

AMATS TIP SCORING CRITERIA UPDATE

1. Safety | National Goals: 1, 7 National Planning Factors: 2, MTP Goals: 2 SHSP Strategies: 1-5

Project helps reduce serious injuries & fatalities, promotes a safe and accessible pedestrian and bicycle environment, and improves emergency response.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Truck related Safety Issue	<p>+3 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and High total effectiveness of countermeasures*</p> <p>+2 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Medium total effectiveness of countermeasures*</p> <p>+0 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Low or no truck safety countermeasures</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p>	4	<p>+3 Project area contains three or more non-motorized crashes in 5 years and project contains improvements** that help in separating conflicts between freight and non-motorized users</p> <p>+2 Project area contains more than one non-motorized crash in 5 years and project contains improvements** that help in separating conflicts between freight and non-motorized users</p> <p>+0 Project area contains less than or equal to one non-motorized crash in 5 years and project does not contain improvements that help in separating conflicts between freight and non-motorized users</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p>	4
	<p><u>Bonus:</u> +1 Project improvements are on a designated freight corridor</p>		<p><u>Bonus:</u> +1 Project improvements that help in separating conflicts between freight and non-motorized users on a designated freight corridor</p>	

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Bicycle Safety	<p>+3 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and High total effectiveness of countermeasures*</p> <p>+2 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Medium Total effectiveness of countermeasures*</p> <p>+0 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Low or no bicycle safety countermeasures</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p> <p>Bonus: +2 Improves bicycle safety at an HSIP and/or Vision Zero High Injury Network location</p> <p><i>Notes: 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 as part of the project.</i></p>	5	<p>+5 Project area contains three or more non-motorized crashes in 5 years; and High total effectiveness of bicycle safety countermeasures*</p> <p>+3 Project area contains more than one non-motorized crash in 5 years; and Medium Total effectiveness of bicycle safety countermeasures*</p> <p>+0 Project area contains less than or equal to one non-motorized crash in 5 years; and Low or no bicycle safety countermeasures</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p> <p>Bonus: +2 Improves bicycle safety at an HSIP and/or Vision Zero High Injury Network location</p> <p><i>Notes: 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 as part of the project.</i></p>	5

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Pedestrian Safety	<p>+3 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and High total effectiveness of countermeasures*</p> <p>+2 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Medium Total effectiveness of countermeasures*</p> <p>+0 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Low or no pedestrian safety countermeasures</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p>	5	<p>+5 Project area contains three or more non-motorized crashes in 5 years; and High total effectiveness of pedestrian safety countermeasures*</p> <p>+3 Project area contains more than one non-motorized crash in 5 years; and Medium Total effectiveness of pedestrian countermeasures*</p> <p>+0 Project area contains less than or equal to one non-motorized crash in 5 years; and Low or no pedestrian safety countermeasures</p> <p>(OR)</p> <p>+2 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p>	7
	<p><u>Bonus:</u></p> <p>+2 Improves pedestrian safety at an HSIP and/or Vision Zero High Injury Network location</p>		<p><u>Bonus:</u></p> <p>+2 Improves pedestrian safety at an HSIP and/or Vision Zero High Injury Network location</p>	
	<p><u>Notes:</u> 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 as part of the project.</p>		<p><u>Notes:</u> 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 as part of the project.</p>	

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Vehicular Safety	<p>+3 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and High total effectiveness of vehicular safety countermeasures*</p> <p>+2 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Medium Total effectiveness of vehicular safety countermeasures*</p> <p>+0 Project contains one or more intersections above the average intersection crash rate or project is located on a corridor with above average crash rate; and Low or no vehicular safety countermeasures</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p> <p><u>Bonus:</u></p> <p>+1 Improves vehicular safety at an HSIP and/or Vision Zero High Injury Network location</p> <p><i>Notes: MPO Staff consider two factors when determining the effectiveness of vehicular safety countermeasures 1) the existing deficiencies at the project location; 2) the safety countermeasures as part of the project.</i></p>	4	<p>+3 Project area contains three or more non-motorized crashes in 5 years and project contains improvements** that help in separating conflicts between vehicular and non-motorized users</p> <p>+2 Project area contains more than one non-motorized crash in 5 years and project contains improvements** that help in separating conflicts between vehicular and non-motorized users</p> <p>+0 Project area contains less than or equal to one non-motorized crash in 5 years and project does not contain improvements that help in separating conflicts between vehicular and non-motorized users</p> <p>(OR)</p> <p>+1 The project site has no crash data, but MOA Traffic & safety Engineer and/or DOT Traffic engineer concur project is expected to prevent crashes or serious injuries</p> <p><u>Bonus:</u></p> <p>+1 Improves vehicular safety at an HSIP and/or Vision Zero High Injury Network location</p> <p><i>Notes: MPO Staff consider two factors when determining the effectiveness of vehicular safety countermeasures 1) the existing deficiencies at the project location; 2) the safety countermeasures as part of the project.</i></p>	4
Emergency Response	<p>+1 Improves Fire Department 4-minute response times</p> <p>+1 Improves emergency evacuation routes, alternatives diversion routes, or secondary egress</p>	2	N/A	
TOTAL POINTS	UP TO 20		UP TO 20	

