



Transportation Improvement Program Federal Fiscal Years 2025-29

Boston Region MPO

DRAFT FOR THE MPO, April 18, 2024

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Global Warming Solutions Act Requirements for Transportation

This form will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Boston Region Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan is in compliance with all applicable requirements in the Massachusetts State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation (GWSA). The regulation requires the MPO to conduct the following activities:

1. Evaluate and report the aggregate transportation greenhouse gas (GHG) emissions impacts of Regional Transportation Plans (RTPs) and Transportation Improvement Plans (TIPs). (310 CMR 60.05(5)(a)1)
2. In consultation with the Massachusetts Department of Transportation (MassDOT), develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts. (310 CMR 60.05(5)(a)2)
3. Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts. (310 CMR 60.05(5)(a)3)
4. Determine in consultation with the Regional Planning Agency (RPA) that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency. (310 CMR 60.05(5)(a)4)
5. Develop RTPs and TIPs. (310 CMR 60.05(8)(a)2.a)
6. Ensure that RPAs are using appropriate planning assumptions. (310 CMR 60.05(8)(a)2.b)
7. Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs. (310 CMR 60.05(8)(a)2.c)
8. Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs. (310 CMR 60.05(8)(a)2.d)
9. Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans. (310 CMR 60.05(8)(a)2.e)
10. Prior to making final endorsements on the RTPs, TIPs, State TIPs (STIPs), and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs. (310 CMR 60.05(8)(c))
11. After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department of Environmental Protection for review of the GHG assessment. (310 CMR 60.05(8)(a)1.c)

_____ for _____
Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation
Chair, Boston Region Metropolitan Planning Organization

Date

Executive Summary

Introduction

The Boston Region Metropolitan Planning Organization's (MPO) five-year capital plan, the Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP), is the near-term investment program for the region's transportation system. Guided by the Boston Region MPO's vision, goals, and objectives, the TIP prioritizes investments that preserve the current transportation system in a state of good repair, provide safe and reliable transportation for all modes, enhance livability, support clean air and healthy communities, promote equity, resiliency, and sustainability, and improve mobility throughout the region. These investments fund roadway and intersection improvements, maintenance and expansion of the public transit system, shared-use path construction, first-and-last-mile improvements for users of active transportation, and major highway reconstruction.

The Boston Region MPO is guided by a 22-member board with representatives of state agencies, regional organizations, and municipalities. Its jurisdiction extends roughly from Boston north to Ipswich, south to Marshfield, and west to municipalities along Interstate 495. Each year, the MPO conducts a process to decide how to spend federal transportation funds for capital projects. The Central Transportation Planning Staff (CTPS), which is the staff to the MPO, manages the TIP development process.

MPO staff coordinates the evaluation of project funding requests, proposes programming of current and new projects based on anticipated funding levels, supports the MPO board in developing a draft TIP document, and facilitates a public review of the draft before the MPO board endorses the final document.

FFYs 2025–29 TIP Investments

The complete TIP project list is available in Chapter 3 of this document and online at bostonmpo.org/tip. The TIP tables provide details of how funding is allocated to each programmed project and capital investment program. These tables are organized by federal fiscal year and are grouped by highway and transit programs.

Highway Program

The Highway Program of the TIP funds the priority transportation projects advanced by the Massachusetts Department of Transportation (MassDOT) and the cities and towns within the Boston region. The program is devoted primarily to preserving and modernizing the existing roadway network by reconstructing roadways, resurfacing highways, and replacing bridges.

In Massachusetts, Federal-Aid Highway Program funding, which is apportioned by the Federal Highway Administration and distributed by MassDOT, goes toward projects within various statewide programs, Grant Anticipation Notes (GANs) payments, and Regional Targets for the state’s MPOs. In the FFYs 2025–29 TIP, roadway, bridge, and bicycle and pedestrian programs account for nearly \$2.37 billion in funding to the Boston region. The Regional Target funding provided to the MPOs may be programmed for projects at the discretion of each MPO, whereas MassDOT has discretion to propose its recommended projects for statewide programs, such as those related to bridge repairs and interstate highway maintenance.

Transit Program

The Transit Program of the TIP provides funding for projects and programs that address the capital needs prioritized by the three transit authorities in the region: the Massachusetts Bay Transportation Authority (MBTA), the Cape Ann Transportation Authority (CATA), and the MetroWest Regional Transit Authority (MWRTA). The Transit Program is predominantly dedicated to achieving and maintaining a state of good repair for all assets throughout the transit system.

The FFYs 2025–29 TIP includes \$4.05 billion in transit investments for the transit authorities in the Boston MPO region to support state of good repair, modernize transit systems, and increase access to transit. Additionally, beginning in FFY 2025, the MPO will allocate \$2.5 million of its annual Regional Target funds to its new Transit Transformation investment program. This program aims to build on the investments made through the Transit Program by using a portion of Highway Program funding to fulfill unmet transit project needs in the region. The MPO is funding transit projects in FFY 2025 using the \$2.5 million set-aside and a surplus of funds available in that year, as detailed in Table ES-1. For the following years, the MPO has reserved \$5 million for FFY 2026 and \$6.5 million annually in FFYs 2027 through 2029 for the Transit Transformation investment program.

Regional Target Program Details

During FFYs 2025–29, the Boston Region MPO plans to fund 70 projects with its Regional Target funding. In total, 32 new projects were added to the MPO’s Regional Target Program during this TIP cycle. These 32 projects included ten in the Community Connections investment program; eight in the Transit Transformation investment program; six in a project design funding pilot in FFY 2025; and two projects listed in the MPO’s Long-Range Transportation Plan (LRTP), *Destination 2050*, that will receive initial design funding in FFY 2026. Six roadway projects were newly funded for construction in the FFYs 2025–29 TIP Regional Target Program, including two projects previously listed under MassDOT’s Statewide Highway Program. Details on these projects are available in Table ES-1.

**Table ES-1
New Regional Target Projects Funded in the FFYs 2025–29 TIP**

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2025–29
Arlington- Broadway Complete Streets Design	Arlington	Complete Streets	2025	\$1,395,000
Arlington- Installation of 123 Bicycle Racks and Related Materials	Arlington	Community Connections	2025	\$90,878
Arlington- Stratton School Improvements	MassDOT	Bicycle and Pedestrian	2025	\$1,625,250

(Safe Routes to Schools)

Boston- Bluebikes Station Replacement and Electrification, 12 Stations	Boston	Community Connections	2025	\$590,348
Boston- Repurposing Single Space Parking Meter Poles for 1,600 Bicycle Racks	Boston	Community Connections	2025	\$379,470
Brookline- Bluebikes State of Good Repair, 3 Stations and 62 Pedal Bikes	Brookline	Community Connections	2025	\$200,000
Cambridge- Bluebikes State of Good Repair, 8 Stations and 65 Pedal Bikes	Cambridge	Community Connections	2025	\$385,456
CATA- CATA Gloucester Facility Modernization	CATA	Transit Transformation	2025	\$1,293,000
CATA- Fare Upgrades for ADA and Dial-A-Ride Customers	CATA	Transit Transformation	2025	\$65,000
CATA- Vehicle Replacement (4 Vehicles)	CATA	Transit Transformation	2025-26	\$2,460,000
Chelsea-Revere-Regional On-Demand Microtransit Pilot Project	Chelsea Revere	Community Connections	2025-28	\$1,413,735
Framingham- Chris Walsh Trail, Phase 2 [Design Only]	Framingham	Bicycle and Pedestrian	2025	\$850,000
Holliston- Intersection Improvements at Route 16 and Whitney Street [Design Only]	Holliston	Intersection Improvements	2025	\$250,000
Malden- Canal Street Bicycle Lanes	Malden	Community Connections	2025	\$81,250
Marlborough- Reconstruction of Granger Boulevard [Design Only]	Marlborough	Complete Streets	2025	\$1,215,000
MBTA- Central Square Station Accessibility Improvements (Cambridge)	MBTA	Transit Transformation	2025	\$5,000,000
MBTA- Nubian Square Accessibility and Operational Improvements (Boston)	MBTA	Transit Transformation	2025	\$5,000,000
MBTA- Systemwide Pedal and Park Modernization (Alewife, Ashmont, Braintree, Davis Square, Forest Hills, Malden Center, Nubian, Oak Grove, Route 128, Salem, South Station, Wollaston, and Wonderland)	MBTA	Transit Transformation	2025	\$2,500,000
Medford- Shared-Use Path Connection at the Route 28/Wellington Underpass	MassDOT	Bicycle and Pedestrian	2025	\$5,509,294
MWRTA- Blandin Hub Equitable Redesign Initiative	MWRTA	Transit Transformation	2025-26	\$2,500,000
MWRTA- Procurement of Three 29-foot Buses	MWRTA	Transit Transformation	2025	\$1,980,000
Norfolk-Wrentham-Walpole- Shared-Use	Norfolk Walpole	Bicycle and Pedestrian	2025	\$1,550,000

Path Installation (Metacomet Greenway) [Design Only]		Wrentham			
Revere- Bluebikes Expansion to Northern Strand (Salem Street at North Marshall Street) and Griswold Park		Revere	Community Connections	2025	\$169,000
Scituate- Installation of 25 Bicycle Racks		Scituate	Community Connections	2025	\$22,800
Sherborn- Reconstruction of Route 27 and Route 16 [Design Only]		Sherborn	Intersection Improvements	2025	\$900,000
Somerville- Bluebikes State of Good Repair, 13 Stations		Somerville	Community Connections	2025	\$278,127
Framingham- Design of Intersection Improvements at Route 126/135/MBTA and CSX Railroad		Framingham	Major Infrastructure	2026	\$1,400,000
Lexington- Design of Safety Improvements at the Interstate 95 and Route 4/225 Interchange		Lexington	Major Infrastructure	2026	\$1,650,000
Quincy- Intersection Improvements at Willard Street and Ricciuti Drive		Quincy	Intersection Improvements	2026	\$1,885,352
Bellingham- Roadway Rehabilitation of Route 126 (Hartford Road), from 800 feet north of the I-495 NB off-ramp to Medway town line, including B-06-017.		Bellingham	Complete Streets	2029-30	*\$8,340,000
Ipswich- Argilla Road Roadway Reconstruction		Ipswich	Complete Streets	2029-30	*\$3,000,000
Sudbury-Framingham- Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West		Sudbury	Bicycle and Pedestrian	2029-30	*\$4,263,000
Total		N/A	N/A	N/A	\$51,107,417

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* These projects are funded starting in FFY 2029 of the TIP, with further funding expected to be programmed in FFY 2030 of the FFYs 2026–30 TIP.

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. NB = northbound. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

The signing of the Bipartisan Infrastructure Law (BIL), on November 15, 2021, increased the amount of Regional Target funding available to the Boston Region MPO in the previous FFYs 2024–28 TIP cycle by approximately nine percent from the funding levels in the FFYs 2023–27 TIP. This funding level was sustained in the development of this FFYs 2025–29 TIP.

The majority of the funding available for allocation by the MPO during the FFYs 2025–29 TIP cycle was in the fifth and final year of the TIP, FFY 2029. During the development of the FFYs 2025–29 TIP, the MPO had significant amounts of funding available to program in FFYs 2025, 2026, and 2029. However, there were shortfalls of funding in FFYs 2027 and 2028 as a result of delayed programming of 14 projects.

Projects already programmed in the TIP to receive Regional Target funds could not be accelerated to utilize surplus funding in FFYs 2025 and 2026, so the MPO worked with MassDOT, the MBTA, MWRTA, and CATA to identify other projects that could be funded in those years. Jointly, these agencies presented more than 13 projects to the MPO for consideration, from which the MPO selected 11 projects for funding in the Transit Transformation program in FFYs 2025 and 2026:

- Additional funding for Columbus Avenue Bus Lanes, Phase 2 (\$7,500,000)
- Additional funding for Rail Transformation Early Action Items—Reading Station and Wilbur Interlocking (\$6,000,000)
- Additional funding for Jackson Square Station Accessibility Improvements (\$7,250,000)
- Procurement of three 29-foot compressed natural gas (CNG) buses for the MWRTA (\$1,980,000)
- Design funding for improvements to customer and personnel facilities at the MWRTA's Blandin Hub (\$2,500,000)
- Funding to modernize CATA's Gloucester facility (\$1,293,000)
- Funding for procurement of four hybrid buses to replace four vehicles in CATA's fleet at the end of their useful life (\$2,460,000)
- Funding to upgrade cashless fare payment systems for CATA's ADA and Dial-A-Ride services (\$65,000)
- Partial funding to support accessibility improvements to Central Station on the MBTA Red Line, with a focus on adding a new elevator (\$5,000,000)
- Funding for bus circulation improvements at Nubian Station in Boston's Roxbury neighborhood (\$5,000,000)
- Funding to support the modernization of MBTA's "Pedal and Park" bicycle storage facilities at 13 MBTA stations in 9 municipalities regionwide (\$2,500,000).

The MPO also voted to fund two projects in FFY 2025 that were previously incorporated into MassDOT's Statewide Highway Program:

- 609531 – Arlington– Stratton School Improvements (Safe Routes to Schools) (\$1,625,250)
- 611982 – Medford– Shared-Use Path Connection at the Route 28/Wellington Underpass (\$5,509,294)

Because many of these projects were identified later in the project evaluation life cycle—that is, months after the regular cycle of project submissions—scoring information is included in the TIP with some delay compared to other project line items. While these projects were identified too late in the TIP cycle to be quantitatively evaluated using the MPO's scoring criteria, these projects align well qualitatively with many of the MPO's goals, including enhancing bicycle and pedestrian safety and access, and expanding the accessibility of and maintaining a state of good repair for the region's transit system. These projects may be scored using the MPO's scoring criteria in a later TIP cycle.

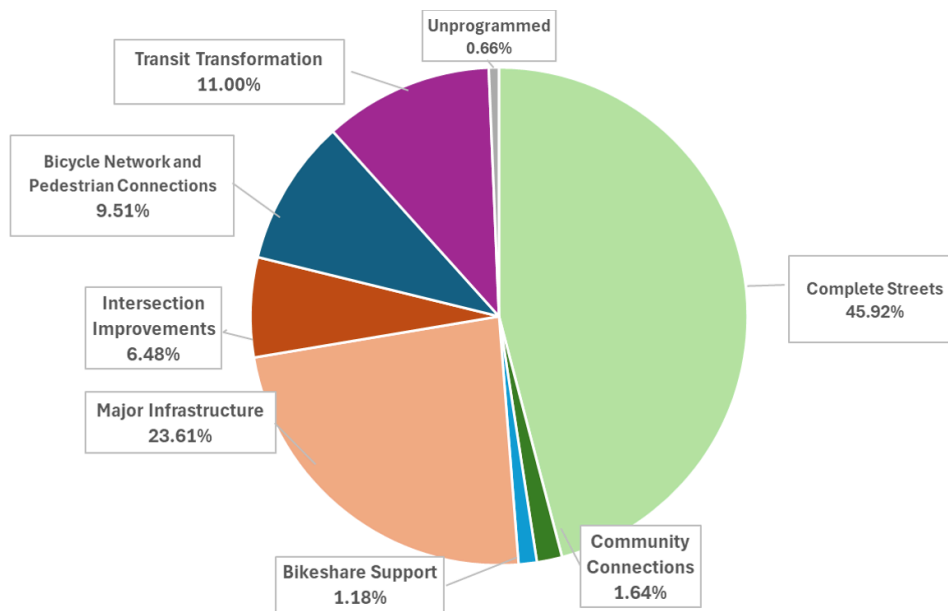
In addition to selecting projects, several other key decisions were made by the MPO in the drafting of the FFYs 2025–29 Regional Target Program:

- The MPO allocated additional funding to three MBTA projects that it had voted to support in prior TIPs. These were the Jackson Square Station Accessibility Improvements, Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and the Columbus Avenue Bus Lanes, Phase 2, projects. The Jackson Square project received \$7.25 million in addition to the \$26.25 million programmed in the FFYs 2024–28 TIP. The Rail Transformation project received \$6 million in addition to the \$14 million programmed in the FFYs 2024–28 TIP to address a cost increase at the Reading turn track location. The Columbus Avenue, Phase 2, project received \$7.5 million in addition to the \$11.75 million in FFY 2024 of the FFYs 2024–28 TIP and an additional \$14.8 million programmed in FFY 2021 of the FFYs 2021–25 TIP. The total contribution by the Boston Region MPO to these projects is \$33.5 million for Jackson Square Station Accessibility Improvements, \$20 million for Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and \$34.05 million for Columbus Avenue Bus Lanes, Phase 2.
- The MPO programmed \$6.15 million for six projects in eight municipalities in FFY 2025 for a design pilot funding program intended to reduce barriers for municipalities that plan to advance projects for Regional Target funding, as programming on the TIP requires the completion of 25 percent design plans.
- The MPO programmed \$3.05 million to design two projects in FFY 2026. These projects, the Route 4/225 Interchange project in Lexington and Intersection Improvements at Route 126/135/MBTA and CSX Railroad in Framingham, are listed in the MPO's Long-Range Transportation Plan. These projects will be scored in the development of the FFYs 2026–30 TIP for their design funding as FFY 2026 approaches.
- The programmed amount of Project 607981, Somerville—McGrath Boulevard Construction, was increased to \$30,310,000 in FFY 2029. Prior advance construction schedules for the project recommended \$20,000,000 in FFY 2029 and \$13,840,000 in FFY 2030. This action was taken to alleviate financial pressures on future TIP cycles.

- The programmed amount of Project 606226, Boston–Reconstruction of Rutherford Avenue from City Square to Sullivan Square was increased to \$45,000,000 in FFY 2029. Prior advance construction schedules for the project recommended \$33,500,000 in FFY 2029. This action was taken to alleviate financial pressures on future TIP cycles through FFY 2032.
- In order to address funding constraints in FFY 2027, the MPO voted to delay Project 610662, Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street and Montvale Avenue, to FFY 2029 given a lack of significant design progress on the project since the FFYs 2021–25 TIP cycle.

Figure ES-1 shows how the Regional Target funding for FFYs 2025–29 is distributed across the MPO’s investment programs. As the chart shows, the Boston Region MPO’s Regional Target Program is devoted primarily to enhancing mobility and safety for all travel modes through significant investments in Complete Streets projects. A large portion of the MPO’s funding also supports the modernization of key regional roadways and transit infrastructure through investments in Major Infrastructure and Transit Transformation projects. The MPO also elected to leave approximately \$4.8 million unprogrammed.

Figure ES-1
FFYs 2025–29 TIP Regional Target Funding by MPO Investment Program



FFY = federal fiscal year. MPO = metropolitan planning organization. TIP = Transportation Improvement Program.
Source: Boston Region MPO.

In addition to the distribution of funding across the MPO’s investment programs listed above, Table ES-2 further details the number of projects and the allocation of funds to each program in the FFYs 2025–29 TIP. As noted in Figure ES-1, the MPO has programmed more than 99 percent of its available funding over five years. More details about every project funded through the MPO’s Regional Target Program are available in Chapter 3.

Table ES-2
FFYs 2025–29 Boston Region MPO Regional Target Investment 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

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

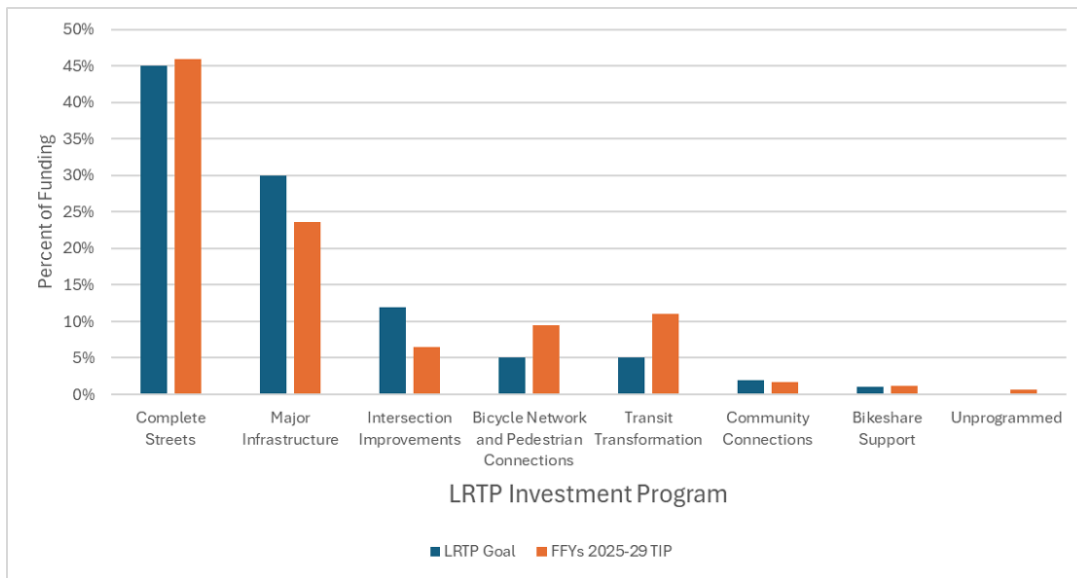
* This figure includes \$7 million in BikeShare Support funding starting in FFY 2026.

FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.

Source: Boston Region MPO.

When making decisions about which projects to fund, the MPO considers how the allocation of funds to each investment program compares to the funding goals outlined in the MPO's current Long-Range Transportation Plan. The FFYs 2025–29 TIP is the first to be informed by the LRTP *Destination 2050*, which was adopted by the MPO in 2023. The funding goals for investment programs set forth in the LRTP reflect the types of projects the MPO seeks to fund to help it achieve its goals and objectives for the region, from enhancing safety for all users to promoting mobility and accessibility across the region. More information on the MPO's goals and objectives is available in Chapter 1, and a comparison between LRTP investment program goals and program funding levels in the FFYs 2025–29 TIP is shown in Figure ES-2.

Figure ES-2
FFYs 2025–29 TIP: Regional Target Funding Levels Relative to LRTP Investment Program Goals

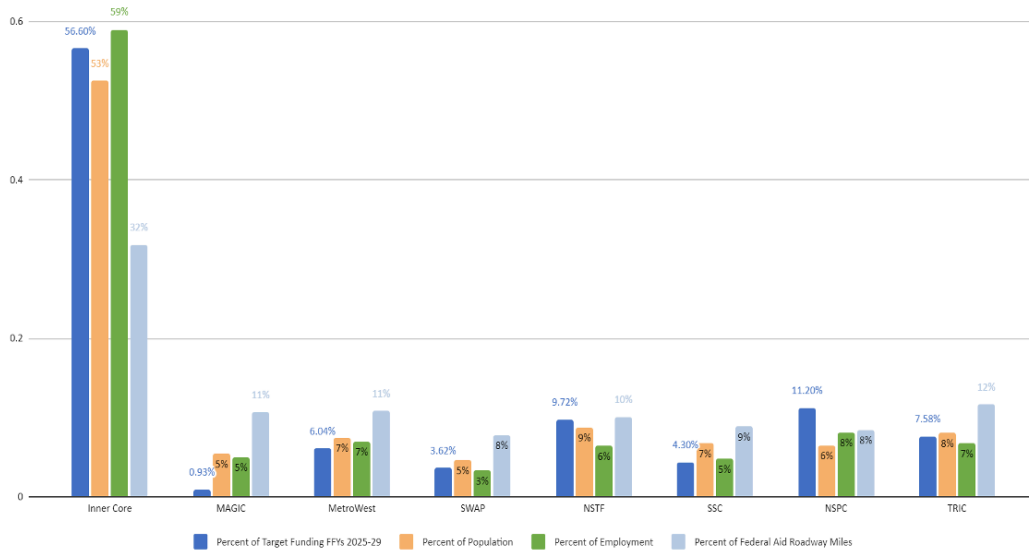


FFY = federal fiscal year. LRTP = Long-Range Transportation Plan. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

The investments made in the FFYs 2025–29 TIP will be implemented in 48 cities and towns throughout the Boston region, ranging from dense inner core communities to developing suburbs further from the urban center. Figure ES-3 illustrates the distribution of Regional Target funding among the eight subregions within the Boston Region MPO's jurisdiction, as defined by the Metropolitan Area Planning Council (MAPC). This figure also shows how the distribution of funds compares to key metrics for measuring the need for funding by subregion, including the percent of regional population, employment, and Federal-Aid roadway miles within each subregion.

Figure ES-3
FFYs 2025–29 TIP: Regional Target Funding Levels Relative to Key Indicators



Note: Unprogrammed funds and funds held for the MPO's Transit Transformation and Community Connections programs are not included in this figure. FFY = federal fiscal year. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MAPC = Metropolitan Area Planning Council. MetroWest = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = South West Advisory Committee. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council. Source: Boston Region MPO.

Additional information on the geographic distribution of Regional Target funding across the region, including a breakdown of funding by municipality, is included in Appendix D.

FINANCING THE FFYs 2025–29 TIP

Highway Program

The TIP Highway Program was developed with the assumption that federal funding for the state would range between \$818 million and \$882 million annually over the next five years. These amounts include the funds that would be set aside initially by MassDOT as payments for the Accelerated Bridge Program and exclude required matching funds. The funding levels for the FFYs 2025–29 TIP's Highway Program represent an increase of approximately two percent over those in the FFYs 2024–28 TIP.

The process of deciding how to use this federal funding in the Boston region follows several steps. First, MassDOT reserves funding for Grant Anticipation Notes (GANs) debt service payments for the Accelerated Bridge Program; annual GANs payments range between \$122 million and \$134 million annually over the first two years of this TIP. GANs payments for the Accelerated Bridge Program are expected to conclude in FFY 2026 but will pick back up in FFY 2032 (in future TIP cycles) to provide debt service payments for MassDOT's Next Generation Bridge Program.

The remaining Federal-Aid Highway Program funds are budgeted to support state and regional (i.e., MPO) priorities. In the FFYs 2025–29 TIP, \$1.09 billion to \$1.18 billion annually was available for programming statewide, including both federal dollars and the local match. MassDOT customarily provides the non-federal match (which can also be provided by other entities); thus, projects are typically funded with 80 percent federal dollars and 20 percent state dollars, depending on the funding program. Required matching funds for project design, capital purchases, and municipally-initiated operating service projects are often borne by the proponent of the project.

Next, MassDOT allocates funding across the following funding categories:

- **Reliability Investments:** These programs include the Bridge Program—comprising inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program.
- **Modernization Investments:** These programs include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation Systems (ITS) Program, and the Roadway Reconstruction Program.
- **Expansion Investments:** These programs include the Bicycle and Pedestrian Program and transit network expansions.

After accounting for GANs repayments, planning adjustments, and several other line items, MassDOT allocates roughly one-third of the total core formula funding apportioned by the Federal Highway Administration (FHWA) among the state's 13 MPOs for programming. This discretionary funding for MPOs is suballocated by formula to

determine the Regional Target amounts. The Boston Region MPO receives the largest portion of MPO funding in the state, with approximately 43 percent of Massachusetts' Regional Target funds allocated to the region. MassDOT develops these targets in consultation with the Massachusetts Association of Regional Planning Agencies (MARPA). This TIP was programmed with the assumption that the Boston Region MPO will have between \$125 million and \$161 million annually for Regional Target amounts, which consist of federal funding and state funding for the local match.

Each MPO may decide how to prioritize its Regional Target funding. Given that the Regional Target funding is a subset of the Highway Program, the MPO typically programs the majority of funding for roadway projects; however, the MPO has flexed portions of its highway funding to the Transit Program for transit expansion projects and through its Transit Transformation and Community Connections programs. The TIP Highway Program details the projects that will receive Regional Target funding from the Boston Region MPO and statewide infrastructure projects within the Boston region. Details on these investments are outlined in Chapter 3.

Transit Program

The Federal Transit Administration (FTA) allocates the funds programmed in the TIP Transit Program according to formula. The three regional transit authorities in the Boston Region MPO area that are recipients of these funds are the MBTA, CATA, and MWRTA. The MBTA, with its extensive transit program and infrastructure, is the recipient of the preponderance of the region's federal transit funds.

The current federal transportation legislation, the BIL, allocates funding to transit projects through the following formula programs:

- Section 5307 (Urbanized Area Formula Grants): Provides grants to urbanized areas to support public transportation based on levels of transit service, population, and other factors
- Section 5337 (Fixed Guideway/Bus): Seeks to maintain public transportation systems in a state of good repair through replacement and rehabilitation capital projects
- Section 5309 (Fixed Guideway Capital Investment Grants): Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors
- Section 5339 (Bus and Bus Facilities): Provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
- Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities): Provides funding to support transportation to meet the special needs of older adults and persons with disabilities

THE TIP DEVELOPMENT PROCESS

Overview

When determining which projects to fund through the Regional Target funding process, MPO members collaborate with municipalities, state agencies, members of the public, advocacy groups, and other stakeholders. The MPO board uses evaluation criteria in its project selection process to help identify and prioritize projects that advance progress across the MPO's six goal areas:

- Safety
- Mobility and Reliability
- Access and Connectivity
- Resilience
- Clean Air and Healthy Communities
- Transportation Equity

More information on the MPO's goal areas can be found on the *Destination 2050* website at bostonmpo.org/destination2050/.

Additionally, the MPO has established investment programs, which are designed to direct Regional Target funding towards MPO priority areas over the next 20 years, to help meet these goals. The investment programs are as follows:

- Intersection Improvements
- Complete Streets
- Major Infrastructure
- Bicycle Network and Pedestrian Connections

- Community Connections, which includes a Bikeshare Support Program
- Transit Transformation

Projects that the MPO selects to receive Regional Target funding through the TIP development process are included in one of the six investment programs listed above. More information on and descriptions of the MPO's investment programs are available in Chapter 2.

The MPO incorporates performance-based planning and programming (PBPP) practices into its TIP development and other processes. These practices are designed to help direct MPO funds towards achieving specific and measurable outcomes for the transportation system. MPO investments directly relate to the PBPP framework and further the MPO's goals and performance targets. With the development of the FFYs 2025-29 TIP, the MPO leveraged funding availability across all federal fiscal years to program new projects to address transit system reliability, traffic safety for all users, NHS bridge condition, and other priorities. The MPO will continue to closely link its performance targets, investment decisions, and monitoring and evaluation activities. More information on PBPP is available in Chapter 4 and Appendix A (Table A-2).

Outreach and Data Collection

The outreach process begins early in the federal fiscal year. Cities and towns designate TIP contacts and begin developing a list of priority projects to be considered for federal funding, and the MPO staff asks the staff of cities and towns in the region to identify their priority projects. MPO staff compiles the project funding requests into a Universe of Projects, which is a list of all Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects identified as potential candidates to receive funding through the TIP. In the development of the FFYs 2025–29 TIP, staff also began tracking potential Community Connections projects in the Universe of Projects.

Transit Transformation projects are not typically listed in the Universe of Projects as priority projects. Rather, projects from regional transit authorities are typically identified during their annual program development process. During the fall of this TIP cycle, the MPO invited the regional transit authorities to submit applications for funding from the new Transit Transformation program. The MPO also solicited additional transit projects later during the development of the FFYs 2025–29 TIP to utilize funding availability in FFYs 2025 and 2026.

The Universe includes projects at varying levels of readiness, from those with significant engineering and design work complete to those still early in the conceptual or planning stage. MPO staff collects data on each project in the Universe so that the projects may be evaluated.

Project Evaluation

MPO staff evaluates projects based on how well they address the MPO's goals. For MPO staff to conduct a complete project evaluation, Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must have a functional design report or the project plans must include the level of detail defined in a functional design report. A functional design report is usually prepared when a project nears the 25 percent design stage. To complete an evaluation for projects under consideration through the MPO's Community Connections program, project proponents must submit a completed application to MPO staff.

In response to significant cost increases in recent TIP cycles for projects already programmed for funding, the MPO board created a committee in the wake of the FFYs 2022–26 TIP cycle to further explore the causes of project cost increases and devise MPO policy changes to support more reliable project delivery. The TIP Project Cost Ad Hoc Committee began its work in June 2021 and advanced a set of policy recommendations to the full MPO board in September 2021. These changes were formally adopted by the MPO on November 4, 2021, and were in effect for the development of the FFYs 2025–29 TIP.

Among other changes, the MPO elected to codify its policy of requiring that project proponents submit 25 percent designs and obtain an updated cost estimate for their projects prior to being programmed in the TIP. While this new policy was in effect for the FFYs 2025–29 TIP cycle, the MPO desired to keep this threshold flexible; the design progress demonstrated by proponents of selected projects since their application for funding in the FFYs 2024–28 TIP indicated sufficient readiness for programming in the outer years of the FFYs 2025–29 TIP.

The evaluation results for all projects are presented to the MPO board members for their consideration for programming in the TIP. Draft scores are shared directly with project proponents, at which point proponents are encouraged to review the scores and provide feedback so that MPO staff may make any warranted adjustments to arrive at appropriate final results. Once proponents review their scores, final scoring results are posted on the MPO's website where MPO members, municipal officials, and members of the public may review them.

TIP Readiness Day

An important step toward TIP programming takes place midway through the TIP development cycle at a meeting—referred to as TIP Readiness Day—that both MassDOT and MPO staff attend. At this meeting, MassDOT project

managers provide updates about cost and schedule changes related to currently programmed projects. These cost and schedule changes must be taken into account as MPO staff helps the MPO board consider updates to the already programmed years of the TIP, as well as the addition of new projects in the outermost year of the TIP.

Among the other new policies advanced by the TIP Project Cost Ad Hoc Committee, the MPO board adopted a policy requiring proponents of projects that experienced a cost increase of 25 percent or more (for projects costing less than \$10 million) or \$2.5 million or more (for projects costing more than \$10 million) to present to the MPO board on the reasons for these cost increases. The MPO would then compare these projects—at the new costs—to other projects and consider this cost-effectiveness evaluation when deciding whether or not to fund the projects at the higher costs. These cost changes are most often revealed through conversations between MassDOT staff and MPO staff during TIP Readiness Day, making this new policy especially relevant at this stage of TIP development.

Staff Recommendation and Draft TIP

Using the evaluation results and information about project readiness (i.e., the extent to which a project is fully designed and ready for construction), MPO staff prepares a recommendation or a series of programming scenarios for how to program the Regional Target funding in the TIP. Other considerations, such as whether a project was included in the LRTP, addresses an identified transportation need, or promotes distribution of transportation investments across the region, are also incorporated into these programming scenarios. The staff recommendation is always financially constrained—meaning, subject to available funding. There was approximately \$723 million of Regional Target funding available to the Boston Region MPO for FFYs 2025–29. In this TIP cycle, the MPO board members discussed several scenarios for the Regional Target Program for highway projects and selected a preferred program in April 2024.

In addition to prioritizing the Regional Target funding, the MPO board reviews and endorses the statewide highway program that MassDOT recommends for programming. The board also reviews and endorses programming of funds for the MBTA's, CATA's, and MWRTA's transit capital programs.

Approving The TIP

After selecting a preferred programming scenario, usually in April, the MPO board votes to release the draft TIP for a 21-30 day public review period. The comment period typically begins in late April, and during this time the MPO invites members of the public, municipal officials, and other stakeholders in the Boston region to review the proposed program and submit feedback. During the public review period, MPO staff hosts public meetings to discuss the draft TIP document and elicit additional comments.

After the public review period ends, the MPO board reviews all municipal and public comments and may change elements of the document or its programming. The MPO board then endorses the TIP and submits it to the Federal Highway Administration (FHWA) and the Federal Transit Administration for approval. MassDOT incorporates the MPO-endorsed TIP into the State Transportation Improvement Program (STIP). The FHWA, FTA, and United States Environmental Protection Agency review the STIP for certification by September 30, the close of the federal fiscal year.

Updates To The TIP

Even after the TIP has been finalized, administrative modifications, amendments, and adjustments often must be introduced because of changes in project schedules, project costs, funding sources, or available revenues. This may necessitate reprogramming a project in a different funding year or programming additional funds for a project.

