

Evaluation Criteria for FFYs 2021-25 TIP Development

| OBJECTIVES | CRITERIA | SUBCRITERIA/SCORING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|------------------|------------|---------------|----|---------|---------|----|---------------|---------------|----|---------------|---------------|----|---------------|---------------|----|---------------|---------------|----|--------|--------|------------------|--|---|----|---------|---------|----|---------------|---------------|----|---------------|---------------|----|---------------|---------------|----|---------------|---------------|----|--------|--------|
| SAFETY: Transportation by all modes will be safe. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Reduce the number and severity of crashes and safety incidents for all modes</p> <p>Reduce serious injuries and fatalities from transportation</p> <p>Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats</p> | <p>Crash Severity Value: Equivalent Property Damage Only (EPDO) index (up to 5 points)</p> | <p>+5 EPDO value of 300 or more</p> <p>+4 EPDO value between 200-299</p> <p>+3 EPDO value between 100-199</p> <p>+2 EPDO value between 50-99</p> <p>+1 EPDO value less than 50</p> <p>+0 No EPDO value</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>Crash Rate (either intersection or corridor): (up to 5 points)</p> | <p>Intersection:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Evaluation Score</th> <th style="text-align: center;">Signalized</th> <th style="text-align: center;">Un-signalized</th> </tr> </thead> <tbody> <tr> <td>+5</td> <td style="text-align: center;">>= 1.69</td> <td style="text-align: center;">>= 1.36</td> </tr> <tr> <td>+4</td> <td style="text-align: center;">1.31 - < 1.69</td> <td style="text-align: center;">1.03 - < 1.36</td> </tr> <tr> <td>+3</td> <td style="text-align: center;">0.70 - < 1.31</td> <td style="text-align: center;">0.70 - < 1.03</td> </tr> <tr> <td>+2</td> <td style="text-align: center;">0.55 - < 0.93</td> <td style="text-align: center;">0.37 - < 0.70</td> </tr> <tr> <td>+1</td> <td style="text-align: center;">0.36 - < 0.55</td> <td style="text-align: center;">0.21 - < 0.37</td> </tr> <tr> <td>+0</td> <td style="text-align: center;">< 0.36</td> <td style="text-align: center;">< 0.21</td> </tr> </tbody> </table> <p>Corridor:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Evaluation Score</th> <th style="text-align: center;">1-Interstate 2-Other Freeways, Expressways</th> <th style="text-align: center;">3- Principal Arterials-Other, 4-Minor Arterials, 5,6-Major-Minor Collectors</th> </tr> </thead> <tbody> <tr> <td>+5</td> <td style="text-align: center;">>= 1.81</td> <td style="text-align: center;">>= 6.45</td> </tr> <tr> <td>+4</td> <td style="text-align: center;">1.40 - < 1.81</td> <td style="text-align: center;">5.35 - < 6.45</td> </tr> <tr> <td>+3</td> <td style="text-align: center;">1.00 - < 1.40</td> <td style="text-align: center;">4.25 - < 5.35</td> </tr> <tr> <td>+2</td> <td style="text-align: center;">0.59 - < 1.00</td> <td style="text-align: center;">3.15 - < 4.25</td> </tr> <tr> <td>+1</td> <td style="text-align: center;">0.40 - < 0.59</td> <td style="text-align: center;">2.05 - < 3.15</td> </tr> <tr> <td>+0</td> <td style="text-align: center;">< 0.40</td> <td style="text-align: center;">< 2.05</td> </tr> </tbody> </table> | Evaluation Score | Signalized | Un-signalized | +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 | Evaluation Score | 1-Interstate 2-Other Freeways, Expressways | 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 |
| | Evaluation Score | Signalized | Un-signalized | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | +5 | >= 1.69 | >= 1.36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | +4 | 1.31 - < 1.69 | 1.03 - < 1.36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| +0 | < 0.40 | < 2.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Improves truck-related safety issue (up to 5 points)</p> | <p>+3 High total effectiveness of truck safety countermeasures</p> <p>+2 Medium total effectiveness of truck safety countermeasures</p> <p>+1 Low total effectiveness of truck safety countermeasures</p> <p>+0 Does not implement truck safety countermeasures</p> <p>If project scores points above, then it is eligible for additional points below:</p> <p>+2 Improves truck safety at HSIP Cluster</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Improves bicycle safety (up to 5 points)</p> | <p>+3 High total effectiveness of bicycle safety countermeasures</p> <p>+2 Medium total effectiveness of bicycle safety countermeasures</p> <p>+1 Low total effectiveness of bicycle safety countermeasures</p> <p>+0 Does not implement bicycle safety countermeasures</p> <p>If project scores points above, then it is eligible for additional points