



VIRTUAL

MEETING

# Boston Region Metropolitan Planning Organization

March 16, 2023



VIRTUAL

MEETING

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## **Kreyòl Ayisyen (Haitian Creole)**

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

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Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.

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Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.

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Nếu quý vị cần thông tin này bằng một ngôn ngữ khác, vui lòng liên lạc Boston Region MPO theo số 857.702.3700.

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## Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. After roll call, Board members may mute and unmute themselves. Always remain muted unless actively speaking.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
5. If you are on the phone, you can use \*9 to raise your hand.
6. If you have any technical difficulties, please contact Stella Jordan via the chat box, [sjordan@ctps.org](mailto:sjordan@ctps.org) or 857.702.3675.



VIRTUAL

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## Accessibility Statement

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March 16, 2023

## AGENDA

1. **Introductions**
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
11. Members' Items

# Introductions



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email [sjordan@ctps.org](mailto:sjordan@ctps.org).*

March 16, 2023

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- 2. Chair's Report**
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4. Public Comments
5. Committee Chairs' Reports
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11. Members' Items

# Chair's Report



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March 16, 2023

## AGENDA

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2. Chair's Report
- 3. Executive Director's Report**
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
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11. Members' Items

# Executive Director's Report



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March 16, 2023

## AGENDA

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2. Chair's Report
- 3. Executive Director's Report**
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
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10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
11. Members' Items

# Open Positions

- Manager of MPO Activities
- Manager of Planning and Policy
- Manager of Multimodal Planning and Design
- Program Manager, Long-Range Transportation Plan



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March 16, 2023

## AGENDA

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2. Chair's Report
- 3. Executive Director's Report**
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
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11. Members' Items

# Today's Agenda

- One action item
  - Transit Safety Performance Targets
- Two presentations
  - Proposal for LRTP Investment Programs
  - Preliminary Project Programming Scenarios for FFYs 2024–28 TIP



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March 16, 2023

## AGENDA

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2. Chair's Report
3. Executive Director's Report
- 4. Public Comments**
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
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10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
11. Members' Items

# Public Comments



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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
- 5. Committee Chairs' Reports**
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
11. Members' Items

# Committee Chair's Report



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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
- 6. Regional Transportation Advisory Council Report**
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
11. Members' Items

# Regional Transportation Advisory Council Report



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March 16, 2023

## AGENDA

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2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
- 7. Action Item: February 16, 2023, MPO Meeting Minutes**
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9. Discussion: LRTP Investment Program Proposals
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11. Members' Items

# Action Item: February 16, 2023, MPO Meeting Minutes

Vote to approve the February 16, 2023, MPO meeting minutes



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March 16, 2023

## AGENDA

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2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
- 8. Action Item: Transit Safety Performance Targets**
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11. Members' Items

# Action Item: Transit Safety Performance Targets

**Sam Taylor, MPO Staff and Michael Catsos, MBTA**

Presentation, discussion, and vote to endorse the transit safety performance targets



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# SFY 2023 Transit Safety Performance Targets

March 16, 2023

Sam Taylor, MPO Staff

Michael Catsos, MBTA

Boston Region Metropolitan Planning Organization

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
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11. Members' Items

# Key Takeaways

- The FTA requires transit agencies to create safety plans to implement Safety Management Systems (SMS)
- Transit agencies and MPOs must set performance targets for federal transit safety measures.
- **Staff Recommendation:** Adopt transit agency safety targets for the Boston region.
- **Opportunity:** The MPO can consider transit safety performance as part of considering capital programming for the TIP.

FTA = Federal Transit Administration. MPO = Metropolitan Planning Organization. TIP = Transportation Improvement Program.



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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
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11. Members' Items

# Presentation Overview

- PBPP Overview
- Overview of Transit Safety Performance Requirements
- MBTA Targets—Presentation by Michael Catsos, Director of SMS and Safety Oversight, MBTA
- Regional Transit Authority Targets – CATA and MWRTA
- Next Steps and Opportunities
- Questions and Requested Action

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CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. PBPP = Performance-based Planning and Programming.



# Federal Performance Measures and Targets

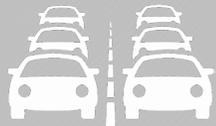
## Two-Year and Four-Year Targets



Bridge and  
Pavement  
Condition



Travel Time  
Reliability



CMAQ  
Congestion



CMAQ  
Mobile-Source  
Emissions



Roadway  
Safety



Transit  
Safety



Transit  
Asset  
Condition

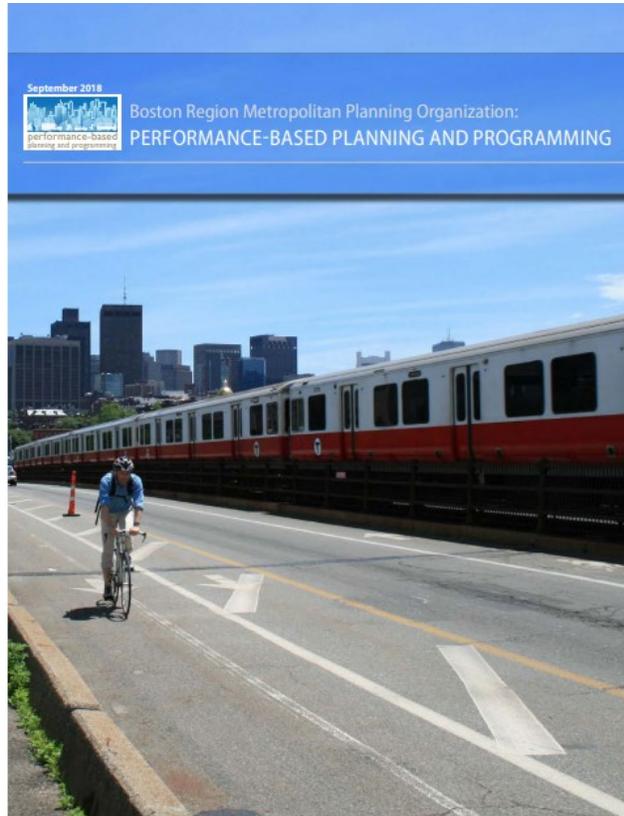
Set by the end  
of current TIP  
development  
cycle