Notices of administrative modifications and amendments are posted on the MPO's website. If an amendment is necessary, the MPO notifies affected municipalities, stakeholders, and members of the public via email. The MPO typically holds a 21-day public review period before taking final action on an amendment. In extraordinary circumstances, the MPO may vote to shorten the public review period to a minimum of 15 days. Administrative modifications and adjustments are minor and usually do not warrant a public review period.

Stay Involved With The TIP

Public engagement is an important aspect of the transportation planning process. Please visit [bostonmpo.org](https://www.bostonmpo.org) for more information about the MPO, to view the entire TIP, and to submit your comments. You also may wish to sign up for email news updates and notices by visiting [bostonmpo.org/subscribe](https://www.bostonmpo.org/subscribe) and submitting your contact information. To request a copy of the TIP in accessible formats, please contact the MPO staff by any of the following means:

Mail: Boston Region MPO c/o CTPS MPO Activities Group, 10 Park Plaza, Suite 2150, Boston, MA 02116-3968

Telephone: 857.702.3700 (voice)

For people with hearing or speaking difficulties, connect through the state MassRelay service:

- Relay Using TTY or Hearing Carry-over: 800.439.2370
- Relay Using Voice Carry-over: 866.887.6619
- Relay Using Text to Speech: 866.645.9870

Email: publicinfo@ctps.org

The Executive Summary of the FFYs 2025–29 TIP is also available as a translation:

- 執行總結 (PDF)
- 执行总结 (PDF)
- Rezime Egzekitif (PDF)
- Resumen Ejecutivo (PDF)
- Resumo Ejecutivo (PDF)

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Chapter 1: 3C Transportation Planning in the Boston Region

Chapter 1—3C Transportation Planning in the Boston Region

Decisions about how to allocate transportation funds in a metropolitan area are guided by information and ideas gathered from a broad group of people, including elected officials, municipal planners and engineers, transportation advocates, and interested residents. Metropolitan planning organizations (MPO) provide a forum for this decision-making process. Each metropolitan area in the United States with a population of 50,000 or more is required by federal legislation to establish an MPO, which decides how to spend federal transportation funds for capital projects and planning studies in the area.

The Boston Region Metropolitan Planning Organization performs this function for the 97 municipalities in eastern Massachusetts that comprise the MPO's planning area. This MPO develops plans for funding transportation projects and programs; maintains transportation models and data resources to support studies, system performance monitoring, and air quality determinations; and conducts an ongoing public engagement process.

The Transportation Planning Process

The federal government regulates the funding, planning, and operation of the surface transportation system through the federal transportation program, which was enacted into law through Titles 23 and 49 of the United States Code. [Section 134 of Title 23 of the Federal Aid Highway Act](#), as amended, and [Section 5303 of Title 49 of the Federal Transit Act](#), as amended.

The most recent reauthorization of the federal surface transportation law is the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL sets policies related to metropolitan transportation planning and requires that all MPOs carry out a continuing, comprehensive, and cooperative (3C) transportation planning process.

The Boston Region MPO, which is responsible for carrying out the 3C planning process in the Boston region, has established the following objectives for the process:

- Identify transportation problems and develop possible solutions
- Ensure that decision-making balances short- and long-range considerations and adequately reflects the range of possible future scenarios, options, and consequences
- Represent both regional and local considerations, and both transportation and non-transportation objectives and impacts, in the analysis of project issues
- Assist implementing agencies in effecting timely policy and project decisions with adequate consideration of environmental, social, fiscal, and economic impacts, and with adequate opportunity for participation by other agencies, local governments, and the public
- Help implementing agencies prioritize transportation activities in a manner consistent with the region's needs and resources

- Comply with the requirements of the [BIL](#), the [Americans with Disabilities Act of 1990](#), the [Clean Air Act of 1990](#), the [Civil Rights Act of 1964](#), [Executive Order 12898](#) (regarding environmental justice), [Executive Order 13166](#) (regarding outreach to populations with limited English-language proficiency), and Executive Order 13330 (regarding the coordination of human-services transportation)

More information about the federal, state, and regional guidance governing the transportation planning process, and about the regulatory framework in which the MPO operates can be found in Appendix E.

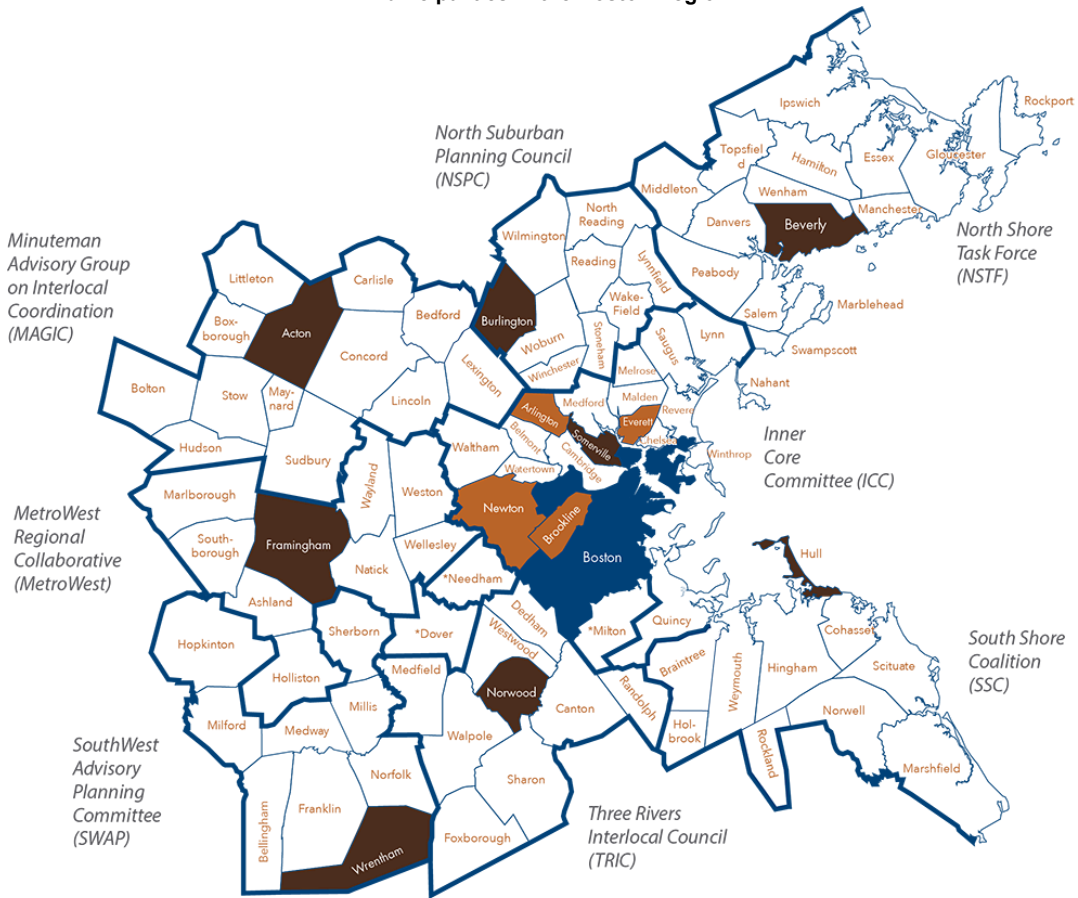
THE BOSTON REGION MPO

Planning Area

The Boston Region MPO's planning area extends across 97 cities and towns from Boston north to Ipswich, south to Marshfield, and west to Interstate 495.

Figure 1-1 shows the map of the Boston Region MPO's member municipalities.

**Figure 1-1
Municipalities in the Boston Region**



*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.

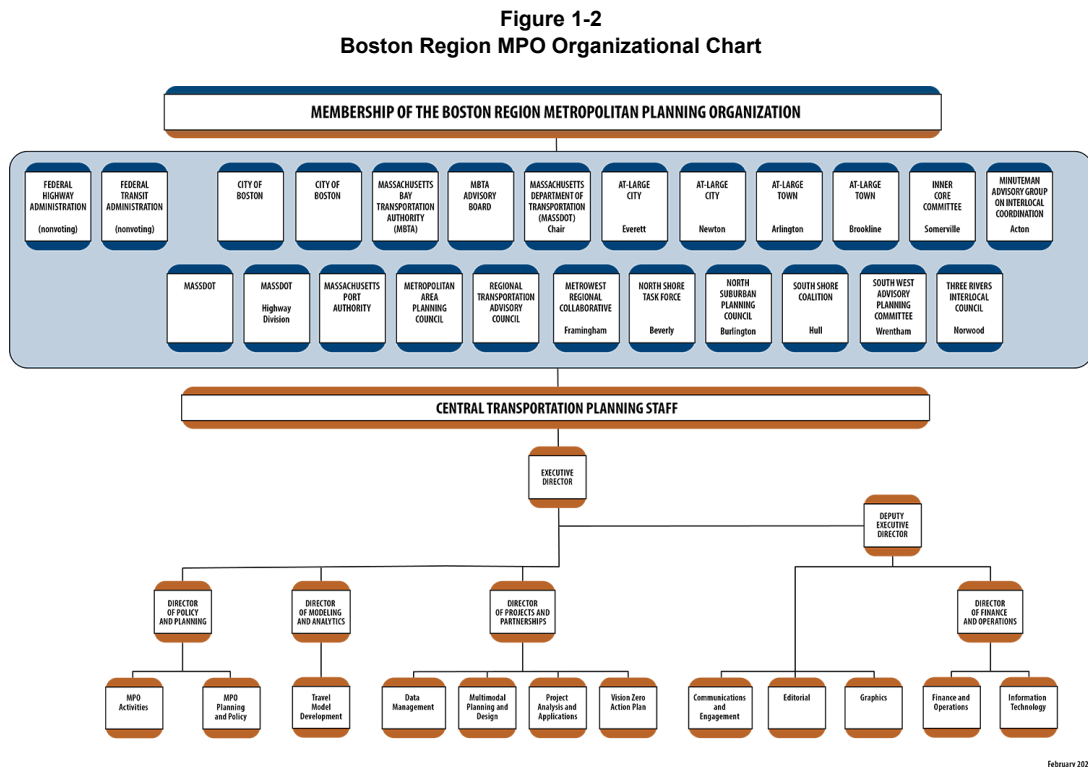
- 97 Cities and towns
- Subregion boundary
- MPO representative from subregion
- MPO city or town at-large representative
- Boston has two permanent MPO representatives

MPO Board Members and Staff

The MPO's board comprises 22 voting members. Several state agencies, regional organizations, and the City of Boston are permanent voting members, while 12 municipalities are elected as voting members for three-year

terms. Eight municipal members represent each of the eight subregions of the Boston region, and there are four at-large municipal seats. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) participate on the MPO board as advisory (nonvoting) members. More details about the MPO's permanent members can be found in Appendix F.

Figure 1-2 shows MPO membership and the organization of the Central Transportation Planning Staff, which serves as staff to the MPO.



A Vision for the Region

The following paragraph is the MPO's vision statement, as adopted in *Destination 2050*, the MPO's current Long-Range Transportation Plan (LRTP), which was adopted in July 2023:

The Boston Region Metropolitan Planning Organization envisions an equitable, pollution-free, and modern regional transportation system that gets people to their destinations safely, easily, and reliably, and that supports an inclusive, resilient, healthy, and economically vibrant Boston Region.

When developing this vision statement, the MPO members took into consideration the significant public input received during the drafting of the Needs Assessment for *Destination 2050*. This statement also reflects the desire to emphasize the maintenance and RES of the transportation system while supporting the MPO's six core goals: Transportation Equity; Safety; Mobility and Reliability; Access and Connectivity; Resiliency; and Clean Air and Healthy Communities.

More information on the MPO's vision, goals, and objectives for the transportation system is available in Figure 1-3.

**Figure 1-3
Vision, Goals, and Objectives**

GOALS	OBJECTIVES
EQUITY	blank
Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.	<ul style="list-style-type: none"> • Facilitate an inclusive and transparent engagement process with a focus on involving people in disadvantaged communities.* • Ensure that people have meaningful opportunities to share needs and priorities in a way that influences MPO decisions.

	<ul style="list-style-type: none"> • Eliminate harmful environmental, health, and safety effects of the transportation system on people in disadvantaged communities. • Invest in high-quality transportation options in disadvantaged communities to fully meet residents' transportation needs. <p>* Disadvantaged communities are those in which a significant portion of the population identifies as an MPO TE population—people who identify as minority, have limited English proficiency, are 75 years old or older or 17 years old or younger, or have a disability—or has low income.</p>
SAFETY	blank
Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.	<ul style="list-style-type: none"> • Eliminate fatalities, injuries, and safety incidents experienced by people who walk, bike, roll, use assistive mobility devices, travel by car, or take transit. • Prioritize investments that improve safety for the most vulnerable roadway users: people who walk, bike, roll, or use assistive mobility devices. • Prioritize investments that eliminate disparities in safety outcomes for people in disadvantaged communities.
MOBILITY AND RELIABILITY	blank
Support easy and reliable movement of people and freight.	<ul style="list-style-type: none"> • Enable people and goods to travel reliably on the region's transit and roadway networks. • Prioritize investments that address disparities in transit reliability and frequency for people in disadvantaged communities. • Reduce delay on the region's roadway network, emphasizing solutions that reduce single-occupancy-vehicle trips, such as travel demand management. • Prioritize investments that reduce delay on the region's transit network. • Support reliable, safe travel by keeping roadways, bridges, transit assets, and other infrastructure in a state of good repair, and prioritize these investments in disadvantaged communities. • Modernize transit systems and roadway facilities, including by incorporating new technology that supports the MPO's goals, such as electric-vehicle technologies.
ACCESS AND CONNECTIVITY	blank
Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.	<ul style="list-style-type: none"> • Improve multimodal access to jobs, affordable housing, essential services, education, logistics sites, open space, and other key destinations. • Prioritizing transportation investments that support the region's and the Commonwealth's goals for housing production, land use, and economic growth. • Increase people's access to transit, biking, walking, and other non-single-occupancy-vehicle

	<p>transportation options to expand their travel choices and opportunities.</p> <ul style="list-style-type: none"> • Prioritize investments that improve access to high quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go. • Close gaps in walking, biking, and transit networks and support interorganizational coordination for seamless travel. • Remove barriers to make it easy for people of all abilities to use the transportation system, regardless of whether they walk, bike, roll, use assistive mobility devices, or take transit.
RESILIENCY	blank
<p>Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.</p>	<ul style="list-style-type: none"> • Prioritize investments to make the region's roadway and transit infrastructure more resilient and responsive to current and future climate hazards, particularly within areas vulnerable to increased heat and precipitation, extreme storms, winter weather, and sea level rise. • Prioritize resiliency investments in disadvantaged communities and in areas that bear disproportionate climate and environmental burdens. • Prioritize investments in transportation resiliency that improve emergency access and protect evacuation routes. • Prioritize investments that include nature-based strategies such as low-impact design, pavement reduction, and landscape buffers to reduce runoff and negative impacts to water resources, open space, and environmentally sensitive areas.
CLEAN AIR AND HEALTHY COMMUNITIES	blank
<p>Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.</p>	<ul style="list-style-type: none"> • Reduce transportation-related greenhouse gases, other air pollutants, and growth in vehicle-miles traveled by encouraging people and goods to move by non-single-occupancy-vehicle modes. • Support transit vehicle electrification and use of electric vehicles throughout the transportation system to reduce greenhouse gases and other air pollutants. • Prioritize investments that address air pollution and environmental burdens experienced by disadvantaged and vulnerable communities. • Support public health through investments in transit and active transportation options and by improving access to outdoor space and healthcare.

Certification Documents

As part of its 3C process, the Boston Region MPO produces the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP) annually, and the Long-Range Transportation Plan every four years. These documents, referred to as *certification documents*, are required for the federal government to certify the MPO's planning process. This federal certification is a prerequisite for the MPO to receive federal transportation funds. An inclusive public engagement process accompanies the development of each certification document.

The Long-Range Transportation Plan

The LRTP guides decision-making on investments that will be made in the Boston region's transportation system over the next two decades. It defines an overarching vision of the future of transportation in the region, establishes goals and objectives that will lead to achieving that vision, and allocates projected revenue to transportation projects and programs consistent with the established goals and objectives.

Destination 2050, the current LRTP, was endorsed by the MPO board in July 2023 and went into effect on October 1, 2023.

The Transportation Improvement Program

The TIP is a multimodal program of transportation improvements, consistent with the LRTP, that describes and prioritizes transportation projects that are expected to be implemented during a five-year period. The TIP contains a financial plan that shows the current or proposed revenue sources for each project.

The types of transportation projects funded include major highway reconstruction and maintenance, arterial and intersection improvements, public transit expansion and maintenance, bicycle paths and facilities, improvements for pedestrians, and first- and last-mile connections to transit or other key destinations.

An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP) for submission to the FHWA, FTA, United States Environmental Protection Agency, and the Massachusetts Department of Environmental Protection for approval. Investments programmed in the TIP and STIP are also reflected in Massachusetts Department of Transportation's (MassDOT) Capital Investment Plan, which shows capital expenditures in the state over a five-year period.

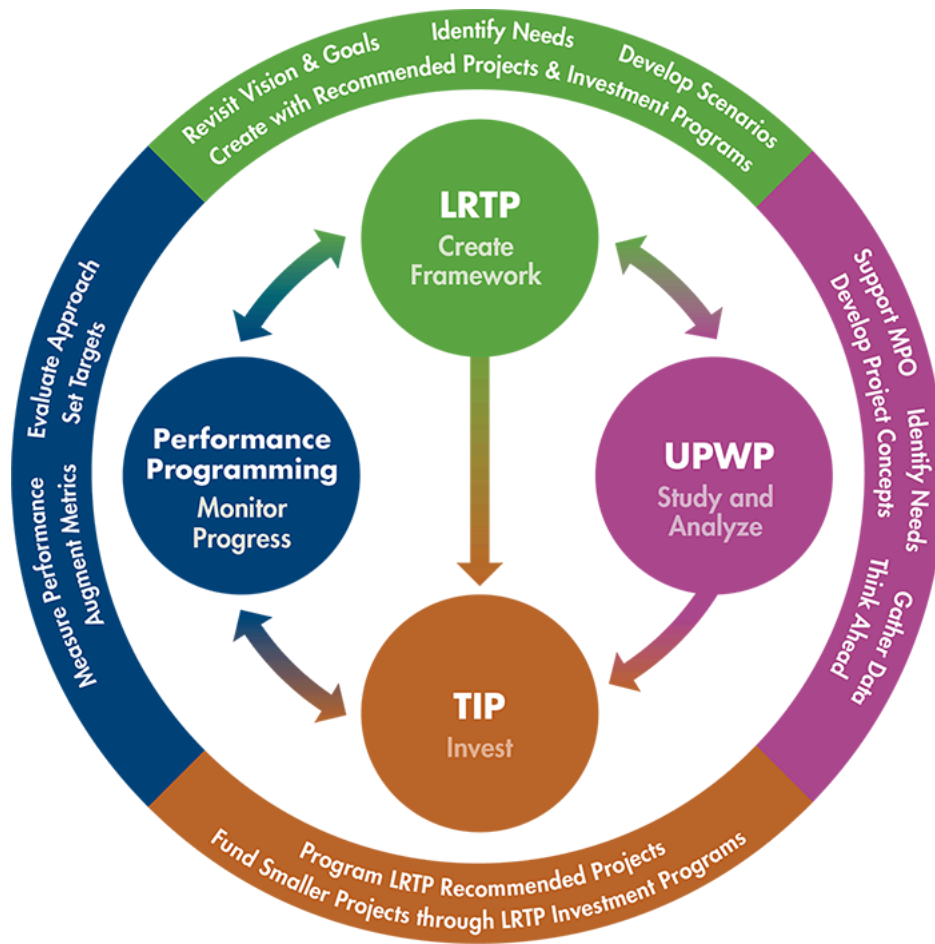
The Unified Planning Work Program

The UPWP contains information about transportation planning studies that will be conducted by MPO staff during the course of a federal fiscal year, which runs from October 1 through September 30. The UPWP describes all of the supportive planning activities undertaken by the MPO staff, including data resources management, preparation of the federally required certification documents, and ongoing regional transportation planning assistance.

The UPWP often offers a means to study transportation projects and alternatives before advancing to further design, construction, and possible future programming through the TIP. The studies and work products programmed for funding through the UPWP are integrally related to other planning initiatives conducted by the Boston Region MPO, MassDOT, the Massachusetts Bay Transportation Authority, the Massachusetts Port Authority, the Metropolitan Area Planning Council, and municipalities in the Boston region.

Figure 1-4 depicts the relationship between the three certification documents and the MPO's performance-based planning and programming process, which is a means to monitor progress towards the MPO's goals and to evaluate the MPO's approach to achieving those goals.

Figure 1-4
Relationship between the LRTP, TIP, UPWP,
and Performance-Based Planning Process



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Chapter 2: The TIP Process

INTRODUCTION TO THE TIP PROCESS

Transportation improvements are part of the solution to many critical regional, state, national, and even global problems, such as traffic congestion, air pollution, fatalities and injuries on roadways, climate change, and environmental injustice. Therefore, one of the most important decisions a metropolitan planning organization (MPO) faces is deciding how to allocate limited funds for transportation projects and programs. Because there is insufficient funding available for all projects that would address these problems, an MPO's investment choices must be guided by policies that help identify the most viable and effective solutions.

The Boston Region MPO is guided by the policies in its Long-Range Transportation Plan (LRTP) and the MPO develops a Transportation Improvement Program (TIP) to prioritize the expenditure of federal funds on transportation projects. The MPO staff manages the development of both plans.

During the annual development process for the TIP, the MPO staff supports the MPO board by evaluating project funding requests from municipalities and state transportation agencies. The staff proposes a range of alternative scenarios for the programming of new and ongoing projects based on anticipated yearly funding levels, and work with the board to create a draft TIP document. The staff facilitates a public engagement process that affords the public an opportunity to comment on proposed projects and review the draft TIP before the MPO board endorses the final document.

FUNDING the TIP

Federal Funding Framework

The first step in allocating federal transportation funds is the passage by the United States Congress of a multiyear act that establishes a maximum level of federal transportation funding per federal fiscal year (FFY). The establishment of this level of funding is referred to as an *authorization*. The most recent authorization act, the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The BIL governed the development of the FFYs 2025–29 TIP by establishing new formula funding levels, reauthorizing existing discretionary grant programs and creating new ones, and setting policy priorities. (More information on the impacts of the BIL on the development of the FFYs 2025–29 TIP is available throughout this report, with specific guidance on new BIL Planning Emphasis Areas available in Appendix E.)

After the authorization level has been established, the United States Department of Transportation annually allocates funding among the states according to various federal formulas. This allocation is referred to as an *apportionment*. The annual apportionment rarely represents the actual amount of federal funds that are ultimately committed to a state because of federally imposed limitations on spending in a given fiscal year, referred to as the *obligation authority*. In Massachusetts, TIPs are developed based on the estimated obligation authority.

Federal Highway Program

The TIP Highway Program was developed with the assumption that funding for Massachusetts from the Federal-Aid Highway Program would range between \$818 million and \$882 million annually over the next five years. These figures do not include matching funds provided for projects by the state or local entities. Projects are typically funded with 80 percent federal dollars and 20 percent state dollars, depending on the funding program, while costs for project design are often borne by the proponent of the project. With the addition of matching funds, approximately \$1.09 billion to \$1.18 billion was available statewide for projects in FFYs 2025–29.

The process of determining the MPO's share of this federal funding for the Boston region followed several steps. First, the Massachusetts Department of Transportation (MassDOT) reserved funding for Grant Anticipation Notes (GANs) debt service payments for the Accelerated Bridge Program; these payments are expected to conclude in FFY 2026. Then, the remaining Federal-Aid Highway Program funds were budgeted to support state and regional (i.e., MPO) priorities. The funding for regional priorities is referred to as Regional Target funds.

Regional Targets

The Regional Targets are discretionary funds for MPOs, suballocated by formula to each metropolitan planning region. The Boston Region MPO receives about 43 percent of the total funds available statewide for Regional Targets. MassDOT developed the target formula for determining this distribution of funds in consultation with the Massachusetts Association of Regional Planning Agencies (MARPA).

Each MPO in the state can decide how to prioritize its Regional Target funding. The Boston Region MPO does this by engaging its 97 cities and towns in an annual TIP development process. Given that the Regional Target funding originates from the Federal-Aid Highway Program, the Boston Region MPO board typically programs the majority of its target funding on roadway projects; however, the MPO board has flexed portions of its TIP Highway Program funding to the TIP's Transit Program, most notably when the MPO board provided funding in support of the Green Line Extension transit expansion project.

In addition, this FFYs 2025–29 TIP includes an annual allotment of funding to the MPO's Transit Transformation Program. This commitment to flex Federal-Aid Highway funds to transit projects on a yearly basis is an affirmation of the regional goals to support multimodal transportation options in a meaningful way. More information on the MPO's investment strategy is discussed later in this chapter.

During the next five years, the Boston Region MPO's total Regional Target funding will be approximately \$727.9 million, an average of \$145.6 million per year. As with the overall increase in funding for the Highway Program from the BIL, the MPO's Regional Target funds increased 4.4 percent per year in the FFYs 2025–29 TIP relative to the levels planned for in the development of the FFYs 2024–28 TIP. The continued absence of GANs funding in FFY 2029 drove this increase. Funding levels in FFYs 2025 through 2028 remain unchanged from the previous TIP.

Federal Highway Administration Programs

The Federal-Aid Highway Program dollars discussed in this chapter are delivered through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements. Table 2-1 lists the programs in the BIL that fund projects in the FFYs 2025–29 TIP.

Table 2-1
Federal Highway Administration Programs Applicable to the FFYs 2025–29 Transportation Improvement Program

Bipartisan Infrastructure Law Program	Eligible Uses
Bridge Formula Program (BFP)	Efforts to replace, rehabilitate, preserve, protect, and construct highway bridges
Carbon Reduction Program (CARBON)	Projects that reduce transportation emissions or develop carbon reduction strategies.
Congestion Mitigation and Air Quality Improvement (CMAQ)	A wide range of projects to reduce congestion and improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter
Highway Safety Improvement Program (HSIP)	Implementation of infrastructure-related highway safety improvements
Metropolitan Planning	Facilities that contribute to an intermodal transportation system, including intercity bus, pedestrian, and bicycle facilities
National Electric Vehicle Infrastructure (NEVI) Program	Projects that support the strategic deployment of electric vehicle (EV) charging infrastructure and establish an interconnected EV network to facilitate data collection, access, and reliability
National Highway Freight Program (NHFP)	Projects that improve the efficient movement of freight on the National Highway Freight Network
National Highway Performance Program (NHPP)	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network; replacement or rehabilitation of any public bridge; and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Resiliency improvements, including improvements to community resilience and evacuation routes, and at risk coastal infrastructure. Highway, transit, and port projects are also eligible.
Surface Transportation Block Grant Program (STBGP)	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities
Transportation Alternatives Program (TAP)	A set-aside from the STBGP that funds the construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements)

Source: Federal Highway Administration.

Federal Transit Program

Federal aid for public transit authorities is allocated by formula to urbanized areas (UZAs). MassDOT is the recipient of this federal aid in the Boston MA-NH-RI UZA. In UZAs with populations greater than 200,000, such as the Boston MA-NH-RI UZA, the distribution formula factors in passenger-miles traveled, population density, and other factors associated with each transit provider. The three regional transit authorities (RTAs) in the Boston Region MPO area are the Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), and Cape Ann Transportation Authority (CATA). The MBTA, with its extensive transit program and infrastructure, is the recipient of the preponderance of federal transit funds in the region.

The Federal Transit Administration (FTA) distributes funding to transit agencies through several different programs. As previously noted, the MPO also converts some of its FHWA funding to FTA to support transit investments. Table

2-2 shows FTA programs in the BIL that support transit investments in the FFYs 2025–29 TIP.

**Table 2-2
Federal Transit Administration Programs Applicable to the FFYs 2025–29 Transportation Improvement Program**

Bipartisan Infrastructure Law Program	Eligible Uses
Urbanized Area Formula Grants (Section 5307)	Transit capital and operating assistance in urbanized areas
Fixed Guideway/Bus (Section 5337)	Replacement, rehabilitation, and other state-of-good-repair capital projects
Bus and Bus Facilities (Section 5339)	Capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities
Fixed-Guideway Capital Investment Grants (Section 5309)	Grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors

Source: Federal Transit Administration.

INVESTMENT FRAMEWORKS

MPO Investment Framework

As mentioned previously, each MPO in the state can decide how to prioritize the Regional Target funding it receives through the processes established by FHWA and MassDOT. The Boston Region MPO's LRTP defines the investment framework that informs the specific investment decisions made in the TIP by establishing

- the MPO's transportation vision, goals, and objectives, which shape the MPO's project evaluation criteria;
- MPO investment programs; and
- other guidelines that help the MPO determine how to allocate funding across its investment programs.

MPO Goals and Objectives

The MPO's goals and objectives provide the foundation for the evaluation criteria that the MPO board uses when selecting transportation projects to be funded with Regional Target dollars. MPO staff compares candidate projects' characteristics to these criteria to evaluate whether individual projects can help the MPO advance its various goals. The criteria used to select projects for this TIP are based on the MPO's goals and objectives, adopted as part of *Destination 2050*, which is the LRTP the MPO endorsed in July 2023. Chapter 1 lists these goals and objectives.

MPO Investment Programs

In *Destination 2050* and the prior LRTP, *Destination 2040*, the MPO strengthened the link between its spending and improvements to transportation performance by revising its investment programs to include a broader range of prospective projects. These investment programs focus on specific types of projects that the MPO expects will help achieve its goals and objectives for the transportation system. The MPO created these programs to give municipalities the confidence that if they design these types of projects, the MPO will be willing to fund them through the TIP:

- Complete Streets
- Intersection Improvements
- Bicycle Network and Pedestrian Connections
- Major Infrastructure (including highway funds flexed to major transit infrastructure)
- Community Connections
- Transit Transformation
- Bikeshare Support

The MPO has taken a clear stance that investing in transit is central to improving the region's broader transportation system. The MPO established the Transit Modernization program in *Destination 2040*, which became the Transit Transformation program in *Destination 2050*. The Transit Transformation program represents a significant shift in the MPO's investment strategy as funding will be allocated to transit projects on an annual basis. In prior years, the MPO only funded transit projects on a one-off basis when funding was requested for specific projects in the region. By creating the programming infrastructure to reallocate Regional Target highway funds to transit projects annually, the Boston Region MPO has established itself as a leader among MPOs nationally by crafting an investment strategy that is truly multimodal.

The MPO funded multiple Transit Transformation projects in FFY 2025 and FFY 2026 to make use of funding surpluses. The MPO has also continued to reserve funding in the amount of \$5 million in FFY 2026 and \$6.5 million in each following fiscal year for future allocation. The MPO will continue to work with municipalities and transit providers in the region to identify transit needs and determine the most effective use of this funding; the FFYs 2025–29 TIP invested in five projects from regional transit authorities, a first for the Transit Transformation program. In addition to two other MBTA projects in Central Square in Cambridge and Boston's Roxbury neighborhood, a systemwide Pedal-and-Park modernization project spanning 13 MBTA stations in nine municipalities was funded by the MPO in FFY 2025.

As with the original Transit Modernization program, the MPO also will continue to work with municipalities to develop and fund transit improvements as part of larger projects through the Complete Streets investment program. In *Destination 2040*, the MPO added dedicated bus lanes and climate resiliency measures as eligible projects.

In this FFYs 2025–29 TIP, the MPO funded 10 other Community Connections projects in addition to the 34 projects funded in the previous four TIP cycles. Funding for the Community Connections, Transit Transformation, and Bikeshare Support Programs continues to be reserved in FFYs 2026–29 for allocation in future TIP cycles.

More information on the projects selected for funding in each of the MPO's investment programs can be found in Chapter 3.

Other Funding Guidelines

Major Infrastructure Projects

Since 2015, the MPO has chosen to prioritize lower-cost, smaller-scale projects in most investment areas, while limiting larger projects to the Major Infrastructure program. Early in the development of the FFYs 2022–26 TIP, the MPO reassessed its definition of Major Infrastructure projects, adopting a new definition through sequential votes on August 20, 2020, and October 1, 2020. This revised definition persists in the FFYs 2025–29 TIP. The MPO previously defined Major Infrastructure projects as those that cost more than \$20 million or that add capacity to the transportation network. The MPO's revised definition classifies Major Infrastructure projects as follows:

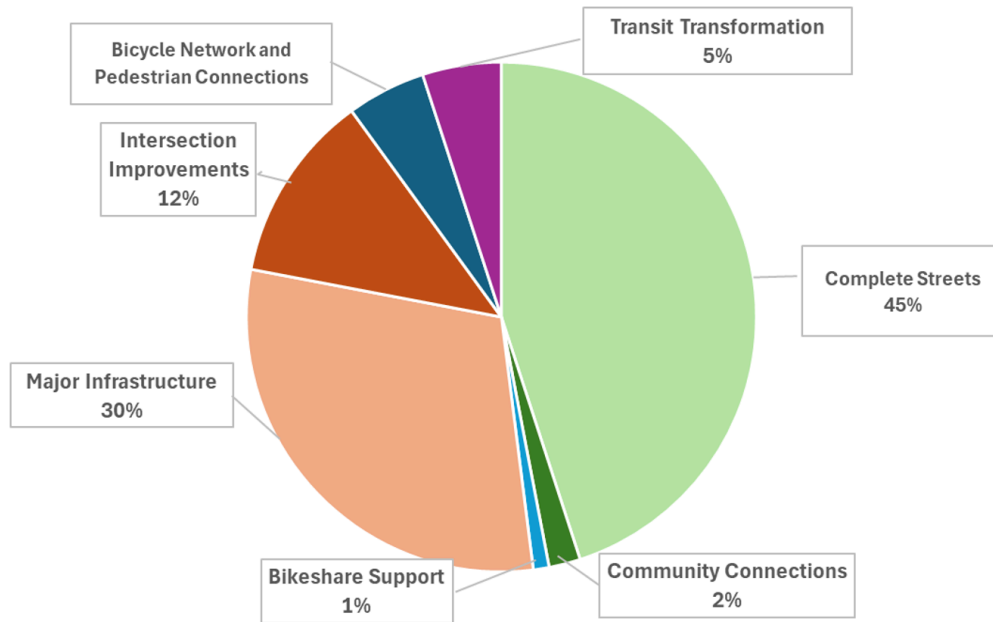
- Roadway projects:
 - Capital projects that improve facilities that are important to regional travel, which include
 - interstate highways
 - principal arterial freeways and expressways
 - all sections of roadways classified as principal arterial "other" that have fully or partially controlled access
 - Regionally significant projects that cost \$50 million or more
- Transit projects:
 - Capital projects that add new connections to or extend the rail or fixed guideway transit network
 - Regionally significant projects that cost \$50 million or more

Under the MPO's prior Major Infrastructure definition, the relatively low-cost threshold caused several large-scale Complete Streets projects to be classified as Major Infrastructure projects although they were local in nature. The changes outlined above are intended to focus the Major Infrastructure investment program on those projects that are of significant scale or that are truly important for the broader region. This allows the MPO to better compare projects when conducting project evaluations.

Categorizing Projects

Because the MPO considers the five-year distribution of TIP funds across its investment programs relative to the goals set forth in the LRTP (as shown in Figure 2-1), properly categorizing projects is a critical component of the MPO's decision-making process. Funding allocation goals are some of the LRTP-based guidelines the MPO employs to ensure limited Regional Target funding is programmed in ways that best achieve the MPO's goals for transportation in the region.

Figure 2-1
Destination 2050 Funding Goals by MPO Investment Program



Source: Boston Region MPO.

Project Cost Estimates

The MPO requires that project proponents submit 25 percent designs and obtain an updated cost estimate for their project prior to being programmed in the TIP. This standard was set by the MPO as part of a multi-pronged effort to reduce the prevalence of cost increases and delays for projects that have already been selected for funding in the TIP.

