



VIRTUAL

MEETING

Transportation Improvement Program (TIP) Process, Readiness, and Engagement Committee

December 14, 2023

Boston Region Metropolitan Planning Organization



VIRTUAL

MEETING

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VIRTUAL

MEETING

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1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
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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.
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MEETING

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Agenda

- Microtransit Project Update (40 mins)
- TIP Project Universe Overview (20 mins)
- Project Design Pilot Update (15 mins)
- Members Items
- Adjourn (2:30 pm)





Microtransit Projects Update

December 14, 2023

Ethan Lapointe
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

Introductions

Today's Objective

- Refresher on Microtransit Pilot
- Amendment 3: NewMo Service Scope Changes
- Consistent challenges
- Program strategy

Background on the Microtransit Pilot

Community Connections: Program Background

- Community Connections focuses on first and last mile connectivity regionwide
 - Project types include bikeshare, bike parking and lanes, as well as microtransit pilots
- Started in FFY 2021–25 TIP
 - \$2.5 million per year set aside
 - Utilizes CMAQ funding
- Microtransit has long been a popular solution to resolving first and last mile gaps



Image Source: City of Malden

Community Connections: Microtransit Background

- Other sources, like Community Transit Grants, also available
- Pilots had been around for decades
- Latest Boston Region MPO iteration built upon Workforce Transportation Grant Program in FFY 2020



Image Source: Town of Wellesley

Currently Funded Microtransit Projects

Canton Royall St

- FFY 22-24
- Fixed Route Service
 - MBTA Red Line/Commuter Rail to Royall St Office Park
- \$534,820

CATA On-Demand

- FFY 2023, 2025
- On-Demand Service Expansion
 - Lanesville and Rockport
- \$548,226

NewMo Microtransit

- FFY 22-25
- On-Demand Service
 - City of Newton
- Pilot program + Service Expansion
- \$1,617,564

Montachusett RTA

- FFY 23-25
- On-Demand Service
 - Bolton, Boxborough, Littleton, Stow
- \$1,316,061

MWRTA Catch Connect

- FFY 23-26
- Two On-Demand Service Expansions
 - Marlborough and Hudson
 - Natick and Framingham
- \$830,640

Stoneham Shuttle

- FFY 23-25
- Fixed Route Service
 - East-West connection across Stoneham
- \$796,817

Watertown Pleasant St

- FFY 23-25
- Fixed Route Service Expansion
 - Watertown Sq to Harvard Sq
- \$1,002,198

Amendment 3: NewMo Shuttle Scope Change

Background: What is NewMo?

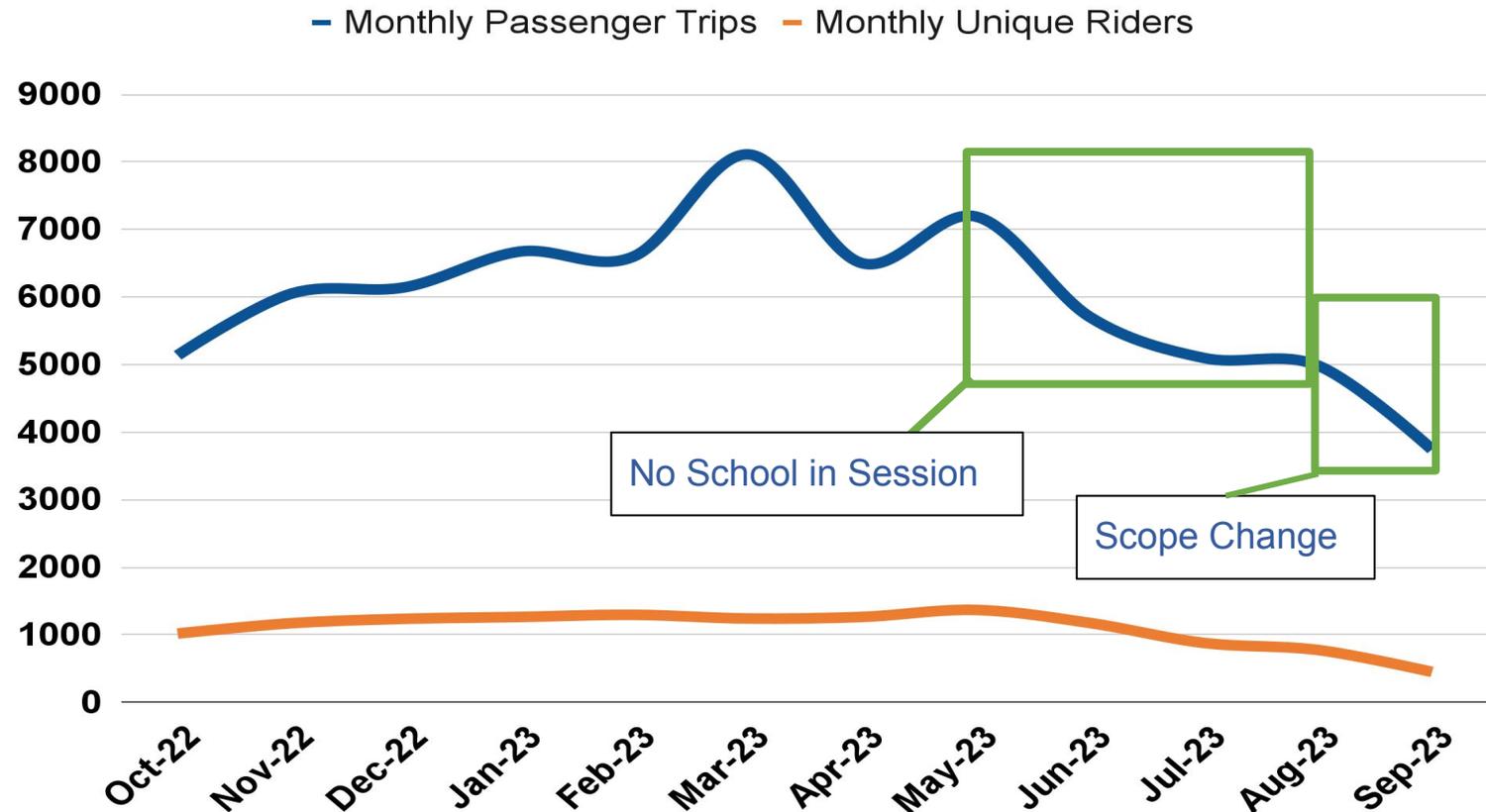
- Started in FFY 2021–25 TIP, with expansion funded in FFY 2023
 - \$1,617,564 programmed over five years by MPO
- Operates weekdays from 7am to 6:30pm, and 9am to 12pm on weekends
- Similar to a taxi service, majority of vehicles EV with some hybrid
- Targeted 6,000 monthly trips
 - Previously surpassed that figure



EV = Electric Vehicle. FFY = Federal Fiscal Year.