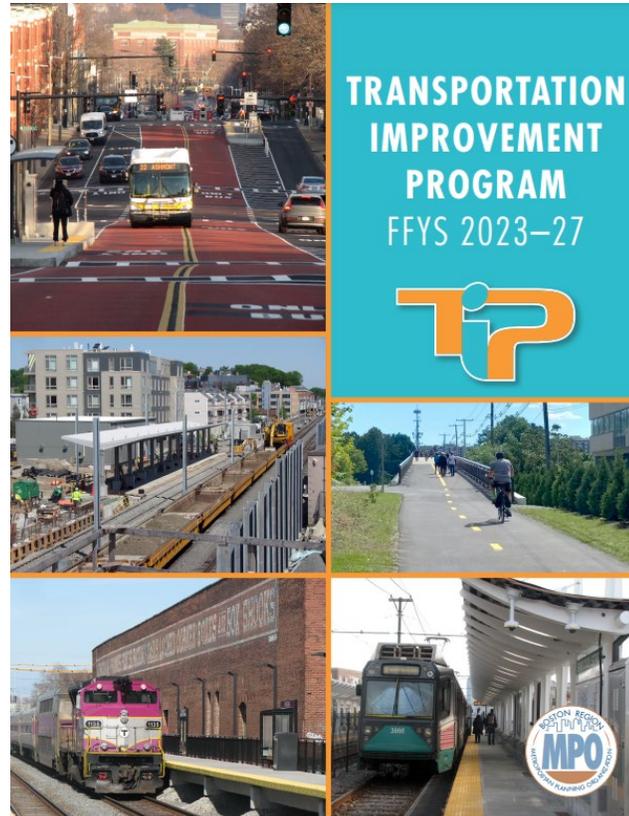
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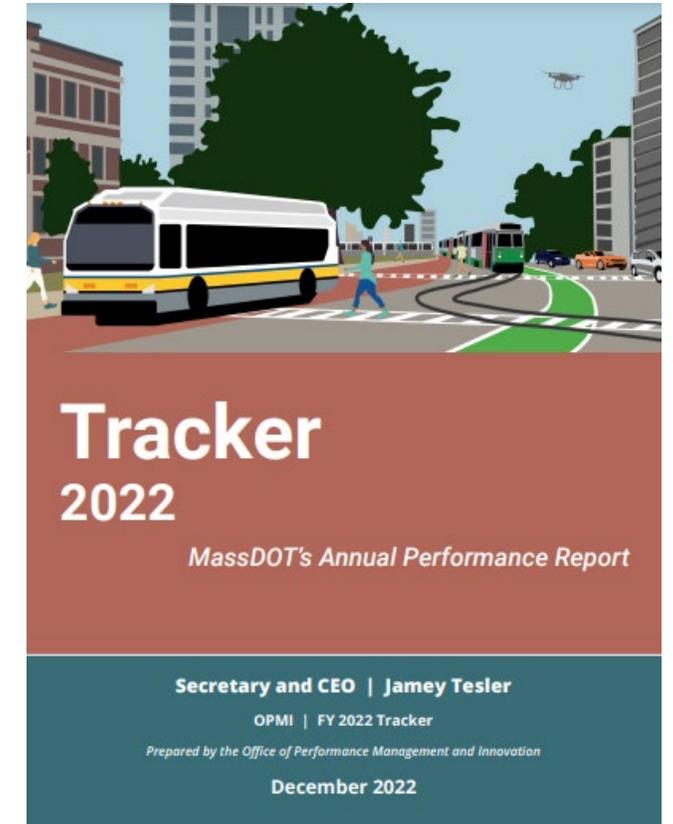
# Resources for Performance Information



[bostonmpo.org/performance](https://bostonmpo.org/performance)



Chapter 4—Performance Analysis



[massdottracker.com](https://massdottracker.com)

Image sources: Boston Region Metropolitan Planning Organization (left, center), Massachusetts Department of Transportation (right).

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
- 8. Action Item: Transit Safety Performance Targets**
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10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
11. Members' Items

# Transit Safety Performance Basics

- Why: Incorporate new safety management approaches to improve safety on transit systems.
- Transit Agencies (or States)
  - Develop Agency Safety Plans that implement SMS
  - Set performance targets for federally required measures
- MPOs
  - Set transit safety targets for their regions
  - Consider transit capital programming in the context of safety performance
  - Incorporate transit safety information and targets into planning documents

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MPO = Metropolitan Planning Organization. SMS = Safety Management Systems.



AGENDA

- 1. Introductions
- 2. Chair's Report
- 3. Executive Director's Report
- 4. Public Comments
- 5. Committee Chairs' Reports
- 6. Regional Transportation Advisory Council Report
- 7. Action Item: February 16, 2023, MPO Meeting Minutes
- 8. Action Item: Transit Safety Performance Targets**
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- 11. Members' Items

# Target-Setting Process



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AGENDA

- 1. Introductions
- 2. Chair’s Report
- 3. Executive Director’s Report
- 4. Public Comments
- 5. Committee Chairs’ Reports
- 6. Regional Transportation Advisory Council Report
- 7. Action Item: February 16, 2023, MPO Meeting Minutes
- 8. Action Item: Transit Safety Performance Targets**
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- 11. Members’ Items

# Transit Safety Performance Measures

Category	Measure	Desired Direction
Fatalities	<ul style="list-style-type: none"><li>• Number of fatalities</li><li>• Fatality rate (per VRM)</li></ul>	↓
Injuries	<ul style="list-style-type: none"><li>• Number of injuries</li><li>• Injury rate (per VRM)</li></ul>	↓
Safety Events	<ul style="list-style-type: none"><li>• Number of safety events</li><li>• Safety event rate (per VRM)</li></ul>	↓
System Reliability	<ul style="list-style-type: none"><li>• VRM per major mechanical failure</li></ul>	↑

**Transit agencies can adjust the VRM denominator for rate measures.**

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VRM = Vehicle-Revenue Miles.

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
- 8. Action Item: Transit Safety Performance Targets**
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11. Members' Items

# Transit Safety Targets

## In general, targets

- Reflect a one-year timeframe
- Are based on transit agencies' modes, past data, local context, and planned policies, investments, and strategies
- Do not result in FTA rewards or penalties for transit agencies, states, or MPOs

## When proposing regional targets, MPO staff

- Incorporated targets from transit agencies
- Listed MBTA, CATA, and MWRTA targets separately, as their target-setting approaches varied

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# MBTA SFY 2023 Transit Safety Targets

# MBTA 2023 Safety Targets - Bus

Mode of Transit Service	Fatalities (Total)	Fatality Rate (per one million VRM)	Injuries (Total)	Injury Rate (per one million VRM)	Safety Events (Total)	Safety Event Rate (per one million VRM)	System Reliability (VRM traveled per major mechanical failure)
Bus	0.0	0.0	286	12.23	98	4.21	29,500

VRM = Vehicle-Revenue Miles.

# MBTA Past Safety Performance: 2019–2021 - Bus

Mode of Transit Service	Fatalities (Total)	Fatality Rate (per one million VRM)	Injuries (Total)	Injury Rate (per one million VRM)	Safety Events (Total)	Safety Event Rate (per one million VRM)	System Reliability (VRM traveled per major mechanical failure)
Bus	3	.05	875	12.48	300	4.29	29,099

VRM = Vehicle-Revenue Miles.

# MBTA 2023 Safety Targets - Rail

Mode of Transit Service	Fatalities (Total)	Fatality Rate (per one million VRM)	Injuries (Total)	Injury Rate (per one million VRM)	Safety Events (Total)	Safety Event Rate (per one million VRM)	System Reliability (VRM traveled per major mechanical failure)
Heavy Rail	0.0	0.0	180	7.99	24	1.07	44,500
Light Rail	0.0	0.0	79	14.35	27	4.94	7,650

VRM = Vehicle-Revenue Miles.

# MBTA Past Safety Performance: 2019–2021 - Rail

Mode of Transit Service	Fatalities (Total)	Fatality Rate (per one million VRM)	Injuries (Total)	Injury Rate (per one million VRM)	Safety Events (Total)	Safety Event Rate (per one million VRM)	System Reliability (VRM traveled per major mechanical failure)
Heavy Rail	1	.01	552	8.16	74	1.09	43,713
Light Rail	0	0	242	14.64	84	5.04	7,515

VRM = Vehicle-Revenue Miles.

# MBTA 2023 Safety Targets - Paratransit

<b>Mode of Transit Service</b>	<b>Fatalities (Total)</b>	<b>Fatality Rate (per one million VRM)</b>	<b>Injuries (Total)</b>	<b>Injury Rate (per one million VRM)</b>	<b>Safety Events (Total)</b>	<b>Safety Event Rate (per one million VRM)</b>	<b>System Reliability (VRM traveled per major mechanical failure)</b>
<b>Paratransit</b>	0.0	0.0	27	2.27	20	1.74	62,500

VRM = Vehicle-Revenue Miles.

# MBTA Past Safety Performance: 2019–2021 - Paratransit

Mode of Transit Service	Fatalities (Total)	Fatality Rate (per one million VRM)	Injuries (Total)	Injury Rate (per one million VRM)	Safety Events (Total)	Safety Event Rate (per one million VRM)	System Reliability (VRM traveled per major mechanical failure)
Paratransit	0	0	82	2.31	62	1.77	61,231

VRM = Vehicle-Revenue Miles.

# CATA and MWRTA SFY 2023 Transit Safety Targets

# CATA SFY 2023 Safety Targets

Mode of Transit Service	Fatalities (Total)	Fatality Rate (per one million VRM)	Injuries (Total)	Injury Rate (per one million VRM)	Safety Events (Total)	Safety Event Rate (per one million VRM)	System Reliability (VRM traveled per major mechanical failure)
Fixed Route Bus	0.0	0.0	1.0	0.5	2.5	1.5	70,000.0
Demand Response	0.0	0.0	1.0	0.5	1.5	1.0	135,000.0

Values are rounded to the nearest tenth.

