Objective	Existing Criteria	Existing Subcriteria/Scoring	New Scoring - All Investment Programs	Key Changes
CLEAN AIR/SUSTAINABLE COMMUNITIES: Create an environmentally friendly transportation system.				
Reduce GHGs generated in the Boston Region by all transportation modes Reduce other transportation-related pollutants Minimize negative environmental impacts of the transportation system Support land use policies consistent with smart, healthy, and resilient growth	**Reduces CO2 (up to 5 points)**	+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	.+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 -5 100 or more annual tons of CO2 increased	**Proposal for MPO consideration:** Impose a more severe penalty for projects that increase CO2 emissions beyond a minimum threshold.
	Reduces other transportation-related emissions (VOC, Nox, CO) (up to 5 points)	.+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	.+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 -5 250 or more total kilograms of VOC, NOx, CO increased --- +2 Project reduces emissions in area above state average for PM2.5 -2 Project increases emissions in area above state average for PM2.5	**Proposal for MPO consideration:** Impose a more severe penalty for projects that increase VOC, NOx, CO emissions beyond a minimum threshold. **Proposal for MPO consideration:** Add bonus score for reducing emissions in areas with above-state average concentrations of particulate matter. **Proposal for MPO consideration:** Score this criterion with an equity bonus, recognizing the importance of improving air quality near vulnerable populations.
	Addresses environmental impacts (up to 4 points)	1 Addresses water quality +1 Addresses cultural resources/open space +1 Addresses wetlands/resource areas	.+3 Project improves water quality (exceeding MassDEP standards) by reducing impervious surfaces or investing in green infrastructure for stormwater management +1 Project uses stormwater best management practices to improve existing conditions 0 Project does not make meaningful improvements to existing water quality conditions -1 Project does not fully mitigate existing stormwater or water quality issues	**Proposal for MPO consideration:** Implement a scaled approach to measuring project impacts on water quality.
		+1 Addresses wildlife preservation/protected habitats +0 Does not meet or address criteria	.+1 Project specifically selects a design alternative that avoids impacts to cultural resources, open space, wetlands, natural resource areas, wildlife preservations, or protected habitats 0 Does not meet or address criteria	**Proposal for MPO consideration:** Consolidate points for avoiding impacts to sensitive natural areas.
	Is in an EOEEA-certified "Green Community" (up to 2 points)	+2 Project is located in a “Green Community” +0 Project is not located in a "Green Community"	N/A (Remove from criteria)	**Proposal for MPO consideration:** Remove criterion from evaluation process.
	Enhances natural environment (up to 2 points)	N/A (New criterion)	.+1 Project results in net increase in tree canopy coverage +1 Project increases access to parks, open space, or other natural assets	**Proposal for MPO consideration:** Project scores points for investing in tree planting or other natural elements **Proposal for MPO consideration:** Project scores points for increasing access to parks, open space, or other natural assets

Objectives	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
SAFETY: Transportation by all modes will be safe.								
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	**Crash Severity Value: Equivalent Property Damage Only (EPDO) index (up to 5 points)**	+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	**Crash Severity Value: Equivalent Property Damage Only (EPDO) Index** **New Scoring Scale:** 0-5 points, based on calculated EPDO value *(Scoring scale would be different from roadway projects)*	**Crash Severity Value: Equivalent Property Damage Only (EPDO) Index** **New Scoring Scale:** 0-5 points, based on calculated EPDO value *(Scoring scale would be different from bike/ped projects)*	(Same as Complete Streets scoring)	(Same as Complete Streets scoring)	**Project Addresses Documented Safety Issue** 8 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 5 Project addresses other safety issues or hazards as identified by transit agency evaluations 2 Project does not specifically address documented safety issues but would reduce potential hazards 0 No specific safety benefits identified	**Proposal for MPO consideration:** Update EPDO value scale to reflect change in MassDOT's methodology: ***Old methodology:*** *10 points: Fatal crashes* *5 points: Confirmed or possible injury crashes* *1 point: Property damage only crashes* ***New methodology:*** *21 points: Fatal crashes; Confirmed or possible injury crashes* *1 point: Property damage only crashes* **Proposal for MPO consideration:** Create different EPDO scales for bicycle/pedestrian and roadway projects. **Proposal for MPO consideration:** Add Equity multiplier for this criterion **Proposal for MPO consideration:** Create new Transit Modernization safety criterion
	Intersection Crash Rate **(up to 5 points)**	Evaluation Score: Signalized / Un-signaled 5: >= 1.69 / >= 1.36 4: 1.31 - < 1.69 / 1.03 - < 1.36 3: 0.70 - < 1.31 / 0.70 - < 1.03 2: 0.55 - < 0.93 / 0.37 - < 0.70 1: 0.36 - < 0.55 / 0.21 - < 0.37 0: < 0.36 / < 0.21	N/A	N/A	**Fatality and Serious Injury Rate (Intersection)** **New Scoring Scale:** 0-5 points, based on calculated fatality and serious injury crash rate *(Intersection crash rate scale in development)*	**Fatality and Serious Injury Rate (Intersection OR Corridor)** **New Scoring Scale:** 0-5 points, based on calculated fatality and serious injury crash rate *(Intersection/corridor crash rate scales in development)*		**Proposal for MPO consideration:** Remove property damage only crashes from calculations to focus criterion on most severe safety issues. **Proposal for MPO consideration:** Reallocate crash rate scoring points from Bicycle/Pedestrian projects to other criteria.