NewMo Performance in FFY 2023: Ridership

NewMo FFY 2023 Monthly Passenger Trips and Unique Riders



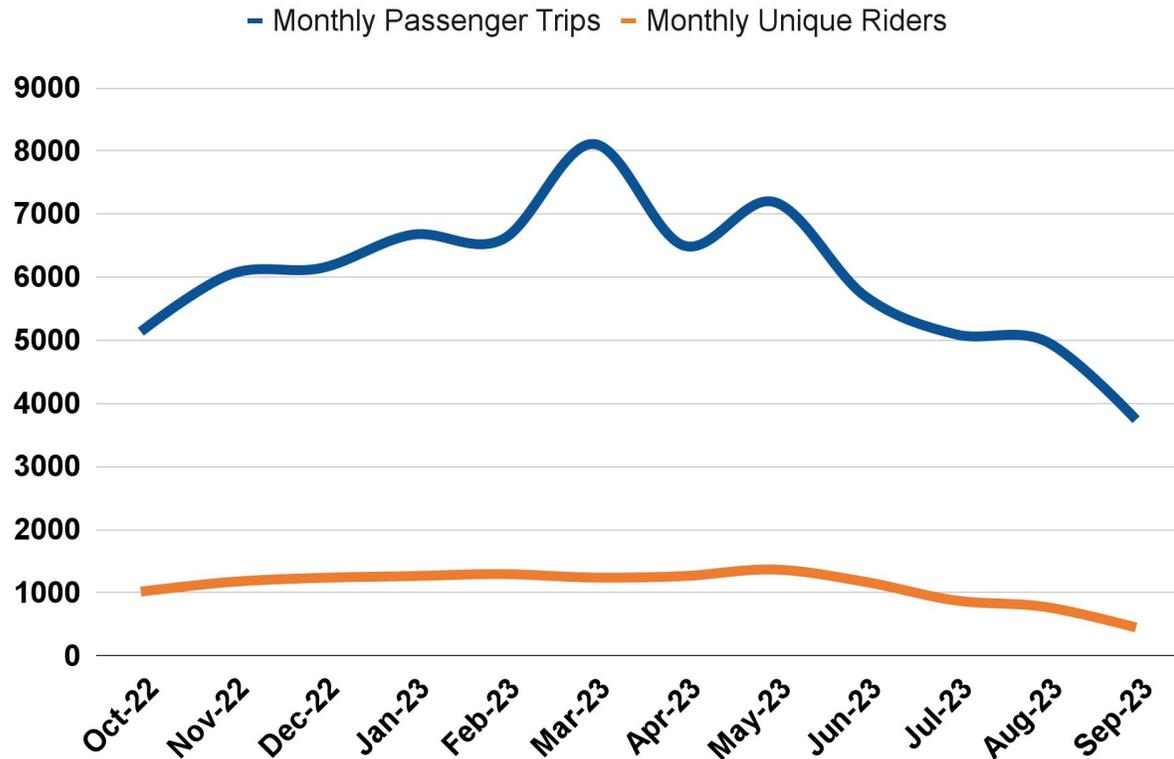
Why the scope change?

| Project Name | FFY 21 | FFY 22 | FFY 23 | FFY 24 | FFY 25 | Total |
|--------------------------------------|------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Newton Microtransit Service Initial | \$ 300,000 | \$ 275,000 | \$ 152,000 | \$ - | \$ - | \$727,000 |
| NewMo Microtransit Service Expansion | \$ - | \$ - | \$ 412,665 | \$ 268,246 | \$ 209,663 | \$890,564 |
| <i>MPO Contributions</i> | \$300,000 | \$ 275,000 | \$564,665 | \$ 268,246 | \$ 209,663 | \$ 1,617,564 |
| Total Costs | | \$1,199,900 | \$1,265,860 | \$1,094,150 | \$1,116,033 | |

