



Regional Transportation Advisory Council

April 10, 2024



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Read the full notice of your rights and protections at www.bostonmpo.org/mpo_non_discrimination.



Español (Spanish)

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

Português (Portuguese)

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

Tiếng Việt (Vietnamese)

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

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.

简体中文 (Simplified Chinese)

如果需要使用其它语言了解信息, 请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员, 电话 857.702.3700.

繁體中文 (Traditional Chinese)

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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.





April 10, 2024

1. **Introductions**
2. Public Comments
3. Approval of January 10, 2024, Meeting Minutes
4. MPO MOU Update- Advisory Council Draft Language
5. FFYs 2025-29 TIP Scenario Discussion
6. FFY 2025 UPWP Discussion
7. 3C Committee Planning
8. Chair's Report
9. Old Business, New Business, and Members' Items
10. Adjourn

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Introductions



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Public Comments



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Approval of January 10, 2024, Meeting Minutes

Lenard Diggins, Chair

Minutes posted to MPO Website Calendar before meeting



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MPO Memorandum of Understanding (MOU) Update—Advisory Council Draft Language

Stella Jordan, MPO Staff

Presentation and discussion of draft Advisory Council language for the MPO MOU update (Draft language, current MOU language, and Ad-Hoc MOU Committee Recommendations memo posted to MPO Calendar before meeting)



MPO MOU Update: Advisory Council Draft Language

Stella Jordan, MPO Staff

April 10, 2024



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MOU Update: Parameters

MOU Ad-Hoc Committee recommendations posted to calendar

- Clarify the role and mission of the Advisory Council
- Outline relationship between Advisory Council and MPO board, staff, and engagement activities
- Clearly define goals for the Advisory Council
- Not the place to define specific mechanisms and logistics



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Feedback from March Discussion

- Key themes
 - Membership
 - Education
 - Board seat
 - Relationship with staff
- Common challenges and goals to other MPO advisory councils



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Draft Language

Draft language posted to MPO calendar



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Draft Language—Discussion

- Suggested changes?
- Any key goals missing?
- Next steps



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Federal Fiscal Years (FFY) 2025–29 Transportation Improvement Program (TIP) Scenario Discussion

Ethan Lapointe, MPO Staff

Presentation and discussion of FFYs 2025–29 TIP project funding scenario (Scenario posted to MPO Calendar before meeting)



FFYs 2025–29 TIP Final Project Programming Scenario

Presentation of the final TIP Programming Scenario to be incorporated into the draft FFYs 2025–29 TIP.

Ethan Lapointe
TIP Manager, MPO Activities



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Presentation Overview

1. Resources for Today
2. Major scenario factors
3. Draft investment summary
4. Community Connections Projects
5. Project Design Funding in FFYs 2025 and 2026
6. New roadway, trail, and transit projects
7. Next Steps
8. Discussion

Major Scenario Factors



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Scenario Development Background: Readiness

- Staff provided a TIP readiness update to RTAC at the March 13th meeting, which summarized the outcomes of a February 15th TIP Readiness Days Discussion
- **Challenge:** Widespread project delays and cost increases due to lack of progress on projects programmed several TIP cycles ago.
- **Outcome:** Funding surpluses in FFY 2025 and 2026, deficits in FFY 2027 and 2028, and uncertainty on funding availability in FFY 2029.
 - How should surpluses be utilized?
 - How should deficits be addressed?
 - To what extent would FFY 2029 be used to support the deficits, and would that preclude funding new projects?



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Scenario Development Background: Programming Scenarios

- The MPO Board and TIPPER Committee met four times to propose and develop a programming scenario.
- Focus was on deficit resolution by rebalancing funding on projects between years where possible, and delaying some projects to FFY 2028 out of FFY 2027 where not.
- Major action included delaying a behind-schedule FFY 2026 project to FFY 2029 to make up a final gap in FFY 2027.

Scenario 4B: Woburn– Town Common Delay to FFY 2029, with Advance Construction and New Projects

- Selected scenario delayed a \$17.38M Complete Streets project in Woburn to FFY 2029.
 - Project is still not at 25% design despite being on the TIP since FFY 2021–25.
 - The cost has not been revised since that TIP cycle either, and the cost may increase once 25% design is attained in a future TIP.
- But, the question remained if the project should be funded in full in FFY 2029 or not.

