

# Review of the TIP Evaluation Criteria



December 20, 2012



Boston Region Metropolitan Planning Organization

## SUBCATEGORY

## CATEGORY

- Improves substandard pavement
- Improves substandard signal equipment condition
- Improves traffic signal operations
- In a Congestion Management Process identified area
- Improves intermodal accommodations/connections to transit
- Implements ITS strategies other than traffic signal operations

### Maintenance, Modernization and Efficiency

36

- Design is consistent with complete streets policies
- Provides multimodal access to an activity center
- Reduces auto dependency
- Project serves a targeted redevelopment site
- Provides for development consistent with the goals of MetroFuture
- Improves the Quality of Life

### Livability and Economic Benefit

28

- Existing peak hour Level of Service (LOS)
- Improves an MPO or State identified freight movement issue
- Improves proponent identified primary mobility issue
- Improves MPO identified mobility issue
- Project reduces congestion
- Improves transit reliability

### Mobility

25

- Air quality (improves/degrades)
- CO2 reduction
- Project is in an EOEEA certified Green Community
- Project reduces VMT/VHT
- Improves identified environmental impact

### Environment and Climate Change

25

- Improves transit for an EJ population
- Design is consistent with complete streets policies in an EJ area
- Improves an MPO identified EJ transportation issue

### Environmental Justice

10

- Improves emergency response
- Improves ability to respond to extreme conditions
- EPDO/Injury Value
- Improves proponent identified primary safety need
- Improves MPO identified primary safety issue
- Improves freight related safety issue
- Improves bicycle safety
- Improves pedestrian safety
- Improves safety or removes an at grade railroad crossing

### Safety and Security

29

Project Rating

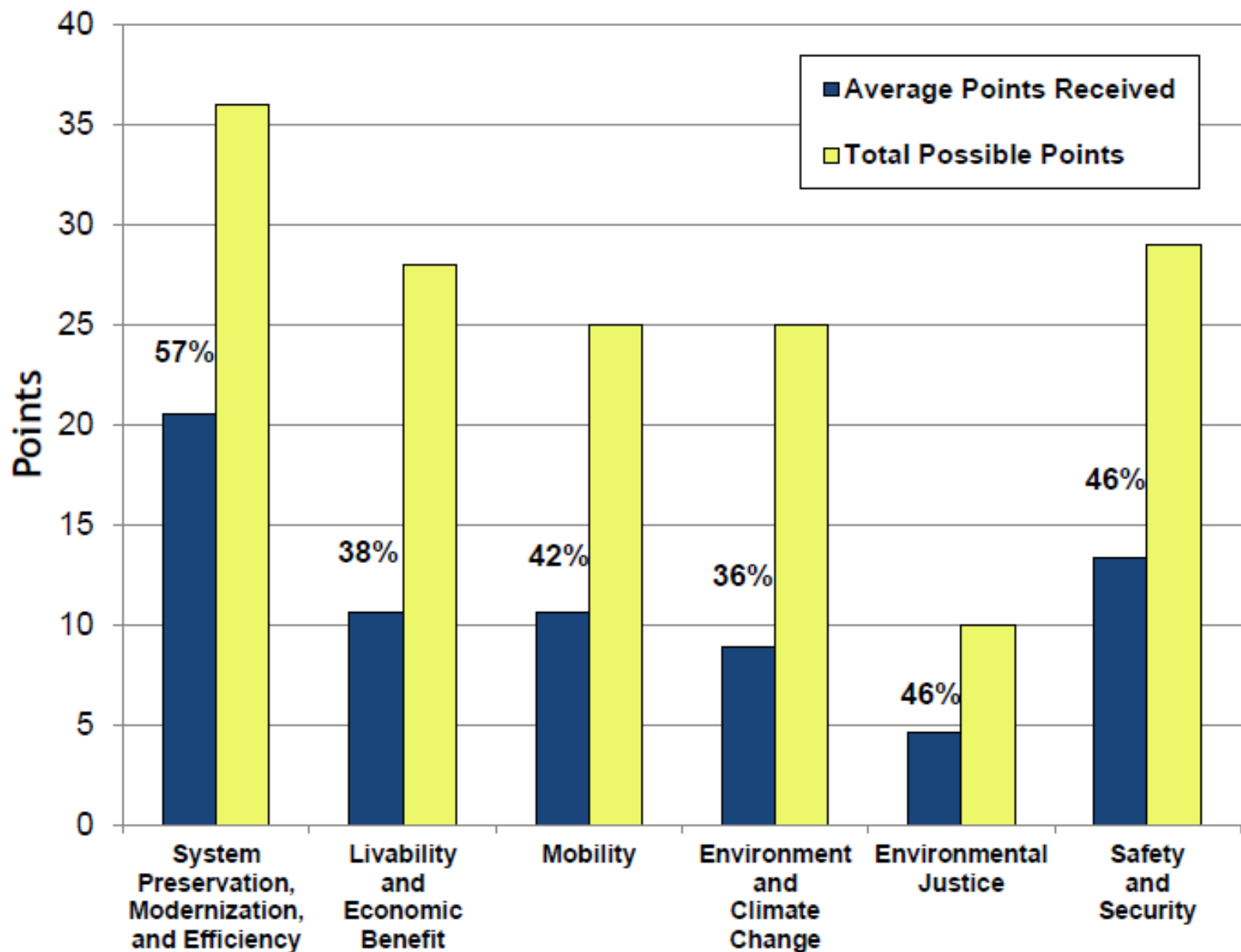
# Review of the TIP Evaluation Criteria

- How have the criteria performed over the last two TIP cycles?
- Are they serving their purpose?
- What concerns have been raised?
- Are there opportunities for improvements?
- What updates will be considered for MAP-21?

