



VIRTUAL

MEETING

Boston Region Metropolitan Planning Organization

September 3, 2020



VIRTUAL MEETING

Notice of Nondiscrimination

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息，请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员，电话 857.702.3700。

繁體中文 (Traditional Chinese)

如果需要使用其他語言瞭解資訊，請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員，電話 857.702.3700。

Kreyòl Ayisyen (Haitian Creole)

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

Español (Spanish)

Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

Português (Portuguese)

Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.

Read the full notice of your rights and protections at www.bostonmpo.org/mpo_non_discrimination.



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MEETING

Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. Please do not unmute and mute yourself.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom. The presenters will then call on participants and unmute their microphone.
5. If you are on the phone, you can use *9 to raise your hand.
6. If you have any technical difficulties, please contact Róisín Foley via the chat box, rfoley@ctps.org, or 857-702-3704.



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MEETING

Accessibility Statement

This meeting is accessible to people with disabilities. Zoom products are compliant, with exceptions, with the following standards: Web Content Accessibility Guidelines 2.1 Level AA Standards and Revised Section 508 Standards.

If you require any additional accommodations in order to participate fully in this meeting, please contact Róisín Foley, MPO staff, at rfoley@ctps.org or 857-702-3704.

September 3, 2020

AGENDA

1. **Introductions**
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: Approval of Meeting Minutes
8. Action Item: Major Infrastructure
9. Discussion: TIP
10. Members' Items

Introductions

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Chair's Report

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Executive Director's Report



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Public Comments

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Committee Chairs' Reports



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Regional Transportation Advisory Council Report



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Action Item: Meeting Minutes

Approval of July 16, 2020, MPO Meeting Minutes



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Major Infrastructure Program Scoring and Programming Policies

September 3, 2020

Anne McGahan

Boston Region Metropolitan Planning Organization

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New Major Infrastructure (MI) MPO Adopted Definitions

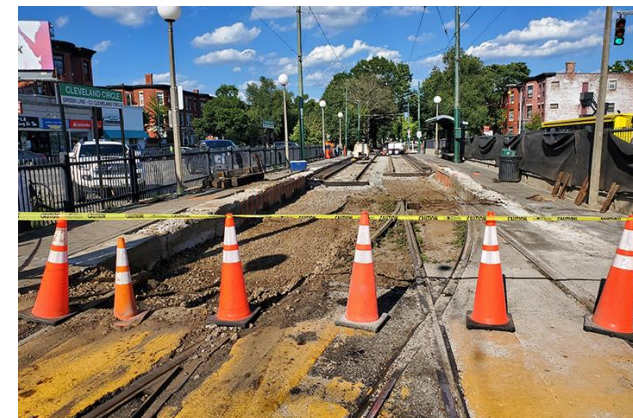
MI roadway projects:

- Capital projects on Interstate Highways; Principal Arterial Freeways and Expressways; or all sections of roadways classified as Principal Arterial "Other" that have fully or partially controlled access
- Projects that cost \$50 million or more



MI transit projects:

- Capital projects that add new connections to or extend the rail or fixed guideway transit network
- Projects that cost \$50 million or more



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Fixed Guideway Definition – FAST Act Definition

- Fixed guideway is defined as projects “using and occupying a separate right-of-way for the exclusive use of public transportation; using rail; using a fixed catenary system; for a passenger ferry system; or for a bus rapid transit system.”
- Fixed guideway can include heavy rail, light rail, commuter rail, streetcars, trolleybus, bus rapid transit, and ferries.
- This definition eliminates bus service operating on high-occupancy vehicle lanes or high-occupancy toll lanes from qualifying as fixed-guideway service.
- It does not allow for corridor-based bus rapid transit projects without a separated right-of-way dedicated for public transportation along the majority of the route.

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Policies on MI Project Scoring – Current MI Project Scoring and Practices

- Currently, MI projects in the Long-Range Transportation Plan (LRTP) are scored with LRTP criteria on how well the project addresses the MPO's goals and objectives using available data, some of which may be very preliminary.
- In most cases, projects are assumed to automatically be programmed in the Transportation Improvement Program (TIP) once they are listed in the LRTP.
- A project may be rescored as part of the TIP process, but not necessarily compared to other projects under consideration.

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Policies on MI Project Scoring – Staff Recommendation

- All projects being considered for the LRTP continue to be evaluated on how well they address the MPO goals established in the LRTP, and are assigned an LRTP score regardless of the design status.
- Any MI projects that have advanced to the 25 percent design phase will also get a TIP score using the TIP criteria.
- The MPO should consider a formal policy of rescoring all MI projects when the projects are ready for programming in the TIP, with the assumption that the project will not automatically be programmed in the TIP.

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Policies on MI Project Scoring – Staff Recommendation

- The MPO should consider a policy that the status of all MI projects included in the previous LRTP be reviewed during the development of a new LRTP to ensure that projects are moving forward.
- If there is no movement in design or approval or if a schedule for implementation is not available, the MPO should consider placing the project in the Universe of Projects for consideration in future LRTPs.

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Recommendations on Scoring and Programming

Scoring

- Develop a two-step scoring process
 - Each project receives an LRTP score using the same criteria
 - Any project at 25 percent design receives a TIP score

Programming

- Review the status of MI projects in the previous LRTP
- If no movement in design or approval, or if a schedule for implementation is not available, consider placing project in the Universe of Projects for future consideration



TIP Criteria Revisions: Test Scoring and Public Outreach

September 3, 2020

Matt Genova

Kate White

Boston Region Metropolitan Planning Organization

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Today's Presentation

- Goals and questions for today
- Key takeaways from public outreach
- Proposed scoring framework
- Test scoring results by investment program
- Next steps
- Discussion

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Goals for Today

1. Provide feedback on the test scoring results and recommend changes, if desired
2. Highlight key takeaways from recently completed public outreach effort for the new criteria
3. Provide input on remaining TIP criteria presentations

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Questions for Today

1. Do the test scoring results accurately reflect your desired outcomes for the new criteria?
2. Would you like to see any adjustments made to the criteria or point values?
3. What more information would you like before finalizing the criteria?
4. Do you support the approach to Major Infrastructure project scoring?

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Public Outreach: Key Takeaways



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Outreach Goals

1. Confirm if priorities aligned with proposed changes
2. Learn if there were elements missing
3. Discover if there were major changes in priorities since last fall
4. Broaden the diversity of voices



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Outreach Process

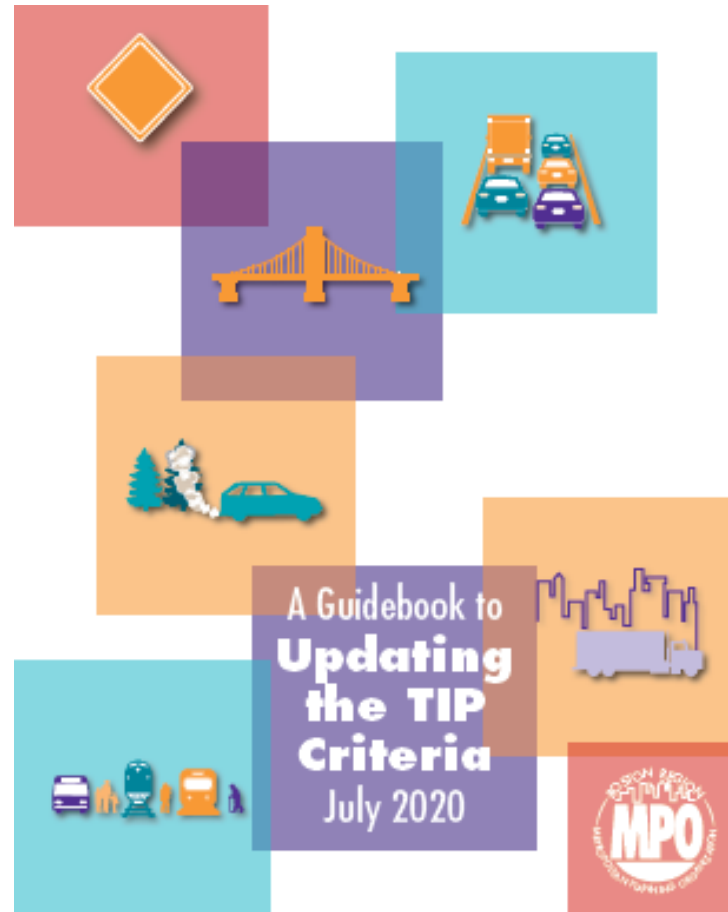
- Online survey
 - July 28 to August 25, 2020
 - Email, social media, and direct follow up with community organizations
- Virtual guidebook of proposed changes
- Virtual meetings with community organizations
- Union Capital Boston partnership

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Guidebook



- Simplified complicated changes with summaries of changes
- Framed information to explain criteria impact and limitations
- Linked to videos of presentations, criteria tables, TIP and MPO information

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Partnership with Union Capital Boston (UCB)

- Banner ad for 30 days in mobile app
- UCB members awarded points in app if completed survey
- Sent two email and text blasts
- Hosted table talk during virtual network night to discuss changes and pitch survey (also broadcasted on Facebook Live)

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Online Survey

- 514 survey responses
 - 469 in English
 - 43 in Spanish
 - 2 in Simplified Chinese



The banner features the Boston Region MPO logo on the left, a central text box with a purple border, and a 'Take the Survey' button on the right. The background is teal with faint icons of people and buildings.