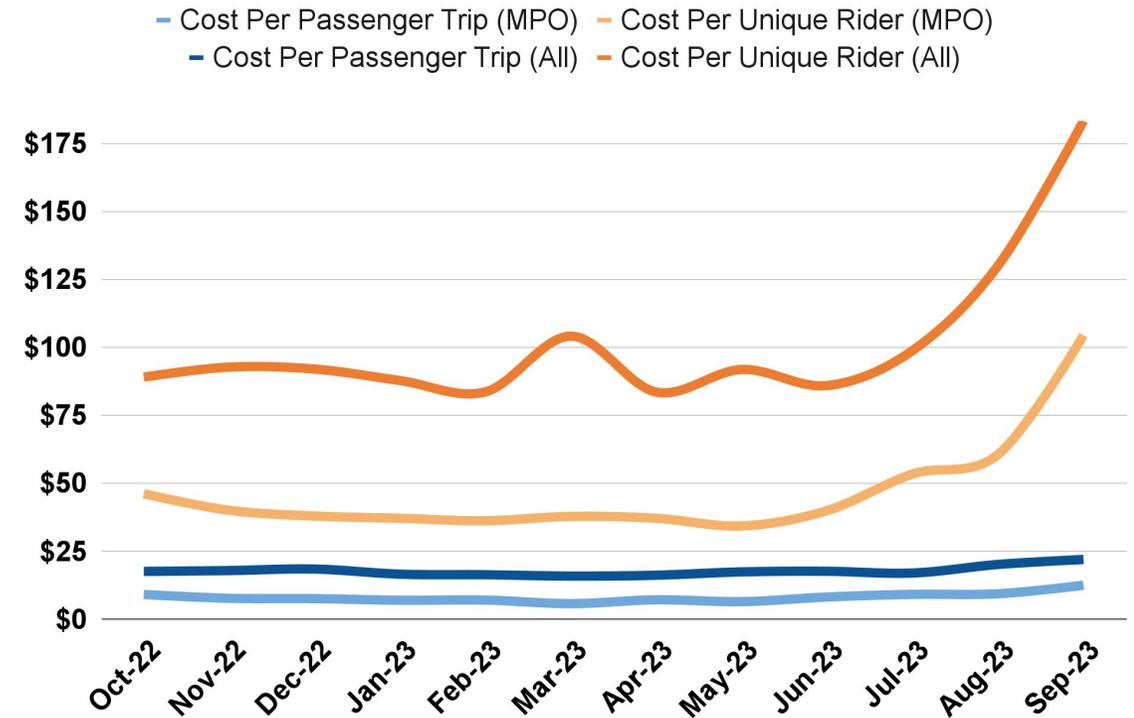
- **Scope Change:** Shift to seniors, persons with disabilities, very select other groups only versus open-access
- Some service area expansion, but same hours
- NewMo was highly popular, equivalent to \$4 Uber/Lyft
- But, service model did not lend itself to scalability

NewMo Performance in FFY 2023: Absence of Economies of Scale

NewMo FFY 2023 Monthly Passenger Trips and Unique Riders



NewMo FFY 2023 Monthly Costs Per Passenger Trip and Unique Riders



Impact on FFY 2024-28 TIP

- Adjusted scope differs from what was applied for
 - No longer as robust for workforce/commuter connections or students
- 3,750 trips in September demonstrates impact against performance
- Next Steps
 - December 21, 2023 MPO Board meeting includes scope amendment as sole item in Amendment 3



Microtransit Challenges and Broader TIP Considerations

Challenges: The Bottom Line

- To date, NewMo is the best performing microtransit service the MPO has funded in terms of subsidy per passenger trip and total ridership.
 - Greatest likelihood of continuing after pilot's conclusion
- NewMo's challenge to meet targets despite strong performance illustrates a broader structural issue
- This challenge is more pronounced in other MPO-funded pilots, and is not unique to Eastern Massachusetts

Why Microtransit?

Microtransit is proposed as the modern, tech-savvy solution to decades-long challenges for transit operators.

Green + Citylab

Microtransit Programs Promise On-Demand Transportation For All

But in small towns and cities, pilot programs underscore the inefficiencies and high costs inherent in this model.

By [Bill Donahue](#)

February 5, 2022 at 6:00 AM EST

[– Bill Donahue, Bloomberg Citylab \(2022\)](#)

TRANSPORTATION

Microtransit Has Broad Appeal, Despite Clear Drawbacks

More public transit agencies are offering low-fare, on-demand shuttle service as a way to connect people to existing transit services and serve far-flung communities. But many transit advocates are wary of the trend.

Nov. 1, 2023 • [Jared Brey](#)



[– Jared Brey, Governing.com \(2023\)](#)

Why Microtransit?

Human Transit

The professional blog of public transit consultant Jarrett Walker.



However, contrary to almost all “microtransit” marketing, *ridership is the death of flexible service*. Suppose that a flexible service on these peninsulas was so attractive that many people began calling it. Then the flexible route van would be expected to go to every peninsula every hour, which is impossible. So more vans would have to be added, still at a very high cost/rider. This process would devour the limited coverage budgets of most agencies, and if those agencies haven’t established a clear limit on what they’ll spend on coverage service, this process can start threatening high-ridership service.

– [Jarrett Walker \(Human Transit, 2019\)](#)

MICROTRANSIT + TRANSIT

You can’t throw a dart at a map of the U.S. without hitting a “microtransit” pilot. Microtransit is the latest spin on an old idea – running on-demand service with smaller vehicles that people can summon without walking to a fixed location like a bus stop. Transit agencies in cities including Austin, Sacramento, Kansas City, and Los Angeles are currently running various trials of microtransit service, often touting it as a cure for declining ridership.

The results don’t justify the hype: Microtransit is incapable of serving the same scale of ridership as fixed-route buses and trains. Nevertheless, transit agencies just can’t seem to shake the notion that “this time will be different.” With its flexible routing, microtransit can seem like the solution to longstanding first-mile/last-mile challenges. But microtransit has inherent limitations.

– [TransitCenter \(2019\)](#)

Current Microtransit Projects

| Project Name | FFY 23 | FFY 24 | FFY 25 | FFY 26 |
|--|------------|------------|-------------------|--------------------|
| Canton Royall Street Shuttle | \$ 177,177 | \$ 148,542 | \$ - | \$ - |
| CATA On-Demand Microtransit Service Expansion (Lanesville and Rockport) | \$ 333,450 | \$ - | \$ 214,776 | \$ - |
| Montachusett RTA Microtransit Service | \$ 479,066 | \$ 430,354 | \$ 406,641 | \$ - |
| MWRTA CatchConnect Microtransit Service Expansion (Marlborough and Hudson) | \$ 141,250 | \$ 149,425 | \$ 159,488 | \$ - |
| MWRTA CatchConnect Microtransit Service Expansion (Natick and Framingham Extended Hours) | \$ - | \$ 175,000 | \$ 165,625 | \$ 162,500 |
| Newton Microtransit Service | \$ 152,000 | \$ - | \$ - | \$ - |
| NewMo Microtransit Service Expansion | \$ 412,665 | \$ 268,246 | \$ 209,663 | \$ - |
| Stoneham Shuttle Service | \$ 330,189 | \$ 261,439 | \$ 205,189 | \$ - |
| Watertown Pleasant Street Shuttle Service Expansion | \$ 437,825 | \$ 335,434 | \$ 228,939 | \$ - |
| Community Connections Program Balance (FFYs 2025–2026) | | | \$ 909,679 | \$2,337,500 |