# The Last Two Development Cycles

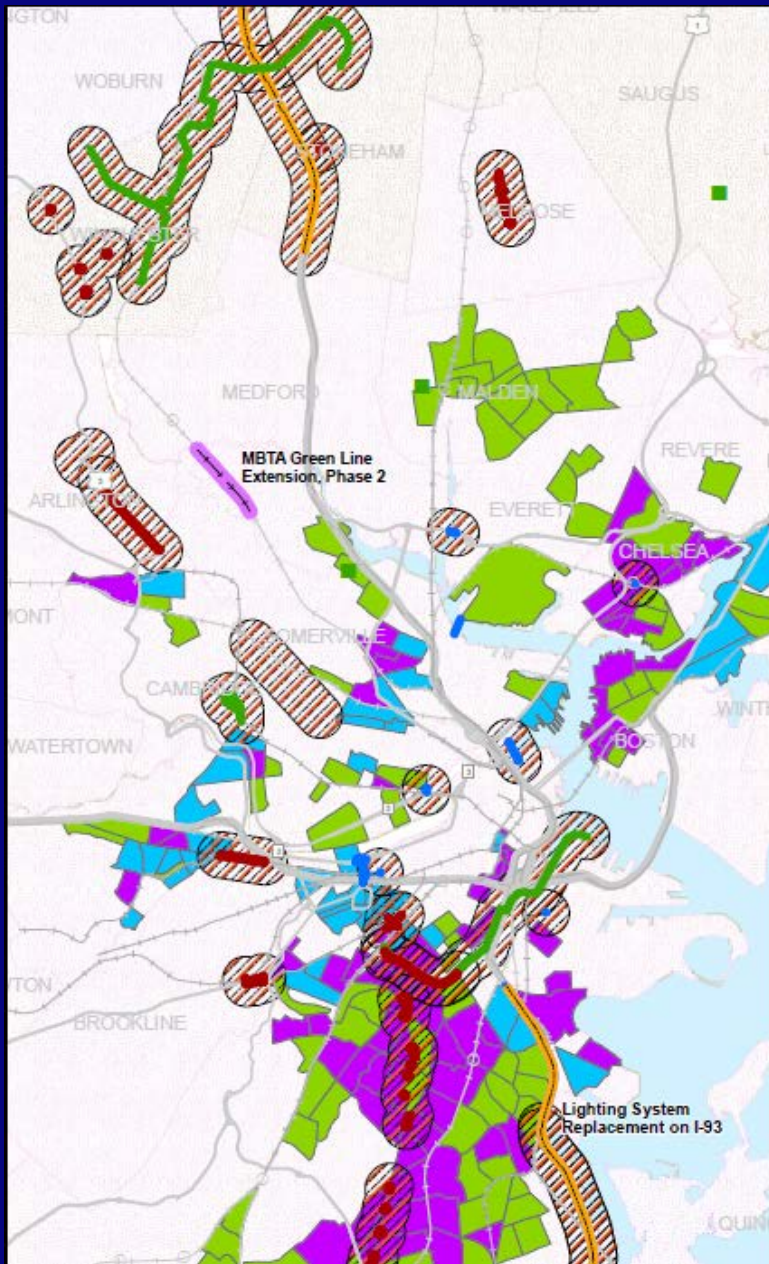
- 48 projects evaluated
- 153 possible points
- High score of 98 points
- Low score of 32 points
- Average score of 64.3 points