	Corridor Crash Rate **(up to 5 points)**	Evaluation Score: 1-Interstate Expressways / 2-Other Freeways, 3- Principal Arterials-Other, 4-Minor Arterials, 5,6-Major-Minor Collectors 5: > = 1.81 / >= 6.45 4: 1.40 - < 1.81 / 5.35 - < 6.45 3: 1.00 - < 1.40 / 4.25- < 5.35 2: 0.59 - < 1.00 / 3.15- < 4.25 1: 0.40 - < 0.59 / 2.05 - < 3.15 0: < 0.40 / < 2.05	N/A	**Fatality and Serious Injury Rate (Corridor)** **New Scoring Scale:** 0-5 points, based on calculated fatality and serious injury crash rate *(Corridor crash rate scale in development)*	N/A		
	Improves truck-related safety issue **(up to 5 points)**	+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	**Improves Truck-Related Safety Issue** No changes to base scoring recommended. *(MPO staff consider three factors when determining the effectiveness of truck safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project, and 3) truck volumes at the project location.)*	**Improves Truck-Related Safety Issue** No changes to base scoring recommended. *(MPO staff consider three factors when determining the effectiveness of truck safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project, and 3) truck volumes at the project location.)*	**Improves Truck-Related Safety Issue** No changes to base scoring recommended. *(MPO staff consider three factors when determining the effectiveness of truck safety countermeasures: 1) the existing deficiencies at the project location; 2) the safety countermeasures proposed as part of the project, and 3) truck volumes at the project location.)*	**Proposal for MPO consideration:** Reallocate truck-specific bonus points to all-mode safety improvements criterion below.
	Improves bicycle safety **(up to 5 points)**	+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	**Improves Bicycle Safety:** 8 High total effectiveness of countermeasures 5 Medium total effectiveness of countermeasures 2 Low total effectiveness of countermeasures 0 Does not implement bicycle safety countermeasures *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.*	**Improves Bicycle Safety:** No changes to base scoring recommended. *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.*	**Improves Bicycle Safety:** No changes to base scoring recommended. *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.*	**Improves Bicycle Safety:** No changes to base scoring recommended. *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.*	**Proposal for MPO consideration:** Award higher point values for Bicycle/Pedestrian projects to emphasize importance of bicycle-specific safety countermeasures for these projects. **Proposal for MPO consideration:** Add extra bonus point for projects that improve bicycle safety at multiple all-mode HSIP clusters **Proposal for MPO consideration:** Add Equity multiplier for this criterion
	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)	**Bonus Points:** 1 Improves bicycle safety at all-mode HSIP cluster 2 Improves bicycle safety at bicycle HSIP cluster OR multiple all-mode HSIP clusters	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)		

Objectives	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
	Improves pedestrian safety (up to 5 points)	+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	**Improves Pedestrian Safety:** 8 High total effectiveness of countermeasures 5 Medium total effectiveness of countermeasures 2 Low total effectiveness of countermeasures 0 Does not implement pedestrian safety countermeasures *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.*	**Improves Pedestrian Safety:** No changes to base scoring recommended. *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.*	**Improves Pedestrian Safety:** No changes to base scoring recommended. *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.*	**Improves Pedestrian Safety:** No changes to base scoring recommended. *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.*		**Proposal for MPO consideration:** Award higher point values for Bicycle/Pedestrian projects to emphasize importance of pedestrian-specific safety countermeasures for these projects. **Proposal for MPO consideration:** Add extra bonus point for projects that improve pedestrian safety at multiple all-mode HSIP clusters **Proposal for MPO consideration:** Add Equity multiplier for this criterion
		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	**Bonus Points:** 1 Improves pedestrian safety at all-mode HSIP cluster 2 Improves pedestrian safety at pedestrian HSIP cluster OR multiple all-mode HSIP clusters	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)	(Same as Bicycle/Pedestrian scoring)		
	Improves safety or removes an at-grade railroad crossing (up to 5 points)	+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	N/A	**Improves Safety for All Users:** 4 Project includes four or more of the following: 3 Project includes three 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	(Same as Complete Streets scoring)	(Same as Complete Streets scoring)		**Proposal for MPO consideration:** Consolidate existing railroad crossing criterion with existing traffic signal criterion (currently in the System Preservation and Modernization goal area) and combine with other safety countermeasures into one multi-modal safety criterion. **Proposal for MPO consideration:** Reallocate truck safety bonus points to this criterion to award bonus for all-mode safety countermeasures (including trucks)
				Bonus Points: 1 Addresses safety at one all-mode HSIP cluster 2 Addresses safety at multiple all-mode HSIP clusters 3 Addresses safety at a Top-200 crash location	(Same as Complete Streets scoring)	(Same as Complete Streets scoring)		

Objectives	Existing Criteria	Existing Subcriteria/Scoring	New Scoring - All Investment Programs	Key Changes
ECONOMIC VITALITY: Ensure our transportation network provides a strong foundation for economic vitality.				
