b></p> <p>+2 Project makes significant investments in modernizing or improving the condition of transit-supporting infrastructure</p> <p>+1 Project makes moderate investments in modernizing or improving the condition of transit-supporting infrastructure</p> <p>+0 Project does not modernize or improve the condition of transit-supporting infrastructure</p>	<p><b>Project improves and/or modernizes existing transit assets (up to 2 points)</b></p> <p>+2 Project makes significant investments in modernizing or improving the condition of transit-supporting infrastructure</p> <p>+1 Project makes moderate investments in modernizing or improving the condition of transit-supporting infrastructure</p> <p>+0 Project does not modernize or improve the condition of transit-supporting infrastructure</p>	<p><b>Project improves and/or modernizes existing transit assets (up to 8 points)</b></p> <p>Project can earn points in each of these categories:</p> <p><b>Improving Existing Asset Condition</b>                      Points are awarded based on the top criteria met.                      +3 Project brings vehicles, facilities or other assets into a state of good repair (through replacement or rehabilitation)                      +2 Project improves the condition of existing vehicles, facilities, or other assets</p> <p><b>Modernizing Existing Assets</b>                      +3 Project modernizes existing vehicles, facilities, or other assets (through replacement or rehabilitation)</p> <p><b>Bonus Points</b>                      +2 Project improves an operations-critical, safety-critical, or climate sensitive asset, as identified by the transit agency (based on TAM plan definition)</p>	<p><b>Project improves and/or modernizes existing transit assets (up to 8 points)</b></p> <p>Project can earn points in each of these categories:</p> <p><b>Improving Existing Asset Condition</b>                      Points are awarded based on the top criteria met.                      +3 Project brings vehicles, facilities or other assets into a state of good repair (through replacement or rehabilitation)                      +2 Project improves the condition of existing vehicles, facilities, or other assets</p> <p><b>Modernizing Existing Assets</b>                      +3 Project modernizes existing vehicles, facilities, or other assets (through replacement or rehabilitation)</p> <p><b>Bonus Points</b>                      +2 Project improves an operations-critical, safety-critical, or climate sensitive asset, as identified by the transit agency (based on TAM plan definition)</p>
	<p><b>Improves substandard roadway bridge(s) (up to 3 points)</b></p>	<p>+3 Condition is structurally deficient and improvements are included in the project                      +1 Condition is functionally obsolete and improvements are included in the project                      +0 Does not improve substandard bridge or does not include a bridge</p>	<p>N/A</p>	<p><b>Improves existing bridges (up to 3 points)</b></p> <p>+2 Project improves existing bridge(s) from poor to good condition through rehabilitation or replacement                      +1 Project improves existing bridge(s) from fair to good condition through rehabilitation or replacement                      0 Project does not include bridge improvements</p> <p><i>Note: Good/Fair/Poor categories are based on federal definitions.</i></p> <p>--</p> <p><b>Bonus:</b>                      +1 Improvements modernize bridge designs and/or reduce or remove vehicle weight or height restrictions OR project improves one or more NHS bridges or one or more bridges on a critical freight corridor</p>	<p>N/A</p>	<p>N/A</p>	<p><b>Improves existing bridges (up to 2 points)</b></p> <p>+2 Project improves existing bridge(s) from poor to good condition through rehabilitation or replacement                      +1 Project improves existing bridge(s) from fair to good condition through rehabilitation or replacement                      0 Project does not include bridge improvements</p> <p><i>Note: Good/Fair/Poor categories are based on federal definitions.</i></p>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Major Infrastructure (Corridor and Intersection)	Intersection Improvements	Transit Modernization	Major Infrastructure (Transit)