**Figure 2**  
**Results of the TIP Project Evaluations by MPO Policy**

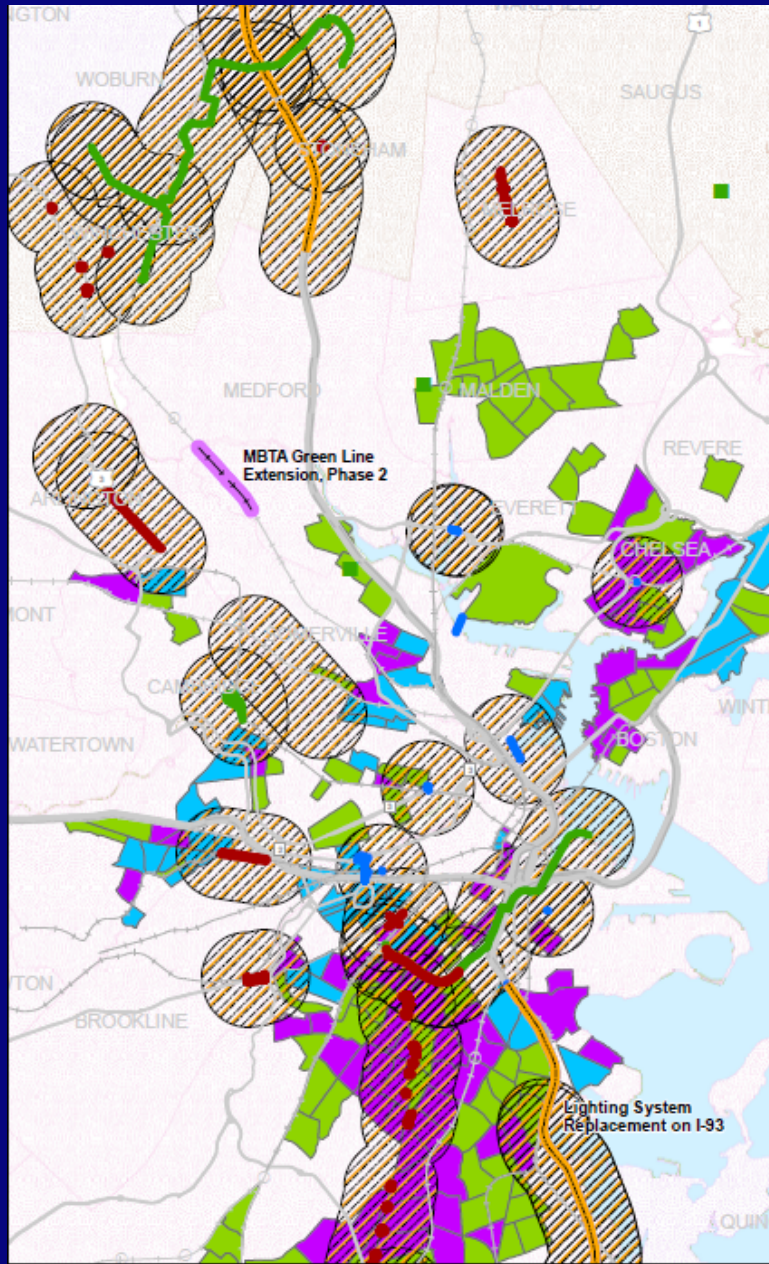


**Table 1**  
**System Preservation, Modernization and Efficiency Criteria**

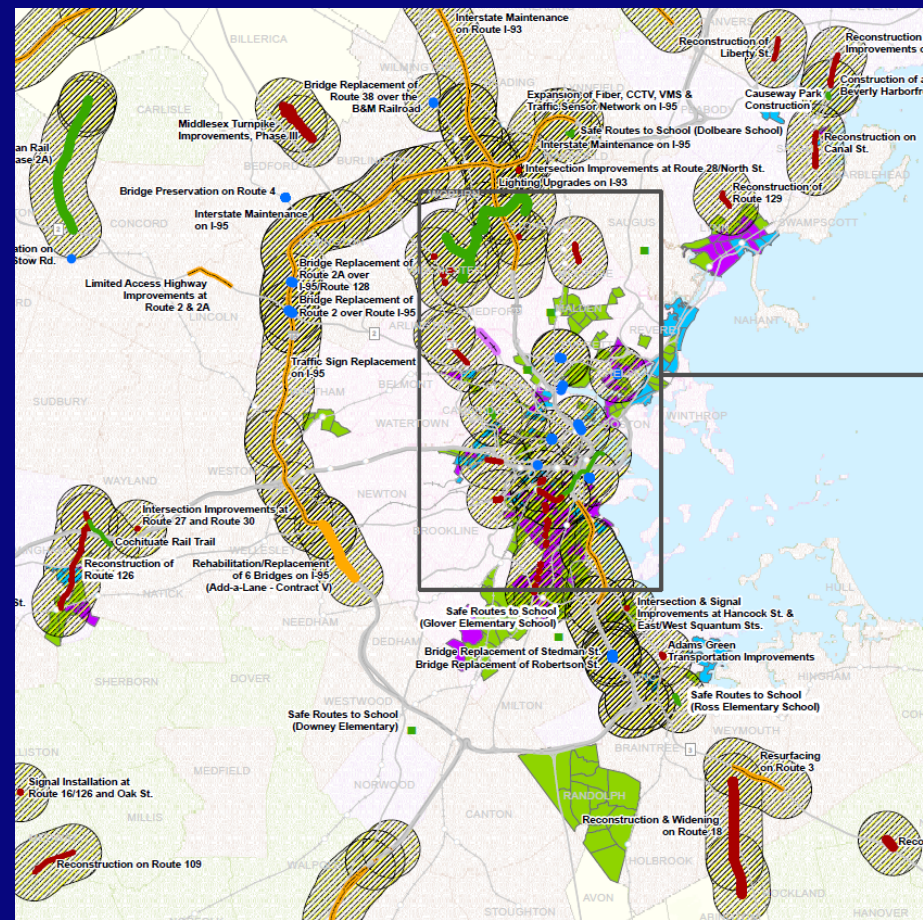
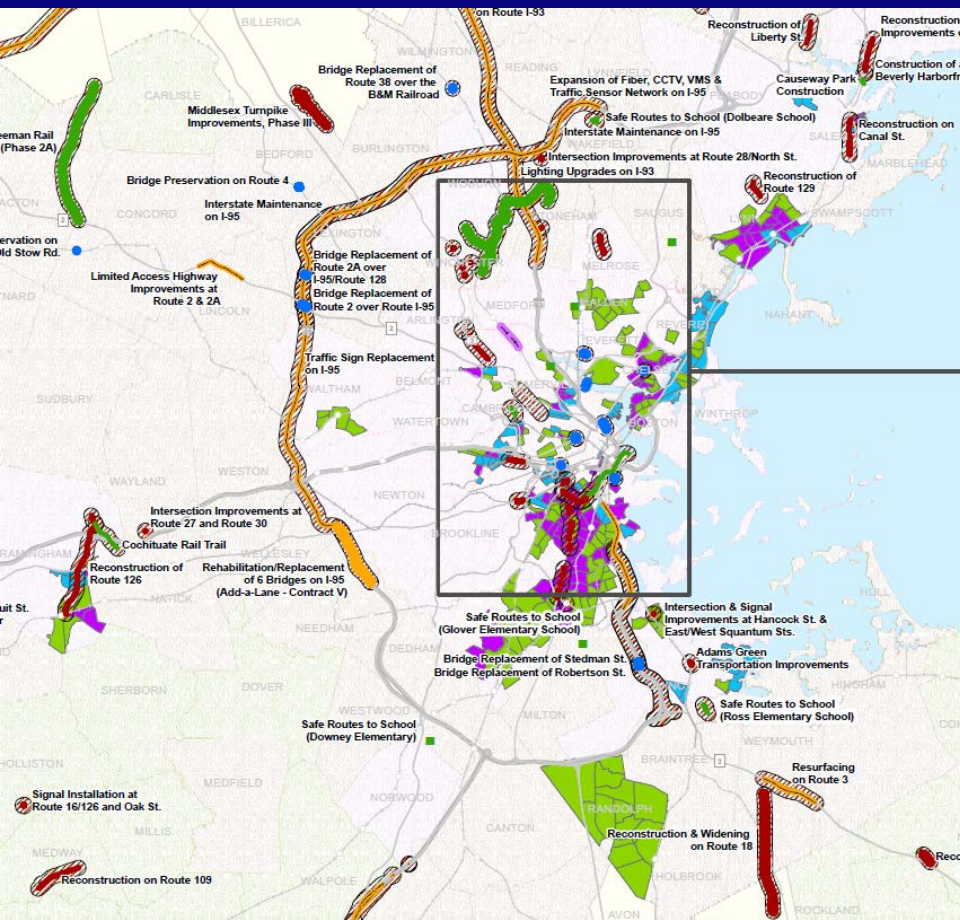
<b>Evaluation Criteria</b>	<b>Total Points Possible</b>	<b>Highest Points Received</b>	<b>Average Points Received</b>
Improves substandard pavement	6	6	4.3
Improves substandard signal equipment condition	6	6	3.4
Improves traffic signal operations	6	6	4.5
In a Congestion Management Process Identified Area	6	6	3.9
Improves intermodal accommodations/connections to transit	6	6	2.9
Implements ITS strategies other than traffic signal operations	6	6	1.5
<b>Total Points</b>	<b>36</b>	<b>36</b>	<b>20.5</b>