*Countermeasure information can be found at the following locations: HSIP Handbook, CMF Clearinghouse, AASHTO, Alaska DOT&PF SHSP, and NACTO. Countermeasure effectiveness will be based on the CMF Clearinghouse Crash Modification Factor listed for each countermeasure. Projects that have a CMF of 0.0 to >0.5 have High Total Effectiveness. Projects that have a CMF of 0.5 to >1.0 have Medium Total Effectiveness. Projects that have a CMF of 1.0 or greater have Low Total Effectiveness.

**Examples of improvements that help to separate conflict between modes: Refuge buffers and Turning Radius improvements

AMATS TIP SCORING CRITERIA UPDATE

2. Mobility | National Goals: 3, 4, 7 National Planning Factors: 4, 5, 6, 7, 10, MTP Goals: 3, 4, 6

Project improves access to and accessibility of all modes, supports roadway management and operation strategies to improve travel reliability, mitigates congestion, and supports non-single occupant vehicle travel.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Vehicular Congestion Reduction	<p>+1 Project is included in the AMATS Transportation System Management Operations (TSMO) Strategic Implementation Plan and/or the AMATS Congestion Management Process (CMP) as a CMP Strategy</p> <p>+1 Project includes elements from the Anchorage Regional Intelligent Transportation System (ITS) Architecture (ARIA) Implementation Plan</p> <hr/> <p><u>Bonus:</u></p> <p>+1 Project is expected to help reduce congestion on a nearby NHS route</p> <p>+1 Project is located within an EJ area of 60th or greater percentile</p> <hr/> <p><u>Penalty:</u></p> <p>-4 Located in an EJ area of 60th or greater percentile and will negatively impact population*</p> <p><i>Note: Congestion reduction on nearby NHS route is based on past experience or congestion reduction best practices.</i></p>	4	<p>+1 Project is included in the AMATS Transportation System Management Operations (TSMO) Strategic Implementation Plan and/or the AMATS Congestion Management Process (CMP) as a CMP Strategy</p> <p>+1 Project includes elements from the Anchorage Regional Intelligent Transportation System (ITS) Architecture (ARIA) Implementation Plan</p> <hr/> <p><u>Bonus: (max +2)</u></p> <p>+1 Project is expected to help reduce congestion on a nearby NHS route</p> <p>+1 Project is located within an EJ area of 60th or greater percentile</p> <hr/> <p><i>Note: Congestion reduction on nearby NHS route is based on past experience or congestion reduction best practices.</i></p>	4

*Negative Impacts to EJ Populations can include, but are not limited to: Barrier to mobility, negative economic impacts, negative aesthetic and visual effects, relocation and displacement, and negative impacts to land use.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Truck Movement	<p>+3 Project improves truck movement on a designated freight corridor by addressing an identified freight deficiency</p> <p>+1 Project improves truck movement on any other corridor</p> <p>+0 Project does not improve truck movement on a designated freight corridor OR does not improve truck movement on any other corridor</p> <p><u>Bonus:</u> +1 Project address an AMATS freight mobility study identified freight bottleneck</p> <p><u>Penalty:</u> -4 Located in an EJ area of 60th or greater percentile and will negatively impact population*</p>	4	<p>+2 Project improves truck movement on a designated freight corridor by seperating freight and non-motorized users</p> <p>+1 Project improves truck movement on any other corridor by seperating freight and non-motorized users</p> <p>+0 Project does not improve truck movement on a designated freight corridor OR does not improve truck movement on any other corridor</p> <p><u>Bonus:</u> +1 Project address an AMATS freight mobility study identified freight bottleneck</p>	3
Improves Bicycle Network	<p>+3 Adds new physically separated bicycle facility (including shared-use paths)</p> <p>+2 Adds new buffered bicycle facility**</p> <p>+1 Adds new standard bicycle facility</p> <p>+0 Does not improve bicycle network</p> <p><u>Bonus:</u> Project is located within an EJ area of 60th or greater percentile and (max +1)</p> <p>+1 Closes a gap in the bike network</p> <p>+1 Provides a new bicycle connection to transit</p> <p>+1 Extends the exisiting bike network</p> <p>+1 Makes accommodations for bike parking or bike share station</p>	4	<p>+4 Adds new physically separated bicycle facility (including shared-use paths)</p> <p>+2 Adds new buffered bicycle facility</p> <p>+1 Adds new standard bicycle facility</p> <p>+0 Does not improve bicycle network</p> <p><u>Bonus:</u> Project is located within an EJ area of 60th or greater percentile and (max +2)</p> <p>+2 Closes a gap in the bike network</p> <p>+1 Provides a new bicycle connection to transit</p> <p>+1 Extends the exisiting bike network</p> <p>+1 Makes accommodations for bike parking or bike share station</p>	6

