

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		
SYSTEM PRESERVATION: Maintain and modernize the transportation system and plan for its resiliency.										
<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>Improves ability to respond to extreme conditions (up to 6 points)</p>	<p>+2 Addresses flooding problem and/or sea level rise and enables facility to function in such a condition</p>	<p>Project incorporates resiliency elements into its design</p> <p>+2 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p>	<p>Project incorporates resiliency elements into its design</p> <p>+2 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan</p>	Same as Complete Streets scoring.	Same as Complete Streets scoring.	Same as Bicycle/Pedestrian scoring.	<p>Proposal for MPO consideration: Remove consideration of seismic design standards and replace with consideration of project materials and green infrastructure strategies used in project design</p> <p>Proposal for MPO consideration: Add penalty for not addressing existing or projected flooding problem</p> <p>Proposal for MPO consideration: Add Equity multiplier for this criterion</p>		
		<p>+1 Brings facility up to current seismic design standards</p>	<p>Range of +1 to +5 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</p>	<p>Range of +1 to +5 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:</p>	<p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p>	<p>+1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p>				
		<p>+1 Addresses critical transportation infrastructure</p>	<p>+1 Project improves nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins</p> <p>+1 Project incorporates 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>Penalty: -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 nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins</p> <p>+1 Project incorporates climate-resilient materials</p> <p>+1 Protects freight network elements</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>Penalty: -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 improves stormwater infrastructure (replaces or retrofits culverts, drainage systems)</p>	<p>+1 Project improves nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins</p> <p>+1 Project incorporates climate-resilient materials</p>				
		<p>+1 Protects freight network elements</p> <p>+1 Implements hazard mitigation or climate adaptation plans</p>								
	<p>N/A (new criterion)</p>	<p>N/A (new criterion)</p>	<p>Demonstrates regional coordination</p> <p>+1 Provides off-site benefits to mitigate adverse climate impacts</p> <p>+1 Coordinated effort with other resiliency projects in the region</p>	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	<p>Proposal for MPO consideration: Add new criterion to recognize the importance of regional coordination in resilience planning</p>		
	<p>Improves emergency response (up to 2 points)</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>Improves connectivity to critical facilities</p> <p>+2 Improves connectivity to critical facilities</p>	<p>No changes to base scoring recommended.</p> <p>Improves connectivity to critical facilities</p> <p>+1 Improves connectivity to critical facilities</p>	<p>No changes to base scoring recommended.</p> <p>Same as Complete Streets scoring.</p>	<p>No changes to base scoring recommended.</p> <p>Same as Complete Streets scoring.</p>	<p>N/A</p> <p>Same as Bicycle/Pedestrian Scoring</p>	<p>Proposal for MPO consideration: Reallocate points from this sub-criterion to critical facilities criterion for Bicycle and Pedestrian and Transit Modernization projects</p> <p>Proposal for MPO consideration: Broaden definition of emergency support locations to include schools, long-term care facilities, utilities, and other resilience-supporting facilities (in addition to existing police/fire stations, hospitals, and emergency shelters and operations centers)</p> <p>Proposal for MPO consideration: Add Equity multiplier for this criterion</p>		
	<p>Improves transit asset(s) (up to 3 points)</p>	<p>+2 Brings transit asset into State of Good Repair</p> <p>+1 Meets an identified-need in an Asset Management Plan</p> <p>+0 Does not meet or address criteria</p>	<p>N/A</p>	<p>Project improves and/or modernizes existing transit assets</p> <p>Project can earn points in each of these categories:</p> <p>Improving Existing Asset Condition</p> <p>+2 Project improves the condition of bus-supporting infrastructure on roadways</p> <p>Modernizing Existing Assets</p> <p>+2 Project modernizes bus supporting infrastructure on roadways</p>	<p>Same as Complete Streets scoring.</p>	<p>Project improves and/or modernizes existing transit assets</p> <p>Project can earn points in each of these categories:</p> <p>Improving Existing Asset Condition</p> <p>Points are awarded based on the top criteria met.</p> <p>+2 Project brings vehicles, facilities or other assets into a state of good repair (through replacement or rehabilitation)</p> <p>+2 Project improves the condition of bus-supporting infrastructure on roadways</p> <p>+1 Project improves the condition of existing vehicles, facilities, or other assets</p> <p>Modernizing Existing Assets</p> <p>+2 Project modernizes existing vehicles, facilities, or other assets (through replacement or rehabilitation)</p> <p>+2 Project modernizes bus supporting infrastructure on roadways</p> <p>Bonus Points</p> <p>+1 Project improves an operations-critical, safety-critical, or climate sensitive asset, as identified by the transit agency (based on TAM plan definition)</p>	<p>Project improves and/or modernizes existing transit assets</p> <p>Project can earn points in each of these categories:</p> <p>Improving Existing Asset Condition</p> <p>Points are awarded based on the top criteria met.