Federal Fiscal Year	2025 (New)	2026 (New)	2027 (New)	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds (2025-29 TIP):	\$128,427,689	\$125,285,687	\$155,132,142	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$110,482,691	\$124,569,057	\$154,195,127	\$157,830,836	\$153,975,467	\$701,053,179
Regional Highway Target Funds Remaining (Unprogrammed):	\$17,944,998	\$716,630	\$937,015	\$221,339	\$7,055,141	\$26,875,122
Percent Unprogrammed	14.0%	0.6%	0.6%	0.1%	4.4%	3.7%

Scenario 4B: Woburn– Town Common Delay to FFY 2029, with Advance Construction and New Projects

- MPO Board opted to partially fund Woburn Common in FFY 2029 in order to fund new projects in that year.
- The FFY 2025–29 TIP marked a record low number of applications for construction funding, and two of the three projects selected had applied unsuccessfully in the FFYs 2024–28 TIP cycle.

Federal Fiscal Year	2025 (New)	2026 (New)	2027 (New)	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds (2025-29 TIP):	\$128,427,689	\$125,285,687	\$155,132,142	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$110,482,691	\$124,569,057	\$154,195,127	\$157,830,836	\$160,243,467	\$707,321,179
Regional Highway Target Funds Remaining (Unprogrammed):	\$17,944,998	\$716,630	\$937,015	\$221,339	\$787,141	\$20,607,122
Percent Unprogrammed	14.0%	0.6%	0.6%	0.1%	0.5%	2.8%

Draft Investment Summary



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Regional Target Program Summary

- The FFYs 2025–29 TIP funds 70 projects in the Regional Target program.
 - 32 of these are **new** projects.
- New projects include:
 - 10 for Community Connections
 - 8 Transit Transformation
 - 8 Design projects in FFYs 2025 and 2026
 - 6 roadway and trail projects
 - Two of these were formerly in MassDOT's Statewide Highway Program.



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Regional Target Program Summary

MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	10	\$69,238,369
Community Connections (allocated to projects)	16	\$5,154,222
Community Connections (not yet allocated to projects)*	N/A	\$15,423,415
Complete Streets	21	\$334,236,398
Intersection Improvements	8	\$47,155,319
Major Infrastructure—Roadway	4	\$171,860,000
Transit Transformation (allocated to projects)	11	\$55,548,000
Transit Transformation (not yet allocated to projects)	N/A	\$24,500,000
Unprogrammed	N/A	\$4,812,578
Total	70	\$727,928,301

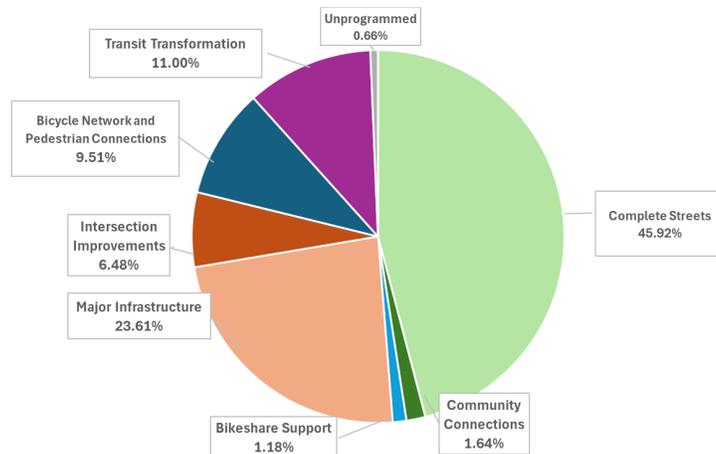


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Regional Target Program Summary: Funding Allocations by Investment Program



