

Appendix H: Project Evaluation Criteria



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WHAT IS PROJECT EVALUATION?

The WAMPO Transportation Policy Body approved the following Project Evaluation Criteria on October 12, 2021. They were developed to evaluate regional transportation projects based on federal and regional goals. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the U.S. surface transportation system more streamlined, performance-based, and multimodal, and to address challenges facing the transportation system, including safety, infrastructure condition, traffic congestion, efficiency of freight movement, environmental impacts, and delays in project delivery. The Fixing America's Surface Transportation (FAST) Act builds on the changes made by MAP-21, including providing a dedicated source of federal dollars for freight projects.

Project Evaluation Criteria were developed for 7 project types:

1. Bridge Rehabilitation/Replacement
2. Traffic Management Technologies (Roadway System Mgmt.)
3. Roadway Reconstruction/Modernization/Automation
4. Roadway Expansion
5. Multiuse Trails & Bicycle Facilities
6. Pedestrian Facilities/Safe Routes to School
7. Transit Expansion/Transit Modernization

Projects were scored using the Project Evaluation Criteria shown on the following pages. These scores were provided to the Project Selection Committee (PSC) to help them start their selection discussions.

1. BRIDGE PROJECTS SCORING

1.a.	Role in Regional Transportation System (Max 10 Pts.)	Point Value
	Greater than 2 miles to nearest alternate bridge.	10 Pts.
	Within 2 miles of nearest alternate bridge.	8 Pts.
	Within 1.5 miles of nearest alternate bridge.	6 Pts.
	Within 1 mile of nearest alternate bridge.	4 Pts.
	Within ½ miles of nearest alternate bridge.	2 Pts.
	¼ mile or less to nearest alternate bridge.	0 Pts.

1.b.	Role in Regional Transportation System (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of transit routes, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 2 points.	2 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in Regional Transportation System (Max 5 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	1 Pt.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in average daily traffic volumes.	5 Pts.
	Project has no overall effect on average daily traffic volumes in either positive or negative manner.	2.5 Pts.
	Project results in an overall <i>decrease</i> in average daily traffic volumes.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in forecast 2040 average daily traffic volume.	5 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	2.5 Pts.
	Project results in an overall <i>decrease</i> in forecast 2040 average daily traffic volume.	0 Pts.

1. BRIDGE PROJECTS SCORING

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition (Max 10 Pts.)	Point Value
	Existing bridge structure is rated structurally deficient and has a sufficiency rating of 50 or less.	10 Pts.
	Existing bridge structure is rated functionally obsolete and has a sufficiency rating of 80 or less.	5 Pts.
	Existing bridge structure has a sufficiency rating of 80 or greater.	0 Pts.

4.b.	Infrastructure Condition (Max 10 Pts.)	Point Value
	Bridge has a posted load rating restriction for 10 tons or less.	10 Pts.
	Bridge has a posted load rating restriction for 25 tons or less.	7.5 Pts.
	Bridge has a posted load rating restriction for 40 tons or less.	5 Pts.
	Bridge has a posted load weight limit.	2.5 Pts.
	Bridge does NOT have a posted load weight limit.	0 Pts.

5.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

1. BRIDGE PROJECTS SCORING

6.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

8.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

2. TRAFFIC MANAGEMENT TECHNOLOGIES SCORING

1.a.	Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project is located on the Interstate Roadway system.	3 Pts.
	Project is located on an “Arterial” roadway.	2 Pts.
	Project is located on a “Collector” roadway.	1 Pt.
	Project is located within the WAMPO freight network and will eliminate barriers to use for freight carriers.	2 Pts.
	Project provides or improves connectivity to the road network for freight shippers, receivers, or intermodal transfer facilities.	2 Pts.
	Project is located on a “local” roadway and has no effect on freight networks.	0 Pts.

1.b.	Regional Trans. System & Economy (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

1.c.	Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project will be fully integrated into the existing traffic management systems at the project location.	7 Pts.
	Project will be partially integrated into or accentuate the existing traffic management systems at the project location.	3.5 Pts.
	Project will <i>NOT</i> be integrated into the existing traffic management systems at the project location.	0 Pts.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in average daily traffic volumes.	5 Pts.
	Project has no overall effect on average daily traffic volumes in either positive or negative manner.	2.5 Pts.
	Project results in an overall <i>decrease</i> in average daily traffic volumes.	0 Pts.