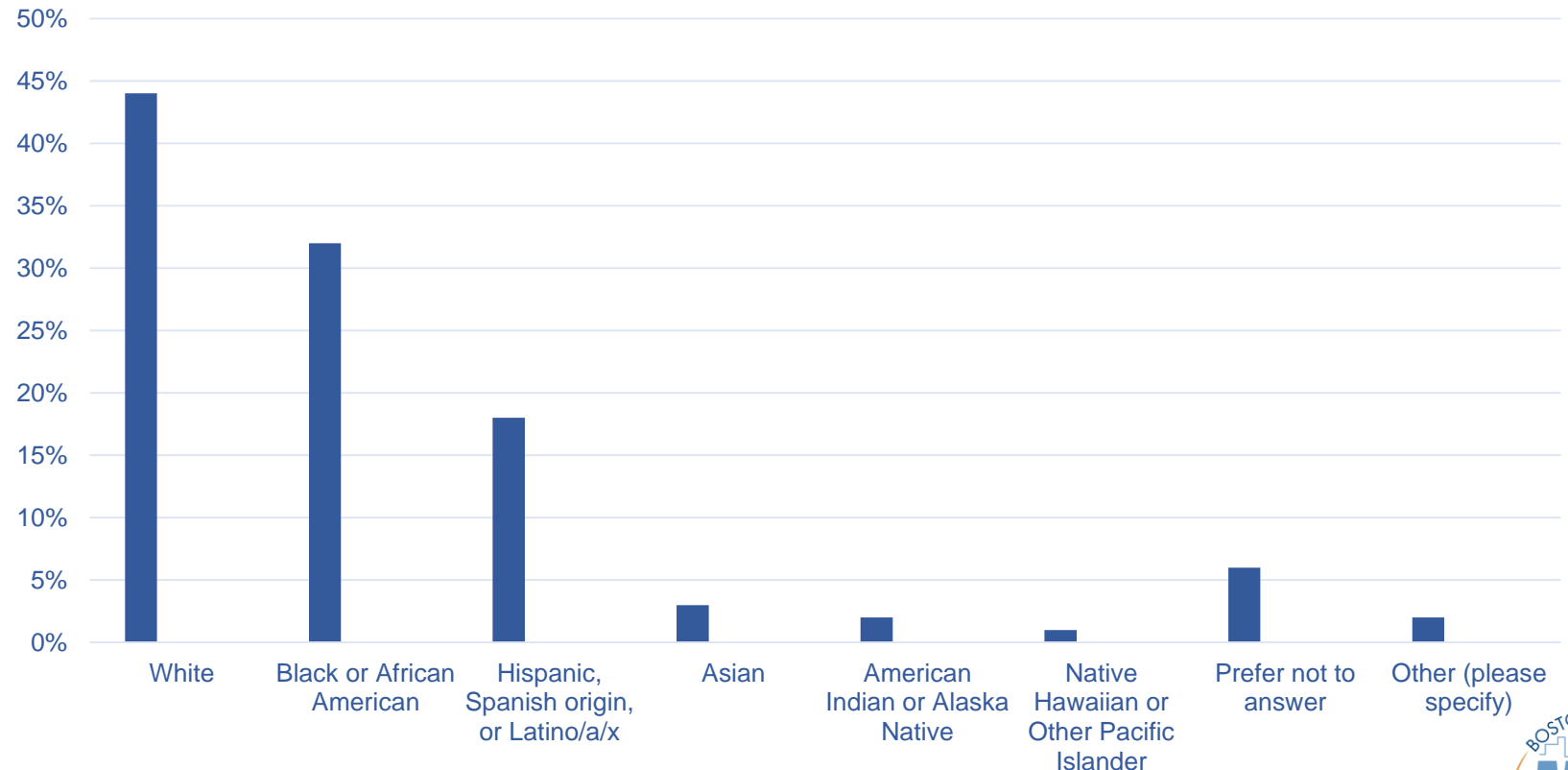
 **Share your thoughts with the Boston Region MPO on the proposed Transportation Project Evaluation Criteria** [Take the Survey](#)

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Demographic Information – Race & Ethnicity

How do you self-identify by race or ethnicity?



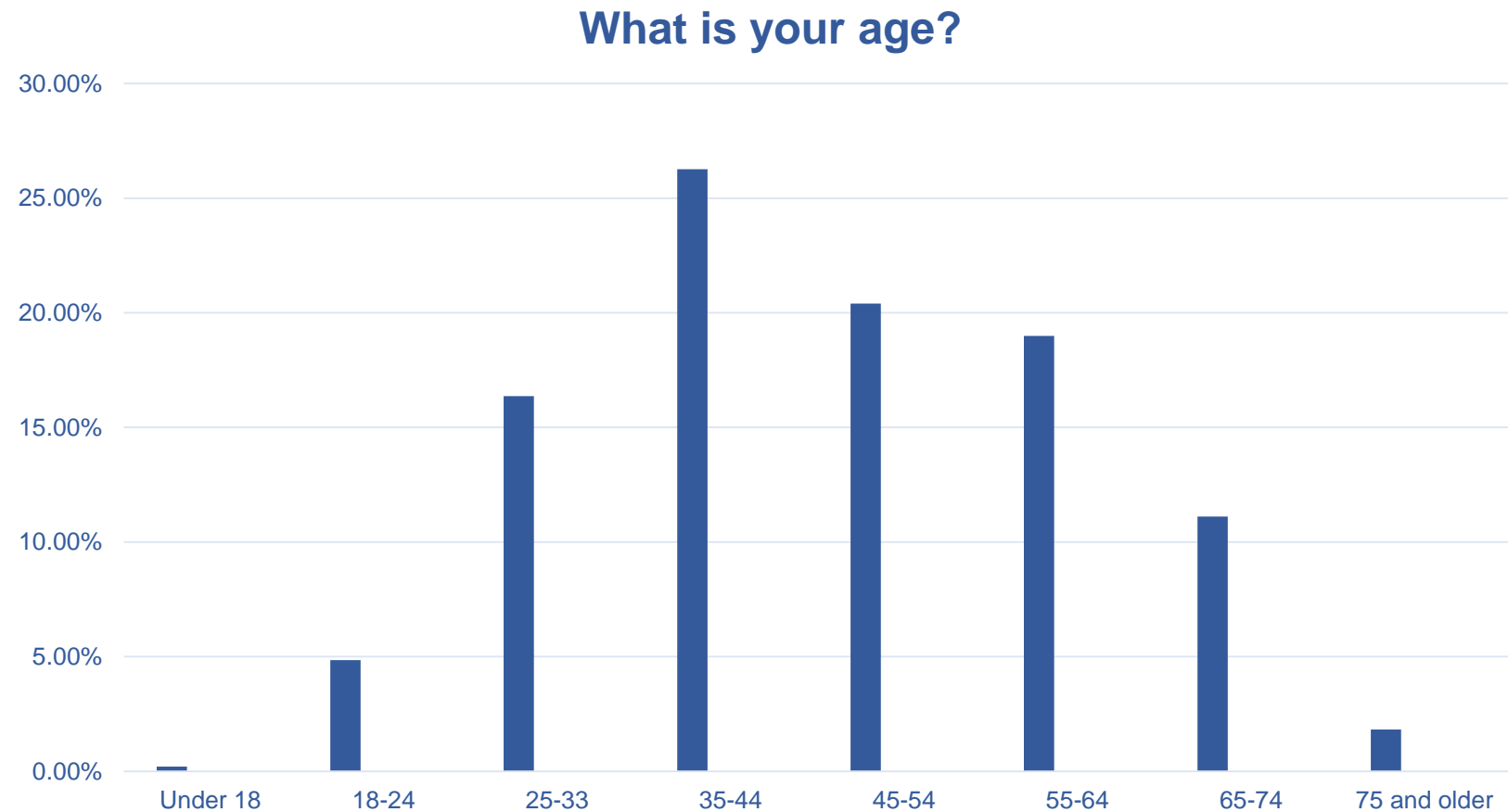
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Demographic Information – Age