**Quarter-Mile Buffer**



**Half-Mile Buffer**



Quarter-Mile Buffer

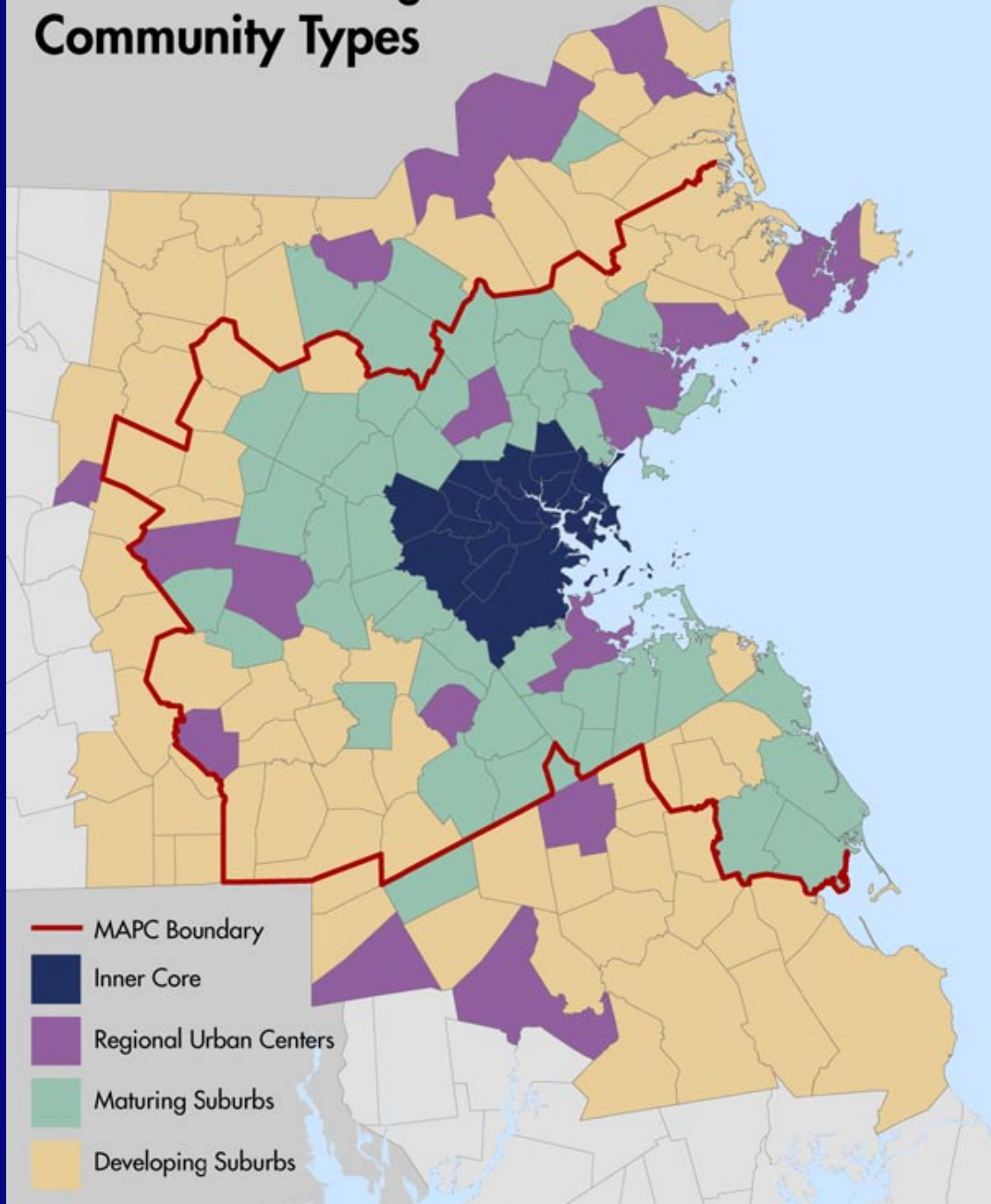
One-Mile Buffer



# Recent Concerns Raised

- Favoring Dense Urban Areas
- Capturing Economic Development
- Differentiating among Shared-Use Paths