MassDOT and Transit Agency Investment Frameworks

MassDOT and the MBTA each update their rolling five-year Capital Investment Plans (CIP) on an annual basis. MassDOT's CIP identifies priority roadway, bridge, and statewide infrastructure projects for the five MassDOT divisions and includes funding for specific transit projects such as the South Coast Rail. The MBTA's CIP outlines the agency's five-year investment strategy for transit projects in its service area. Both CIP processes use a similar framework that prioritizes funding according to statewide strategic goals for the transportation system. Reliability is the top priority for MassDOT and the MBTA, followed by modernization and then expansion. Both agencies have created investment programs for their respective CIPs that relate to these strategic goals and allocate funding to these programs in ways that emphasize their priority. These goals and investment programs are as follows:

- Reliability:** These investments are oriented toward maintaining and improving the overall condition and reliability of the transportation system. They include capital maintenance projects, state-of-good-repair projects, and other asset management and system preservation projects. The MassDOT Highway Division programs in this area include the Bridge Program—including inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program. MBTA reliability programs include its Revenue Vehicles Program; Track, Signals, and Power Program; Bridge and Tunnel Program; Stations Program; Facilities Program; and Systems Upgrade/Other investments.
- Modernization:** These investments enhance the transportation system to make it safer and more accessible and to accommodate growth. These projects address compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements; exceed state-of-good-repair thresholds to modernize existing assets; and provide expanded capacity to accommodate current or anticipated demand on transportation systems. The MassDOT Highway Division programs in this area include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation System (ITS) Program, and the Roadway Reconstruction Program. MBTA programs in this area include the Red and Orange Line Improvements Program, the Commuter Rail Safety and Resiliency Program, the Accessibility Program, the Risk Management and Mitigation Program, the Automated Fare Collection (AFC) Program, the Rail Transformation Program, and the Customer Experience and Technology Improvements Program.

- **Expansion:** These investments provide more diverse transportation options for communities throughout the Commonwealth. They expand highway, transit, and rail networks and/or services, or they expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives. The MassDOT Highway Division programs in this area include the Bicycle and Pedestrian Program and the Capacity Program. The MBTA's major expansion program is for the Red-Blue Connector extension of the Blue Line from Bowdoin Station to Charles/MGH Station.

DEVELOPING THE TIP

Project Selection Process

Overview

The MPO applies its investment framework when developing the TIP. The MPO board's process for selecting projects to receive Regional Target funding relies on evaluation criteria to help identify and prioritize projects that advance the MPO's goals. The criteria are based on the MPO's goals and objectives outlined in the LRTP. All projects are required to show consistency with the LRTP and other statewide and regional plans. Other considerations include the readiness of a project for construction and municipal support for the project. Background information about the TIP project evaluation process is presented in Appendix A.

Following the adoption of *Destination 2050* in July 2023, the MPO revised the TIP evaluation criteria to better align with the MPO's updated goals, objectives, and investment programs, including a new resilience goal area. These new criteria were employed during the project selection process for the FFYs 2025–29 TIP. The final criteria were informed by robust public engagement conducted during the development of *Destination 2050*, and developed through an update process that engaged MPO members, staff, and external stakeholders. The most significant update to the criteria for the FFYs 2025–29 TIP was the development of new and broader resilience evaluation metrics to align with the resilience goal area in *Destination 2050* and elevate resilience to equal consideration in project prioritization alongside other goal-focused TIP criteria. To develop these metrics, staff held a stakeholder workshop that engaged environmental advocates, community-based organizations, municipalities, and environmental agencies, and also distributed a survey and held one-on-one meetings with stakeholders. In addition, staff used data from this engagement to create a Climate Resilience Guidance for Planners StoryMap to highlight strategies and resources for municipalities to address resilience and meet new TIP criteria in project design. The outcomes of this process are discussed further in the Project Evaluation section on the following pages.

More information on these criteria is available in the Project Evaluation section of this chapter, as well as in Appendix A.

Outreach and Data Collection (October–November)

The TIP development process begins early in the federal fiscal year when cities and towns in the region designate staff as TIP contacts and begin developing a list of priority projects to be considered for federal funding. Each fall, the MPO staff asks these TIP contacts to identify their city or town's priority projects and then MPO staff elicits input from interested parties and members of the general public.

These discussions on municipalities' priority projects mark the start of a robust dialogue between MPO staff and project proponents that continues through the duration of the TIP cycle. In November of 2023, MPO staff held two virtual workshops for municipalities in the region to develop an understanding of the TIP process. MPO staff also held several one-on-one virtual office hours throughout the fall and winter for proponents to ask more detailed questions about advancing specific projects for funding.

Once project proponents have decided to pursue federal funding, they must begin the formal project initiation process. All new Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must be initiated with the MassDOT Highway Division before they can be considered for programming in the TIP. These include projects seeking design funding as well as construction funds. MassDOT details this process on its project initiation webpage, mass.gov/info-details/massdot-highway-initiating-a-project. To be considered for programming, proponents of Community Connections, Bikeshare Support, and Transit Transformation projects must apply for funding directly to MPO staff, as these projects do not require initiation with MassDOT.

The MPO staff compiles project funding requests for projects into a *Universe of Projects* list, which consists of all identified projects being advanced for possible funding in a future TIP cycle. The *Universe* includes projects that are at advanced stages of project design, those that are undergoing preliminary engineering and design, and projects still in the conceptual planning stage. Those projects that are active municipal priorities and that are feasibly ready to be programmed in the current TIP cycle continue forward into the MPO's project evaluation process if an application is received. Projects that are not ready for programming remain in the *Universe* for consideration in future TIP cycles. In developing the FFYs 2025–29 TIP, MPO staff began incorporating Community Connections projects into the Universe.

Project Evaluation (December-February)

The MPO staff uses its project evaluation criteria to logically and transparently evaluate and select projects for programming in the TIP that advance the MPO's vision for transportation in the region. This process favors projects that support the following goals:

- Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.
- Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.
- Support easy and reliable movement of people and freight.
- Provide transportation options and improve access to key destinations to support economic vitality and quality of life.
- Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.
- Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

As noted previously, the MPO undertook a process of revising the TIP evaluation criteria prior to the launch of the FFYs 2025–29 TIP to enhance the alignment between the TIP project selection process and the MPO's updated goals, objectives, and investment programs outlined in *Destination 2050*. In terms of the overall structure of the criteria, this process resulted in the following outcomes:

- The creation of criteria for the MPO's Transit Transformation program
- Revisions to the existing criteria for the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, Community Connections, and Intersection Improvements, allowing for each program to have a distinct set of criteria that better evaluates the specific aspects of each type of project
- Consolidation of Major Infrastructure criteria to be classified under Complete Streets or Transit Transformation, depending on the nature of the project.

In addition to these broader structural changes, several updates were made to individual criteria to better accomplish the MPO's goals in the LRTP:

- Safety criteria were revised to provide emphasis in all areas for investments that enhance usability by vulnerable populations.
- The ways in which the MPO considers resiliency in project selection was broadened by adding a dedicated resiliency scoring category.
- New criteria were added to emphasize projects that provide access to existing or planned residential and mixed-use developments, with additional points for projects sited near 40B or Section 3A MBTA Communities developments and districts.[1](#)

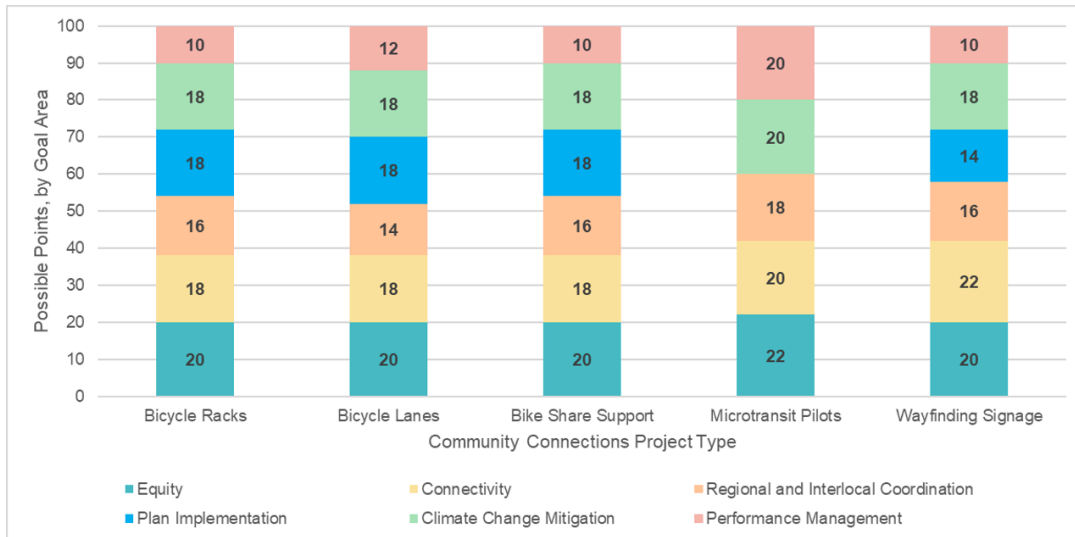
Several other changes were made to the project evaluation criteria, which are detailed in Appendix A. The point distributions by MPO investment program and LRTP goal area are also available in Figure 2-4. Projects scored using both sets of criteria are programmed in each of these six investment programs in the FFYs 2025–29 TIP, so both sets of criteria are referenced throughout this document.

Prior to the FFYs 2025–29 TIP cycle, the MPO also undertook a parallel process to update its evaluation criteria for the smaller-scale, first- and last-mile projects considered for funding through the Community Connections Program. These adjustments were based on the lessons learned from the past four years of administering the program. In these revisions, MPO staff created a more focused set of criteria that better aligned with the types of projects pursuing funding through this program.

Revisions to the Community Connections criteria addressed the discrepancies between projects that serve a limited set of locations, such as small-scale purchases of bicycle racks or transit signal priority installations versus projects that serve larger areas, such as on-demand microtransit. The original criteria favored projects that had broad service areas. The new criteria are specific to each project type: Bicycle Lanes, Bicycle Racks, Bikeshare (Expansion and Replacement), Microtransit Pilots, and Wayfinding Signage.[2](#) These adjustments result in more balanced scores to better reflected the goals of the program.

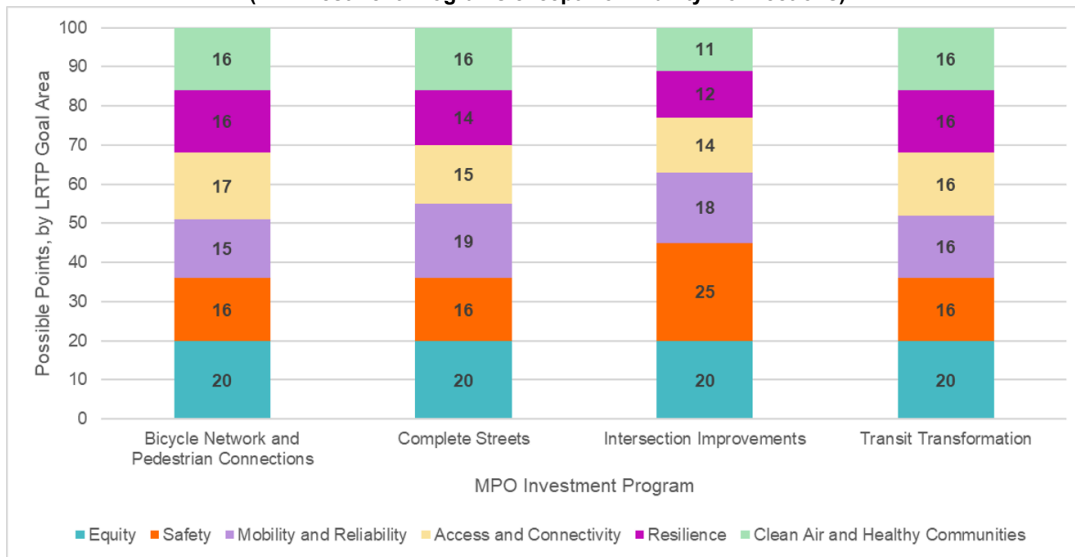
More information on the scoring areas for these criteria is available in Figure 2-2, and all criteria are available in Appendix A. For this TIP, Community Connection projects were scored using both the old and new criteria for, so both sets of criteria are referenced throughout this document.

**Figure 2-2
TIP Project Evaluation Criteria: Point Distributions by Community Connections Project Type**



Source: Boston Region MPO.

**Figure 2-3
TIP Project Evaluation Criteria: Point Distributions by Project Type
(All Investment Programs except Community Connections)**



LRTP = Long-Range Transportation Plan.

Source: Boston Region MPO.

In order for the MPO staff to conduct a complete project evaluation, each project proponent must provide enough information so that staff can meaningfully apply the evaluation criteria. Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must have submitted 25 percent design plans to MassDOT, or its plans must include the level of detail defined in a functional design report. (See MassDOT's *Project Development and Design Guide* for information about the contents of a functional design report. This guide is available at mass.gov/lists/design-guides-and-manuals.)

Projects seeking design funding are required to provide a written scope or vision for development consistent with the information provided in a MassDOT Project Initiation Form. For Community Connections projects, proponents must submit a complete application to the MPO, including required supporting documentation such as budget sheets, letters of support from partner entities, and work estimates. Transit Transformation project applicants must submit an application with all relevant forms, budget sheets, and designs based on the scope of work proposed.

After MPO staff has completed an initial round of project scoring, draft scores are distributed to project proponents for their review. The MPO's goal is to assess all projects fairly and accurately, making this review a critical component of the TIP process. Proponents are encouraged to submit feedback to MPO staff on their projects' scores if they feel any criteria have been applied inaccurately. Proponents are also encouraged to submit

additional supporting documentation on their projects if doing so would help clarify or correct any elements of the draft scoring. MPO staff takes all proponent feedback into consideration and makes any warranted adjustments to project scores before considering the evaluation process final and preparing the scores for presentation to the MPO.

For more details about the criteria used to score projects and project evaluation results for projects considered for programming in this TIP, see Appendix A.

TIP Readiness Day (February)

On TIP Readiness Day, MPO staff meets with members of the MassDOT Highway Division and Office of Transportation Planning to review cost and schedule changes related to currently programmed projects, which are undergoing design review, permitting, and right-of-way acquisition. The MPO board then considers these updated project construction costs and changes to the expected dates for construction advertisement when making decisions about changes to TIP programming. These changes have an impact on the ability of the MPO to program its target funds for new projects in the five-year TIP.

Between the development of the FFYs 2021–25 TIP and the FFYs 2022–26 TIP, more than half of the projects programmed by the MPO experienced cost increases, many of which represented significant increases in percentage terms or in absolute cost. These changes placed severe limitations on the MPO's ability to consider new projects for funding during the FFYs 2022–26 TIP cycle. As a partner to MassDOT's Highway Division and Office of Transportation Planning, the MPO recognizes its role in supporting the on-time and on-budget delivery of projects by proponents. For this reason, the MPO board created a committee in the wake of the FFYs 2022–26 TIP cycle to further explore the causes of project cost increases and devise MPO policy changes to support more reliable project delivery by all parties.

The TIP Project Cost Ad Hoc Committee began its work in June 2021 and advanced a set of policy recommendations to the full MPO board in September 2021. These changes were formally adopted by the MPO on November 4, 2021, and went into effect for the development of the FFYs 2023–27 TIP. In addition to the requirement that project proponents submit 25 percent design plans and obtain an updated cost estimate for their project prior to obtaining funding in the TIP, the committee's work resulted in several other policy changes. Most notably, the MPO board adopted a policy that proponents of any projects that experienced a cost increase of 25 percent or greater (for projects less than \$10 million in cost) or of greater than \$2.5 million (for projects more than \$10 million in cost) would be required to present to the MPO board on the reasons for these cost increases. The MPO would then compare this project—at its new cost—to other projects based on a cost-effectiveness evaluation before deciding whether or not to fund the project at its higher cost. These cost changes are most often revealed through conversations between MassDOT staff and MPO staff during TIP Readiness Day, making this policy especially relevant at this stage of TIP development.

More information on the work of the TIP Project Cost Ad Hoc Committee is available in Chapter 3.

Staff Recommendation and Project Selection (March-April)

Using the evaluation scores and information gathered about project readiness (when a project likely would be fully designed and ready for advertisement) and cost, staff prepares possible TIP project programming scenarios for the MPO's consideration. When developing these scenarios, MPO staff also considers whether a project was programmed in the LRTP, LRTP-based guidelines for allocating funds to different programs or project types, the distribution of investments across the region, and availability of sufficient funding. The MPO staff gathers feedback from board members, project proponents, and the public to inform a final staff recommendation, which is then presented to the MPO for approval before it is included in the draft TIP for public review.

In the FFYs 2025–29 TIP, the MPO selected and funded 23 new projects for implementation during this TIP cycle, including the following:

- 2 Complete Streets projects
- 7 Transit Transformation projects
- 3 Bicycle Network and Pedestrian Connections projects
- 1 Intersection Improvement project
- 10 Community Connections projects, including
 - 1 Bicycle Lane project
 - 3 Bicycle Racks projects
 - 1 Bikeshare Expansion project
 - 4 Bikeshare Replacement projects
 - 1 Microtransit Pilot project

In addition to these projects, the MPO also selected 9 new projects to be funded for design work, with construction anticipated in future TIP development cycles. These projects included the following:

- 2 Complete Streets Projects
- 2 Bicycle Network and Pedestrian Connections Projects
- 2 Intersection Improvement Projects
- 1 Transit Transformation Project
- 2 Major Infrastructure projects listed in the MPO's LRTP, being designed for the Route 126/135 Interchange in Framingham and Route 4/225 Hartwell Avenue in Lexington.

In total, the MPO allocated more than \$51 million in this TIP cycle to projects not previously funded in the Regional Target program. More information on the projects funded in the FFYs 2025–29 TIP is available in Chapter 3.

Selection Process for Projects Prioritized by the State and Transit Agencies

As discussed above, the selection of transit, bridge, and statewide infrastructure projects for programming in the TIP draws primarily from the CIPs produced by MassDOT and the MBTA. These agencies evaluate projects for inclusion in CIP programs using criteria established by the independent Project Selection Advisory Council (PSAC). The following criteria are from the PSAC process guide project evaluation:

- **System Preservation:** Projects should contribute to a state of good repair on the system and align with asset management goals.
- **Mobility:** Projects should provide efficient and effective modal options for all users.
- **Cost Effectiveness:** Projects should result in benefits commensurate with costs and should be aimed at maximizing the return on the public's investment.
- **Economic Impact:** Projects should support strategic economic growth in the Commonwealth.
- **Safety:** Projects should contribute to the safety and security of people and goods in transit.
- **Social Equity:** Projects should equitably distribute the social, economic, and health benefits of investments among all communities.
- **Environmental and Health Effects:** Projects should advance state goals of improving air quality and reducing greenhouse gas emissions and pollution.
- **Policy Support:** Projects should get credit if they support local or regional policies or plans, or state policies not addressed through the other criteria.

Projects that receive the highest priority are those that meet each agency's goals for maintaining and improving the overall condition and reliability of the system; modernizing the system to make it safer and more accessible and to accommodate growth; and expanding and diversifying transportation options for communities. These project-prioritization processes may also reflect other planning initiatives, such as *Focus40*, the MBTA's 25-year investment plan, or MassDOT's modal plans. More information on regulatory and planning guidance governing TIP project prioritization is available in Appendix E.

Once project prioritization is complete, programming decisions are made based on these evaluations and information regarding project readiness, program sizing, and existing asset management plans.

As discussed previously, the transit element of the TIP also includes the Federal-Aid Programs of the other two RTAs in the region, CATA and MWRTA. Once selection processes are complete for all four agencies, these agencies submit their lists of bridge and roadway projects, bicycle and pedestrian improvements, statewide infrastructure items, and transit capital projects to the MPO for review.

APPROVING THE TIP

Approval of the Draft TIP for Public Review

The MPO board considers the project evaluation results and staff recommendation when prioritizing projects for Regional Target funding. The board also considers public comments, the regional importance of projects, and other factors. In addition to prioritizing the Regional Target funding, the MPO board reviews MassDOT's proposed statewide highway programming and the proposed capital programs for the MBTA, CATA, and MWRTA before voting to release a draft TIP for public review.

The MPO board votes to release the draft document for public review and invites members of the public, municipal and elected officials, and other stakeholders in the Boston region to review the proposed TIP. The MPO staff hosts outreach events during the public review period to elicit comments on the draft document. (See Appendix C for a full list of public comments submitted on the draft TIP.)

Approval of the Draft TIP

After the public review period ends, the MPO staff and board review all public comments, and the board may change the programming or the document as appropriate before endorsing the TIP. MassDOT staff incorporates the MPO-endorsed TIP into the State Transportation Improvement Program (STIP) and submits it to the FHWA and FTA for approval. The FHWA, FTA, and US Environmental Protection Agency review the STIP and certify it by September 30, the end of the federal fiscal year.

UPDATING THE TIP

The TIP is a dynamic program that may be amended and adjusted throughout the year. Administrative modifications and amendments are often introduced because of changes in project status (advertisement readiness), project cost, project design scope, or available revenue. An amendment is a revision that requires public review and a demonstration of fiscal constraint.

Consistent with federal guidelines, the Boston Region MPO must release an amendment if there is (1) a change in project cost of \$500,000 or more for projects valued at \$5 million or less, or (2) a change of 10 percent or more of the project cost for projects valued greater than \$5 million. TIP amendments are also released if there is a proposal to add or remove a project from the TIP or if the programming year of a project is changed. Cost changes that are less than the above threshold amounts may be considered in the form of administrative modifications or adjustments, which must still undergo MPO board action for approval. Administrative modifications or adjustments are also undertaken in the event that a project's funding source changes. Although a public review period is not required for administrative modifications or adjustments, one may be offered at the MPO board's discretion.

Regardless of the nature of an amendment, all proposed TIP amendments are presented in a public setting at an MPO meeting, and details are posted on the MPO's website, bostonmpo.org. Public notices are distributed through the MPO's email contact list, which members of the public may join by signing up on the MPO's website. Municipal staff who are TIP contacts at the affected municipalities and the public are notified of pending amendments at the start of an amendment's public review period.

A history of TIP Amendments can be found at <https://www.ctps.org/tip>.

Public Notice

Notices of draft TIP amendments include a summary of the amendment's contents, dates of the public review period, contact information for submitting a comment to the MPO, and the date, time, and location that the MPO will vote on that amendment. Municipal representatives and members of the public are invited to submit written or oral testimony at the MPO meetings at which amendments are discussed or voted upon.

The MPO typically holds a 21-day public review period before taking final action on an amendment. In extraordinary circumstances, the MPO may vote to shorten the public review period to a minimum of 15 days. These circumstances are detailed in the MPO's *Public Engagement Plan*.

The MPO's website is the best place to find current information about the TIP. All changes to the draft TIP and changes to the endorsed TIP, such as amendments and modifications that have been approved by the MPO, are available on the TIP webpage, bostonmpo.org/tip.

Comments or questions about the draft TIP materials may be submitted directly to the MPO staff via the website, email, or US mail, or voiced at MPO meetings and other public MPO events.

¹ More information on the Multi-Family Zoning Requirement for MBTA Communities (Section 3A of MGL c. 40A) can be found at <https://www.mass.gov/info-details/multi-family-zoning-requirement-for-mbta-communities>.

² Transit signal priority and bus lane projects were incorporated under the Transit Transformation scoring criteria. They were previously under the Community Connections criteria.

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Chapter 3: Highway and Transit Programming

The Transportation Improvement Program (TIP) tables included in this chapter present a listing of all the projects and programs funded with federal highway and transit aid in the Boston region during federal fiscal years (FFYs) 2025–29. These funding tables are also included as part of the State Transportation Improvement Program (STIP).

Table 3-1 presents a summary of the Boston Region Metropolitan Planning Organization's (MPO) share of Regional Target funds from the Federal-Aid Highway Program. The allocation of these funds is constrained by projections of available federal aid. As shown in Table 3-1, the MPO has programmed much of the available discretionary funds within the limits of projected funding for highway funding programs. As such, the FFYs 2025–29 TIP Regional Target Program complies with financial constraint requirements.

**Table 3-1
Boston Region MPO Regional Target Program
Funding Summary**

	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	Total
Regional Target Obligation Authority	\$128,427,689	\$125,285,687	\$155,132,142	\$158,052,175	\$161,030,608	\$727,928,301
Regional Target Funds Programmed	\$126,277,235	\$124,569,057	\$154,195,127	\$157,830,836	\$160,243,467	\$723,115,723
Regional Target Funds Unprogrammed	\$2,150,454	\$716,630	\$937,015	\$221,339	\$787,141	\$4,812,578

Source: Boston Region MPO.

As discussed in Chapter 2, the signing of the Bipartisan Infrastructure Law (BIL), on November 15, 2021, increased the amount of Regional Target funding available to the Boston Region MPO in the previous FFYs 2024–28 TIP cycle by approximately nine percent from the funding levels in the FFYs 2023–27 TIP. This funding level was sustained in the development of this FFYs 2025–29 TIP. The projects selected by the MPO for funding for the first time in the FFYs 2025–29 TIP are listed in Table 3-2.

During the development of the FFYs 2025–29 TIP, the MPO had significant amounts of funding available to program in FFYs 2025, 2026, and 2029. However, there were significant shortfalls of funding in 2027 and 2028 as a result of delayed programming of 14 projects.

Projects already programmed in the TIP to receive Regional Target funds could not be accelerated, so the MPO worked with the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), and Cape Ann Transportation Authority (CATA) to identify other projects that could be funded in FFYs 2025 and 2026. Jointly, these agencies presented more than 13 projects to the MPO for consideration, from which the MPO selected 11 projects for funding in the Transit Transformation program in FFYs 2025 and 2026:

- Additional funding for Columbus Avenue Bus Lanes, Phase 2 (\$7,500,000)
- Additional funding for Rail Transformation Early Action Items—Reading Station and Wilbur Interlocking (\$6,000,000)
- Additional funding for Jackson Square Station Accessibility Improvements (\$7,250,000)
- Procurement of three 29-foot compressed natural gas (CNG) buses for the MWRTA (\$1,980,000)
- Design funding for improvements to customer and personnel facilities at the MWRTA's Blandin Hub (\$2,500,000)
- Funding to modernize CATA's Gloucester facility (\$1,293,000)
- Funding for procurement of four hybrid buses to replace four vehicles in CATA's fleet at the end of their useful life (\$2,460,000)
- Funding to upgrade cashless fare payment systems for CATA's ADA and Dial-A-Ride services (\$65,000)
- Partial funding to support accessibility improvements to Central Station on the MBTA Red Line, with a focus on adding a new elevator (\$5,000,000)
- Funding for bus circulation improvements at Nubian Station in Boston's Roxbury neighborhood (\$5,000,000)
- Funding to support the modernization of MBTA's "Pedal and Park" bicycle storage facilities at 13 MBTA stations in nine municipalities nationwide (\$2,500,000).

The MPO also voted to fund two projects in FFY 2025 that were previously incorporated into MassDOT's Statewide Highway Program:

- 609531 – Arlington– Stratton School Improvements (Safe Routes to Schools) (\$1,625,250)
- 611982 – Medford– Shared-Use Path Connection at the Route 28/Wellington Underpass (\$5,509,294)

Because many of these projects were identified later in the project evaluation life cycle—that is, months after the regular cycle of project submissions—scoring information is included in the TIP with some delay compared to other project line items. While these projects were identified too late in the TIP cycle to be quantitatively evaluated using the MPO’s scoring criteria, these projects align well qualitatively with many of the MPO’s goals, including enhancing bicycle and pedestrian safety and access, and expanding the accessibility of and maintaining a state of good repair for the region’s transit system. These projects may be scored using the MPO’s scoring criteria in a later TIP cycle.

**Table 3-2
New Regional Target Projects Funded in the FFYs 2025–29 TIP**

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2025–29
Arlington- Broadway Complete Streets Design	Arlington	Complete Streets	2025	\$1,395,000
Arlington- Installation of 123 Bicycle Racks and Related Materials	Arlington	Community Connections	2025	\$90,878
Arlington- Stratton School Improvements (Safe Routes to Schools)	MassDOT	Bicycle and Pedestrian	2025	\$1,625,250
Boston- Bluebikes Station Replacement and Electrification, 12 Stations	Boston	Community Connections	2025	\$590,348
Boston- Repurposing Single Space Parking Meter Poles for 1,600 Bicycle Racks	Boston	Community Connections	2025	\$379,470
Brookline- Bluebikes State of Good Repair, 3 Stations and 62 Pedal Bikes	Brookline	Community Connections	2025	\$200,000
Cambridge- Bluebikes State of Good Repair, 8 Stations and 65 Pedal Bikes	Cambridge	Community Connections	2025	\$385,456
CATA- CATA Gloucester Facility Modernization	CATA	Transit Transformation	2025	\$1,293,000
CATA- Fare Upgrades for ADA and Dial-A-Ride Customers	CATA	Transit Transformation	2025	\$65,000
CATA- Vehicle Replacement (4 Vehicles)	CATA	Transit Transformation	2025-26	\$2,460,000
Chelsea-Revere- Regional On-Demand Microtransit Pilot Project	Chelsea Revere	Community Connections	2025-28	\$1,413,735
Framingham- Chris Walsh Trail, Phase 2 [Design Only]	Framingham	Bicycle and Pedestrian	2025	\$850,000
Holliston- Intersection Improvements at Route 16 and Whitney Street [Design Only]	Holliston	Intersection Improvements	2025	\$250,000
Malden- Canal Street Bicycle Lanes	Malden	Community Connections	2025	\$81,250
Marlborough- Reconstruction of Granger Boulevard [Design Only]	Marlborough	Complete Streets	2025	\$1,215,000
MBTA- Central Square Station Accessibility Improvements (Cambridge)	MBTA	Transit Transformation	2025	\$5,000,000

MBTA- Nubian Square Accessibility and Operational Improvements (Boston)	MBTA	Transit Transformation	2025	\$5,000,000
MBTA- Systemwide Pedal and Park Modernization (Alewife, Ashmont, Braintree, Davis Square, Forest Hills, Malden Center, Nubian, Oak Grove, Route 128, Salem, South Station, Wollaston, and Wonderland)	MBTA	Transit Transformation	2025	\$2,500,000
Medford- Shared-Use Path Connection at the Route 28/Wellington Underpass	MassDOT	Bicycle and Pedestrian	2025	\$5,509,294
MWRTA- Blandin Hub Equitable Redesign Initiative	MWRTA	Transit Transformation	2025-26	\$2,500,000
MWRTA- Procurement of Three 29-foot Buses	MWRTA	Transit Transformation	2025	\$1,980,000
Norfolk-Wrentham- Walpole- Shared-Use Path Installation (Metacomet Greenway) [Design Only]	Norfolk Walpole Wrentham	Bicycle and Pedestrian	2025	\$1,550,000
Revere- Bluebikes Expansion to Northern Strand (Salem Street at North Marshall Street) and Griswold Park	Revere	Community Connections	2025	\$169,000
Scituate- Installation of 25 Bicycle Racks	Scituate	Community Connections	2025	\$22,800
Sherborn- Reconstruction of Route 27 and Route 16 [Design Only]	Sherborn	Intersection Improvements	2025	\$900,000
Somerville- Bluebikes State of Good Repair, 13 Stations	Somerville	Community Connections	2025	\$278,127
Framingham- Design of Intersection Improvements at Route 126/135/MBTA and CSX Railroad	Framingham	Major Infrastructure	2026	\$1,400,000
Lexington- Design of Safety Improvements at the Interstate 95 and Route 4/225 Interchange	Lexington	Major Infrastructure	2026	\$1,650,000
Quincy- Intersection Improvements at Willard Street and Ricciuti Drive	Quincy	Intersection Improvements	2026	\$1,885,352
Bellingham- Roadway Rehabilitation of Route 126 (Hartford Road), from 800 feet north of the I-495 NB off-ramp to Medway town line, including B-06-017.	Bellingham	Complete Streets	2029-30	*\$8,340,000
Ipswich- Argilla Road Roadway Reconstruction	Ipswich	Complete Streets	2029-30	*\$3,000,000
Sudbury-Framingham- Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad	Sudbury	Bicycle and Pedestrian	2029-30	*\$4,263,000

Total	N/A	N/A	N/A	\$51,107,417
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Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* These projects are funded starting in FFY 2029 of the TIP, with further funding expected to be programmed in FFY 2030 of the FFYs 2026–30 TIP.

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. NB = northbound. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

In addition to the project selection, several other key decisions were made by the MPO in the drafting of the FFYs 2025–29 Regional Target Program:

- The MPO allocated additional funding to three MBTA projects that it had voted to support in prior TIPs. These were the Jackson Square Station Accessibility Improvements, Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and the Columbus Avenue Bus Lanes, Phase 2, projects. The Jackson Square project received \$7.25 million in addition to the \$26.25 million programmed in the FFYs 2024–28 TIP. The Rail Transformation project received \$6 million in addition to the \$14 million programmed in the FFYs 2024–28 TIP to address a cost increase at the Reading turn track location. The Columbus Avenue, Phase 2, project received \$7.5 million in addition to the \$11.75 million in FFY 2024 of the FFYs 2024–28 TIP and an additional \$14.8 million programmed in FFY 2021 of the FFYs 2021–25 TIP. The total contribution by the Boston Region MPO to these projects is \$33.5 million for Jackson Square Station Accessibility Improvements, \$20 million for Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and \$34.05 million for Columbus Avenue Bus Lanes, Phase 2.
- The MPO programmed \$6.15 million for six projects in eight municipalities in FFY 2025 for a design pilot funding program intended to reduce barriers for municipalities that plan to advance projects for Regional Target funding, as programming on the TIP requires the completion of 25 percent design plans.
- The MPO programmed \$3.05 million to design two projects in FFY 2026. These projects, the Route 4/225 Interchange project in Lexington and Intersection Improvements at Route 126/135/MBTA and CSX Railroad in Framingham, are listed in the MPO's Long-Range Transportation Plan. These projects will be scored in the development of the FFYs 2026–30 TIP for their design funding as FFY 2026 approaches.
- The programmed amount of Project 607981, Somerville—McGrath Boulevard Construction, was increased to \$30,310,000 in FFY 2029. Prior advance construction schedules for the project recommended \$20,000,000 in FFY 2029 and \$13,840,000 in FFY 2030. This action was taken to alleviate financial pressures on future TIP cycles.
- The programmed amount of Project 606226, Boston—Reconstruction of Rutherford Avenue from City Square to Sullivan Square was increased to \$45,000,000 in FFY 2029. Prior advance construction schedules for the project recommended \$33,500,000 in FFY 2029. This action was taken to alleviate financial pressures on future TIP cycles through FFY 2032.

In order to address funding constraints in FFY 2027, the MPO voted to delay Project 610662, Woburn—Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street and Montvale Avenue, to FFY 2029 given a lack of significant design progress on the project since the FFYs 2021–25 TIP cycle.

Additional details of the specific projects programmed with Regional Target funding are shown in Section 1A of each annual element of the TIP tables (Table 3-7). The other sections in Table 3-7 (Sections 1B, 2A, 2B, 2C, and 3B) list the following:

- Projects funded with earmarks or discretionary grant funds
- State-prioritized bridge repairs and rehabilitation, pavement maintenance, safety improvements, retrofits for accessibility (as required by the Americans with Disabilities Act), intersection improvements, roadway reconstruction, and bicycle and pedestrian projects

Tables 3-8, 3-9, 3-10, and 3-11 list the federally funded transit projects and programs in the Boston region that the MBTA, MWRTA, and CATA plan to undertake.

Detailed descriptions of projects funded through both the Regional Target and statewide portions of the Highway Program follow the tables. The descriptions note the evaluation scores (for MPO-funded projects), project proponents, and funding details. The pages are organized alphabetically by the municipality in which each project is located.