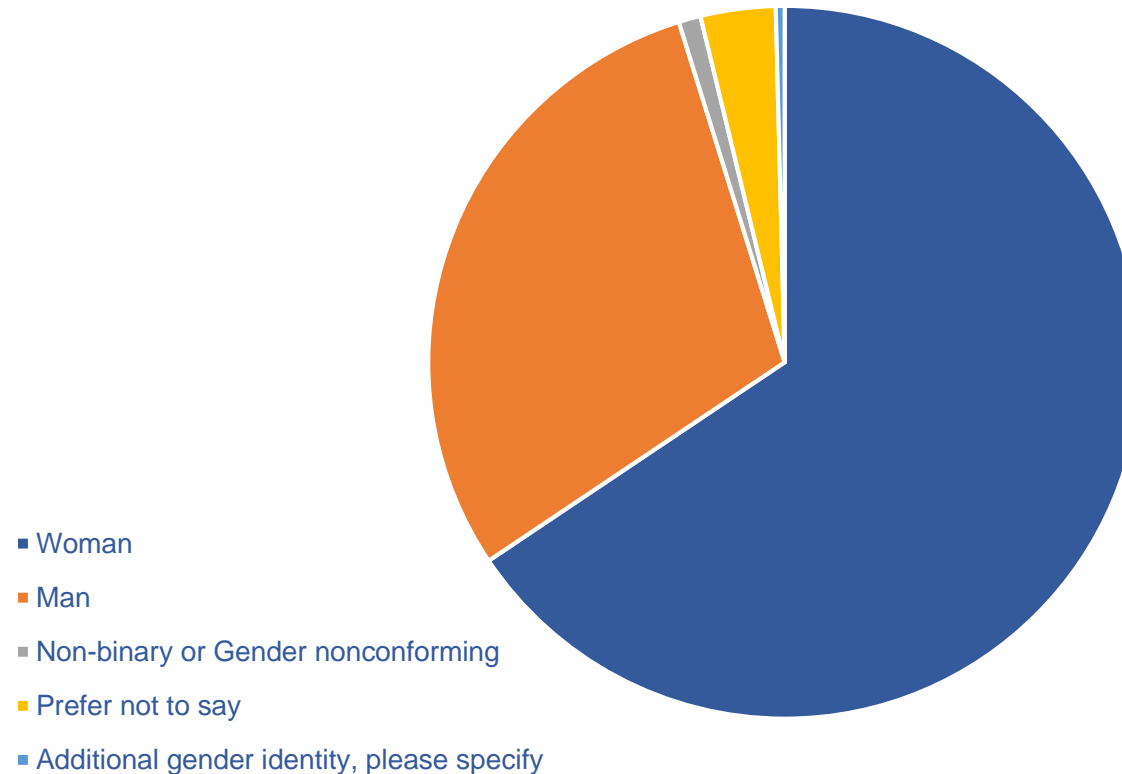
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Demographic Information – Gender

How do you identify by gender?



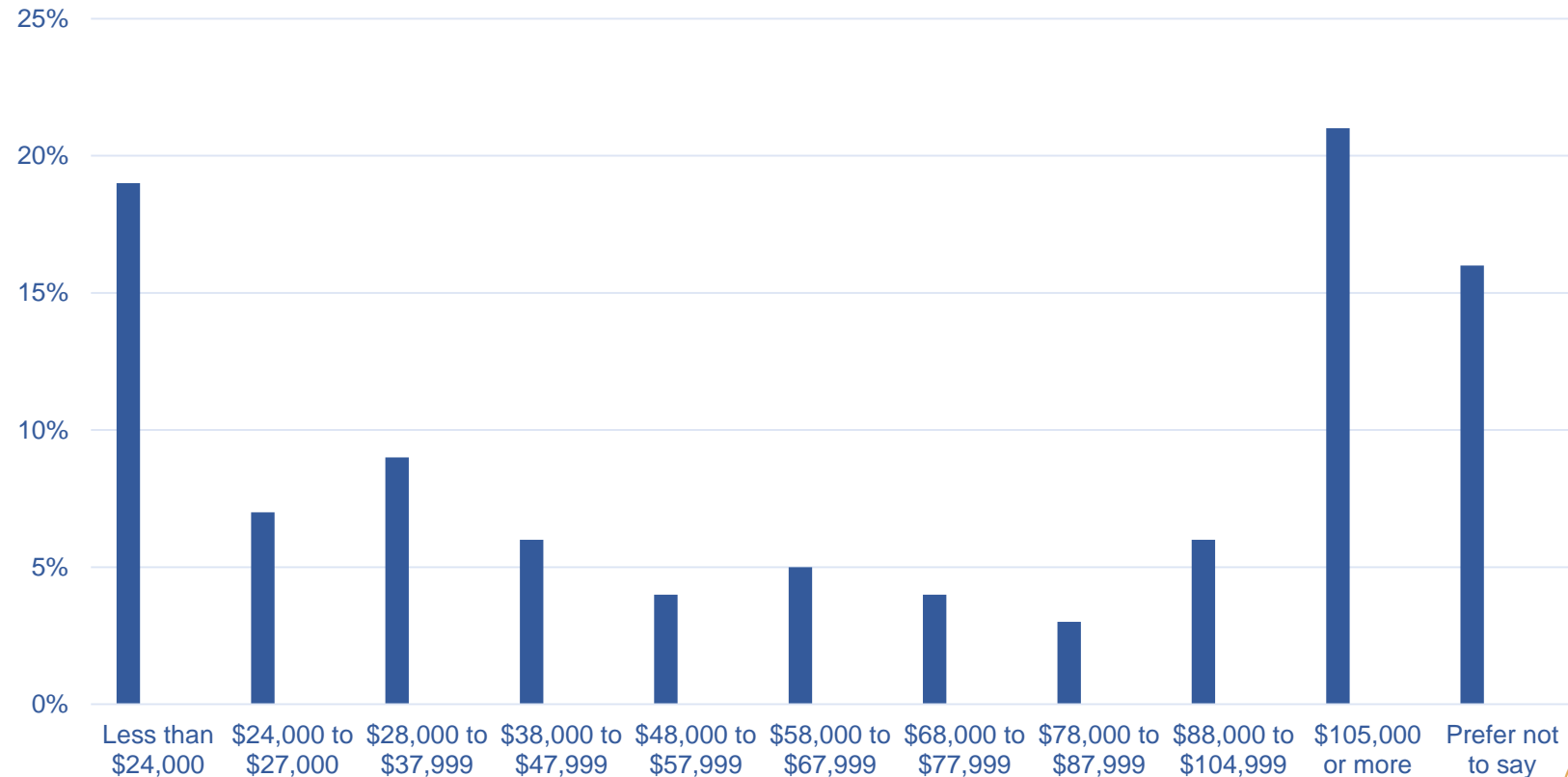
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Demographic Information – Household Income

What is your annual household income?