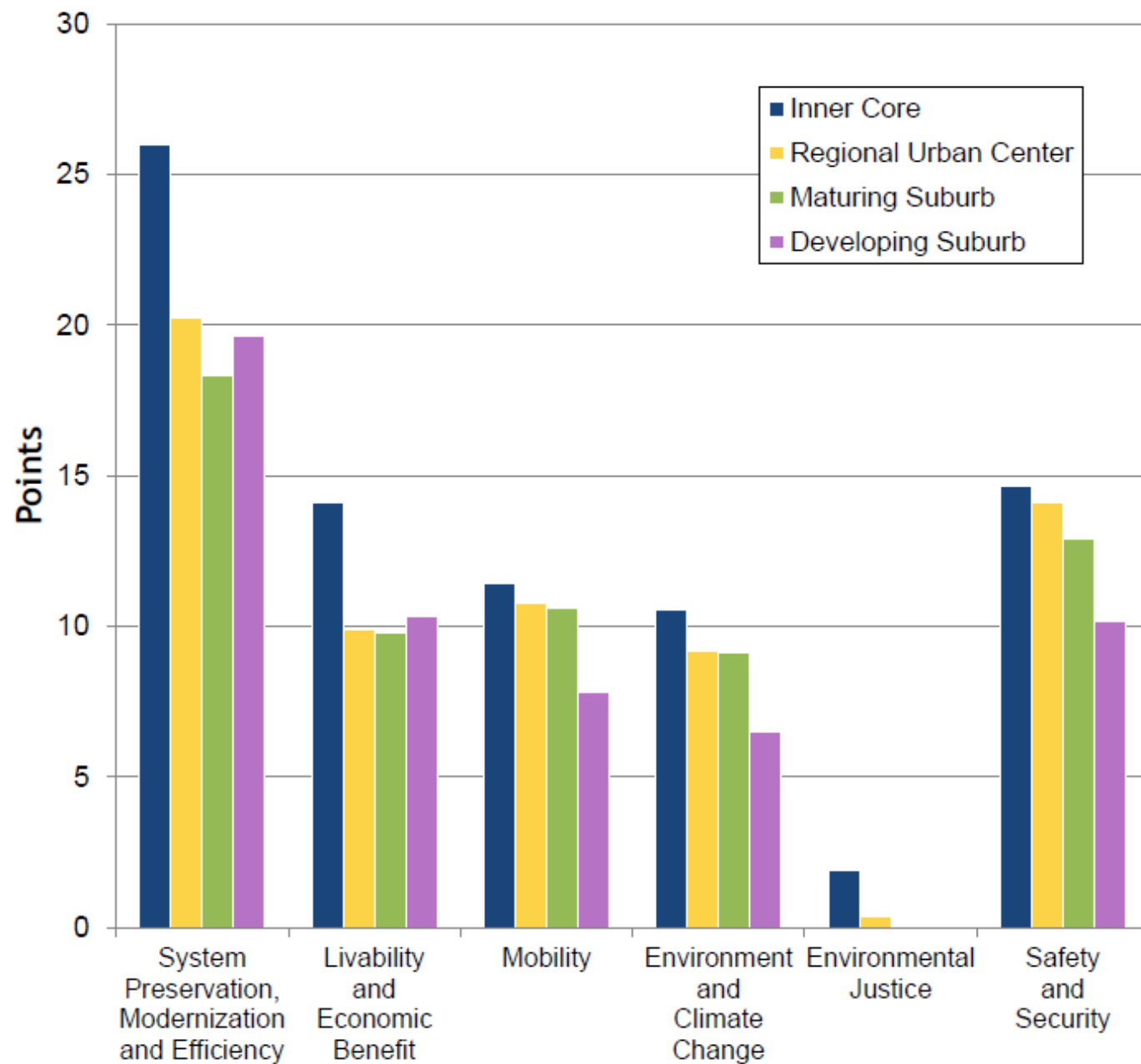
# Metro Boston Region Community Types



(Source: MAPC)