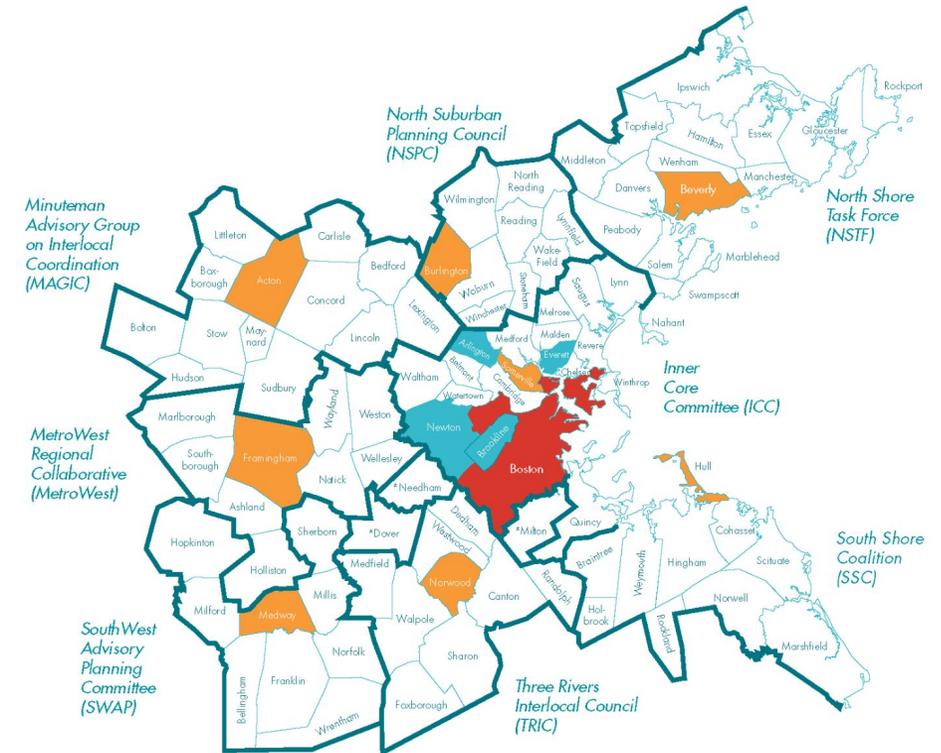
CATA = Cape Ann Transportation Authority. FFY = Federal Fiscal Year. MWRTA = MetroWest Regional Transit Authority.

Challenges in Boston MPO Region: Demand

- Existing transit service
 - Limited paratransit resources from RTAs
 - Substitution of lower ridership fixed route
 - Question: Why are these resources being cut back?
- Almost every municipality wants some form of microtransit service, if they can obtain the funding
- Like other transit, microtransit demand has been impacted by post-COVID mobility trends

Challenges in Boston MPO Region: Supply

- Abundant research, studies, plans, lessons of previous pilots, and media coverage...
 - But most services are customized to local context
 - “Could this time be different?”
- Fiscal constraint, including federal funding requirements
- Opportunity cost



Status Update on All Microtransit Projects

| Project Name | Years | MPO Budget | Status |
|---|-----------|-------------|--|
| Canton Royall Street Shuttle | 2022-2024 | \$ 534,820 | In final year, struggling to meet key performance metrics. |
| CATA On-Demand Microtransit Service Expansion (Lanesville and Rockport) | 2023-2025 | \$813,291 | Did not execute in 2023 due to staff constraints, no longer funded in 2024. May not proceed. |
| Montachusett RTA Microtransit Service | 2023-2025 | \$1,316,061 | Just commenced service, no data. High cost, not in urban area. |
| MWRTA CatchConnect Microtransit Service Expansion (Marlborough and Hudson) | 2023-2025 | \$450,163 | Underway, no imminent concerns, ridership improving in FFY24. |
| MWRTA CatchConnect Microtransit Service Expansion (Natick and Framingham Extended Hours) | 2024-2026 | \$503,125 | Current indication is performing well. |
| Newton Microtransit Service | 2021-2025 | \$1,617,564 | Strong initial ridership, resource constraint forcing scope change to continue operation |
| Stoneham Shuttle Service | 2023-2025 | \$796,817 | Still in procurement, service has not yet started. |
| Watertown Pleasant Street Shuttle Service Expansion | 2023-2025 | \$1,002,198 | Underway, but low ridership and very high costs per unique rider. |

Recommendation and Impacts for Future Applications

Closing Thoughts

- The Boston Region MPO, MassDOT, and its municipalities have invested significant financial and staff resources into these pilots
- Thus far <25% of projects have demonstrated potential to continue after their third year...
 - But potential is not a guarantee of success, and these are expensive lessons.
- The program cannot continue on the current course.

Impact on Future Applications

- Three year microtransit pilots may still be applied for.
 - RTA's have always had a preference, now more so
- Technical assistance and further study are required.
- We can explore other ways to deliver climate and mobility benefits with these resources

Community Connections Microtransit Pilot Program
 For project funding through the Transportation Improvement Program,
 Community Connections Investment Program



Transportation Equity

Goal: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.

An equity multiplier is applied to criteria that the MPO has identified through public outreach and data analysis as critical for meeting transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their regionwide averages. The higher the share of equity populations in the project area, the higher the multiplier.