Investment Summary

This section summarizes the investments made by the Boston Region MPO, MassDOT, MBTA, CATA, and MWRTA that are documented in the FFYs 2025–29 TIP. Table 3-3 shows the Boston Region MPO's investments of Regional Target funding—including both the number of projects and the dollar amount—by investment program. These investments are aimed at making progress towards the MPO's goals for the region, including enhancing safety for all users, preserving and modernizing the transportation system, promoting mobility and reducing congestion, supporting clean air and sustainability, ensuring all have equitable access to the transportation system, and fostering economic vitality in the region through investments in transportation.

The MPO's Regional Target Program increased in size by approximately \$30.4 million between the FFYs 2024–28 TIP and the FFYs 2025–29 TIP to a total program size of more than \$727.9 million.

Table 3-3
FFYs 2025–29 Boston Region MPO Regional Target Investment 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

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* This figure includes \$7 million in BikeShare Support funding starting in FFY 2026.

FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.

Source: Boston Region MPO.

Table 3-4 shows MassDOT's FFYs 2025–29 TIP investments—including both the number of projects or programs and the dollar amount—organized by MassDOT program. MassDOT's investments are distributed across a variety of programs and will support bridge and pavement improvements, roadway improvements and reconstruction, new bicycle and pedestrian infrastructure, and safety improvements. More details on these investments are available on the project description pages in the second section of this chapter.

As detailed above for the MPO's Regional Target Program, the BIL significantly increased the funding available to MassDOT for programming projects in the statewide Highway Program. Most notably, the BIL's Bridge Formula Program allowed MassDOT to increase the funding allocated to federal-aid bridge projects. Furthermore, FFY 2026 represents the conclusion of Grant Anticipation Notes (GANS) payments for MassDOT's Accelerated Bridge Program (ABP). As this program winds down, the passage of the 2021 Massachusetts Transportation Bond Bill and the new federal funding available through the BIL has allowed for the creation of MassDOT's Next Generation Bridge Program (NGBP).

Like the ABP, the NGBP leverages state bonding capacity to accelerate the rehabilitation and replacement of critical or structurally deficient bridges in Massachusetts. In the FFYs 2025–29 TIP, 13 bridge projects are funded by MassDOT through the NGBP using state bond bill funds. These projects are shown in the TIP as debt payments on these bonds, which will use future federal formula funding.

Continued funding from the BIL supports increased investment across MassDOT's other programs represented in the FFYs 2025–29 TIP, including the Bicycle and Pedestrian Program, the Intersection Improvements Program, the Interstate and Non-Interstate Pavement Programs, the Roadway Reconstruction Program, and the Safety Improvements Program. MassDOT's Highway Program is substantively similar in total programming between the FFYs 2024–28 TIP and FFYs 2025–29 TIP. The FFYs 2025–29 TIP introduces a new Highway Resiliency Improvement Program.

**Table 3-4
FFYs 2025–29 MassDOT Highway Program Investment Summary**

MassDOT Program	Number of Projects	MassDOT Dollars Programmed
Bicycle and Pedestrian	11	\$59,536,059
Federal-Aid Bridge Program	38	\$859,070,202
Next Generation Bridge Program	13	\$261,283,061
Earmarks or Discretionary Grants *	3	\$14,690,359
Highway Resiliency Improvement Program	4	\$23,084,295
Intersection Improvements	7	\$43,504,651
Interstate Pavement	6	\$101,152,160
Non-Interstate Pavement	7	\$46,821,976
Roadway Reconstruction	5	\$127,321,017
Safety Improvements	5	\$29,062,449
Safe Routes to School	13	\$20,712,494
Non-Federal Aid (NFA)	1	\$53,360,000
Total	113	\$1,639,598,723

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* Three projects receiving earmark funding are also receiving funding through other sources: Project 607977—Interstates 90/495 Interchange Reconstruction—is funded through MassDOT’s Roadway Reconstruction and NFA Programs; Project 605313—Natick Bridge Replacement over Route 9 and Interchange Improvements—is funded through MassDOT’s Bridge On-System NHS NB Program; and Project 608436—Ashland Rehabilitation and Rail Crossing Improvements on Cherry Street—is funded through MassDOT’s Railroad Crossings Program. Each project is counted in the tally for each funding category but is only counted once in the total number of projects funded.

Table 3-5 shows the MBTA’s programs and associated FFYs 2025–29 TIP funding amounts. Additional details on the MBTA’s programs and projects are in Tables 3-8 and 3-9. The MBTA’s capital program is substantively similar between FFYs 2024–28 TIP and the FFYs 2025–29 TIP, decreasing from a total program size of \$3.99 billion to \$3.85 billion. Investments made through these programs allow the MBTA to continue to maintain and modernize its infrastructure in support of the agency’s role as the largest transit provider in the Commonwealth of Massachusetts.

The MBTA caters to a wide range of needs, serving the Boston region with commuter rail, light rail, subway, fixed-route bus, and paratransit services. The MBTA prioritizes projects that keep the existing transit system in a state of good repair, including the purchase of new rolling stock, accessibility and resiliency improvements to stations, the rehabilitation of bridges and tunnels, and the replacement of tracks and signals to support system-wide reliability. Limited system expansion projects are also undertaken through the MBTA’s federal capital program. Further information on how the MBTA’s investments support system safety and condition is available in Chapter 4.

**Table 3-5
FFYs 2025–29 MBTA Transit Program Investment Summary**

Federal Transit Administration Program	MBTA Program	MBTA Dollars Programmed
Section 5307: Urbanized Area Formula Grants	Bridge and Tunnel Program	\$95,000,000
Section 5307: Urbanized Area Formula Grants	Revenue Vehicle Program	\$672,627,205
Section 5307: Urbanized Area Formula Grants	Signals/Systems Upgrade Program	\$216,549,653
Section 5307: Urbanized Area Formula Grants	Stations and Facilities Program	229,376,680
Section 5337: Fixed Guideway/Bus Funds	Bridge and Tunnel Program	\$612,484,215
Section 5337: Fixed Guideway/Bus Funds	Revenue Vehicle Program	\$207,097,948
Section 5337: Fixed Guideway/Bus Funds	Signals/Systems Upgrade Program	\$179,111,523
Section 5337: Fixed Guideway/Bus Funds	Stations and Facilities Program	\$373,116,657
Section 5337: Fixed Guideway/Bus Funds	Preventive Maintenance	\$132,328,125

Section 5339: Bus and Bus Facilities Funds	Bus Program	\$39,911,811
Other Federal Funds	Positive Train Control [†]	\$100,085,333
Other Federal Funds	RRIF/TIFIA Financing Program [†]	\$797,500,000
Other Federal Funds	FFY 2025 Flex from Boston Region MPO Regional Prioritization	\$47,250,000
Total	N/A	\$3,749,314,149

Note: Federal Transit Administration formula funds (Sections 5307, 5337 and 5339) are based on estimated apportionments for FFYs 2025–29. These apportionments include additional funding to be made available through the Bipartisan Infrastructure Law, based on current estimates. TIP programs and projects are based on a preliminary draft Capital Investment Plan (CIP) as of April 2022. Adjustments will be made to federal projects and budgets as the CIP process is finalized. Funding amounts in this table include both federal and non-federal funds, including matching funds.

* Positive Train Control investments are funded with RRIF funds.

† RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.

FFY = federal fiscal year. N/A = not applicable. RRIF = Railroad Rehabilitation and Improvement Financing. TIFIA = Transportation Infrastructure Finance and Innovation Act. TIP = Transportation Improvement Program.

Sources: MBTA and the Boston Region MPO.

Table 3-6 summarizes CATA and MWRTA investments included in the FFYs 2025–29 TIP, and more information is available on each agency’s investments in Tables 3-10 and 3-11. Though the MBTA provides commuter rail service to the Cape Ann communities of Rockport and Gloucester, CATA provides additional paratransit and fixed-route bus services to these communities and to Danvers, Peabody, Ipswich, Essex, and Beverly. CATA’s federal capital program supports its role in providing critical transportation alternatives to residents and visitors of the area, including through the replacement of buses, the modernization of facilities, and the maintenance of assets.

MWRTA similarly complements MBTA commuter rail service, operating fixed-route bus, on-demand microtransit, and commuter shuttle services to a number of communities in the MetroWest subregion. MWRTA’s federal capital program supports this mission by funding vehicle replacements, station and facility maintenance and improvements, and operating assistance for paratransit services, among other efforts. Other MWRTA projects funded in the MWRTA’s capital program include the electrification of the agency’s paratransit fleet and investments in technology to support travel training and customer service efforts.

The program sizes for CATA and MWRTA increased greatly between the FFYs 2024–28 TIP and FFYs 2025–29. This was driven by a 91 percent increase in the state budget for regional transit authorities in state fiscal year 2024. These agencies collectively received an approximate \$41.52 million increase in funding levels in this TIP, increasing from \$65.36 million to a total program size of \$106.88 million. This funding level also includes approximately \$8.3 million in flexed funding from the Boston Region MPO’s Regional Target Program between FFYs 2025 and 2026.

Table 3-6
FFYs 2025–29 CATA and MWRTA Transit Program Investment Summary

Regional Transit Authority	Federal Transit Administration Program	RTA Dollars Programmed
CATA	Section 5307: Urbanized Area Formula Funding	\$5,374,400
CATA	State Transportation Bond Capital Assistance	\$7,158,750
CATA	Municipal and Local Assessments	\$500,000
MWRTA	Section 5307: Urbanized Area Formula Funding	\$25,847,172
MWRTA	Section 5339: Bus and Bus Facilities	\$11,474,981
MWRTA	State Transportation Bond Capital Assistance	\$12,884,064
MWRTA	Other Federal	\$43,637,496
Total	N/A	\$106,876,863

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MWRTA = Metro West Regional Transit Authority. N/A = not applicable. RTA = regional transit authority.

Sources: CATA, MWRTA, and the Boston Region MPO.

Tables 3-7 through 3-11 build on the summary tables listed above by detailing investments made through both the Highway and Transit Programs by project, program, and funding year.

**Table 3-7
FFYs 2025–29 TIP Highway Table**

STIP Investments Report Boston Region

STIP: 2025 - 2029 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2025								\$384,358,434	\$251,898,203	\$132,460,231
Section 1A / Regionally Prioritized Projects								\$126,277,235	\$101,321,788	\$24,955,447
Section 1B / Earmark or Discretionary Grant Funded Projects								\$75,137,846	\$60,110,277	\$15,027,569
Earmark Discretionary								\$14,210,359	\$11,368,287	\$2,842,072
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	HIP-BR	\$300,942,837	\$13,935,359	\$11,148,287	\$2,787,072
2025	S12907	Boston Region	Framingham	Framingham - Chris Walsh Aqueduct Trail Connectivity Project (Design Earmark MA275)	3	HPP	\$275,000	\$275,000	\$220,000	\$55,000
Bridge On-system Non-NHS NB								\$7,209,518	\$5,767,614	\$1,441,904
2025	608522	Boston Region	Middleton	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER	4	HIP-BR	\$3,635,960	\$3,635,960	\$2,908,768	\$727,192
2025	608865	Boston Region	Multiple	STONEHAM- WINCHESTER- DECK REPLACEMENT, S-27-008=W-40-030 (2M5), MARBLE STREET OVER I-93	4	HIP-BR	\$3,573,558	\$3,573,558	\$2,858,846	\$714,712
Bridge Systematic Maintenance NB								\$52,520,197	\$42,016,158	\$10,504,039
2025	612073	Boston Region	Sharon	SHARON- BRIDGE PRESERVATION OF S-09-015 AND S-09-016 ALONG THE I-95 CORRIDOR	5	HIP-BR	\$1,329,697	\$1,329,697	\$1,063,758	\$265,939
2025	613178	Boston Region	Lexington	LEXINGTON- DECK REPLACEMENT, L-10-019 (2DW, 2DX), STATE ROUTE 2/CONCORD TURNPIKE OVER PLEASANT STREET	4	HIP-BR	\$13,006,500	\$13,006,500	\$10,405,200	\$2,601,300
2025	613181	Boston Region	Multiple	BOSTON- NEWTON- BRIDGE PRESERVATION OF 3 BRIDGES ALONG STATE ROUTE 9/BOYLSTON STREET	6	HIP-BR	\$9,499,000	\$9,499,000	\$7,599,200	\$1,899,800
2025	613209	Boston Region	Boston	BOSTON- BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CARRYING STATE ROUTE 1A (EAST BOSTON EXPRESSWAY NB/SB) AND RAMPS	6	HIP-BR	\$6,525,000	\$6,525,000	\$5,220,000	\$1,305,000
2025	613216	Boston Region	Marlborough	MARLBOROUGH- BRIDGE PRESERVATION, M-06-010, ELM STREET OVER I-495	3	HIP-BR	\$2,160,000	\$2,160,000	\$1,728,000	\$432,000
2025	613638	Boston Region	Boston	BOSTON- CLEANING & PAINTING, B-16-259, I-93 OVER MBTA/COLUMBIA ROAD/RED LINE/RELIEF	6	HIP-BR	\$20,000,000	\$20,000,000	\$16,000,000	\$4,000,000
Bicycle and Pedestrian								\$1,197,772	\$958,218	\$239,554
2025	613357	Boston Region	Cambridge	CAMBRIDGE- SEPARATED BICYCLE LANE ON STEEL PLACE (MA272)	6	HPP	\$1,197,772	\$1,197,772	\$958,218	\$239,554

Section 2A / Federal Aid Funded State Prioritized Reliability Projects						\$61,631,063	\$52,294,850	\$9,336,213		
Bridge On-system NHS						\$23,387,813	\$18,710,250	\$4,677,563		
2025	608703	Boston Region	Wilmington	WILMINGTON- BRIDGE REPLACEMENT, W-38-029 (2KV), ST 129 LOWELL STREET OVER I 93	4	NHPP-PEN	\$15,954,700	\$15,954,700	\$12,763,760	\$3,190,940
2025	610776	Boston Region	Cambridge	CAMBRIDGE- SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ROUTE 16/ROUTE 2 OVER MBTA REDLINE	6	NHPP-PEN	\$7,433,113	\$7,433,113	\$5,946,490	\$1,486,623
Non-Interstate Pavement						\$8,343,250	\$6,674,600	\$1,668,650		
2025	612044	Boston Region	Multiple	BROOKLINE- NEWTON- RESURFACING AND RELATED WORK ON ROUTE 9	6	NHPP	\$8,343,250	\$8,343,250	\$6,674,600	\$1,668,650
Interstate Pavement						\$29,900,000	\$26,910,000	\$2,990,000		
2025	612094	Boston Region	Multiple	CANTON- DEDHAM- WESTWOOD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 AND I-93	6	NHPP-I	\$29,899,107	\$29,900,000	\$26,910,000	\$2,990,000
Section 2B / Federal Aid Funded State Prioritized Modernization Projects						\$43,188,978	\$38,171,288	\$5,017,690		
Intersection Improvements						\$9,080,341	\$8,172,307	\$908,034		
2025	607342	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD	6	HSIP	\$9,080,341	\$9,080,341	\$8,172,307	\$908,034
Roadway Reconstruction						\$34,108,637	\$29,998,981	\$4,109,656		
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NHPP-I	\$300,942,837	\$9,000,000	\$8,100,000	\$900,000
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	\$300,942,837	\$18,120,711	\$16,308,640	\$1,812,071
2025	609516	Boston Region	Burlington	BURLINGTON- IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE	4	NHPP	\$6,987,927	\$6,987,926	\$5,590,341	\$1,397,585
Section 3B / Non-Federal Aid Funded						\$78,123,312	\$0	\$78,123,312		
Bridge On-system Non-NHS						\$39,218,766	\$0	\$39,218,766		
2025	606901	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	6	NGBP	\$12,538,835	\$12,538,835	\$0	\$12,538,835
2025	612173	Boston Region	Bellingham	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	3	NGBP	\$13,721,814	\$13,721,814	\$0	\$13,721,814
2025	S12908	Boston Region	Somerville	P# 611940: SOMERVILLE- BRIDGE REPLACEMENT, S-17-016 (3GF), WEBSTER AVENUE OVER MBTA & BMRR	4	NGBP	\$12,958,117	\$12,958,117	\$0	\$12,958,117
NFA						\$26,680,000	\$0	\$26,680,000		
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFA	\$300,942,837	\$26,680,000	\$0	\$26,680,000
Bridge On-system NHS						\$12,224,546	\$0	\$12,224,546		
2025	86461	Boston Region	Lincoln	LINCOLN- BRIDGE REPLACEMENT, L-12-002, CONCORD ROAD (ROUTE 126) OVER MBTA	4	NGBP	\$12,224,546	\$12,224,546	\$0	\$12,224,546
Federal Fiscal Year 2026						\$588,278,222	\$379,531,999	\$208,746,223		
Section 1A / Regionally Prioritized Projects						\$124,569,057	\$101,561,946	\$23,007,111		

Bridge On-system Non-NHS NB							\$9,699,477	\$7,759,582	\$1,939,895	
2026	608197	Boston Region	Boston	BOSTON- BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD	6	HIP-BR	\$5,919,826	\$5,919,826	\$4,735,861	\$1,183,965
2026	612075	Boston Region	Salem	SALEM- BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET	4	HIP-BR	\$3,779,651	\$3,779,651	\$3,023,721	\$755,930
Bridge Off-system Local NB							\$3,386,585	\$3,386,585	\$0	
2026	609467	Boston Region	Multiple	HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	4	BROFF	\$3,386,585	\$3,386,585	\$3,386,585	\$0
Bridge On-System NHS NB							\$188,740,741	\$150,992,593	\$37,748,148	
2026	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	\$188,740,741	\$105,261,935	\$84,209,548	\$21,052,387
2026	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BRRR	\$188,740,741	\$83,478,806	\$66,783,045	\$16,695,761
Bridge Systematic Maintenance NB							\$34,057,837	\$27,246,270	\$6,811,567	
2026	613182	Boston Region	Milford	MILFORD- BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD	3	HIP-BR	\$3,744,000	\$3,744,000	\$2,995,200	\$748,800
2026	613184	Boston Region	Gloucester	GLOUCESTER- BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER	4	HIP-BR	\$15,081,560	\$15,081,560	\$12,065,248	\$3,016,312
2026	613274	Boston Region	Foxborough	FOXBORO- BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR	5	HIP-BR	\$5,278,000	\$5,278,000	\$4,222,400	\$1,055,600
2026	613649	Boston Region	Braintree	BRAINTREE- QUINCY- RANDOLPH- BRIDGE PRESERVATION, B-21-029, Q-01-046, AND R-01-009, BRIDGES OVER I-93 & STATE ROUTE 28	6	HIP-BR	\$7,800,000	\$7,799,993	\$6,239,994	\$1,559,999
2026	613650	Boston Region	Dedham	DEDHAM- BRIDGE PRESERVATION, D-05-002, GREENDALE AVENUE OVER CHARLES RIVER	6	HIP-BR	\$2,154,286	\$2,154,284	\$1,723,427	\$430,857
Section 2A / Federal Aid Funded State Prioritized Reliability Projects							\$48,189,356	\$39,586,202	\$8,603,154	
Bridge On-system NHS							\$19,535,371	\$15,628,297	\$3,907,074	
2026	606449	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL BRIDGE	6	NHPP-PEN	\$13,832,000	\$13,832,000	\$11,065,600	\$2,766,400
2026	610782	Boston Region	Multiple	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER	4	NHPP-PEN	\$5,703,371	\$5,703,371	\$4,562,697	\$1,140,674
Non-Interstate Pavement							\$15,165,717	\$12,132,574	\$3,033,143	
2026	609399	Boston Region	Randolph	RANDOLPH- RESURFACING AND	6	NHPP	\$7,194,377	\$7,194,377	\$5,755,502	\$1,438,875

			RELATED WORK ON ROUTE 28							
2026	612050	Boston Region	MULTIPLE BRAINTREE- WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3	6	NHPP	\$7,971,340	\$7,971,340	\$6,377,072	\$1,594,268	
Safety Improvements							\$10,347,168	\$9,312,451	\$1,034,717	
2026	611954	Boston Region	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM	6	HSIP	\$2,333,968	\$2,333,968	\$2,100,571	\$233,397	
2026	612599	Boston Region	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	4	HSIP	\$8,013,200	\$8,013,200	\$7,211,880	\$801,320	
Highway Resiliency Improvement Program							\$3,141,100	\$2,512,880	\$628,220	
2026	613099	Boston Region	BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	6	PRCT	\$3,141,100	\$3,141,100	\$2,512,880	\$628,220	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects							\$52,252,446	\$46,256,138	\$5,996,308	
Roadway Reconstruction							\$35,703,894	\$32,133,505	\$3,570,389	
2026	607977	Boston Region	MULTIPLE HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NHPP-I	\$300,942,837	\$29,229,180	\$26,306,262	\$2,922,918	
2026	607977	Boston Region	MULTIPLE HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	\$300,942,837	\$6,474,714	\$5,827,243	\$647,471	
Safe Routes to School							\$7,710,632	\$6,168,506	\$1,542,126	
2026	610537	Boston Region	BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	6	TAP	\$2,705,058	\$2,705,058	\$2,164,046	\$541,012	
2026	611997	Boston Region	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	6	TAP	\$861,238	\$861,237	\$688,990	\$172,247	
2026	612001	Boston Region	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	4	TAP	\$1,020,484	\$1,020,484	\$816,387	\$204,097	
2026	612804	Boston Region	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	6	TAP	\$1,566,100	\$1,566,099	\$1,252,879	\$313,220	
2026	612884	Boston Region	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	6	TAP	\$1,557,754	\$1,557,754	\$1,246,203	\$311,551	
Intersection Improvements							\$8,837,920	\$7,954,128	\$883,792	
2026	611974	Boston Region	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE	4	VUS	\$8,837,920	\$2,583,870	\$2,325,483	\$258,387	
2026	611974	Boston Region	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE	4	HSIP	\$8,837,920	\$6,254,050	\$5,628,645	\$625,405	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects							\$3,428,355	\$2,742,684	\$685,671	
Bicycle and Pedestrian							\$3,428,355	\$2,742,684	\$685,671	

2026	610680	Boston Region	Natick	NATICK- LAKE COCHITUATE PATH	3	CMAQ	\$3,428,355	\$3,428,355	\$2,742,684	\$685,671
Section 3B / Non-Federal Aid Funded								\$123,954,368	\$0	\$123,954,368
Bridge On-system NHS								\$68,334,621	\$0	\$68,334,621
2026	604564	Boston Region	Maynard	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	3	NGBP	\$6,036,680	\$6,036,680	\$0	\$6,036,680
2026	607684	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	6	NGBP	\$26,818,168	\$26,818,168	\$0	\$26,818,168
2026	612182	Boston Region	Newton	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	6	NGBP	\$15,206,778	\$15,206,778	\$0	\$15,206,778
2026	612184	Boston Region	Revere	REVERE- BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY	4	NGBP	\$20,272,995	\$20,272,995	\$0	\$20,272,995
NFA								\$26,680,000	\$0	\$26,680,000
2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I- 90/I-495 INTERCHANGE	3	NFA	\$300,942,837	\$26,680,000	\$0	\$26,680,000
Bridge On-system Non-NHS								\$28,939,747	\$0	\$28,939,747
2026	608952	Boston Region	Chelsea	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1	6	NGBP	\$22,217,165	\$22,217,165	\$0	\$22,217,165
2026	612178	Boston Region	Natick	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX	3	NGBP	\$6,722,582	\$6,722,582	\$0	\$6,722,582
Federal Fiscal Year 2027								\$520,203,742	\$333,687,222	\$186,516,520
Section 1A / Regionally Prioritized Projects								\$154,195,126	\$123,956,101	\$30,239,025
Section 1B / Earmark or Discretionary Grant Funded Projects								\$7,762,241	\$6,838,144	\$924,097
Bridge Off-system Local NB								\$3,141,758	\$3,141,758	\$0
2027	612076	Boston Region	Topsfield	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	4	BROFF	\$3,141,758	\$3,141,758	\$3,141,758	\$0
Bridge On-system Non-NHS NB								\$4,620,483	\$3,696,386	\$924,097
2027	612099	Boston Region	Ashland	ASHLAND- BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER	3	HIP-BR	\$4,620,483	\$4,620,483	\$3,696,386	\$924,097
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$179,097,542	\$147,713,675	\$31,383,867
Bridge On-system NHS								\$111,768,155	\$89,414,524	\$22,353,631
2027	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	NHPP	\$108,054,000	\$10,000,000	\$8,000,000	\$2,000,000
2027	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	NHPP- PEN	\$108,054,000	\$54,236,956	\$43,389,565	\$10,847,391
2027	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	NHPP	\$49,283,338	\$25,022,802	\$20,018,242	\$5,004,560
2027	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	NHPP	\$33,524,397	\$22,508,397	\$18,006,718	\$4,501,679
Safety Improvements								\$5,059,530	\$4,553,577	\$505,953

2027	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	HSIP	\$5,059,530	\$5,059,530	\$4,553,577	\$505,953
Highway Resiliency Improvement Program								\$4,332,177	\$3,465,742	\$866,435
2027	613154	Boston Region	Wellesley	WELLESLEY- DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION	6	PRCT	\$4,332,177	\$4,332,177	\$3,465,742	\$866,435
Bridge Systematic Maintenance								\$18,640,800	\$14,912,640	\$3,728,160
2027	613275	Boston Region	Multiple	BEVERLY- DANVERS- GLOUCESTER- BRIDGE PRESERVATION AT 5 BRIDGES CARRYING STATE ROUTE 128	4	NHPP	\$16,480,800	\$16,480,800	\$13,184,640	\$3,296,160
2027	613646	Boston Region	Watertown	WATERTOWN- BRIDGE PRESERVATION, W-10-003, STATE ROUTE 16/GALEN STREET OVER CHARLES RIVER	6	NHPP	\$2,160,000	\$2,160,000	\$1,728,000	\$432,000
Interstate Pavement								\$39,296,880	\$35,367,192	\$3,929,688
2027	613318	Boston Region	Multiple	BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	\$9,128,700	\$9,128,700	\$8,215,830	\$912,870
2027	613343	Boston Region	Foxborough	FOXBOROUGH - INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	\$14,953,680	\$14,953,680	\$13,458,312	\$1,495,368
2027	613382	Boston Region	Multiple	DEDHAM- NEEDHAM- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	6	NHPP-I	\$15,214,500	\$15,214,500	\$13,693,050	\$1,521,450
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$45,089,554	\$37,984,184	\$7,105,370
Roadway Reconstruction								\$29,014,942	\$24,654,695	\$4,360,248
2027	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	\$300,942,837	\$14,427,409	\$12,984,668	\$1,442,741
2027	609527	Boston Region	Reading	READING- IMPROVEMENTS ON I-95	4	NHPP	\$14,587,533	\$14,587,533	\$11,670,026	\$2,917,507
Safe Routes to School								\$11,376,612	\$9,101,290	\$2,275,322
2027	612100	Boston Region	Revere	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	4	TAP	\$351,341	\$351,341	\$281,073	\$70,268
2027	612816	Boston Region	Brookline	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	6	TAP	\$955,020	\$955,021	\$764,017	\$191,004
2027	612889	Boston Region	Sharon	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	5	TAP	\$3,709,491	\$3,709,491	\$2,967,593	\$741,898
2027	612894	Boston Region	Framingham	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	3	TAP	\$1,370,066	\$1,370,066	\$1,096,053	\$274,013
2027	613468	Boston Region	Newton	NEWTON- IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)	6	TAP	\$1,492,169	\$1,492,169	\$1,193,735	\$298,434
2027	613477	Boston Region	Holliston	HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)	3	TAP	\$1,012,500	\$1,012,500	\$810,000	\$202,500

2027	613564	Boston Region	Reading	READING- OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)	4	TAP	\$2,486,024	\$2,486,024	\$1,988,819	\$497,205
Intersection Improvements								\$4,698,000	\$4,228,200	\$469,800
2027	612613	Boston Region	Newton	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	6	HSIP	\$4,698,000	\$4,698,000	\$4,228,200	\$469,800
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$21,493,898	\$17,195,118	\$4,298,780
Bicycle and Pedestrian								\$21,493,898	\$17,195,118	\$4,298,780
2027	610660	Boston Region	Multiple	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	3	CMAQ	\$3,916,363	\$3,916,363	\$3,133,090	\$783,273
2027	612499	Boston Region	Medford	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	4	CMAQ	\$7,621,466	\$7,621,466	\$6,097,173	\$1,524,293
2027	612523	Boston Region	Revere	REVERE- STATE ROAD BEACHMONT CONNECTOR	4	CMAQ	\$8,263,382	\$8,263,382	\$6,610,706	\$1,652,676
2027	613082	Boston Region	Medford	MEDFORD- WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)	4	CMAQ	\$1,692,687	\$1,692,687	\$1,354,150	\$338,537
Section 3B / Non-Federal Aid Funded								\$112,565,381	\$0	\$112,565,381
Bridge On-system Non-NHS								\$112,565,381	\$0	\$112,565,381
2027	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	NGBP	\$88,805,268	\$88,805,268	\$0	\$88,805,268
2027	607420	Boston Region	Natick	NATICK- SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA	3	NGBP	\$11,407,315	\$11,407,315	\$0	\$11,407,315
2027	612196	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER	6	NGBP	\$12,352,798	\$12,352,798	\$0	\$12,352,798
Federal Fiscal Year 2028								\$455,148,861	\$368,407,280	\$86,741,581
Section 1A / Regionally Prioritized Projects								\$157,830,836	\$127,431,937	\$30,398,899
Section 1B / Earmark or Discretionary Grant Funded Projects								\$63,200,000	\$50,560,000	\$12,640,000
Bridge On-system Non-NHS NB								\$62,720,000	\$50,176,000	\$12,544,000
2028	608397	Boston Region	Gloucester	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	4	HIP- BRRR	\$62,720,000	\$62,720,000	\$50,176,000	\$12,544,000
Earmark Discretionary								\$480,000	\$384,000	\$96,000
2028	608436	Boston Region	Ashland	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	3	HPP	\$1,316,339	\$480,000	\$384,000	\$96,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$215,497,703	\$174,556,850	\$40,940,853
Bridge Systematic Maintenance								\$37,077,600	\$29,662,080	\$7,415,520
2028	605091	Boston Region	Natick	NATICK- BRIDGE PRESERVATION, N-03-032, N-03-033, N-03-034, N-03-035, RAMP A & B OVER ROUTE 9 & SPEEN STREET OVER RAMPS G & D	3	NHPP	\$11,205,600	\$11,205,600	\$8,964,480	\$2,241,120
2028	613276	Boston Region	Multiple	READING- WILMINGTON- BRIDGE PRESERVATION,	4	NHPP	\$18,032,000	\$18,032,000	\$14,425,600	\$3,606,400

			W-38-028 (2HR, 2HT) AND R-03-011 (2HK), I-93 (NB/SB) OVER MBTA/B&M RAILROAD AND I-95/STATE ROUTE 128							
2028	613656	Boston Region	Cambridge	CAMBRIDGE- BRIDGE PRESERVATION, C-01-038, MEMORIAL DRIVE (EB) OVER CHARLES RIVER	6	NHPP	\$7,840,000	\$7,840,000	\$6,272,000	\$1,568,000
Bridge On-system NHS								\$147,307,623	\$117,846,098	\$29,461,525
2028	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	NHPP-PEN	\$108,054,000	\$43,817,044	\$35,053,635	\$8,763,409
2028	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	NHPP	\$101,920,000	\$43,551,647	\$34,841,318	\$8,710,329
2028	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	NHPP	\$49,283,338	\$24,260,536	\$19,408,429	\$4,852,107
2028	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	NHPP	\$33,524,397	\$11,016,000	\$8,812,800	\$2,203,200
2028	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP-PEN	\$40,837,135	\$9,486,278	\$7,589,022	\$1,897,256
2028	613125	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	6	NHPP-PEN	\$15,176,118	\$15,176,118	\$12,140,894	\$3,035,224
Safety Improvements								\$6,440,000	\$5,796,000	\$644,000
2028	610650	Boston Region	Boston	BOSTON- SAFETY IMPROVEMENTS ON GALLIVAN BOULEVARD (ROUTE 203), FROM WASHINGTON STREET TO GRANITE AVENUE	6	HSIP	\$6,440,000	\$6,440,000	\$5,796,000	\$644,000
Interstate Pavement								\$15,146,880	\$13,632,192	\$1,514,688
2028	613383	Boston Region	Multiple	LYNNFIELD- WAKEFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	\$15,146,880	\$15,146,880	\$13,632,192	\$1,514,688
Non-Interstate Pavement								\$9,525,600	\$7,620,480	\$1,905,120
2028	613639	Boston Region	Framingham	FRAMINGHAM- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	\$9,525,600	\$9,525,600	\$7,620,480	\$1,905,120
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$9,622,354	\$8,660,119	\$962,235
Intersection Improvements								\$9,622,354	\$8,660,119	\$962,235
2028	608052	Boston Region	Norwood	NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	5	HSIP	\$1,668,001	\$1,668,001	\$1,501,201	\$166,800
2028	610665	Boston Region	Stoneham	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET	4	HSIP	\$4,872,001	\$4,872,001	\$4,384,801	\$487,200

2028	612616	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD	6	HSIP	\$3,082,352	\$3,082,352	\$2,774,117	\$308,235
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$8,997,968	\$7,198,374	\$1,799,594
Bicycle and Pedestrian								\$8,997,968	\$7,198,374	\$1,799,594
2028	612607	Boston Region	Danvers	DANVERS- RAIL TRAIL WEST EXTENSION (PHASE 3)	4	CMAQ	\$3,848,600	\$3,848,600	\$3,078,880	\$769,720
2028	613164	Boston Region	Multiple	BOSTON- MILTON- NEW BRIDGE AND SHARED- USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET	6	CMAQ	\$5,149,368	\$5,149,368	\$4,119,494	\$1,029,874
Federal Fiscal Year 2029								\$406,837,926	\$330,078,553	\$76,759,373
Section 1A / Regionally Prioritized Projects								\$160,243,467	\$129,273,967	\$30,969,500
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$188,146,479	\$152,919,598	\$35,226,881
Bridge On-system NHS								\$132,366,857	\$105,893,486	\$26,473,371
2029	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	NHPP	\$101,920,000	\$41,016,000	\$32,812,800	\$8,203,200
2029	612634	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	4	NHPP-PEN	\$97,206,144	\$30,000,000	\$24,000,000	\$6,000,000
2029	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP-PEN	\$40,837,135	\$31,350,857	\$25,080,686	\$6,270,171
2029	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	NHPP-PEN	\$180,854,486	\$30,000,000	\$24,000,000	\$6,000,000
Non-Interstate Pavement								\$13,787,409	\$11,029,927	\$2,757,482
2029	608495	Boston Region	Multiple	CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A	4	NHPP	\$5,067,399	\$5,067,399	\$4,053,919	\$1,013,480
2029	612046	Boston Region	Gloucester	GLOUCESTER- RESURFACING ON ROUTE 128	4	NHPP	\$4,557,060	\$4,557,060	\$3,645,648	\$911,412
2029	613640	Boston Region	Natick	NATICK- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	\$4,162,950	\$4,162,950	\$3,330,360	\$832,590
Safety Improvements								\$7,215,751	\$6,494,176	\$721,575
2029	610675	Boston Region	Chelsea	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET	6	HSIP	\$7,215,751	\$7,215,751	\$6,494,176	\$721,575
Bridge Off-system								\$2,889,387	\$2,311,510	\$577,877
2029	613108	Boston Region	Quincy	QUINCY- SUPERSTRUCTURE REPLACEMENT, Q-01-038 (3FG), STEDMAN STREET OVER I-93/US-1/STATE ROUTE 3	6	STBG-BR-Off	\$2,889,387	\$2,889,387	\$2,311,510	\$577,877
Highway Resiliency Improvement Program								\$15,078,675	\$12,062,940	\$3,015,735
2029	613162	Boston Region	Littleton	LITTLETON- BRIDGE REPLACEMENT, L-13-008, ROUTE 119 OVER BEAVER BROOK AND CAUSEWAY IMPROVEMENT FOR WILDLIFE	3	PRCT	\$15,078,675	\$15,078,675	\$12,062,940	\$3,015,735
Interstate Pavement								\$16,808,400	\$15,127,560	\$1,680,840

MBTA Capital Program - Federal Funding
FFY 2025-2029 Transportation Improvement Program (TIP) - April 2024

Federal Funding Program	ALI	2025	2026	2027	2028	2029	FFY25-29 Total (Federal)	FFY25-29 Total (Incl. Match)
5307		\$197,611,190	\$202,682,910	\$202,682,910	\$202,682,910	\$202,682,910	\$1,008,342,830	\$1,260,428,538
Bridge & Tunnel Program	12.24.05	\$11,200,000	\$16,200,000	\$16,200,000	\$16,200,000	\$16,200,000	\$76,000,000	\$95,000,000
Revenue Vehicle Program	12.12.00	\$111,912,814	\$106,547,237	\$106,547,237	\$106,547,237	\$106,547,237	\$538,101,764	\$672,627,205
Signals/Systems Upgrade Program	12.63.01	\$16,780,660	\$39,114,766	\$39,114,766	\$39,114,766	\$39,114,766	\$173,239,722	\$216,549,653
Stations and Facilities Program	12.34.00	\$20,217,716	\$40,820,907	\$40,820,907	\$40,820,907	\$40,820,907	\$183,501,344	\$229,376,680
Preventive Maintenance	12.7A.00	\$37,500,000	\$0	\$0	\$0	\$0	\$37,500,000	\$46,875,000
5337		\$236,571,519	\$241,684,814	\$241,684,814	\$241,684,814	\$241,684,814	\$1,203,310,775	\$1,504,138,468
Bridge & Tunnel Program	12.24.05	\$24,143,068	\$116,461,076	\$116,461,076	\$116,461,076	\$116,461,076	\$489,987,372	\$612,484,215
Revenue Vehicle Program	12.12.00	\$0	\$41,419,590	\$41,419,590	\$41,419,590	\$41,419,590	\$165,678,358	\$207,097,948
Signals/Systems Upgrade Program	12.63.01	\$62,621,955	\$20,166,816	\$20,166,816	\$20,166,816	\$20,166,816	\$143,289,218	\$179,111,523
Stations and Facilities Program	12.34.00	\$43,943,996	\$63,637,332	\$63,637,332	\$63,637,332	\$63,637,332	\$298,493,326	\$373,116,657
Preventive Maintenance	12.7A.00	\$105,862,500	\$0	\$0	\$0	\$0	\$105,862,500	\$132,328,125
5339		\$6,261,816	\$6,416,908	\$6,416,908	\$6,416,908	\$6,416,908	\$31,929,448	\$39,911,811
Bus Program	11.14.00	\$6,261,816	\$6,416,908	\$6,416,908	\$6,416,908	\$6,416,908	\$31,929,448	\$39,911,811
FFY25-29 FTA Formula Funding		\$440,444,525	\$450,784,632	\$450,784,632	\$450,784,632	\$450,784,632	\$2,243,583,053	\$2,804,478,816
Other Federal		\$285,385,333	\$162,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$935,385,333	\$944,835,333
RRIF Financing - PTC/ATC/Fiber	12.63.01	\$100,085,333	\$0	\$0	\$0	\$0	\$100,085,333	\$100,085,333
RRIF/TIFIA Financing Program (Potential)	12.24.05	\$147,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$797,500,000	\$797,500,000
Columbus Ave. Bus Lane Ph. II (CMAQ)	11.23.01	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$7,500,000
Jackson Sq. Station Access Impr. (CMAQ)	12.34.02	\$17,000,000	\$0	\$0	\$0	\$0	\$17,000,000	\$21,250,000
Rail Transformation - Early Action CMAQ)	12.24.03	\$4,800,000	\$0	\$0	\$0	\$0	\$4,800,000	\$6,000,000
Central Station Accessibility Project	12.33.02	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Nubian Square Bus Circulation Improv.	12.33.01	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Pedal & Park System Modernization	12.43.42	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,500,000
FFY25-29 Total Federal Funding		\$725,829,858	\$613,284,632	\$613,284,632	\$613,284,632	\$613,284,632	\$3,178,968,386	\$3,749,314,149

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY25-29.