Figure 4

Average Project Rating by MAPC Community Type across the MPO Policies

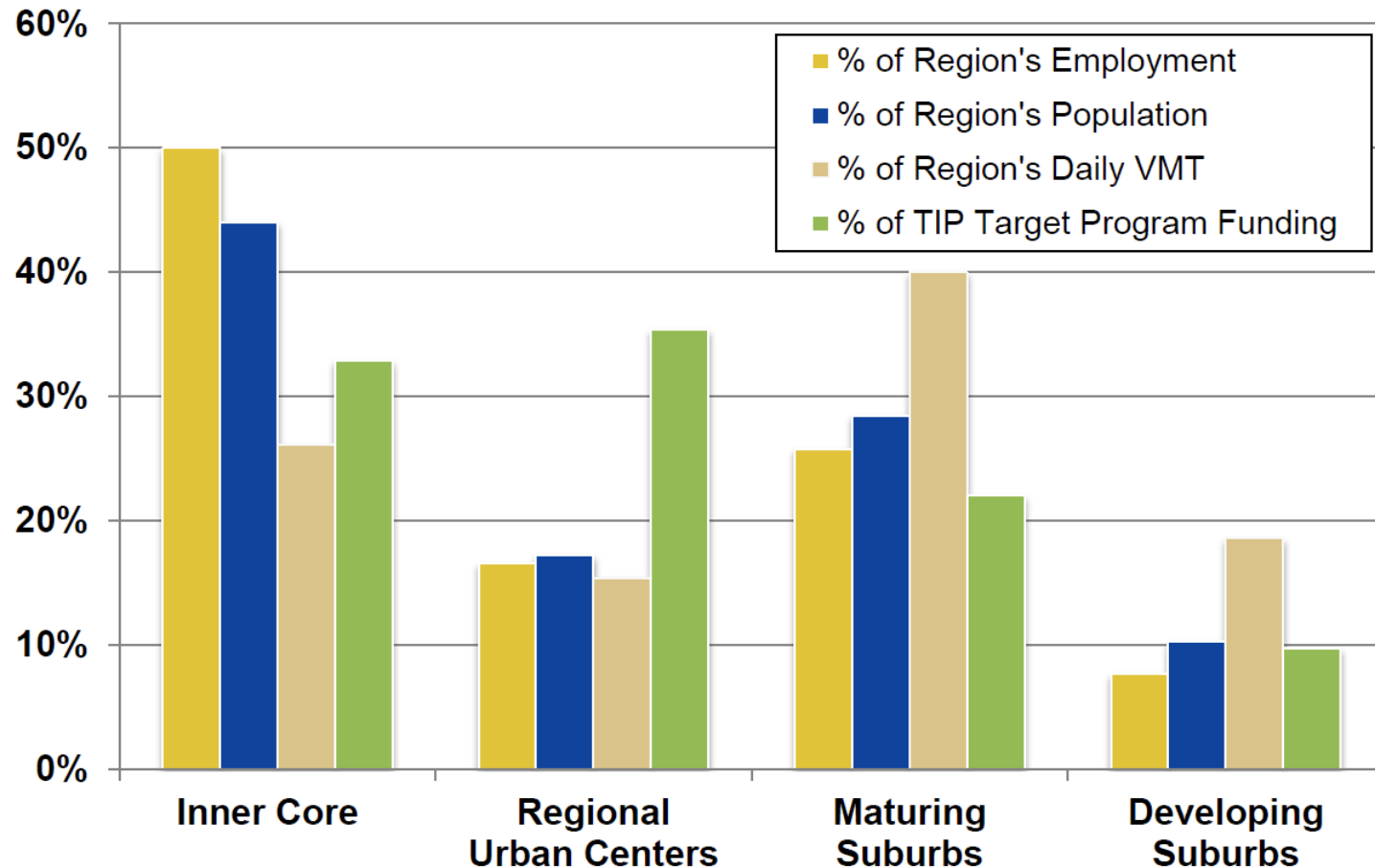


**Table 2**  
**High Scoring Criteria for Inner Core Communities**

<b>Evaluation Criteria</b>	<b>Total Points Possible</b>	<b>Average Inner Core Points Received</b>	<b>Average non-Inner Core Points Received</b>
Improves substandard pavement	6	5.1	4.1
Improves substandard signal equipment condition	6	4.7	3.1
Improves intermodal accommodations/connections to transit	6	5.3	2.3
Design is consistent with “complete streets” policies	4	3.2	1.8
Provides multimodal access to an activity center	3	2.7	1.7
Provides for development consistent with the compact growth strategies of MetroFuture	5	4.4	2.7
Improves transit reliability	7	0.6	0.1
Design is consistent with “complete streets” policies in an EJ area	4	0.9	0.1
Addresses an MPO-identified EJ transportation issue	3	0.7	0.1
<b>Total Points</b>	<b>44</b>	<b>27.6</b>	<b>16.0</b>

Figure 5

Comparison between Percentage of the Region's Employment, Population, Daily Vehicle Miles Traveled, and Target Program Funding across Community Types



**Region's Total Employment:** 1,810,686 (Source: 2009 Employment, CTPS Model Group)

**Region's Total Population:** 3,161,712 (Source: 2010 Census Data)

**Region's Total Daily VMT:** 72,825,240 (Source: Modeled VMT, CTPS Model Group)

**FFYs 2012-16 TIP Target Program Funding for Evaluated Projects:** \$127,260,178

# Recent Concerns Raised

- Favoring Dense Urban Areas
- **Capturing Economic Development**
- Differentiating among Shared-Use Paths

**Table 3  
Economic Development Criteria**

<b>Evaluation Criteria</b>	<b>Total Points Possible</b>	<b>Highest Points Received</b>	<b>Average Points Received</b>
Provides multimodal access to an activity center	3	3	1.9
Serves a targeted redevelopment site (Chapter 43D priority development sites approved by EOHED; a description of 43D priority development sites is listed in the appendix )	6	2	0.1
Provides for development consistent with the compact growth strategies of MetroFuture	5	5	3.0
Improves or completes an MPO- or State-identified freight movement issue	3	2	0.4
<b>Total Points</b>	<b>17</b>	<b>12</b>	<b>5.4</b>