below:</p> <p>+2 Improves bicycle safety at HSIP Bicycle Cluster</p> <p>+1 Improves bicycle safety at HSIP Cluster</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Improves pedestrian safety (up to 5 points)</p> | <p>+3 High total effectiveness of pedestrian safety countermeasures</p> <p>+2 Medium total effectiveness of pedestrian safety countermeasures</p> <p>+1 Low total effectiveness of pedestrian safety countermeasures</p> <p>+0 Does not implement pedestrian safety countermeasures</p> <p>If project scores points above, then it is eligible for additional points below:</p> <p>+2 Improves pedestrian safety at HSIP Pedestrian Cluster</p> <p>+1 Improves pedestrian safety at HSIP Cluster</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Improves safety or removes an at-grade railroad crossing (up to 5 points)</p> | <p>+5 Removes an at-grade railroad crossing</p> <p>+3 Significantly improves safety at an at-grade railroad crossing</p> <p>+1 Improves safety at an at-grade railroad crossing</p> <p>+0 Does not include a railroad crossing</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAFETY (30 possible points) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Equivalent Property Damage Only (EPDO)</p> <p>Vehicle Miles Traveled (VMT)</p> <p>Highway Safety Improvement Program (HSIP)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| OBJECTIVES | CRITERIA | SUBCRITERIA/SCORING |
|---|--|--|
| SYSTEM PRESERVATION AND MODERNIZATION: Maintain and modernize the transportation system and plan for its resiliency. | | |
| <p>Maintain the transportation system, including roadway, transit, and active transportation infrastructure, in a state of good repair</p> <p>Modernize transportation infrastructure across all modes</p> <p>Prioritize projects that support planned response capability to existing or future extreme conditions (sea level rise, flooding, and other natural and security-related man-made impacts)</p> | <p>Improves substandard roadway bridge(s) (up to 3 points)</p> | <p>+3 Condition is structurally deficient and improvements are included in the project</p> <p>+1 Condition is functionally obsolete and improvements are included in the project</p> <p>+0 Does not improve substandard bridge or does not include a bridge</p> |
| | <p>Improves substandard pavement (up to 6 points)</p> | <p>+6 IRI rating greater than 320: Poor and pavement improvements are included in the project</p> <p>+4 IRI rating between 320 and 191: Fair and pavement improvements are included in the project</p> <p>+0 IRI rating less than 190: Good or better</p> |
| | <p>Improves substandard traffic signal equipment (up to 6 points)</p> | <p>+6 Poor condition, improvements are included in the project</p> <p>+4 Fair condition, improvements are included in the project</p> <p>+0 Does not meet or address criteria</p> |
| | <p>Improves transit asset(s) (up to 3 points)</p> | <p>+2 Brings transit asset into State of Good Repair</p> <p>+1 Meets an identified-need in an Asset Management Plan</p> <p>+0 Does not meet or address criteria</p> |
| | <p>Improves substandard sidewalk(s) (up to 3 points)</p> | <p>+3 Poor condition and sidewalk improvements are included in the project</p> <p>+2 Fair condition and sidewalk improvements are included in the project</p> <p>+0 Sidewalk condition is good or better</p> |
| | <p>Improves emergency response (up to 2 points)</p> | <p>+1 Project improves an evacuation route, diversion route, or alternate diversion route</p> <p>+1 Project improves an access route to or in proximity to an emergency support location</p> |
| | <p>Improves ability to respond to extreme conditions (up to 6 points)</p> | <p>+2 Addresses flooding problem and/or sea level rise and enables facility to function in such a condition</p> <p>+1 Brings facility up to current seismic design standards</p> <p>+1 Addresses critical transportation infrastructure</p> <p>+1 Protects freight network elements</p> <p>+1 Implements hazard mitigation or climate adaptation plans</p> |
| | SYSTEM PRESERVATION AND MODERNIZATION (29 possible points) | |
| International Roughness Index (IRI) | | |

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|--|--|---|--|
| CAPACITY MANAGEMENT AND MOBILITY: Use existing facility capacity more efficiently and increase transportation options. | | | |
