

Geographic Distribution of Highway Funding (Transportation Improvement Program, FFYs 2008-22)

MAPC Community Type	Percent Target Funding FFYs 2008–22	Percent of Population	Percent of Employment	Percent of Roadway Miles
Developing Suburb	8%	10%	7%	19%
Inner Core	38%	45%	51%	27%
Maturing Suburb	44%	27%	25%	38%
Regional Urban Center	10%	18%	17%	16%

Subregion	Percent Target Funding FFYs 2008–22	Percent of Population	Percent of Employment	Percent of Roadway Miles
Inner Core	39%	52%	56%	32%
MAGIC	10%	5%	5%	11%
MetroWest	11%	8%	8%	11%
SWAP	4%	5%	3%	8%
NSTF	7%	9%	7%	10%
SSC	6%	7%	5%	9%
NSPC	5%	7%	8%	8%
TRIC	17%	8%	7%	12%

- Geography has lower share of funding compared to share of population, employment, and roadway miles
- Geography has lower share of funding compared to share of **two** of either population, employment, or roadway miles
- Geography has lower share of funding compared to share of **one** of either population, employment, or roadway miles

Key Takeaways:

➤ When considering geographic distribution, allocation of funding for new projects may focus on those located in the following community types and subregions, which are underrepresented based on share of population, employment, and/or roadway miles:

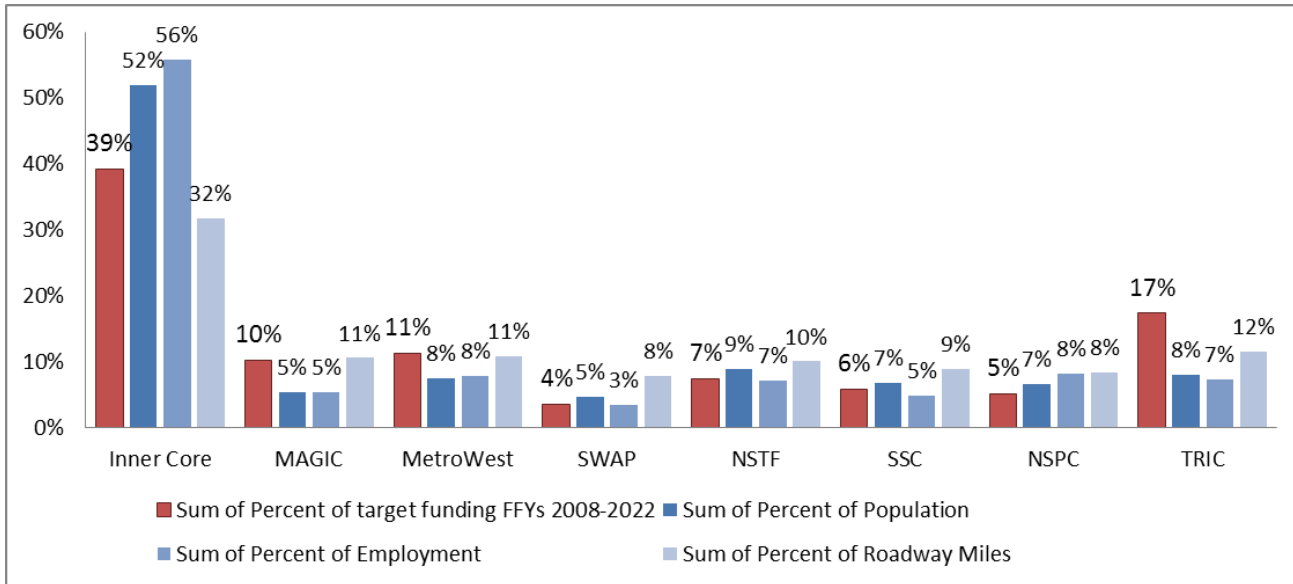
➤ Community Types

- Regional Urban Center
- Developing Suburb
- Inner Core

➤ Subregions

- NSPC
- ICC
- SWAP
- NSTF
- SSC
- MAGIC

MPO Target Funding, FFYs 2008-22 (Current and Recent TIPs)



All Highway Funding, FFYs 2018-22 (Current TIP)