*Negative Impacts to EJ Populations can include, but are not limited to: Barrier to mobility, negative economic impacts, negative aesthetic and visual effects, relocation and displacement, and negative impacts to land use.

**A buffer can be a physical or painted seperation.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Pedestrian Network and ADA accessibility	<p>+3 Adds new sidewalk and/or shared-use path on a corridor +2 Adds new sidewalk on a corridor +0 Does not improve pedestrian network</p> <p><u>Bonus:</u> Project is located within an EJ area of 60th or greater percentile and (max +1) +1 Closes a gap in the pedestrian network +1 Enhances ADA accessibility beyond minimum required standards (e.g. include tactile warning strips, audible signals, sidewalk bump outs, etc.) +1 Creates new pedestrian connection to transit</p>	4	<p>+5 Adds new shared-use path +3 Adds new sidewalks +0 Does not improve pedestrian network</p> <p><u>Bonus:</u> Project is located within an EJ area of 60th or greater percentile population and (max +2) +2 Closes a gap in the pedestrian network +2 Enhances ADA accessibility beyond minimum required standards (e.g. include tactile warning strips, audible signals, sidewalk bump outs, etc.) +1 Extends existing pedestrian network +1 Creates new pedestrian connection to transit</p>	7
Reduces transit vehicle delay	<p>+2 Project results in significant hours of passenger delay reductions +1 Project results in limited to moderate hours of passenger delay reductions +0 Project does not make meaningful reduction in passenger delay</p> <p><u>Bonus:</u> (max +2) +1 Project invests in bus-priority infrastructure on a Transit Support Development Corridor identified in the 2040 Land Use Plan +1 Project is located within an EJ area of 60th or greater percentile</p> <p><u>Penalty:</u> -1 Project will negatively impact transit movement or increase transit vehicle delays</p>	4	N/A	
TOTAL POINTS	UP TO 20		UP TO 20	

AMATS TIP SCORING CRITERIA UPDATE

3. Economic | National Goals: 4-7 National Planning Factors: 1, 5-10 MTP Goals: 3-6

Project supports land use that is consistent with a healthy population, supports the economy, and provides for growth.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Special Land Use Features of 2040 Land Use Plan	<p>+2 Project improves bicycle access to and/or within a growth supporting feature* of the 2040 Land Use Plan</p> <p>+2 Project improves pedestrian access to and/or within a growth supporting feature* of the 2040 Land Use Plan</p> <p>+2 Project improves transit access to and/or within a growth supporting feature* of the 2040 Land Use Plan</p>	6	<p>+2 Project improves bicycle access to and/or within a growth supporting feature of the 2040 Land Use Plan</p> <p>+2 Project improves pedestrian access to and/or within a growth supporting feature of the 2040 Land Use Plan</p> <p>+2 Project improves transit access to and/or within a growth supporting feature of the 2040 Land Use Plan</p>	6
Land Uses	<p>+1 Project provides a new or improved connection within or to a Neighborhood, Town, or Regional Commerce Center</p> <p>+1 Project provides a new or improved connection within or to a Park or Natural area, Other Open Space</p> <p>+1 Project provides a new or improved connection within or to a Community Facility/Institution, University, or Medical Center</p> <p>+1 Project provides a new or improved connection within or to a City Center</p> <p><u>Eagle River-Chugiak Off-Set:</u> +2 If project is located within the Eagle River-Chugiak area and not covered by the 2040 Land Use Plan</p> <p><u>Penalty:</u> -4 Located in an EJ area of 60th or greater percentile in the Anchorage Bowl and will negatively impact population -2 Located in an EJ area of 60th or greater percentile in Eagle River- Chugiak and will egativley impact population</p>	4 ANC 2 ER/CH	<p>+2 Project provides a new or improved connection within or to a Neighborhood, Town, or Regional Commerce Center</p> <p>+2 Project provides a new or improved connection within or to a Park or Natural area, Other Open Space</p> <p>+2 Project provides a new or improved connection within or to a Community Facility/Institution, University, or Medical Center</p> <p>+2 Project provides a new or improved connection within or to a City Center</p> <p><u>Eagle River-Chugiak Off-Set:</u> +4 If project is located within the Eagle River-Chugiak area and not covered by the 2040 Land Use Plan</p>	8 ANC 4 ER/CH

