## Evaluation Criteria for FFYs 2021-25 TIP Development

### SAFETY: Transportation by all modes will be safe.

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>CRITERIA</th>
<th>SUBCRITERIA/SCORING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce the number and severity of crashes and safety incidents for all modes</td>
<td>Crash severity value: EPDO index</td>
<td>+5 EPDO value of 300 or more</td>
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<tr>
<td></td>
<td></td>
<td>+4 EPDO value between 200 and 299</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+3 EPDO value between 100 and 199</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+2 EPDO value between 50 and 99</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+1 EPDO value less than 50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+0 No EPDO value</td>
</tr>
<tr>
<td>Reduce serious injuries and fatalities from transportation</td>
<td>Crash rate (intersections and corridors) (0–5 points)</td>
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<tr>
<td></td>
<td>Intersection Evaluation Score</td>
<td>Signalized</td>
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<tr>
<td></td>
<td></td>
<td>≥ 1.69</td>
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<tr>
<td></td>
<td></td>
<td>+4 EPDO value between 200 and 299</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+3 EPDO value between 100 and 199</td>
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<tr>
<td></td>
<td></td>
<td>+2 EPDO value between 50 and 99</td>
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<tr>
<td></td>
<td></td>
<td>+1 EPDO value less than 50</td>
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<tr>
<td></td>
<td></td>
<td>+0 No EPDO value</td>
</tr>
<tr>
<td>Make investments and support initiatives that help protect transportation customers, employees, and the public from safety and security threats</td>
<td>Corridor</td>
<td></td>
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<tr>
<td></td>
<td>Interstate Evaluation Score</td>
<td>Principal Arterials or Other</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other Freeways</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expressways</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor Arterials</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Major–Minor Collectors</td>
</tr>
<tr>
<td></td>
<td>≥ 1.81</td>
<td>≥ 6.45</td>
</tr>
<tr>
<td></td>
<td>1.40–1.81</td>
<td>5.35–6.45</td>
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<tr>
<td></td>
<td>1.00–1.40</td>
<td>4.25–5.35</td>
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<tr>
<td></td>
<td>0.59–1.00</td>
<td>3.15–4.25</td>
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<tr>
<td></td>
<td>0.40–0.59</td>
<td>2.05–3.15</td>
</tr>
<tr>
<td></td>
<td>&lt; 0.40</td>
<td>&lt; 2.05</td>
</tr>
</tbody>
</table>

### SAFETY (30 possible points)

- Equivalent Property Damage Only (EPDO)
- Vehicle Miles Traveled (VMT)
- Highway Safety Improvement Program (HSIP)

- Improves truck-related safety issue (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

- Improves bicycle safety (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

- Improves pedestrian safety (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