Respond to mobility needs of the workforce population Minimize the burden of housing and transportation costs for residents in the region Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and "Priority Places" identified in MBTA's *Focus 40* plan Prioritize transportation investments that support development consistent with the compact growth strategies of the regional transportation plan	**Serves targeted development site (up to 6 points)**	2 Provides new transit access to or within site 1 Improves transit access to or within a site	2 Provides new transit access to or within site 1 Improves existing transit access to or within a site	**Proposal for MPO consideration:** Clarify language and establish uniform point values around "new" vs. "existing" access. **Proposal for MPO consideration:** Remove Regionally Significant Priority Development Areas from analysis; Add Opportunity Zones and MBTA Priority Places to analysis
		1 Provides for bicycle access to or within a site	2 Provides new bicycle access to or within a site 1 Improves existing bicycle access to or within a site	
		1 Provides for pedestrian access to or within a site	2 Provides new pedestrian access to or within a site 1 Improves existing pedestrian access to or within a site	
		1 Provides for improved road access to or within a site	1 Improves road access to or within a site	
	Provides for development consistent with the compact growth strategies of MetroFuture (up to 5 points)	2 Mostly serves an existing area of concentrated development	5 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	**Proposal for MPO consideration:** Remove points for regulatory measures to simplify criterion and focus scoring on central goal of increasing access to densely developed areas.
		1 Partly serves an existing area of concentrated development		
		1 Supports local zoning or other regulations that are supportive of smart growth development	N/A (Remove from criteria)	
		2 Complements other local financial or regulatory support that fosters economic revitalization in a manner consistent with smart growth development principles	N/A (Remove from criteria)	
	Provides multimodal access to an activity center (up to 4 points)	1 Provides transit access (within a quarter mile) to an activity center	N/A (Remove from criteria)	**Proposal for MPO consideration**: Remove this criterion to reduce redundancy with Capacity Management and Mobility goal area.
		1 Provides truck access to an activity center		
		1 Provides bicycle access to an activity center		
		1 Provides pedestrian access to an activity center		
		0 Does not provide multimodal access		
	Leverages other investments (non-TIP funding) (up to 3 points)	3 Meets or addresses criteria to a high degree (>30% of the project cost) 2 Meets or addresses criteria to a medium degree (10-30% of the project cost) 1 Meets or addresses criteria to a low degree (<10% of the project cost) 0 Does not meet or address criteria	3 Meets or addresses criteria to a high degree (>30% of the project cost) 2 Meets or addresses criteria to a medium degree (10-30% of the project cost) 1 Meets or addresses criteria to a low degree (<10% of the project cost) 0 Does not meet or address criteria -- 2 Project proponent supports design process through pilot project OR robust community outreach process	**Proposal for MPO consideration**: Revise to award bonus points if proponent has supported the project through a pilot/demonstration prior to seeking funding.
		N/A (new criterion)	**Promotes Access to Affordable Housing Opportunities:** Percent of housing units within the project area that count toward the municipality's 40B low-income housing requirements. 4 11.2% or more of housing units are affordable 3 8.4-11.1% of housing units are affordable 2 5.6-8.3% of housing units are affordable 1 1-5.5% of housing units are affordable 0 Less than 1% of housing units are affordable	**Proposal for MPO consideration:** Add this criterion in lieu of using an Equity scoring overlay for this goal area.

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.								