2. TRAFFIC MANAGEMENT TECHNOLOGIES SCORING

2.b.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall increase in forecast 2040 average daily traffic volume.	5 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	2.5 Pts.
	Project results in an overall decrease in forecast 2040 average daily traffic volume.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition/Age (Max 10 Pts.)	Point Value
	Existing infrastructure was built more than 25 years ago.	10 Pts.
	Existing infrastructure was built more than 20 years ago.	7 Pts.
	Existing infrastructure was built more than 10 years ago.	3 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

5.a.	Congestion Reduction/Air Quality (Max 5 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	5 Pts.
	Project results in some reduction in vehicle delays for the project area.	2.5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

5.b.	Congestion Reduction/Air Quality (Max 5 Pts.)	Point Value
	Project will result in a lowering of traffic congestion and vehicle emissions within the project area.	5 Pts.
	Project will have no result on congestion or emission levels.	0 Pts.

2. TRAFFIC MANAGEMENT TECHNOLOGIES SCORING

6.a.	Safety (Max 7.5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	7.5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	4 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

6.b.	Safety (Max 7.5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any 3 year period).	7.5 Pts.
	Project incorporates tangible safety improvements.	4 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8.a.	Consistency with Regional Plans (Max 10 Pts. Total)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

2. TRAFFIC MANAGEMENT TECHNOLOGIES SCORING

9.a.	Public Engagement/Risk Assessment (Max 2 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9.b.	Public Engagement/Risk Assessment (Max 3 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

10.a.	Cost Effectiveness (Max 5 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

3. ROADWAY RECONSTRUCTION/MODERNIZATION & SPOT MOBILITY PROJECTS SCORING

1.a.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project results in maximum reduction in the level of congestion and accentuates the movement of people and goods.	7 Pts.
	Project results in some level of reduction in level of congestion and may improve the movement of people and goods.	3.5 Pts.
	Project results in no appreciable reduction in level of congestion nor facilitates the movement of people or goods.	0 Pts.

1.b.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of transit routes, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 1.25 points.	1.25 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project average daily traffic volumes are greater than 8,500.	5 Pts.
	Project average daily traffic volumes are between 5,000 and 8,500.	2.5 Pts.
	Project average daily traffic volumes are less than 5,000.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project forecast 2040 average daily traffic volumes are greater than 14,000.	5 Pts.
	Project forecast 2040 average daily traffic volumes are between 7,600 and 14,000.	2.5 Pts.
	Project forecast 2040 average daily traffic volumes are less than 7,600.	0 Pts.

3. ROADWAY RECONSTRUCTION/MODERNIZATION & SPOT MOBILITY PROJECTS SCORING

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Existing infrastructure was built more than 25 years ago.	7.5 Pts.
	Existing infrastructure was built more than 20 years ago.	5 Pts.
	Existing infrastructure was built more than 10 years ago.	2.5 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

4.b.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Project includes improvements in all of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	7.5 Pts.
	Project includes improvements in at least two of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	5.0 Pts.
	Project includes improvements in at least one of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	2.5 Pts.
	Project doesn't include any Geometric, Structural, or Infrastructure improvements.	0 Pts.

5.a.	Congestion Reduction (Max 10 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6.a.	Safety (Max 5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	2.5 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

3. ROADWAY RECONSTRUCTION/MODERNIZATION & SPOT MOBILITY PROJECTS SCORING

6.b.	Safety (Max 5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any 3 year period).	5 Pts.
	Project incorporates tangible safety improvements.	2.5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional/local plans & goals or has been designed to integrate with it.	10 Pts.
	Regional/local plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional/local plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional/local plans or goals and/or conflicts with established plans/goals.	0 Pts.

9.a.	Public Engagement/Risk Assessment (Max 2 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

3. ROADWAY RECONSTRUCTION/MODERNIZATION & SPOT MOBILITY PROJECTS SCORING

9.b.	Public Engagement/Risk Assessment (Max 3 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

10.a.	Cost Effectiveness (Max 5 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

4.A. ROADWAY EXPANSION PROJECTS SCORING (EXISTING ROAD)

1.a.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project results in maximum reduction in the level of congestion and accentuates the movement of people and goods.	7 Pts.
	Project results in some level of reduction in level of congestion and may improve the movement of people and goods.	3.5 Pts.
	Project results in no appreciable reduction in level of congestion nor facilitates the movement of people or goods.	0 Pts.