TIP programs and projects are based on the draft FY25-29 CIP and planned federal obligations as of Apr-24. Adjustments may be made to federal projects and budgets as the FY25-29 CIP is finalized.

The Activity Line Item (ALI) codes are preliminary only and generally reflect the bulk of the TIP program. Within a program there may be several different ALI codes used.

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the currently planned drawdown schedule and is subject to change.

RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.

**Table 3-9
 FFYs 2025–29 TIP Transit Table (MBTA Federal Capital Program – Project List and Descriptions [80% Federal Share])**

Funds	TIP Program	CIP ID#	Project Name	FFY 2024	FFY 2025-2029	Total (Federal)	Project Description
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FTA Formula Funds (5307, 5337, 5339)

5307 - Bridge and Tunnel

5307	Bridge and Tunnel	P0014	Merrimack River Bridge	\$0	\$800,000	\$800,000	Rehabilitation, strengthening, and painting of the superstructure of the Merrimack River and Washington Street Bridges. Includes repairs to stone piers, substructure, scour countermeasures, and replacement of bearings.
5307	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	\$0	\$75,200,000	\$75,200,000	This program uses information provided through the bridge inspection and load rating program to design and construct prioritized bridge rehabilitation, repair, or replacement projects.
				\$0	\$76,000,000	\$76,000,000	

5307 - Revenue Vehicles

5307	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	\$20,117,766	\$327,554,314	\$347,672,080	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.
5307	Revenue Vehicles	P0618	Procurement of 40ft Enhanced Electric Hybrid Buses	\$0	\$109,093,636	\$109,093,636	Procurement of 460 40ft Enhanced Electric Hybrid (EEH) buses to replace 310 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle

							testing, warranty, and inspection.
5307	Revenue Vehicles	P0649	Option Order Procurement of New Flyer Hybrid 40ft Buses	\$239,140	\$0	\$239,140	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.
5307	Revenue Vehicles	P0652	Procurement of 100 Bi-Level Commuter Rail Coaches	\$0	\$35,076,265	\$35,076,265	Procurement of 100 Bi-Level Commuter Rail coaches to replace aging single-level coaches, expand capacity from 120 to 180 passengers per coach, reduce number of coaches required, and mitigate operational bottlenecks.
5307	Revenue Vehicles	P0860	Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881)	\$0	\$1,440,000	\$1,440,000	Midlife overhaul of major systems and components (e.g., engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	\$16,598,573	\$36,617,549	\$53,216,122	Midlife overhaul of major systems and components of 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements. Also includes condition assessment activities for 175 40ft CNG buses, and 45 60ft hybrid buses.
5307	Revenue Vehicles	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	\$28,000,000	\$0	\$28,000,000	Planning for the midlife overhaul of 175 40-foot New Flyer CNG buses delivered 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1162	Reliability Centered Maintenance - Blue, Orange and Red Line	\$0	\$28,320,000	\$28,320,000	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.
				\$64,955,479	\$538,101,764	\$603,057,243	

5307 - Signals and Systems

5307	Signals and Systems	P0285	Signal Program - Red/Orange Line	\$0	\$71,578,427	\$71,578,427	Replacement and upgrade of signal
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							equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.
5307	Signals and Systems	P0857	Mattapan HSL Transformation	\$0	\$69,861,295	\$69,861,295	State of good repair and accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.
5307	Signals and Systems	P0912	Systemwide Tunnel Flood Mitigation Program	\$0	\$5,600,000	\$5,600,000	Planning, training, and infrastructure improvements to make the tunnel network more resilient to flooding exposures due to storm surge, precipitation, and sea level rise.
5307	Signals and Systems	P1210	PILC-EPR Medium Voltage Cable Replacement Program	\$0	\$11,800,000	\$11,800,000	Replacement of medium voltage AC cables that are beyond their useful life between traction power substations to maintain a state of good repair and reduce lead exposure risk to employees.
5307	Signals and Systems	P1212	Systemwide 15kV Feeder and Duct Bank Replacement	\$0	\$7,200,000	\$7,200,000	Design and systemwide replacement of cables with Paper Insulated Lead Covered (PILC) feeders with new cables containing Ethylene Propylene Rubber (EPR) feeders to increase employee safety and power system resiliency.
5307	Signals and Systems	P1213	Systemwide SCADA Equipment Upgrade	\$0	\$7,200,000	\$7,200,000	Equipment and fiber optic network upgrades to the Supervisory Control and Data Acquisition (SCADA) system that controls critical power infrastructure. Upgrades incl. a new master terminal, programmable logic controllers, and remote terminal units.
5307	Signals and Systems	P1255	Track Improvement Plan - Green and Blue Lines	\$20,775,823	\$0	\$20,775,823	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Green and Blue Lines.
5307	Signals and Systems	P1263	Track Improvement Program - Red Line	\$147,976,778	\$0	\$147,976,778	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Red Line.

\$168,752,601	\$173,239,722	\$341,992,323
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5307 - Stations and Facilities

5307	Stations and Facilities	P0066a	Quincy Adams Accessibility Improvements	\$126,633	\$0	\$126,633	Replacement of three existing elevators and addition of new elevator at Quincy Adams, according to ADA/BCIL requirements. Also includes upgrades to mechanical, communication, and safety systems, as well as wayfinding signage.
5307	Stations and Facilities	P0066e	Harvard/Central Elevator	\$400,000	\$0	\$400,000	Replacement of existing station elevator No. 821 at Harvard Square and No. 861 at Central Square on the Red Line, per ADA/BCIL requirements. Also includes replacement of central escalator No. 360.
5307	Stations and Facilities	P0066g	Downtown Crossing Elevator Phase 1	\$72,000	\$0	\$72,000	Installation of two new elevators at Downtown Crossing to meet ADA and BCIL requirements. Includes exit gate improvements, creation of 'points of safety' with fire/smoke rated wall and door assemblies, and a new fire alarm system.
5307	Stations and Facilities	P0075	Elevator Program Multiple Location Design	\$6,632,106	\$20,636,654	\$27,268,761	Design and some construction work for the replacement of elevators and/or addition of new, redundant elevators and related wayfinding amenities at transit stations.
5307	Stations and Facilities	P0104	Charlestown Bus - Seawall Rehabilitation	\$2,000,000	\$0	\$2,000,000	Stabilization of the Mystic River shoreline and replacement of existing seawall to protect Charlestown Bus Facility from flooding. Includes a collaboration with Massachusetts DCR to build a multi-use public path along the seawall.
5307	Stations and Facilities	P0165	Harvard Square Busway Repairs	\$993,026	\$0	\$993,026	Rehabilitation of roadway, lighting, signage, drainage, and catenary systems in the Harvard busway and accessibility upgrades to ensure near level boarding for the 71 and 73 buses.
5307	Stations and Facilities	P0671a	Quincy Bus Facility Modernization	\$52,521,372	\$42,528,597	\$95,049,968	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand

							capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
5307	Stations and Facilities	P0671b	Arborway Bus Facility - Design Funding	\$0	\$22,320,000	\$22,320,000	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.
5307	Stations and Facilities	P0671c	North Cambridge Bus Facility Retrofit	\$30,928,812	\$0	\$30,928,812	Renovation of North Cambridge facility to support conversion to battery electric bus (BEB) fleets and bus electrification.
5307	Stations and Facilities	P0912a	Airport Tunnel Portal Flood Protection	\$0	\$16,398,322	\$16,398,322	Addition of floodgates and large steel doors to the entrance of the Blue Line tunnel at the tunnel's Airport Portal to prevent flooding. Includes updates to pump rooms and traction power systems.
5307	Stations and Facilities	P0912b	Systemwide Pump Room Upgrades	\$0	\$1,920,000	\$1,920,000	Design phase funding for state of good repair improvements to rapid transit and Silver Line tunnel pump rooms, including state of good repair and SCADA upgrades.
5307	Stations and Facilities	P1011	Green Line Extension Vehicle Maintenance Facility Modifications & Upgrades	\$0	\$9,943,729	\$9,943,729	Design and installation of a new hoist at the Green Line Extension (GLX) Vehicle Maintenance Facility to accommodate the future Type 10 fleet.
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	\$0	\$24,424,868	\$24,424,868	Reconfiguration of various track elements at Reservoir, including the lower west yard, East/West Wye, Chestnut Hill Avenue connection, B-branch connection, and non-revenue track around Cleveland Circle.
5307	Stations and Facilities	P1216	Everett Building 2 Floor Repairs	\$0	\$15,031,457	\$15,031,457	Repairs to the heavily deteriorated structure on the first floor of Everett's Building 2 facility that supports heavy rail service.
5307	Stations and Facilities	P1225	Systemwide Escalator and Elevator Replacement Program	\$0	\$12,000,000	\$12,000,000	Replacement of escalators and elevators systemwide that are in poor condition, have limited parts available, and require replacement as identified in the MBTA's 20-Year Vertical Transportation Capital Plan.

5307	Stations and Facilities	P1232	Green Line D Branch Enhanced Accessibility Improvements	\$0	\$18,297,716	\$18,297,716	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.
				\$93,673,949	\$183,501,344	\$277,175,293	

5307 - Preventive Maintenance

5307	Preventive Maintenance	N/A	Preventive Maintenance	\$12,500,000	\$37,500,000	\$50,000,000	Preventive maintenance activities eligible for FTA reimbursement.
				\$12,500,000	\$37,500,000	\$50,000,000	

5337 - Bridge and Tunnel

5337	Bridge and Tunnel	P0006	Gloucester Drawbridge Replacement	\$2,028,934	\$0	\$2,028,934	Replacement of Gloucester Drawbridge on the Rockport Line. The new bridge will consist of a moveable bascule span with two independent barrels, two spans of precast concrete box beams, a new steel superstructure, and a new micro-pile abutment.
5337	Bridge and Tunnel	P0008	Emergency Bridge Design / Inspection & Rating	\$1,796,261	\$0	\$1,796,261	Funding to support as-needed emergency design, inspection, and rating of bridges.
5337	Bridge and Tunnel	P0009	Bridges - Design	\$4,479,231	\$4,333,605	\$8,812,836	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.
5337	Bridge and Tunnel	P0018	North Station Draw 1 Bridge Replacement	\$40,247,016	\$409,290,315	\$449,537,332	Replacement of North Station Draw 1 bridge structures and control tower. Includes construction of three new vertical lift bridges, and extension of existing station platform to accommodate track 11 and 12.
5337	Bridge and Tunnel	P0495	Bridge Bundling Contract	\$20,800,000	\$0	\$20,800,000	Replacement of six Commuter Rail bridges at Intervale Rd. in Weston; Bacon St. in Wellesley; High Line Bridge in Somerville; Lynn Fells Parkway in Melrose; Parker St. in Lawrence; and Commercial St. in Lynn.
5337	Bridge and Tunnel	P0551	Longfellow Approach	\$0	\$41,902,447	\$41,902,447	Rehabilitation of Longfellow Approach viaduct, Span 1 of the Longfellow Bridge, and station platforms at Charles/MGH Station. Includes new track, power, communication and signal systems, and additional emergency egress and redundant elevators.

5337	Bridge and Tunnel	P0552	Dorchester Avenue Bridge	\$8,000,000	\$0	\$8,000,000	Replacement of Dorchester Avenue Bridge and installation of a new tunnel roof beneath the bridge.
5337	Bridge and Tunnel	P0627	Systemwide Bridge Inspection and Rating	\$17,285,716	\$18,461,005	\$35,746,721	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals. Load ratings are used to establish a systemwide priority list of bridge repairs, rehabilitation, and replacement.
5337	Bridge and Tunnel	P0892	Saugus Drawbridge Replacement	\$8,000,000	\$0	\$8,000,000	Design of Saugus Drawbridge replacement on the Newburyport/Rockport Line. The new bridge would include a widened approach embankment, a new control house, signal upgrades, and relocation of submerged utilities.
5337	Bridge and Tunnel	P0907	East Street Bridge Replacement (Dedham)	\$16,000,000	\$0	\$16,000,000	Replacement of East Street bridge carrying the Franklin Line in Dedham. The new bridge will feature improved vertical and horizontal clearance, improved roadway features, and improved pedestrian and vehicle access to East Street.
5337	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	\$16,000,000	\$0	\$16,000,000	This program uses information provided through the bridge inspection and load rating program to design and construct prioritized bridge rehabilitation, repair, or replacement projects.
5337	Bridge and Tunnel	P1115	South Elm Street Bridge Replacement	\$4,095,886	\$0	\$4,095,886	Replacement of South Elm Street bridge on the Haverhill Line serving Commuter Rail, Downeaster, and Pan Am freight trains.
5337	Bridge and Tunnel	P1116	Systemwide Culvert Inspection and Load Rating	\$0	\$10,000,000	\$10,000,000	Inventory, inspection, and load rating of the MBTA's approx. 1,300 culverts supporting in-service structures systemwide. The scope of work includes an initial inspection to establish baseline condition, followed by inspection every five years.
5337	Bridge and Tunnel	R0074	Tunnel Inspection Systemwide	\$5,243,025	\$6,000,000	\$11,243,025	Ongoing inspection and rating of Red Line, Orange Line, Green Line, and Blue Line tunnels.
				\$143,976,069	\$489,987,372	\$633,963,441	

5337 - Revenue Vehicles

5337	Revenue Vehicles	P0239	F40 Commuter Rail Locomotive Overhaul	\$35,391,580	\$0	\$35,391,580	Overhaul of 37 F40 Commuter Rail locomotives to improve reliability and reduce risk of unplanned maintenance.
5337	Revenue Vehicles	P0370	Green Line Train Protection	\$0	\$25,221,545	\$25,221,545	Procurement and installation of on-board and wayside equipment for a train protection and information system on the Green Line to mitigate red signal violations, train-to-train collisions, derailments, and intrusions into work zones.
5337	Revenue Vehicles	P0918	Rail Transformation - Future Rolling Stock	\$0	\$40,000,000	\$40,000,000	Planning funds to support future procurement of 25 electrified or decarbonized Commuter Rail rolling stock to replace the oldest vehicles in the fleet and support rail electrification.
5337	Revenue Vehicles	P0927	Rolling Stock - Locomotive and Coach State of Good Repair and Resiliency	\$6,000,000	\$0	\$6,000,000	Program to upgrade system reliability, correct deficiencies, standardize procedures, and increase equipment availability for Commuter Rail rolling stock through vehicle procurement, testing, service life enhancement, and overhauls.
5337	Revenue Vehicles	P1173	HSP46 Locomotive Overhaul	\$0	\$100,456,813	\$100,456,813	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.
				\$41,391,580	\$165,678,358	\$207,069,938	

5337 - Signals and Systems

5337	Signals and Systems	P1315	Fairmount Line Infrastructure for Decarbonized Service	\$0	\$47,948,800	\$47,948,800	Delivery of infrastructure necessary to operate decarbonized service every 20 minutes on the Fairmount line.
5337	Signals and Systems	P0146	SCADA Upgrades	\$1,600,000	\$0	\$1,600,000	Upgrades to the Power Supervisory Control and Data Acquisition (SCADA) communication network from leased lines to the Security Wide Area Network (SWAN) to provide high-speed ethernet connection at 24 traction power

							substations and unit substations.
5337	Signals and Systems	P0261	Worcester Line Track and Station Accessibility Improvements	\$0	\$25,885,742	\$25,885,742	New third track and realignment of existing tracks on the Framingham and Worcester Commuter Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.
5337	Signals and Systems	P0283	Green Line Central Tunnel Signal - 25 Cycle	\$3,840,000	\$0	\$3,840,000	Replacement of 25Hz track circuits with 100Hz track circuits in the Green Line central tunnel. Includes replacement of track circuit cable, trough, messenger, cases, relays, rectifiers, and signal power equipment.
5337	Signals and Systems	P0301	Systemwide Radio	\$73,952,935	\$39,033,557	\$112,986,492	Upgrade of the MBTA's existing two-way radio system used by MBTA Transit Police and operations personnel. This project includes mobile radios for heavy rail, light rail, and bus vehicles.
5337	Signals and Systems	P0591	Green Line Central Tunnel Track and Signal Replacement	\$0	\$4,317,546	\$4,317,546	Rehabilitation and upgrades to signal and track infrastructure within the Green Line Central Tunnel. Includes central instrumentation houses and signal, track, and power systems at Copley, Park Street, and Government Center.
5337	Signals and Systems	P0904	Systemwide Asset Management Program Phase 3	\$7,600,000	\$0	\$7,600,000	Continuation of implementing the Asset Management Program in accordance with FTA requirements. Includes professional services, audit, inventory, condition assessments, updates to the National Transit Database, and Transit Asset Management Plan.
5337	Signals and Systems	P1104	Traction Power Substation Replacement	\$5,760,000	\$4,000,000	\$9,760,000	Complete replacement of electrical systems and structural, mechanical, and plumbing improvements at aging traction power substations (TPSS). This scope also includes a TPSS Design Guide to standardize future improvements.

5337	Signals and Systems	P1132	Ashmont Branch Track Replacement	\$4,000,000	\$0	\$4,000,000	Design and construction for partial reconstruction of track and track support systems on the Ashmont Branch of the Red Line.
5337	Signals and Systems	P1139	Asset Management Program	\$23,013,222	\$22,103,573	\$45,116,794	Implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.
5337	Signals and Systems	P1260	Track Improvement Program – Orange Line	\$71,975,633	\$0	\$71,975,633	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Orange Line.
				\$191,741,790	\$143,289,218	\$335,031,008	

5337 - Stations and Facilities

5337	Stations and Facilities	P0003	Green Line B Branch Consolidation	\$295,716	\$0	\$295,716	Consolidation of four Green Line B-Branch stops into two new, fully accessible stations: Babcock Street and Amory Street. Features include accessible boarding and exits, security and lighting upgrades, and longer platforms to accommodate Type 10s.
5337	Stations and Facilities	P0066	Elevator Program	\$1,485,474	\$0	\$1,485,474	Design and construction funding for elevator improvements on the rapid transit system. Individual elevator projects are separated into unique projects once construction stage is reached.
5337	Stations and Facilities	P0074	Downtown Crossing Vertical Transportation Improvements Phase 2	\$62,208,880	\$0	\$62,208,880	Design and construction of 3 new elevators to provide vertical transfers from the Red Line northbound to the Orange Line southbound platform, and from the Orange Line northbound to the Red Line southbound platform at Downtown Crossing.
5337	Stations and Facilities	P0076	Oak Grove Station Vertical Transportation Improvements	\$800,000	\$0	\$800,000	Accessibility upgrades at Oak Grove station, including three elevators, replacement of one existing

							elevator, sidewalk repairs, and wayfinding and station-brightening improvements.
5337	Stations and Facilities	P0087	Braintree and Quincy Adams Garage Rehabilitation	\$11,576,003	\$0	\$11,576,003	Full rehabilitation of the Red Line's Braintree Station and Quincy Adams Station parking garages to extend the operable service life of each facility by forty years.
5337	Stations and Facilities	P0129	Newton Highlands Green Line Station Accessibility Project	\$0	\$53,746,443	\$53,746,443	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including three ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelters, and covered bike racks.
5337	Stations and Facilities	P0163	Forest Hills Improvement Project	\$26,089,764	\$0	\$26,089,764	Accessibility and state of good repair improvements at Forest Hills Station. Includes elevator replacement, new elevator/stair tower to connect upper and lower busway, accessibility upgrades, station brightening, wayfinding, and platform repairs.
5337	Stations and Facilities	P0168	Symphony Station Improvements	\$0	\$0	\$0	Upgrade Symphony Station to a modern and fully accessible passenger facility. Includes construction of four new elevators, raised platforms, accessible restrooms, installation of egress stairs, and upgraded fire alarm systems.
5337	Stations and Facilities	P0169	Wollaston Station / Quincy Center Garage Demolition	\$2,535,477	\$0	\$2,535,477	Complete modernization of Wollaston Station, demolition of the top 3 levels of the Quincy Center parking garage, replacement of one elevator at Quincy Center, and construction of an accessible walkway from Burgin Parkway to Quincy Center Station.
5337	Stations and Facilities	P0174	Natick Center Station Accessibility Project	\$6,047,999	\$0	\$6,047,999	Reconstruction and modernization of Natick Center Station, including new fully accessible high-level side platforms, elevators, ramps, stairs, lighting, wayfinding,

							streetscape, upgraded tracks, and connection to the Cochituate Rail Trail.
5337	Stations and Facilities	P0179	Winchester Center Station	\$10,264,133	\$0	\$10,264,133	Reconstruction and modernization of Winchester Center Station including new fully accessible high-level side platforms, elevators, ramps, stairs, lighting, signage and wayfinding, streetscape improvements, and upgraded track infrastructure.
5337	Stations and Facilities	P0395	Worcester Union Station Accessibility and Infrastructure Improvements	\$2,841,410	\$0	\$2,841,410	Includes high-level center platform with elevators, ramps, and stairs; replacement and realignment of station tracks; and construction of a new rail crossover to improve accessibility, operations, and service capacity at Worcester Union Station.
5337	Stations and Facilities	P0631b	Blue Line Communications Rooms Improvements	\$0	\$16,374,165	\$16,374,165	Rehabilitation of communications rooms along the Blue Line to bring them into a state of good repair and support the implementation of Fare Transformation.
5337	Stations and Facilities	P0679	Codman Yard Expansion and Improvements	\$0	\$39,009,110	\$39,009,110	Improvements to Codman Yard, including in-kind replacement of existing infrastructure and the expansion of storage capacity to support the new Red Line trains.
5337	Stations and Facilities	P0856	Ruggles Station Improvements Phase 2	\$99,625,355	\$0	\$99,625,355	Continuation of Ruggles Station Improvements to address accessibility, code-compliance, and state-of-good repair issues. Includes repair, reconstruction, and improvements to platforms, entrances, stairs, elevators, ramps, restrooms, and wayfinding.
5337	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	\$0	\$68,752,659	\$68,752,659	Improvements to surface track and stations on the E branch of the Green Line, extending from the Northeastern Station portal to Heath Street Station.
5337	Stations and Facilities	P0924	B Branch Accessibility & Capacity Improvements	\$0	\$56,550,959	\$56,550,959	Track realignments, accessibility improvements, potential consolidation, and station and traction

							power upgrades along the Green Line B branch between Blandford St. and Warren St. Stations.
5337	Stations and Facilities	P1010	Riverside Vehicle Maintenance Facility Modifications & Upgrades	\$0	\$38,592,184	\$38,592,184	Upgrades to existing hoists, pits, and mezzanines at the Riverside Vehicle Maintenance Facility to accommodate the future Type 10 fleet.
5337	Stations and Facilities	P1025	Lynn Station Parking Garage Deconstruction	\$13,470,767	\$4,879,470	\$18,350,236	Decommissioning of the closed Lynn Station parking garage.
5337	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	\$0	\$4,989,028	\$4,989,028	Demolition of the Lake Street facility and reconfiguration into an expanded yard. The site will be designed to maximize train storage, streamline yard operations, and eliminate a sharp curve in anticipation of the larger Type 10 light rail fleet.
5337	Stations and Facilities	P1171	Billerica MOW Repair and Storage Facility	\$0	\$7,948,908	\$7,948,908	Funds to design and construct a new, fully accessible Commuter Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.
5337	Stations and Facilities	P1222	Codman Yard Storage and Office Facility	\$0	\$7,650,400	\$7,650,400	Establishment of a dedicated storage and office facility at the Codman Yard to house staff and to store, repair, and maintain critical equipment.
5337	Stations and Facilities	R0069	Park Street Station Wayfinding Improvements	\$1,610,880	\$0	\$1,610,880	Various improvements to lighting, CCTV placement, wayfinding and illuminated exit signage, Braille signage, floor finishes, benches, and 24 staircases at Park Street. Includes artwork restoration and reopening of Tremont Street's Temple Place stairs.
5337	Stations and Facilities	R0071	Lynn Station and Parking Garage Improvements Phase II	\$2,581,808	\$0	\$2,581,808	Design funding for new elevators, stairs, platform, canopy, and architectural improvements to the station and the intent to acquire and demolish structures under station's viaduct. Existing parking garage will also be replaced by surface parking.
				\$241,433,664	\$298,493,326	\$539,926,990	

5337 - Preventive Maintenance

5337	Preventive Maintenance	N/A	Preventive Maintenance	\$35,287,500	\$105,862,500	\$141,150,000	Preventive maintenance activities eligible for FTA reimbursement.
				\$35,287,500	\$105,862,500	\$141,150,000	

5339 - Bus Program

5339	Bus Program	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	\$0	\$28,667,507	\$28,667,507	Midlife overhaul of major systems and components of 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements. Also includes condition assessment activities for 175 40ft CNG buses, and 45 60ft hybrid buses.
5339	Bus Program	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	\$12,116,517	\$3,261,941	\$15,378,458	Planning for the midlife overhaul of 175 40-foot New Flyer CNG buses delivered 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
				\$12,116,517	\$31,929,448	\$44,045,965	

Note: Project descriptions and dollar amounts are preliminary only and are provided for informational purposes. In many cases, the scopes of work and project budgets will become more fully developed as the design process proceeds and is completed. The MBTA may also opt to fund a project from a different FTA funding source based on the timing of projects and the availability of FTA funds.

RRIF/TIFIA Financing Program

Projects Potentially Funded by Federal RRIF/TIFIA Loans

RRIF/TIFIA Financing		P0671a	Quincy Bus Facility Modernization	Potential RRIF/TIFIA loan - amount and timing to be determined	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
RRIF/TIFIA Financing		P0952	Widett Layover and Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.
RRIF/TIFIA Financing		P0018	North Station Draw 1 Bridge Replacement	Potential RRIF/TIFIA loan - amount and timing to be determined	Replacement of North Station Draw 1 bridge structures and control tower. Includes construction of three new vertical lift bridges, and extension of existing station platform to

					accommodate track 11 and 12.
RRIF/TIFIA Financing		P0170	Newton Commuter Rail Stations Design	Potential RRIF/TIFIA loan - amount and timing to be determined	Design of a fully accessible Commuter Rail station in Newton with 400' platform and the potential for either a double-sided or center-running high-level platform.
RRIF/TIFIA Financing		P0178	South Attleboro Station Improvements	Potential RRIF/TIFIA loan - amount and timing to be determined	Design for the construction of a new South Attleboro station, to include 800-ft. high-level platforms, three elevators, platform access ramps, a bus bay, egress to Newport Ave., additional parking, improved vehicular circulation, updated lighting.
RRIF/TIFIA Financing		P0863	South-Side Commuter Rail Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Assessment and design for a new Commuter Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.

Note: The MBTA is exploring the use of federal loans through the Build America Bureau to finance certain capital projects at a lower interest rate than traditional tax-exempt bonds. This includes loans under the Railroad Rehabilitation & Improvement Financing (RRIF) and Transportation Infrastructure Finance and Innovation Act (TIFIA) programs. The projects listed above are being considered for this program, subject to the approval of funding through the CIP process. Additional project and funding information will be provided through a future TIP/Amendment if federal grant funds or loans are utilized.

