## Evaluation Criteria for FFYs 2021-25 TIP Development

<table>
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<tr>
<th>OBJECTIVES</th>
<th>CRITERIA</th>
<th>SUBCRITERIA/SCORING</th>
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<tbody>
<tr>
<td><strong>SAFETY</strong>: Transportation by all modes will be safe.</td>
<td>Crash Severity Value: Equivalent Property Damage Only (EPDO) Index (up to 5 points)</td>
<td>+5 EPDO value of 300 or more +4 EPDO value between 200-299 +3 EPDO value between 100-199 +2 EPDO value between 50-99 +1 EPDO value less than 50 +0 No EPDO value</td>
</tr>
<tr>
<td><strong>SAFETY</strong>: Reduce the number and severity of crashes and safety incidents for all modes</td>
<td>Crash Rate (either intersection or corridor): (up to 5 points)</td>
<td>Intersection: Evaluation Score Signalized Un-signaled +5 &gt;= 1.69 &gt;= 1.36 +4 1.31 - &lt; 1.69 1.03 - &lt; 1.36 +3 0.70 - &lt; 1.31 0.70 - &lt; 1.03 +2 0.55 - &lt; 0.93 0.37 - &lt; 0.70 +1 0.36 - &lt; 0.55 0.21 - &lt; 0.37 +0 &lt; 0.36 &lt; 0.21</td>
</tr>
<tr>
<td><strong>SAFETY</strong>: Reduce serious injuries and fatalities from transportation</td>
<td>Corridor: Evaluation Score 1-Interstate 2-Other Freeways, Expressways 3- Principal Arterials-Other, 4-Minor Arterials, 5,6-Major-Minor Collectors Score +5 &gt;= 1.81 &gt;= 6.45 +4 1.40 - &lt; 1.81 5.35 - &lt; 6.45 +3 1.00 - &lt; 1.40 4.25 - &lt; 5.35 +2 0.59 - &lt; 1.00 3.15 - &lt; 4.25 +1 0.40 - &lt; 0.59 2.05 - &lt; 3.15 +0 &lt; 0.40 &lt; 2.05</td>
<td></td>
</tr>
<tr>
<td><strong>SAFETY</strong>: Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats</td>
<td>Improves truck-related safety issue (up to 5 points)</td>
<td>+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</td>
</tr>
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<td><strong>SAFETY</strong>: Reduce the number and severity of crashes and safety incidents for all modes</td>
<td>Improves bicycle safety (up to 5 points)</td>
<td>+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</td>
</tr>
<tr>
<td><strong>SAFETY</strong>: Reduce serious injuries and fatalities from transportation</td>
<td>Improves pedestrian safety (up to 5 points)</td>
<td>+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</td>
</tr>
<tr>
<td><strong>SAFETY</strong>: Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats</td>
<td>Improves safety or removes an at-grade railroad crossing (up to 5 points)</td>
<td>+5 Removes an at-grade railroad crossing +4 Significantly improves safety at an at-grade railroad crossing +3 Improves safety at an at-grade railroad crossing +2 Improves pedestrian safety at HSIP Cluster +1 Improves pedestrian safety at HSIP Cluster +0 Does not include a railroad crossing</td>
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**SAFETY (30 possible points)**

- Equivalent Property Damage Only (EPDO)
- Vehicle Miles Traveled (VMT)
- Highway Safety Improvement Program (HSIP)
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| Maintain the transportation system, including roadway, transit, and active transportation infrastructure, in a state of good repair | Improves substandard roadway bridge(s) (up to 3 points) | +3 Condition is structurally deficient and improvements are included in the project  
+1 Condition is functionally obsolete and improvements are included in the project  
+0 Does not improve substandard bridge or does not include a bridge |
| Modernize transportation infrastructure across all modes                  | Improves substandard pavement (up to 6 points)    | +6 IRI rating greater than 320: Poor and pavement improvements are included in the project  
+4 IRI rating between 320 and 191: Fair and pavement improvements are included in the project  
+0 IRI rating less than 190: Good or better |
| 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) | Improves substandard traffic signal equipment (up to 6 points) | +6 Poor condition, improvements are included in the project  
+4 Fair condition, improvements are included in the project  
+0 Does not meet or address criteria |
|                                                                            | Improves transit asset(s) (up to 3 points)        | +2 Brings transit asset into State of Good Repair  
+1 Meets an identified-need in an Asset Management Plan  
+0 Does not meet or address criteria |
|                                                                            | Improves substandard sidewalk(s) (up to 3 points) | +3 Poor condition and sidewalk improvements are included in the project  
+2 Fair condition and sidewalk improvements are included in the project  
+0 Sidewalk condition is good or better |
|                                                                            | Improves emergency response (up to 2 points)      | +1 Project improves an evacuation route, diversion route, or alternate diversion route  
+1 Project improves an access route to or in proximity to an emergency support location |
|                                                                            | Improves ability to respond to extreme conditions (up to 6 points) | +2 Addresses flooding problem and/or sea level rise and enables facility to function in such a condition  
+1 Brings facility up to current seismic design standards  
+1 Addresses critical transportation infrastructure  
+1 Protects freight network elements  
+1 Implements hazard mitigation or climate adaptation plans |