Source: CATA and the Boston Region Metropolitan Planning Organization staff.

CATA = Cape Ann Transportation Authority. SFY = State Fiscal Year. VRM = Vehicle-Revenue Miles.

# CATA SFY Past Safety Performance: 2018–2022

<b>Mode of Transit Service</b>	<b>Fatalities (Total)</b>	<b>Fatality Rate (per one million VRM)</b>	<b>Injuries (Total)</b>	<b>Injury Rate (per one million VRM)</b>	<b>Safety Events (Total)</b>	<b>Safety Event Rate (per one million VRM)</b>	<b>System Reliability (VRM traveled per major mechanical failure)</b>
<b>Fixed Route Bus</b>	0.0	0.0	0.2	0.1	2.4	0.2	73,603
<b>Demand Response</b>	0.0	0.0	0.2	0.2	1.2	0.8	133,848

Values are rounded to the nearest tenth.

Source: CATA and the Boston Region Metropolitan Planning Organization staff.

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# MWRTA SFY 2023 Safety Targets

<b>Mode of Transit Service</b>	<b>Fatalities (Total)</b>	<b>Fatality Rate (per one hundred thousand VRM)</b>	<b>Injuries (Total)</b>	<b>Injuries (per one hundred thousand VRM)</b>	<b>Safety Events (Total)</b>	<b>Safety Events (per one hundred thousand VRM)</b>	<b>System Reliability (VRM traveled per major mechanical failure)</b>
<b>Fixed Route Bus</b>	0	0	12	1	15	1.25	75,000
<b>Demand Response</b>	0	0	8	1	10	1.25	75,000

Source: MWRTA and the Boston Region Metropolitan Planning Organization staff.

MWRTA = MetroWest Regional Transit Authority. SFY = State Fiscal Year. VRM = Vehicle-Revenue Miles.

# MWRTA SFY Past Safety Performance: 2018–2022

<b>Mode of Transit Service</b>	<b>Fatalities (Total)</b>	<b>Fatality Rate (per one hundred thousand VRM)</b>	<b>Injuries (Total)</b>	<b>Injuries (per one hundred thousand VRM)</b>	<b>Safety Events (Total)</b>	<b>Safety Events (per one hundred thousand VRM)</b>	<b>System Reliability (VRM traveled per major mechanical failure)</b>
<b>Fixed Route Bus</b>	0	0	0.6	0.05	1.4	0.13	128,551
<b>Demand Response</b>	0	0	0.6	0.07	1.6	0.20	67,468

Source: MWRTA and the Boston Region Metropolitan Planning Organization staff.

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March 16, 2023

## AGENDA

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2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
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# Improving Transit Safety

## MassDOT CIP

- Allocates federal and state dollars to CIP programs that support MBTA and RTA asset improvement
- Considers asset condition and potential improvements when scoring candidate projects for the CIP

## MPO Roles

- Consider MBTA and RTA investments when they are presented for inclusion in the upcoming TIP
- Consider opportunities to address safety needs through projects funded through the MPO's investment programs

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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
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11. Members' Items

# Requested Action

- MPO staff requests that the Boston Region MPO move to support the staff-recommended set of transit safety targets
- **Next Step:** MPO incorporates updated transit safety targets and information on how planned investments affect transit safety performance measures into FFYs 2024–28 TIP

FFY = Federal Fiscal Year. MPO = Metropolitan Planning Organization. TIP = Transportation Improvement Program.

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# Discussion: Long-Range Transportation Plan (LRTP) Investment Program Proposals

**Bradley Putnam, MPO Staff**

Presentation and discussion of investment programs to include in the LRTP



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# Proposed Updates to MPO Investment Programs

March 16, 2023

Bradley Putnam

Boston Region Metropolitan Planning Organization

March 16, 2023

## AGENDA

1. Introductions
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5. Committee Chairs' Reports
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10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios
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# Today's Goal

- Gather MPO member feedback on proposed *Destination 2050* investment programs
  - Do you support these programs as proposed?
  - What would you change?
- Next Steps
  - Modify staff proposals as needed
  - Propose allocation of funding across investment programs

*Technical difficulties?*  
Call Stella Jordan at 857.702.3675 or  
email [sjordan@ctps.org](mailto:sjordan@ctps.org).

# Today's Focus

## *Destination 2050* Activities



### NEEDS

Identify current and future needs facing the region

Summer 2021–  
Winter 2023



### FRAMEWORK

Establish the MPO's vision and goals for transportation

Summer 2022–  
Winter 2023



### STRATEGIES

Revisit investment programs and candidate projects

Fall 2022–  
Winter 2023



### ALLOCATION

Allocate funds to projects and programs

Spring 2023–  
Summer 2023



### DOCUMENT

Document MPO decisions and related information

Spring 2023–  
Summer 2023



### ENGAGEMENT

Engage stakeholders and the public

Fall 2021–  
Summer 2023

March 16, 2023

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# Future LRTP Programming Decisions

**FFYs  
2024–28**

**FFYs  
2029–33**

**FFYs  
2034–39**

**FFYs  
2040–44**

**FFYs  
2045–50**

**Allocate funding to investment programs**

**Program  
LRTP  
Projects in  
FFYs  
2024–28 TIP**

**Program  
Additional  
LRTP  
projects**

**No specific projects programmed**

FFY = federal fiscal year. LRTP = Long-Range Transportation Plan. TIP = Transportation Improvement Program.

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March 16, 2023

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# Destination 2040 Investment Programs



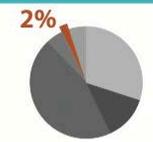
## COMPLETE STREETS

- Continuous sidewalks
- Cycle tracks
- Dedicated bus lanes



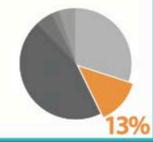
## COMMUNITY CONNECTIONS

- First- and last-mile connections
- Wayfinding



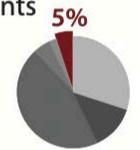
## INTERSECTION IMPROVEMENTS

- Modernized signals
- Shorter crosswalks



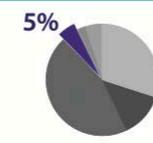
## TRANSIT MODERNIZATION

- Transit station improvements
- Climate resiliency



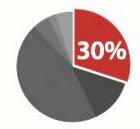
## BICYCLE NETWORK AND PEDESTRIAN CONNECTIONS