| <p>Improve access to and accessibility of all modes, especially transit and active transportation</p> <p>Support roadway management and operations strategies to improve travel reliability, mitigate congestion, and support non-single occupant vehicle travel</p> <p>Emphasize capacity management through low-cost investments; prioritize projects that focus on lower-cost operations/ management-type improvements such as intersection improvements, transit priority, and Complete Streets solutions</p> <p>Improve reliability of transit</p> <p>Increase percentage of population and employment within one-quarter mile of transit stations and stops</p> <p>Support community-based and private-initiative services to meet first-/last-mile, reverse commute, and other non-traditional transportation needs, including those of people 75 years old or older and people with disabilities</p> <p>Support strategies to better manage automobile and bicycle parking capacity and usage at transit stations</p> <p>Fund improvements to bicycle/pedestrian networks aimed at creating a connected network of bicycle and accessible sidewalk facilities by expanding existing facilities and closing gaps</p> <p>Increase percentage of population and places of employment with access to facilities on the bicycle network</p> <p>Eliminate bottlenecks on freight network/ improve freight reliability and enhance freight intermodal connections</p> | <p>Reduces transit vehicle delay (up to 4 points)</p> | <p>+3 5 hours or more of daily transit vehicle delay reduced</p> <p>+2 1-5 hours of daily transit vehicle delay reduced</p> <p>+1 Less than one hour of daily transit vehicle delay reduced</p> <p>+0 Does not reduce transit delay</p> <p>If project scores points above, then it is eligible for additional points below:</p> <p>+1 Improves one or more key bus route(s)</p> | |
| | <p>Improves pedestrian network and ADA accessibility (up to 5 points)</p> | <p>+2 Adds new sidewalk(s) (including shared-use paths)</p> <p>+2 Improves ADA accessibility</p> <p>+1 Closes a gap in the pedestrian network</p> <p>+0 Does not improve pedestrian network</p> | |
| | <p>Improves bicycle network (up to 4 points)</p> | <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>+1 Closes a gap in the bicycle network</p> <p>+0 Does not improve bicycle network</p> | |
| | <p>Improves intermodal accommodations/connections to transit (up to 6 points)</p> | <p>+6 Meets or addresses criteria to a high degree</p> <p>+4 Meets or addresses criteria to a medium degree</p> <p>+2 Meets or addresses criteria to a low degree</p> <p>+0 Does not meet or address criteria</p> | |
| | <p>Improves truck movement (up to 4 points)</p> | <p>+3 Meets or addresses criteria to a high degree</p> <p>+2 Meets or addresses criteria to a medium degree</p> <p>+1 Meets or addresses criteria to a low degree</p> <p>+0 Does not meet or address criteria</p> <p>If project scores points above, then it is eligible for additional points below:</p> <p>+1 Addresses MPO-identified bottleneck location</p> | |
| | <p>Reduces vehicle congestion (up to 6 points)</p> | <p>+6 400 hours or more of daily vehicle delay reduced</p> <p>+4 100-400 hours of daily vehicle delay reduced</p> <p>+2 Less than 100 hours of daily vehicle delay reduced</p> <p>+0 Does not meet or address criteria</p> | |
| | CAPACITY MANAGEMENT AND MOBILITY (29 possible points) | | |
| | Americans with Disabilities Act (ADA) | | |

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|---|---|--|--|
| CLEAN AIR/SUSTAINABLE COMMUNITIES: Create an environmentally friendly transportation system. | | | |
| <p>Reduce greenhouse gases generated in the Boston region by all transportation modes</p> <p>Reduce other transportation-related pollutants</p> <p>Minimize negative environmental impacts of the transportation system</p> <p>Support land use policies consistent with smart, healthy, and resilient growth</p> | <p>Reduces CO₂ (up to 5 points)</p> | <p>+5 1,000 or more annual tons of CO₂ reduced</p> <p>+4 500-999 annual tons of CO₂ reduced</p> <p>+3 250-499 annual tons of CO₂ reduced</p> <p>+2 100-249 annual tons of CO₂ reduced</p> <p>+1 Less than 100 annual tons of CO₂ reduced</p> <p>0 No impact</p> <p>-1 Less than 100 annual tons of CO₂ increased</p> <p>-2 100-249 annual tons of CO₂ increased</p> <p>-3 250-499 annual tons of CO₂ increased</p> <p>-4 500-999 annual tons of CO₂ increased</p> <p>-5 1,000 or more annual tons of CO₂ increased</p> | |
| | | <p>Reduces other transportation-related emissions (VOC, NOx, CO) (up to 5 points)</p> | <p>+5 2,000 or more total kilograms of VOC, NOx, CO reduced</p> <p>+4 1,000-1999 total kilograms of VOC, NOx, CO reduced</p> <p>+3 500-999 total kilograms of VOC, NOx, CO reduced</p> <p>+2 250-499 total kilograms of VOC, NOx, CO reduced</p> <p>+1 Less than 250 total kilograms of VOC, NOx, CO reduced</p> <p>0 No impact</p> <p>-1 Less than 250 total kilograms of VOC, NOx, CO increased</p> <p>-2 250-499 total kilograms of VOC, NOx, CO increased</p> <p>-3 500-999 total kilograms of VOC, NOx, CO increased</p> <p>-4 1,000-1999 total kilograms of VOC, NOx, CO increased</p> <p>-5 2,000 or more total kilograms of VOC, NOx, CO increased</p> |