1.b.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of transit routes, add 1.25 points.	1.25 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 1.25 points.	1.25 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 6 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

2.a.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in average daily traffic volumes.	5 Pts.
	Project has no overall effect on average daily traffic volumes in either positive or negative manner.	2.5 Pts.
	Project results in an overall <i>decrease</i> in average daily traffic volumes.	0 Pts.

2.b.	Usage (Max 5 Pts.)	Point Value
	Project results in an overall <i>increase</i> in forecast 2040 average daily traffic volume.	5 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	2.5 Pts.
	Project results in an overall <i>decrease</i> in forecast 2040 average daily traffic volume.	0 Pts.

4.A. ROADWAY EXPANSION PROJECTS SCORING (EXISTING ROAD)

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Existing infrastructure was built more than 25 years ago.	7.5 Pts.
	Existing infrastructure was built more than 20 years ago.	5 Pts.
	Existing infrastructure was built more than 10 years ago.	2.5 Pts.
	Existing infrastructure was built less than 10 years ago.	0 Pts.

4.b.	Infrastructure Condition/Age (Max 7.5 Pts.)	Point Value
	Project includes improvements in all of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	7.5 Pts.
	Project includes improvements in at least two of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	5.0 Pts.
	Project includes improvements in at least one of the following types of improvements, which results in improved comfort and safety of the users: Geometric, Structural, and Infrastructure improvements.	2.5 Pts.
	Project doesn't include any Geometric, Structural, or Infrastructure improvements.	0 Pts.

5.a.	Congestion Reduction/Air Quality (Max 10 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6.a.	Safety (Max 5 Pts.)	Point Value
	Project is at a location where 30 or more crashes occurred since 2017.	5 Pts.
	Project is at a location where 15 or more crashes occurred since 2017.	2.5 Pts.
	Project is at a location with no significant history of crashes having occurred since 2017.	0 Pts.

4.A. ROADWAY EXPANSION PROJECTS SCORING (EXISTING ROAD)

6.b.	Safety (Max 5 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 in any 3 year period).	5 Pts.
	Project incorporates tangible safety improvements.	2.5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit route.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

8.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

9.a.	Public Engagement/Risk Assessment (Max 2 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9.b.	Public Engagement/Risk Assessment (Max 3 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

4.A. ROADWAY EXPANSION PROJECTS SCORING (EXISTING ROAD)

10.a.	Cost Effectiveness (Max 5 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

4.B. ROADWAY EXPANSION PROJECTS SCORING (NEW ROAD)

1.a.	Role in the Regional Trans. System & Economy (Max 8 Pts.)	Point Value
	Project results in maximum reduction in the level of congestion and accentuates the movement of people and goods.	8 Pts.
	Project results in some level of reduction in level of congestion and may improve the movement of people and goods.	4 Pts.
	Project results in no appreciable reduction in level of congestion nor facilitates the movement of people or goods.	0 Pts.

1.b.	Role in the Regional Trans. System & Economy (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of employment, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of manufacturing facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of transit routes, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of educational facilities, add 2 points.	2 Pts.
	If 2 of the above categories are present, add one additional point.	1 Pt.
	If 3 of the above categories are present, add 1.5 additional points.	1.5 Pts.
	If 4 of the above categories are present, add two additional points.	2 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 7 Pts.)	Point Value
	Is the project along or does it intersect any transit routes?	1 Pt.
	Is the project along or does it intersect any freight corridors?	1 Pt.
	Is the project along or does it intersect any multi-use trails?	1 Pt.
	Is the project along or does it intersect any bicycle/pedestrian networks?	1 Pt.
	Does the project connect to or facilitate the use of one of more of these features/locations?	2 Pts.

2.a.	Usage (Max 10 Pts.)	Point Value
	Project results in an overall <i>increase</i> in forecast 2040 average daily traffic volume.	10 Pts.
	Project results in no change to the forecast 2040 average daily traffic volumes.	5 Pts.
	Project results in an overall <i>decrease</i> in forecast 2040 average daily traffic volume.	0 Pts.