**Table 3-10
FFYs 2025–29 TIP Transit Table (MWRTA)**

STIP: 2025 - 2029 (D)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
Federal Fiscal Year 2025						\$16,066,000	\$12,472,000	\$3,594,000
MetroWest Regional Transit Authority						\$16,066,000	\$12,472,000	\$3,594,000
2025	MWRTA011699	RTA Fleet Upgrades	5307 FORMULA-ACQUIRE REVENUE VEHICLE-TROLLEY CNG QTY 4	5307	\$1,000,000	\$500,000	\$500,000	
2025	MWRTA011699	RTA Fleet Upgrades	5307 FORMULA-ACQUIRE REVENUE VEHICLE-TROLLEY CNG QTY 4	RTACAP	\$1,000,000	\$500,000		\$500,000
2025	MWRTA011700	RTA Fleet Upgrades	METROWEST RTA 5307 CARBON REDUCTION-ACQUIRE EV REVENUE TROLLEY	5307CR	\$1,250,000	\$1,250,000	\$1,250,000	
2025	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA-DISCRETIONARY SMART EV SOLAR	DOF	\$15,000,000	\$2,000,000	\$2,000,000	

			INFRASTRUCTURE PROJECT					
2025	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA-DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DRTACAP	\$15,000,000	\$500,000	\$500,000	
2025	MWRTA011709	RTA Fleet Upgrades	METROWEST RTA-ACQUIRE HEAVY DUTY CNG 29FT TRANSIT BUS	5307	\$1,980,000	\$1,584,000	\$1,584,000	
2025	MWRTA011709	RTA Fleet Upgrades	METROWEST RTA-ACQUIRE HEAVY DUTY CNG 29FT TRANSIT BUS	RTACAP	\$1,980,000	\$396,000	\$396,000	
2025	MWRTA011814	RTA Fleet Upgrades	MetroWest RTA - Procurement of 3 29 Foot Buses	5307	\$2,376,000	\$1,980,000	\$1,980,000	
2025	MWRTA011814	RTA Fleet Upgrades	MetroWest RTA - Procurement of 3 29 Foot Buses	TDC	\$2,376,000	\$396,000	\$396,000	
2025	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	5307	\$3,000,000	\$1,750,000	\$1,750,000	
2025	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	TDC	\$3,000,000	\$350,000	\$350,000	
2025	RTD0011109	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$300,000	\$240,000	\$240,000	
2025	RTD0011109	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$300,000	\$60,000	\$60,000	
2025	RTD0011110	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$300,000	\$150,000	\$150,000	
2025	RTD0011110	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$300,000	\$150,000	\$150,000	
2025	RTD0011111	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	\$700,000	\$560,000	\$560,000	
2025	RTD0011111	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	\$700,000	\$140,000	\$140,000	
2025	RTD0011121	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station (FCRS)	5307	\$10,000	\$8,000	\$8,000	
2025	RTD0011121	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station (FCRS)	RTACAP	\$10,000	\$2,000	\$2,000	

2025	RTD0011124	RTA Fleet Upgrades	MetroWest RTA - 5307 FORMULA 2025 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION INFRASTRUCTURE COSTS - DISCRETIONARY	5307	\$500,000	\$250,000	\$250,000	
2025	RTD0011124	RTA Fleet Upgrades	MetroWest RTA - 5307 FORMULA 2025 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION INFRASTRUCTURE COSTS - DISCRETIONARY	DRTACAP	\$500,000	\$250,000	\$250,000	
2025	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	5307	\$500,000	\$200,000	\$200,000	
2025	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	RTACAP	\$500,000	\$50,000	\$50,000	
2025	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	\$4,000,000	\$113,172	\$113,172	
2025	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5339	\$4,000,000	\$286,828	\$286,828	
2025	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	\$4,000,000	\$400,000	\$400,000	
2025	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$10,000,000	\$1,600,000	\$1,600,000	
2025	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$10,000,000	\$400,000	\$400,000	
Federal Fiscal Year 2026						\$20,483,436	\$15,786,748	\$4,696,688
MetroWest Regional Transit Authority						\$20,483,436	\$15,786,748	\$4,696,688
2026	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA-DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DOF	\$15,000,000	\$8,000,000	\$8,000,000	
2026	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA-DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DRTACAP	\$15,000,000	\$2,000,000	\$2,000,000	
2026	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA-DISCRETIONARY 5339 BACK ENTRANCE	5339D	\$7,000,000	\$2,800,000	\$2,800,000	

			PROJECT BLANDIN					
2026	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	DRTACAP	\$7,000,000	\$700,000		\$700,000
2026	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	5307	\$3,000,000	\$750,000	\$750,000	
2026	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	TDC	\$3,000,000	\$150,000		\$150,000
2026	RTD0011117	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	\$700,000	\$560,000	\$560,000	
2026	RTD0011117	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	\$700,000	\$140,000		\$140,000
2026	RTD0011118	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$300,000	\$150,000	\$150,000	
2026	RTD0011118	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$300,000	\$150,000		\$150,000
2026	RTD0011119	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$450,000	\$360,000	\$360,000	
2026	RTD0011119	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$450,000	\$90,000		\$90,000
2026	RTD0011120	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	\$10,000	\$8,000	\$8,000	
2026	RTD0011120	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	\$10,000	\$2,000		\$2,000
2026	RTD0011125	RTA Fleet Upgrades	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	5339	\$1,000,000	\$500,000	\$500,000	
2026	RTD0011125	RTA Fleet Upgrades	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	RTACAP	\$1,000,000	\$500,000		\$500,000

2026	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	5307	\$500,000	\$200,000	\$200,000	
2026	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	RTACAP	\$500,000	\$50,000	\$50,000	
2026	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	\$4,000,000	\$400,000	\$400,000	
2026	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	\$4,000,000	\$400,000	\$400,000	
2026	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	\$2,293,744	\$458,748	\$458,748	
2026	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	\$2,293,744	\$114,688	\$114,688	
2026	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$10,000,000	\$1,600,000	\$1,600,000	
2026	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$10,000,000	\$400,000	\$400,000	
Federal Fiscal Year 2027						\$15,505,353	\$11,610,537	\$3,894,816
MetroWest Regional Transit Authority						\$15,505,353	\$11,610,537	\$3,894,816
2027	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DOF	\$15,000,000	\$2,000,000	\$2,000,000	
2027	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DRTACAP	\$15,000,000	\$500,000	\$500,000	
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- 5339 BACK ENTRANCE PROJECT BLANDIN	5339D	\$7,000,000	\$2,800,000	\$2,800,000	
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- 5339 BACK ENTRANCE PROJECT BLANDIN	DRTACAP	\$7,000,000	\$700,000	\$700,000	
2027	MWRTA011708	RTA Facility & System	METROWEST RTA- TECHNICAL	RTACAP	\$1,000,000	\$500,000	\$500,000	

		Modernization	ASSISTANCE HYDROGEN DEPLOYMENT					
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	\$4,000,000	\$400,000	\$400,000	
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	\$4,000,000	\$400,000		\$400,000
2027	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	\$2,293,744	\$458,748	\$458,748	
2027	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	\$2,293,744	\$114,688		\$114,688
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$10,000,000	\$1,600,000	\$1,600,000	
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$10,000,000	\$400,000		\$400,000
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	\$2,600,000	\$960,000	\$960,000	
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	\$2,600,000	\$240,000		\$240,000
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$900,000	\$150,000	\$150,000	
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$900,000	\$150,000		\$150,000
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$1,350,000	\$360,000	\$360,000	
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$1,350,000	\$90,000		\$90,000
2027	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) -	5307	\$30,000	\$8,000	\$8,000	

			Framingham Commuter Rail Station					
2027	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	\$30,000	\$2,000		\$2,000
2027	RTD0011200	RTA Vehicle Replacement	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRETIONARY	5339D	\$1,771,917	\$1,653,789		\$1,653,789
2027	RTD0011200	RTA Vehicle Replacement	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRETIONARY	DRTACAP	\$1,771,917	\$118,128		\$118,128
2027	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	5339D	\$1,800,000	\$720,000		\$720,000
2027	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	DRTACAP	\$1,800,000	\$180,000		\$180,000
2027	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	5307	\$3,000,000	\$500,000		\$500,000
2027	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	RTACAP	\$3,000,000	\$500,000		\$500,000
Federal Fiscal Year 2028						\$19,233,436	\$16,756,748	\$2,476,688
MetroWest Regional Transit Authority						\$19,233,436	\$16,756,748	\$2,476,688
2028	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	5339D	\$12,000,000	\$12,000,000		\$12,000,000
2028	MWRTA011708	RTA Facility & System Modernization	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	RTACAP	\$1,000,000	\$500,000		\$500,000
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	\$4,000,000	\$400,000		\$400,000
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	\$4,000,000	\$400,000		\$400,000
2028	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE	5339D	\$2,293,744	\$458,748		\$458,748

			REPLACEMENT - CUTAWAYS TYPE D CNG					
2028	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	\$2,293,744	\$114,688		\$114,688
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$10,000,000	\$1,600,000	\$1,600,000	
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$10,000,000	\$400,000		\$400,000
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	\$2,600,000	\$560,000	\$560,000	
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	\$2,600,000	\$140,000		\$140,000
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$900,000	\$150,000	\$150,000	
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$900,000	\$150,000		\$150,000
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$1,350,000	\$360,000	\$360,000	
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$1,350,000	\$90,000		\$90,000
2028	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	\$30,000	\$8,000	\$8,000	
2028	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	\$30,000	\$2,000		\$2,000
2028	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL	5339D	\$1,800,000	\$720,000	\$720,000	

			ELECTRIFICATION COSTS					
2028	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	DRTACAP	\$1,800,000	\$180,000		\$180,000
2028	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	5307	\$3,000,000	\$500,000	\$500,000	
2028	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	RTACAP	\$3,000,000	\$500,000		\$500,000
Federal Fiscal Year 2029						\$35,833,436	\$34,036,748	\$1,796,688
MetroWest Regional Transit Authority						\$35,833,436	\$34,036,748	\$1,796,688
2029	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Hydrogen Fuel Generation and Dispensing Depot	5339D	\$30,000,000	\$30,000,000	\$30,000,000	
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	\$4,000,000	\$400,000	\$400,000	
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	\$4,000,000	\$400,000		\$400,000
2029	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	\$2,293,744	\$458,748	\$458,748	
2029	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	\$2,293,744	\$114,688		\$114,688
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$10,000,000	\$1,600,000	\$1,600,000	
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$10,000,000	\$400,000		\$400,000
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	\$2,600,000	\$560,000	\$560,000	
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	\$2,600,000	\$140,000		\$140,000

2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$900,000	\$150,000	\$150,000	
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$900,000	\$150,000		\$150,000
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$1,350,000	\$360,000	\$360,000	
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$1,350,000	\$90,000		\$90,000
2029	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	\$30,000	\$8,000	\$8,000	
2029	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	\$30,000	\$2,000		\$2,000
2029	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	5307	\$3,000,000	\$500,000	\$500,000	
2029	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	RTACAP	\$3,000,000	\$500,000		\$500,000

**Table 3-11
FFYs 2025–29 TIP Transit Table (CATA)**

STIP: 2025 - 2029 (D)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2025						\$3,518,750	\$750,000	\$2,668,750	\$100,000
Cape Ann Transportation Authority						\$3,518,750	\$750,000	\$2,668,750	\$100,000
2025	CATA011692	RTA Facility & Vehicle Maintenance	CATA-repave admin/ops facility parking lot Previous FY24 Project #RTD0010587	5307	\$480,000	\$320,000	\$320,000		
2025	CATA011692	RTA Facility & Vehicle Maintenance	CATA-repave admin/ops facility parking lot Previous FY24 Project #RTD0010587	RTACAP	\$480,000	\$180,000		\$180,000	
2025	CATA011694	RTA Facility & Vehicle Maintenance	Cape Ann TA-rehab/renovate of existing facility	RTACAP	\$250,000	\$250,000		\$250,000	
2025	CATA011695	RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	\$540,000	\$180,000		\$180,000	

2025	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2025	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2025	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$96,250			\$96,250
2025	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	\$37,500	\$30,000	\$30,000		
2025	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	\$37,500	\$70,000			\$70,000
2025	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	\$600,000	\$1,800,000			\$1,800,000
2025	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	\$30,000	\$92,500			\$92,500
Federal Fiscal Year 2026						\$3,280,000	\$680,000	\$2,500,000	\$100,000
Cape Ann Transportation Authority						\$3,280,000	\$680,000	\$2,500,000	\$100,000
2026	CATA011694	RTA Facility & Vehicle Maintenance	Cape Ann TA-rehab/renovate of existing facility	5307	\$250,000	\$250,000	\$250,000		
2026	CATA011694	RTA Facility & Vehicle Maintenance	Cape Ann TA-rehab/renovate of existing facility	RTACAP	\$250,000	\$250,000			\$250,000
2026	CATA011695	RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	\$540,000	\$180,000			\$180,000
2026	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2026	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2026	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$100,000			\$100,000
2026	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	\$37,500	\$30,000	\$30,000		
2026	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	\$37,500	\$70,000			\$70,000
2026	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	\$600,000	\$1,800,000			\$1,800,000
2026	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	\$30,000	\$100,000			\$100,000
Federal Fiscal Year 2027						\$2,280,000	\$430,000	\$1,750,000	\$100,000
Cape Ann Transportation Authority						\$2,280,000	\$430,000	\$1,750,000	\$100,000
2027	CATA011695	RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	\$540,000	\$180,000			\$180,000
2027	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2027	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2027	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$100,000			\$100,000

2027	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	\$37,500	\$30,000	\$30,000		
2027	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	\$37,500	\$70,000		\$70,000	
2027	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	\$600,000	\$1,300,000		\$1,300,000	
2027	T00073	RTA Facility & Vehicle Maintenance	CATA- Rehab/Renovation Administration & Operations Facility	RTACAP	\$30,000	\$100,000		\$100,000	
Federal Fiscal Year 2028						\$800,000	\$430,000	\$270,000	\$100,000
Cape Ann Transportation Authority						\$800,000	\$430,000	\$270,000	\$100,000
2028	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2028	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2028	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$100,000		\$100,000	
2028	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	\$37,500	\$30,000	\$30,000		
2028	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	\$37,500	\$70,000		\$70,000	
2028	T00073	RTA Facility & Vehicle Maintenance	CATA- Rehab/Renovation Administration & Operations Facility	RTACAP	\$30,000	\$100,000		\$100,000	
Federal Fiscal Year 2029						\$2,300,000	\$1,630,000	\$570,000	\$100,000
Cape Ann Transportation Authority						\$2,300,000	\$1,630,000	\$570,000	\$100,000
2029	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2029	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - - Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2029	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$100,000		\$100,000	
2029	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	\$37,500	\$30,000	\$30,000		
2029	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	\$37,500	\$70,000		\$70,000	
2029	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	DOF	\$600,000	\$1,200,000	\$1,200,000		
2029	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	\$600,000	\$300,000		\$300,000	
2029	T00073	RTA Facility & Vehicle Maintenance	CATA- Rehab/Renovation Administration & Operations Facility	RTACAP	\$30,000	\$100,000		\$100,000	

DETAILED PROJECT DESCRIPTIONS

Field Definitions

Proponent: This field lists the primary advocate for each project, who is responsible for seeing the project through to completion.

ID Number: This number references the project's identification number in MassDOT's project-tracking system.

Project Type: This field provides the type of project programmed. For those projects programmed with Regional Target funds (projects listed in Section 1A of the TIP tables), the projects are categorized according to the MPO's six investment programs (Bicycle and Pedestrian, Complete Streets, Intersection Improvements, Major Infrastructure, Community Connections, and Transit Modernization). For those projects programmed directly by MassDOT (projects listed in Sections 1B, 2A, 2B, 2C, and 3B), MassDOT's STIP Program categories are applied.

Cost: This figure is the total project cost as programmed in the TIP across all fiscal years, including years outside of FFYs 2025–29.

Funding Source: The funding source indicates whether a project is funded using the MPO's Regional Target funds or MassDOT's statewide highway funds.

Scoring Summary: This table shows the number of points awarded to the project across each of the MPO's project evaluation categories. MPO staff has not evaluated all projects in the TIP; staff only evaluates projects that are being considered for funding with the MPO's Regional Target funds. The field definitions for the tables are as follows for all projects scored in the MPO's Bicycle and Pedestrian, Complete Streets, Intersection Improvements, Major Infrastructure, and Transit Modernization investment programs:

- **Safety:** Safety
- **MR:** Mobility and Reliability
- **AC:** Access and Connectivity
- **RES:** Resilience
- **CA/HC:** Clean Air/Healthy Communities
- **TE:** Transportation Equity
- **Total:** This figure is the summation of the project's scores across the above six categories (100 possible points).

Projects within the MPO's Community Connections Program are scored using different categories, given the unique nature of this program. The field definitions for those tables are as follows:

- **Conn:** Connectivity
- **Coord:** Regional and Interlocal Coordination
- **Plan:** Plan Implementation
- **TE:** Transportation Equity
- **CCM:** Climate Change Mitigation
- **PM:** Performance Management
- **Total:** This figure is the summation of the project's scores across the above six categories (100 possible points).

As mentioned in Chapter 2, the MPO adopted a revised set of project selection criteria in October 2023. These new criteria were used to score new projects under consideration for funding using the MPO's Regional Target funds for both the FFYs 2025–29 TIP cycle. For this reason, the scoring criteria and point allocations vary based on when a project was evaluated for funding and programmed in the TIP. Point allocations are specified for each project, and some project pages feature additional information in this section to provide context for how projects were evaluated. Further details on all of the MPO's project selection criteria are available in Appendix A.

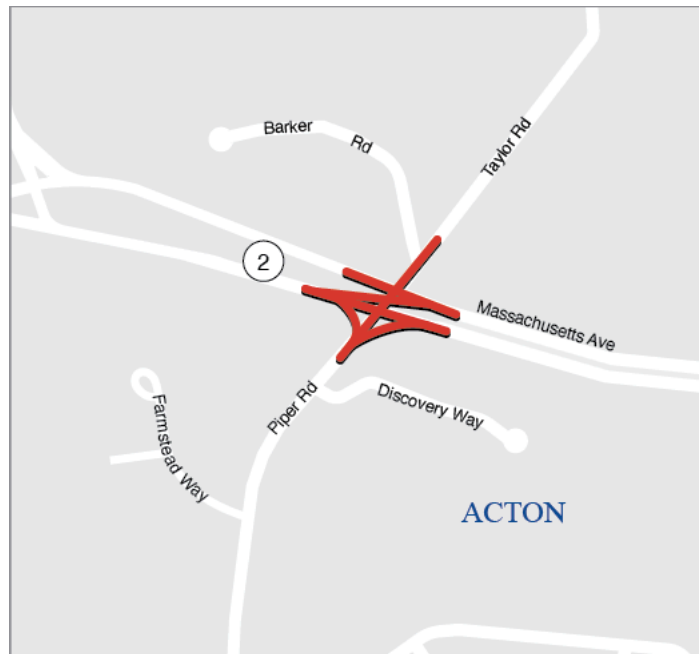
Project Description: The description of the project is based, in part, on the written description of the project on MassDOT's Project Information website. In some cases, these descriptions have been modified to clarify the details of the projects. Projects evaluated by the MPO tend to have more detailed descriptions, as more complete project documentation was provided to MPO staff for these projects.

Funding Summary: Funding tables are included for each project and show the following information:

- **Year:** This field provides the federal fiscal year(s) during which the project is programmed for funding.
- **Federal and Non-Federal Funds:** These fields show a breakdown of project funding from federal and non-federal sources. Typically, these fields will show an 80/20 split, with federal funds accounting for 80 percent of project funding and a 20 percent state match accounting for the remaining funds.
- **Total Funds Programmed:** This field shows the total funding programmed for the project in the FFYs 2025–29 TIP by the year of expenditure. Information regarding TIP projects changes periodically, so funding amounts for all projects are subject to adjustment throughout the fiscal year.

For more information on all projects, please visit MassDOT's Project Information website, <https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp>, the Boston Region MPO's website, bostonmpo.org, or contact Ethan Lapointe, TIP Manager, at elapointe@ctps.org.

ACTON: INTERSECTION AND SIGNAL IMPROVEMENTS ON ROUTES 2 AND 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD AND TAYLOR ROAD



Proponent:	MassDOT
ID Number:	607748
Project Type:	Intersection Improvements
Cost:	\$11,266,036
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Work consists of intersection Safety upgrades for signs, pavement markings, and traffic signals as identified through a Road Safety Audit Process in the town of Acton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$9,012,829	\$9,012,829
Non-Federal Funds	-	-	-	-	\$2,253,207	\$2,253,207
Total Funds	-	-	-	-	\$11,266,036	\$11,266,036

ARLINGTON: INSTALLATION OF 123 BICYCLE RACKS AND RELATED MATERIALS



Proponent:	Arlington
ID Number:	S12965
Project Type:	Community Connections
Cost:	\$90,878
Funding Source:	Regional Target Funds

Scoring Summary

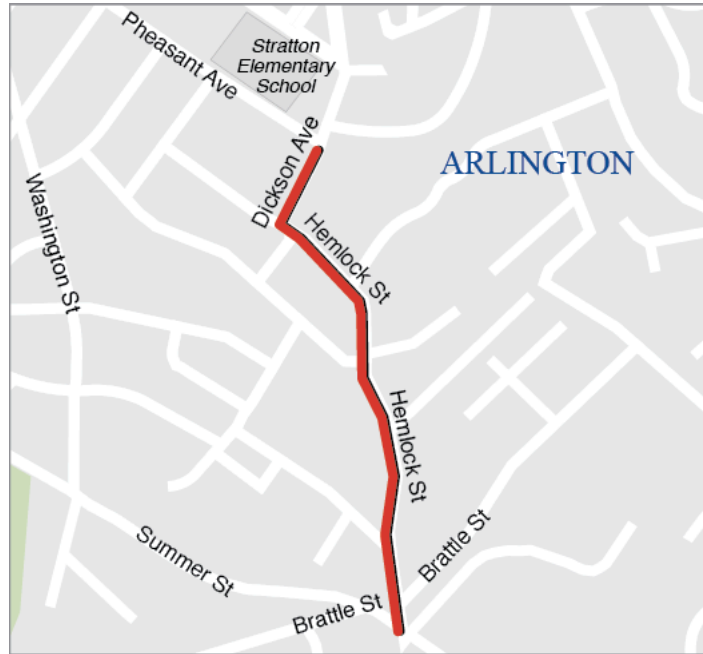
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	15 out of 18	9 out of 15	18 out of 15	9.5 out of 18	13 out of 24	10 out of 10	74.5 out of 100

Project Description

This project will install 123 bike racks (246 spaces total) at commercial centers, schools, parks, fields, and playgrounds around Arlington. Some planned locations include Arlington Center, Ed Burns Arena, Spy Pond Field, Arlington High School, and other parks, open space locations, and middle and primary schools throughout the town.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$72,707	-	-	-	-	\$72,707
Non-Federal Funds	\$18,176	-	-	-	-	\$18,176
Total Funds	\$90,878	-	-	-	-	\$90,878

ARLINGTON: STRATTON SCHOOL IMPROVEMENTS (SRTS)



Proponent:	MassDOT
ID Number:	609531
Project Type:	Safe Routes to School
Cost:	\$1,625,250
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Provide fully accessible safe walking route with safe roadway crossings for pedestrians and children walking to Stratton Elementary School in Arlington on Hemlock Street between Pine Street and Dickson Avenue; and Dickson Avenue.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,300,200	-	-	-	\$1,300,200
Non-Federal Funds	-	\$325,050	-	-	-	\$325,050
Total Funds	-	\$1,625,250	-	-	-	\$1,625,250

ARLINGTON: BROADWAY COMPLETE STREETS DESIGN



Proponent:	Arlington
ID Number:	S12979
Project Type:	Complete Streets
Cost:	\$1,395,000
Funding Source:	Regional Target Funds

Scoring Summary

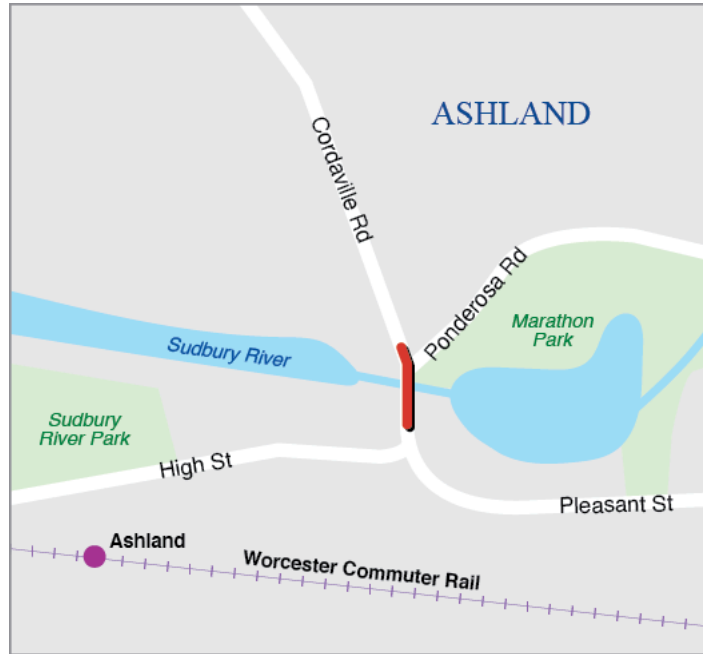
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will design a reconfiguration of Broadway in Arlington between Alewife Brook Parkway and Massachusetts Avenue for improved access by persons who walk, bike, roll, or use transit. The design will also investigate methods for improving stormwater management and mitigating urban heat island impacts. This project may be ready to advertise for construction as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,116,000	-	-	-	-	\$1,116,000
Non-Federal Funds	\$279,000	-	-	-	-	\$279,000
Total Funds	\$1,395,000	-	-	-	-	\$1,395,000

ASHLAND: BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER



Proponent:	MassDOT
ID Number:	612099
Project Type:	Bridge
Cost:	\$4,620,483
Funding Source:	State Highway Funds

Scoring Summary

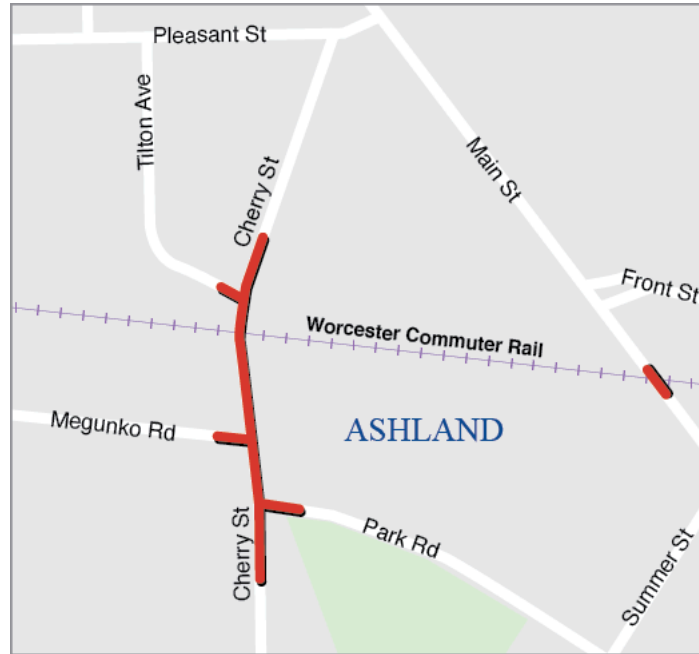
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will replace bridge A-14-006, which carries Cordaville Road over the Sudbury River in Ashland.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$3,696,386	-	-	\$3,696,386
Non-Federal Funds	-	-	\$924,097	-	-	\$924,097
Total Funds	-	-	\$4,620,483	-	-	\$4,620,483

ASHLAND: REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET



Proponent:	Ashland
ID Number:	608436
Project Type:	Intersection Improvements
Cost:	\$1,316,339
Funding Source:	Regional Target & State Highway Funds

Scoring Summary

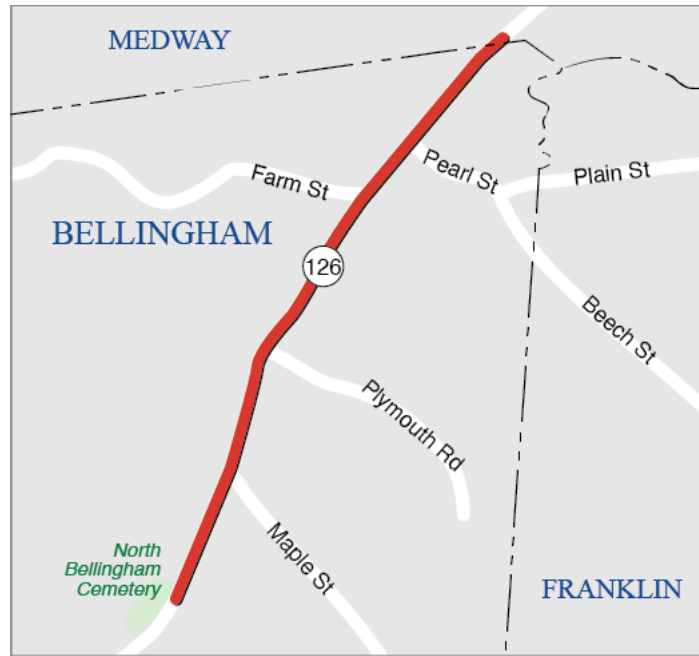
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 30	10 out of 29	5 out of 29	2 out of 16	1 out of 12	8 out of 18	38 out of 134

Project Description

The primary purpose of the project is to improve the safety features for the roadway corridors of Cherry Street and Main Street in order to establish a Federal Railroad Administration Quiet Zone surrounding the railroad crossings on those two roadways. This goal will primarily be accomplished through the installation of roadway medians and the enhancement of existing railroad crossing signals and gates. In addition, the project addresses a critical gap in the pedestrian sidewalk network through the construction of new sidewalks. The project's other goals include improving the existing roadway condition through pavement reconstruction and enhancing stormwater drainage in the project area. This project includes a \$480,000 USDOT earmark.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$1,053,071	-	\$1,053,071
Non-Federal Funds	-	-	-	\$263,268	-	\$263,268
Total Funds	-	-	-	\$1,316,339	-	\$1,316,339

BELLINGHAM: ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017



Proponent:	Bellingham
ID Number:	612963
Project Type:	Complete Streets
Cost:	\$16,680,000
Funding Source:	Regional Target Funds

Scoring Summary

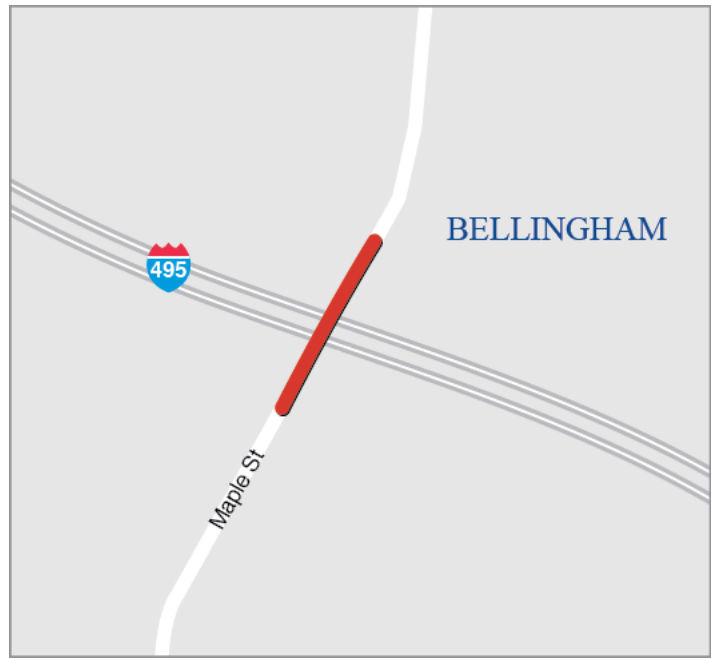
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	7.5 out of 20	12.5 out of 29	14 out of 29	7 out of 16	4.3 out of 12	9 out of 18	54.3 out of 134

Project Description

The project includes roadway rehabilitation along 1.5 miles of Route 126, improved pedestrian and bicycle accommodations with full bilateral sidewalks and a shared-use path, and improvements to the bridge over Hopping Brook (B-06-017). An existing traffic signal at Maple Street will be upgraded and a new signal installed at Pearl Street. The project not only improves drainage throughout the project area but will incorporate improvements for better conveyance of Stall Brook under Route 126 for riverine flood mitigation. This project is funded across two Federal Fiscal years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$6,672,000	\$6,672,000
Non-Federal Funds	-	-	-	-	\$1,668,000	\$1,668,000
Total Funds	-	-	-	-	\$16,680,000	\$16,680,000

BELLINGHAM: BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495



Proponent:	MassDOT
ID Number:	612173
Project Type:	Bridge
Cost:	\$13,721,814
Funding Source:	State Highway Funds

Scoring Summary

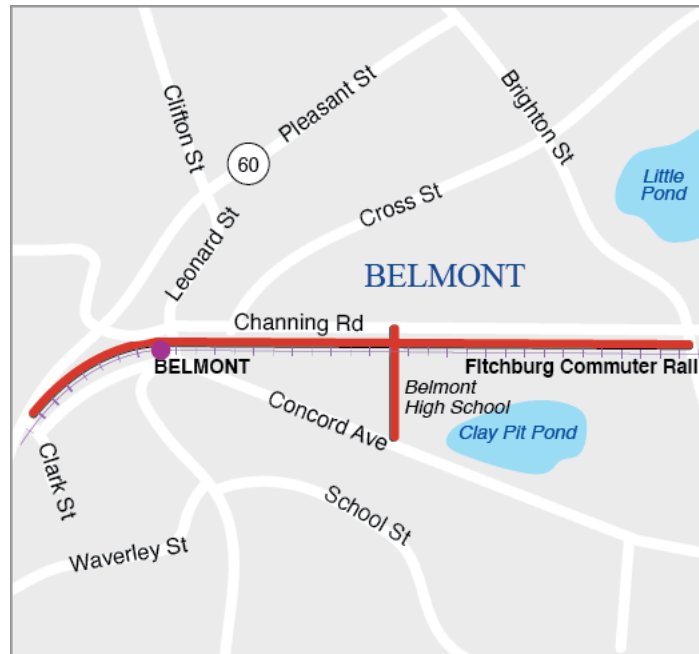
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will replace the Maple Street bridge over Interstate 495 in the town of Bellingham.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$10,977,451	-	-	-	-	\$10,977,451
Non-Federal Funds	\$2,744,363	-	-	-	-	\$2,744,363
Total Funds	\$13,721,814	-	-	-	-	\$13,721,814

BELMONT: COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE 1)



Proponent:	Belmont
ID Number:	609204
Project Type:	Bicycle and Pedestrian
Cost:	\$21,288,202
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 20	8 out of 14	18 out of 18	7 out of 14	7.6 out of 20	9 out of 14	64.6 out of 100

Project Description

This project will construct the Belmont Community Path between the existing Fitchburg Cutoff Path and Belmont Center, creating a direct off-street connection between the heart of Belmont, the Alewife MBTA station, and destinations beyond in Cambridge, Somerville, and Boston. The project proposes a 12-foot paved facility with two-foot grass shoulders and additional landscaping along the length of the path that will buffer the new facility from the adjacent railroad tracks and neighboring properties. The project includes an underpass beneath the commuter rail tracks at Channing Road and Alexander Avenue to provide a safe connection between the Winnbrook neighborhood that lies on the north side of the tracks with the bike lanes on Concord Avenue and the adjacent new school serving students in grades 7-12.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$6,400,000	\$9,999,800	-	-	\$16,399,800
Non-Federal Funds	-	\$1,600,000	\$2,499,950	-	-	\$4,099,950
Total Funds	-	\$8,000,000	\$12,499,750	-	-	\$20,499,750

BEVERLY-SALEM: BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)



Proponent:	MassDOT
ID Number:	605276
Project Type:	Bridge
Cost:	\$88,805,268
Funding Source:	State Highway Funds

Scoring Summary

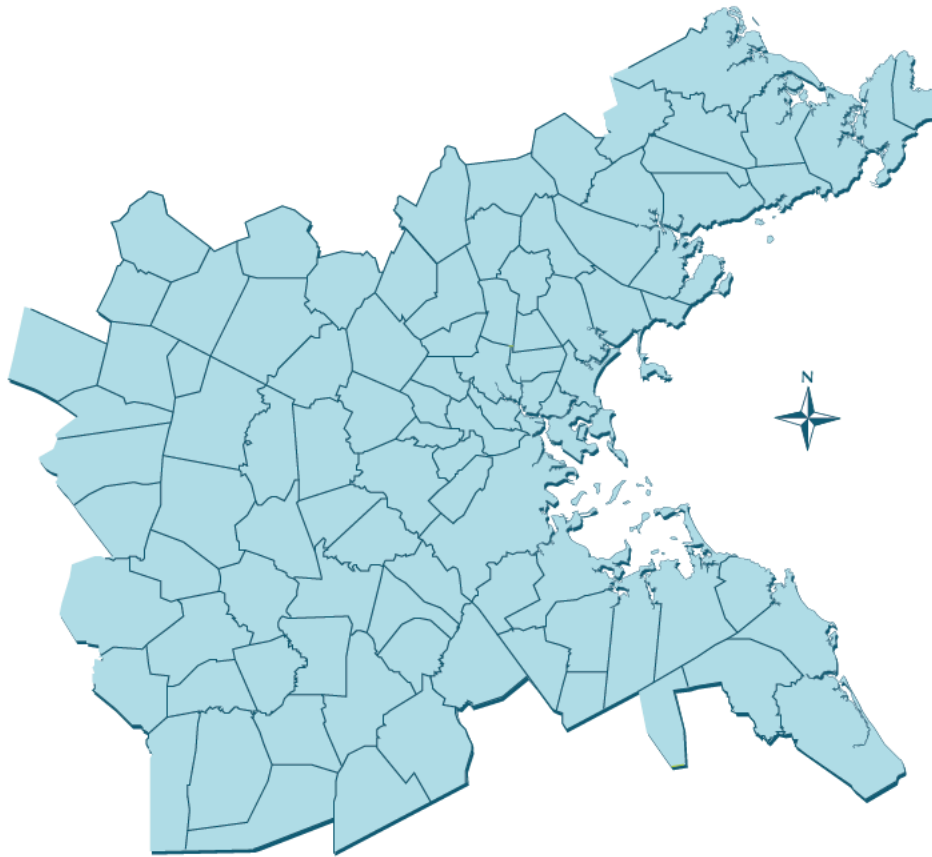
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

A preliminary type study and a Value Engineering study shall help to determine whether this bridge should be replaced or rehabilitated. If replacement, then 3 options shall be explored: a fixed high span bridge; replacement of only the approach timber spans; and a complete bridge replacement with a movable span and fixed approach spans.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$71,044,214	-	-	\$71,044,214
Non-Federal Funds	-	-	\$17,761,054	-	-	\$17,761,054
Total Funds	-	-	\$88,805,268	-	-	\$88,805,268

BIKESHARE STATE OF GOOD REPAIR SET-ASIDE



Proponent:	CTPS
ID Number:	S12820
Project Type:	Community Connections
Cost:	\$7,000,000
Funding Source:	Regional Target Funds

Scoring Summary

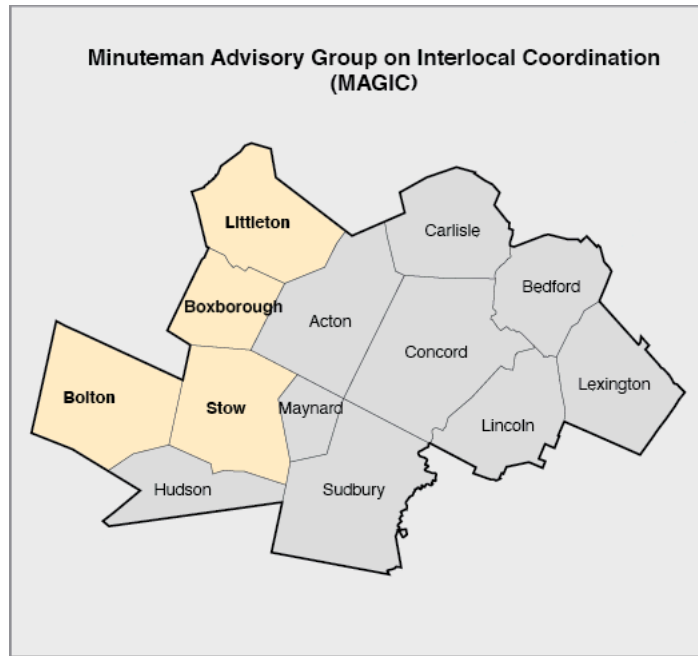
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This line item sets aside funding to support Bikeshare investments within the Community Connections program. Example uses of this set-aside include bikeshare system expansion, as well as replacement and upgrades to existing stations.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000
Non-Federal Funds	-	-	-	-	-	-
Total Funds	-	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000