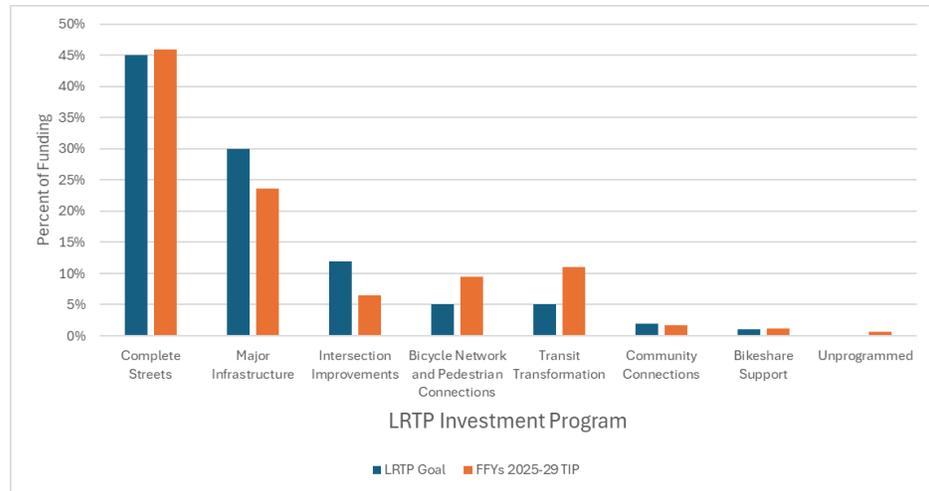


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Regional Target Program Summary: TIP Funding Allocations vs. LRTP Targets



Community Connections



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FFY 2025 Community Connections

Proponent	Project Name	FFY 25 Cost
Arlington	Arlington- Installation of 123 Bicycle Racks and Related Materials	\$90,878
Boston	Boston- Bluebikes State-of-Good Repair, Twelve Stations	\$590,348
Boston	Boston- Installation of 1600 Bicycle Racks	\$379,470
Brookline	Brookline- Bluebikes State-of-Good Repair, Three Stations and 62 Pedal Bicycles	\$200,000
Cambridge	Cambridge- Bluebikes State-of-Good Repair, Eight Stations and 65 Pedal Bicycles	\$385,456
Chelsea, Revere	Chelsea-Revere- Regional On-Demand Microtransit Pilot Project	\$499,649*
Malden	Malden- Canal Street Bicycle Lanes	\$81,250
Revere	Revere- Bluebikes Expansion, Four Stations and 40 Pedal Bicycles	\$169,000
Scituate	Scituate- Installation of 25 Bicycle Racks	\$22,800
Somerville	Somerville- Bluebikes State-of-Good Repair, Thirteen Stations	\$278,127

*Cost does not reflect total MPO contribution of \$1,413,735, subject to reapproval by MPO in each new operating year pending performance. Funding in FFY 2026 expected to be \$450,278 and \$463,807 in 2027.

Design Funding

FFY 2025 Design Pilot

- Consultation between MPO Staff and MassDOT indicated that funding most applications to the pilot would not be feasible.
- A pilot round of design funding needs to be deliverable and manageable.
 - Microtransit Pilots experience illustrates difficulty managing and monitoring large scale pilot programs.
 - Long design timelines complicate this, especially if MPO, MassDOT, and/or proponent staff turn over.
- A successful pilot is more likely to lead to long term opportunities for design funding.

Proponent(s)	Request (\$M)	Score	Project Name
Acton	\$0.86	45.4	Great Road: Harris to Davis Intersections and Complete Streets
Arlington	\$1.40	80.1	Broadway Complete Streets 100% Design
Boston	\$1.50	76.2	Reconstruction of Bennington Street and Meridian Street
Burlington	\$1.70	62.6	Intersection Improvements at Route 3A and Winn Street
Framingham	\$0.85	79.9	Chris Walsh Trail Phase 2
Holliston	\$0.25	42.8	Intersection Improvements at Route 16 and Whitney Street
Hudson	\$0.91	62.7	Hudson Massachusetts Central Rail Trail Extension
Malden	\$2.60	71.15	Route 60 Improvements
Malden	\$0.94	62.25	Commercial Street Reconstruction
Marlborough	\$1.22	79.9	Reconstruction of Granger Boulevard
Norfolk, Wrentham, Walpole	\$1.55	65	Metacomet Greenway Connection
Salem	\$1.40	60.1	Broad and Dalton Parkway Corridor Project
Sherborn	\$0.9	81.8	Reconstruction of Route 27 and Route 16
Southborough	\$1.32	52.5	Reclamation of Marlborough Road (Route 85) and Framingham Road
TOTAL (\$M)	\$17.36		