- Shared-use paths
- Bicycle facilities



## MAJOR INFRASTRUCTURE

- New transit lines
- Large-scale Complete Streets projects



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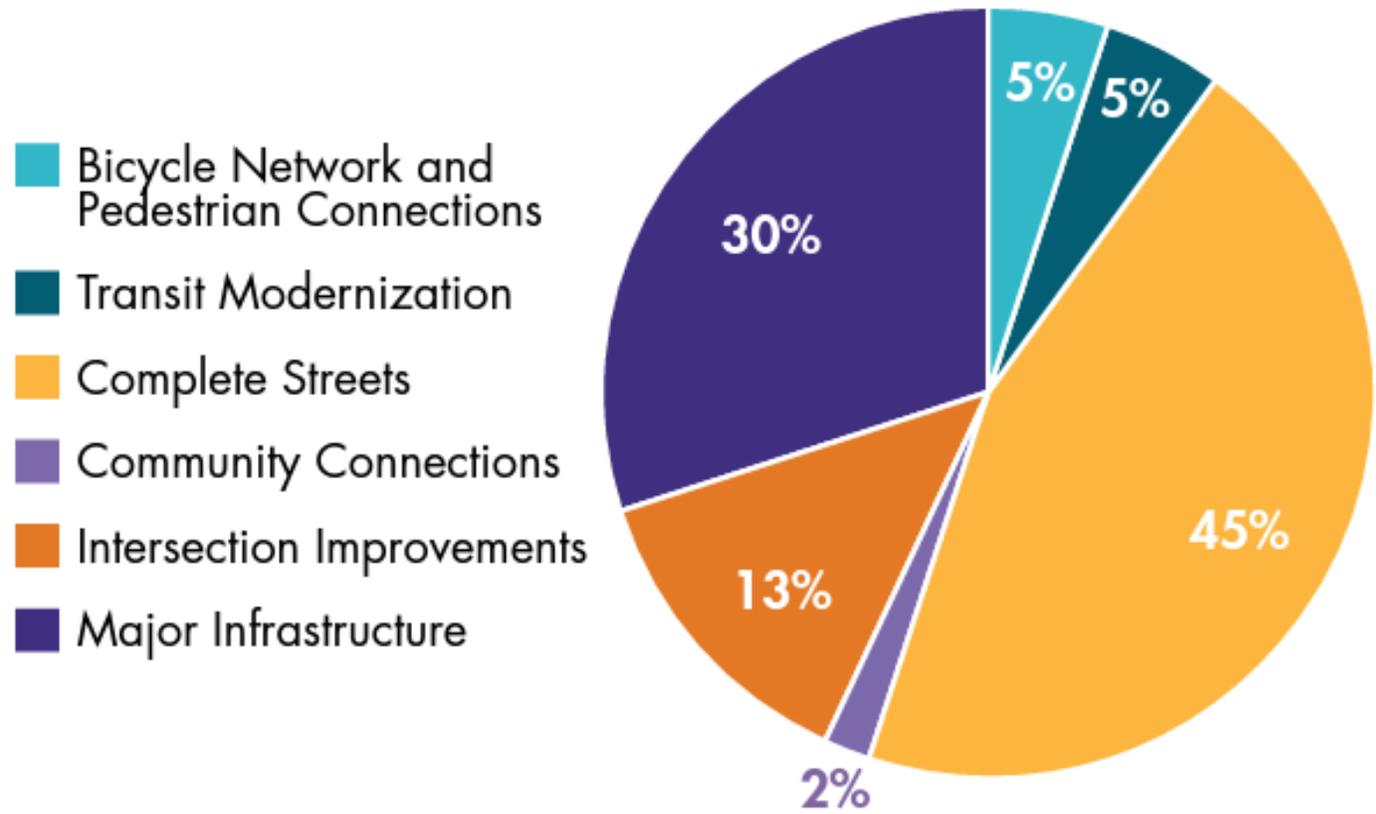
March 16, 2023

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- 1. Introductions
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- 3. Executive Director's Report
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# MPO Discretionary Investment Program Sizing

*Destination 2040* Investment Programs and Goal Funding Shares



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March 16, 2023

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# Review Process for *Destination 2050*

- Reviewing laws, plans, policies, and needs
  - Including the 2021 Bipartisan Infrastructure Law
- Consulting MPO members
  - MPO member workshop in January 2023
- Reviewing and collecting additional stakeholder input
- Consulting project proponents and implementing agencies

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March 16, 2023

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# Proposed Programs to Continue in *Destination 2050*

- Complete Streets
- Intersection Improvements
- Bicycle Network and Pedestrian Connections
- Major Infrastructure
  - Include projects based on policies established in 2020
- Community Connections
  - Some project types might migrate to other programs over time

Projects are proposed to be funded FFYs 2024 through 2050

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# New Program Proposal: Bikeshare Support

- Provide dedicated funding for regional bikeshare capital needs
  - System expansion
  - Possible replacement or upgrades for existing stations
  - Could be informed by a long-term capital plan
- Possible annual amount: \$2–5 million
  - Congestion Mitigation and Air Quality funding could be used for system expansion
  - Other funding sources, such as Surface Transportation Block Grants, could support infrastructure replacement

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March 16, 2023

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# Transit Modernization Program

- First established as part of *Destination 2040* (2019)
- **Premise:** Flex MPO funds for transit maintenance and modernization projects
  - In coordination with Massachusetts Department of Transportation (MassDOT), Massachusetts Bay Transportation Authority (MBTA), Cape Ann Transportation Authority, MetroWest Regional Transit Authority, and municipalities

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# Transit Modernization Investments

## Possible projects\*

- Accessibility improvements
- Station modernization improvements
- Parking improvements at stations
- Infrastructure state of good repair
- Fleet modernization
- Bus maintenance facility upgrades

\* Based on current program description.

- First year of “official” funding in FFY 2025
  - FFYs 2025–27: \$5.2 million per year
- Transit improvements in FFYs 2023–27 Transportation Improvement Program
  - Lynn Station Improvements Phase II (\$48.1 million)
  - Forest Hills Station Improvements (\$6.4 million)

March 16, 2023

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# MPO Member Feedback on Transit Projects

- Projects should be informed by
  - Transit agency and MPO community needs
  - MPO, transit agency, and Commonwealth goals
- Interest in
  - Transformative transit projects
  - Ways to improve access
  - Electrification
  - Bus-related infrastructure improvements

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# Proposed Approach: Transit

- **FFYs 2024–28 TIP**
  - Find specific investments to receive existing funding set-asides under Transit Modernization Program
- **FFYs 2029 and beyond**
  - Establish Transit Transformation program
    - Informed by program planning conducted through Unified Planning Work Program and other MPO activities

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# Transit Project Types in Proposed Programs

MPO Investment Program	Examples of Potential Projects	Implementation Methods
Community Connections	Bus lanes, transit signal priority	Municipalities in coordination with the MBTA
Complete Streets	Bus lanes, transit signal priority	As part of roadway projects managed by the MassDOT Highway Division
Intersection Improvements	Transit signal priority	As part of roadway projects managed by the MassDOT Highway Division
Transit Transformation (proposed)	<ul style="list-style-type: none"> <li>• Station or facility investments (&lt; \$50 million)</li> <li>• Multimodal access improvements near stations</li> <li>• Electrification projects (&lt; \$50 million)</li> <li>• Transit customer amenities (such as bus shelters)</li> </ul>	May vary by project type
Major Infrastructure	<ul style="list-style-type: none"> <li>• Bus lanes and transit signal priority systems</li> <li>• Fixed guideway extensions</li> <li>• Creation of new fixed-guideway stations</li> <li>• Station or facility improvements \$50 million or more</li> </ul>	May vary by project type

March 16, 2023

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# Summary

- Staff propose to
  - Maintain the following programs
    - Complete Streets
    - Intersection Improvements
    - Major Infrastructure
    - Bicycle Network and Pedestrian Connections
    - Community Connections
  - Add a Bikeshare Support program
  - Broaden the existing Transit Modernization program into a Transit Transformation program (beginning in FFY 2029)

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March 16, 2023

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March 16, 2023

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# Discussion: Federal Fiscal Years (FFYs) 2024–28 Transportation Improvement Program (TIP) Preliminary Project Programming Scenarios

**Ethan Lapointe, MPO Staff**

Presentation and discussion of FFYs 2024–28 TIP  
preliminary project programming scenarios



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email [sjordan@ctps.org](mailto:sjordan@ctps.org).*



# FFYs 2024–28 Transportation Improvement Program Initial Funding Scenarios

March 16, 2023

Ethan Lapointe

Transportation Improvement Program Manager

Boston Region Metropolitan Planning Organization

March 16, 2023

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# Today's Presentation

- Goal for today
- FFYs 2024–28 TIP development timeline
- Public comments since March 2, 2023, MPO meeting
- Initial funding scenarios
- Next steps
- Discussion



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March 16, 2023

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# Resources for Today

- Packet of Letters of Support for new projects
- Descriptions and scores for projects under consideration for funding
- MBTA candidate projects list
- Scoring results summary tables
- Three scenario tables



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email [sjordan@ctps.org](mailto:sjordan@ctps.org).*

