The following pages include detailed information about the MPO's Community Connections Program, including project selection criteria, project evaluation scores, and project descriptions from both the FFY 2020 and FFY 2021 application rounds. These projects are in consideration for funding in the Boston Region MPO's FFYs 2022-26 Transportation Improvement Program.

Scoring Criteria for FFY 2021 Community Connections Program

PROJECT ELIGIBILITY VERIFICATION			
	TEST	**DATA TO USE**	**SCORING**
Each project funded through this program must show an air quality benefit when analyzed through the MPO's air quality analysis process. Projects must be ready to begin implementation during FFY 2022 (October 1, 2021-September 30, 2022).	**Air Quality Analysis**	Varies by type of project	If the project demonstrates an air quality benefit based on the spreadsheet analysis, then it is eligible for funding through the MPO's Community Connections program.
	Proponent's Project Management Capacity	Information from application	If the application provides sufficient information to judge these capabilities, and staff judge the proponent capable, the project is eligible.

OBJECTIVE	CRITERIA	DATA TO USE	SUBCRITERIA/SCORING
SCORING CRITERIA (90 possible points)			
NETWORK OR CONNECTIVITY VALUE (18 points)			
The primary purpose of the Community Connections Program is to close gaps in the transportation network, especially those in the first or last mile between transit and a destination. Projects will be awarded points based on how effectively a proposed project closes different types of gaps and makes travel easier or more efficient.	**Connection to existing activity hubs and residential developments (9/6 points)**	Application materials, CTPS GIS layers reflecting relevant destinations and employment and population density	*Projects can earn points for any combination of conditions, up to the noted overall maximum.* **Area projects (up to 9 points)** 0 If the project area includes* no dense employment concentrations, or dense residential concentrations, or Major Civic Destinations. +2 for each dense employment concentration OR dense residential concentration included in the project area, up to a maximum of 6 points +1 if the project targets a specific dense employment concentration, OR dense residential concentration, or Major Civic Destination +.25 points for each Major Civic Destination included in the project area, up to a maximum of 2 points **Point projects (up to 6 points)** 0 points if the project has no locations/stops within** ½ mile of a dense employment concentration OR a dense residential concentration +1 point for each location/stop within ½ mile of a dense employment concentration OR a dense residential concentration, up to a maximum of 4 points +2 points for each location/stop within ¼ mile of a dense employment concentration OR a dense residential concentration, up to a maximum of 4 points +.25 points for each location/stop within a ½ mile of a Major Civic Destination, up to a maximum of 1 point +.5 points for each location/stop within a ¼ mile of a Major Civic Destination, up to a maximum of 1 point *A project area includes a dense employment or residential concentration if it contains more than 50% of a transportation analysis zone (TAZ) that meets employment or residential density thresholds **For dense employment or residential concentrations, "Within" is defined as the location being within the specified distance of the centroid of the relevant TAZs
	Connection to existing transit hubs (6 points)	Application materials, CTPS GIS layers reflecting transit stops and routes	*Projects can earn points for any combination of conditions, up to the noted overall maximum.* **Area Projects (up to 9 points)** 0 if the project area does not include any transit stops for any mode +1 for each bus stop with infrequent service in the project area, up to a maximum of 4 points +2 for each commuter rail station in the project area, up to a maximum of 4 points +3 for each bus stop with frequent service in the project area, up to a maximum of 6 points +4 for each rapid transit stop in the project area, up to a maximum of 8 points **Point Projects (up to 6 points)** 0 If none of the project locations are within 1/2 mile of any transit stations/routes +1 if there is one bus stop with infrequent service within ½ mile of a project location +2 if there are multiple instances of a bus stop with infrequent service within ½ mile of a project location +3 if there is a commuter rail station within ½ mile of a project location +4 if there is a bus stop with frequent service within ¼ mile of a project location +5 if there are multiple instances of bus stops with frequent service within ¼ mile of a project location +6 if there is at least one rapid transit stop within ¼ mile of a project location
	Connection to other transportation infrastructure (6 points)	Application materials, CTPS GIS layers including bicycle infrastructure (derived from MAPC trailmap and other sources) and MassDOT road inventory with enhanced sidewalk data	**Area Projects (not eligible for points in this subcriterion)** n/a **Point Projects (up to 6 points)** 0 if none of the project locations are within 250 feet of sidewalks or protected bicycle infrastructure +1 for each project location within 250 feet of a sidewalk, up to a maximum of 2 points +1 for each project location within 250 feet of protected bicycle infrastructure, up to a maximum of 2 points +2 if any project location is within 250 feet of BOTH a sidewalk and protected bicycle infrastructure
Coordination or cooperation between multiple entities (15 points)			
The MPO prioritizes collaboration among different entities in the transportation planning process. Cooperative project planning and execution is particularly important for first-mile and last-mile connections of the type that the Community Connections Program is intended to facilitate. The cooperation can involve actors from both the public and private sectors.	**Number of collaborating entities (15 points)**	Application materials	+3 for each collaborating entity beyond the sponsor, up to a maximum of 9 points -15 for Bus Lane, TSP, or E-Ink projects that do not have a letter of support from the MBTA Additionally +3 If the project consists of collaborators from multiple sectors (i.e., public and private, or public and nonprofit) +3 If each listed collaborator has provided a formal letter of support to the MPO

Inclusion in and consistency with local and regional plans (15 points)			
A comprehensive planning process is important to ensure that projects occur in an environment of collaboration and careful consideration rather than independently. This criterion proposes to award points based on the extent to which a proposed project has been included in prior plans at both the local and regional levels, and whether it meets the goals of those plans.	**Inclusion in local plans (6 points)**	Application materials, local plans	Project is scored based on the best condition it meets. +3 if the project supports a theme, idea, or concept in a local comprehensive plan or equivalent document. +6 If the project is specifically included as a need or priority in a local comprehensive plan or equivalent document
	Inclusion in MPO plans (6 points)	Application materials, LRTP Needs Assessment, UPWP Database, MAPC plans	Project earns points for each condition met. +3 If the project is identified as a need in a current or previous LRTP Needs Assessment or another regional plan +3 if the project or a large element thereof is recommended in MPO/MAPC technical studies
	Inclusion in statewide plans (3 point)	Application materials, LRTP Needs Assessment	+3 If the project is included as a need or priority in MassDOT or other statewide planning studies
TRANSPORTATION EQUITY (15 points)			
The MPO seeks to prioritize investments that benefit equity populations, while minimizing any burdens associated with MPO-funded projects for these populations.	**Serves one or more transportation equity demographics, as identified by the MPO (15 points)**	Application materials, CTPS GIS layers	See detailed scoring criteria handout: https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing
GENERATION OF MODE SHIFT (12 points)			
Another primary purpose of the Community Connection Program is to enable modal shift from SOV to transit or other modes. This criterion awards points based on the project's effectiveness at creating mode shift and/or enabling trips that were previously impossible by non-SOV modes.	**Allow new trips that would not be otherwise possible without a car (12 points)**	Application materials	This criterion will be scored by MPO staff based on materials and narrative provided in the project application, considering factors such as: •Whether the project competes with or complements existing transit service •If the project brings non-SOV transportation options to an area that previously had few or none •Whether the project provides complementary connections to existing non-SOV transportation services and infrastructure •Whether the project serves a particular, identified transportation purpose that includes or facilitates mode shift •If relevant, whether the project shows it has a viable path to fiscal independence at the end of the MPO grant period •Reliability of projected local or other non-MPO financial contributions •If the project serves a population that travels through the project area but does not live adjacent to or within it •The quality and innovation of the project's marketing plan, when relevant
DEMAND PROJECTION (12 points)			
Gaining an understanding of how many transportation network users a project will reach is crucial for understanding its cost-effectiveness.	**Overall demand estimate (6 points)**	Application materials	0 If the application contains no estimates of demand or usage +3 If the application contains estimates of demand or usage, but no documentation of methods used to create them or background information +6 If the application contains estimates of demand or usage that are backed by extensive documentation of methods used to create the estimates and/or other relevant background information
	Staff evaluation of demand estimate (6 points)	Application materials	0 If staff judge that demand/usage projections are unrealistic or not present +3 if staff judge that demand/usage projections are somewhat realistic +6 If staff judge that demand/usage projections are realistic
BUDGET SHEET (10 points)			
	Quality of information provided (10 points)	Application materials	0 if there is no budget sheet present or the budget sheet does not contain useful information +5 if the budget sheet is incomplete or inaccurate, but usable with work +10 if the budget sheet is completed with all necessary information

