

New Evaluation Criteria for FFYs 2017-21 TIP Development

OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING
SAFETY: Transportation by all modes will be safe.		
<p>Reduce the number and severity of crashes, all modes</p> <p>Reduce serious injuries and fatalities from transportation</p> <p>Protect transportation customers and employees from safety and security threats</p>	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 Severity Rate: Equivalent Property Damage Only (EPDO) index per VMT (up to 5 points)	+5 Average annual EPDO per 1,000,000 VMT of 20 or more +4 Average annual EPDO per 1,000,000 VMT between 15-20 +3 Average annual EPDO per 1,000,000 VMT between 10-15 +2 Average annual EPDO per 1,000,000 VMT between 5-10 +1 Average annual EPDO per 1,000,000 VMT less than 5 +0 No EPDO rate
	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
	Improves bicycle safety (up to 5 points)	+3 High total effectiveness of bicycle safety countermeasures +2 Medium total effectiveness of bicycle safety countermeasures +1 Low total effectiveness of bicycle safety countermeasures +0 Does not implement bicycle safety countermeasures If project scores points above, then it is eligible for additional points below: +2 Improves bicycle safety at HSIP Bicycle Cluster +1 Improves bicycle safety at HSIP Cluster
	Improves pedestrian safety (up to 5 points)	+3 High total effectiveness of pedestrian safety countermeasures +2 Medium total effectiveness of pedestrian safety countermeasures +1 Low total effectiveness of pedestrian safety countermeasures +0 Does not implement pedestrian safety countermeasures If project scores points above, then it is eligible for additional points below: +2 Improves pedestrian safety at HSIP Pedestrian Cluster +1 Improves pedestrian safety at HSIP Cluster
	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>Maintain and modernize capital assets throughout the system</p> <p>Maintain and modernize capital assets throughout the system (surface condition of sidewalks)</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>Protect freight network elements, such as port facilities, that are vulnerable to climate-change 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 (29 possible points)	
International Roughness Index (IRI)		

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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 +2 1-5 hours of daily transit vehicle delay reduced +1 Less than one hour of daily transit vehicle delay reduced +0 Does not reduce transit delay</p> <p>If project scores points above, then it is eligible for additional points below: +1 Improves one or more key bus route(s)</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 pedestrian network and ADA accessibility (up to 5 points)</p>	<p>+2 Adds new sidewalk(s) (including shared-use paths) +2 Improves ADA accessibility +1 Closes a gap in the pedestrian network +0 Does not improve pedestrian 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 bicycle network (up to 4 points)</p>	<p>+3 Adds new physically separated bicycle facility (including shared-use paths) +2 Adds new buffered bicycle facility +1 Adds new standard bicycle facility</p> <p>+1 Closes a gap in the bicycle network +0 Does not improve bicycle network</p>
<p>Increase the percentage of population and employment with access to bicycle facilities</p>	<p>Improves intermodal accommodations/connections to transit (up to 6 points)</p>	<p>+6 Meets or addresses criteria to a high degree +4 Meets or addresses criteria to a medium degree +2 Meets or addresses criteria to a low degree +0 Does not meet or address criteria</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 +2 Meets or addresses criteria to a medium degree +1 Meets or addresses criteria to a low degree +0 Does not meet or address criteria</p> <p>If project scores points above, then it is eligible for additional points below: +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 +4 100-400 hours of daily vehicle delay reduced +2 Less than 100 hours of daily vehicle delay reduced +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>+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/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</p> <p>+1 Serves minority (low concentration) population</p> <p>+2 Serves low-income (high concentration) population</p> <p>+1 Serves low-income (low concentration) population</p> <p>+2 Serves limited-English proficiency (high concentration) population</p> <p>+1 Serves limited-English proficiency (low concentration) population</p> <p>+2 Serves elderly (high concentration) population</p> <p>+1 Serves elderly (low concentration) population</p> <p>+2 Serves zero vehicle households (high concentration) population</p> <p>+1 Serves zero vehicle households (low concentration) population</p> <p>+2 Serves persons with disabilities (high concentration) population</p> <p>+1 Serves persons with disabilities (low concentration) population</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)		