Goal for Today

March 16, 2023

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# Goal for Today

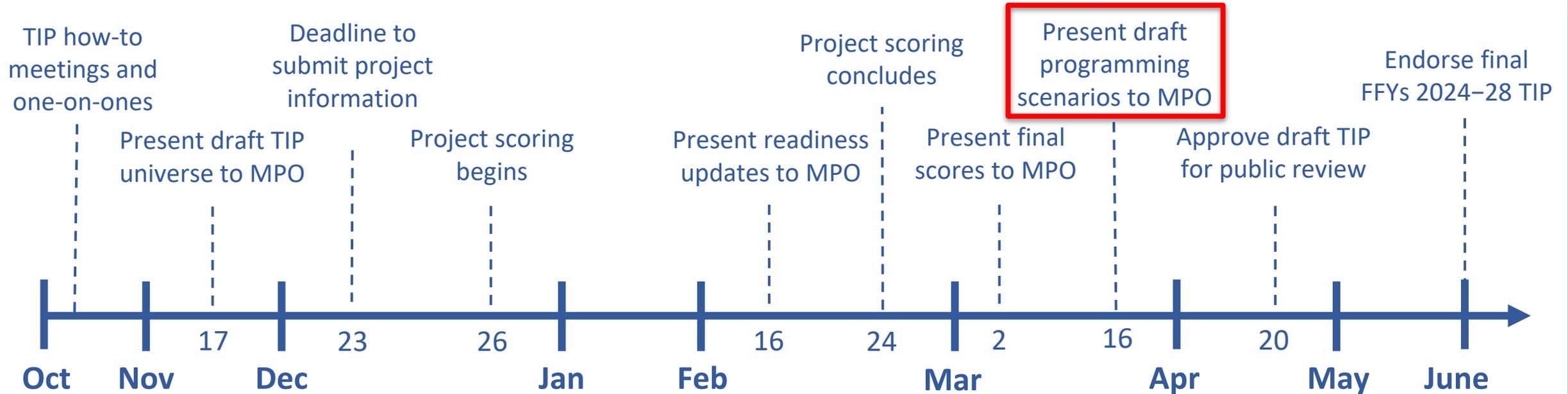
Discuss MPO preferences for funding new projects to inform the development of a final programming scenario or scenarios for the next MPO meeting.



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# FFYs 2024–28 TIP Development Timeline

# FFYs 2024–28 TIP Development Timeline



# Written Public Comments Received Since March 2, 2023, MPO Meeting

March 16, 2023

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# Written Public Comments Received Since March 2, 2023, MPO Meeting

- Written comments received on one project:
  - **Medford:** Bluebikes Expansion (one comment)
- Comment from Town of Acton on FFY 2022 Parking Management System project



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# Initial Funding Scenarios

March 16, 2023

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# Projects Scored for Funding

- 19 projects being scored this TIP cycle
  - 18 new projects
  - 1 returning from last year
- Distribution across investment programs
  - 11 Community Connections
  - 5 Complete Streets
  - 1 Intersection Improvements
  - 2 Bicycle Network and Pedestrian Connections
- Primarily funding new projects in FFY 2028 based on readiness



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March 16, 2023

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# Community Connections Project Administration Update

- 11 Community Connections projects applied for funding
  - 3 bicycle parking projects
  - 3 Bluebikes projects
  - 1 Transit Signal Priority project
  - 4 shuttle and microtransit operating projects
- Operating projects consisted of one RTA-led application and three municipal-led applications



RTA = Regional Transit Authority

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March 16, 2023

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# Community Connections Project Administration Update

Proponent	Project Name	FFY 2023	FFY 2024	FFY 2025
MWRTA	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION	\$ 141,250	\$149,425	\$ 159,488
Canton	ROYALL STREET SHUTTLE	\$ 177,177	\$148,542	\$ -
Stoneham	STONEHAM SHUTTLE SERVICE	\$ 330,189	\$261,439	\$ 205,189
CATA	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION	\$ 333,450	\$265,065	\$ 214,776
Newton	NEWTON MICROTRANSIT SERVICE	\$ 152,000	\$ -	\$ -
Newton	NEWMO MICROTRANSIT SERVICE EXPANSION	\$ 412,665	\$268,246	\$ 209,663
Watertown	PLEASANT STREET SHUTTLE SERVICE EXPANSION	\$ 437,825	\$335,434	\$ 228,939
MART	MONTACHUSETT RTA MICROTRANSIT SERVICE	\$ 479,066	\$430,354	\$ 406,641
<b>Community Connections Program Balance (FFYs 2024-25)</b>			<b>\$ 641,495</b>	<b>\$ 1,075,304</b>

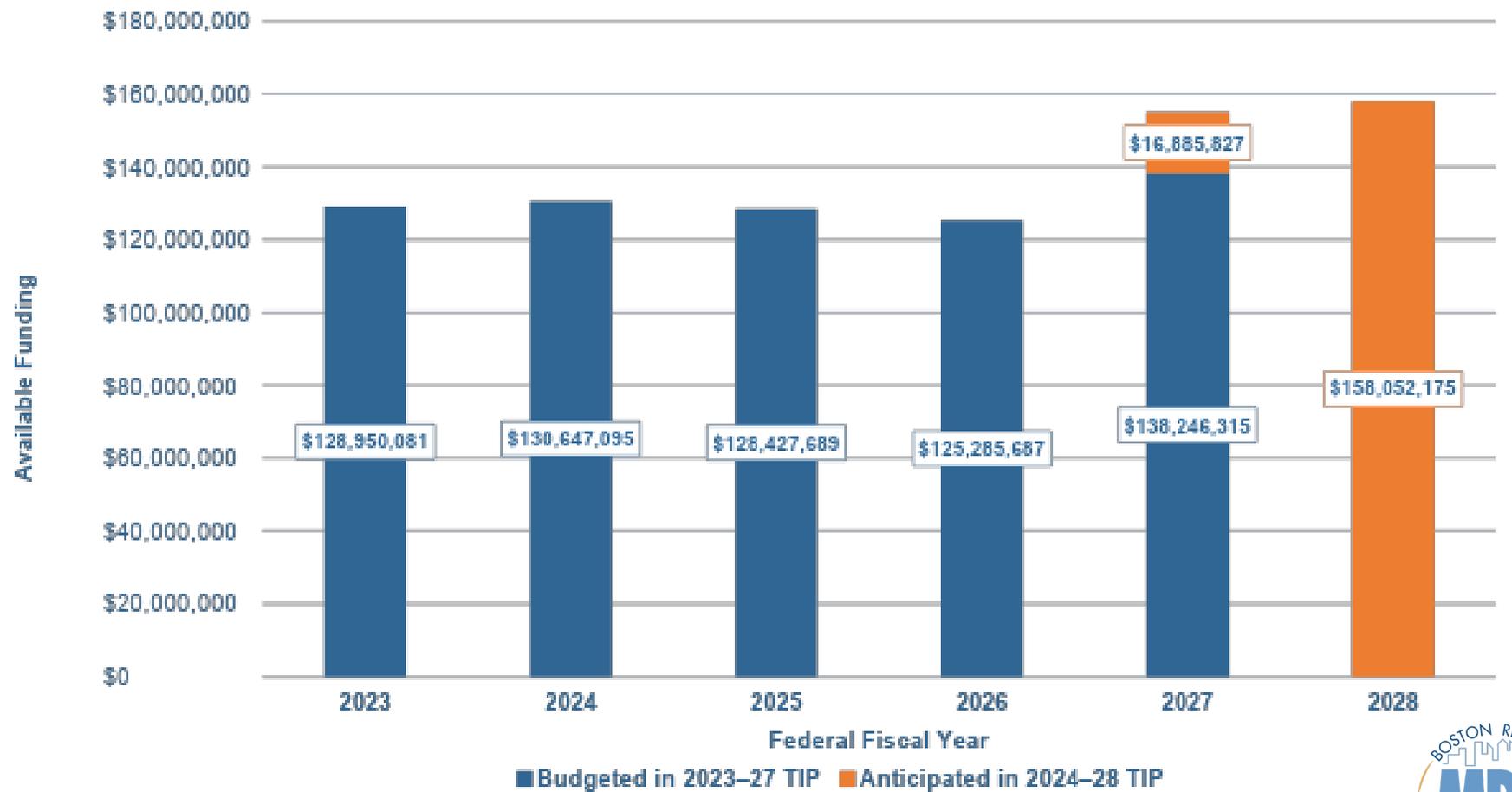
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MWRTA = MetroWest Regional Transit Authority. CATA = Cape Ann Transportation Authority. MART = Montachusett Regional Transit Authority.