Maintain the transportation system, including roadway, transit, and active transportation infrastructure, in a state of good repair Modernize transportation infrastructure across all modes 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)	**Improves ability to respond to extreme conditions (up to 6 points)**	+2 Addresses flooding problem and/or sea level rise and enables facility to function in such a condition +1 Brings facility up to current seismic design standards +1 Addresses critical transportation infrastructure +1 Protects freight network elements +1 Implements hazard mitigation or climate adaptation plans	**Project incorporates resiliency elements into its design** +2 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan **Range of +1 to +5 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:** +1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems) +1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins +1 Project incorporates climate-resilient materials +2 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties **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	**Project incorporates resiliency elements into its design** +2 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan **Range of +1 to +5 points for addressing existing and future events to enable the facility to function under more extreme weather conditions:** +1 Project improves stormwater infrastructure (replaces or retrofits culverts, drainage systems) +1 Project implements nature-based solutions such as bioswales/rain gardens, tree trenches, vegetated medians/vegetated curb bump-outs, naturalized stormwater basins +1 Project incorporates climate-resilient materials +1 Protects freight network elements +1 Project designed to meet a range of future projections for sea level rise or flooding and/or accounts for climate uncertainties **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	Same as Complete Streets scoring.	Same as Complete Streets scoring.	Same as Bicycle/Pedestrian scoring.	**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 **Proposal for MPO consideration:** Add penalty for not addressing existing or projected flooding problem **Proposal for MPO consideration:** Add Equity multiplier for this criterion
	N/A (new criterion)	N/A (new criterion)	**Demonstrates regional coordination** +1 Provides off-site benefits to mitigate adverse climate impacts +1 Coordinated effort with other resiliency projects in the region	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	Same as Bicycle/Pedestrian scoring.	**Proposal for MPO consideration:** Add new criterion to recognize the importance of regional coordination in resilience planning
	Improves emergency response (up to 2 points)	+1 Project improves an evacuation route, diversion route, or alternate diversion route	N/A	No changes to base scoring recommended.	No changes to base scoring recommended.	No changes to base scoring recommended.	N/A	**Proposal for MPO consideration:** Reallocate points from this sub-criterion to critical facilities criterion for Bicycle and Pedestrian and Transit Modernization projects **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) **Proposal for MPO consideration:** Add Equity multiplier for this criterion
		+1 Project improves an access route to or in proximity to an emergency support location	**Improves connectivity to critical facilities** +2 Improves connectivity to critical facilities	**Improves connectivity to critical facilities** +1 Improves connectivity to critical facilities	Same as Complete Streets scoring.	Same as Complete Streets scoring.	Same as Bicycle/Pedestrian Scoring	
	Improves transit asset(s) (up to 3 points)	+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	N/A	**Project improves and/or modernizes existing transit assets** Project can earn points in each of these categories: **Improving Existing Asset Condition** +2 Project improves the condition of bus-supporting infrastructure on roadways **Modernizing Existing Assets** +2 Project modernizes bus supporting infrastructure on roadways	Same as Complete Streets scoring.	**Project improves and/or modernizes existing transit assets** Project can earn points in each of these categories: **Improving Existing Asset Condition** Points are awarded based on the top criteria met. +2 Project brings vehicles, facilities or other assets into a state of good repair (through replacement or rehabilitation) +2 Project improves the condition of bus-supporting infrastructure on roadways +1 Project improves the condition of existing vehicles, facilities, or other assets **Modernizing Existing Assets** +2 Project modernizes existing vehicles, facilities, or other assets (through replacement or rehabilitation) +2 Project modernizes bus supporting infrastructure on roadways **Bonus Points** +1 Project improves an operations-critical, safety-critical, or climate sensitive asset, as identified by the transit agency (based on TAM plan definition)	**Project improves and/or modernizes existing transit assets** Project can earn points in each of these categories: **Improving Existing Asset Condition** Points are awarded based on the top criteria met. +6 Project brings vehicles, facilities or other assets into a state of good repair (through replacement or rehabilitation) +3 Project improves the condition of existing vehicles, facilities, or other assets **Modernizing Existing Assets** +6 Project modernizes existing vehicles, facilities, or other assets (through replacement or rehabilitation) **Bonus Points** +2 Project improves an operations-critical, safety-critical, or climate sensitive asset, as identified by the transit agency (based on TAM plan definition)	**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 **Proposal for MPO consideration:** Distinguish between improving assets (replacing existing asset one-for-one) vs. modernizing assets (replacing existing asset with more advanced design) **Proposal for MPO consideration:** Add bonus points for improving critical transit assets **Proposal for MPO consideration:** Add Equity multiplier for this criterion

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
	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 *Note: Good/Fair/Poor categories are based on federal definitions.* **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 *Note: Good/Fair/Poor categories are based on federal definitions.* **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 *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.* **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 *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.* **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 *Note: This criterion does not apply to the creation of shared-use paths where none exist currently or where current paths are unpaved/unimproved.*	**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 *Note: This criterion does not apply to the creation of shared-use paths where none exist currently or where current paths are unpaved/unimproved.*	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