To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points, the value of the two criteria listed below are added, and then that figure is added to the project's base score.

| Criteria | Points | EM |
|--|--------|----|
| The project supports a fare structure that facilitates access for disadvantaged groups | 1 | |
| The project prioritizes service to disadvantaged groups or areas | 1 | |
| 22 possible points | | |

Connectivity

Goal: Improve first- and last-mile connections to key destinations.

| Criteria | Points | EM |
|---|--------|----|
| Project connects to existing residential, commercial, or mixed-use developments | 3 | |
| Project connects to planned residential, commercial, or mixed-use developments | 3 | |
| Project connects to other transit facilities, routes, or services in a non-duplicative manner | 3 | |
| Project connects to safe and accessible facilities for walking and biking | 3 | ✓ |
| Project increases access to open space or other natural sites | 3 | ✓ |
| Proposed hours of service support a variety of potential use cases | 3 | ✓ |
| Project expands upon an existing service or service delivery model within the Commonwealth | 2 | ✓ |
| 20 possible points | | |

Regional and Interlocal Coordination

Goal: Encourage project coordination or cooperation across sectors and organizations.

| Criteria | Points | EM |
|--|--------|----|
| Project demonstrates collaboration between multiple local entities | 5 | |
| Project demonstrates collaboration across multiple sectors | 3 | |
| Project collaborators submit letters of support to MPO | 2 | |
| The applicant has informed the regional transit authority (RTA) about the application for the new service in the RTA's service area | 2 | |
| The project is included in statewide or regional plans and/or studies including the Boston Region MPO's Coordinated Public Transit-Human Services Transportation Plan (CPHSTP) | 6 | |
| 18 possible points | | |

Climate Change Mitigation

Goal: Reduce greenhouse gas emissions from transportation by reducing single-occupancy-vehicle trips, and improve the resilience of the transportation system to climate hazards.

| Criteria | Points | EM |
|--|--------|----|
| Service is an effective substitute for current trips in single-occupancy vehicles | 4 | |
| Service creates new connections or trips that could not otherwise be made without an automobile | 4 | ✓ |
| Service operates with low- or no-emission vehicles | 6 | ✓ |
| Applicant describes the amount of non-revenue hours the service operates under | 4 | |
| Applicant describes the amount of miles traveled per passenger trip relative to the distance of single-occupancy-vehicle trips | 2 | |
| 20 possible points | | |

Performance Management

Goal: Support financially viable projects with meaningful, long-term benefits towards modal shift.

| Criteria | Points | EM |
|--|--------|---------------|
| Project application includes a budget worksheet that outlines project funding sources for all three years of the pilot | 4 | |
| Project demand estimate is realistic and grounded in thorough analysis | 10 | |
| Applicant lists performance measures and evaluation intervals | 6 | |
| Sufficient evidence lacking to determine if service would successfully operate in the absence of MPO funding | 0 | Disqualifying |
| 20 possible points | | |

Final Score Calculation

| | |
|--------------------------------|---------------------|
| Total Project Evaluation Score | 100 possible points |
|--------------------------------|---------------------|



Technical difficulties?
 Call Logan Casey at 857.702.3706 or
 email lcasey@ctps.org.

Supporting Data

FFY 2023 Community Connections Scoring

| Community Connections Program | | | | | | | | | | |
|-------------------------------|--|--------------|---------------------|-----------------|--------------|--------------|---------------------|-----------------------|----------------------------------|-----------------------|
| Proponent | Project Name | Project Cost | Cost/Monthly User** | Total Score | Connectivity | Coordination | Plan Implementation | Transportation Equity | Mode Shift and Demand Projection | Fiscal Sustainability |
| Newton | NewMo Microtransit Service Expansion | \$712,459 | \$34 | 87 | 18 | 14 | 12 | 9 | 24 | 10 |
| Cambridge | Bluebikes Station Replacement and System Expansion | \$349,608 | \$27 | 78 | 18 | 4.5 | 12.5 | 9 | 24 | 10 |
| Medford/ Malden | Bluebikes System Expansion | \$145,821 | \$81 | 78 | 17 | 12 | 6 | 9 | 24 | 10 |
| Watertown | Pleasant Street Shuttle Service Expansion | \$801,758 | \$668 | 78 | 18 | 12 | 9 | 9 | 20 | 10 |
| Salem | Bluebikes System Expansion | \$119,629 | \$399 | 77 | 13 | 15 | 6 | 9 | 24 | 10 |
| Stoneham | Stoneham Shuttle Service | \$637,453 | \$82 | 72 | 15 | 12 | 12 | 6 | 17 | 10 |
| CATA | CATA On Demand Microtransit Service Expansion | \$650,633 | \$145 | 61.75 | 10.75 | 6 | 9 | 6 | 20 | 10 |
| MWRTA | CatchConnect Microtransit Service Expansion | \$360,130 | \$80 | 59 | 12 | 3 | 9 | 9 | 16 | 10 |
| Acton | Bicycle Parking along the Bruce Freeman Rail Trail | \$8,017 | \$7 | 58 | 6 | 2 | 9 | 9 | 22 | 10 |
| MART | Montachusett RTA Microtransit Service | \$1,052,849 | \$225 | 57 | 7 | 15 | 3 | 6 | 16 | 10 |
| Belmont | Chenery Middle School Bicycle Parking | \$4,376 | \$12 | 49.75 | 4.75 | 6 | 5 | 6 | 18 | 10 |
| | | | | Possible Points | 100 | 18 | 15 | 18 | 24 | 10 |