- Improves safety or removes an at-grade railroad crossing (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
<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>CRITERIA</th>
<th>SUBCRITERIA/SCORING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SYSTEM PRESERVATION AND MODERNIZATION: Maintain and modernize the transportation system and plan for its resiliency.</td>
<td>Improves substandard roadway bridge(s) (0–3 points)</td>
<td>+3  Condition is structurally deficient and improvements are included in the project</td>
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<tr>
<td></td>
<td></td>
<td>+1  Condition is functionally obsolete and improvements are included in the project</td>
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<tr>
<td></td>
<td></td>
<td>+0  Does not improve substandard bridge or does not include a bridge</td>
</tr>
<tr>
<td>Maintain the transportation system, including roadway, transit, and active</td>
<td>Improves substandard pavement (0–6 points)</td>
<td>+6  IRI rating greater than 320: Poor condition and pavement improvements are</td>
</tr>
<tr>
<td>transportation infrastructure, in a state of good repair</td>
<td></td>
<td>included in the project</td>
</tr>
<tr>
<td>Modernize transportation infrastructure across all modes</td>
<td></td>
<td>+4  IRI rating between 320 and 191: Fair condition and pavement improvements are</td>
</tr>
<tr>
<td></td>
<td></td>
<td>included in the project</td>
</tr>
<tr>
<td>Prioritize projects that support planned response capability to existing</td>
<td></td>
<td>+0  IRI rating less than 190: Good or better condition</td>
</tr>
<tr>
<td>or future extreme conditions (sea level rise, flooding, and other natural</td>
<td>Improves substandard traffic signal equipment (0–6 points)</td>
<td></td>
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<tr>
<td>and security-related man-made impacts)</td>
<td></td>
<td>+6  Poor condition and improvements are included in the project</td>
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<tr>
<td></td>
<td></td>
<td>+4  Fair condition and improvements are included in the project</td>
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<tr>
<td></td>
<td></td>
<td>+0  Does not meet or address criteria</td>
</tr>
<tr>
<td>Improves transit asset(s) (0–3 points)</td>
<td>+2  Brings transit asset into state of good repair</td>
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<td></td>
<td>+1  Meets an identified-need in an asset management plan</td>
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<td></td>
<td>+0  Does not meet or address criteria</td>
<td></td>
</tr>
<tr>
<td>Improves substandard sidewalk(s) (0–3 points)</td>
<td>+3  Poor condition and sidewalk improvements are included in the project</td>
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</tr>
<tr>
<td></td>
<td>+2  Fair condition and sidewalk improvements are included in the project</td>
<td></td>
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<tr>
<td></td>
<td>+0  Sidewalk condition is good or better</td>
<td></td>
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<tr>
<td>Improves emergency response (0–2 points)</td>
<td>+1  Project improves an evacuation route, diversion route, or alternate</td>
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<tr>
<td></td>
<td>diversion route</td>
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<td></td>
<td>+1  Project improves an access route to or in proximity to an emergency</td>
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<td></td>
<td>support location</td>
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<tr>
<td>Improves ability to respond to extreme conditions (0–6 points)</td>
<td>+2  Addresses flooding problem and/or sea level rise and enables facility to</td>
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<td>function in such a condition</td>
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<td></td>
<td>+3  Brings facility up to current seismic design standards</td>
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<td></td>
<td>+1  Addresses critical transportation infrastructure</td>
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<td></td>
<td>+1  Protects freight network elements</td>
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<tr>
<td></td>
<td>+1  Implements hazard mitigation or climate adaptation plans</td>
<td></td>
</tr>
</tbody>
</table>

SYSTEM PRESERVATION AND MODERNIZATION (29 possible points)

International Roughness Index (IRI)
**OBJECTIVES CRITERIA SUBCRITERIA/SCORING**

**CAPACITY MANAGEMENT AND MOBILITY: Use existing facility capacity more efficiently and increase transportation options.**

| Improve access to and accessibility of all modes, especially transit and active transportation | Reduces transit vehicle delay (0–4 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 |
| Support roadway management and operations strategies to improve travel reliability, mitigate congestion, and support non-single-occupant-vehicle travel | Improves pedestrian network and ADA accessibility (0–5 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 |
| 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 | Improves bicycle network (0–4 points) | +3 Adds new physically separated bicycle facility (including shared-use paths)  
+2 Adds new buffered bicycle facility  
+1 Adds new standard bicycle facility  
+1 Closes a gap in the bicycle network  
+0 Does not improve bicycle network |
| Improve reliability of transit | Improves intermodal accommodations/connections to transit (0–6 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 |
| Increase percentage of population and employment within one-quarter mile of transit stations and stops | Improves truck movement (0–4 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 |
| 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 | Reduces vehicle congestion (0–6 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 |
| Support strategies to better manage automobile and bicycle parking capacity and usage at transit stations | 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 | Increase percentage of population and places of employment with access to facilities on the bicycle network  
Eliminate bottlenecks on the freight network, improve freight reliability, and enhance freight intermodal connections |