# Planning Efforts to Target Development Areas

## Executive Office of Housing and Economic Development (EOHED)

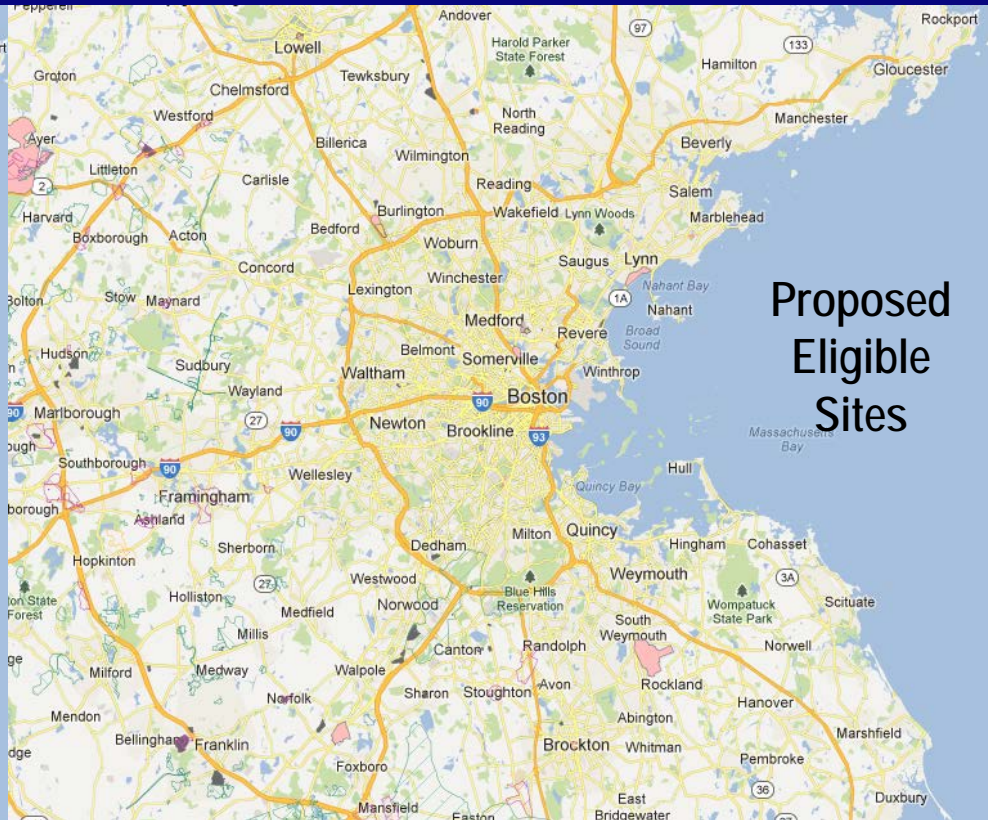
- Planning Ahead for Growth
- Compact Neighborhoods Policy

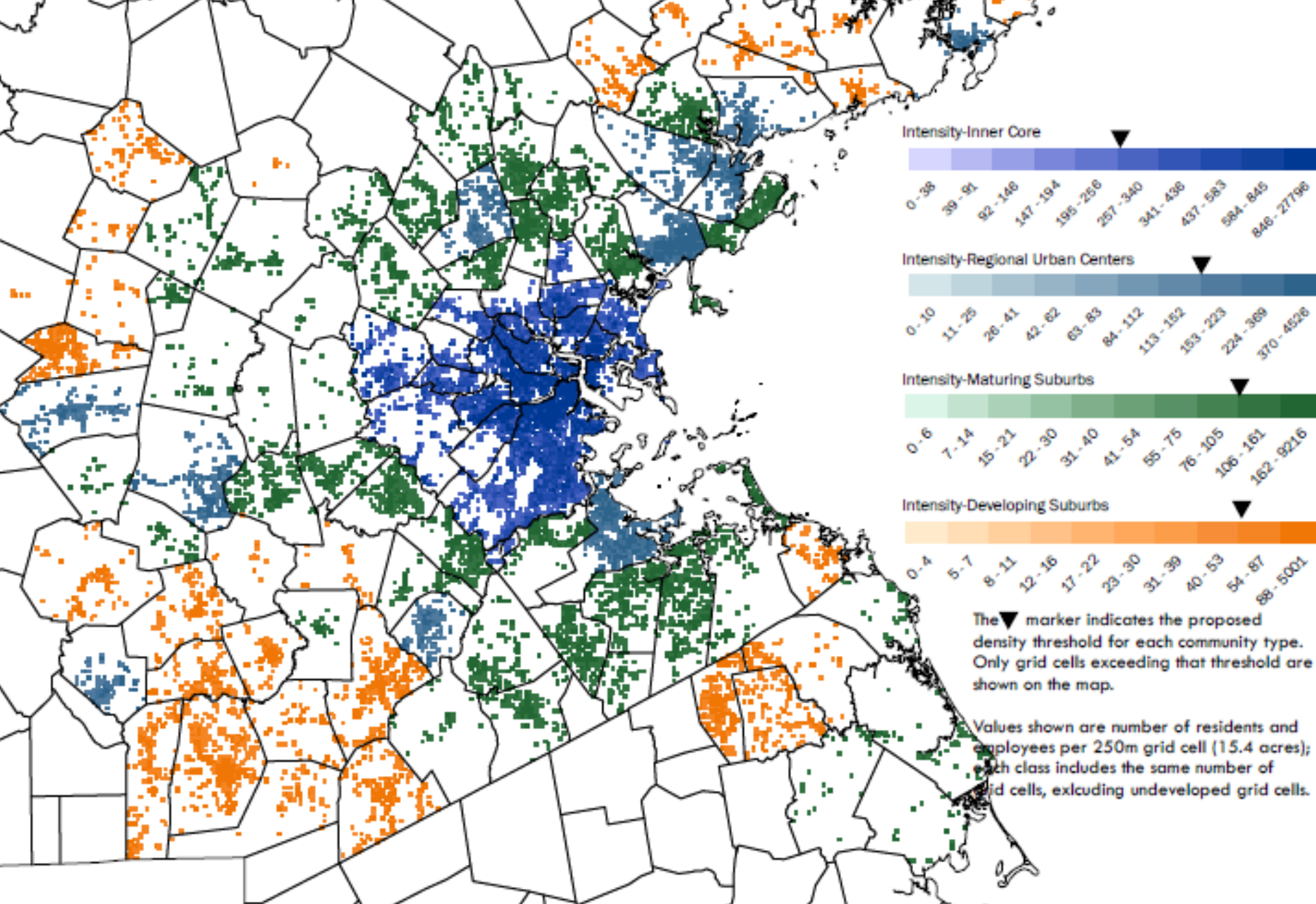
## Metropolitan Area Planning Council (MAPC)