| | | <p>Addresses environmental impacts (up to 4 points)</p> | <p>+1 Addresses water quality</p> <p>+1 Addresses cultural resources/open space</p> <p>+1 Addresses wetlands/resource areas</p> <p>+1 Addresses wildlife preservation/protected habitats</p> <p>+0 Does not meet or address criteria</p> |
| | | <p>Is in an EOEEA-certified "Green Community" (up to 2 points)</p> | <p>+2 Project is located in a "Green Community"</p> <p>+0 Project is not located in a "Green Community"</p> |
| | | CLEAN AIR/SUSTAINABLE COMMUNITIES (16 possible points) | |
| <p>Carbon Monoxide (CO)</p> <p>Carbon Dioxide (CO₂)</p> <p>Greenhouse Gas (GHG)</p> <p>Nitrogen Oxides (NOx)</p> <p>Volatile Organic Compounds (VOC)</p> <p>Executive Office of Energy and Environmental Affairs (EOEEA)</p> | | | |

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| TRANSPORTATION EQUITY: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex. | | |
| <p>Prioritize MPO investments that benefit equity populations</p> <p>Minimize potential harmful environmental, health, and safety effects of MPO funded projects for all equity populations</p> <p>Promote investments that support transportation for all ages (age-friendly communities)</p> <p>Promote investments that are accessible to all people regardless of ability</p> | <p>Serves Title VI/non-discrimination populations (up to 12 points)</p> | <p>+2 Serves minority (high concentration) population (>2,000 people)</p> <p>+1 Serves minority (low concentration) population (< or = 2,000 people)</p> <p>+2 Serves low-income (high concentration) population (>2,000 people)</p> <p>+1 Serves low-income (low concentration) population (< or = 2,000 people)</p> <p>+2 Serves limited-English proficiency (high concentration) population (>1,000 people)</p> <p>+1 Serves limited-English proficiency (low concentration) population (< or = 1,000 people)</p> <p>+2 Serves elderly (high concentration) population (>2,000 people)</p> <p>+1 Serves elderly (low concentration) population (< or = 2,000 people)</p> <p>+2 Serves zero vehicle households (high concentration) population (>1,000 people)</p> <p>+1 Serves zero vehicle households (low concentration) population (< or = 1,000 people)</p> <p>+2 Serves persons with disabilities (high concentration) population (>1,000 people)</p> <p>+1 Serves persons with disabilities (low concentration) population (< or = 1,000 people)</p> <p>+0 Does not serve Title VI or non-discrimination populations</p> <p>-10 Creates a burden for Title VI/non -discrimination populations</p> |
| TRANSPORTATION EQUITY (12 possible points) | | |

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| ECONOMIC VITALITY: Ensure our transportation network provides a strong foundation for economic vitality. | | |
| <p>Respond to mobility needs of the workforce population</p> <p>Minimize the burden of housing/transportation costs for residents in the region</p> <p>Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and "Priority Places" identified in MBTA's <i>Focus 40</i> plan</p> <p>Prioritize transportation investments consistent with compact-growth strategies of the regional transportation plan</p> | <p>Serves targeted development site (up to 6 points)</p> | <p>+2 Provides new transit access to or within site</p> <p>+1 Improves transit access to or within site</p> <p>+1 Provides for bicycle access to or within site</p> <p>+1 Provides for pedestrian access to or within site</p> <p>+1 Provides for improved road access to or within site</p> <p>+0 Does not provide any of the above measures</p> |
| | <p>Provides for development consistent with the compact growth strategies of MetroFuture (up to 5 points)</p> | <p>+2 Mostly serves an existing area of concentrated development</p> <p>+1 Partly serves an existing area of concentrated development</p> <p>+1 Supports local zoning or other regulations that are supportive of smart growth development</p> <p>+2 Complements other local financial or regulatory support that fosters economic revitalization in a manner consistent with smart growth development principles</p> <p>+0 Does not provide any of the above measures</p> |
| | <p>Provides multimodal access to an activity center (up to 4 points)</p> | <p>+1 Provides transit access (within a quarter mile) to an activity center</p> <p>+1 Provides truck access to an activity center</p> <p>+1 Provides bicycle access to an activity center</p> <p>+1 Provides pedestrian access to an activity center</p> <p>+0 Does not provide multimodal access</p> |
| | <p>Leverages other investments (non-TIP funding) (up to 3 points)</p> | <p>+3 Meets or addresses criteria to a high degree (>30% of the project cost)</p> <p>+2 Meets or addresses criteria to a medium degree (10-30% of the project cost)</p> <p>+1 Meets or addresses criteria to a low degree (<10% of the project cost)</p> <p>+0 Does not meet or address criteria</p> |
| ECONOMIC VITALITY (18 possible points) | | |
| TOTAL SCORE (134 possible points) | | |