	<b>Improves substandard pavement (up to 6 points)</b>	+6 IRI rating greater than 320: Poor and pavement improvements are included in the project +4 IRI rating between 320 and 191: Fair and pavement improvements are included in the project +0 IRI rating less than 190: Good or better	N/A	<b>Improves existing pavement condition (up to 3 points)</b>  +2 Project improves existing pavement from poor condition to good condition +1 Project improves existing pavement in fair condition to good condition 0 Project does not include pavement improvements  <i>Note: Staff will assess pavement condition on available data, which may include IRI data, proponent feedback, and visual inspection. Points will be assigned based on existing condition, proposed pavement improvement, and roadway classification. NHS roadways will be evaluated against federal performance standards, while non-NHS roadways may be evaluated according to another MPO-determined scale.</i>  -- <b>Bonus:</b> +1 Project improves pavement on an NHS roadway, a critical freight corridor, or MBTA key bus route OR improves roadway substructure	<b>Improves existing pavement condition (up to 3 points)</b>  +2 Project improves existing pavement from poor condition to good condition +1 Project improves existing pavement in fair condition to good condition 0 Project does not include pavement improvements  <i>Note: Staff will assess pavement condition on available data, which may include IRI data, proponent feedback, and visual inspection. Points will be assigned based on existing condition, proposed pavement improvement, and roadway classification. NHS roadways will be evaluated against federal performance standards, while non-NHS roadways may be evaluated according to another MPO-determined scale.</i>  -- <b>Bonus:</b> +1 Project improves pavement on an NHS roadway, a critical freight corridor, or MBTA key bus route OR improves roadway substructure	N/A	N/A
	<b>Improves substandard sidewalk(s) (up to 3 points)</b>	+3 Poor condition and sidewalk improvements are included in the project +2 Fair condition and sidewalk improvements are included in the project +0 Sidewalk condition is good or better	<b>Improves existing pedestrian facilities (up to 5 points)</b>  +5 Existing condition is poor +3 Existing condition is fair +1 Existing condition is good 0 Project does not improve existing pedestrian facilities  <i>Note: This criterion does not apply to the creation of shared-use paths where none exist currently or where current paths are unpaved/unimproved.</i>	<b>Improves existing pedestrian facilities (up to 3 points)</b>  +3 Existing condition is poor +2 Existing condition is fair +1 Existing condition is good 0 Project does not improve existing pedestrian facilities  <i>Note: This criterion does not apply to the creation of shared-use paths where none exist currently or where current paths are unpaved/unimproved.</i>	<b>Improves existing pedestrian facilities (up to 3 points)</b>  +3 Existing condition is poor +2 Existing condition is fair +1 Existing condition is good 0 Project does not improve existing pedestrian facilities  <i>Note: This criterion does not apply to the creation of shared-use paths where none exist currently or where current paths are unpaved/unimproved.</i>	<b>Improves existing pedestrian facilities (up to 5 points)</b>  +5 Existing condition is critical +3 Existing condition is poor +1 Existing condition is fair 0 Existing condition is good or project does not improve existing pedestrian facilities  Eligible facilities include station platforms, bus stop platforms/sidewalks/ramps, stairs, and sidewalks connecting to transit stations  <i>Note: This criterion does not apply to the creation of new facilities where none exist currently.</i>	<b>Improves existing pedestrian facilities (up to 3 points)</b>  +3 Existing condition is poor +2 Existing condition is fair +1 Existing condition is good 0 Project does not improve existing pedestrian facilities  <i>Note: This criterion does not apply to the creation of shared-use paths where none exist currently or where current paths are unpaved/unimproved.</i>
	<b>Improves substandard traffic signal equipment (up to 6 points)</b>	+6 Poor condition, improvements are included in the project +4 Fair condition, improvements are included in the project +0 Does not meet or address criteria	<b>Project improves other existing assets (up to 2 points)</b>  +2 Improves three or more of the following: signals, guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts) +1 Improves one or two of the following: signals, guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts)	<b>Project improves other existing assets (up to 2 points)</b>  +2 Improves three or more of the following: signals, guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts) +1 Improves one or two of the following: signals, guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts)	<b>Project improves other existing assets (up to 2 points)</b>  +2 Improves