FFY 2024 Community Connections Scoring

| Community Connections Program | | | | | | | | | | |
|-------------------------------|---|--------------|-----------------------------|-------------|--------------|--------------|---------------------|-----------------------|----------------------------------|-----------------------|
| Proponent | Project Name | Project Cost | Cost/Monthly Passenger Trip | Total Score | Connectivity | Coordination | Plan Implementation | Transportation Equity | Mode Shift and Demand Projection | Fiscal Sustainability |
| Concord | Concord Workforce Shuttle** | \$369,911 | \$155 | 71 | 13 | 15 | 6 | 6 | 21 | 10 |
| MWRTA | CatchConnect Microtransit Expansion Phase 2** | \$402,500 | \$93 | 90 | 17 | 15 | 15 | 9 | 24 | 10 |
| North Reading | North Reading Demand Response Shuttle Pilot Program** | \$77,637 | \$348 | 77.25 | 16.25 | 15 | 9 | 9 | 18 | 10 |
| Revere | Revere On Demand Shuttle Service** | \$980,976 | \$30 | 57 | 17 | 0 | 3 | 12 | 15 | 10 |
| Boston | Boston Electric BlueBikes Adoption | \$1,020,000 | \$21 | 84 | 17 | 15 | 6 | 12 | 24 | 10 |
| Cambridge | Cambridge Electric BlueBikes Adoption | \$352,575 | \$13 | 81 | 17 | 15 | 6 | 9 | 24 | 10 |
| Canton | Canton Center Bicycle Racks | \$10,000 | \$12 | 72 | 14 | 9 | 12 | 6 | 21 | 10 |
| Canton | Canton Public Schools Bike Program | \$22,500 | \$4 | 38 | 13 | 0 | 6 | 6 | 3 | 10 |
| Lynn | Broad Street Corridor TSP | \$297,800 | \$2 | 88 | 17.5 | 12 | 13.5 | 12 | 23 | 10 |
| Medford | Medford Bicycle Parking - Tier 1 | \$29,600 | \$12 | 84 | 17 | 12 | 12 | 9 | 24 | 10 |
| Medford | Medford Bluebikes Expansion | \$118,643 | \$53 | 78 | 17 | 15 | 3 | 9 | 24 | 10 |
| Possible Points | | | Possible Points | 100 | 18 | 15 | 15 | 18 | 24 | 10 |

Discussion



FFYs 2025–29 Transportation Improvement Program (TIP) Project Universe

December 14, 2023

Ethan Lapointe
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

Presentation Overview

- Review of the FFYs 2024–28 TIP
- Project development process
- Summary of the FFYs 2025–29 TIP Universe
- Next steps
- Discussion



Review of the FFYs 2024–28 TIP

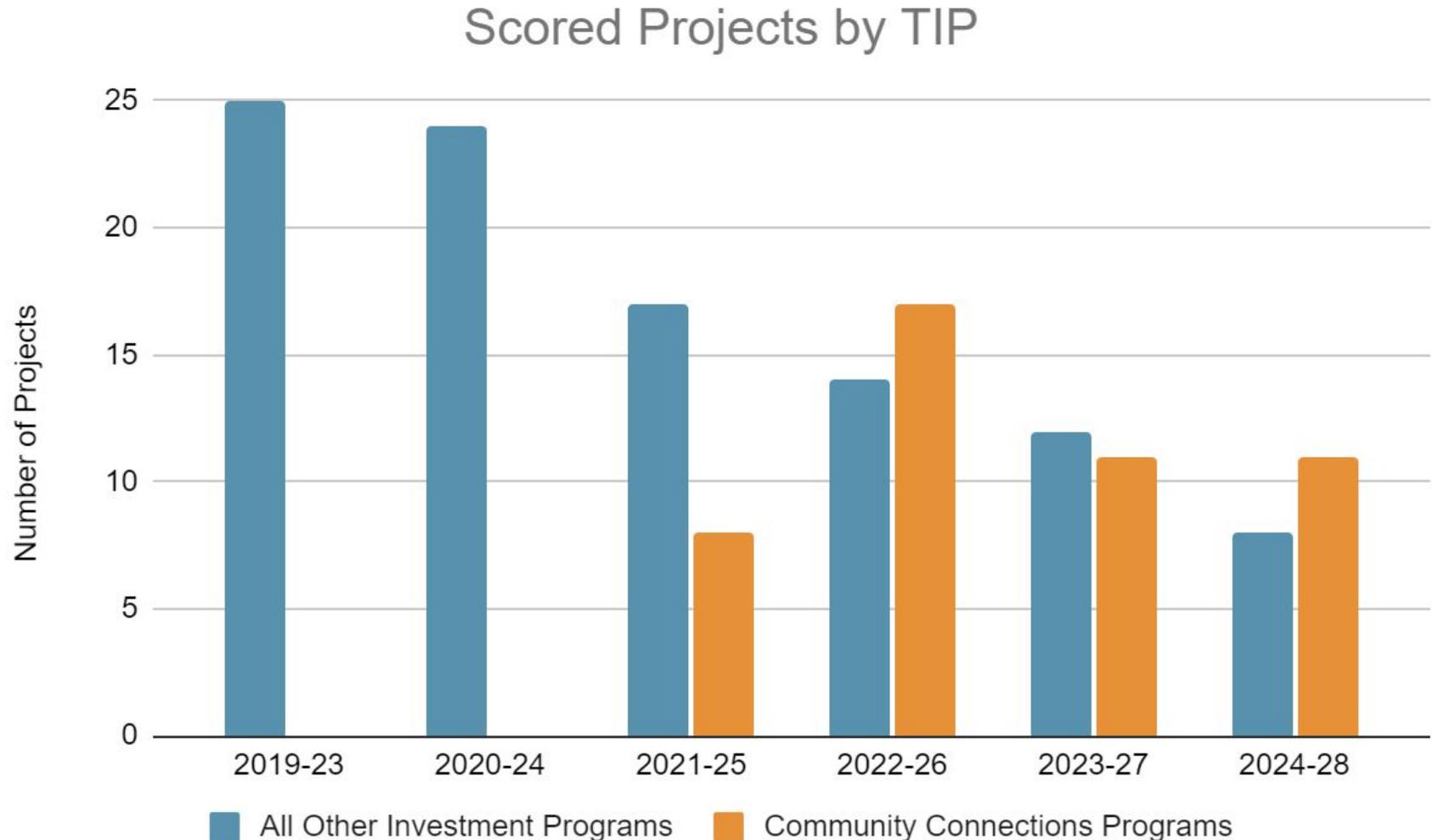
Review of the FFYs 2024–28 TIP

- \$150.2 million allocated to 21 new projects
 - 10 in the Community Connections program
 - 3 in the Transit Transformation program
- Compared to 23 projects in FFYs 2023–27 TIP and 10 in FFYs 2022–26
- 58 projects total funded with \$697.5 million in regional target funding to program
- Implemented new Bikeshare and Design programs to improve project application pipeline