**SYSTEM PRESERVATION AND MODERNIZATION** (29 possible points)

International Roughness Index (IRI)
## OBJECTIVES

Improving accessibility to and mobility of all modes, especially transit and active transportation

Support roadway management and operations strategies to improve travel reliability, mitigate congestion, and support non-single occupant vehicle travel

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

Improve reliability of transit

Increase percentage of population and employment within one-quarter mile of transit stations and stops

Support community-based and private-initiative services to meet first-/last-mile, reverse commute, and other non-traditional transportation needs, including those of people 75 years old or older and people with disabilities

Support strategies to better manage automobile and bicycle parking capacity and usage at transit stations

Fund improvements to bicycle/pedestrian networks aimed at creating a connected network of bicycle and accessible sidewalk facilities by expanding existing facilities and closing gaps

Increase percentage of population and places of employment with access to facilities on the bicycle network

Eliminate bottlenecks on freight network/improve freight reliability and enhance freight intermodal connections

### CRITERIA

**Reduces transit vehicle delay**  
(Up to 4 points)

- **+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

If project scores points above, then it is eligible for additional points below:

- **+1** Improves one or more key bus route(s)

**Improves pedestrian network and ADA accessibility**  
(Up to 5 points)

- **+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

**Improves bicycle network**  
(Up to 4 points)

- **+3** Adds new physically separated bicycle facility (including shared-use paths)
- **+2** Adds new buffered bicycle facility
- **+1** Adds new standard bicycle facility
- **+0** Does not improve bicycle network

**Improves intermodal accommodations/connections to transit**  
(Up to 6 points)

- **+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

**Improves truck movement**  
(Up to 4 points)

- **+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

If project scores points above, then it is eligible for additional points below:

- **+1** Addresses MPO-identified bottleneck location

**Reduces vehicle congestion**  
(Up to 6 points)

- **+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

### SUBCRITERIA/SCORING

**CAPACITY MANAGEMENT AND MOBILITY**  
(29 possible points)

Americans with Disabilities Act (ADA)
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| **CLEAN AIR/SUSTAINABLE COMMUNITIES:** Create an environmentally friendly transportation system. | **Reduces CO₂** (up to 5 points) | +5 1,000 or more annual tons of CO₂ reduced  
+4 500-999 annual tons of CO₂ reduced  
+3 250-499 annual tons of CO₂ reduced  
+2 100-249 annual tons of CO₂ reduced  
+1 Less than 100 annual tons of CO₂ reduced  
0 No impact  
-1 Less than 100 annual tons of CO₂ increased  
-2 100-249 annual tons of CO₂ increased  
-3 250-499 annual tons of CO₂ increased  
-4 500-999 annual tons of CO₂ increased  
-5 1,000 or more annual tons of CO₂ increased |
| | **Reduces other transportation-related emissions (VOC, NOx, CO)** (up to 5 points) | +5 2,000 or more total kilograms of VOC, NOx, CO reduced  
+4 1,000-1999 total kilograms of VOC, NOx, CO reduced  
+3 500-999 total kilograms of VOC, NOx, CO reduced  
+2 250-499 total kilograms of VOC, NOx, CO reduced  
+1 Less than 250 total kilograms of VOC, NOx, CO reduced  
0 No impact  
-1 Less than 250 total kilograms of VOC, NOx, CO increased  
-2 250-499 total kilograms of VOC, NOx, CO increased  
-3 500-999 total kilograms of VOC, NOx, CO increased  
-4 1,000-1999 total kilograms of VOC, NOx, CO increased  
-5 2,000 or more total kilograms of VOC, NOx, CO increased |
| | **Addresses environmental impacts** (up to 4 points) | +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 |
| | **Is in an EOEEA-certified “Green Community”** (up to 2 points) | +2 Project is located in a “Green Community”  
+0 Project is not located in a “Green Community” |