Definitions

ADA = Americans with Disabilities Act. CMAQ = Congestion Mitigation and Air Quality Improvement Program. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. GIS = geographic information systems. GTFS = general

Community Connections – New Projects

Medford and Malden: Bluebikes Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 73

Cost: $ 236,830

Main Objectives:

- Expand the Bluebikes bike share system in the cities of Medford and Malden
- Provide a means to connect to neighboring communities and public transportation
- Encourage modal shift from personal vehicles to active transportation

Project Details:

- This project will create six new Bluebikes stations: three in Medford and three in Malden. Each station will have 11 docks for its Bluebikes bicycles.
- Tentatively, there will be one Bluebikes station in Medford Square, which serves several MBTA bus routes (94, 95, 96, 101, 134, 710, 354), and one in Malden Center near the Malden Center T Station. The MBTA Malden Center T Station serves riders on the Orange Line, the Haverhill commuter rail line, and numerous bus routes (97, 99, 101, 104, 105, 106, 108, 131, 132, 136, 137, 411, 430). The remaining four station locations will be determined by community engagement activities.
- The City of Medford is the project proponent and will be leading the project. The City of Malden will help implement it.

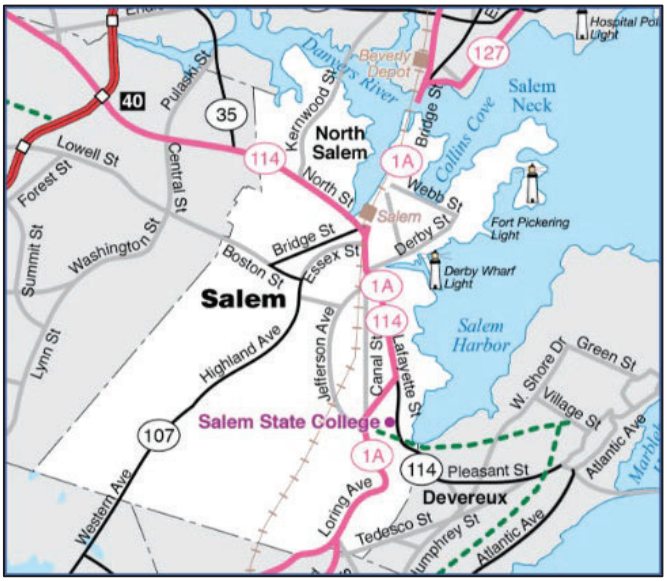
Project Name	Medford-Malden Bike Share	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	6
Connection to existing transit hubs	9	6
Connection to other transportation infrastructure	6	6
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	3
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	3
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by the MPO		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	12
Demand Projections		
Overall Estimate	6	6
Evaluation of Estimate	6	6
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**73**

Salem: Salem Skipper Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 73

Cost: $ 300,000 in FFY 2022
$ 150,000 in FFY 2023
$ 37,500 in FFY 2024



Main Objectives:

- Support development of the "Salem Skipper," the city's on-demand microtransit service
- Connect riders to employment centers, activity hubs, and public transportation
- Provide a low-cost, reliable transportation option as an alternative to vehicle ownership

Project Details:

- The on-demand microtransit service runs six days a week, year-round. There are four vehicles, two of which are wheelchair accessible. The service area covers the entire city. It operates weekdays 7:00 A.M. to 7:00 P.M. and Saturdays 10:00 A.M. to 6:00 P.M.
- The microtransit service connects riders to major transportation centers including the MBTA Salem commuter rail station, the Salem Ferry terminal, and MBTA bus routes 450, 455, and 465.
- Providing a microtransit service is a community-driven priority as expressed in multiple local planning documents and engagement initiatives. Salem's 2019 shuttle feasibility study identified locations that will generate significant ridership: transportation hubs, large employment and activity centers (i.e. the North Shore Medical Center and Salem State University), and several dense residential areas.
- The Salem Skipper aims to benefit low-wage workers in the city's hospitality sector, seniors, people with disabilities, and transportation equity populations.
- Riders will request rides through a smartphone app or by phone. Scheduling and dispatching rides will be done in real time, based on routing and passenger aggregation algorithms. Disabled persons will have door-to-door service.
- The city aims to consolidate existing shuttle services (Salem State University, North Shore Medical Center, and the Salem Council on Aging) into one streamlined microtransit service.

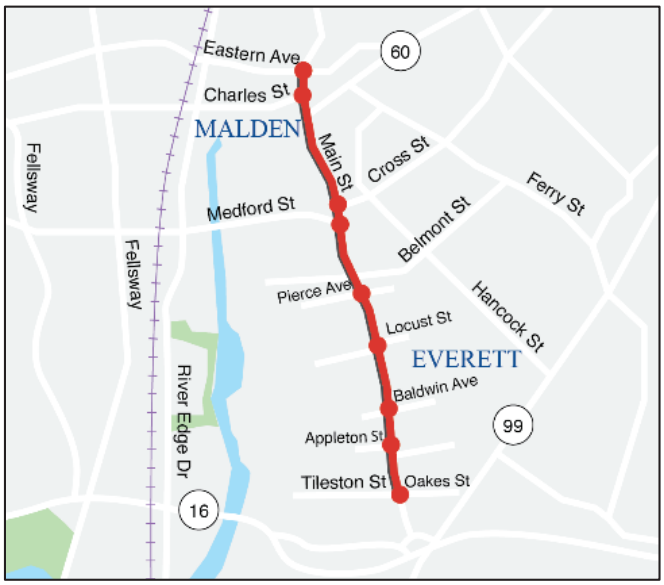
Project Name	Salem Skipper	
Project Type	Area	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	8
Connection to existing transit hubs	9	6
Connection to other transportation infrastructure	n/a	n/a
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	9
Project consists of collaborators from multiple sectors	3	3
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	6
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by		
See https://drive.google.com/file/d/11E9VIOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	7
Demand Projections		
Overall Estimate	6	6
Evaluation of Estimate	6	6
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**73**

Malden and Everett: MBTA Main Street Transit Signal Priority (TSP)

MPO Investment Program:
Community Connections

Evaluation Score: 72

Cost: $ 225,000



Main Objectives:

- Update signal equipment to enable Transit Signal Priority (TSP) on up to nine signals along Main Street in Malden and Everett
- Improve bus travel time and reliability by reducing delays experienced at traffic signals along a key corridor
- Increase local access to points of interest and public transportation options
- Encourage mode shift from single occupancy vehicles (SOV) to buses

Project Details:

- The project is located along a 1.6-mile segment of Main Street, a key corridor linking the cities of Malden and Everett. The project proponent submitted nine proposed TSP locations: four are in Malden and five are in Everett. The end points are Main Street at Charles Street in Malden and, Main Street at Tileston Street in Everett.
- The project will improve local access to points of interest including the MBTA Orange Line (Malden Center, Wellington, and Sullivan Square T stations), bus stops, and the commuter rail station at Malden Center.
- The corridor serves several high ridership MBTA bus routes (97, 99, 104, 105, and 106). The project will improve commutes for approximately 1,800 weekday riders traveling on this corridor.
- The project area includes at least one Environmental Justice (EJ) population based on minority, income, and/or English isolation status. The northernmost and southernmost portions are identified by the project proponent as ones with highly vulnerable EJ populations.
- MBTA will be the recipient agency and will be responsible for managing the project, in collaboration with the cities of Malden and Everett, which own the traffic signal equipment. MBTA will recommend TSP equipment and assist the cities with installation, calibration, and continuing evaluation.