Design Pilot Selection

Proponent(s)	Request	Score	Investment Program	Project Name	Latest TIP Project	Transit Access/Improvement?	Concentrations of Existing/Planned Housing
Arlington	\$1.40	80.1	Complete Streets	Broadway Complete Streets 100% Design	2014	Yes, direct by MBTA 87	Yes, adopted 3A district and existing multifamily housing.
Framingham	\$0.85	79.9	Bike/Ped	Chris Walsh Trail Phase 2	2023	Yes, direct by MBTA Commuter Rail and MWRTA hub.	Yes, planned (pos. 3A) and existing dense mixed use developments.
Holliston	\$0.25	42.8	Intersection Improvements	Intersection Improvements at Route 16 and Whitney Street	Pre-2008	No, MWRTA 6 does not utilize.	No, commercial site.
Marlborough	\$1.22	79.9	Complete Streets	Reconstruction of Granger Boulevard	2017	Yes, direct by MWRTA 7, 7C, and 15.	Yes, planned, existing, and underway mixed use projects.
Norfolk, Wrentham, Walpole	\$1.55	65	Bike/Ped	Metacomet Greenway Connection	Norfolk: 2009 Wrentham: 2024 Walpole: 2020	No, GATRA GO Microtransit only.	Norfolk: Yes, planned (pos. 3A) Wrentham: Yes, planned (pos. 3A) Walpole: Unknown (minimal limits)
Sherborn	\$0.9	81.8	Intersection Improvements	Reconstruction of Route 27 and Route 16	Pre-2008	No access, but improvements may be included to accommodate vehicles.	Yes, planned (pos. 3A) and existing 40B.
TOTAL (\$M)	\$6.15						

GATRA = Greater Attleboro Taunton Regional Transit Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. 3A = Section 3A MBTA Communities. 40B = Chapter 40B Affordable Housing development.



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FFY 2026 LRTP Project Design

- Proposed item as an FFY 2026 fill-in based on requests by Town of Lexington and City of Framingham
- \$1.65M for Lexington's Route 4/225 and Interchange project (initial phase) to approach 25% design.
- \$1.40M for Framingham's Route 126/135 Grade Crossing Elimination project for preliminary design work and public engagement to update the decade-old concept.



Roadway, Trail, and Transit Projects



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FFY 2026: Quincy: Intersection Improvements at Willard Street and Ricciuti Drive (610823)

- **Proponent:** Quincy
- **Request:** \$1,812,839
- **Score:** 41.1
- **Status:** 75% Design
- **Description:**
 - Intersection safety project at I-93 Ramps near Quincy Quarries
 - Includes shared-use path at intersection that will connection to planned bicycle lanes for Ricciuti Drive, to be implemented by City of Quincy.



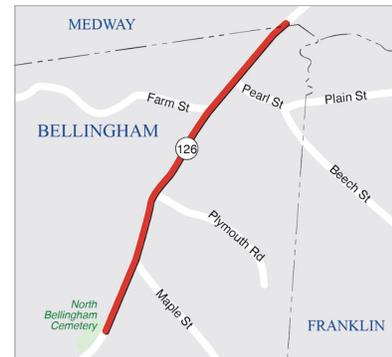
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FFY 2029: Bellingham: Roadway Rehabilitation of Route 126 from I-495 Ramps to Medway Town Line

- **Proponent:** Bellingham
- **Request:** \$16,680,000
- **Score:** 54.3
- **Status:** PRC-Approved
- **Description:**
 - Resurfacing and intersection improvements through a residential area with schools and commercial sites
 - Project scope expanded after submission last year to include a shared-use path and riverine flood mitigation at Stall Brook
 - \$8.34M to be funded in FFY 2030.





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FFY 2029: Ipswich: Argilla Road Ecological Tidal Restoration Project

- **Proponent:** Ipswich
- **Request:** \$5,368,966
- **Score:** 37.9
- **Status:** PRC-Approved
- **Description:**
 - Comprehensive sea level rise and coastal flood mitigation project for sustained access to open space resources through 2100 flood conditions
 - Project scope changed after application last year to include further road elevation and culverts to mitigate runoff risks for sensitive marshes
 - \$2.37M to be funded in FFY 2030.



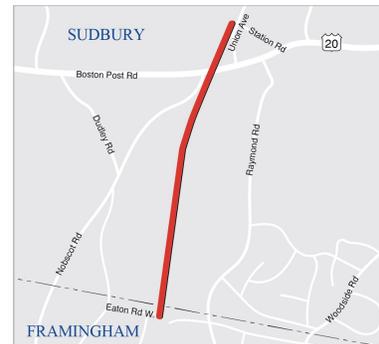
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Technical difficulties?
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FFY 2029: Sudbury-Framingham: Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West

- **Proponent:** Sudbury
- **Request:** \$5,368,966
- **Score:** 47
- **Status:** PRC-Approved (6/1/2023), 25% Design expected June 2024
- **Description:**
 - Final phase of Bruce Freeman Rail Trail in Sudbury, which creates access for Framingham to continue southward
 - \$4.26M to be funded in FFY 2030.