4.B. ROADWAY EXPANSION PROJECTS SCORING (NEW ROAD)

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Connecting Communities in the Region (Max 10 Pts.)	Point Value
	Project connects two separate pieces of the regional roadway network that weren't previously connected or facilitates the movement of people and goods in a way not available without the project present.	10 Pts.
	Project adds at least one connection to the regional roadway network.	5 Pts.
	Project makes no connections to the existing roadway network.	0 Pts.

5.a.	Congestion Reduction (Max 10 Pts.)	Point Value
	Project results in maximum reduction in vehicle delays for the project area.	10 Pts.
	Project results in some reduction in vehicle delays for the project area.	5 Pts.
	Project results in no reduction in vehicle delays for the project area.	0 Pts.

6.a.	Safety (Max 10 Pts.)	Point Value
	Project incorporates tangible safety improvements and is at a location with a significant history of crashes (more than 25 since 2017).	10 Pts.
	Project incorporates tangible safety improvements.	5 Pts.
	Project does not include any defined safety improvements.	0 Pts.

7.a.	Multimodal Elements and Existing Connections (Max 10 Pts.)	Point Value
	Project includes transit features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a transit line.	2.5 Pts.
	Project includes bicycle or pedestrian features or connections.	2.5 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle or pedestrian network.	2.5 Pts.

4.B. ROADWAY EXPANSION PROJECTS SCORING (NEW ROAD)

8.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

9.a.	Public Engagement/Risk Assessment (Max 2 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	2 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	1 Pt.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

9.b.	Public Engagement/Risk Assessment (Max 3 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	1.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	1.5 Pts.

10.a.	Cost Effectiveness (Max 5 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	5 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	2.5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

5. MULTIUSE TRAILS & BICYCLE FACILITIES SCORING

1.a.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project in highly congested areas	5 Pts.
	Project in medium congested areas	3 Pts.
	Project in low congested areas	1 Pt.

1.b.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project connects two separate pieces of the Regional Bicycle Transportation Network or other Bicycle commuting corridor(s) that weren't previously connected.	5 Pts.
	Project adds at least one connection to existing bicycle network.	2.5 Pts.
	Project makes no connections to existing bicycle network.	0 Pts.

1.c.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project is within 0.5 miles of a transit route, add 1 point.	1 Pt.
	Project is within 0.5 miles of sources of educational facilities, add 2 points.	2 Pts.
	Project is within 0.5 miles of sources of employment, add 2 points.	2 Pts.

1.d.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	1.25 Pts.
	Project adds connectivity to existing bike corridor.	1.25 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	1.25 Pts.
	Project adds connectivity to existing transit routes.	1.25 Pts.

2.a.	Potential Usage (Max 10 Pts.)	Point Value
	Project is within one mile of existing employment opportunities.	5 Pts.
	Project is within one mile of existing population centers.	5 Pts.
	Project is more than one mile from existing employment sources and population centers.	0 Pts.

2.b.	Potential Usage (Max 5 Pts.)	Point Value
	Project includes provisions for snow & ice removal from project facilities.	5 Pts.
	Project does not include provisions for snow & ice removal from project facilities.	0 Pts.

5. MULTIUSE TRAILS & BICYCLE FACILITIES SCORING

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project closes a gap or removes a barrier present in the existing trail/bike/ped network.	2.5 Pts.
	Project closes a gap, removes a barrier, or adds a connection to the existing trail/bike/ped network that adds connectivity to the network or between jurisdictions.	2.5 Pts.

4.b.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least one Bike/Ped fatality or serious injury and/or 15 or more Bike/Ped crashes since 2017.	5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least 10 or more Bike/Ped crashes or serious injury crashes since 2017.	3 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5.a.	Multimodal Elements and Existing Conditions (Max 20 Pts.)	Point Value
	Project connects with a transit route.	5 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 4 (larger numbers indicate more stress).	15 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 3.	10 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 2.	5 Pts.
	Project is on a Bicycle Level of Traffic Stress (BLTS) of 1.	0 Pts.

5. MULTIUSE TRAILS & BICYCLE FACILITIES SCORING

6.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

8.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

6.A. PEDESTRIAN FACILITIES SCORING

1.a.	Regional Transportation System & Economy (Max 10 Pts.)	Point Value
	Project connects two separate pieces of the Regional Bicycle Transportation Network or other Bicycle commuting corridors that weren't previously connected.	10 Pts.
	Project adds at least one connection to existing bicycle network.	5 Pts.
	Project makes no connections to existing bicycle network.	0 Pts.

