

## Evaluation Criteria for FFYs 2021-25 TIP Development

OBJECTIVES	CRITERIA	SUBCRITERIA/SCORING																																										
<b>SAFETY: Transportation by all modes will be safe.</b>																																												
<p>Reduce the number and severity of crashes and safety incidents for all modes</p> <p>Reduce serious injuries and fatalities from transportation</p> <p>Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats</p>	<b>Crash severity value: EPDO index</b> (0–5 points)	+5 EPDO value of 300 or more +4 EPDO value between 200 and 299 +3 EPDO value between 100 and 199 +2 EPDO value between 50 and 99 +1 EPDO value less than 50 +0 No EPDO value																																										
	<b>Crash rate (intersections and corridors)</b> (0–5 points)	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Intersection</th> <th style="text-align: center;">Signalized</th> <th style="text-align: center;">Unsignalized</th> </tr> </thead> <tbody> <tr> <td>+5</td> <td style="text-align: center;">≥ 1.69</td> <td style="text-align: center;">≥ 1.36</td> </tr> <tr> <td>+4</td> <td style="text-align: center;">1.31–1.69</td> <td style="text-align: center;">1.03–1.36</td> </tr> <tr> <td>+3</td> <td style="text-align: center;">0.93–1.31</td> <td style="text-align: center;">0.70–1.03</td> </tr> <tr> <td>+2</td> <td style="text-align: center;">0.55–0.93</td> <td style="text-align: center;">0.37–0.70</td> </tr> <tr> <td>+1</td> <td style="text-align: center;">0.36–0.55</td> <td style="text-align: center;">0.21–0.37</td> </tr> <tr> <td>+0</td> <td style="text-align: center;">&lt; 0.36</td> <td style="text-align: center;">&lt; 0.21</td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Corridor</th> <th style="text-align: center;">Interstate Other Freeways Expressways</th> <th style="text-align: center;">Principal Arterials or Other Minor Arterials Major–Minor Collectors</th> </tr> </thead> <tbody> <tr> <td>+5</td> <td style="text-align: center;">≥ 1.81</td> <td style="text-align: center;">≥ 6.45</td> </tr> <tr> <td>+4</td> <td style="text-align: center;">1.40–1.81</td> <td style="text-align: center;">5.35–6.45</td> </tr> <tr> <td>+3</td> <td style="text-align: center;">1.00–1.40</td> <td style="text-align: center;">4.25–5.35</td> </tr> <tr> <td>+2</td> <td style="text-align: center;">0.59–1.00</td> <td style="text-align: center;">3.15–4.25</td> </tr> <tr> <td>+1</td> <td style="text-align: center;">0.40–0.59</td> <td style="text-align: center;">2.05–3.15</td> </tr> <tr> <td>+0</td> <td style="text-align: center;">&lt; 0.40</td> <td style="text-align: center;">&lt; 2.05</td> </tr> </tbody> </table>	Intersection	Signalized	Unsignalized	+5	≥ 1.69	≥ 1.36	+4	1.31–1.69	1.03–1.36	+3	0.93–1.31	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	Corridor	Interstate Other Freeways Expressways	Principal Arterials or Other Minor Arterials 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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<b>Improves truck-related safety issue</b> (0–5 points)	+3 High total effectiveness of truck safety countermeasures +2 Medium total effectiveness of truck safety countermeasures +1 Low total effectiveness of truck safety countermeasures +0 Does not implement truck safety countermeasures  If project scores points above, then it is eligible for additional points below: +2 Improves truck safety at HSIP Cluster																																											
<b>Improves bicycle safety</b> (0–5 points)	+3 High total effectiveness of bicycle safety countermeasures +2 Medium total effectiveness of bicycle safety countermeasures +1 Low total effectiveness of bicycle safety countermeasures +0 Does not implement bicycle safety countermeasures  If project scores points above, then it is eligible for additional points below: +2 Improves bicycle safety at HSIP Bicycle Cluster +1 Improves bicycle safety at HSIP Cluster																																											
<b>Improves pedestrian safety</b> (0–5 points)	+3 High total effectiveness of pedestrian safety countermeasures +2 Medium total effectiveness of pedestrian safety countermeasures +1 Low total effectiveness of pedestrian safety countermeasures +0 Does not implement pedestrian safety countermeasures  If project scores points above, then it is eligible for additional points below: +2 Improves pedestrian safety at HSIP Pedestrian Cluster +1 Improves pedestrian safety at HSIP Cluster																																											
<b>Improves safety or removes an at-grade railroad crossing</b> (0–5 points)	+5 Removes an at-grade railroad crossing +3 Significantly improves safety at an at-grade railroad crossing +1 Improves safety at an at-grade railroad crossing +0 Does not include a railroad crossing																																											
<b>SAFETY (30 possible points)</b>																																												
Equivalent Property Damage Only (EPDO) Vehicle Miles Traveled (VMT) Highway Safety Improvement Program (HSIP)																																												