three or more of the following: signals, guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts) +1 Improves one or two of the following: signals, guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts)	<b>Project improves other existing assets (up to 3 points)</b>  +3 Improves three or more of the following: signage, lighting, or structures (excluding bridges and culverts) +2 Improves two of the following: signage, lighting, or structures (excluding bridges and culverts) +1 Improves two of the following: signage, lighting, or structures (excluding bridges and culverts)	<b>Project improves other existing assets (up to 3 points)</b>  +3 Improves three or more of the following: signage, lighting, or structures (excluding bridges and culverts) +2 Improves two of the following: signage, lighting, or structures (excluding bridges and culverts) +1 Improves two of the following: signage, lighting, or structures (excluding bridges and culverts)
	<b>Base Score Total</b>	<b>Up to 29 points</b>	<b>Up to 14 points</b>	<b>Up to 20 points</b>	<b>Up to 17 points</b>	<b>Up to 24 points</b>	<b>Up to 24 points</b>
	<b>Equity Score Total</b>	<b>N/A</b>	<b>Up to 12 points</b>	<b>Up to 11 points</b>	<b>Up to 11 points</b>	<b>Up to 21 points</b>	<b>Up to 18 points</b>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)	
<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>Increase</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                      +2 1-5 hours of daily transit vehicle delay reduced                      +1 Less than one hour of daily transit vehicle delay reduced                      +0 Does not reduce transit delay</p>	<p>N/A</p>	<p><b>Reduces Transit Passenger Delay (up to 4 points)</b></p> <p>+3 Project results in significant hours of passenger delay reductions                      +2 Project results in moderate hours of passenger delay reductions                      +1 Project results in limited hours of passenger delay reductions                      +0 Project does not make meaningful reductions in passenger delay</p> <p>--  <b>Penalty:</b>                      -1 Project will negatively impact transit movement or increase transit vehicle delays</p> <p><b>Bonus:</b>                      +1 Project invests in bus-priority infrastructure on MPO-identified priority corridor</p>	<p><b>Project supports transit reliability (up to 6 points)</b></p> <p>+4 Project is anticipated to significantly improve headways or on-time performance                      +2 Project is anticipated to mitigate or avoid anticipated degradation in reliability                      0 Project is anticipated to have no impact on reliability</p> <p>--  <b>Penalty:</b>                      -1 Project will negatively impact transit movement or increase transit vehicle delays</p> <p><b>Bonus:</b>                      +2 Project serves transit route(s) performing below on-time performance/reliability standards</p>	
		<p>If project scores points above, then it is eligible for additional points below:                      +1 Improves one or more key bus route(s)</p>	<p>N/A</p>			
<p>Improve reliability of transit</p> <p>Increase</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><b>Improves pedestrian network and ADA accessibility (up to 9 points)</b></p> <p>+5 Adds new shared-use path                      +3 Adds new high-quality sidewalks                      +1 Adds new standard sidewalks                      0 Does not improve pedestrian network</p> <p>--  <b>Bonus:</b>                      Projects can earn up to +4 points for doing any of the following:                      +4 Closes a gap in the pedestrian network                      +3 Enhances ADA accessibility beyond minimum required standards (e.g. includes tactile warning strips, audible signals, sidewalk bump outs, etc.)                      +2 Extends existing pedestrian network                      +2 Creates new pedestrian connection to transit</p>	<p><b>Improves pedestrian network and ADA accessibility (up to 4 points)</b></p> <p>+3 Adds new sidewalks on high-utility link                      +2 Adds new sidewalks on medium-utility link                      +1 Adds new sidewalks on low-utility link                      0 Does not improve pedestrian network</p> <p><b>Bonus:</b>                      Projects can earn +1 point for doing any of the following:                      - Closes a gap in the pedestrian network                      - Enhances ADA accessibility beyond minimum required standards (e.g. includes tactile warning strips, audible signals, sidewalk bump outs, etc.)                      - Creates new pedestrian connection to transit</p>	<p><b>Improves pedestrian network and ADA accessibility (up to 6 points)</b></p> <p>+6 Project provides significant improvements to system accessibility through new accessibility infrastructure, technology, or features where none currently exist (including new pedestrian connections to transit)                      +4 Project provides moderate improvements to system accessibility through new accessibility infrastructure, technology, or features                      +2 Project provides limited improvements to system accessibility through new accessibility infrastructure, technology, or features                      0 Project provides no improvement to accessibility</p>	
		<p>+2 Improves ADA accessibility</p>				<p>+1 Closes a gap in the pedestrian network</p>
		<p>+0 Does not improve pedestrian network</p>				

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)
<p>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 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</p>	<p><b>Improves bicycle network (up to 4 points)</b></p>	<p>+3 Adds new physically separated bicycle facility (including shared-use paths)                      +2 Adds new buffered bicycle facility                      +1 Adds new standard bicycle facility</p> <hr/> <p>+1 Closes a gap in the bicycle network                      +0 Does not improve bicycle network</p>	<p><b>Improves bicycle network (up to 9 points)</b></p> <p>+5 Adds new physically-separated facility                      +3 Adds new buffered bicycle facility                      +1 Adds new standard bicycle facility</p> <p>--  <b>Bonus:</b>                      Projects can earn up to +4 points for doing any of the following:                      +4 Closes a gap in the bike network                      +2 Provides a new bicycle connection to transit                      +2 Extends the existing bike network                      +1 Makes accommodations for bike parking or bike share station</p>	<p><b>Improves bicycle network (up to 4 points)</b></p> <p>+3 Adds new physically separated bicycle facility (including shared-use paths)                      +2 Adds new buffered bicycle facility                      +1 Adds new standard bicycle facility</p> <p>--  <b>Bonus:</b>                      Projects can earn +1 point for doing any of the following:                      - Closes a gap in the bike network                      - Provides a new bicycle connection to transit                      - Makes accommodations for bike parking or bike share station                      - Project is on a high-utility link according to MAPC's Local Access tool</p>	<p><b>Improves bicycle network (up to 4 points)</b></p> <p>+4 Provides a new bicycle connection to transit                      +2 Makes accommodations for bike parking or bike share station</p>
	<p><b>Improves intermodal accommodations /connections to transit (up to 6 points)</b></p>	<p>+6 Meets or addresses criteria to a high degree                      +4 Meets or addresses criteria to a medium degree                      +2 Meets or addresses criteria to a low degree                      +0 Does not meet or address criteria</p>	<p>N/A (Remove from criteria)</p>	<p>N/A (Remove from criteria)</p>	<p>N/A (Remove from criteria)</p>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)
<p>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>Eliminate bottlenecks on freight network/ improve freight reliability and enhance freight intermodal connections</p>	<p><b>Improves truck movement (up to 4 points)</b></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 (up to 3 points)</b></p> <p>+2 Project significantly improves truck movement on a designated freight corridor by addressing an identified freight deficiency</p> <p>+1 Project somewhat improves truck movement on a designated freight corridor OR improves truck movement on any other corridor</p> <p>--</p> <p><b>Bonus:</b></p>	N/A
		<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>+1 Project addresses an MPO-identified freight bottleneck OR project makes accommodations for freight deliveries, such as through dedicating curb space to loading zones</p>	N/A
	<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 addresses unreliable corridor (up to 1 point)</b></p> <p>+1 Project addresses a corridor with a level of travel time reliability above 1.25</p>	N/A

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)