1.b.	Regional Transportation System & Economy (Max 10 Pts.)	Point Value
	Project is within 0.5 miles of sources of educational facilities, add 5 points.	5 Pts.
	Project is within 0.5 miles of sources of employment, add 5 points.	5 Pts.

1.c.	Regional Transportation System & Economy (Max 10 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	2.5 Pts.
	Project adds connectivity to existing bike corridor.	2.5 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	2.5 Pts.
	Project adds connectivity to existing transit routes.	2.5 Pts.

2.a.	Potential Usage (Max 10 Pts.)	Point Value
	Project is within 1/2 mile of existing employment opportunities.	5 Pts.
	Project is within 1/2 mile of existing population centers.	5 Pts.
	Project is more than 1/2 mile from existing employment sources and population centers.	0 Pts.

2.b.	Potential Usage (Max 10 Pts.)	Point Value
	Project includes provisions for snow & ice removal from project facilities.	10 Pts.
	Project does not include provisions for snow & ice removal from project facilities.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

6.A. PEDESTRIAN FACILITIES SCORING

4.a.	Deficiencies & Safety (Max 7.5 Pts.)	Point Value
	Project closes a gap, removes a barrier, or adds a connection to the existing trail/bike/Ped network that adds connectivity to the network or between jurisdictions.	7.5 Pts.
	Project closes a gap or removes a barrier present in the existing trail/bike/Ped network.	4 Pts.

4.b.	Deficiencies & Safety (Max 7.5 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least one Bike/Ped fatality or serious injury and/or 15 of more Bike/Ped crashes since 2017.	7.5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least 10 of more Bike/Ped crashes or serious injury crashes since 2017.	4 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

5.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into said plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

6.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

6.A. PEDESTRIAN FACILITIES SCORING

7.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

6.B. SAFE ROUTES TO SCHOOL PROJECT SCORING

1.a.	Relationship between Safe Routes to School Program Elements (Max 15 Pts.)	Point Value
	Addressed all 5 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	15 pts.
	Addressed 4 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	12 pts
	Addressed 3 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	8 pts
	Addressed 2 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	5 pts
	Addressed 1 E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	2 pts
	Addressed zero E's (Evaluation, Engineering, Education, Encouragement, and Enforcement)	0 pts.

1.b.	Relationship between Safe Routes to School Program Elements (Max 15 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	2.5 Pts.
	Project adds connectivity to existing bike corridor.	2.5 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	2.5 Pts.
	Project adds connectivity to existing transit routes.	2.5 Pts.

2.a.	Potential Usage (Max 15 Pts.)	Point Value
	Average share of student population that bikes or walks; or student registration is between 75 and 100 percent	15 pts.
	Average share of student population that bikes or walks; or student registration is between 50 and 75 percent	10 pts.
	Average share of student population that bikes or walks; or student registration is between 25 and 50 percent	5 pts.
	Average share of student population that bikes or walks; or student registration is between 0 and 25 percent	0 pts.

6.B. SAFE ROUTES TO SCHOOL PROJECT SCORING

2.b.	Potential Usage (Max 15 Pts.)	Point Value
	Average share of student population that is within school's walkshed is between 75 and 100 percent	15 pts.
	Average share of student population that is within school's walkshed is between 50 and 75 percent	10 pts.
	Average share of student population that is within school's walkshed is between 25 and 50 percent	5 pts.
	Average share of student population that is within school's walkshed is between 0 and 25 percent	0 pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

4.a.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project closes a gap or removes a barrier present in the existing trail/bike/ped network.	2.5 Pts.
	Project closes a gap, removes a barrier, or adds a connection to the existing trail/bike/ped network that adds connectivity to the network or between jurisdictions.	2.5 Pts.

4.b.	Deficiencies & Safety (Max 5 Pts.)	Point Value
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least one Bike/Ped fatality or serious injury and/or 15 of more Bike/Ped crashes since 2017.	5 Pts.
	Project makes meaningful safety improvements or deficiency corrections in a location having had at least 10 of more Bike/Ped crashes or serious injury crashes since 2017.	3 Pts.
	Project does not address any safety concerns or deficiencies.	0 Pts.