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# Regional Target Funding Summary: FFYs 2023–28



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March 16, 2023

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# TIP Readiness Days Takeaways: High Risk Projects

Programmed Year(s)	Municipality	Project Name	Current Budget	Concern
FFY 2023	Beverly	Bridge Street Reconstruction	\$8,839,401	Utility concerns
FFYs 2023-24	Watertown	Mount Auburn Street Rehabilitation	\$27,246,174	Advertise date close to end of FFY 2023
FFY 2026	Chelsea	Park and Pearl Street Reconstruction	\$12,123,769	Coordination with McArdle Bridge Rehab

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# TIP Readiness Days Takeaways: Cost Increases

Fiscal Year	Municipality	Project Name	Current Budget	Revised Budget	Increase
2024	Cohasset	Justice Cushing Highway	\$12,509,786	\$17,611,835	\$5,102,049 +40.78%
2024	Littleton	Reconstruction of Foster Street	\$3,992,645	\$5,370,950	\$1,378,305 +34.52%
2024	Peabody	Independence Greenway Extension	\$3,922,122	\$5,221,550	\$1,299,428 +33.13%
2024	Wrentham	I-495/Route 1A Ramp Reconfiguration	\$15,587,884	\$20,922,344	\$5,334,460 +34.22%

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# TIP Readiness Days Takeaways: FFY 2024 Delay Recommendations

Programmed Year(s)	Recommended Year	Municipality	Project Name	Current Budget	Concern
FFY 2024	FFY 2025	Ashland	Cherry Street and Rail Crossing Rehabilitation	\$1,222,315	RR crossing coordination
FFY 2024	FFY 2025	Boston	Boylston Street Reconstruction	\$8,665,052	Subsurface utilities, public design hearing
FFY 2024	FFY 2025	Lynn	Essex Street Reconstruction	\$12,123,769	Design development
FFY 2024	FFY 2025	Peabody	Independence Greenway Extension	\$3,922,122	ROW, environmental permitting
FFY 2024	FFY 2026	Ipswich	Resurfacing of Central and South Main Streets	\$5,490,888	Utility, ROW

ROW = Right of Way. RR = Railroad..

Technical difficulties?  
Call Stella Jordan at 857.702.3675 or  
email [sjordan@ctps.org](mailto:sjordan@ctps.org).

March 16, 2023

AGENDA

- 1. Introductions
- 2. Chair's Report
- 3. Executive Director's Report
- 4. Public Comments
- 5. Committee Chairs' Reports
- 6. Regional Transportation Advisory Council Report
- 7. Action Item: February 16, 2023, MPO Meeting Minutes
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- 11. Members' Items

# TIP Readiness Days Takeaways: FFYs 2025–28 Delay Recommendations

Programmed Year(s)	Recommended Year	Municipality	Project Name	Current Budget	Concern
FFY 2025	FFY 2026	Woburn	Woburn Common Project	\$15,530,400	Design coordination
FFYs 2025-28	FFY 2028	Boston	Rutherford Avenue Reconstruction	\$99,783,959	Design coordination
FFYs 2025-26	FFYs 2026-27	Norwood	Intersection Improvements at Route 1 and University Avenue	\$24,837,870	Utility concerns, stormwater and wetlands
FFY 2027	FFY 2028	Swampscott	Rail Trail Construction	\$8,932,000	ROW, design coordination

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ROW = Right of Way.

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
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11. Members' Items

# Draft Scenarios: Overview

- **Goal:** Provide MPO board with multiple different perspectives on how decisions might be made when considering the funding of new projects
- **Three scenarios available for consideration:**
  - Scenario #1: Baseline project readiness
  - Scenario #2: Scoring criteria
  - Scenario #3: Cost effectiveness



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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
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11. Members' Items

# Draft Scenarios: Assumptions

- Reflect most current information for all projects
- Maintain Transit Modernization (\$6.5M) and Community Connections (\$2.5M) funding levels
- Account for recommendations on project readiness
  - Delays, with inflation factors
  - Estimated budget increases



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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
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11. Members' Items

# Draft Scenario #1: Baseline Readiness

- **Approach:** Reflects baseline assumptions for all scenarios on project costs, readiness, and program funding
- **Key takeaways:**
  - Initially presented at February 16 MPO meeting; available for reference purposes
  - \$202,044,118 available for programming
  - Significant funding available in all TIP years
  - Does not show any new projects added
  - Does show Advance Construction on some projects



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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #1: Baseline Readiness

- Advance Construction
- **Key takeaways:**
  - Initially presented at February 16 MPO meeting; available for reference purposes
  - \$202,044,118 available for programming
  - Significant funding available in all TIP years
  - Does not show any new projects added
  - Does show Advance Construction on some projects



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# Six-Year Programming Summary: Readiness Scenario

	2023		2024		2025		2026		2027		2028	2024-28 Total
Total Available Regional Highway Target Funds (2024-28 TIP):	\$128,950,081		\$130,647,095		\$128,427,689		\$125,285,687		\$155,132,142		\$158,052,175	\$697,544,788
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Proposed	Proposed
Draft Total Programmed Regional Highway Target Funds:	\$128,014,796	\$130,580,904	\$117,059,590	\$97,846,748	\$124,612,902	\$94,725,344	\$123,179,070	\$101,265,733	\$128,586,581	\$100,538,845	\$101,124,000	\$495,500,670
Regional Highway Target Funds Remaining (Unprogrammed):	\$935,285	-\$1,630,823	\$13,587,505	\$32,800,347	\$3,814,787	\$33,702,345	\$2,106,617	\$24,019,954	\$26,545,561	\$54,593,297	\$56,928,175	\$202,044,118
Percent Unprogrammed	0.7%	-1.3%	10.4%	25.1%	3.0%	26.2%	1.7%	19.2%	17.1%	35.2%	36.0%	29.0%

Funding currently available for allocation during this TIP cycle - - - - - ↑

Years shown are federal fiscal years.



March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
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- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #2: Scoring Criteria

- **Approach:**

- Prioritizes funding for highest-scoring projects
- Funds projects in recommended years based on readiness

- **Outcomes:**

- 13 new projects funded by MPO
- \$134.5 million remains available, primarily in FFYs 2024, 2025, and 2027
- Begins funding for BikeShare Support in FFY 2025 through 2028
- Funds \$1.5M for a Project Design Pilot in FFY 2025

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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #2: Scoring Criteria

- **New Programmed Community Connections Projects:**
  - MWRTA—CatchConnect MicroTransit Shuttle Expansion Phase 2
  - Lynn—Broad Street Corridor Transit Signal Priority
  - Medford—Bluebikes Expansion
  - Medford—Bicycle Parking Tier 1
  - Canton—Canton Center Bicycle Racks
  - Canton—Canton Public Schools Bike Program
- **Leaves \$22,952 in the FFY 2024 set-aside**

MWRTA = MetroWest Regional Transit Authority

*Technical difficulties?  
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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #2: Scoring Criteria

## • New Programmed Projects:

### – FFY 2025

- BikeShare State of Good Repair (FFYs 2025–28)
- Project Design Support Pilot (FFY 2025)

### – FFY 2026

- 612989 - Boston—Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA

### – FFY 2027

- 613088 - Malden—Spot Pond Brook Greenway

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MBTA = Massachusetts Bay Transportation Authority