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

Americans with Disabilities Act (ADA)
## Evaluation Criteria for FFYs 2021-25 TIP Development

### CLEAN AIR/SUSTAINABLE COMMUNITIES: Create an environmentally friendly transportation system.

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>CRITERIA</th>
<th>SUBCRITERIA/SCORING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce greenhouse gases generated in the Boston region by all transportation modes</td>
<td>Reduces CO₂ (−5–5 points)</td>
<td>+5 1,000 or more annual tons of CO₂ reduced</td>
</tr>
<tr>
<td>Reduce other transportation-related pollutants</td>
<td></td>
<td>+4 500–999 annual tons of CO₂ reduced</td>
</tr>
<tr>
<td>Minimize negative environmental impacts of the transportation system</td>
<td></td>
<td>+3 250–499 annual tons of CO₂ reduced</td>
</tr>
<tr>
<td>Support land use policies consistent with smart, healthy, and resilient growth</td>
<td></td>
<td>+2 100–249 annual tons of CO₂ reduced</td>
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<tr>
<td></td>
<td></td>
<td>+1 Less than 100 annual tons of CO₂ reduced</td>
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<tr>
<td></td>
<td></td>
<td>0 No impact</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−1 Less than 100 annual tons of CO₂ increased</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−2 100–249 annual tons of CO₂ increased</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−3 250–499 annual tons of CO₂ increased</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−4 500–999 annual tons of CO₂ increased</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−5 1,000 or more annual tons of CO₂ increased</td>
</tr>
<tr>
<td></td>
<td>Reduces other transportation-related emissions (VOC, NOx, CO) (−5–5 points)</td>
<td>+5 2,000 or more total kilograms of VOC, NOx, CO reduced</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+4 1,000–1999 total kilograms of VOC, NOx, CO reduced</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+3 500–999 total kilograms of VOC, NOx, CO reduced</td>
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<tr>
<td></td>
<td></td>
<td>+2 250–499 total kilograms of VOC, NOx, CO reduced</td>
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<tr>
<td></td>
<td></td>
<td>+1 Less than 250 total kilograms of VOC, NOx, CO reduced</td>
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<td></td>
<td></td>
<td>0 No impact</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−1 Less than 250 total kilograms of VOC, NOx, CO increased</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−2 250–499 total kilograms of VOC, NOx, CO increased</td>
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<td></td>
<td></td>
<td>−3 500–999 total kilograms of VOC, NOx, CO increased</td>
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<tr>
<td></td>
<td></td>
<td>−4 1,000–1999 total kilograms of VOC, NOx, CO increased</td>
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<tr>
<td></td>
<td></td>
<td>−5 2,000 or more total kilograms of VOC, NOx, CO increased</td>
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<tr>
<td></td>
<td>Addresses environmental impacts (0–4 points)</td>
<td>+1 Addresses water quality</td>
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<tr>
<td></td>
<td></td>
<td>+1 Addresses cultural resources/open space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+1 Addresses wetlands/resource areas</td>
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<tr>
<td></td>
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<td>+1 Addresses wildlife preservation/protected habitats</td>
</tr>
<tr>
<td></td>
<td></td>
<td>−0 Does not meet or address criteria</td>
</tr>
<tr>
<td></td>
<td>Is in an EOEEA-certified “Green Community” (0–2 points)</td>
<td>+2 Project is located in a “Green Community”</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+0 Project is not located in a “Green Community”</td>
</tr>
</tbody>
</table>