6.B. SAFE ROUTES TO SCHOOL PROJECT SCORING

5.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

6.a.	Consistency with Regional Plans (Max 10 Pts.)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

6.B. SAFE ROUTES TO SCHOOL PROJECT SCORING

8.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.
	Project doesn't result in most efficient use of funding.	0 Pts.

7. TRANSIT EXPANSION/MODERNIZATION SCORING

1.a.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project in highly congested areas.	5 Pts.
	Project in medium congested areas.	3 Pts.
	Project in low congested areas.	1 Pt.

1.b.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project is within 1 mile of existing employment opportunities.	2 Pts.
	Project is within 1 mile of existing population centers.	1.5 Pts
	Project is within 1 mile of existing educational institutions.	1.5 Pts

1.c.	Role in the Regional Trans. System & Economy (Max 5 Pts.)	Point Value
	Project adds connectivity to existing trails/trail networks.	1.25 Pts.
	Project adds connectivity to existing bike corridor.	1.25 Pts.
	Project adds connectivity to existing bicycle/pedestrian network.	1.25 Pts.
	Project adds connectivity to existing transit routes.	1.25 Pts.

2.a.	Usage-Demonstration of Need (Max 10 Pts.)	Point Value
	Expansion project results in a 1% increase in potential new annual users.	10 Pts.
	Expansion project results in a measurable increase in potential new annual users.	5 Pts.
	Project does not result in a measurable change in potential new users.	0 Pts.

2.b.	Usage-Demonstration of Need (Max 10 Pts.)	Point Value
	Project results in a 1% increase in total ridership.	10 Pts.
	Project results in a measurable increase in total ridership.	5 Pts.
	Project does not result in a measurable change in total ridership.	0 Pts.

3.a.	Equity (Max 5 Pts.)	Point Value
	Project creates no disproportionate impacts to minority populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to low income populations within designated E.J. locations.	2 Pts.
	Project creates no disproportionate impacts to L.E.P. populations within designated E.J. locations.	1 Pt.

7. TRANSIT EXPANSION/MODERNIZATION SCORING

4.a.	Air Quality Emissions Reduction (Max 15 Pts.)	Point Value
	Project provides a high emissions reduction.	15 Pts.
	Project provides a medium emissions reduction	10 Pts.
	Project provides a low emissions reduction.	5 Pts.

5.a.	Multimodal Elements and Existing Connections (Max 15 Pts.)	Point Value
	Project includes bicycle features or connections.	3.75 Pts.
	Project increases the population of potential users within a 1/2 mile of a bicycle network.	3.75 Pts.
	Project includes pedestrian features or connections.	3.75 Pts.
	Project increases the population of potential users within a 1/2 mile of a pedestrian network.	3.75 Pts.

6.a.	Consistency with Regional Plans (Max 10 Pts. Total)	Point Value
	Project is part of established regional plans & goals or has been designed to integrate with it.	10 Pts.
	Regional plans have been considered & steps taken to integrate the project into plans, but some issues or conflicts may exist.	7 Pts.
	Project doesn't consider or integrate with regional plans, but it also doesn't conflict with or affect any existing regional plans or goals.	5 Pts.
	Project doesn't consider regional plans or goals and/or conflicts with established plans/goals.	0 Pts.

7.a.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has been presented to and has support/sign-off by all interested & relevant parties/groups/stakeholders and is ready to begin if selected for inclusion to the TIP.	5 Pts.
	Some or most affected parties/groups/stakeholders have been included/consulted on the project discussions and potential problem resolutions but some issues remain to be addressed before the project can begin.	2.5 Pts.
	No engagement with parties/groups/stakeholders. Significant work remains to be completed before the project can commence.	0 Pts.

7. TRANSIT EXPANSION/MODERNIZATION SCORING

7.b.	Public Engagement/Risk Assessment (Max 5 Pts.)	Point Value
	Project has no elements falling under the National Environmental Protection Act.	2.5 Pts.
	Project has no elements falling under the Historic Preservation Acts.	2.5 Pts.

8.a.	Cost Effectiveness (Max 10 Pts.)	Point Value
	Project results in maximum efficiency of use of funding and has a high score in this rubric.	10 Pts.
	Project results in elevated efficiency of use of funding and has a fairly high score in this rubric.	5 Pts.