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OBJECTIVES	CRITERIA	SUBCRITERIA/SCORING
<b>SYSTEM PRESERVATION AND MODERNIZATION: Maintain and modernize the transportation system and plan for its resiliency.</b>		
<p>Maintain the transportation system, including roadway, transit, and active transportation infrastructure, in a state of good repair</p> <p>Modernize transportation infrastructure across all modes</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 impacts)</p>	<p><b>Improves substandard roadway bridge(s)</b> (0–3 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> (0–6 points)</p>	<p>+6 IRI rating greater than 320: Poor condition and pavement improvements are included in the project</p> <p>+4 IRI rating between 320 and 191: Fair condition and pavement improvements are included in the project</p> <p>+0 IRI rating less than 190: Good or better condition</p>
	<p><b>Improves substandard traffic signal equipment</b> (0–6 points)</p>	<p>+6 Poor condition and improvements are included in the project</p> <p>+4 Fair condition and improvements are included in the project</p> <p>+0 Does not meet or address criteria</p>
	<p><b>Improves transit asset(s)</b> (0–3 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><b>Improves substandard sidewalk(s)</b> (0–3 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> (0–2 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> (0–6 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 AND MODERNIZATION (29 possible points)</b>	
International Roughness Index (IRI)		

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OBJECTIVES	CRITERIA	SUBCRITERIA/SCORING
<b>CAPACITY MANAGEMENT AND MOBILITY: Use existing facility capacity more efficiently and increase transportation options.</b>		
<p>Improve access to and accessibility of all modes, especially transit and active transportation</p> <p>Support roadway management and operations strategies to improve travel reliability, mitigate congestion, and support non-single-occupant-vehicle travel</p> <p>Emphasize capacity management through low-cost investments; prioritize projects that focus on lower-cost operations/ management-type improvements such as intersection improvements, transit priority, and Complete Streets solutions</p> <p>Improve reliability of transit</p> <p>Increase percentage of population and employment within one-quarter mile of transit stations and stops</p> <p>Support community-based and private-initiative services to meet first- and last-mile, reverse commute, and other non-traditional transportation needs, including those of people 75 years old or older and people with disabilities</p> <p>Support strategies to better manage automobile and bicycle parking capacity and usage at transit stations</p> <p>Fund improvements to bicycle and pedestrian networks aimed at creating a connected network of bicycle and accessible sidewalk facilities by expanding existing facilities and closing gaps</p> <p>Increase percentage of population and places of employment with access to facilities on the bicycle network</p> <p>Eliminate bottlenecks on the freight network, improve freight reliability, and enhance freight intermodal connections</p>	<p><b>Reduces transit vehicle delay</b> (0–4 points)</p> <p><b>Improves pedestrian network and ADA accessibility</b> (0–5 points)</p> <p><b>Improves bicycle network</b> (0–4 points)</p> <p><b>Improves intermodal accommodations/ connections to transit</b> (0–6 points)</p> <p><b>Improves truck movement</b> (0–4 points)</p> <p><b>Reduces vehicle congestion</b> (0–6 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>+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>+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>+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>+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>+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 AND MOBILITY (29 possible points)</b>		
Americans with Disabilities Act (ADA)		

