

## Evaluation Criteria for FFYs 2020-24 TIP Development

OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING																																										
<b>SAFETY: Transportation by all modes will be safe.</b>																																												
<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>	<p><b>Crash Severity Value: Equivalent Property Damage Only (EPDO) index</b> (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><b>Crash Rate (either intersection or corridor):</b> (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;">&gt;= 1.69</td> <td style="text-align: center;">&gt;= 1.36</td> </tr> <tr> <td>+4</td> <td style="text-align: center;">1.31 - &lt; 1.69</td> <td style="text-align: center;">1.03 - &lt; 1.36</td> </tr> <tr> <td>+3</td> <td style="text-align: center;">0.70 - &lt; 1.31</td> <td style="text-align: center;">0.70 - &lt; 1.03</td> </tr> <tr> <td>+2</td> <td style="text-align: center;">0.55 - &lt; 0.93</td> <td style="text-align: center;">0.37 - &lt; 0.70</td> </tr> <tr> <td>+1</td> <td style="text-align: center;">0.36 - &lt; 0.55</td> <td style="text-align: center;">0.21 - &lt; 0.37</td> </tr> <tr> <td>+0</td> <td style="text-align: center;">&lt; 0.36</td> <td style="text-align: center;">&lt; 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;">&gt;= 1.81</td> <td style="text-align: center;">&gt;= 6.45</td> </tr> <tr> <td>+4</td> <td style="text-align: center;">1.40 - &lt; 1.81</td> <td style="text-align: center;">5.35 - &lt; 6.45</td> </tr> <tr> <td>+3</td> <td style="text-align: center;">1.00 - &lt; 1.40</td> <td style="text-align: center;">4.25 - &lt; 5.35</td> </tr> <tr> <td>+2</td> <td style="text-align: center;">0.59 - &lt; 1.00</td> <td style="text-align: center;">3.15 - &lt; 4.25</td> </tr> <tr> <td>+1</td> <td style="text-align: center;">0.40 - &lt; 0.59</td> <td style="text-align: center;">2.05 - &lt; 3.15</td> </tr> <tr> <td>+0</td> <td style="text-align: center;">&lt; 0.40</td> <td style="text-align: center;">&lt; 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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<p><b>Improves truck-related safety issue</b> (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><b>Improves bicycle safety</b> (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>																																											
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<p><b>Improves safety or removes an at-grade railroad crossing</b> (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>																																											
<b>SAFETY (30 possible points)</b>																																												
<p>Equivalent Property Damage Only (EPDO)</p> <p>Vehicle Miles Traveled (VMT)</p> <p>Highway Safety Improvement Program (HSIP)</p>																																												

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OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING
<b>SYSTEM PRESERVATION: Maintain the transportation system.</b>		
<p>Improve the condition of on- and off-system bridges</p> <p>Improve pavement condition on the MassDOT-monitored roadway system</p>	<p><b>Improves substandard roadway bridge(s)</b> (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><b>Improves substandard pavement</b> (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><b>Improves substandard traffic signal equipment</b> (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><b>Improves transit asset(s)</b> (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><b>Improves substandard sidewalk(s)</b> (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><b>Improves emergency response</b> (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><b>Improves ability to respond to extreme conditions</b> (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>
<b>SYSTEM PRESERVATION (29 possible points)</b>		
International Roughness Index (IRI)		

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OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING
<b>CAPACITY MANAGEMENT/MOBILITY: Use existing facility capacity more efficiently and increase healthy transportation options.</b>		
<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><b>Reduces transit vehicle delay</b> (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><b>Improves pedestrian network and ADA accessibility</b> (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><b>Improves bicycle network</b> (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><b>Improves intermodal accommodations/connections to transit</b> (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>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><b>Improves truck movement</b> (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><b>Reduces vehicle congestion</b> (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>
<b>CAPACITY MANAGEMENT/MOBILITY (29 possible points)</b>		
Americans with Disabilities Act (ADA)		