BOLTON, BOXBOROUGH, LITTLETON, STOW: MONTACHUSETT RTA MICROTRANSIT SERVICE



Proponent:	Montachusett RTA
ID Number:	S12703
Project Type:	Community Connections
Cost:	\$1,316,061
Funding Source:	Regional Target Funds

Scoring Summary

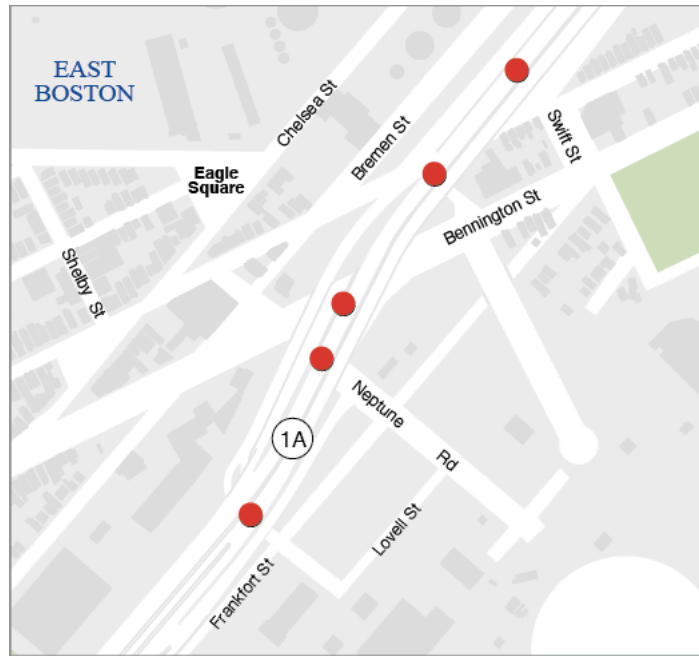
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	7 out of 18	15 out of 15	3 out of 15	6 out of 18	16 out of 24	10 out of 10	57 out of 100

Project Description

This project will establish an on-demand microtransit service for the towns of Bolton, Boxborough, Littleton, and Stow, to be operated by the Montachusett Regional Transit Authority (MART). The primary goals of the project are to connect residents to employment centers and activity hubs in the region while providing a low-cost transportation alternative to single-occupancy vehicles. The service will utilize MART's existing vehicle fleet and will allow riders to book trips through a mobile app. This project was funded through the FFY2023 round of grants through the MPO's Community Connections Program, and was funded with \$479,066 in that year.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$325,313	-	-	-	-	\$325,313
Non-Federal Funds	\$325,313	-	-	-	-	\$325,313
Total Funds	\$406,641	-	-	-	-	\$406,641

BOSTON: BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CARRYING STATE ROUTE 1A (EAST BOSTON EXPRESSWAY NB/SB) AND RAMP



Proponent:	MassDOT
ID Number:	613209
Project Type:	Bridge
Cost:	\$6,525,000
Funding Source:	Statewide Highway Funds

Scoring Summary

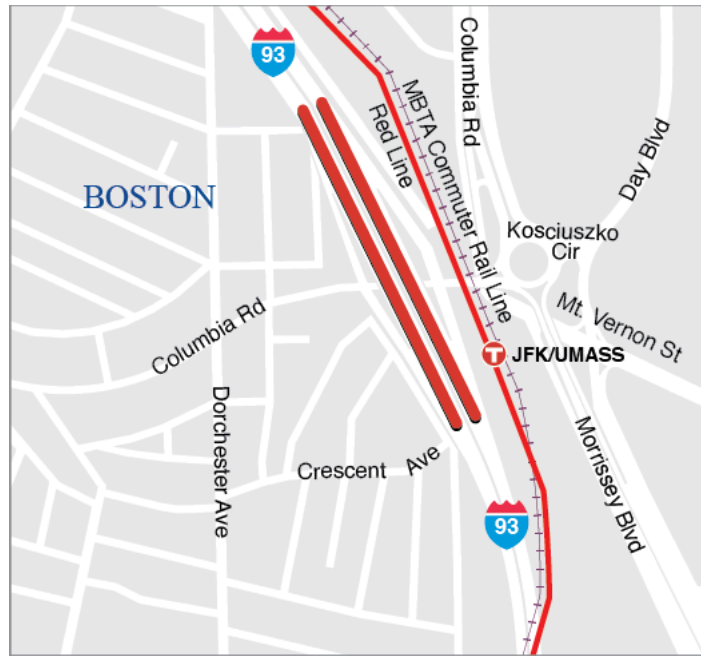
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Bridge preservation of five structures in Boston carrying Route 1A (East Boston Expressway NB/SB) and ramps.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$5,220,000	-	-	-	-	\$5,220,000
Non-Federal Funds	\$1,305,000	-	-	-	-	\$1,305,000
Total Funds	\$6,525,000	-	-	-	-	\$6,525,000

BOSTON: CLEANING & PAINTING, B-16-259, I-93 OVER MBTA/COLUMBIA ROAD/RED LINE/RELIEF



Proponent:	MassDOT
ID Number:	613638
Project Type:	Bridge
Cost:	\$20,000,000
Funding Source:	Statewide Highway Funds

Scoring Summary

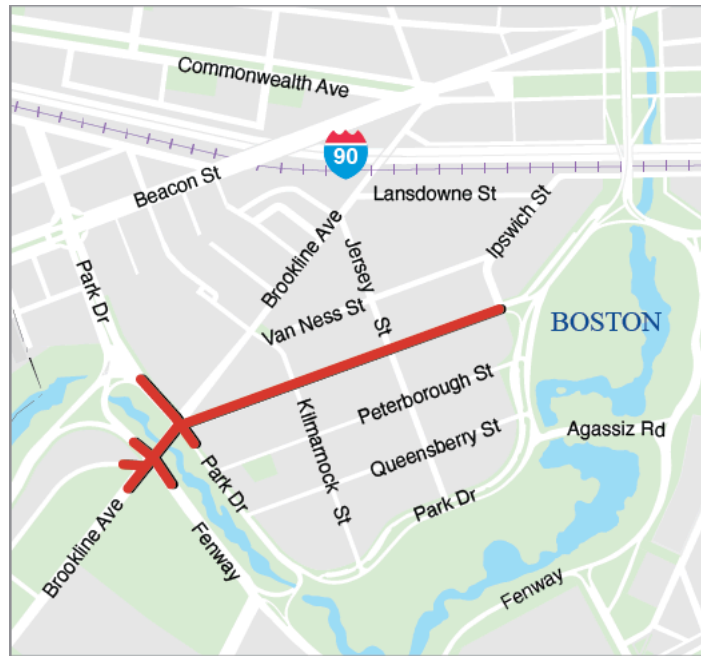
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will consist of cleaning and painting of structural steel at the I-93 bridge crossing the MBTA/Red Line, Columbia Road, and other reliefs in the city of Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$16,000,000	-	-	-	-	\$16,000,000
Non-Federal Funds	\$4,000,000	-	-	-	-	\$4,000,000
Total Funds	\$20,000,000	-	-	-	-	\$20,000,000

BOSTON: IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET



Proponent:	Boston
ID Number:	606453
Project Type:	Complete Streets
Cost:	\$8,665,052
Funding Source:	Regional Target Funds

Scoring Summary

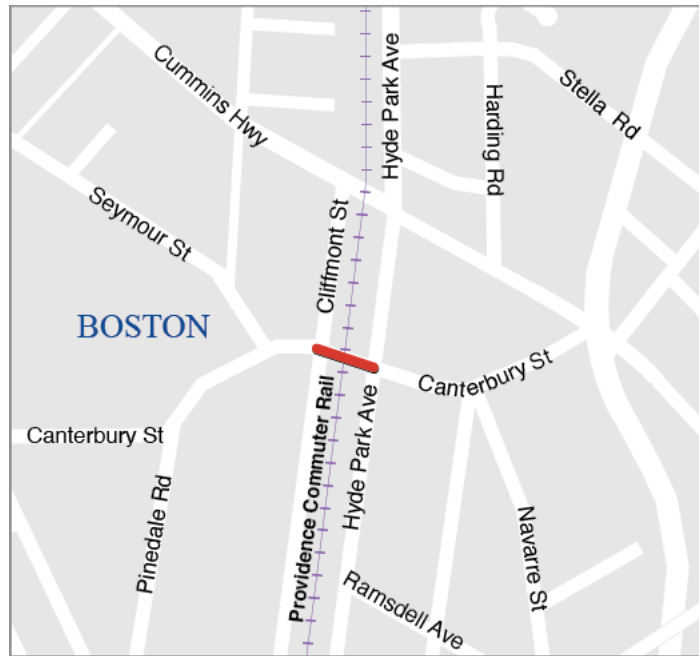
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	7 out of 30	6 out of 29	15 out of 29	12 out of 16	8 out of 12	12 out of 18	60 out of 134

Project Description

This roadway improvement project will enhance safety and mobility for people walking and biking along the Boylston Street corridor. The project will improve traffic signals and crosswalks, replace street lighting, and reconstruct sidewalks and ramps to achieve ADA compliance throughout the corridor. This project will also construct additional improvements to the Muddy River crossing at the western end of the corridor, including along Park Drive to the Landmark Center driveway and at the intersection of Brookline Avenue and Pilgrim Road. These improvements will include the addition of segments of separated bicycle lanes and cycle track, improved signals and crosswalks, and reconstructed sidewalks to shorten pedestrian crossings. The scope of work of this project has been adjusted to coordinate with and reflect recent and upcoming developments along the corridor.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$6,932,042	-	-	-	\$6,932,042
Non-Federal Funds	-	\$1,733,010	-	-	-	\$1,733,010
Total Funds	-	\$8,665,052	-	-	-	\$8,665,052

BOSTON: BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD



Proponent:	MassDOT
ID Number:	608197
Project Type:	Bridge
Cost:	\$5,919,826
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the superstructure of bridge B-16-107, which carries Canterbury Street over the Amtrak/MBTA tracks.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$4,735,861	-	-	-	\$4,735,861
Non-Federal Funds	-	\$1,183,965	-	-	-	\$1,183,965
Total Funds	-	\$5,919,826	-	-	-	\$4,504,926

BOSTON: ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)



Proponent:	MassDOT
ID Number:	610537
Project Type:	Safe Routes to School
Cost:	\$2,705,058
Funding Source:	Statewide Highway Funds

Scoring Summary

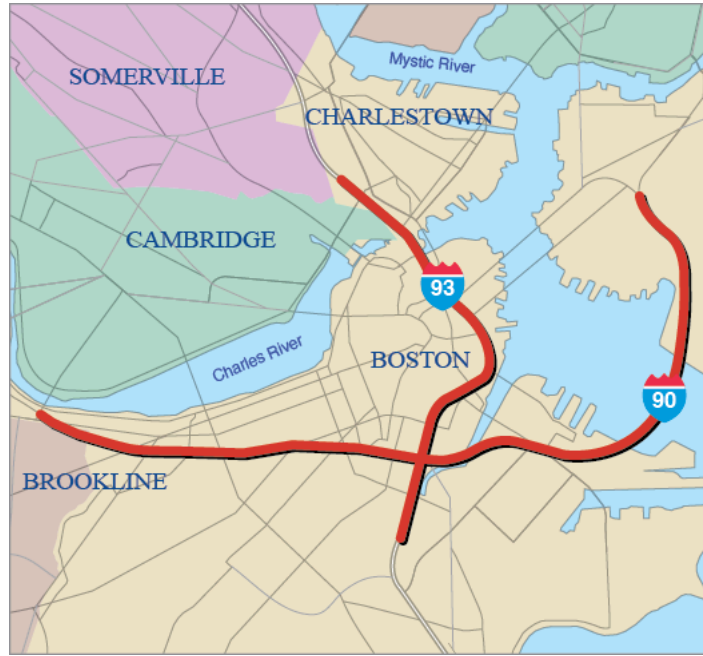
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Ellis Elementary School in Boston through the Safe Routes to School program. The project proposes traffic-calming measures throughout the project area, including speed humps and curb extensions at several locations. Along Humboldt Avenue, the project proposes signal timing adjustments, the addition of bicycle lanes, and the installation of bus bulbs and a crosswalk at the intersection of Humboldt Avenue and Monroe Street. Raised intersection treatments are also proposed at three locations along Walnut Avenue.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$2,164,046	-	-	-	\$2,164,046
Non-Federal Funds	-	\$541,012	-	-	-	\$541,012
Total Funds	-	\$2,705,058	-	-	-	\$2,705,058

BOSTON: GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM



Proponent:	MassDOT
ID Number:	611954
Project Type:	Safety Improvements
Cost:	\$2,423,736
Funding Source:	Statewide Highway Funds

Scoring Summary

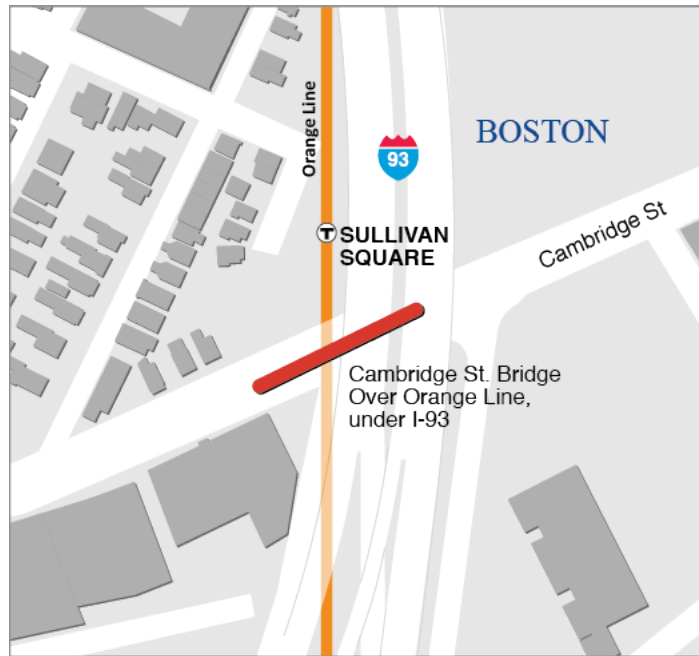
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves the replacement of guide and traffic signs on Interstate 93 and Interstate 90 within the Central Artery/Tunnel system, including applicable signing on intersecting secondary roadways. The project covers approximately six miles along Interstate 90 (mile markers 132 to 138) and five miles along Interstate 93 (mile markers 15 to 20). The project area includes the Ted Williams Tunnel from the Interstate 90 terminus in East Boston westbound to the Brookline/Boston city line east of St. Mary's Street. The project area along Interstate 93 runs between Southhampton Street north to the Mystic Avenue off ramp.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,867,174	-	-	-	\$1,867,174
Non-Federal Funds	-	\$466,794	-	-	-	\$466,794
Total Funds	-	\$2,333,968	-	-	-	\$2,333,968

BOSTON: BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA



Proponent:	Boston
ID Number:	612989
Project Type:	Complete Streets
Cost:	\$16,632,000
Funding Source:	Regional Target Funds

Scoring Summary

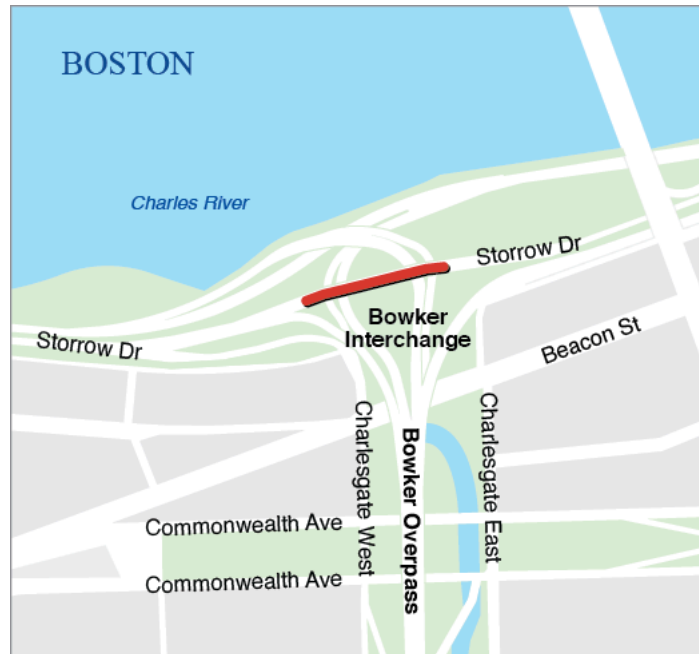
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	5 out of 30	15 out of 29	12.5 out of 29	4.5 out of 16	5.9 out of 12	10.25 out of 18	53.2 out of 134

Project Description

The project replaces the deck of the Cambridge Street Bridge in Boston's Charlestown neighborhood, which is a key connector traversing both MBTA Orange Line and commuter rail and Amtrak rail service in addition to travel underneath Interstate 93. This state-of-good-repair investment improves multimodal accessibility with upgraded pedestrian and bicycle facilities in addition to a new westbound bus lane for improved bus connections between Sullivan Square, Charlestown, and Somerville.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$13,305,600	-	-	\$13,305,600
Non-Federal Funds	-	-	\$3,326,400	-	-	\$3,326,400
Total Funds	-	-	\$16,632,000	-	-	\$16,632,000

BOSTON: BRIDGE REPLACEMENT B-16-365-STORROW DRIVE OVER BOWKER RAMPS



Proponent:	MassDOT
ID Number:	606728
Project Type:	Bridge
Cost:	\$108,054,000
Funding Source:	Statewide Highway Funds

Scoring Summary

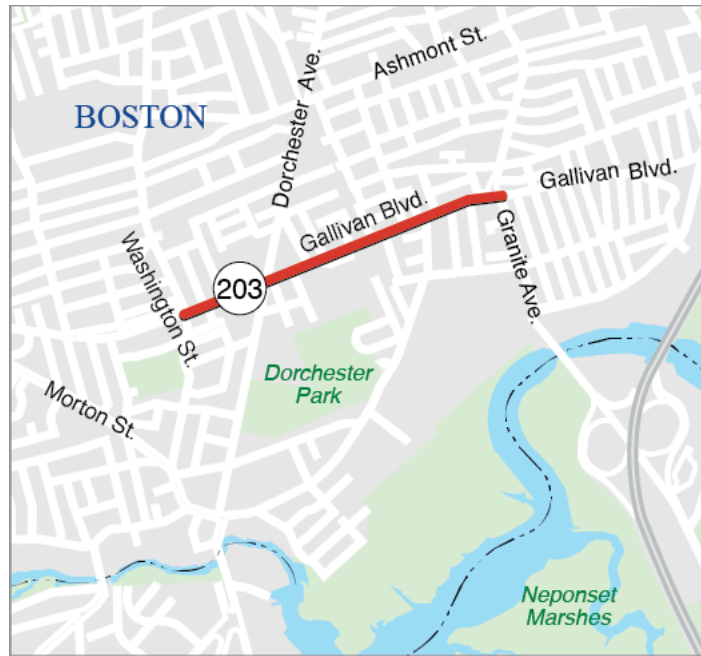
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge B-16-365, which carries Storrow Drive over the Bowker Ramps and Muddy River in Boston. This bridge is currently listed as structurally deficient and has posted vehicle weight restrictions due to its poor condition. The funding for this project includes a \$15 million contribution from the Boston Region MPO in FFY 2028.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$20,167,358	\$19,832,642	\$20,000,000	\$60,000,000
Non-Federal Funds	-	-	\$5,041,840	\$4,958,160	\$5,000,000	\$15,000,000
Total Funds	-	-	\$25,209,198	\$24,790,802	\$25,000,000	\$75,000,000

BOSTON: GALLIVAN BOULEVARD (ROUTE 203) SAFETY IMPROVEMENTS, FROM WASHINGTON STREET TO GRANITE AVENUE



Proponent:	MassDOT
ID Number:	610650
Project Type:	Safety Improvements
Cost:	\$6,440,000
Funding Source:	Regional Target Funds

Scoring Summary

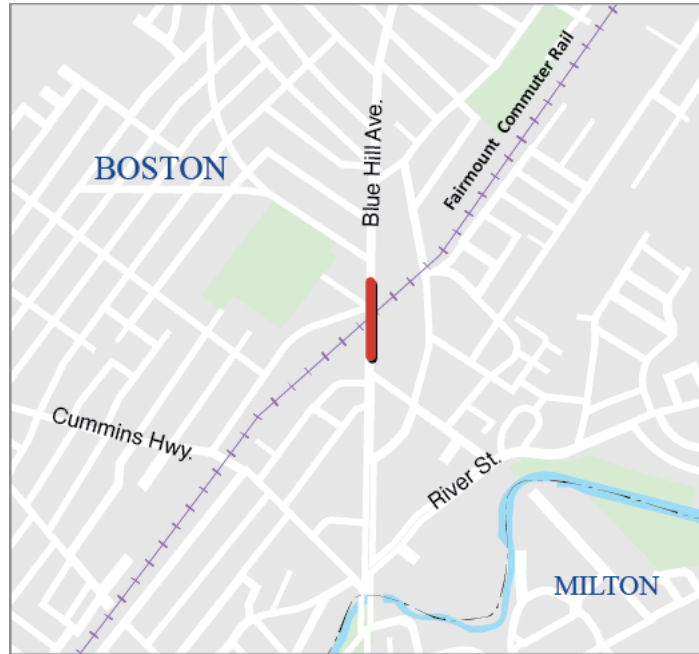
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will implement safety measures for all users along Route 203, Gallivan Boulevard from Washington Street to Granite Avenue in Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$5,152,000	-	\$5,152,000
Non-Federal Funds	-	-	-	\$1,288,000	-	\$1,288,000
Total Funds	-	-	-	\$6,440,000	-	\$6,440,000

BOSTON: BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD



Proponent:	MassDOT
ID Number:	612519
Project Type:	Bridge
Cost:	\$33,524,397
Funding Source:	Statewide Highway Funds

Scoring Summary

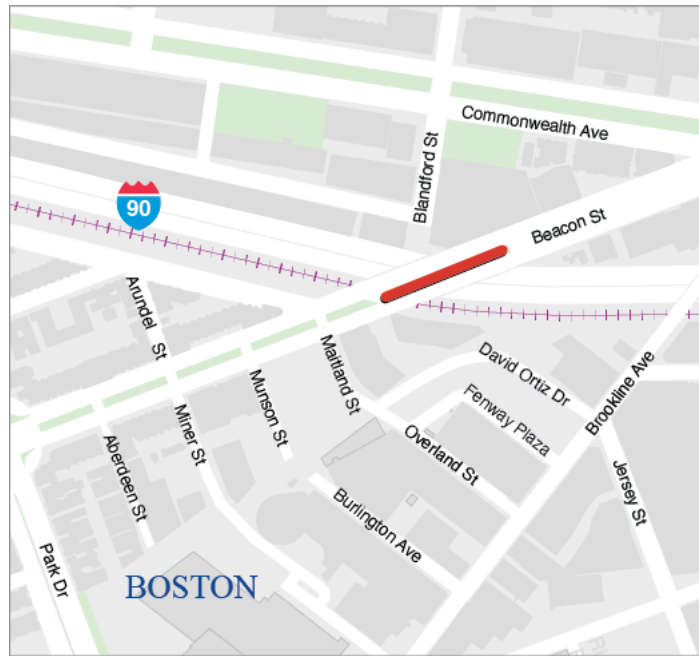
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge B-16-165, which carries Blue Hill Avenue over the MBTA Fairmount and Franklin commuter rail lines in Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$18,006,718	\$8,812,800	-	\$26,819,518
Non-Federal Funds	-	-	\$4,501,679	\$2,203,200	-	\$6,704,879
Total Funds	-	-	\$22,508,397	\$11,016,000	-	\$33,524,397

BOSTON: DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)



Proponent:	MassDOT
ID Number:	613124
Project Type:	Bridge
Cost:	\$40,837,135
Funding Source:	Statewide Highway Funds

Scoring Summary

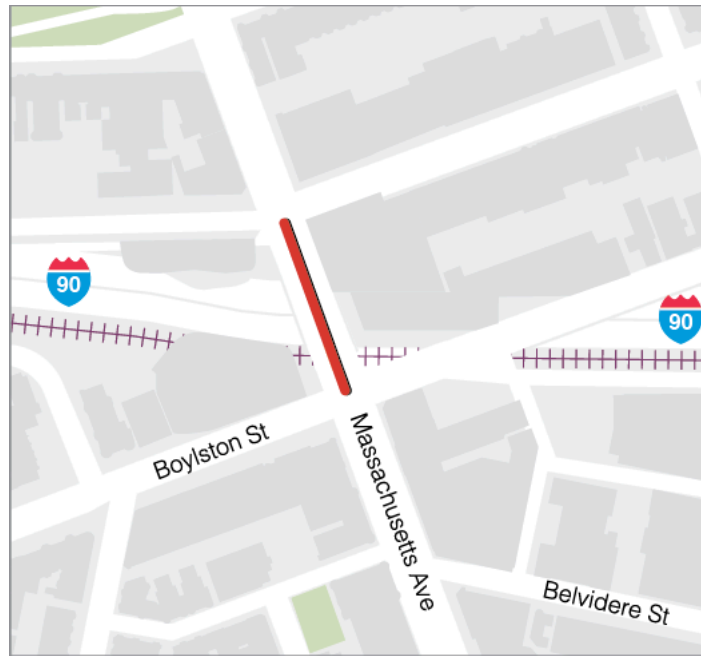
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the superstructure of the Beacon Street Bridge over Interstate 90 at mile marker 132.2 near Boston University and Landsowne MBTA Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$7,589,022	\$25,080,686	\$32,669,708
Non-Federal Funds	-	-	-	\$1,897,256	\$6,270,171	\$8,167,427
Total Funds	-	-	-	\$9,486,278	\$31,350,857	\$40,837,135

BOSTON: DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051(4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)



Proponent:	MassDOT
ID Number:	613125
Project Type:	Bridge
Cost:	\$15,176,118
Funding Source:	Statewide Highway Funds

Scoring Summary

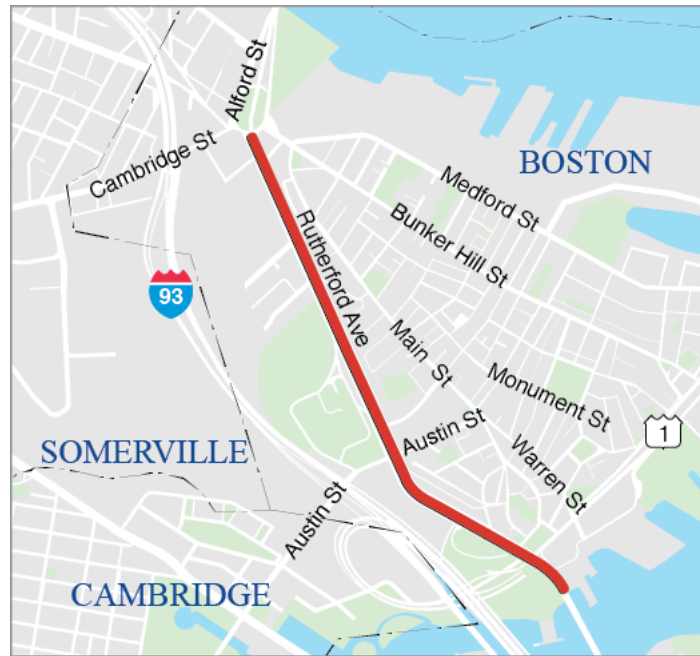
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform deck and superstructure replacement of Bridge B-16-051(4T5), Massachusetts Avenue over Interstate 90 and MBTA commuter rail near Hynes Convention Center Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$12,140,894	-	\$12,140,894
Non-Federal Funds	-	-	-	\$3,035,224	-	\$3,035,224
Total Funds	-	-	-	\$15,176,118	-	\$15,176,118

BOSTON: RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE



Proponent:	Boston
ID Number:	606226
Project Type:	Major Infrastructure
Cost:	\$197,759,449
Funding Source:	Regional Target Funds

Scoring Summary

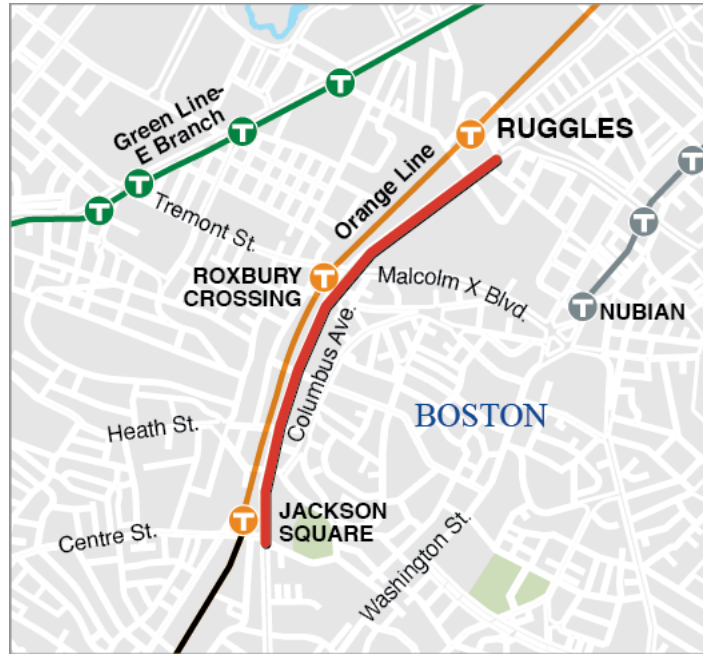
This project is funded using Regional Target funds, but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

The reconstruction of Rutherford Avenue from City Square to Sullivan Square will make the road a multimodal urban boulevard corridor. This project will be funded over five years, starting in FFY 2028. The total project cost is estimated to be \$197,759,449 and the total funding in the FFYs 2025-29 TIP is \$78,500,000. The City of Boston will contribute \$25,000,000 in local matching funding towards the project.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$26,800,000	\$36,000,000	\$62,800,000
Non-Federal Funds	-	-	-	\$6,700,000	\$9,000,000	\$15,700,000
Total Funds	-	-	-	\$33,500,000	\$45,000,000	\$78,500,000

BOSTON: COLUMBUS AVE BUS LANE PHASE II



Proponent:	MBTA
ID Number:	S12985
Project Type:	Transit Transformation
Cost:	\$19,250,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Building on Phase 1, Phase 2 of the Columbus Avenue Bus Lanes project includes bus-only lanes, transit signal priority, improvements to bus stops and shelters along Columbus Avenue and Tremont Street, and enhanced pedestrian and bicycle connections into MBTA Orange Line stations at Jackson Square, Roxbury Crossing, and Ruggles. New project elements include green infrastructure to promote traffic calming and reduce impervious surfaces. This project was initially funded for \$14.8M by the Boston Region MPO in the FFY 2021–25 TIP, \$11.75M in the FFY 2024–28 TIP, and now an additional \$7.5M in the FFY 2025–29 TIP for a total MPO contribution of \$34.05M.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$6,000,000	-	-	-	-	\$6,000,000
Non-Federal Funds	\$1,500,000	-	-	-	-	\$1,500,000
Total Funds	\$7,500,000	-	-	-	-	\$7,500,000

BOSTON: JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS



Proponent:	MBTA
ID Number:	S12819
Project Type:	Transit Transformation
Cost:	\$33,500,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes construction of new elevator, modernization of existing elevator, lighting improvements, busway reconfiguration, and various state-of-good-repair improvements to Jackson Square Station on the MBTA's Orange Line. This project was funded for \$12.25M in FFY 2024 in the FFY 2024–28 TIP, with a total funding contribution between FFYs 2024 and 2025 of \$33,500,000 by the Boston Region MPO.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$17,000,000	-	-	-	-	\$17,000,000
Non-Federal Funds	\$4,250,000	-	-	-	-	\$4,250,000
Total Funds	\$21,250,000	-	-	-	-	\$21,250,000

BOSTON: NUBIAN SQUARE ACCESSIBILITY AND OPERATIONAL IMPROVEMENTS



Proponent:	MBTA
ID Number:	S12976
Project Type:	Transit Transformation
Cost:	\$5,000,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will construct accessible passenger platforms at Nubian Station to reverse direction of MBTA buses and leverage the City of Boston's street network improvements for increased service efficiency. The project improves signals, striping, and adjusts the curb.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$4,000,000	-	-	-	-	\$4,000,000
Non-Federal Funds	\$1,000,000	-	-	-	-	\$1,000,000
Total Funds	\$5,000,000	-	-	-	-	\$5,000,000

BOSTON, BRAINTREE, CAMBRIDGE, MALDEN, QUINCY, REVERE, SALEM, SOMERVILLE, WESTWOOD: SYSTEMWIDE PEDAL AND PARK MODERNIZATION (ALEWIFE, ASHMONT,

BRAINTREE, DAVIS SQUARE, FOREST HILLS, MALDEN CENTER, NUBIAN, OAK GROVE, ROUTE 128, SALEM, SOUTH STATION, WOLLASTON, WONDERLAND)



Proponent:	MBTA
ID Number:	S12975
Project Type:	Transit Transformation
Cost:	\$2,500,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project updates 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. The project improves Pedal and Park facilities at transit stations across nine municipalities.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$2,000,000	-	-	-	-	\$2,000,000
Non-Federal Funds	\$500,000	-	-	-	-	\$500,000
Total Funds	\$2,500,000	-	-	-	-	\$2,500,000

BOSTON: BLUEBIKES STATION REPLACEMENT AND ELECTRIFICATION, 12 STATIONS



Proponent:	Boston
ID Number:	S12958
Project Type:	Community Connections
Cost:	\$590,348
Funding Source:	Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	18 out of 18	8 out of 15	14 out of 15	15.5 out of 18	14 out of 24	10 out of 10	76.5 out of 100

Project Description

This project will replace 10 aging bike-share stations, with two stations selected to pilot electrification to lower operational costs of battery swaps for newly adopted e-bikes. For the replacements, Boston selected five high-use stations (10,000 or more trips per year) and five stations that are in areas close to low-income housing and/or in census tracts with a high number of car-free households, and will identify two stations to pilot integration into the electrical grid.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$472,278	-	-	-	-	\$472,278
Non-Federal Funds	\$118,070	-	-	-	-	\$118,070
Total Funds	\$590,348	-	-	-	-	\$590,348

BOSTON: REPURPOSING SINGLE SPACE PARKING METER POLES FOR 1600 BICYCLE RACKS



Proponent:	Boston
ID Number:	S12959
Project Type:	Community Connections
Cost:	\$379,470
Funding Source:	Regional Target Funds

Scoring Summary

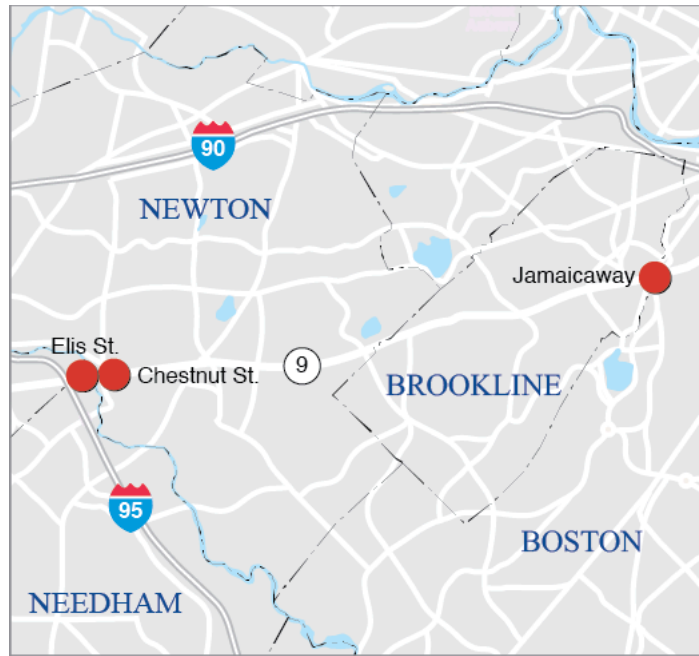
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	18 out of 18	8 out of 15	18 out of 15	11 out of 18	17 out of 24	10 out of 10	82 out of 100