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OBJECTIVES	CRITERIA	SUBCRITERIA/SCORING	
<b>CLEAN AIR/SUSTAINABLE COMMUNITIES: Create an environmentally friendly transportation system.</b>			
<p>Reduce greenhouse gases generated in the Boston region by all transportation modes</p> <p>Reduce other transportation-related pollutants</p> <p>Minimize negative environmental impacts of the transportation system</p> <p>Support land use policies consistent with smart, healthy, and resilient growth</p>	<p><b>Reduces CO<sub>2</sub></b> (-5–5 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> (-5–5 points)</p>	<p>+5 2,000 or more total kilograms of VOC, NOx, CO reduced</p> <p>+4 1,000–1999 total kilograms of VOC, NOx, CO reduced</p> <p>+3 500–999 total kilograms of VOC, NOx, CO reduced</p> <p>+2 250–499 total kilograms of VOC, NOx, CO reduced</p> <p>+1 Less than 250 total kilograms of VOC, NOx, CO reduced</p> <p>0 No impact</p> <p>-1 Less than 250 total kilograms of VOC, NOx, CO increased</p> <p>-2 250–499 total kilograms of VOC, NOx, CO increased</p> <p>-3 500–999 total kilograms of VOC, NOx, CO increased</p> <p>-4 1,000–1999 total kilograms of VOC, NOx, CO increased</p> <p>-5 2,000 or more total kilograms of VOC, NOx, CO increased</p>
	<p><b>Addresses environmental impacts</b> (0–4 points)</p>		+1 Addresses water quality
			+1 Addresses cultural resources/open space
		+1 Addresses wetlands/resource areas	
+1 Addresses wildlife preservation/protected habitats			
		+0 Does not meet or address criteria	
	<p><b>Is in an EOEEA-certified "Green Community"</b> (0–2 points)</p>	<p>+2 Project is located in a "Green Community"</p> <p>+0 Project is not located in a "Green Community"</p>	
<b>CLEAN AIR/SUSTAINABLE 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>			

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OBJECTIVES	CRITERIA	SUBCRITERIA/SCORING
<b>TRANSPORTATION EQUITY: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.</b>		
<p>Prioritize MPO investments that benefit equity populations</p> <p>Minimize potential harmful environmental, health, and safety effects of MPO funded projects for all equity populations</p> <p>Promote investments that support transportation for all ages (age-friendly communities)</p> <p>Promote investments that are accessible to all people regardless of ability</p>	<p><b>Serves Title VI/non-discrimination populations</b> (-10–12 points)</p>	<p>+2 Serves minority (high concentration) population (&gt;2,000 people)</p> <p>+1 Serves minority (low concentration) population (≤ 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 (≤ 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 (≤ 1,000 people)</p> <p>+2 Serves elderly (high concentration) population (&gt;2,000 people)</p> <p>+1 Serves elderly (low concentration) population (≤ 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 (≤ 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 (≤ 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>Respond to mobility needs of the workforce population</p> <p>Minimize the burden of housing and transportation costs for residents in the region</p> <p>Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and "Priority Places" identified in the MBTA's <i>Focus 40</i> plan</p> <p>Prioritize transportation investments consistent with compact-growth strategies of the regional transportation plan</p>	<p><b>Serves targeted development site</b> (0–6 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> (0–5 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> (0–4 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> (0–3 points)</p>	<p>+3 Meets or addresses criteria to a high degree (&gt;30 percent of the project cost)</p> <p>+2 Meets or addresses criteria to a medium degree (10–30 percent of the project cost)</p> <p>+1 Meets or addresses criteria to a low degree (&lt; 10 percent 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>		