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Regional Transit Authority Project Funding

Proponent	Project Name	FFY 2025 Cost	FFY 2026 Cost	Total
CATA	Fare Upgrades for ADA and Dial-a-Ride Customers	\$65,000	\$0	\$65,000
CATA	Gloucester Facility Modernization	\$1,293,000	\$0	\$1,293,000
CATA	Vehicle Replacement (4 Buses, Hybrid-Electric)	\$1,710,000	\$750,000	\$2,460,000
MWRTA	Blandin Hub Equitable Redesign Initiative (Customer and Operating Facilities)	\$1,750,000	\$750,000	\$750,000
MWRTA	Procurement of Three 29-Foot CNG Buses, Phase 1	\$1,980,000	\$0	\$1,980,000

	FFY 2025	FFY 2026
Set-Aside Funding:	\$2,000,000	\$6,500,000
Currently Programmed:	\$4,500,000	\$0
Newly Programmed:	\$6,798,000	\$1,500,000
Remaining for Future Cycles:	\$0	\$5,000,000

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. CNG = compressed natural gas. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority.



Accessibility Improvements: Central Station



Type of project: New

Project description:

Construction of two redundant elevators and the modernization of existing outbound elevator, one of the most unreliable units in the system. (Note: existing inbound elevator was fully modernized in 2020.)

Funding request (estimated costs):

- Total request: \$5M
 - 80% federal share: \$4m
 - 20% local share: \$1m

Purpose of funding:

Partially cover budget gap and help take the project to completion. Total project need is \$10m.



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Transit Priority: Nubian Square Accessibility and Operational Improvements



Type of project: New

Project description:

Construction of accessible passenger platforms at Nubian Station to reverse direction of MBTA buses and leverage City of Boston's street network improvements for increased service efficiency. Includes signals, striping, and curb modifications.

Funding request (estimated costs):

- Total Request: \$5m
 - 80% federal share: \$4m
 - 20% match: \$1m

Purpose of funding:

Advance project construction. Design will be complete by time funds are available.



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Station Access and Accessibility Improvements: Pedal & Park Modernization



Type of Project: New

Project description:

Updates to about 15 MBTA Pedal & Park facilities systemwide to provide a more inclusive, accessible, efficient, and user-friendly standard of bike and micromobility parking, wayfinding, and bike maintenance equipment. Project would reach 12-13 transit stations across multiple modes and 9 municipalities.

Funding request (estimated costs):

- Total Request: \$1.5M, or \$2.5m total to also upgrade control systems. Project is scalable.
 - 80% federal share: \$1.2m/\$2m
 - 20% match: \$.3m/\$.5m

Purpose of funding: Design and construction



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Next Steps



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Public Engagement for the TIP: Spring 2024

- Public Comment period for FFYs 2025–29 will begin April 22 and last until May 22, 2024.
- Thirty day public comment period allows for additional opportunity to provide feedback beyond the 21-day minimum requirement.
- Staff may look for opportunities for in-person engagement around the draft TIP as well.
- Endorsement of the FFYs 2025–29 TIP is expected to take place at the June 6th MPO Board meeting, with the TIP taking effect October 1, 2024.



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Public Engagement for the TIP: Summer 2024 and Beyond

- Staff will continue to engage members of the public to increase awareness of the TIP.
- Staff intend to leverage the TIPPER committee as an additional forum for detailed discussion and development of strategies.
- Staff hope to use the time provided in June and later months to reflect on this past TIP cycle and employ measures to prevent similar issues from arising in the FFY 2026–30 development cycle.
- So far, staff have heard the following concerns:
 - Timeliness and level of detail provided for project information.
 - Creating spaces for focused, project-level discussions.
 - Better avenues for collaboration between municipalities and state/regional stakeholders on projects.

Discussion



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FFY 2025 Unified Planning Work Program (UPWP) Discussion

Lenard Diggins, Chair

Continued discussion of FFY 2025 UPWP study selection



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3C Committee Planning

Lenard Diggins, Chair

Discussion of convening 3C Committee to draft Advisory Council comment letters on the FFYs 2025–29 TIP and FFY 2025 UPWP



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Chair's Report

Lenard Diggins, Chair



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Adjourn