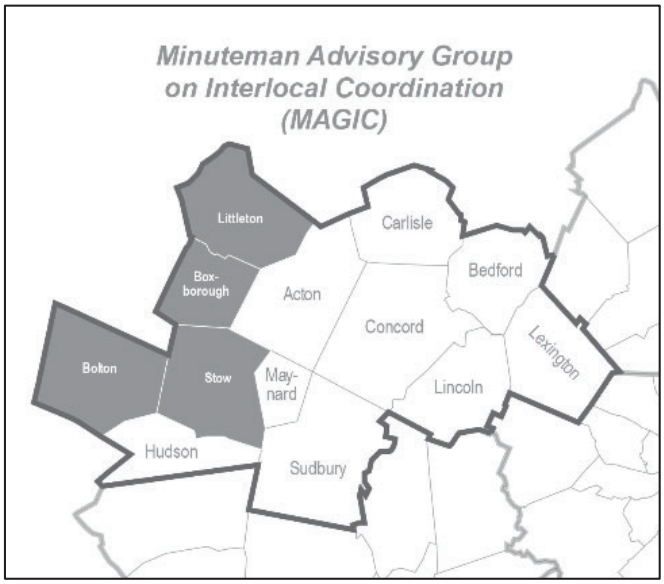
Project Name	MBTA Main St. TSP	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	6	6
Connection to existing transit hubs	6	5
Connection to other transportation infrastructure	6	6
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	6
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	3
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	6
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	3
Project serves a demographic of transportation equity concern, as identified by the MPO		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	12
Mode Shift		
Various	12	12
Demand Projections		
Overall Estimate	6	0
Evaluation of Estimate	6	0
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**72**

Montachusett Regional Transit Authority (MART) Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 67

Cost: $ 383,253 in FFY 2022
$ 344,283 in FFY 2023
$ 325,313 in FFY 2024



Main Objectives:

- Create an on-demand microtransit service to serve the communities of Bolton, Boxborough, Littleton and Stow
- Connect residents to employment centers and activity hubs
- Provide a low-cost transportation option to encourage non-single occupancy vehicle (SOV) trips

Project Details:

- This project will provide a safe, affordable and environmentally friendly non-SOV transportation option in an area with very limited transportation service.
- A microtransit operation will serve populations with unique needs including: 1) residents not qualified for subsidized transportation; 2) employees who work in the rural parts of the region, and 3) residents who cannot use the current shuttles running in the area.
- The project will utilize MART's existing fleet of 60+ vehicles. The routes will be dynamic in nature due to the varying trip origins and destinations. Routes will be determined by analyzing rider data that will be used to book standing orders, groups and individual rides.
- MART will use QRyde software for riders to book, manage and pay for rides through a mobile app. Users can do cashless transactions similar to ridesharing companies like Uber and Lyft.
- The proposed microtransit operation aims to improve economic vitality in the region using a community-based transportation model. Performance measures include number of trips, trip length, and shared rides, among others.

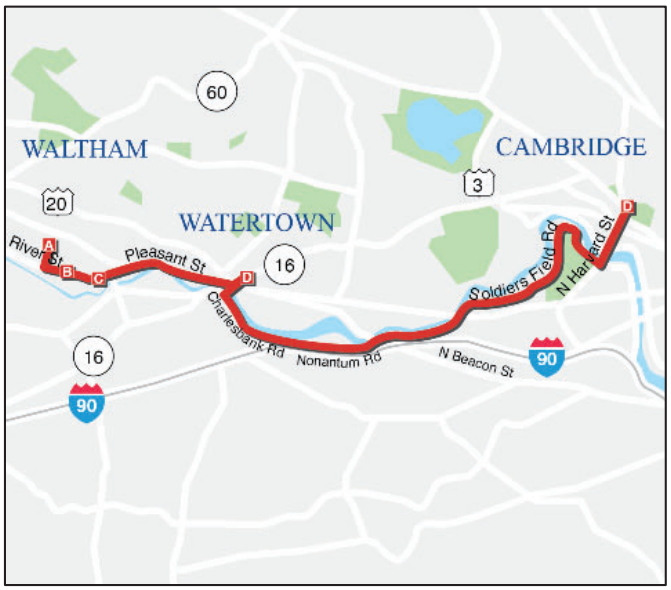
Project Name	MART Microtransit	
Project Type	Area	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)		n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	2
Connection to existing transit hubs	9	6
Connection to other transportation infrastructure	n/a	
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	6
Project consists of collaborators from multiple sectors	3	3
Each listed collaborator has provided a formal letter of support to the MPO	3	3
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by the MPO		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	10
Demand Projections		
Overall Estimate	6	6
Evaluation of Estimate	6	6
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**67**

Watertown: Shuttle Service

MPO Investment Program:
Community Connections

Evaluation Score: 65

Cost: $ 244,480 in FFY 2022
$ 217,383 in FFY 2023
$ 195,498 in FFY 2024



Main Objectives:

- Provide peak hour shuttle services connecting businesses and residential locations to major transit hubs in Watertown and Cambridge
- Improve access to employment centers for commuters and residents in an area with limited access to public transportation
- Complement and coordinate service with the existing MBTA bus schedule

Project Details:

- The proposed Pleasant Street shuttle service will offer two routes providing connections to Watertown Square and Harvard Square.
    - The starting point of Route #1 (Pleasant Street/Watertown Square/Watertown Yard) begins at the CenterPoint building in Waltham, MA at the Watertown line, continuing east on Pleasant Street into Watertown Square and Watertown Yard.
    - The starting point of Route #2 (Pleasant Street/Harvard Square) begins at the CenterPoint building in Waltham, MA, ending at the MBTA Harvard Square T Station.
- The project is a joint effort among several partners seeking greater transportation options in Watertown including the Watertown TMA, the Town of Watertown, participating businesses, and the shuttle provider (WeDriveU).
- The project's long term goal is to partner with the Watertown Connector shuttle which will expand transit connections for Pleasant Street riders to the MBTA Red Line, Green Line and commuter rail stations.

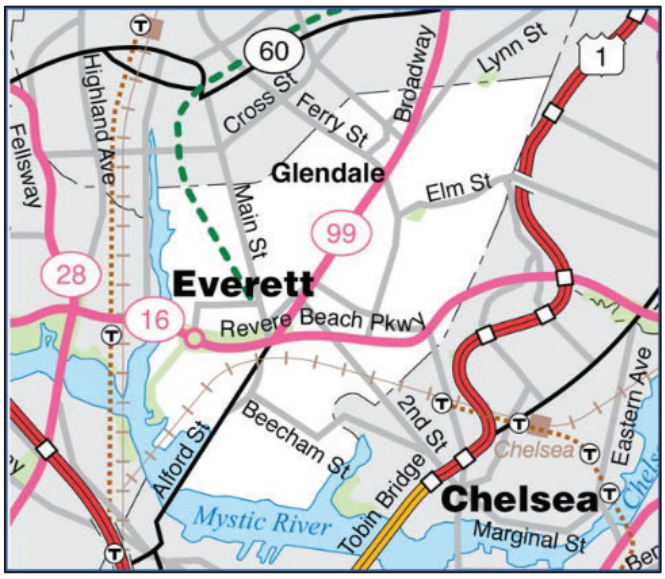
Project Name	Watertown Shuttle	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	6	6
Connection to existing transit hubs	6	6
Connection to other transportation infrastructure	6	6
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	3
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	3
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	7
Demand Projections		
Overall Estimate	6	6
Evaluation of Estimate	6	3
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**65**

Everett: Citywide Transportation Management Association (TMA)

MPO Investment Program:
Community Connections

Evaluation Score: 65

Cost: $ 94,000 in FFY 2022
$ 94,000 in FFY 2023
$ 94,000 in FFY 2024



Main Objectives:

- Create a TMA that provides services and incentives for more sustainable modes of transportation
- Mitigate the anticipated growth in transportation demand with TMA programming
- Reduce single occupancy vehicle (SOV) trips generated by new development
- Expand access to larger transportation hubs by providing shared-ride and multimodal options

Project Details:

- The project will create a TMA that would help implement the Transportation Demand Management (TDM) ordinance, as well as provide TDM services to businesses and institutions across the city with the goal of expanding to neighboring communities.
- Services will include:
  - Online and app-based ride matching services to facilitate and encourage carpools and vanpools
  - Shuttle services to connect employers and residents to commuter rail, rapid transit, entertainment, shopping, and healthcare destinations
  - Advocacy and educational programs for multimodal transportation options
  - Subsidies for transit riders and bicyclists to encourage greater usage
  - Trip logging platform to track travel behavior and measure program success
- This project fulfills recommendations in regional and local planning documents to reduce SOV trips that have increased from new development in the city.
- The TMA will be a public/private partnership between developers and employers, and the City of Everett.