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OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING
<b>CLEAN AIR/CLEAN COMMUNITIES: Create an environmentally friendly transportation system.</b>		
<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><b>Reduces CO<sub>2</sub></b> (up to 5 points)</p>	<p>+5 1,000 or more annual tons of CO<sub>2</sub> reduced</p> <p>+4 500-999 annual tons of CO<sub>2</sub> reduced</p> <p>+3 250-499 annual tons of CO<sub>2</sub> reduced</p> <p>+2 100-249 annual tons of CO<sub>2</sub> reduced</p> <p>+1 Less than 100 annual tons of CO<sub>2</sub> reduced</p> <p>0 No impact</p> <p>-1 Less than 100 annual tons of CO<sub>2</sub> increased</p> <p>-2 100-249 annual tons of CO<sub>2</sub> increased</p> <p>-3 250-499 annual tons of CO<sub>2</sub> increased</p> <p>-4 500-999 annual tons of CO<sub>2</sub> increased</p> <p>-5 1,000 or more annual tons of CO<sub>2</sub> increased</p>
		<p><b>Reduces other transportation-related emissions (VOC, NOx, CO)</b> (up to 5 points)</p>
	<p><b>Addresses environmental impacts</b> (up to 4 points)</p>	
		+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><b>Is in an EOEEA-certified "Green Community"</b> (up to 2 points)</p>	+2 Project is located in a "Green Community"	
	+0 Project is not located in a "Green Community"	
<b>CLEAN AIR/CLEAN COMMUNITIES (16 possible points)</b>		
<p>Carbon Monoxide (CO)</p> <p>Carbon Dioxide (CO<sub>2</sub>)</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>		

## Evaluation Criteria for FFYs 2020-24 TIP Development

OBJECTIVE	CRITERIA	SUBCRITERIA/SCORING
<b>TRANSPORTATION EQUITY: Provide comparable access and service quality among communities, regardless of income level or minority population.</b>		
<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><b>Serves Title VI/non-discrimination populations</b> (up to 12 points)</p>	<p>+2 Serves minority (high concentration) population (&gt;2,000 people)</p> <p>+1 Serves minority (low concentration) population (&lt; or = 2,000 people)</p> <p>+2 Serves low-income (high concentration) population (&gt;2,000 people)</p> <p>+1 Serves low-income (low concentration) population (&lt; or = 2,000 people)</p> <p>+2 Serves limited-English proficiency (high concentration) population (&gt;1,000 people)</p> <p>+1 Serves limited-English proficiency (low concentration) population (&lt; or = 1,000 people)</p> <p>+2 Serves elderly (high concentration) population (&gt;2,000 people)</p> <p>+1 Serves elderly (low concentration) population (&lt; or = 2,000 people)</p> <p>+2 Serves zero vehicle households (high concentration) population (&gt;1,000 people)</p> <p>+1 Serves zero vehicle households (low concentration) population (&lt; or = 1,000 people)</p> <p>+2 Serves persons with disabilities (high concentration) population (&gt;1,000 people)</p> <p>+1 Serves persons with disabilities (low concentration) population (&lt; 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>
<b>TRANSPORTATION EQUITY (12 possible points)</b>		

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<b>ECONOMIC VITALITY: Ensure our transportation network provides a strong foundation for economic vitality.</b>		
<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><b>Serves targeted development site</b> (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><b>Provides for development consistent with the compact growth strategies of MetroFuture</b> (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><b>Provides multimodal access to an activity center</b> (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><b>Leverages other investments (non-TIP funding)</b> (up to 3 points)</p>	<p>+3 Meets or addresses criteria to a high degree (&gt;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 (&lt;10% of the project cost)</p> <p>+0 Does not meet or address criteria</p>
<b>ECONOMIC VITALITY (18 possible points)</b>		
<b>TOTAL SCORE (134 possible points)</b>		