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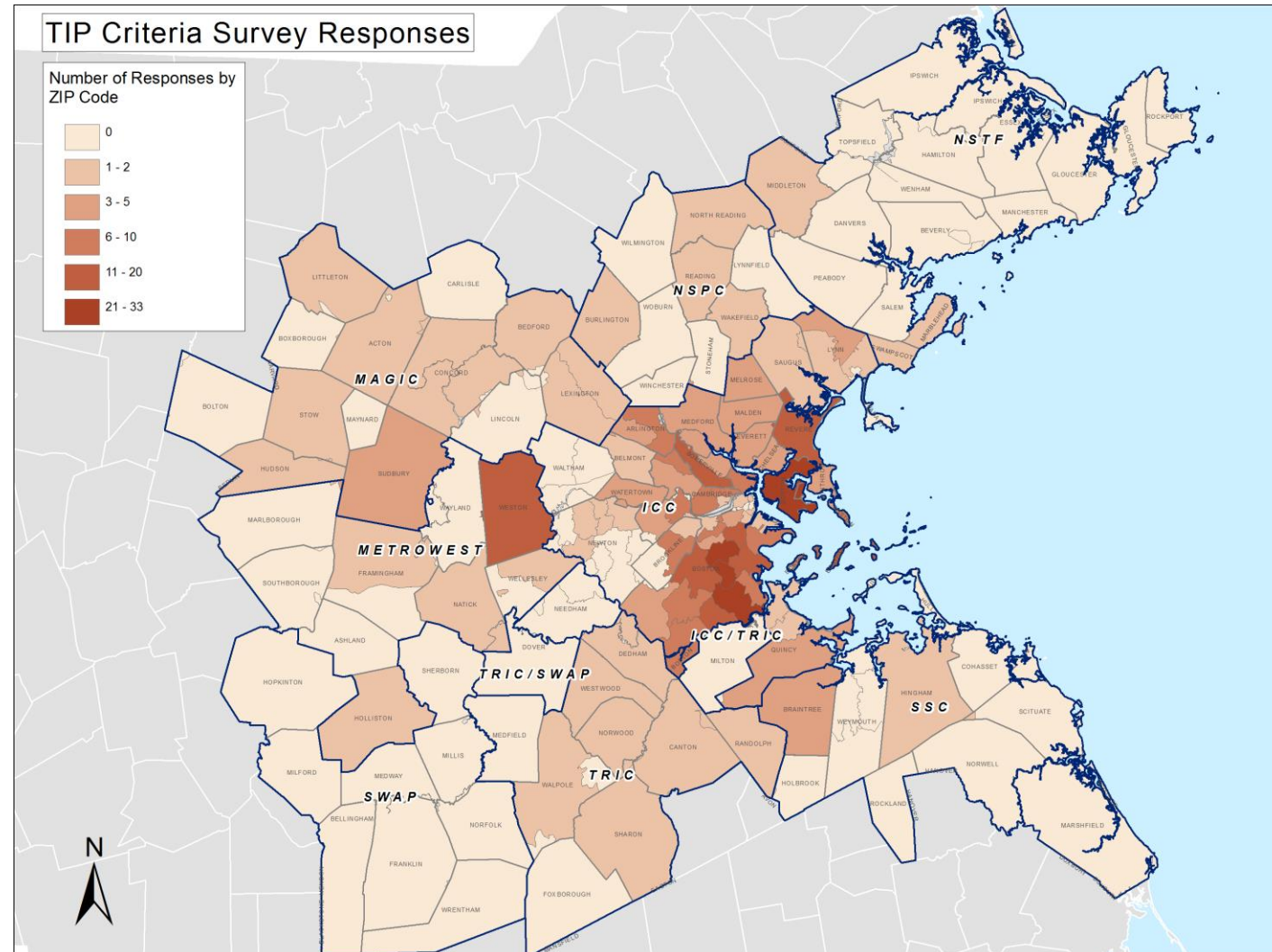
Demographic Information – Other Highlights

- In addition to 45 surveys completed in Spanish and Simplified Chinese, 89 respondents shared that they spoke another language at home
 - Spanish
 - Haitian Creole
 - Nepali
 - Cape Verdean Creole
 - Russian
 - Hebrew
 - Polish
 - Yoruba
 - Hausa
 - Italian
 - French
- 17% shared that they had a disability
- 20% take the bus, 34% drive their own private vehicle, and 14% take the train as their primary mode of travel

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Map of Respondents' Home Zip Codes



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Feedback

- 12 questions about the main proposed criteria changes
 - 60% to 79% fully support the change
 - 16% to 29% somewhat support the change
 - 1.7% skip rate
- Respondents provided 48 to 160 comments per criteria question
- When asked about weighing MPO goal areas out of 100 points, respondents gave goal areas between 15 and 21 points each
- Respondents shared that healthcare facilities, utilities, schools, permanent and emergency shelters, grocery stores, and emergency response facilities were the most important, and gas stations were the least important
 - Many suggested churches and pharmacies as additional critical facilities

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Virtual Meetings with Community Organizations

- GreenRoots
- Conservation Law Foundation
- Union Capital Boston (Network Night)
- Transit Matters (Advisory Council Meeting)
- Livable Streets Alliance (scheduled 9/10/20)



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Summary

- High amount of support for proposed changes
- Combined first and second round of outreach resulted in over 1,000 engagements
- Increased awareness of MPO activities and opportunities to participate
- Strengthened relationships with community organizations
- Increased diversity of respondents

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Proposed New Scoring Framework