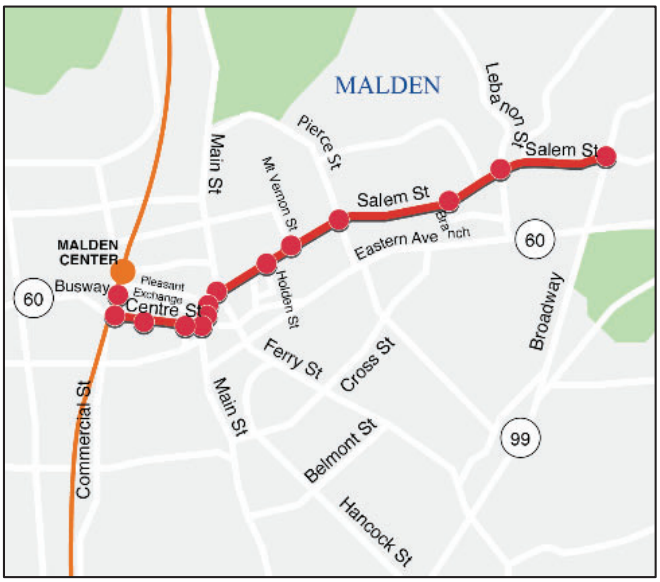
Project Name	Everett TMA	
Project Type	Area	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	8
Connection to existing transit hubs	9	9
Connection to other transportation infrastructure	n/a	n/a
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	9
Project consists of collaborators from multiple sectors	3	3
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	6
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by the		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	8
Demand Projections		
Overall Estimate	6	0
Evaluation of Estimate	6	0
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**65**

Malden: MBTA Salem Street and Centre Street Transit Signal Priority (TSP)

MPO Investment Program:
Community Connections

Evaluation Score: 64

Cost: $ 350,000



Main Objectives:

- Update traffic signals along the Salem Street and Centre Street corridor with Transit Signal Priority (TSP) equipment to improve bus travel time, reliability and access to the MBTA Malden Center T Station

Project Details:

- The project will update signal equipment to enable Transit Signal Priority (TSP) capabilities on up to 14 signals along Salem and Centre Streets (including a small segment of Main Street that connects the two). The proposed signal locations will begin at Salem Street and Broadway and end at Centre Street and West Busway. The eastern anchor of the corridor is a transfer point to buses serving communities in the North Shore.
- The project corridor is a three-mile segment of Salem and Centre Streets, a key roadway for businesses, residential properties and civic places. It will terminate at the MBTA Malden Center T Station which serves riders on the Orange Line, the Haverhill commuter rail line, and numerous MBTA bus routes (99, 101, 104, 105, 106, 108, 131, 136, 137, 411, and 430).
- Both the eastern and western portions of the corridor serve transportation equity (TE) populations based on minority, low-income, and limited English proficiency status. The corridor serves an estimated 7,600 weekday bus riders ranging from 30 percent to 50 percent minority ridership.
- MBTA will be the recipient agency and will be responsible for managing the project, in collaboration with the City of Malden, which owns the traffic signal equipment. MBTA will recommend TSP equipment and assist the city with installation, calibration, and continuing evaluation.
- TSP projects often include bus stop and pedestrian safety improvements, such as far-side relocations, that improve TSP effectiveness. Typical TSP equipment also allows for emergency vehicle signal pre-emption.

Project Name	MBTA Salem St. TSP	
Project Type	**Point**	
	Max Points	**Final Points Awarded**
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	6	6
Connection to existing transit hubs	6	6
Connection to other transportation infrastructure	6	6
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	3
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	3
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	6
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	12
Demand Projections		
Overall Estimate	6	0
Evaluation of Estimate	6	0
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**64**

Regionwide: MBTA Bike Racks

MPO Investment Program:
Community Connections

Evaluation Score: 64

Cost: $ 275,740

Main Objectives:

- Increase bicycle parking capacity at up to 40 MBTA T stations and commuter rail stations across the region
- Improve bicycle parking facilities, including racks and cages, by repairing or replacing equipment in poor condition
- Reduce single occupancy vehicle (SOV) trips by encouraging bicycling for both leisure and commuting trips with secure and safe facilities

Project Details:

- This project will create 750 new bicycle parking spaces and 2,400 bicycle parking spots in cages. The new bicycle facilities will be more secure and accessible for riders.
- All infrastructure upgrades and modernization work will be conducted at up to 40 T stations and their adjoining parking lots: 16 stations have high utilization rates of its bicycle racks that often exceed capacity during the warmer months and, the remaining 24 stations have underdeveloped bicycle parking in areas that would highly benefit from increased capacity.
- Bicycle cages with malfunctioning locks and doors will be replaced. The outdated cloud-based infrastructure will be upgraded to a more secure one.
- This project includes a marketing campaign for the new bicycle facilities to complement the MBTA's increased bicycle-friendly policies.
- This project will support first- and last-mile connections for MBTA riders in areas with high demand for better bicycle facilities thus enabling greater access to public transit.

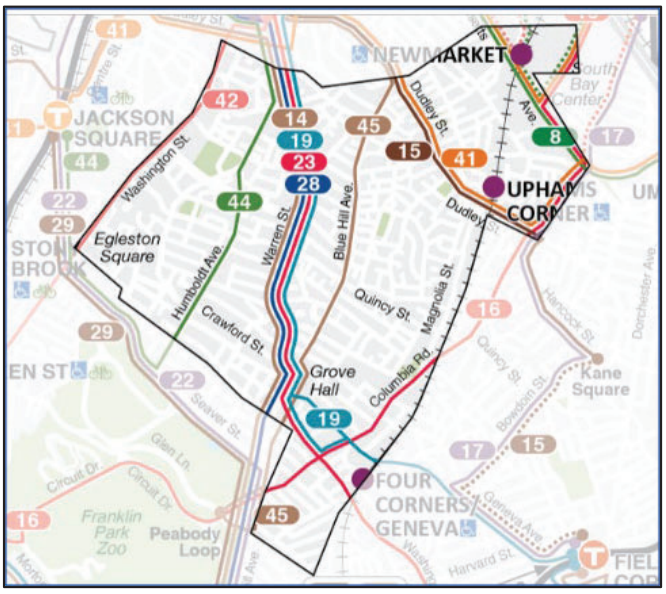
Project Name	MBTA Bike Racks	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	6	6
Connection to existing transit hubs	6	6
Connection to other transportation infrastructure	6	6
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	0
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	6
Inclusion in MPO plans	6	6
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by the		
See https://drive.google.com/file/d/11E9VIOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	12
Mode Shift		
Various	12	12
Demand Projections		
Overall Estimate	6	0
Evaluation of Estimate	6	0
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**64**

Boston: Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 64

Cost: $281,612 in FFY 2022
$186,178 in FFY 2023
$109,419 in FFY 2024



Main Objectives:

- Implement an on-demand, all-electric microtransit service operating in parts of Roxbury and Dorchester
- Improve access and create connections to the existing transit system in an area currently underserved by transportation options
- Provide a low-cost choice for residents to connect to nearby amenities and jobs

Project Details:

- The project area covers Roxbury (south and east of Nubian Square to Newmarket) and the adjoining section of Dorchester along the Fairmount corridor including the MBTA Newmarket, Uphams Corner, and Four Corners/Geneva commuter rail stations. Connections here will compliment current commuter rail service and the ongoing initiative to install bus priority lanes along Blue Hill Avenue.
- The microtransit service would utilize a fleet of 100-percent electric, low speed shared vehicles. Each vehicle seats five passengers plus the driver. The vehicles are compliant with ADA standards and have a low floor design for easier boarding.
- Proposed service can be customized for people with accessibility needs including fixed stops, pre-scheduled trips and/or trips hailed by mobile application or phone.
- Users will have multiple booking platforms for scheduling rides including an app-based request system, a phone line and street-hail capability.
- This project aims to reduce the need for individual car ownership which can be a heavy cost burden.