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #2: Scoring Criteria

## • New Programmed Projects:

### – FFY 2028

- 610691 - Natick—Cochituate Rail Trail Extension (MBTA Station to Mechanic Street) Natick Center Connection
- 613145 - Wakefield—“Envision Wakefield” Comprehensive Downtown Transportation Improvement Project
- 608158 - Westwood/Norwood—Reconstruction of Canton Street (East Street Rotary to University Drive)

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# Five-Year Programming Summary: Scoring Criteria Scenario

	2024		2025		2026		2027		2028	2024-28 Total
<b>Total Available Regional Highway Target Funds (2024-28 TIP):</b>	\$130,647,095		\$128,427,689		\$125,285,687		\$155,132,142		\$158,052,175	\$697,544,788
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Proposed	Proposed
<b>Draft Total Programmed Regional Highway Target Funds:</b>	\$117,059,590	\$97,823,796	\$124,612,902	\$97,753,338	\$123,179,070	\$118,212,981	\$128,586,581	\$104,788,845	\$144,442,549	\$563,021,509
<b>Regional Highway Target Funds Remaining (Unprogrammed):</b>	\$13,587,505	\$32,823,299	\$3,814,787	\$30,674,351	\$2,106,617	\$7,072,706	\$26,545,561	\$50,343,297	\$13,609,626	\$134,523,279
<b>Percent Unprogrammed</b>	10.4%	25.1%	3.0%	23.9%	1.7%	5.6%	17.1%	32.5%	8.6%	19.3%

Funding currently available for allocation during this TIP cycle — — — — — ↑

Years shown are federal fiscal years.



# Five-Year Programming Summary: Scoring Criteria Scenario

	2024		2025		2026		2027		2028	2024-28 Total
<b>Total Available Regional Highway Target Funds (2024-28 TIP):</b>	\$130,647,095		\$128,427,689		\$125,285,687		\$155,132,142		\$158,052,175	\$697,544,788
	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>	<b>Proposed</b>	<b>Proposed</b>
<b>Draft Total Programmed Regional Highway Target Funds:</b>	\$117,059,590	\$97,823,796	\$124,612,902	\$97,753,338	\$123,179,070	\$118,212,981	\$128,586,581	\$104,788,845	\$144,442,549	\$563,021,509
<b>Regional Highway Target Funds Remaining (Unprogrammed):</b>	\$13,587,505	\$32,823,299	\$3,814,787	\$30,674,351	\$2,106,617	\$7,072,706	\$26,545,561	\$50,343,297	\$13,609,626	\$134,523,279
<b>Percent Unprogrammed</b>	10.4%	25.1%	3.0%	23.9%	1.7%	5.6%	17.1%	32.5%	8.6%	19.3%

Significant amount of funding remains unallocated across many fiscal years



Years shown are federal fiscal years.



March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
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- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #3: Cost Effectiveness

- **Approach:**

- Prioritizes funding for most cost-effective projects
- Primarily funds new projects in FFY 2028
- Holds \$21.7M in reserve for FFY 2028

- **Outcomes:**

- 13 new projects funded by MPO
- \$142.6 million remains available, primarily in FFYs 2024, 2025, and 2027

*Technical difficulties?  
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email [sjordan@ctps.org](mailto:sjordan@ctps.org).*

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #3: Cost Effectiveness

- New Programmed Community Connections Projects:
  - MWRTA—CatchConnect MicroTransit Shuttle Expansion Phase 2
  - Lynn—Broad Street Corridor Transit Signal Priority
  - Medford—Bluebikes Expansion
  - Medford—Bicycle Parking Tier 1
  - Canton—Canton Center Bicycle Racks
  - Canton—Canton Public Schools Bike Program
- Leaves \$22,952 in the FFY 2024 set-aside

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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #3: Cost Effectiveness

## • New Programmed Projects:

### – FFY 2025

- BikeShare State of Good Repair (FFYs 2025–28)
- Project Design Support Pilot (FFY 2025)

### – FFY 2026

- 612989 - Boston—Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA

### – FFY 2027

- 613088 - Malden—Spot Pond Brook Greenway

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March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Draft Scenario #3: Cost Effectiveness

## • New Programmed Projects:

### – FFY 2028

- 610691 - Natick—Cochituate Rail Trail Extension (MBTA Station to Mechanic Street) Natick Center Connection
- 613145 - Wakefield—“Envision Wakefield” Comprehensive Downtown Transportation Improvement Project
- 612963 - Bellingham—Roadway Rehabilitation of Route 126 (Hartford Road) from 800 feet north of I-495 NB ramp to Medway Town Line

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NB = Northbound

# Five-Year Programming Summary: Cost-Effectiveness Scenario

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<b>Total Available Regional Highway Target Funds (2024-28 TIP):</b>	\$130,647,095		\$128,427,689		\$125,285,687		\$155,132,142		\$158,052,175	\$697,544,788
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<b>Draft Total Programmed Regional Highway Target Funds:</b>	\$117,059,590	\$97,823,796	\$124,612,902	\$97,753,338	\$123,179,070	\$118,212,981	\$128,586,581	\$104,788,845	\$136,345,243	\$554,924,203
<b>Regional Highway Target Funds Remaining (Unprogrammed):</b>	\$13,587,505	\$32,823,299	\$3,814,787	\$30,674,351	\$2,106,617	\$7,072,706	\$26,545,561	\$50,343,297	\$21,706,932	\$142,620,585
<b>Percent Unprogrammed</b>	10.4%	25.1%	3.0%	23.9%	1.7%	5.6%	17.1%	32.5%	13.7%	20.4%

Funding currently available for allocation during this TIP cycle - - - - -

Years shown are federal fiscal years.



# Five-Year Programming Summary: Cost-Effectiveness Scenario

	2024		2025		2026		2027		2028	2024-28 Total
<b>Total Available Regional Highway Target Funds (2024-28 TIP):</b>	\$130,647,095		\$128,427,689		\$125,285,687		\$155,132,142		\$158,052,175	\$697,544,788
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Proposed	Proposed
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Significant amount of funding remains unallocated across many fiscal years



Years shown are federal fiscal years.



March 16, 2023

AGENDA

- 1. Introductions
- 2. Chair’s Report
- 3. Executive Director’s Report
- 4. Public Comments
- 5. Committee Chairs’ Reports
- 6. Regional Transportation Advisory Council Report
- 7. Action Item: February 16, 2023, MPO Meeting Minutes
- 8. Action Item: Transit Safety Performance Targets
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- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
- 11. Members’ Items

# Scenario Comparison

	<b>Scenario #1 (Readiness)</b>	<b>Scenario #2 (Scoring Criteria)</b>	<b>Scenario #3 (Cost Effectiveness)</b>
<b>New Projects Funded by MPO</b>	0	13	13
<b>Total Funding Remaining</b>	\$202.04 million	\$134.52 million	\$142.62 million
<b>Early-Year Funding Remaining (FFYs 2024–25)</b>	\$66.50 million	\$63.50 million	\$63.50 million
<b>New Projects Funded by MassDOT</b>	0	0	0

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# Next Steps

March 16, 2023

## AGENDA

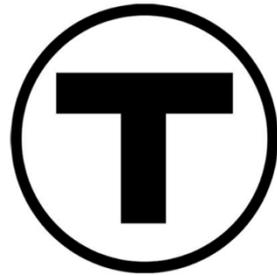
1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Next Steps: MassDOT and MBTA Projects

- Additional review and analysis of new MassDOT and MBTA-proposed projects
- Current Forest Hills funding in FFY 2024 (\$6.4M)
- Rebalancing of Advance Construction funding in FFY 2027



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**Massachusetts Bay  
Transportation Authority**

# **MBTA Projects for Consideration**

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Boston Region Metropolitan Planning Organization

March 16, 2023

# FY24-28 MBTA Projects for Consideration

- In response to a request from the MPO, MBTA staff have pulled together a list of projects that are next-up priorities for the Authority and not currently funded in the MBTA's CIP, for MPO TIP funding consideration.
- The following projects were primarily identified through the FY24-28 CIP development process and are focused on station and accessibility improvements, “no-regrets” Commuter Rail Transformation investments, and bus priority improvements.
- These projects were determined as candidates for MPO Regional Target Funding because they are: federally eligible investments, currently advancing through design, and located within the MPO region.