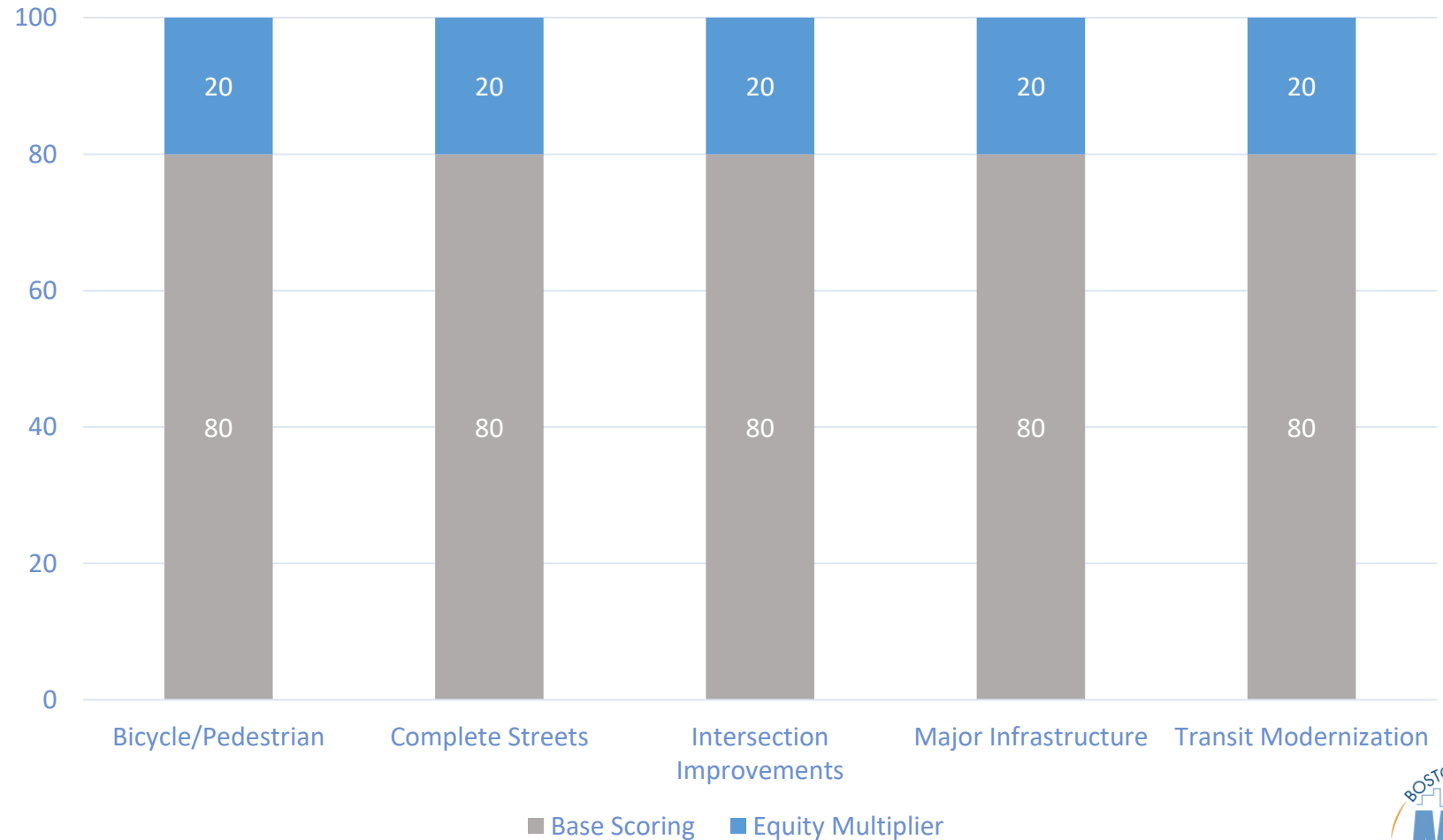
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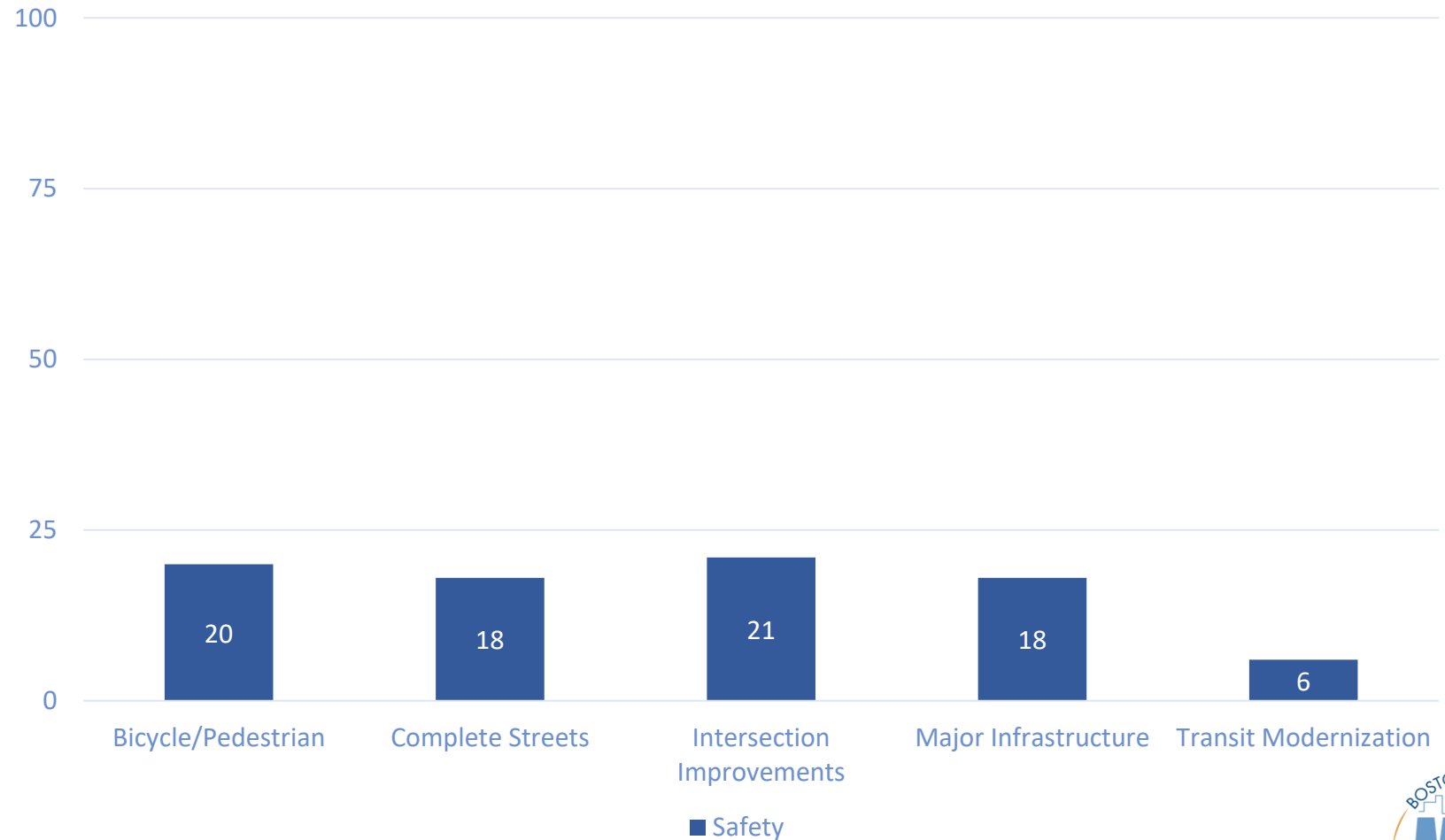
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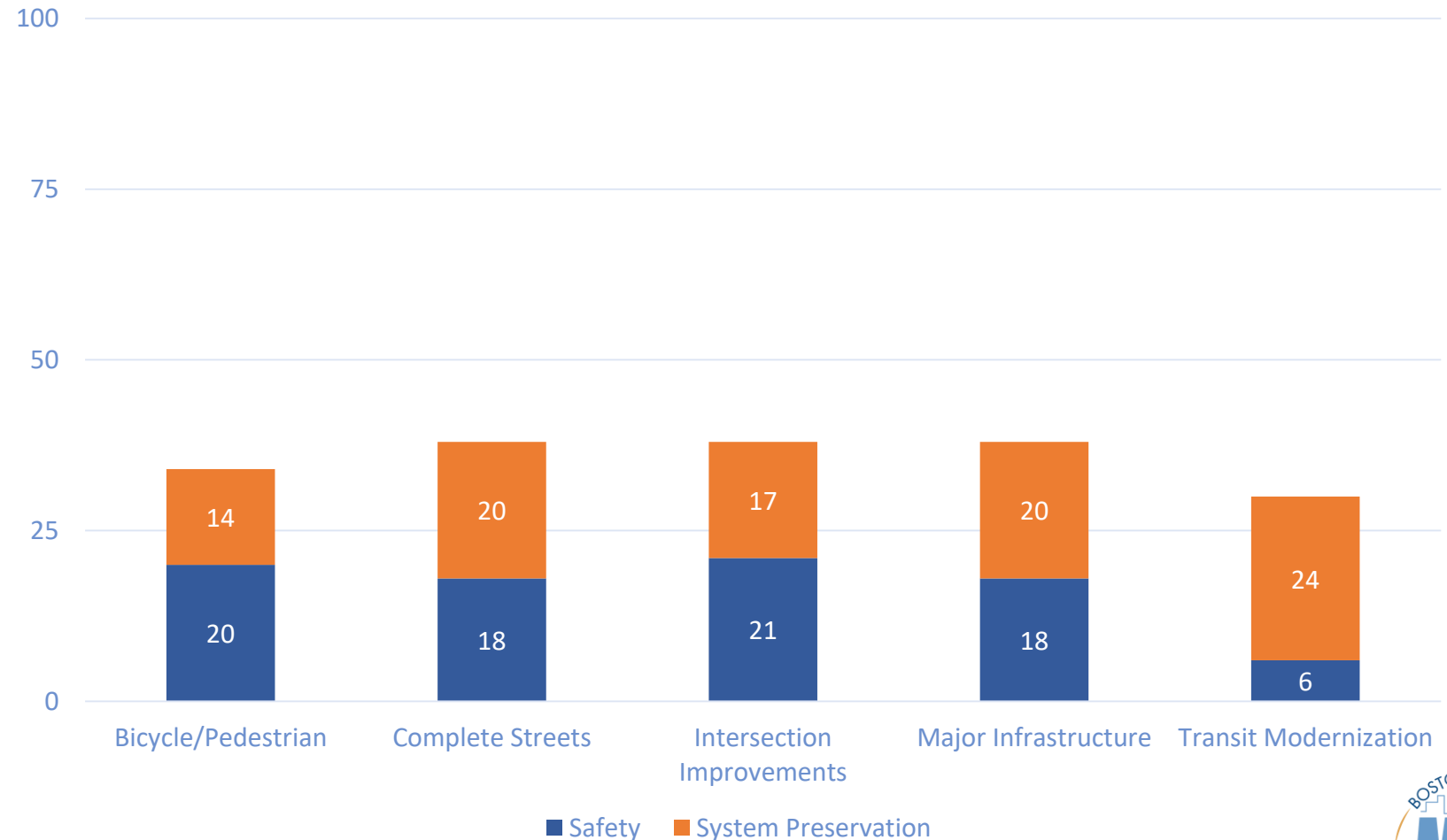