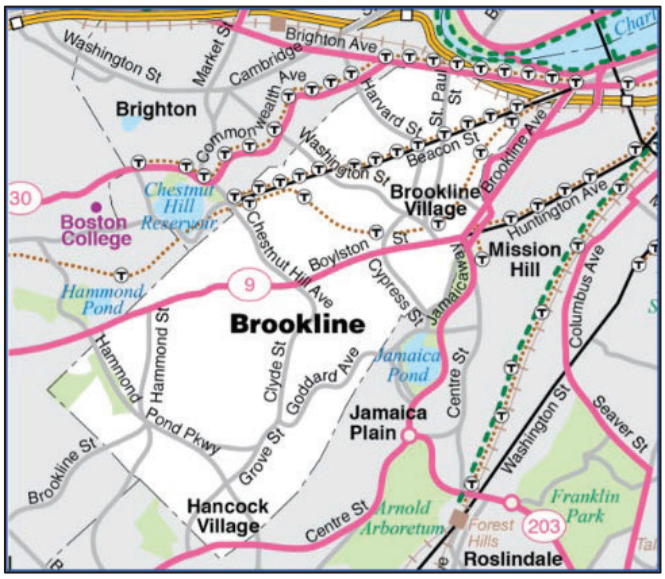
Project Name	Boston Microtransit	
Project Type	Area	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	8
Connection to existing transit hubs	9	9
Connection to other transportation infrastructure	n/a	n/a
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	0
Project consists of collaborators from multiple sectors	3	3
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	15
Mode Shift		
Various	12	4
Demand Projections		
Overall Estimate	6	3
Evaluation of Estimate	6	6
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**64**

Brookline: Transit App Education Program

MPO Investment Program:
Community Connections

Evaluation Score: 49

Cost: $ 43,620



Main Objectives:

- Provide technology training for older adults to use transit applications (apps) on their smartphones
- Enable older adults to travel more confidently and easily on public and private transportation modes
- Shorten wait times and walking routes with real time travel information
- Shift single occupancy vehicles (SOV) trips to walking and public transit trips

Project Details:

- This project will expand the TRIPPS Program (Transportation, Resources, Information, Planning and Partnership for Seniors) with the development of online training modules and other educational materials. Proposed materials include a video, a PowerPoint presentation and written training documents. Materials will focus on transportation-related smartphone applications such as Google Maps, Transit, and Routematch (targeted to MBTA Ride customers).
- The new curriculum will be offered to all Councils on Aging (COA) in the MPO region. It will include additional training for MBTA Ride customers for support with the new Routematch scheduling system and the Ride Pilot Program. There has been a desired need for training opportunities geared towards older adults on how to effectively navigate these specific programs.
- The project is supporting the newly found demand to shift the paper-based curriculum to an online one, with updated programming so that riders can use their smartphones to plan travel.

Project Name	Brookline Education	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	6
Connection to existing transit hubs	9	6
Connection to other transportation infrastructure	n/a	2
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	3
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	3
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	0
Inclusion in MPO plans	6	6
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	9
Mode Shift		
Various	12	4
Demand Projections		
Overall Estimate	6	0
Evaluation of Estimate	6	0
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**49**

Wellesley: Bicycle Infrastructure

MPO Investment Program:
Community Connections

Evaluation Score: 42.75

Cost: $ 85,054

Main Objectives:

- Improve bicycle facilities by installing covered bicycle racks at Wellesley Middle School
- Promote and encourage bicycling to/from school and to nearby activities
- Facilitate a mode shift in the transportation system from single occupancy vehicles (SOV) to active transportation

Project Details:

- This project is intended to serve youth ages 17 and younger who will benefit from early education about alternative transportation and may develop new travel habits.
- The project is located near MBTA commuter rail stations (Wellesley Square and Wellesley Hills), shopping areas, Wellesley High School, playing fields, trail system, the Wellesley Free Library, several low and moderate income affordable housing developments, and other amenities.
- Four covered bicycle racks and 24 bicycle hitch/racks are planned around the middle school.
- Access to the new covered bike racks will be available to over 1,200 middle school children plus teachers and administrators at Wellesley Middle School.
- Providing secure, covered facilities will help encourage year-round bicycle ridership including periods of inclement weather.

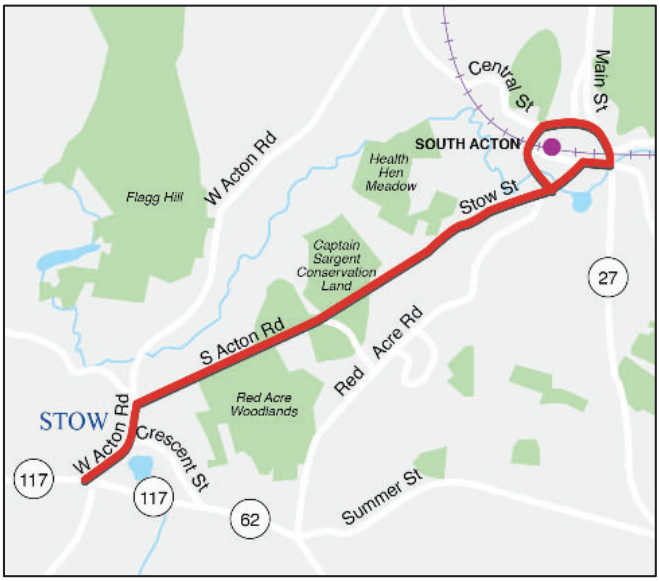
Project Name	Wellesley Bike Racks	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	6	4.75
Connection to existing transit hubs	6	2
Connection to other transportation infrastructure	6	2
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	0
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by the MPO		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	6
Mode Shift		
Various	12	12
Demand Projections		
Overall Estimate	6	0
Evaluation of Estimate	6	0
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**42.75**

Stow: Shuttle Service

MPO Investment Program:
Community Connections

Evaluation Score: 37.5

Cost: $ 36,957 in FFY 2022
$ 20,203 in FFY 2023
$ 15,935 in FFY 2024



Main Objectives:

- Establish a weekday shuttle service from the town center to the MBTA South Acton commuter rail station
- Encourage use of public transit by providing an alternate, convenient park and ride option
- Fill the transportation gap to/from the South Acton station which has limited parking accommodations for vehicles and bicycles

Project Details:

- The project's park and ride lot will be centrally located at 36 Crescent Street, close to the Route 117 and Route 62 intersection and the town's largest rental housing complex. It is an open-air lot and there are plans to add more spots in a nearby climate-controlled parking garage.
- The project will coordinate with the MBTA's South Acton commuter rail schedule so passengers will not miss the morning and afternoon trains. There will be two trips to the South Acton station in the morning and two trips from the South Acton station in the evening. The round-trip service is approximately 8 miles.
- The shuttle service operation will utilize a 20 passenger, wheelchair accessible Council on Aging (COA) vehicle to provide initial service.
- The estimated ridership in the first year is approximately 40 daily passengers.