*Growth supporting features from the 2040 Land Plan are: Transit-supportive Development, Greenway-supporting Development, Traditional Neighborhood Design, and Residential Mixed-use Development. More information can be found on page 60 of the Anchorage 2040 Land Use Plan.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Health Equity Area**	<p>+4 Project promotes or provides a transit improvement to help address a healthy equity focus area within the top concentration</p> <p>+2 Project promotes or provides a transit improvement to help address a healthy equity focus area within the second highest concentration</p> <p>+1 Project promotes or provides a transit improvement to help address a healthy equity focus area within the third highest concentration</p> <p><u>Bonus:</u> +2 Project is located within an EJ area of 60th or greater percentile</p> <p><u>Penalty:</u> -6 Located in an EJ area of 60th or greater percentile and will negatively impact population</p>	6	<p>+4 Project promotes or provides a transit improvement to help address a healthy equity focus area within the top concentration</p> <p>+2 Project promotes or provides a transit improvement to help address a healthy equity focus area within the second highest concentration</p> <p>+1 Project promotes or provides a transit improvement to help address a healthy equity focus area within the third highest concentration</p> <p><u>Bonus:</u> +2 Project is located within an EJ area of 60th or greater percentile</p>	6
Freight System	<p>+4 Project identified as an immediate (0-10 years) project for implementation in the AMATS Freight Mobility Study</p> <p>+2 Project identified as a mid-term (11-15 years) project for implementation in the AMATS Freight Mobility Study</p> <p>+1 Project recommended by the AMATS Freight Advisory Committee (not included in the AMATS Freight Mobility Study)</p> <p><u>Penalty:</u> -4 Located in an EJ area of 60th or greater percentile and will negatively impact population</p>	4	N/A	
TOTAL POINTS	UP TO 20		UP TO 20	

**Health Equity Focus Areas are found in the AMATS Non-Motorized Plan: https://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Nonmotorized/update_2020/20210205_Non_Motorized_Plan_Pubic_Review_Draft_with_Appendices.pdf

AMATS TIP SCORING CRITERIA UPDATE

4. Environment | National Goals: 4, 6, 7 National Planning Factors: 5-7, 9-10 MTP Goals: 5-6

Project supports improvements to the transportation system then help improve air quality while reducing impacts to the natural environment.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Stormwater Run Off	+3 Project prevents stormwater pollution runoff, helping the MOA comply with its Municipal Separate Storm Sewer System (MS4) and NPDES Permits	3	N/A	
Air Quality	<p>+6 Project is expected to help improve air quality* in a health equity focus area** within the top concentration</p> <p>+3 Project is expected to help improve air quality* in a health equity focus area in the second highest concentration</p> <p>+1 Project is expected to help improve air quality* in a health equity focus area within the third highest concentration</p> <p>0 Project is expected to not improve air quality within a health equity focus area</p> <p><u>Penalty:</u> -6 Project is expected to worsen air quality within a health equity focus area.</p>	6	<p>+9 Project is expected to help improve air quality* in a health equity focus area within the top concentration</p> <p>+5 Project is expected to help improve air quality* in a health equity focus area in the second highest concentration</p> <p>+1 Project is expected to help improve air quality* in a health equity focus area within the third highest concentration</p>	9
VMT	<p>+4 Project reduces systemwide VMT</p> <p>+0 Project does not reduce systemwide VMT</p> <p><u>Penalty:</u> -4 Project is expected to increase systemwide VMT</p>	4	+4 Project reduces systemwide VMT	4
Climate Action Plan	<p>+2 Project helps to implement the MOA Climate Action Plan</p> <p>+2 Project promotes or implements electric vehicle infrastructure</p>	4	+4 Project helps to implement the MOA Climate Action Plan	4