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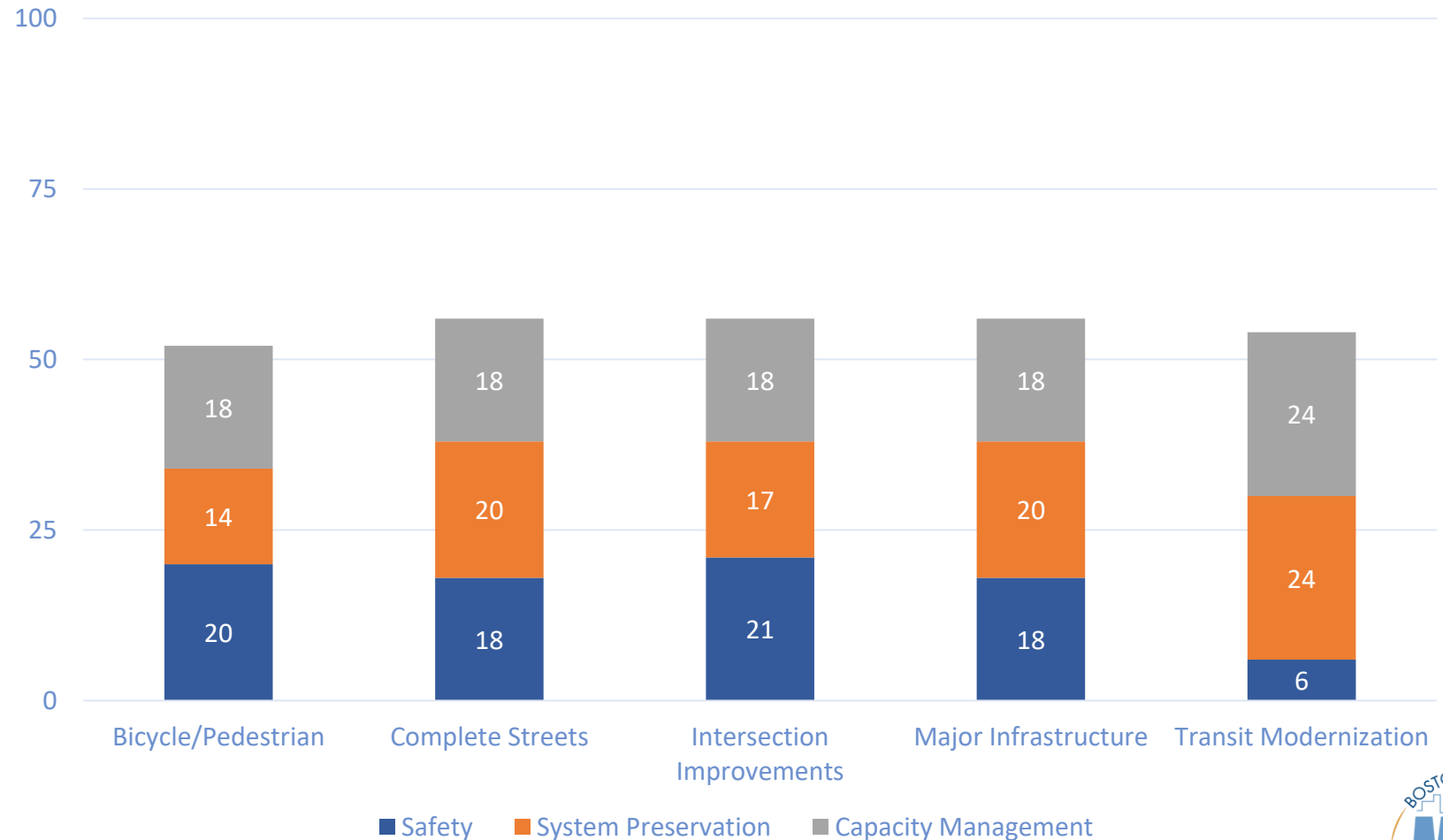
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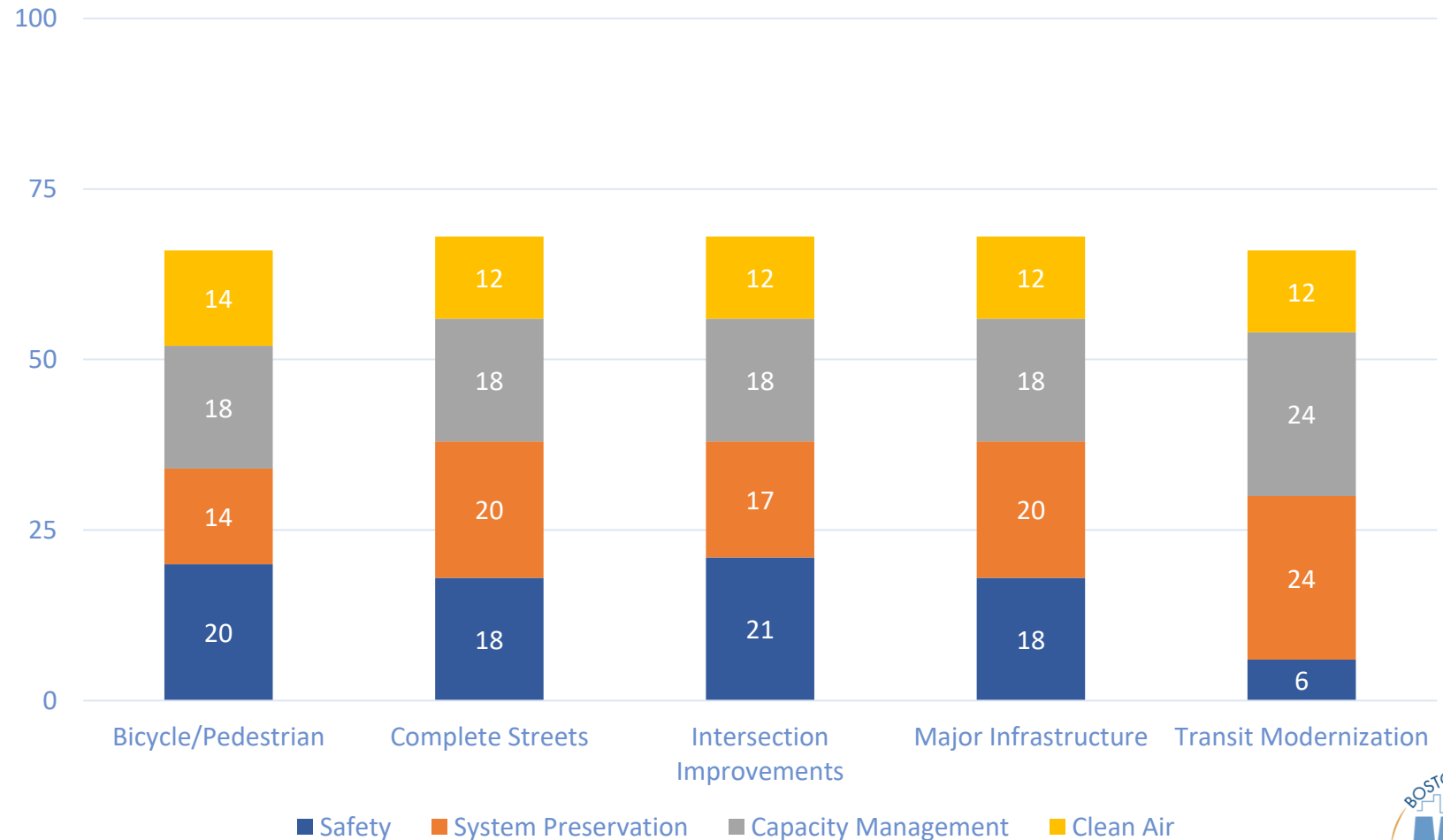
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