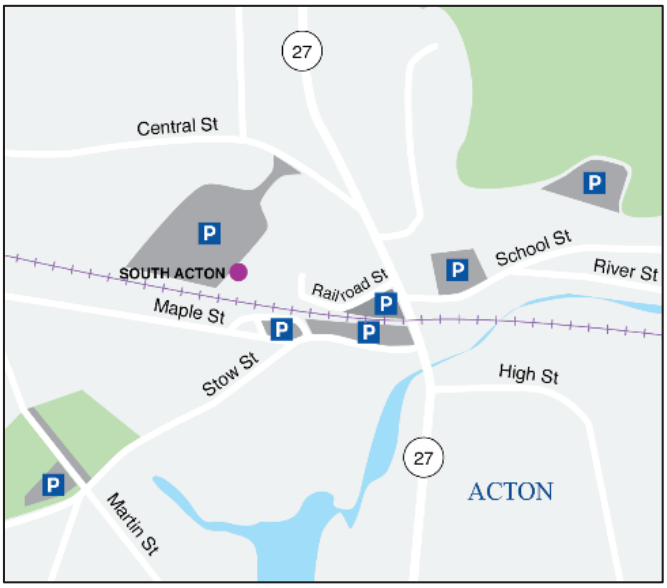
Project Name	Stow Shuttle	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)		n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	6	0.5
Connection to existing transit hubs	6	2
Connection to other transportation infrastructure	6	1
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	0
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by the		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	6
Mode Shift		
Various	12	6
Demand Projections		
Overall Estimate	6	3
Evaluation of Estimate	6	3
Budget Sheet		
Absent/Present/Incomplete	10	10
GRAND TOTAL		**37.5**

Acton: Parking Management System

MPO Investment Program:
Community Connections

Evaluation Score: 29

Cost: $ 20,000



Main Objectives:

- Implement digital parking management products to improve efficiency of permitting and enforcement processes
- Transition from a mostly paper-based parking management system to a cloud-based one that will be more convenient for commuters and Acton's internal parking management team

Project Details:

- The project area includes five commuter lots providing nearly 500 parking spaces, surrounding the MBTA South Acton commuter rail station. All lots have high utilization rates.
- The customized parking solution will assist with the deployment and payment processing of each parking permit.
- The project will create faster, more convenient enforcement mechanisms tied in with Acton's backend management system. With the new technology, the municipality will be able to identify each parking permit under a pay-by-plate system and scan license plates to verify authorized parked automobiles.
- It is anticipated that the technological improvements will lead to real-time parking availability capabilities viewable on the online parking portal. This information will allow users to quickly assess their parking options and ideally lead to less congestion surrounding the commuter rail station.

Project Name	Acton Parking	
Project Type	Point	
	Max Points	Final Points Awarded
Project Eligibility Verification		
Passes AQ Analysis (y/n)	Y	n/a
Project proponent has staff capacity (y/n)	Y	n/a
Objective		
Network/Connectivity Value		
Connection to existing activity hubs and residential developments	9	0
Connection to existing transit hubs	9	3
Connection to other transportation infrastructure	6	6
Coordination or cooperation between multiple entities		
Number of collaborating entities	9	0
Project consists of collaborators from multiple sectors	3	0
Each listed collaborator has provided a formal letter of support to the MPO	3	0
Inclusion in and consistency with local and regional plans		
Inclusion in local plans	6	3
Inclusion in MPO plans	6	3
Inclusion in statewide plans	3	0
Project serves a demographic of transportation equity concern, as identified by		
See https://drive.google.com/file/d/11E9VlOqpX-V5QOL2SEstMyvcpd77yhQI/view?usp=sharing	15	6
Mode Shift		
Various	12	2
Demand Projections		
Overall Estimate	6	3
Evaluation of Estimate	6	3
Budget Sheet		
Absent/Present/Incomplete	10	0
GRAND TOTAL		**29**

Community Connections – Returning Projects

Note: the following four projects applied for Community Connections funding in the FFY 2021 pilot round, but are receiving funds in multiple years or requested to receive funds in FFY 2022. The MPO approved them along with the FFY 2021 Community Connections projects in February 2021. Unless otherwise noted, the project descriptions presented here represent the projects ***as they applied for Community Connections funding in December 2019.*** *In some cases, minor details may change to reflect the realities of the COVID emergency situation. Staff will inform the MPO of any relevant changes.*

Draft Evaluation Criteria for FFY 2020 Community Connections Scoring

Key
Blue = Criteria that apply to all projects
Green = Criteria for capital projects
Red/Pink = Criteria for operating projects

OBJECTIVE	CRITERIA	FACTORS
PROJECT ELIGIBILITY VERIFICATION		
Each project funded through this program must show an air quality benefit when analyzed through the MPO's air quality analysis process. **Projects must be ready to begin construction or operation by October 2020. Project sponsors or proponents must demonstrate that they have gained support from stakeholders and have the institutional capacity to carry out the project within the MPO timeframe.**	**Air Quality Analysis**	Projects must pass a spreadsheet-based air quality benefit test based on a variety of data inputs customized to the type of project.
	Proponent's Project Management Capacity	Names, experience, and time commitment of project management staff, as provided by the proponent.
GENERAL SCORING CRITERIA (30 possible points)		
Network or connectivity value (6 points)		
The primary purpose of the Community Connections Program is to close gaps in the transportation network, especially those in the first or last mile between transit and a destination. Projects will be awarded points based on how effectively a proposed project closes different types of gaps and makes travel easier or more efficient.	**Connection to existing activity hubs and residential developments (2 points)**	Proximity of the project or service to employment, residential, and civic activity hubs, such as dense areas of employment or housing.
	Connection to existing transit hubs (2 points)	Proximity of the project to transit service, with added incentive for connecting to frequent or high-quality service.
	Connection to other transportation infrastructure (2 points)	Proximity of the project to sidewalk or protected or off-road bicycle infrastructure.
Coordination or cooperation between multiple entities (5 points)		
The MPO prioritizes collaboration among different entities in the transportation planning process. Cooperative project planning and execution is particularly important for first-mile and last-mile connections of the type that the Community Connections Program is intended to facilitate. The cooperation can involve actors from both the public and private sectors.	**Number of collaborating entities (5 points)**	Number and variety (judged by sector of origin) of entities collaborating to support the project.
Inclusion in and consistency with local and regional plans (5 points)		
A comprehensive planning process is important to ensure that projects occur in an environment of collaboration and careful consideration rather than independently. This criterion proposes to award points based on the extent to which a proposed project has been included in prior plans at both the local and regional levels, and whether it meets the goals of those plans.	**Inclusion in local plans (2 points)**	Whether the project is included as a need or priority in a local comprehensive plan.
	Inclusion in MPO plans (2 points)	Whether the project is identified as a need in the LRTP Needs Assessment or recommended in an MPO or MAPC study.
	Inclusion in statewide plans (1 point)	Whether the project is included as a need or priority in a MassDOT or other statewide study.
Transportation equity (5 points)		
The MPO seeks to target investments to areas that benefit a high percentage of low-income and minority populations; minimize any burdens associated with MPO-funded projects in low-income and minority areas; and break down barriers to participation in MPO-decision making.	**Serves a demographic of transportation equity concern, as identified by the MPO (5 points)**	The extent to which the project serves equity populations.
Generation of mode shift (4 points)		
Another primary purpose of the Community Connection Program is to enable modal shift from SOV to transit or other modes. This criterion would award points based on the project's effectiveness at creating mode shift and/or enabling trips that were previously impossible by non-SOV modes.	**Allow new trips that would not be otherwise possible without a car (4 points)**	Whether the project adds to overall non-automotive mobility by creating new connections or making trips possible that were not previously, without detracting from or competing with existing transit options.
Demand projection (4 points)		
Gaining an understanding of how many transportation network users a project will reach is crucial for understanding its cost-effectiveness.	**Overall demand estimate (2 points)**	Presence of demand/usage estimates and quality of analysis used to support them in the application materials.
	Staff evaluation of demand estimate (2 points)	Whether staff judge the demand/usage projections realistic.
TYPE-SPECIFIC EVALUATION CRITERIA: CAPITAL PROJECTS (30 points)		
SAFETY BENEFITS (12 points)		
Bicycle safety (6 points)		
Improving safety on the regional transportation network is one of the MPO's key goals. This criterion would award points to projects that improve safety for the most vulnerable users of the network – people walking and people riding bicycles. An overall score of the effectiveness of bicycle safety countermeasures will be made through professional judgement comparing existing facilities, safety issues, use, and desired/anticipated use to the proposed bicycle safety countermeasures planned to be implemented as part of the project.	**Total effectiveness of bicycle safety countermeasures (6 points)**	Existing and potential bicyclist usage of the infrastructure and effectiveness of the expected safety improvements.
Pedestrian safety (6 points)		
An overall score of the effectiveness of pedestrian safety countermeasures will be made through professional judgement comparing existing facilities, safety issues, use, and desired/anticipated use to the proposed pedestrian safety countermeasures planned to be implemented as part of the project.	**Total effectiveness of pedestrian safety countermeasures (6 points)**	Existing and potential pedestrian usage of the infrastructure and effectiveness of the expected safety improvements.
Lifecycle cost-effectiveness (10 points)		
In addition to the initial construction costs, the MPO is concerned that projects funded through the Community Connection Program remain fiscally sustainable after MPO-awarded funding runs out. Projects proposed to the program should be cost-effective compared to potential alternatives, and proponents should demonstrate that local maintenance budgets will be able to accommodate the increased costs of maintaining the project.	**Lifecycle Alternatives Analysis (5 Points)**	Presence of a cost-effectiveness analysis in the application and whether the analysis is qualitative or quantitative.
	Maintenance budget and plan (5 Points)	Identification of a maintenance plan for the project, including the entity responsible for it and a source of funds.
Resilience to weather and environmental hazards (8 points)		
Resilience in the face of increasingly destructive storms and weather hazards is a growing concern in the Boston region, and is codified in the MPO's System Preservation goal. Project proponents should demonstrate that their project will not cause damage to a sensitive ecosystem and that it will be able to resist damage from extreme weather events.	**Impact on areas of environmental concern (6 points)**	Magnitude of the project's environmental impact, positive or negative.
	Relationship to resilience plans (2 points)	Whether the project is included in local resilience plans.
TYPE-SPECIFIC CRITERIA: OPERATIONAL PROJECTS		