**CLEAN AIR/SUSTAINABLE COMMUNITIES** (16 possible points)

- Carbon Monoxide (CO)
- Carbon Dioxide (CO₂)
- Greenhouse Gas (GHG)
- Nitrogen Oxides (NOx)
- Volatile Organic Compounds (VOC)
- Executive Office of Energy and Environmental Affairs (EOEEA)
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<tr>
<td><strong>TRANSPORTATION EQUITY</strong>: Ensure that all people receive comparable</td>
<td>Serves Title VI/non-discrimination populations</td>
<td>+2 Serves minority (high concentration) population (&gt;2,000 people)</td>
</tr>
<tr>
<td>benefits from, and are not disproportionately burdened by, MPO</td>
<td>(up to 12 points)</td>
<td>+1 Serves minority (low concentration) population (&lt; or = 2,000 people)</td>
</tr>
<tr>
<td>investments, regardless of race, color, national origin, age,</td>
<td></td>
<td>+2 Serves low-income (high concentration) population (&gt;2,000 people)</td>
</tr>
<tr>
<td>income, ability, or sex.</td>
<td></td>
<td>+1 Serves low-income (low concentration) population (&lt; or = 2,000 people)</td>
</tr>
<tr>
<td>Prioritize MPO investments that benefit equity populations</td>
<td></td>
<td>+2 Serves limited-English proficiency (high concentration) population (&gt;1,000 people)</td>
</tr>
<tr>
<td>Minimize potential harmful environmental, health, and safety effects of</td>
<td></td>
<td>+1 Serves limited-English proficiency (low concentration) population (&lt; or = 1,000 people)</td>
</tr>
<tr>
<td>MPO funded projects for all equity populations</td>
<td></td>
<td>+2 Serves elderly (high concentration) population (&gt;2,000 people)</td>
</tr>
<tr>
<td>Promote investments that support transportation for all ages (age-friendly</td>
<td></td>
<td>+1 Serves elderly (low concentration) population (&lt; or = 2,000 people)</td>
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<tr>
<td>communities)</td>
<td></td>
<td>+2 Serves zero vehicle households (high concentration) population (&gt;1,000 people)</td>
</tr>
<tr>
<td>Promote investments that are accessible to all people regardless of</td>
<td></td>
<td>+1 Serves zero vehicle households (low concentration) population (&lt; or = 1,000 people)</td>
</tr>
<tr>
<td>ability</td>
<td></td>
<td>+2 Serves persons with disabilities (high concentration) population (&gt;1,000 people)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+1 Serves persons with disabilities (low concentration) population (&lt; or = 1,000 people)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+0 Does not serve Title VI or non-discrimination populations</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-10 Creates a burden for Title VI/non-discrimination populations</td>
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**TRANSPORTATION EQUITY (12 possible points)**
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| **ECONOMIC VITALITY:** Ensure our transportation network provides a strong foundation for economic vitality. | Serves targeted development site (up to 6 points)                        | +2 Provides new transit access to or within site<br>
+1 Improves transit access to or within site<br>
+1 Provides for bicycle access to or within site<br>
+1 Provides for pedestrian access to or within site<br>
+1 Provides for improved road access to or within site<br>
+0 Does not provide any of the above measures |
| Minimize the burden of housing/transportation costs for residents in the region | Provides for development consistent with the compact growth strategies of MetroFuture (up to 5 points) | +2 Mostly serves an existing area of concentrated development<br>
+1 Partly serves an existing area of concentrated development<br>
+1 Supports local zoning or other regulations that are supportive of smart growth development<br>
+2 Complements other local financial or regulatory support that fosters economic revitalization in a manner consistent with smart growth development principles<br>
+0 Does not provide any of the above measures |
| Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and "Priority Places" identified in MBTA’s Focus 40 plan | Provides multimodal access to an activity center (up to 4 points)         | +1 Provides transit access (within a quarter mile) to an activity center<br>
+1 Provides truck access to an activity center<br>
+1 Provides bicycle access to an activity center<br>
+1 Provides pedestrian access to an activity center<br>
+0 Does not provide multimodal access |
| Prioritize transportation investments consistent with compact-growth strategies of the regional transportation plan | Leverages other investments (non-TIP funding) (up to 3 points)             | +3 Meets or addresses criteria to a high degree (>30% of the project cost)<br>
+2 Meets or addresses criteria to a medium degree (10-30% of the project cost)<br>
+1 Meets or addresses criteria to a low degree (<10% of the project cost)<br>
+0 Does not meet or address criteria |

**ECONOMIC VITALITY** (18 possible points)

**TOTAL SCORE** (134 possible points)