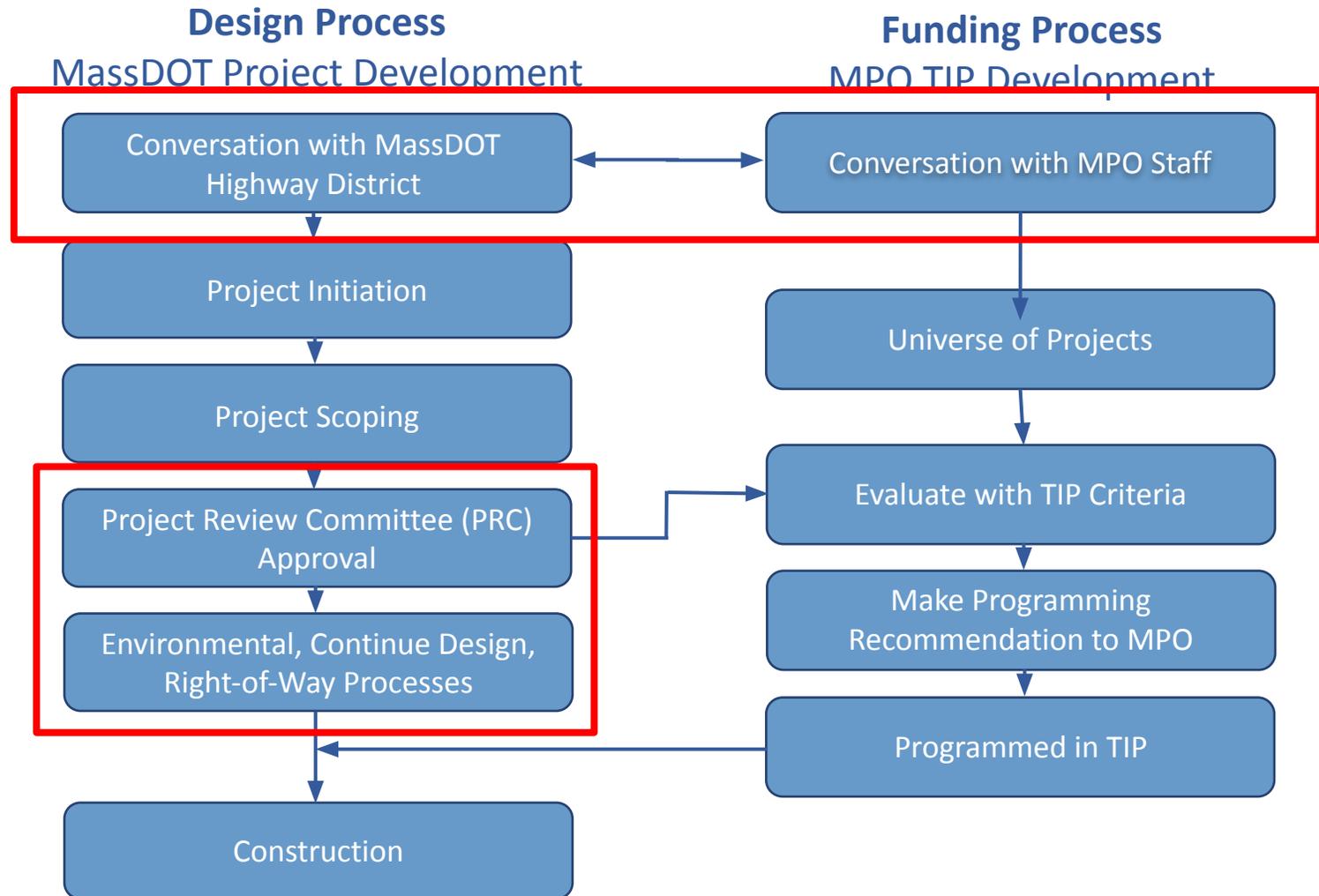
Projects Scored in Each Year

- Downward trend in applications received
- Smaller dollar value programs increasingly prominent



Project Lifecycle

Project Lifecycle



Key Thresholds for TIP Funding

- **Initiation / Scoping:** Early stages, often before significant design has taken place.
 - Unlocks the Project Design Pilot
- **Project Review Committee Approval:** Still early stage, gives a go-ahead to start working towards federal funding
 - Unlocks ability to apply for construction funds
- **25% Design:** Key design elements and permits are in place or underway, scope is mostly defined
 - Superior candidates for TIP funding versus PRC approval

Summary of FFYs 2025–29 Universe of Projects

Creating the TIP Universe

- FFYs 2024–28 universe, minus programmed and deactivated projects
- What is a deactivated project?
- Refine project list
 - Correspondence with municipal TIP contacts
 - Virtual meetings with Metropolitan Area Planning Council's subregional groups
 - Feedback from MassDOT Highway District offices



FFYs 2025–29 TIP Project Universe

| Subregion | Total in Universe | Complete Streets | Intersection Improvements | Bicycle/ Pedestrian | Major Infrastructure | Community Connections |
|--------------|-------------------|------------------|---------------------------|---------------------|----------------------|-----------------------|
| ICC | 46 | 18 | 8 | 11 | 6 | 3 |
| MAGIC | 15 | 3 | 2 | 5 | 3 | 2 |
| MWRC | 10 | 3 | 3 | 3 | 1 | 0 |
| NSPC | 10 | 5 | 3 | 1 | 0 | 1 |
| NSTF | 18 | 12 | 2 | 3 | 1 | 0 |
| SSC | 7 | 5 | 2 | 0 | 0 | 0 |
| SWAP | 23 | 11 | 7 | 4 | 1 | 0 |
| TRIC | 14 | 9 | 3 | 1 | 1 | 0 |
| TOTAL | 143 | 66 | 30 | 28 | 13 | 6 |

Takeaways

- Up to 143 projects from 105 for the FFYs 2024–28 Universe
- Less gatekeeping for listing in Universe is main driver
- Representative of high interest in advancing projects
 - A growing project universe is a way of tracking the project pipeline