Draft Evaluation Criteria for FFY 2020 Community Connections Scoring

OBJECTIVE	CRITERIA	FACTORS
Long-Term Financial Plan (12 points)		
	Annual operating costs (2 points)	Whether the estimate of operating costs is present and realistic.
	Annual maintenance costs (1 point)	Whether the estimate of maintenance costs is present and realistic.
	All other costs (1 point)	Whether the estimate of other costs is present and realistic.
	Fare structure (2 points)	Presence of a detailed description of the proposed fare structure and explanation thereof.
	Plan for fiscal sustainability (6 points)	Whether the application identifies full funding for the project (reflecting a local match to MPO funds) for 0, 1, 2, 3 or more years.
Service Plan (10 points)		
	Service Plan (4 points)	Presence of details on: • Plans for ADA compliance • Frequency and routing of service • How the service plans meet the need of projected riders
	Operational/contracting plan (4 points)	Presence of details on administrative and/or contracting plans and the background of the operator.
	Marketing plan (2 points)	Presence of a detailed description of a marketing plan.
Performance Monitoring Plan (8 points)		
	Data management plan (3 points)	Inclusion of plans for data collection, analysis for monitoring service, and sharing the data with the MPO.
	Passenger survey (2 points)	Whether the application describes plans for a ridership survey and the frequency with which it will be administered.
	Trip-level boarding counts (1 point)	Presence of plans for trip-level data collection.
	Stop-level data collection (1 point)	Presence of plans for stop-level data collection.
	Marketing evaluation (1 point)	Presence of plans for an evaluation of the marketing effort.

ADA = Americans with Disabilities Act. CMAQ = Congestion Mitigation and Air Quality Improvement Program. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. GIS = geographic information systems. GTFS = general transit feed specification. LRTP = Long-Range Transportation Plan. MAPC = Metropolitan Area Planning Council. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = Metropolitan Planning Organization. MVP = Municipal Vulnerability Program. SOV = single occupancy vehicle. TAD = Traffic and Design. TAZ = transportation analysis zone. TIP = Transportation Improvement Program.

FFYs 2021-25 TIP Community Connections Scores (Pilot Round)

Evaluation	Applications										
Criterion (maximum points)	Alewife Wayfinding *Capital*	Cohasset Route 3A Sidewalk *Capital*	Newton Microtransit *Operating*	Sharon Carpool Marketing *Capital*	Davis Square Signal Improvements *Capital*	Concord Ave. Signal Improvements *Capital*	BFRT Bike Shelters *Capital*	Regional Blue Bikes Expansion *Operating*	Royall St. Shuttles *Operating*	Watertown TMA Shuttle *Operating*	Lexpress service enhancements *Operating*
Project Eligibility Verification											
Passes AQ Analysis (y/n)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Project proponent has staff capacity (y/n)	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y
General Criteria (30 points)											
Connection to existing activity hubs and residential developments (2 points)	2	0	2	1	2	2	0	2	2	2	2
Connection to existing transit hubs (2 points)	2	1	2	1	2	2	1	2	1	1	1
Connection to other transportation infrastructure (2 points)	2	2	1	1	2	2	2	2	1	2	1
Number of collaborating entities (5 points)	0	0	5	3	0	1	0	5	5	3	0
Inclusion in local plans (2 points)	0	2	2	0	2	2	0	2	2	0	2
Inclusion in MPO plans (2 points)	0	2	0	0	0	2	0	2	0	0	0
Inclusion in statewide plans (1 point)	1	1	0	0	0	1	0	0	0	0	0
Project serves a demographic of transportation equity concern, as identified by the MPO (5 points)	4	--	3	2	3	3	2	4	4	3	--
Allow new trips that would not be otherwise possible without a car (4 points)	2	n/a	4	0	2	2	4	4	4	2	n/a
Overall demand estimate (2 points)	0	n/a	2	0	0	0	0	2	2	2	n/a
Staff evaluation of demand estimate (2 points)	2	n/a	2	2	2	2	2	2	2	2	n/a
Total General Score	**15**	**8**	**23**	**10**	**15**	**19**	**11**	**27**	**23**	**17**	**6**
Type-Specific Evaluation Criteria: Capital Projects (30 points)											
Total effectiveness of bicycle safety countermeasures (6 points)	0	n/a	n/a	0	0	0	6	n/a	n/a	n/a	n/a
Total effectiveness of pedestrian safety countermeasures (6 points)	4	n/a	n/a	0	6	0	2	n/a	n/a	n/a	n/a
Lifecycle Alternatives Analysis (5 Points)	1	1	n/a	1	1	1	1	0	n/a	n/a	n/a
Maintenance budget and plan (5 Points)	3	n/a	n/a	3	1	1	0	n/a	n/a	n/a	n/a
Impact on areas of environmental concern (6 points)	0	n/a	n/a	0	0	0	0	n/a	n/a	n/a	n/a
Relationship to resilience plans (2 points)	1	n/a	n/a	n/a	1	1	0	n/a	n/a	n/a	n/a
Total Capital Score	**9**	**1**	**0**	**4**	**9**	**3**	**9**	**0**	**0**	**0**	**0**
Type-Specific Evaluation Criteria: Operational Projects (30 points)											
Annual operating costs (2 points)	n/a	n/a	2	n/a	n/a	n/a	n/a	2	2	2	
Annual maintenance costs (1 point)	n/a	n/a	1	n/a	n/a	n/a	n/a	1	1	1	
All other costs (1 point)	n/a	n/a	1	n/a	n/a	n/a	n/a	1	1	1	
Fare structure (2 points)	n/a	n/a	2	n/a	n/a	n/a	n/a	2	2	2	
Plan for fiscal sustainability (6 points)	n/a	n/a	6	n/a	n/a	n/a	n/a	6	4	4	
Service Plan (4 points)	n/a	n/a	4	n/a	n/a	n/a	n/a	3	4	4	
Operational/contracting plan (4 points)	n/a	n/a	4	n/a	n/a	n/a	n/a	3	4	4	
Marketing plan (2 points)	n/a	n/a	2	n/a	n/a	n/a	n/a	2	2	2	
Data management plan (3 points)	n/a	n/a	3	n/a	n/a	n/a	n/a	3	3	3	
Passenger survey (2 points)	n/a	n/a	2	n/a	n/a	n/a	n/a	0	2	2	
Trip-level boarding counts (1 point)	n/a	n/a	1	n/a	n/a	n/a	n/a	1	1	1	
Stop-level data collection (1 point)	n/a	n/a	1	n/a	n/a	n/a	n/a	1	1	1	
Marketing evaluation (1 point)	n/a	n/a	1	n/a	n/a	n/a	n/a	0	1	1	
Total Operational Score	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**25**	**28**	**28**	**0**
Total Overall Score	**24**	**9**	**53**	**14**	**24**	**22**	**20**	**52**	**51**	**45**	**6**