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Environmental Impacts/Project Deliverability	<p>+3 Project is expected to have limited or no impact to ROW, wetlands, historic property, or other environmentally sensitive areas.</p> <p><u>Penalty:</u> -3 Project is expected to have significant impacts to ROW, wetlands, historic property, or other environmentally sensitive areas.</p>	3	<p>+3 Project is expected to have limited or no impact to ROW, wetlands, historic property, or other environmentally sensitive areas.</p> <p><u>Penalty:</u> -3 Project is expected to have significant impacts to ROW, wetlands, historic property, or other environmentally sensitive areas.</p>	3
TOTAL POINTS	UP TO 20		UP TO 20	
<p>*Example of ways to help air quality: Provide alternative travel options such as bicycle or pedestrian transportation infrastructure, reduces travel distance between key destinations.</p>				
<p>** Health Equity Focus Areas are found in the AMATS Non-Motorized Plan</p>				

AMATS TIP SCORING CRITERIA UPDATE

5. Preservation | National Goals: 2, 4, 7 National Planning Factors: 5-10 MTP Goals: 1-3, 6 S

Project maintains the transportation system for roadway, transit, and active transportation infrastructure in a state of good repair.

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Improves Roadway Pavement Condition	<p>+4 The project improves existing pavement from poor condition to good condition</p> <p>+2 The project improves existing pavement from poor condition to fair condition</p> <p>+0 Project does not include pavement improvements</p> <p><i>Note: Staff will assess pavement condition based on available data such as visual inspections or IRI data. NHS roadways will be evaluated based on federal performance standards, while non-NHS MOA facilities may be evaluated based on local standards.</i></p>	4	N/A	
Improves Sidewalks or Off Street Facilities	<p>+3 The project improves existing pavement from poor condition to good condition</p> <p>+2 The project improves existing pavement from poor condition to fair condition</p> <p>+0 Project does not improve existing facility</p> <p><i>Note: This criteria does not apply to the creation of new facilities.</i></p>	3	<p>+8 The project improves existing pavement from poor condition to good condition</p> <p>+4 The project improves existing pavement from poor condition to fair condition</p> <p>+0 Project does not improve existing facility</p> <p><i>Note: This criteria does not apply to the creation of new facilities.</i></p>	8
Improves Traffic Signal Equipment	<p>+3 Project improves three or more of the following: signals, guard-rails, signage, pavement markings, or lighting</p> <p>+1 Project improves two or more of the following: signals, guard-rails, signage, pavement markings, or lighting</p>	3	<p>+2 Project improves three or more of the following: signals, guard-rails, signage, pavement markings, or lighting</p> <p>+1 Project improves two or more of the following: signals, guard-rails, signage, pavement markings, or lighting</p>	2
Utilities Coordination	<p>+3 Project will help to improve utilities in the area</p> <p>+0 Project will not improve on utilites in the area</p>	3	<p>+3 Project will help to improve utilities in the area</p> <p>+0 Project will have no impact on utilites in the area</p>	3

CRITERIA	COMPLETE STREETS/MAJOR INFRASTRUCTURE (CORRIDOR)	MAX POINTS	BICYCLE/PEDESTRIAN	MAX POINTS
Resiliency	<p>+1 Project incorporates elements from the MOA All Hazards Mitigation Plan</p> <p>+1 Project improves stormwater infrastructure, such as replacing or retrofitting culverts, drainage systems</p> <p>+1 Project implements nature based solutions such as bio swales/rain gardens, vegetated medians, or naturalized stormwater basins</p>	3	<p>+1 Project incorporates elements from the MOA All Hazards Mitigation Plan</p> <p>+1 Project improves stormwater infrastructure, such as replacing or retrofitting culverts, drainage systems</p> <p>+1 Project implements nature based solutions such as bio swales/rain gardens, vegetated medians, or naturalized stormwater basins</p>	3
Improves Transit Stops*	<p>+2 Project makes investments in improving the condition of transit-supporting infrastructure</p> <p>+0 Project does not make investments in improving the condition of transit-supporting infrastructure</p>	4	<p>+4 Project makes investments in improving the condition of transit-supporting infrastructure</p> <p>+0 Project does not make investments in improving the condition of transit-supporting infrastructure.</p>	4
TOTAL POINTS	UP TO 20		UP TO 20	

*Examples of transit-supporting infrastructure are capital projects including bus terminals, on-street bus stops, transit signal priority (TSP), boarding pads, shelters, bench(es), lighting, trash bins, etc.