</p> <p>+6 Project brings vehicles, facilities or other assets into a state of good repair (through replacement or rehabilitation)</p> <p>+3 Project improves the condition of existing vehicles, facilities, or other assets</p> <p>Modernizing Existing Assets</p> <p>+6 Project modernizes existing vehicles, facilities, or other assets (through replacement or rehabilitation)</p> <p>Bonus Points</p> <p>+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>Proposal for MPO consideration: Expand criterion to be more inclusive of all improvements to transit assets, including roadway-based assets like bus stops or dedicated lanes</p> <p>Proposal for MPO consideration: Distinguish between improving assets (replacing existing asset one-for-one) vs. modernizing assets (replacing existing asset with more advanced design)</p> <p>Proposal for MPO consideration: Add bonus points for improving critical transit assets</p> <p>Proposal for MPO consideration: Add Equity multiplier for this criterion</p>		

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	Improves substandard roadway bridge(s) (up to 3 points)	+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	N/A	Improves existing bridges or culverts Project earns points for each structure (up to 2 structures), based on the criteria met. +2 Project improves existing bridge(s) or culvert(s) from poor to good condition through rehabilitation or replacement +1 Project improves existing bridge(s) or culvert(s) from fair to good condition through rehabilitation or replacement 0 Project does not include bridge improvements <i>Note: Good/Fair/Poor categories are based on federal definitions.</i> Bonus points: +1 Improvements modernize bridge or culvert designs and/or reduce or remove vehicle weight or height restrictions +1 Project improves one or more NHS bridges or one or more bridges on a critical freight corridor	Same as Complete Streets scoring.	Same as Complete Streets scoring.	Improves existing bridges or culverts Project earns points for each structure (up to 2 structures), based on the criteria met. +2 Project improves existing bridge(s) or culvert(s) from poor to good condition through rehabilitation or replacement +1 Project improves existing bridge(s) or culvert(s) from fair to good condition through rehabilitation or replacement 0 Project does not include bridge improvements <i>Note: Good/Fair/Poor categories are based on federal definitions.</i> Bonus points: +1 Improvements modernize bridge or culvert designs and/or reduce or remove vehicle weight or height restrictions	Proposal for MPO consideration: Scale criterion to award points for multiple bridges and/or culverts. Proposal for MPO consideration: Change bridge rating to good/fair/poor to align with current federal practice Proposal for MPO consideration: Add bonus point to recognize when projects address weight/height restrictions or improve bridges/culverts on National Highway System or critical freight corridors
	Improves substandard pavement (up to 6 points)	+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	Improves existing pavement condition +4 Project improves existing pavement from poor condition to good condition +2 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> Bonus Points: +2 Project improves pavement on an NHS roadway, a critical freight corridor, or MBTA key bus route. +2 Improves roadway substructure	Improves existing pavement condition +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> Bonus Points: +1 Project improves pavement on an NHS roadway, a critical freight corridor, or MBTA key bus route. +1 Improves roadway substructure	Same as Complete Streets scoring.	N/A	Proposal for MPO consideration: Adjust point values to allow Complete Streets and Major Infrastructure projects to score higher, as these projects address larger quantities of existing pavement Proposal for MPO consideration: Add bonus points to recognize when projects address pavement quality on an NHS roadway, critical freight corridor, or MBTA key bus route Proposal for MPO consideration: Add bonus points to recognize when projects address roadway substructure
	Improves substandard sidewalk(s) (up to 3 points)	+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	Improves existing sidewalks and paths +6 Improves 75% or more of existing sidewalk in project area +3 Improves 50-75% of existing sidewalk in project area +1 Improves less than 50% of existing sidewalk in project area 0 Does not improve existing sidewalk <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>	Improves existing sidewalks and paths +3 Improves 75% or more of existing sidewalk in project area +2 Improves 50-75% of existing sidewalk in project area +1 Improves less than 50% of existing sidewalk in project area 0 Does not improve existing sidewalk <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>	Same as Complete Streets scoring.	Same as Complete Streets scoring.	Same as Complete Streets scoring.	Proposal for MPO consideration: Refocus criterion on amount of existing sidewalk improved within project area Proposal for MPO consideration: Add Equity multiplier for this criterion
	Improves substandard traffic signal equipment (up to 6 points)	+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	Project improves other existing roadway or bicycle/pedestrian facility assets +2 Improves existing signals (two or more intersections) +1 Improves existing signals (one intersection) +2 Improves three or more of the following: guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts) +1 Improves one or two of the following: guard-rails, signage, pavement markings, lighting, or structures (excluding bridges and culverts)	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	N/A	Proposal for MPO consideration: Expand criterion to be more inclusive of non-signal improvements that reduce prevalence of substandard infrastructure