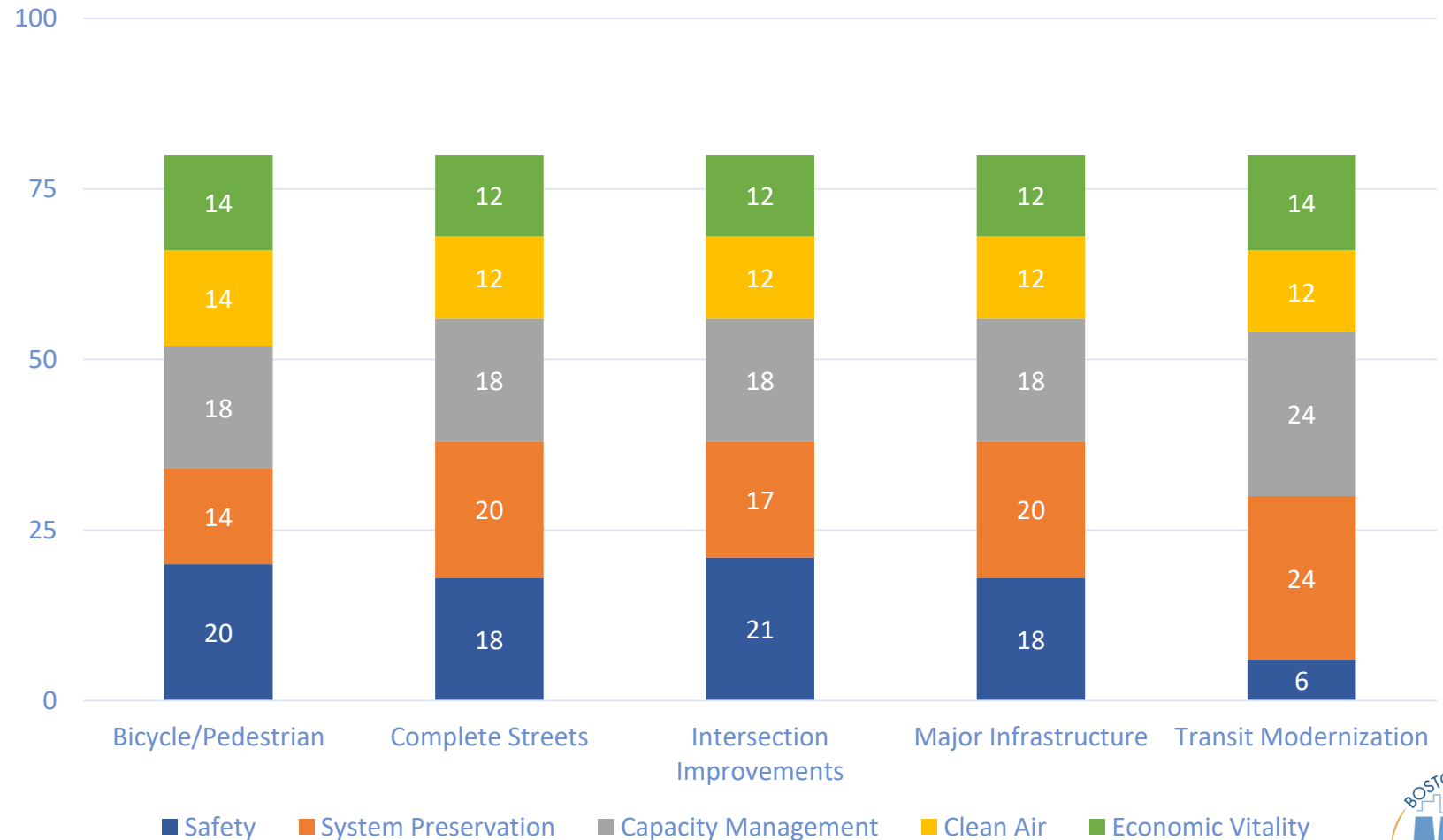
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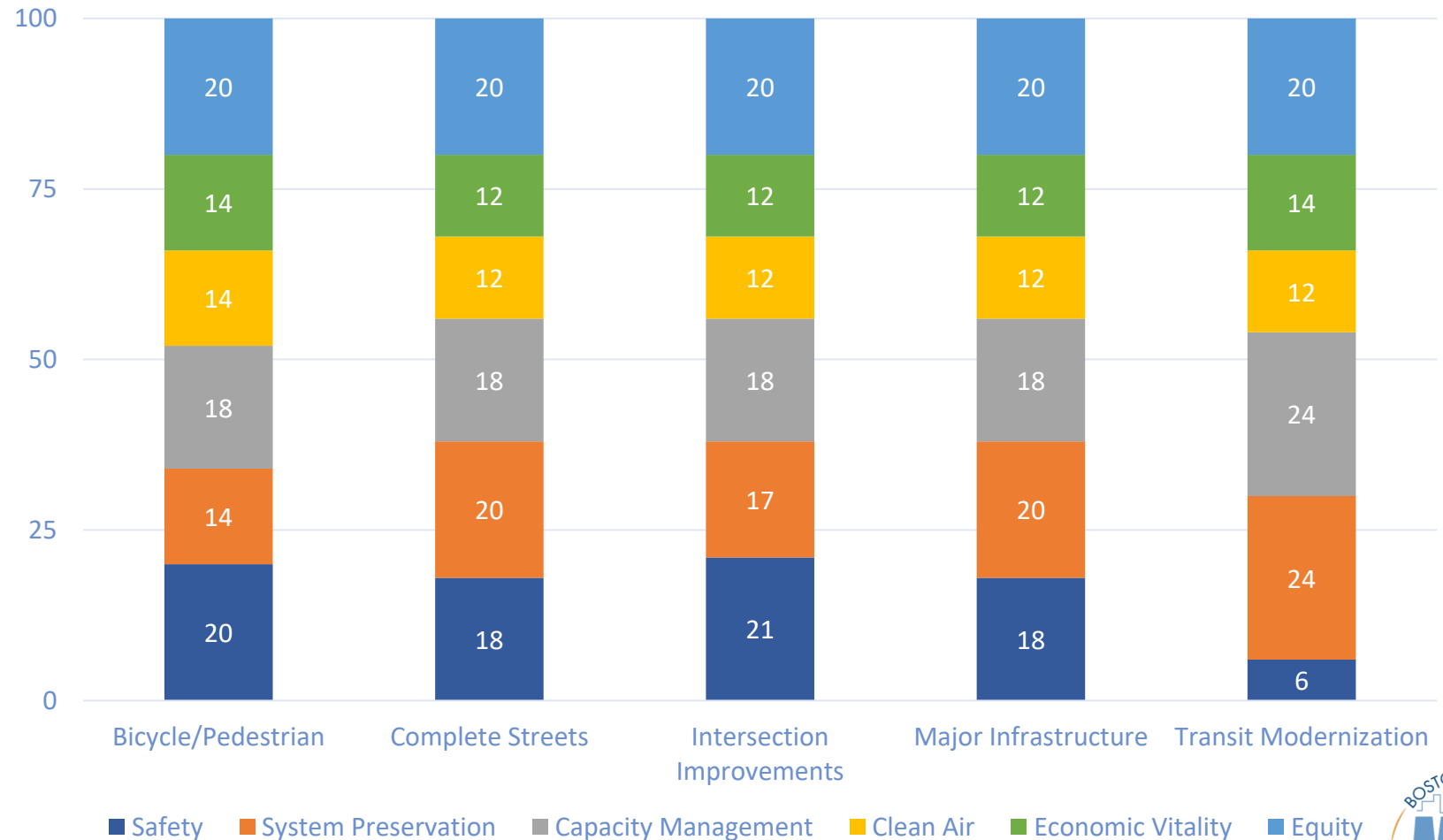
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Proposed Scoring Framework