- South Coast Rail Land Use Corridor Plan
- Subregional Priority Development Projects



# Planning Efforts to Target Development Areas





# Provides for development consistent with the compact growth strategies of MetroFuture

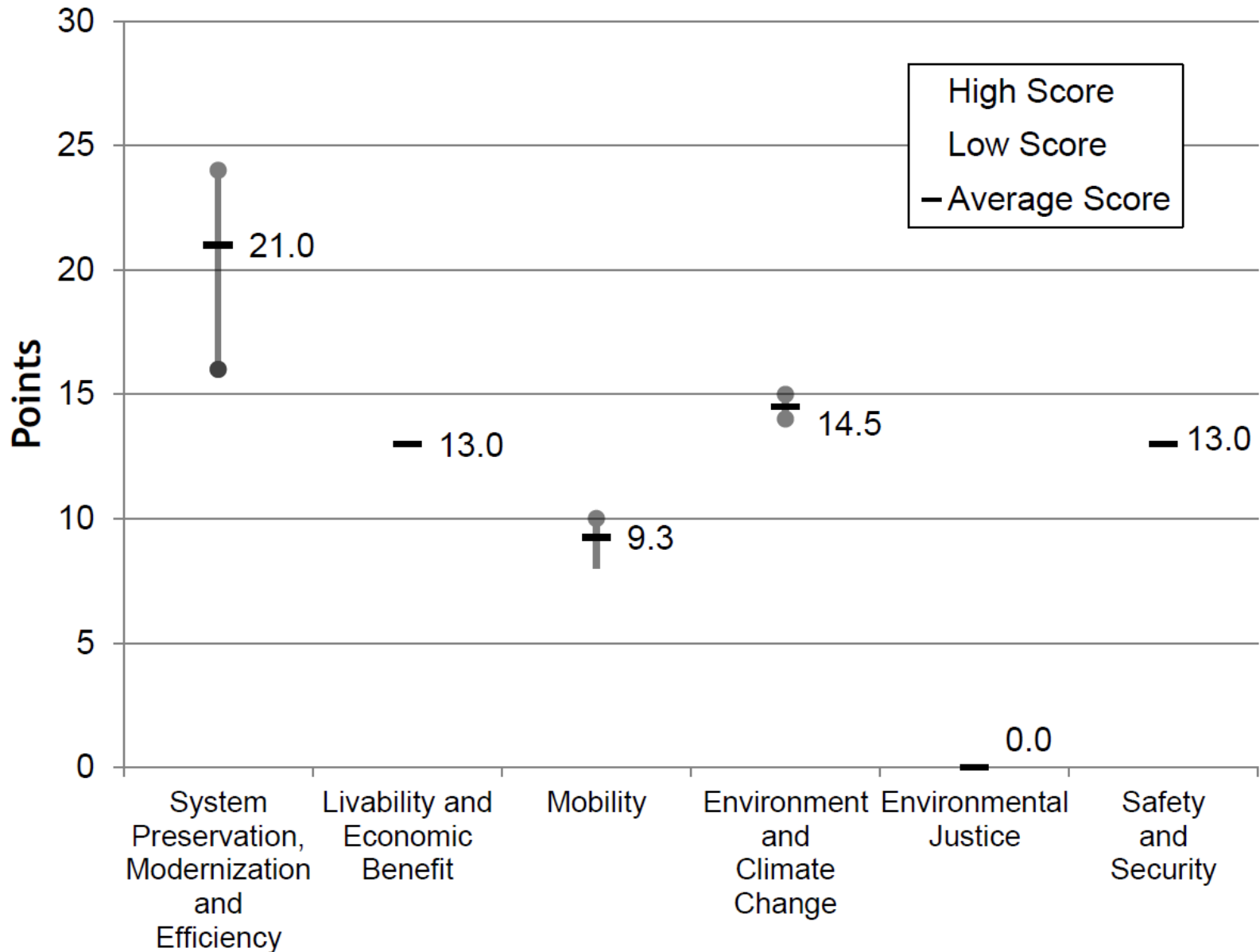
Existing	Proposed
+2 Plan for compact growth to serve community needs	+2 Project <b>mostly</b> serves an existing area of concentrated development
+1 Increases vitality of existing centers	+1 Project <b>partly</b> serves an existing area of concentrated development
+1 Plan for good design and access	+1 Project supports local zoning or other regulations that are supportive of smart growth development
+1 Encourage market response to district plans	+1 Project complements other local financial or regulatory support that fosters economic revitalization in a manner consistent with smart growth development principles

# Recent Concerns Raised

- Favoring Dense Urban Areas
- Capturing Economic Development
- Differentiating among Shared-Use Paths

Figure 6

Variation among Low Scores, High Scores, and Average Project Ratings for Shared-use Path Projects



**Table 4****Bay State Greenway Priority 100 Projects in the Boston Region**

<b>Project Name (Municipalities Involved)</b>	<b>Miles</b>
Mass Central Rail Trail or "Wayside Trail" (Berlin, Hudson, Sudbury, Waltham, Wayland, Weston)	24.4
Bruce Freeman Rail Trail Extension (Acton, Carlisle, Concord, Westford)	8.4
Reformatory Branch Trail (Bedford)	2.3
Neponset River Greenway Phase 2 (Boston, Milton)	4.6
Border to Boston, South Section (Danvers, Topsfield, Wenham)	9.1*
Northern Strand Community Trail or "Bike to the Sea" (Everett, Lynn, Malden, Revere, Saugus)	9.0**
Community Path Extension (Somerville)	2.0
<b>Total Miles</b>	<b>63.9</b>

\*An unimproved surface has been completed for the entire length.

\*\*An unimproved surface has been completed for part of the length.

# MAP-21 Performance Management

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays