

Appendix A - DRCOG TIP SCORING CRITERIA

PROJECT	CRITERIA (Highest score possible in parentheses)								
Roadway Construction	Pavement Condition (20)	Safety (7)	Usage (9)	Cost Effectiveness (17)	Transportation System Mgmt (5)	Multi-Modal Connectivity (5)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)
Roadway Operational Improvements	Congestion (16)	RTP Emphasis Corridors (4)	Safety (7)	Usage (9)	Cost Effectiveness (17)	Transportation System Mgmt (5)	Multi Modal Connectivity (5)	Overmatch (16)	PM 10 Conformity (0 or 5)
Roadway Widening	Congestion (14)	System Continuity (10)	Safety (10)	Cost Effectiveness (14)	Transportation System Mgmt (5)	Multi Modal Connectivity (10)	Overmatch (16)	Metro Vision Implementation (6)	PM 10 Conformity (0 or 5)
New Roadway	System Continuity (22)	Cost Effectiveness (26)	Transportation System Mgmt (5)	Multi Modal Connectivity (10)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)		
New Interchange	System Continuity (25)	Cost Effectiveness (28)	Transportation System Mgmt (5)	Multi Modal Connectivity (5)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)		
Studies	Congestion (23)	Regional Relevance (20)	Usage (20)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)			
Rapid Transit	Usage (27)	Cost Effectiveness (26)	Multi Modal Connectivity (10)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)			
New Bus Service	Usage (16)	Cost Effectiveness (16)	Usage Support Programs (8)	Long Term Funding (15)	Connectivity (8)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)	
Transit Passenger Facilities	Usage (36)	Multi Modal Connectivity (27)	Overmatch (16)	Metro Vision Implementation (16)	PM 10 Conformity (0 or 5)				

Appendix B – PORTLAND METRO TIP SCORING CRITERIA

PROJECT	CRITERIA (Highest score possible in parentheses)						
Boulevard Technical Evaluation	Reduce Motor Vehicle Speeds (10)	Enhance walking, biking, and use of transit (15)	Implement proven green street elements (10)	Improve safety (20)	Addresses 2040 land use objectives (40)	Cost effectiveness (15)	
Freight Technical Evaluation	Improve efficiency of the freight system (25)	Addresses 2040 land use objectives (40)	Safety (20)	Cost effectiveness (15)			
Pedestrian Technical Evaluation	Improve safety (20)	Provide mobility at reasonable cost (15)	Encourages walking (25)	Addresses 2040 land use objectives (40)			
Roadway and Bridge Capacity Technical Evaluation	Reduce congestion (20)	Implement proven green street elements (5)	Benefit transit of freight modes (5)	Addresses 2040 land use objectives (40)	Enhance safety (20)	Provide mobility at a reasonable cost (15)	Project brings facility to current urban design standard (25)
Roadway and Bridge Capacity Technical Evaluation (cont.)	Implement proven green street elements (5)	Benefit transit or freight modes (5)	Addresses 2040 land use objectives (40)	Enhance safety (20)	Provide mobility at reasonable cost (15)		
TOD Technical Evaluation	Increase mode share (25)	Density criteria (20)	2040 criteria (40)	Cost effectiveness criteria (15)			
Transit Start Up Service Technical Evaluation	Increase ridership (40)	Addresses 2040 land use objectives (40)	Provide cost effectiveness improvements (20)				
Transit: Capital Technical Evaluation	Increase service efficiency (20)	Improve passenger experience (20)	Addresses 2040 land use objectives (40)	Provide cost effective and regionally coordinated improvements (20)			

Appendix C – SANDAG TIP SCORING CRITERIA

Regional Arterial System Evaluation Criteria	Quantitative Points	Qualitative Points	Total Points
Traffic Usage	24		24
Congestion Relief	24		24
Traffic Safety	16		16
Cost Effectiveness	24		24
Regional Arterial Continuity	24		24
Regional Transit Vision	24		24
Environmental Stewardship	4	4	8
Progress Complexity	16		16
Smart Growth	16	8	24
Project Readiness	24		24
Past Performance	8		8
Local Contribution	24		24
Housing Element	16		16
Feasibility		8	8
Regional Benefit		16	16
Bicycle/Pedestrian		16	16
Factors Not Covered by Existing Criteria		4	4

Appendix C – SANDAG TIP SCORING CRITERIA

Transit Project Criteria	Description (Highest score possible in parentheses)
Serves Congested Area	Does the route serve the more congested corridors in the region? (5)
Serves Major Employment Areas	Does the route the major employment/educational areas? (24)
Provides High Speed Transit	What is the average speed of the route? (5)
Peak Ridership	What is the morning and afternoon peak period ridership? (5)
Peak Productivity	What is the morning and afternoon peak period ridership per service mile? (5)
Population Density	What is the average population per square mile within 1/2 mile of stations? (5)
Employment Density	What is the average employment per square mile within a 1/4 mile of the stations? (5)
Serves Variety of Activity Centers	How many non-employment major activity centers are within a 1/2 mile of stations? (5)
Off-Peak Ridership	What is the midday and evening ridership? (5)
Off-Peak Productivity	What is the midday and evening ridership per service mile? (5)
Links Yellow and Red Car Services	How many other Yellow and Red car routes does the route connect to? (5)
Transfer Patronage	What is the number of passengers who transfer by service mile? (5)
Subsidy	What is the subsidy per passenger mile required for this route? (5)

Appendix D – SEATTLE PSRC TIP SCORING CRITERIA

CRITERIA (Highest score possible in parentheses)	DESCRIPTION	
Designated Urban Centers (50)		
Urban Center Environment (20)	Describe how the project will support the potential for increased housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.	Describe how the project furthers the objectives and aims of existing policies for the center.
Project's Impact on Urban Center (15)	Does the project remedy a current or anticipated problem?	Describe the user groups that will benefit from the project.
Circulation within the Center (15)	Describe how the project improves safe and convenient access to major destination within the center.	Describe how the project will improve circulation within the center. Describe how the project provides users a range of travel modes. Describe how the project completes a physical gap or provides an essential link in the transportation network.
Manufacturing/Industrial Centers (50)		
Mobility and Accessibility (50)	Description how the project provides opportunities for freight movement. Does the project complete a physical gap? Describe how the project improves safety and reduces modal conflicts.	Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center. How does the project promote Commute Trip Reduction (CTR) opportunities?
Connecting Corridors (50)		
Benefit to Center (20)	Describe how the project will benefit or support the development of an urban and/or manufacturing/industrial center(s).	Describe how the project provides users traveling to centers with a range of travel modes, or if it provides a missing mode. Describe the user groups that will benefit from the project.
System Continuity (15)	Describe how this project provides a logical segment that links to a center. Describe how the project fills in a missing link or removes barrier to a center.	Describe how this project will relieve pressure or remove a bottleneck on the MTS and how this will positively impact overall system performance.
Sustainability (15)	How does the project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how it will remedy it.	Describe how this project improves safety and/or reduces modal conflict.
Project Readiness (30 STP, 10 CMAQ)		
Air Quality (20 STP, 40 CMAQ)		

Appendix E – TWIN CITIES METROPOLITAN COUNCIL TIP SCORING CRITERIA

THE FOLLOWING CRITERIA ARE FOR: "A" MINOR ARTERIAL RELIEVER, "A" MINOR ARTERIAL EXPANDER, "A" MINOR ARTERIAL CONNECTOR, "A" MINOR ARTERIAL AUGMENTER, NON FREEWAY PRINCIPAL ARTERIAL

CRITERIA (Highest score possible in parentheses)	DESCRIPTION				
Relative importance of the route as an "A" minor arterial reliever (100)	The applicant must respond to the following four items	1. Provide the length of the reliever route in miles	2. Number of parallel minor arterial alternatives along the reliever route	3. Provide the current and forecasted average daily traffic volume at two or more locations on the reliever route.	4. Is public transit currently provided on this reliever route and its corresponding section of the principal arterial? If yes, what is the average annual ridership?
Deficiencies and solutions on reliever and on principal arterial being relieved (425)					
Crash Reduction (100)	On the principal arterial being relieved, provide data showing the frequency of traffic crashes expressed as total crashes per million vehicle miles on the corresponding section of principal arterial. (50)	On the reliever, calculate the number of total crashes per year reduced due to improvements on the reliever made by the proposed project (50)			
Access Management (125)	Describe access management plan that exists for the highway segment to be improved and that will be followed in the future.	Describe and reference state or county guidelines the plan implements for the roadway classification	Identify the access and access management that now exists and that will exist once the project is complete.	Describe the local zoning and subdivision ordinance regulations that exist to maintain the access plan and will continue implementation as adjacent property is developed or redeveloped	
Access Management (cont.)	Describe and provide illustrations of the access management plan or concept to be implemented for the project.	Describe and reference the state or county guidelines the plan implements for the roadway classification and location	Identify the access locations inconsistent with or that would require modification of the access management plan	Identify the reductions or modifications to the access that will be achieved if the project is implemented.	
Blueprint Implementation (300)					
Land use and	Points will be awarded				

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<p>transportation integration (100)</p>	<p>based on how effectively the project supports the development of planned land uses as defined in an adopted city or county comprehensive plan or in an adopted corridor study.</p>				
<p>Integration of modes (100)</p>	<p>The project proposal will receive a higher score under this criterion if it improves another mode of travel or integrates two or more modes.</p>				
<p>Affordable Housing (100)</p>	<p>Each project will be assigned points based on the level of efforts each city or county has made to provide affordable housing.</p>				