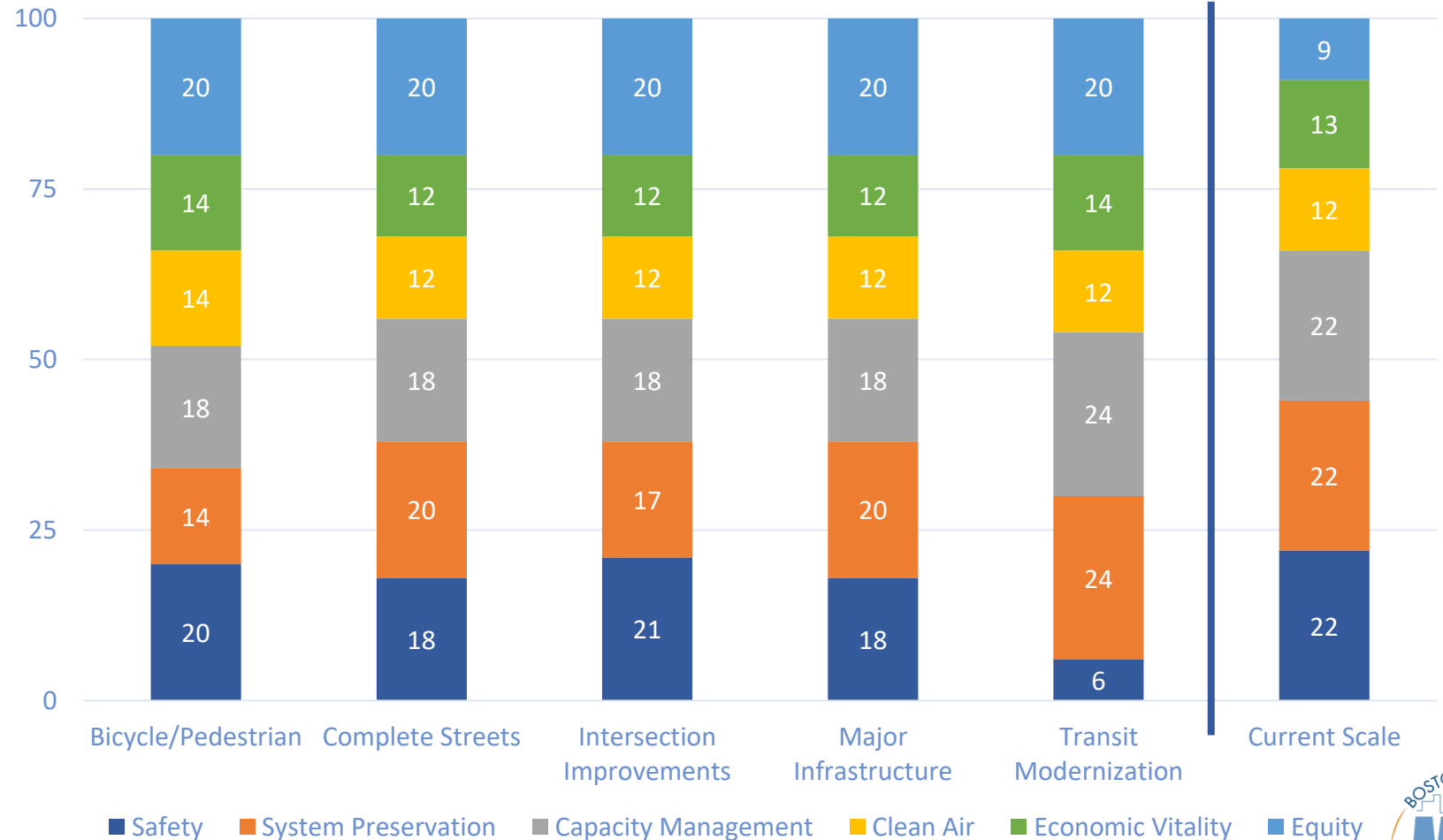


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- 9. Discussion: TIP**
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Proposed Scoring Framework



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September 3, 2020

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Project Test Scoring



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Approach to Test Scoring

1. Select representative projects from each investment program
 - Complete Streets, Intersection Improvements, Bicycle Network and Pedestrian Connections
 - Projects that highlight different elements of scoring
2. Conduct test scoring
 - Some criteria unscored due to lack of data
 - Projects anonymized for presentation

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Scoring: Major Infrastructure

- Proposal: Score Major Infrastructure projects using relevant criteria
 - Major Infrastructure (Corridor) → Complete Streets criteria
 - Major Infrastructure (Intersection) → Intersection Improvements criteria
 - Major Infrastructure (Transit) → Transit Modernization criteria

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Test Scoring: Bicycle and Pedestrian

	Project #1		Project #2	
	Current Score	New Score	Current Score	New Score
Safety	15/30		7/30	
System Preservation	13/29		13/29	
Capacity Management	11/29		15/29	
Clean Air	4/16		7/16	
Economic Vitality	6/18		4/18	
Base Score	49/122		46/122	
Equity Score	4/12		1/12	
Total Score	53/134		47/134	



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Test Scoring: Bicycle and Pedestrian

	Project #1		Project #2	
	Current Score	New Score	Current Score	New Score
Safety	15/30	12/20	7/30	13/20
System Preservation	13/29	10/14	13/29	11/14
Capacity Management	11/29	18/18	15/29	18/18
Clean Air	4/16	7/14	7/16	6/14
Economic Vitality	6/18	2/14	4/18	3/14
Base Score	49/122	48/80	46/122	49/80
Equity Score	4/12	8.2/20	1/12	7.8/20
Total Score	53/134	56.2/100	47/134	56.8/100



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Takeaways: Bicycle and Pedestrian

- Reduction in points for unrelated elements
 - Crashes outside of project impact area
 - Local zoning or regulatory measures
- Potential for more nuance in Capacity Management scoring
- Equity scoring more fully recognizing existing populations

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Test Scoring: Complete Streets

	Project #1		Project #2		Project #3	
	Current Score	New Score	Current Score	New Score	Current Score	New Score
Safety	20/30		23/30		10/30	
System Preservation	7/29		18/29		17/29	
Capacity Management	9/29		14/29		17/29	
Clean Air	-1/16		4/16		10/16	
Economic Vitality	5/18		14/18		2/18	
Base Score	40/122		73/122		56/122	
Equity Score	3/12		10/12		0/12	
Total Score	43/134		83/134		56/134	

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Test Scoring: Complete Streets

	Project #1		Project #2		Project #3	
	Current Score	New Score	Current Score	New Score	Current Score	New Score
Safety	20/30	11/18	23/30	15/20	10/30	7/20
System Preservation	7/29	8/20	18/29	15/20	17/29	13/20
Capacity Management	9/29	6/18	14/29	11/18	17/29	9/18
Clean Air	-1/16	-2/12	4/16	3/12	10/16	9/12
Economic Vitality	5/18	4/12	14/18	10/12	2/18	1/12
Base Score	40/122	27/80	73/122	54/80	56/122	39/80
Equity Score	3/12	3.9/20	10/12	16.3/20	0/12	6.8/20
Total Score	43/134	30.9/100	83/134	70.3/100	56/134	45.8/100

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Takeaways: Complete Streets

- Negative scores can become more pronounced, especially given Equity multiplier
- A plurality of projects will have Equity multiplier of 1.5
 - Notably high projects will have 1.75 or 2
 - Notably low projects will have 1 or 1.25

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Test Scoring: Intersection Improvements

	Project #1		Project #2		Project #3	
	Current Score	New Score	Current Score	New Score	Current Score	New Score
Safety	9/30		13/30		10/30	
System Preservation	10/29		10/29		7/29	
Capacity Management	7/29		17/29		6/29	
Clean Air	9/16		3/16		4/16	
Economic Vitality	4/18		7/18		3/18	
Base Score	39/122		50/122		30/122	
Equity Score	2/12		3/12		1/12	
Total Score	41/134		53/134		31/134	

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Test Scoring: Intersection Improvements

	Project #1		Project #2		Project #3	
	Current Score	New Score	Current Score	New Score	Current Score	New Score
Safety	9/30	9/21	13/30	11/21	10/30	10/21
System Preservation	10/29	8/17	10/29	10/17	7/29	2/17
Capacity Management	7/29	3/18	17/29	8/18	6/29	1/18
Clean Air	9/16	7/12	3/16	5/12	4/16	4/12
Economic Vitality	4/18	4/12	7/18	2/12	3/18	2/12
Base Score	39/122	29/80	50/122	35/80	30/122	18/80
Equity Score	2/12	4.2/20	3/12	5.3/20	1/12	2.6/20
Total Score	41/134	33.2/100	53/134	40.3/100	31/134	20.6/100

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Takeaways: Intersection Improvements

- Projects earn additional points for emissions reductions in most critical areas
- May see some score reductions in projects that focus heavily on SOV improvements

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Overall Test Scoring Takeaways

1. Overall scores didn't vary greatly relative to peer projects
2. Equity scoring more fully recognized breadth of existing populations
3. Actual scores may be slightly higher due to unscored criteria
4. Need for detailed methodology to clarify scoring

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Next Steps

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Next Steps

Today:
Discuss initial test scores and public input

September 3

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Next Steps

Today:
Discuss initial test scores and public input

Next MPO Meeting:
Address remaining questions or concerns

September 3

September 17



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Next Steps

Today:
Discuss initial test scores and public input

Next MPO Meeting:
Address remaining questions or concerns

Following MPO Meeting:
Finalize criteria

September 3

September 17

October 1

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September 3, 2020

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Discussion

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Discussion

1. Do the test scoring results accurately reflect your desired outcomes for the new criteria?
2. Would you like to see any adjustments made to the criteria or point values?
3. What more information would you like before finalizing the criteria?
4. Do you support the approach to Major Infrastructure project scoring?

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