**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)
### Evaluation Criteria for FFYs 2021-25 TIP Development

**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.

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Criteria</th>
<th>Subcriteria/Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prioritize MPO investments that benefit equity populations</td>
<td>Serves Title VI/non-discrimination populations (-10–12 points)</td>
<td>+2 Serves minority (high concentration) population (&gt;2,000 people)</td>
</tr>
<tr>
<td>Minimize potential harmful environmental, health, and safety effects of MPO funded projects for all equity populations</td>
<td>+1 Serves minority (low concentration) population (≤ 2,000 people)</td>
<td></td>
</tr>
<tr>
<td>Promote investments that support transportation for all ages (age-friendly communities)</td>
<td>+2 Serves low-income (high concentration) population (&gt;2,000 people)</td>
<td></td>
</tr>
<tr>
<td>Promote investments that are accessible to all people regardless of ability</td>
<td>+1 Serves low-income (low concentration) population (≤ 2,000 people)</td>
<td></td>
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<tr>
<td></td>
<td>+2 Serves limited-English proficiency (high concentration) population (&gt;1,000 people)</td>
<td>+1 Serves limited-English proficiency (low concentration) population (≤ 1,000 people)</td>
</tr>
<tr>
<td></td>
<td>+2 Serves elderly (high concentration) population (&gt;2,000 people)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>+1 Serves elderly (low concentration) population (≤ 2,000 people)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>+2 Serves zero vehicle households (high concentration) population (&gt;1,000 people)</td>
<td>+1 Serves zero vehicle households (low concentration) population (≤ 1,000 people)</td>
</tr>
<tr>
<td></td>
<td>+2 Serves persons with disabilities (high concentration) population (&gt;1,000 people)</td>
<td>+1 Serves persons with disabilities (low concentration) population (≤ 1,000 people)</td>
</tr>
<tr>
<td></td>
<td>+0 Does not serve Title VI or non-discrimination populations</td>
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<tr>
<td></td>
<td>-10 Creates a burden for Title VI/non-discrimination populations</td>
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</tbody>
</table>

**TRANSPORTATION EQUITY** (12 possible points)
## Evaluation Criteria for FFYs 2021-25 TIP Development

### OBJECTIVES

- **ECONOMIC VITALITY:** Ensure our transportation network provides a strong foundation for economic vitality.
- Respond to mobility needs of the workforce population
- Minimize the burden of housing and transportation costs for residents in the region
- Prioritize transportation investments that serve residential, commercial, and logistics targeted development sites and “Priority Places” identified in the MBTA’s Focus 40 plan
- Prioritize transportation investments consistent with compact-growth strategies of the regional transportation plan

### CRITERIA

<table>
<thead>
<tr>
<th>SUBCRITERIA/SCORING</th>
<th>CRITERIA</th>
</tr>
</thead>
</table>
| **Serves targeted development site** (0–6 points) | +2 Provides new transit access to or within site  
+1 Improves transit access to or within site  
+1 Provides for bicycle access to or within site  
+1 Provides for pedestrian access to or within site  
+1 Provides for improved road access to or within site  
+0 Does not provide any of the above measures |
| **Provides for development consistent with the compact growth strategies of MetroFuture** (0–5 points) | +2 Mostly serves an existing area of concentrated development  
+1 Partly serves an existing area of concentrated development  
+1 Supports local zoning or other regulations that are supportive of smart growth development  
+2 Complements other local financial or regulatory support that fosters economic revitalization in a manner consistent with smart growth development principles  
+0 Does not provide any of the above measures |
| **Provides multimodal access to an activity center** (0–4 points) | +1 Provides transit access (within a quarter mile) to an activity center  
+1 Provides truck access to an activity center  
+1 Provides bicycle access to an activity center  
+1 Provides pedestrian access to an activity center  
+0 Does not provide multimodal access |
| **Leverages other investments** (non-TIP funding) (0–3 points) | +3 Meets or addresses criteria to a high degree (>30 percent of the project cost)  
+2 Meets or addresses criteria to a medium degree (10–30 percent of the project cost)  
+1 Meets or addresses criteria to a low degree (< 10 percent of the project cost)  
+0 Does not meet or address criteria |

### TOTAL SCORE (134 possible points)

**ECONOMIC VITALITY (18 possible points)**

**TOTAL SCORE (134 possible points)**