	N/A - New Criterion	N/A - New Criterion	N/A	<p><b>Invests in New Transit Assets (up to 2 points)</b></p> <p>+2 Project makes investment in new transit assets that significantly improves the customer experience or significantly improves transit service or operations</p> <p>+1 Project makes investment in new transit assets that minimally improves the customer experience or minimally improves transit service or operations</p>	<p><b>Invests in New Transit Assets (up to 8 points)</b></p> <p>+8 Project makes investment in new transit assets that significantly improves the customer experience or significantly improves or expands transit service or operations</p> <p>+5 Project makes investment in new transit assets that moderately improves the customer experience or moderately improves transit service or operations</p> <p>+2 Project makes investment in new transit assets that minimally improves the customer experience or minimally improves transit service or operations</p>
	<b>Base Score Total</b>	<b>Up to 29 points</b>	<b>Up to 18 points</b>	<b>Up to 18 points</b>	<b>Up to 24 points</b>
	<b>Equity Score Total</b>	<b>N/A</b>	<b>Up to 18 points</b>	<b>Up to 14 points</b>	<b>Up to 24 points</b>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)
<b>CLEAN AIR/SUSTAINABLE COMMUNITIES: Create an environmentally friendly transportation system.</b>					
<p>Reduce GHGs generated in the Boston Region by all transportation modes</p> <p>Reduce other transportation-related pollutants</p> <p>Minimize negative environmental impacts of the transportation system</p>	<p><b>Reduces CO2 (up to 5 points)</b></p>	<p>+5 1,000 or more annual tons of CO2 reduced                      +4 500-999 annual tons of CO2 reduced                      +3 250-499 annual tons of CO2 reduced                      +2 100-249 annual tons of CO2 reduced                      +1 Less than 100 annual tons of CO2 reduced                      0 No impact                      -1 Less than 100 annual tons of CO2 increased                      -2 100-249 annual tons of CO2 increased                      -3 250-499 annual tons of CO2 increased                      -4 500-999 annual tons of CO2 increased                      -5 1,000 or more annual tons of CO2 increased</p>	<p><b>Reduces CO2 (up to 4 points)</b></p> <p>+4 300 or more annual tons of CO2 reduced                      +3 100-299 annual tons of CO2 reduced                      +2 50-99 annual tons of CO2 reduced                      +1 Less than 50 annual tons of CO2 reduced                      0 No impact                      -1 Less than 50 annual tons of CO2 increased                      -4 50 or more annual tons of CO2 increased</p>	<p><b>Reduces CO2 (up to 3 points)</b></p> <p>+3 750 or more annual tons of CO2 reduced                      +2 250-749 annual tons of CO2 reduced                      +1 Less than 250 annual tons of CO2 reduced                      0 No impact                      -1 Less than 250 annual tons of CO2 increased                      -3 250 or more annual tons of CO2 increased</p>	<p><b>Reduces Emissions (up to 8 points)</b></p> <p>+6 Project is expected to produce a quantified decrease in GHG emissions and/or criterion air pollutants.</p> <p>+3 Project is not specifically focused on air quality improvements or reducing GHG emissions, but is expected to produce a nominal decrease in GHG emissions and/or criterion air pollutants.</p> <p>0 No anticipated improvement to Air Quality or GHG reduction</p> <p>-1 Project is anticipated to impair Air Quality or increase GHG emissions</p> <p>--</p>
<p>Support land use policies consistent with smart, healthy, and resilient growth</p>	<p><b>Reduces other transportation-related emissions (VOC, Nox, CO) (up to 5 points)</b></p>	<p>+5 2,000 or more total kilograms of VOC, NOx, CO reduced                      +4 1,000-1999 total kilograms of VOC, NOx, CO reduced                      +3 500-999 total kilograms of VOC, NOx, CO reduced                      +2 250-499 total kilograms of VOC, NOx, CO reduced                      +1 Less than 250 total kilograms of VOC, NOx, CO reduced                      0 No impact                      -1 Less than 250 total kilograms of VOC, NOx, CO increased                      -2 250-499 total kilograms of VOC, NOx, CO increased                      -3 500-999 total kilograms of VOC, NOx, CO increased                      -4 1,000-1999 total kilograms of VOC, NOx, CO increased                      -5 2,000 or more total kilograms of VOC, NOx, CO increased</p>	<p><b>Reduces other transportation-related emissions (up to 6 points)</b></p> <p>+4 1,500 or more total kilograms of VOC, NOx, CO reduced                      +3 750-1,499 total kilograms of VOC, NOx, CO reduced                      +2 250-749 total kilograms of VOC, NOx, CO