

Revised Evaluation Criteria for FFYs 2019-23 TIP Development

OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING																																										
SAFETY: Transportation by all modes will be safe.																																												
Reduce the number and severity of crashes, all modes Reduce serious injuries and fatalities from transportation Protect transportation customers and employees from safety and security threats	Crash Severity Value: Equivalent Property Damage Only (EPDO) index (up to 5 points)	+5 EPDO value of 300 or more +4 EPDO value between 200-299 +3 EPDO value between 100-199 +2 EPDO value between 50-99 +1 EPDO value less than 50 +0 No EPDO value																																										
	Crash Rate (either intersection or corridor): (up to 5 points)	Intersection: <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> Corridor: <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
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Improves truck-related safety issue (up to 5 points)	+3 High total effectiveness of truck safety countermeasures +2 Medium total effectiveness of truck safety countermeasures +1 Low total effectiveness of truck safety countermeasures +0 Does not implement truck safety countermeasures If project scores points above, then it is eligible for additional points below: +2 Improves truck safety at HSIP Cluster																																											
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Improves safety or removes an at-grade railroad crossing (up to 5 points)	+5 Removes an at-grade railroad crossing +3 Significantly improves safety at an at-grade railroad crossing +1 Improves safety at an at-grade railroad crossing +0 Does not include a railroad crossing																																											
SAFETY (30 possible points)																																												
Equivalent Property Damage Only (EPDO) Vehicle Miles Traveled (VMT) Highway Safety Improvement Program (HSIP)																																												

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SYSTEM PRESERVATION: Maintain the transportation system.		
<p>Improve the condition of on- and off-system bridges</p> <p>Improve pavement condition on the MassDOT-monitored roadway system</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>Maintain and modernize capital assets throughout the system</p> <p>Maintain and modernize capital assets throughout the system (surface condition of sidewalks)</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>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 hazards)</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>Protect freight network elements, such as port facilities, that are vulnerable to climate-change impacts</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 (29 possible points)		
International Roughness Index (IRI)		

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OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING
CAPACITY MANAGEMENT/MOBILITY: Use existing facility capacity more efficiently and increase healthy transportation options.		
<p>Improve reliability of transit</p> <p>Implement roadway management and operations strategies, constructing improvements to the bicycle and pedestrian network, and supporting community-based transportation</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>Create connected network of bicycle and accessible sidewalk facilities (at both regional and neighborhood scale) by expanding existing facilities and closing gaps</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>Increase automobile and bicycle parking capacity and usage at transit stations</p> <p>Increase the percentage of population and places of employment within one-quarter mile of transit stations and stops</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>Increase the percentage of population and employment with access to bicycle facilities</p> <p>Improve access to and accessibility of transit and active modes</p> <p>Enhance intermodal connections</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>Support community-based and private-initiative services and programs to meet last mile, reverse commute and other non-traditional transit/transportation needs, including those of the elderly and persons with disabilities</p> <p>Eliminate bottlenecks on the freight network</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/MOBILITY (29 possible points)		
Americans with Disabilities Act (ADA)		

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CLEAN AIR/CLEAN COMMUNITIES: Create an environmentally friendly transportation system.		
<p>Reduce GHGs generated in the Boston Region by all transportation modes as outlined in the Global Warming Solutions Act</p> <p>Reduce other transportation-related pollutants</p> <p>Minimize negative environmental impacts of the transportation system, when possible</p> <p>Support land use policies consistent with smart and healthy 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>Addresses environmental impacts (up to 4 points)</p>	+1 Addresses water quality
		+1 Addresses cultural resources/open space
+1 Addresses wetlands/resource areas		
+1 Addresses wildlife preservation/protected habitats		
+0 Does not meet or address criteria		
<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/CLEAN 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: Provide comparable access and service quality among communities, regardless of income level or minority population.		
<p>Target investments to areas that benefit a high percentage of low income and minority populations</p> <p>Minimize any burdens associated with MPO-funded projects in low income and minority areas</p> <p>Break down barriers to participation in MPO-decision making</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>Prioritize transportation investments that serve targeted development sites</p> <p>Prioritize transportation investments that support development consistent with the compact growth strategies of MetroFuture</p> <p>Minimize the burden of housing and transportation costs for residents in the region</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)		