Project Name	Investment Category	Federal Share (80%)	MBTA Match (20%)	Total Cost for Construction
Mass Ave. Station Accessibility Improvements	Passenger Facilities	\$35.4M	\$8.9M	\$44.3M
Jackson Square Station Accessibility Improvements	Passenger Facilities	\$21.0M	\$5.3M	\$26.3M
Rail Transformation – Early Action Items	Commuter Rail	\$11.2M	\$2.8M	\$14.0M
Columbus Ave Bus Lane Phase II	Bus	\$9.4M	\$2.3M	\$11.7M
<b>Total</b>		<b>\$77M</b>	<b>\$19.3M</b>	<b>\$96.3M</b>

# Mass. Ave. Station Accessibility Improvements

**Location:** Massachusetts Ave. Station – Orange Line  
(between Saint Botolph St. and Columbus Ave. in Boston)

## Project Details:

- Includes a new elevator and headhouse, elevator replacement, and improvements to the existing station and escalator.
- Timeline: ready for construction in FY24



Federal Share (80%)	\$35.4M
MBTA Match (20%)	\$8.9M
<b>Total Cost for Construction:</b>	<b>\$44.3M</b>



# Jackson Square Station Accessibility Improvements

**Location:** Jackson Square Station – Orange Line  
(Columbus Ave. Jamaica Plain)

**Project Details:**

- Includes construction of new elevator, modernization of existing elevator, lighting improvements, and various state of good repair improvements to the station.
- Timeline: ready for construction in FY24

Federal Share (80%)	\$21.0M
MBTA Match (20%)	\$5.3M
<b>Total Cost for Construction:</b>	<b>\$26.3M</b>



# Rail Transformation – Early Action Items

## Location:

- Reading Station – Haverhill Line (\$11M)
- Wilbur Interlocking (near Anderson/Woburn) – Lowell Line (\$3M)

## Project Details:

- Addition of a turn track at Reading Station and improvements to the siding at Wilbur Interlocking on the Lowell Line to enable 30 minute headways in the short term and higher frequencies with electrified rolling stock.
- Improvements would reduce conflicts with freight and the Amtrak Downeaster while facilitating bus integration.
- Timeline: ready for construction in FY24

Federal Share (80%)	\$11.2M
MBTA Match (20%)	\$2.8M
<b>Total Cost for Construction:</b>	<b>\$14.0M</b>



# Columbus Ave. Bus Lane Phase 2

**Location:** Columbus Ave. and Tremont St. Boston between Jackson Sq. and Ruggles Station

**Project Details:**

- Building on Phase 1, Phase 2 of the project includes bus-only lanes, transit signal priority, improvements to bus stops and shelters along Columbus Ave. and Tremont St., and enhanced pedestrian and bicycle connections.
- New project elements include green infrastructure to promote traffic calming and reduce impervious surfaces.
- Timeline: ready for construction in FY24

Federal Share (80%)	\$9.4M
Local Match (20%)	\$2.3M
<b>Total Cost for Construction:</b>	<b>\$11.7M</b>

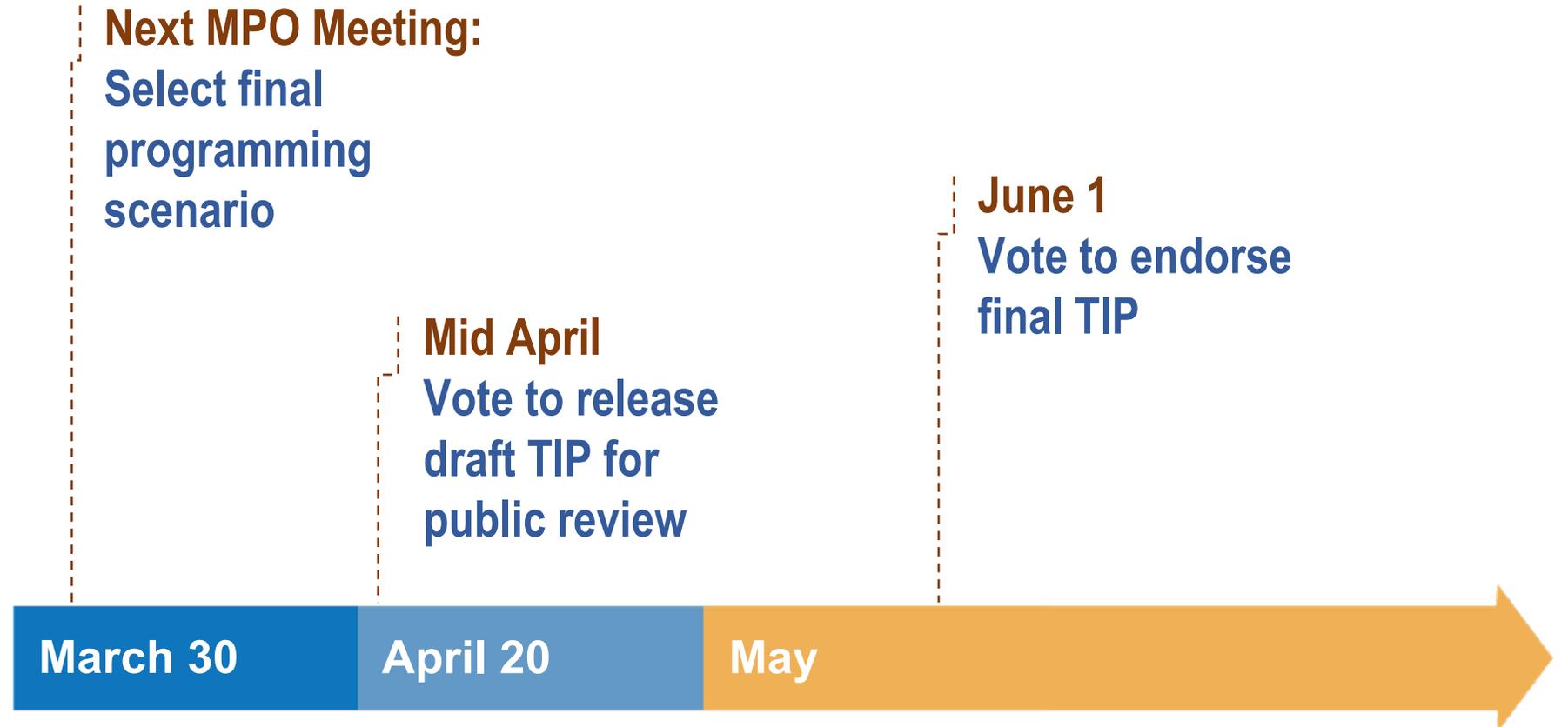


March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: February 16, 2023, MPO Meeting Minutes
8. Action Item: Transit Safety Performance Targets
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# Next Steps



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# Discussion

March 16, 2023

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
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8. Action Item: Transit Safety Performance Targets
9. Discussion: LRTP Investment Program Proposals
- 10. Discussion: FFYs 2024–28 TIP Preliminary Project Programming Scenarios**
11. Members' Items

# Discussion Questions

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- To what extent would the MPO like to allocate its outer-year funds? Should more funding be left unallocated?



*Technical difficulties?  
Call Stella Jordan at 857.702.3675 or  
email [sjordan@ctps.org](mailto:sjordan@ctps.org).*

March 16, 2023

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# Discussion Questions

- What are the MPO's priorities for funding projects within the Community Connections Program?
  - Constrained \$641,495 in FFY 2024 set-aside
    - Similar situation may emerge in FFY 2025
  - FFY 2024 - \$15,000 for Acton Parking Management System (\$22,952 remains in set-aside)
- What additional scenarios or information would be helpful for MPO staff to provide at the next board meeting?



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### 11. Members' Items

# Members' Items

Reports and notices by MPO members, including regional concerns and local community issues



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