reduced                      +1 Less than 250 total kilograms of VOC, NOx, CO reduced                      0 No impact                      -1 Less than 250 total kilograms of VOC, NOx, CO increased                      -4 250 or more total kilograms of VOC, NOx, CO increased</p> <p>---  <b>Bonus/Penalty:</b>                      +2 Project reduces NOx emissions in area in top 20% of regional NOx levels                      -2 Project increases NOx emissions in area in top 20% of regional NOx levels</p>	<p><b>Reduces other transportation-related emissions (up to 5 points)</b></p> <p>+3 1,000 or more total kilograms of VOC, NOx, CO reduced                      +2 250-999 total kilograms of VOC, NOx, CO reduced                      +1 Less than 250 total kilograms of VOC, NOx, CO reduced                      0 No impact                      -1 Less than 250 total kilograms of VOC, NOx, CO increased                      -3 250 or more total kilograms of VOC, NOx, CO increased</p> <p>---  <b>Bonus/Penalty:</b>                      +2 Project reduces NOx emissions in area in top 20% of regional NOx levels                      -2 Project increases NOx emissions in area in top 20% of regional NOx levels</p>	<p><b>Bonus/Penalty:</b></p> <p>+2 Project is expected to reduce emissions in area in top 20% of regional NOx levels                      -2 Project is expected to increase emissions in area in top 20% of regional NOx levels</p>

Objective	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)
	<b>Addresses environmental impacts (up to 4 points)</b>	1 Addresses water quality +1 Addresses cultural resources/open space +1 Addresses wetlands/resource areas  +1 Addresses wildlife preservation/protected habitats  +0 Does not meet or address criteria	<b>Enhances Natural Environment (up to 4 points)</b> +1 Project improves water quality by reducing runoff, reducing impervious surface area, or employing other strategies +1 Project specifically selects a design alternative that avoids impacts to cultural resources, open space, wetlands, natural resource areas, wildlife preservations, or protected habitats +1 Project reduces urban heat island effect by creating a net increase in tree canopy coverage, reducing pavement surface area, or using materials designed to limit heat +1 Project increases access to parks, open space, or other natural assets -- <b>Penalty:</b> -1 Project is anticipated to lead to negative environmental outcomes through the reduction of tree canopy, the creation of impacts on sensitive areas, or the failure to mitigate existing water quality or other environmental issues	<b>Enhances Natural Environment (up to 4 points)</b> +1 Project improves water quality by reducing runoff, reducing impervious surface area, or employing other strategies +1 Project specifically selects a design alternative that avoids impacts to cultural resources, open space, wetlands, natural resource areas, wildlife preservations, or protected habitats +1 Project reduces urban heat island effect by creating a net increase in tree canopy coverage, reducing pavement surface area, or using materials designed to limit heat +1 Project increases access to parks, open space, or other natural assets -- <b>Penalty:</b> -1 Project is anticipated to lead to negative environmental outcomes through the reduction of tree canopy, the creation of impacts on sensitive areas, or the failure to mitigate existing water quality or other environmental issues	<b>Enhances Natural Environment (up to 4 points)</b> +1 Project improves water quality by reducing runoff, reducing impervious surface area, or employing other strategies +1 Project specifically selects a design alternative that avoids impacts to cultural resources, open space, wetlands, natural resource areas, wildlife preservations, or protected habitats +1 Project reduces urban heat island effect by creating a net increase in tree canopy coverage, reducing pavement surface area, or using materials designed to limit heat +1 Project increases access to parks, open space, or other natural assets -- <b>Penalty:</b> -1 Project is anticipated to lead to negative environmental outcomes through the reduction of tree canopy, the creation of impacts on sensitive areas, or the failure to mitigate existing water quality or other environmental issues
	<b>Is in an EOEEA-certified "Green Community" (up to 2 points)</b>	+2 Project is located in a "Green Community" +0 Project is not located in a "Green Community"	N/A (Remove from criteria)	N/A (Remove from criteria)	N/A (Remove from criteria)
	<b>Base Score Total</b>	<b>Up to 16 points</b>	<b>Up to 14 points</b>	<b>Up to 12 points</b>	<b>Up to 12 points</b>
	<b>Equity Score Total</b>	<b>N/A</b>	<b>Up to 6 points</b>	<b>Up to 5 points</b>	<b>Up to 8 points</b>

Objectives	Existing Criteria	Existing Subcriteria/Scoring	Bicycle/Pedestrian	Complete Streets Intersection Improvements Major Infrastructure (Corridor and Intersection)	Transit Modernization Major Infrastructure (Transit)
<b>ECONOMIC VITALITY: Ensure our transportation network provides a strong foundation for economic vitality.</b>					
Respond to mobility needs of the workforce population	<b>Serves targeted development site (up to 6 points)</b>	2 Provides new transit access to or within site	<b>Serves targeted development site (up to 4 points)</b> +2 Improves bicycle access to or within a site +2 Improves pedestrian access to or within a site	<b>Serves targeted development site (up to 3 points)</b> +1 Improves transit access to or within a site +1 Improves bicycle access to or within a site +1 Improves pedestrian access to or within a site	<b>Serves targeted development site (up to 4 points)</b> +2 Improves transit access to or within a site +1 Improves bicycle access to or within a site +1 Improves pedestrian access to or within a site
		1 Improves transit access to or within a site			
Minimize the burden of housing and transportation costs for residents in the region	<b>Serves targeted development site (up to 6 points)</b>	1 Provides for bicycle access to or within a site	<b>Serves targeted development site (up to 4 points)</b> +2 Improves bicycle access to or within a site +2 Improves pedestrian access to or within a site	<b>Serves targeted development site (up to 3 points)</b> +1 Improves transit access to or within a site +1 Improves bicycle access to or within a site +1 Improves pedestrian access to or within a site	<b>Serves targeted development site (up to 4 points)</b> +2 Improves transit access to or within a site +1 Improves bicycle access to or within a site +1 Improves pedestrian access to or within a site
		1 Provides for pedestrian access to or within a site			
Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and "Priority Places" identified in MBTA's <i>Focus 40</i> plan	<b>Provides for development consistent with the compact growth strategies of MetroFuture (up to 5 points)</b>	1 Provides for improved road access to or within a site	<b>Serves existing employment and population centers (up to 4 points)</b> +4 Mostly serves an existing area of concentrated development +2 Partly serves an existing area of concentrated development 0 Does not serve an area of concentrated development	<b>Serves existing employment and population centers (up to 3 points)</b> +3 Mostly serves an existing area of concentrated development +1 Partly serves an existing area of concentrated development 0 Does not serve an area of concentrated development	<b>Serves existing employment and population centers (up to 4 points)</b> +4 Mostly serves an existing area of concentrated development +2 Partly serves an existing area of concentrated development 0 Does not serve an area of concentrated development
		2 Mostly serves an existing area of concentrated development			
Prioritize transportation investments that support development consistent with the compact growth strategies of the regional transportation plan	<b>Provides multimodal access to an activity center (up to 4 points)</b>	1 Supports local zoning or other regulations that are supportive of smart growth development	<b>Serves existing employment and population centers (up to 4 points)</b> +4 Mostly serves an existing area of concentrated development +2 Partly serves an existing area of concentrated development 0 Does not serve an area of concentrated development	<b>Serves existing employment and population centers (up to 3 points)</b> +3 Mostly serves an existing area of concentrated development +1 Partly serves an existing area of concentrated development 0 Does not serve an area of concentrated development	<b>Serves existing employment and population centers (up to 4 points)</b> +4 Mostly serves an existing area of concentrated development +2 Partly serves an existing area of concentrated development 0 Does not serve an area of concentrated development
		2 Complements other local financial or regulatory support that fosters economic revitalization in a manner consistent with smart growth development principles			
	<b>Provides multimodal access to an activity center (up to 4 points)</b>	1 Provides transit access (within a quarter mile) to an activity center	N/A (Remove from criteria)	N/A (Remove from criteria)	N/A (Remove from criteria)
		1 Provides truck access to an activity center			
	<b>Provides multimodal access to an activity center (up to 4 points)</b>	1 Provides bicycle access to an activity center	N/A (Remove from criteria)	N/A (Remove from criteria)	N/A (Remove from criteria)
		1 Provides pedestrian access to an activity center			
	<b>Provides multimodal access to an activity center (up to 4 points)</b>	0 Does not provide multimodal access	N/A (Remove from criteria)	N/A (Remove from criteria)	N/A (Remove from criteria)
	<b>Leverages other investments (non-TIP funding) (up to 3 points)</b>	3 Meets or addresses criteria to a high degree (>30% of the project cost)	<b>Demonstrates Proponent Investment (up to 3 points)</b> +2 Meets or addresses criteria to a high degree (>20% of the project cost) +1 Meets or addresses criteria to a low to moderate degree (<20% of the project cost) 0 Does not meet or address criteria -- <b>Bonus:</b> +1 Project proponent supports design process through pilot project OR robust community outreach process	<b>Demonstrates Proponent Investment (up to 3 points)</b> +2 Meets or addresses criteria to a high degree (>20% of the project cost) +1 Meets or addresses criteria to a low to moderate degree (<20% of the project cost) 0 Does not meet or address criteria -- <b>Bonus:</b> +1 Project proponent supports design process through pilot project OR robust community outreach process	<b>Demonstrates Proponent Investment (up to 3 points)</b> +2 Meets or addresses criteria to a high degree (>20% of the project cost) +1 Meets or addresses criteria to a low to moderate degree (<20% of the project cost) 0 Does not meet or address criteria -- <b>Bonus:</b> +1 Project proponent supports design process through pilot project OR robust community outreach process
		2 Meets or addresses criteria to a medium degree (10-30% of the project cost)			
	<b>Leverages other investments (non-TIP funding) (up to 3 points)</b>	1 Meets or addresses criteria to a low degree (<10% of the project cost)	<b>Demonstrates Proponent Investment (up to 3 points)</b> +2 Meets or addresses criteria to a high degree (>20% of the project cost) +1 Meets or addresses criteria to a low to moderate degree (<20% of the project cost) 0 Does not meet or address criteria -- <b>Bonus:</b> +1 Project proponent supports design process through pilot project OR robust community outreach process	<b>Demonstrates Proponent Investment (up to 3 points)</b> +2 Meets or addresses criteria to a high degree (>20% of the project cost) +1 Meets or addresses criteria to a low to moderate degree (<20% of the project cost) 0 Does not meet or address criteria -- <b>Bonus:</b> +1 Project proponent supports design process through pilot project OR robust community outreach process	<b>Demonstrates Proponent Investment (up to 3 points)</b> +2 Meets or addresses criteria to a high degree (>20% of the project cost) +1 Meets or addresses criteria to a low to moderate degree (<20% of the project cost) 0 Does not meet or address criteria -- <b>Bonus:</b> +1 Project proponent supports design process through pilot project OR robust community outreach process
		0 Does not meet or address criteria			
	<b>Leverages other investments (non-TIP funding) (up to 3 points)</b>	N/A (new criterion)	<b>Promotes Access to Affordable Housing Opportunities (up to 3 points)</b> +3 10.4% or more of housing units are affordable +2 6.6-10.3% of housing units are affordable +1 1-6.5% of housing units are affordable 0 Less than 1% of housing units are affordable  <i>Scoring based on percent of housing units within the project area that count toward the municipality's 40B low-income housing requirements.</i>	<b>Promotes Access to Affordable Housing Opportunities (up to 3 points)</b> +3 10.4% or more of housing units are affordable +2 6.6-10.3% of housing units are affordable +1 1-6.5% of housing units are affordable 0 Less than 1% of housing units are affordable  <i>Scoring based on percent of housing units within the project area that count toward the municipality's 40B low-income housing requirements.</i>	<b>Promotes Access to Affordable Housing Opportunities (up to 3 points)</b> +3 10.4% or more of housing units are affordable +2 6.6-10.3% of housing units are affordable +1 1-6.5% of housing units are affordable 0 Less than 1% of housing units are affordable  <i>Scoring based on percent of housing units within the project area that count toward the municipality's 40B low-income housing requirements.</i>
	<b>Base Score Total</b>	<b>Up to 18 points</b>	<b>Up to 14 points</b>	<b>Up to 12 points</b>	<b>Up to 14 points</b>
	<b>Equity Score Total</b>	<b>N/A</b>	<b>0 points</b>	<b>0 points</b>	<b>0 points</b>