Newton: Microtransit Shuttle Service

MPO Investment Program: Community Connections

Evaluation Score: 53

Cost: $300,000 in FFY 2021
$275,000 in FFY 2022
$152,000 in FFY 2023

Main Objectives:

- Launch an on-demand, citywide microtransit service that will serve residents, students and employees
- Reduce single occupancy vehicle (SOV) trips by providing shared, first-last mile shared rides to key destinations
- Increase access to employment centers, especially among hourly wage earners and individuals without a personal vehicle, and transit hubs

Project Details:

- This microtransit project will provide on-demand, dynamically routed shuttle service for intra-city travel. It will be modeled after the town's NewMo microtransit system for senior residents.
- The microtransit service will provide shared rides between three MBTA rail lines (Newton Highlands T station, Needham Heights commuter rail station and Newtonville commuter rail station) and the Wells Avenue business district including the Needham Street corridor, Newton Upper Falls, UMass Mount Ida campus, and Wells Avenue before expanding citywide. This initial service will target the workforce population of the Wells Ave business district area, one of the region's densest employment centers, where demand is highest.
- The service will operate weekdays from 7:00 A.M. until 8:00 P.M., and may add weekend hours once the service expands. It is anticipated that the city's vendors will use two 12-14-person passenger vans and three 6-person passenger vans.
- Vehicles will stop anywhere in Newton based on its passenger demand. For seniors and mobility impaired passengers, vehicle operators will provide curbside and/or door-to-door service.
- The project meets several priorities set forth in the city's planning documents including its Transportation Strategy ("Newton-In-Motion") and its Economic Development Action Plan.

Regional Bluebikes Expansion

MPO Investment Program: Community Connections

Evaluation Score: 52

Cost: $ 340,000

Main Objectives:

- Implement a regional Bluebikes bike share system spanning Arlington, Newton, and Watertown
- Provide an alternative travel mode that will encourage modal shift away from single occupancy vehicles (SOV)
- Increase access to transit hubs, business districts and academic institutions

Project Details:

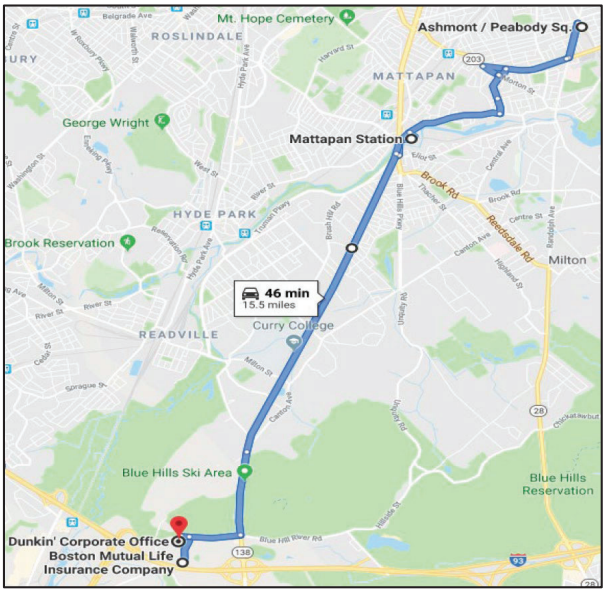
- This project is joint effort between the communities of Arlington, Newton, and Watertown who will collaboratively implement it. The municipalities have formed partnerships with the Metropolitan Area Planning Council (MAPC) and Lyft to support the project. This expansion originally included Chelsea as well, but that municipality has found alternate funding.
- The project includes installation of 9 new docking stations, 3 per municipality. Stations are proposed in the following locations:
    - Watertown:
        - Arsenal and Irving Streets
        - Mt. Auburn and Common Streets
        - North Beacon Street at North Beacon Court, or possibly a second station at Arsenal Yards
        - Alternative location, if needed: Pleasant Street, near Charles River Path
    - Newton:
        - Auburndale
        - California/Bridge/Chapel
        - Waban
        - Alternative locations, if needed: Boston College MBTA station, Newton Library
    - Arlington:
        - Minuteman Bikeway at Mill Street
        - Mass. Ave. at Bartlett Ave.
        - Mass. Ave. at Highland Ave.

Canton: Royall Street Shuttle Service

MPO Investment Program: Community Connections

Evaluation Score: 51

Cost: $209,101 in FFY 2022
$177,177 in FFY 2023
$148,542 in FFY 2024



Main Objectives:

- Establish a shuttle service connecting Canton's Royall Street employment cluster with the MBTA Route 128 commuter rail station and Ashmont, Mattapan Trolley, and Quincy Adams rapid transit stations
- Improve access to employment centers and major transit hubs by providing peak hour shuttle services for commuters and residents

Project Details:

- The proposed Royall Street shuttle service will offer three routes providing connections to major transit stations in Westwood, Boston, and Quincy.
  - Route #1 will make stops along the Royall Street business corridor, ending at the MBTA Route 128 commuter rail/Amtrak station in neighboring Westwood, MA. This shuttle route will make approximately eight round trips during the A.M. peak and six round trips during the P.M. peak commute hours.
  - Route #2 will make stops along the Royall Street business corridor, ending at the MBTA Mattapan Trolley and Ashmont T stations in Boston, MA. It will make one round trip during the A.M. peak and one round trip during the P.M. peak. The Route #2 schedule will compliment MBTA bus route 716 (Cobbs Corner – Mattapan Station) service.
  - Route #3 will make stops along the Royall Street business corridor, ending at the MBTA Quincy Adams T station in Quincy, MA. It will make two round trips during the A.M. peak and two round trips during the P.M. peak period.
- Route #1 will utilize a 24-passenger shuttle bus and Routes #2 and #3 will use a 33-passenger shuttle bus.
- The project is a joint effort by the Town of Canton, who will receive the program funding, and the Neponset Valley Transportation Management Association (NVTMA) who will manage and oversee the project.

Cambridge: Alewife Wayfinding

MPO Investment Program: Community Connections

Evaluation Score: 24

Cost: $ 292,280

Main Objectives:

- Provide wayfinding measures at the MBTA Alewife T station with directional information and real-time shuttle information, alerting passengers of upcoming arrivals and departures
- Helps riders find, track and plan trips on the 128 Business Council's shuttle buses
- Facilitate usage of an alternative transportation option that connects riders to suburban areas

Project Details:

- The MBTA will accept and oversee the grant and the 128 Business Council will manage the project at the MBTA Alewife T station. This station serves riders on the Red Line and MBTA bus routes 62, 67, 76, 79, 84, 350 and 351.
- Components of the project's wayfinding improvements include GPS systems and equipment, electronic bus destination signs linked to GPS (15 buses), electronic/solar GPS linked signage with passenger counters (5 sign locations), sidewalk signs (11 locations), a marketing program and a "Smart Shelter" bus shelter.
- This project's real-time signage and directional information will be integrated with the 128 Business Council's existing shuttle services. Its shuttle operation has approximately 10 routes to/from the Alewife station into surrounding suburban towns, offering service in the A.M. and P.M peak hours.
- Since the current shuttle area at the Alewife T station has no signage about the shuttle services available, this project is likely to attract new passengers and enhance commuting experience for existing customers.
- The project could potentially be expanded to incorporate additional shuttles providers at the Alewife T station in the future.