Minuteman Advisory Group and MetroWest

- Increased from 7 each to 15 in MAGIC, 10 in MWRC
- More distributed interest and engagement
- Strong interest in Design Pilot
- Community Connections projects being explored
- Likely to emerge as key growth area for Transit Transformation as well

Northern Suburbs and North Shore

- NSPC from 8 to 10, NSTF from 13 to 18
- Subregion historically well engaged with TIP process, steady progress in design, initiation
- Vulnerable user safety is most prominent trend

Southwestern Subregions

- SWAP from 16 to 23, TRIC 11 to 14
- Most of the growth is in complete streets
- But only four communities account for all new projects
- Getting projects initiated and designed is the key barrier

South Shore Coalition

- Increase from 6 to 7 projects with Hull's Nantasket Avenue Redesign project
- Engagement has been tricky, working with MAPC for comprehensive planning and strategy there
- Key resilience and trail gap concerns

Discussion



Update on FFY 2025 Design Pilot

December 14, 2023

Ethan Lapointe
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

December 14, 2023

AGENDA

Presentation Overview

- Design pilot functions
- Applications trends thus far
- Likely scenario themes, challenges
- Discussion



Technical difficulties?
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email lcasey@ctps.org.

Design Pilot Features

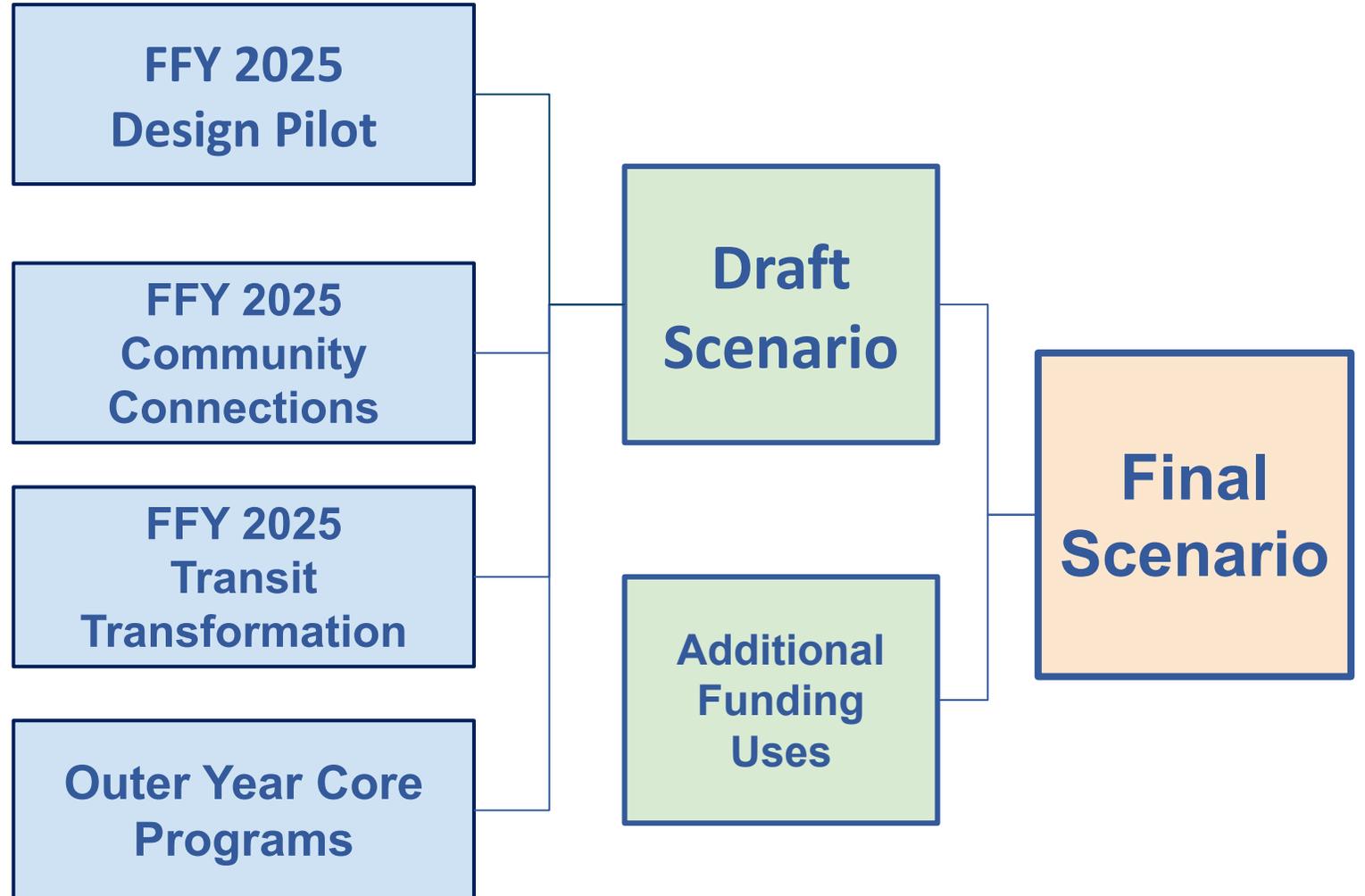
- Funded with \$4 million, but only \$3.2 million can be awarded
- Award is for FFY 2025, new design work only
- Can fund any level of design
- Contracts are held by MassDOT, municipality involved in RFP process and reimbursed for expenses

Trends in Applications

- High volumes of dedicated bike/ped infrastructure
 - Mostly trails projects, some short-range connections
- Intersection safety projects popular as well
- Complete Streets is a lagging area
- Double-edged sword of strong interest
 - Validates demand for program, justifies demand in future years
 - Insufficient resources to support most applications

Scenario Strategy

- Scenario compartmentalization
- Design selection among against the \$4 million set-aside.
- Final scenario would incorporate additional funds



Scenario Priorities

- For the design pilot, some areas will be emphasized more heavily
- Greater scores and consistency with MPO objectives
- Municipalities without TIP projects vs. municipalities with staff capacity, experience



Discussion