Project Description

The City of Boston proposes the installation of 1,600 bike racks (3,200 bike parking spaces). These racks are fabricated to slide over existing parking meter poles as part of an ongoing effort by the City to replace all 6,000 single-space parking meters in Boston with multi-space meter kiosks. This project would dramatically increase bicycle parking in Boston's busiest commercial and job centers.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$303,576	-	-	-	-	\$303,576
Non-Federal Funds	\$75,894	-	-	-	-	\$75,894
Total Funds	\$379,470	-	-	-	-	\$379,470

BOSTON-NEWTON: BRIDGE PRESERVATION OF 3 BRIDGES ALONG STATE ROUTE 9/BOYLSTON STREET



Proponent:	MassDOT
ID Number:	613181
Project Type:	Bridge
Cost:	\$9,499,000
Funding Source:	Statewide Highway Funds

Scoring Summary

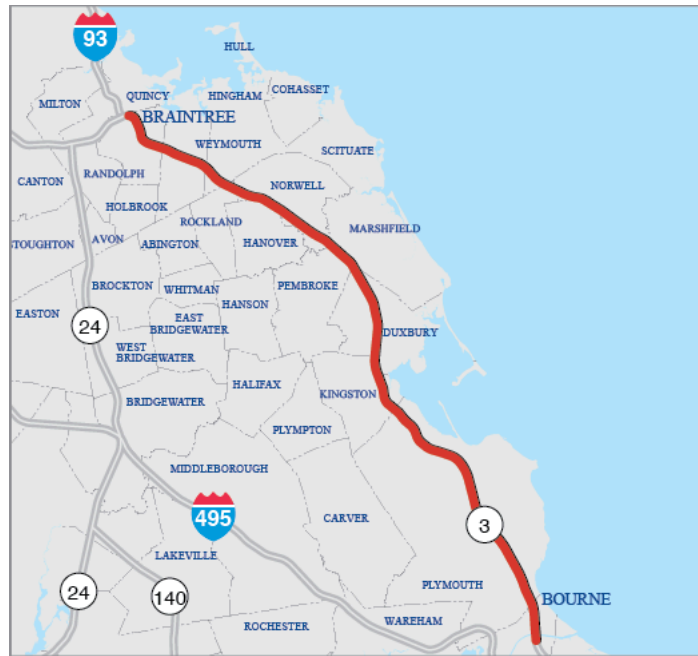
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Bridge preservation of three structures in Boston and Newton carrying Route 9.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$7,599,200	-	-	-	-	\$7,599,200
Non-Federal Funds	\$1,899,800	-	-	-	-	\$1,899,800
Total Funds	\$9,499,000	-	-	-	-	\$9,499,000

BOURNE TO BRAINTREE: GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 3



Proponent:	BRMPO*, OCPC**, CCC***
ID Number:	610714
Project Type:	Non-Interstate Pavement
Cost:	\$4,640,307
Funding Source:	Statewide Highway Funds

*BRMPO = Boston Region Metropolitan Planning Organization
 **NMCOG = Northern Middlesex Council of Governments
 ***NMCOG = Cape Cod Commission

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace existing guide and traffic signs with new signs mounted on new and existing supports on State Route 3 between Exit 1 in Bourne and Exit 43 in Braintree, including applicable signs on intersecting secondary roads. The project spans multiple regions including Cape Cod, the Boston Region, Old Colony Planning Council, and Southeastern Massachusetts. Communities include Bourne, Braintree, Duxbury, Hanover, Hingham, Kingston, Marshfield, Norwell, Pembroke, Plymouth, Rockland, and Weymouth.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$4,176,276	-	-	-	-	\$4,176,276
Non-Federal Funds	\$4,64,031	-	-	-	-	\$4,64,031
Total Funds	\$4,640,307	-	-	-	-	4,640,307

BRAINTREE: BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD



Proponent:	MassDOT
ID Number:	607684
Project Type:	Bridge
Cost:	\$26,818,168
Funding Source:	Statewide Highway Funds

Scoring Summary

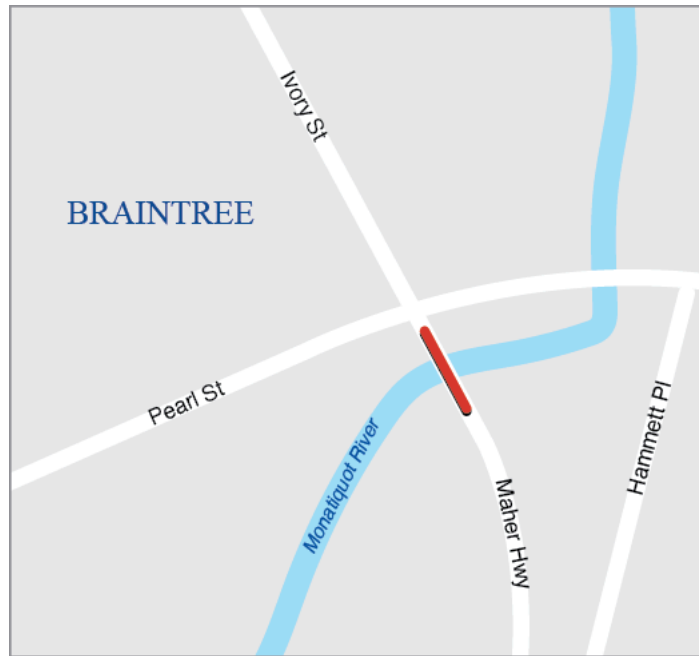
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge B-21-017, Washington Street over MBTA and CSX tracks in Braintree near the Thayer Academy athletic fields.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$21,454,534	-	-	-	\$21,454,534
Non-Federal Funds	-	\$5,363,634	-	-	-	\$5,363,634
Total Funds	-	\$26,818,168	-	-	-	\$26,818,168

BRAINTREE: BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER



Proponent:	MassDOT
ID Number:	612196
Project Type:	Bridge
Cost:	\$12,352,798
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge B-21-067, JW Maher Highway over the Monatiquot River in Braintree.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$9,882,238	-	-	\$9,882,238
Non-Federal Funds	-	-	\$2,470,560	-	-	\$2,470,560
Total Funds	-	-	\$12,352,798	-	-	\$12,352,798

BRAINTREE-QUINCY-RANDOLPH: BRIDGE PRESERVATION, B-21-029, Q-01-046, AND R-01-009, BRIDGES OVER I-93 & STATE ROUTE 28



Proponent:	MassDOT
ID Number:	613649
Project Type:	Bridge
Cost:	\$7,799,993
Funding Source:	Statewide Highway Funds

Scoring Summary

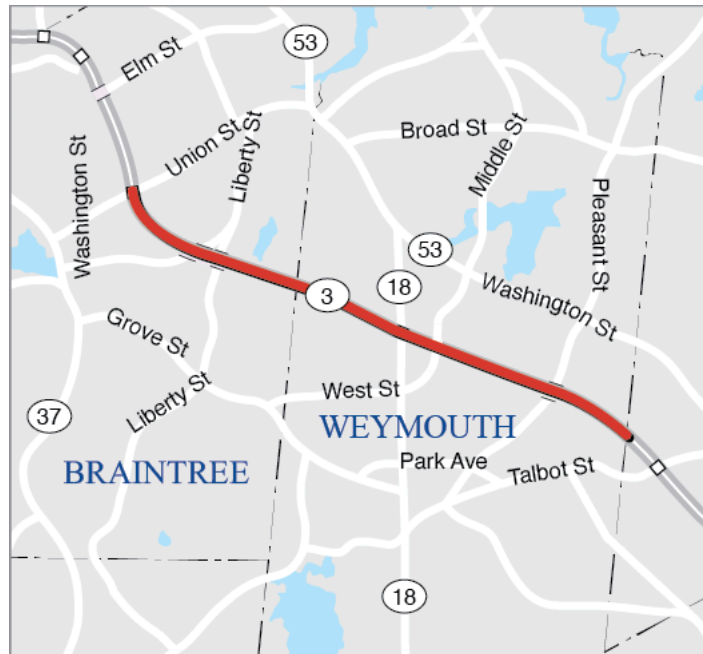
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will consist of preservation work on the joints, deck, superstructure, and substructure at four bridges (two bridge crossings) in the towns of Braintree, Quincy, and Randolph. The first crossing is the I-93/US-1 Northbound & Southbound bridges over State Route 28/North Main Street/Randolph Road (Quincy & Randolph). The second crossing is the I-93 and State Route 3 interchange, with the State Route 3 bridge and the I-93 Southbound Connector bridges overlapping over I-93 (Braintree).

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$6,239,994	-	-	-	-	\$6,239,994
Non-Federal Funds	\$1,559,999	-	-	-	-	\$1,559,999
Total Funds	\$7,799,993	-	-	-	-	\$7,799,993

BRAINTREE-WEYMOUTH: RESURFACING AND RELATED WORK ON ROUTE 3



Proponent:	MassDOT
ID Number:	612050
Project Type:	Non-Interstate Pavement
Cost:	\$8,277,930
Funding Source:	Statewide Highway Funds

Scoring Summary

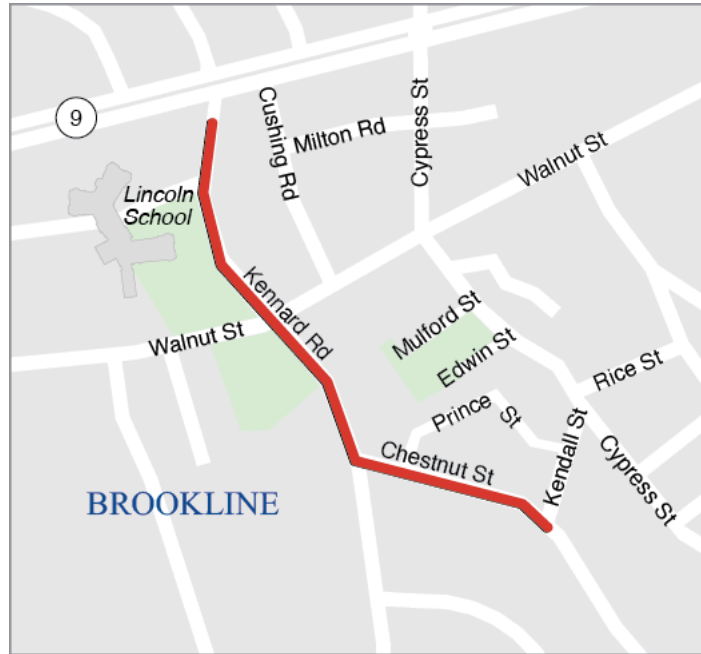
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes resurfacing and related work on Route 3 in Braintree and Weymouth. The project's extents run from mile marker 37.7 to mile marker 41.8 for a total of 4.1 miles, or from the Weymouth/Hingham town line to Union Street in Braintree.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$6,377,072	-	-	-	\$6,377,072
Non-Federal Funds	-	\$1,594,268	-	-	-	\$1,594,268
Total Funds	-	\$7,971,340	-	-	-	\$7,971,340

BROOKLINE: IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	612816
Project Type:	Safe Routes to School
Cost:	\$955,021
Funding Source:	Statewide Highway Funds

Scoring Summary

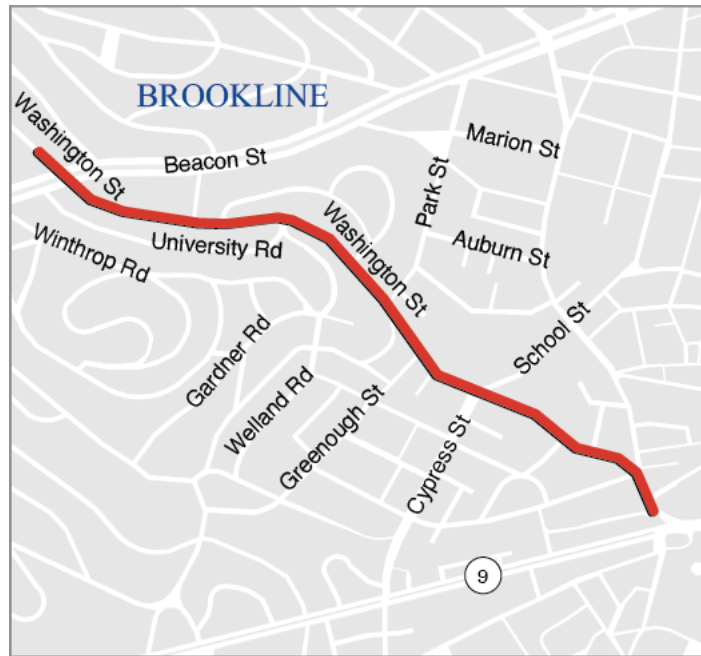
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding William H. Lincoln School in Brookline through the Safe Routes to School program. The Project will improve pedestrian and bicycle safety and access improvements on the one-way portion of Chestnut Street, including the installation of a two-way protected bike lane, new sidewalks, new ADA-compliant wheelchair ramps, related pavement markings, and signage. On Kennard Road, the project will construct a new raised intersection, crosswalks, ADA-compliant wheelchair ramps, related pavement markings, and signage at the school driveway to reduce motor vehicle speed and improve pedestrian safety and access.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$764,017	-	-	\$764,017
Non-Federal Funds	-	-	\$191,004	-	-	\$191,004
Total Funds	-	-	\$955,021	-	-	\$955,021

BROOKLINE: BROOKLINE- REHABILITATION OF WASHINGTON STREET



Proponent:	Brookline
ID Number:	610932
Project Type:	Complete Streets
Cost:	\$28,995,267
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	14 out of 18	13 out of 20	11 out of 18	7 out of 12	7.4 out of 20	10 out of 12	62.4 out of 100

Project Description

This project will reconstruct Washington Street in Brookline between Boylston Street and Beacon Street. Washington Street is currently constrained, with a narrow right of way that accommodates two lanes of traffic, on-street parking in both directions, bicycling, and significant volumes of pedestrians. Sidewalks are currently in poor condition, and the area contains two HSIP bicycle crash clusters and one pedestrian crash cluster. The project will reconstruct sidewalks along both sides of the entire corridor and will provide protected bicycle facilities in both directions that are separated from vehicular traffic for a vast majority of the corridor. Other multimodal improvements include the provision of dedicated bus pull-out space outside of the travel lanes. The project will also replace the existing signals along Washington Street’s length and will reconstruct the roadway surface.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$8,000,000	\$15,196,214	\$23,196,214
Non-Federal Funds	-	-	-	\$8,000,000	\$3,799,053	\$5,799,053
Total Funds	-	-	-	\$10,000,000	\$18,995,267	\$28,995,267

BROOKLINE: BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES



Proponent:	Brookline
ID Number:	S12691
Project Type:	Community Connections
Cost:	\$200,000
Funding Source:	Regional Target Funds

Scoring Summary

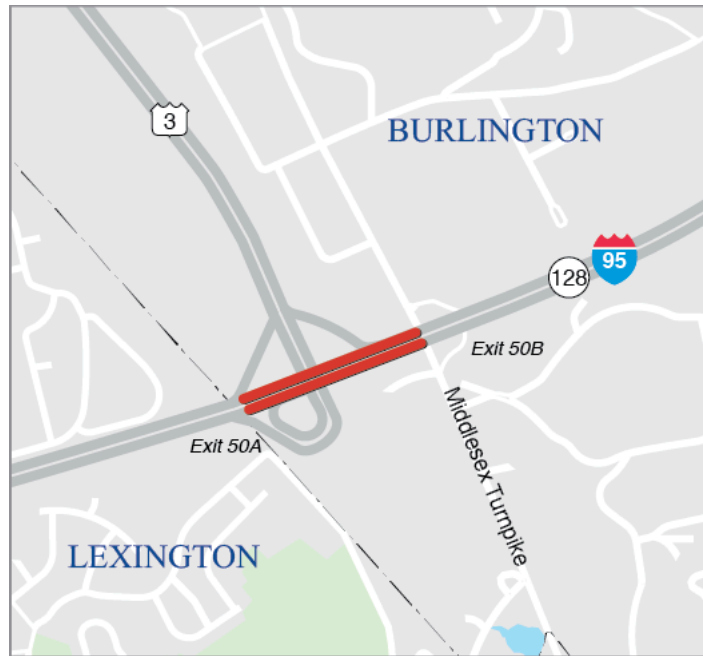
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	16 out of 18	8 out of 15	6 out of 15	7 out of 18	13 out of 24	9 out of 10	67 out of 100

Project Description

The Town of Brookline will replace three Bluebikes stations at Beacon and Centre Streets, Beacon at Tappan Street, and Brookline Village–Station Street, as the stations have reached the end of their useful life. The stations at Coolidge Corner and Brookline Village have the greatest ridership within Brookline’s network. These sites offer connections to multiple MBTA Green Line stations and bus routes, including the C and D Branches of the Green Line and the Route 66 and 65 high-frequency bus routes. The project will also replace 62 pedal bicycles that have reached the end of their useful life.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$40,000	-	-	-	-	\$40,000
Non-Federal Funds	\$200,000	-	-	-	-	\$200,000
Total Funds	\$200,000	-	-	-	-	\$200,000

BURLINGTON: IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE



Proponent:	MassDOT
ID Number:	609516
Project Type:	Intersection Improvements
Cost:	\$6,987,926
Funding Source:	Statewide Highway Funds

Scoring Summary

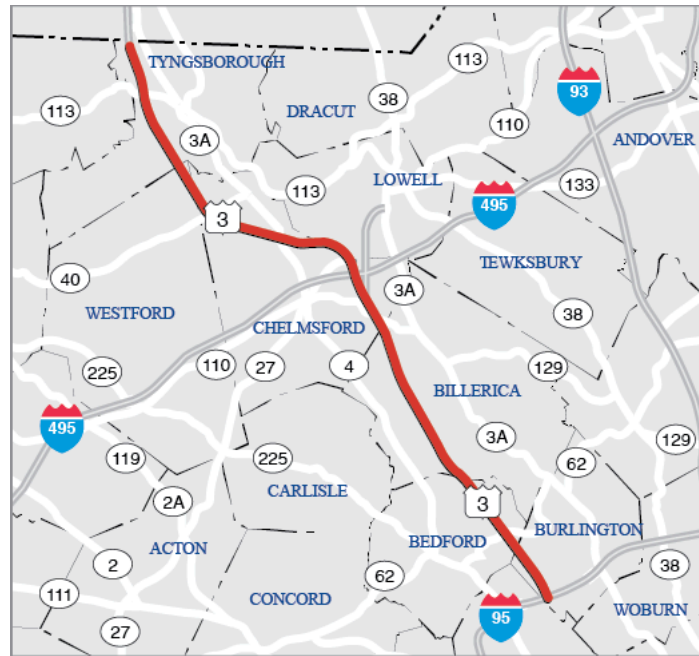
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make improvements to the interchange at Interstate 95 (Route 128) and Route 3 in Burlington.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$5,590,341	-	-	-	-	\$5,590,341
Non-Federal Funds	\$1,397,585	-	-	-	-	\$1,397,585
Total Funds	\$6,987,926	-	-	-	-	\$6,987,926

BURLINGTON TO TYNGSBOROUGH: RESURFACING AND RELATED WORK ON ROUTE 3



Proponent:	BRMPO*, NMCOG**
ID Number:	610719
Project Type:	Non-Interstate Pavement
Cost:	\$15,640,011
Funding Source:	Statewide Highway Funds

*BRMPO = Boston Region Metropolitan Planning Organization

**NMCOG = Northern Middlesex Council of Governments

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform preventative maintenance work on pavement along Route 3 between Burlington and Tyngsborough. This project spans two regions, the Boston Region and Northern Middlesex Region, and includes the communities of Bedford, Billerica, Burlington, Chelmsford, Lowell, Tyngsborough, and Westford.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$12,512,009	-	-	-	-	\$12,512,009
Non-Federal Funds	\$3,128,002	-	-	-	-	\$3,128,002
Total Funds	\$15,640,011	-	-	-	-	\$15,640,011

CAMBRIDGE: SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ROUTE 16/ROUTE 2 OVER MBTA REDLINE



Proponent:	MassDOT
ID Number:	610776
Project Type:	Bridge
Cost:	\$7,433,113
Funding Source:	Statewide Highway Funds

Scoring Summary

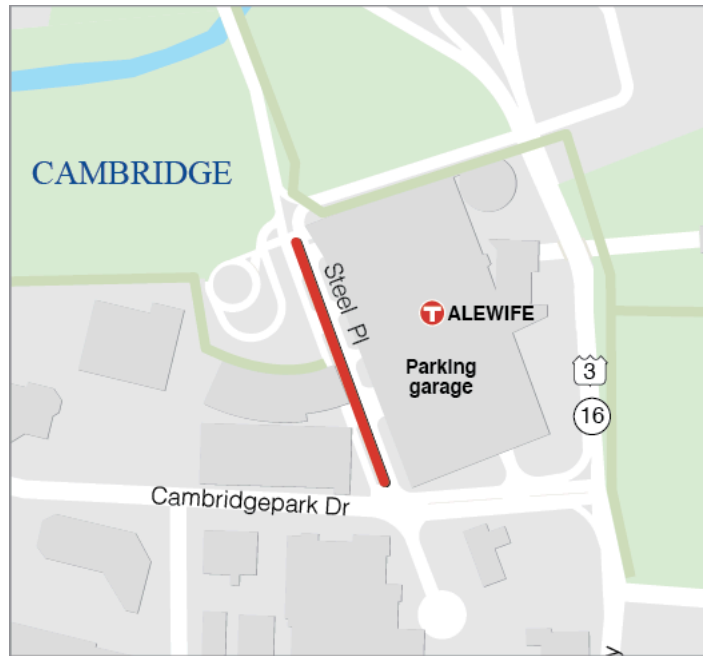
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will rehabilitate bridge C-01-031 in Cambridge near the alternate entrance to Alewife MBTA Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$5,946,490	-	-	-	-	\$5,946,490
Non-Federal Funds	\$1,486,623	-	-	-	-	\$1,486,623
Total Funds	\$7,433,113	-	-	-	-	\$7,433,113

CAMBRIDGE: SEPARATED BICYCLE LANE ON STEEL PLACE (MA272)



Proponent:	MassDOT
ID Number:	613357
Project Type:	Bicycle and Pedestrian
Cost:	\$1,197,772
Funding Source:	Statewide Highway Funds

Scoring Summary

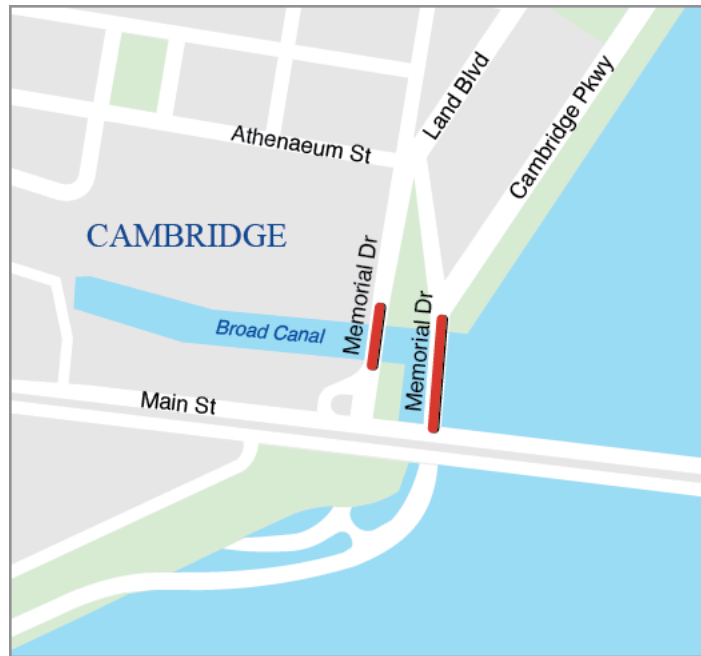
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will provide separated bicycle facilities on Steel Place near the Alewife MBTA station and will make improvements to the signals at Cambridgepark Drive and Alewife Station Access Road to accommodate movements for people bicycling. This project is related to federal earmark MA272 in the Consolidated Appropriations Act of 2022.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$958,218	-	-	-	-	\$958,218
Non-Federal Funds	\$239,554	-	-	-	-	\$239,554
Total Funds	\$1,197,772	-	-	-	-	\$1,197,772

CAMBRIDGE: BRIDGE REPLACEMENT, FIRST STREET BRIDGE AND LAND BOULEVARD BRIDGE/BROAD CANAL BRIDGE



Proponent:	MassDOT
ID Number:	606449
Project Type:	Bridge
Cost:	\$13,832,000
Funding Source:	Statewide Highway Funds

Scoring Summary

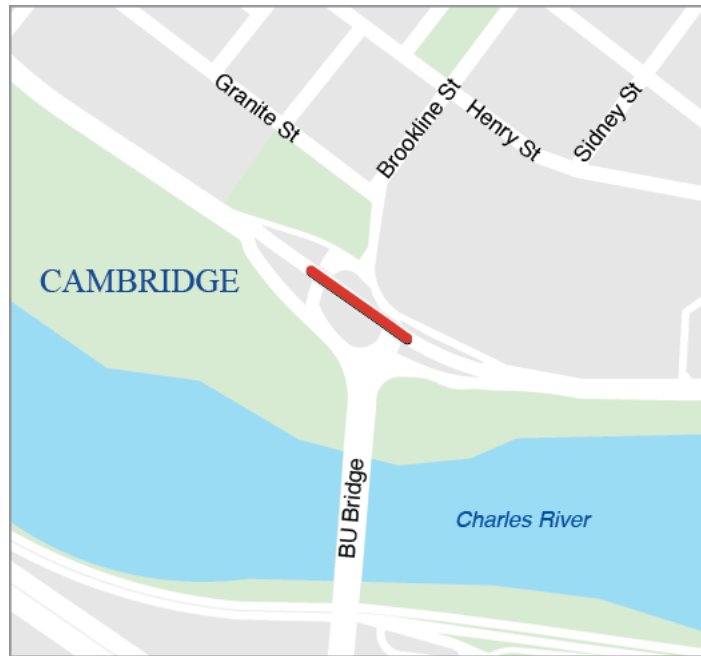
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge C-01-008, which carries First Street over Broad Canal, and bridge C-01-040, which carries Land Boulevard over Broad Canal, in Cambridge. Both bridges are currently listed as structurally deficient and has posted load restrictions due to their poor condition.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$11,065,600	-	-	-	\$11,065,600
Non-Federal Funds	-	\$2,766,400	-	-	-	\$2,766,400
Total Funds	-	\$13,832,000	-	-	-	\$13,832,000

CAMBRIDGE: CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET



Proponent:	MassDOT
ID Number:	611987
Project Type:	Bridge
Cost:	\$49,283,338
Funding Source:	Statewide Highway Funds

Scoring Summary

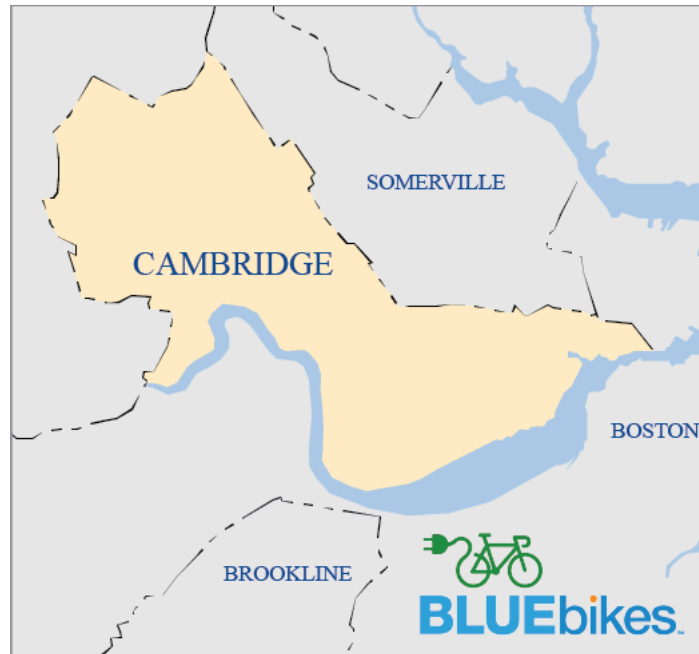
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge C-01-026 which carries Memorial Drive over Brookline Street in Cambridge.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$20,018,242	\$19,408,429	-	\$39,426,670
Non-Federal Funds	-	-	\$5,004,560	\$4,852,107	-	\$9,856,667
Total Funds	-	-	\$25,022,802	\$24,260,536	-	\$49,283,338

CAMBRIDGE: BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES



Proponent:	Brookline
ID Number:	S12960
Project Type:	Community Connections
Cost:	\$385,456
Funding Source:	Regional Target Funds

Scoring Summary

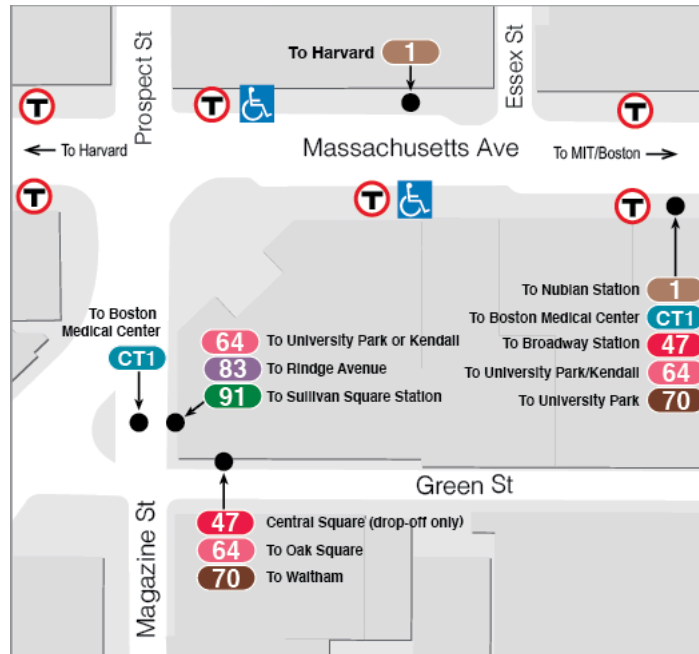
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	17 out of 18	8 out of 15	12 out of 15	8.5 out of 18	14 out of 24	9 out of 10	68.5 out of 100

Project Description

The City of Cambridge proposes replacing eight Bluebikes Stations that have reached the end of their useful life. These stations include Central Square at Massachusetts Avenue and Essex Street, Lafayette Square at Massachusetts Avenue and Main Street, Lower Cambridgeport at Magazine Street, One Broadway/Kendall Square at Main Street, Harvard University Housing at Peabody Terrace, Harvard University River Houses at DeWolfe Street, Linear Park at Massachusetts Avenue and Cameron Avenue, and Porter Square Station. The City further proposes the replacement of 65 pedal bicycles that have reached the end of their useful life.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$308,365	-	-	-	-	\$308,365
Non-Federal Funds	\$77,091	-	-	-	-	\$77,091
Total Funds	\$385,456	-	-	-	-	\$385,456

CAMBRIDGE: CENTRAL SQUARE STATION ACCESSIBILITY IMPROVEMENTS



Proponent:	MBTA
ID Number:	S12974
Project Type:	Transit Transformation
Cost:	\$5,000,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will construct two redundant elevators and modernize the existing outbound elevator. The current elevator is one of the most unreliable elevators in the MBTA system. The opposite, inbound elevator was fully modernized in 2020.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$4,000,000	-	-	-	-	\$4,000,000
Non-Federal Funds	\$1,000,000	-	-	-	-	\$1,000,000
Total Funds	\$5,000,000	-	-	-	-	\$5,000,000

CANTON-DEDHAM-WESTWOOD: INTERSTATE MAINTENANCE AND RELATED WORK ON I-95



Proponent:	MassDOT
ID Number:	612094
Project Type:	Interstate Pavement
Cost:	\$9,744,000
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project is an interstate maintenance resurfacing project on Interstate 95 / Route 128. A preservation treatment or thin-bonded overlay is proposed to extend the useful service life of the pavement and improve safety.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$7,795,200	-	-	-	-	\$7,795,200
Non-Federal Funds	\$1,948,800	-	-	-	-	\$1,948,800
Total Funds	\$9,744,000	-	-	-	-	\$9,744,000

CANTON-MILTON-RANDOLPH: INTERSTATE MAINTENANCE AND RELATED WORK ON I-93



Proponent:	MassDOT
ID Number:	612051
Project Type:	Interstate Pavement
Cost:	\$14,259,954
Funding Source:	Statewide Highway Funds

Scoring Summary

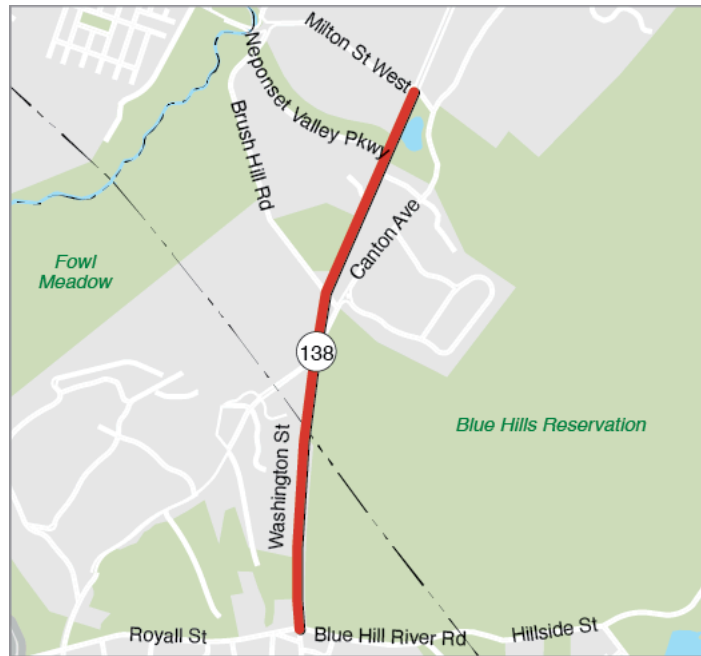
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will conduct pavement maintenance on Interstate 93 in Canton, Milton, and Randolph. The project will resurface the roadway between the Interstate 93/Interstate 95 interchange in Canton and the Interstate 93/Route 24 interchange in Randolph, a distance of approximately three miles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$11,407,963	-	-	-	-	\$11,407,963
Non-Federal Funds	\$2,851,991	-	-	-	-	\$2,851,991
Total Funds	\$14,259,954	-	-	-	-	\$14,259,954

CANTON-MILTON: ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE



Proponent:	MassDOT
ID Number:	612615
Project Type:	Intersection Improvements
Cost:	\$20,129,944
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make improvements to a 1.7-mile segment of Route 138 between Royall Street in Canton and Dollar Lane in Milton. The primary focus of the project is the addition of a shared-use path along the eastern side of the roadway, along with the reconstructing of existing sidewalks along the western side of the corridor. The intersection at Route 138 and Dollar Lane will be reconstructed to improve turn lanes and signals in an effort to enhance safety, as this location was identified as a top-200 crash location (statewide) in 2017-19.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$16,103,955	\$16,103,955
Non-Federal Funds	-	-	-	-	\$4,025,989	\$4,025,989
Total Funds	-	-	-	-	\$20,129,944	\$20,129,944

CATA: FARE UPGRADES FOR ADA AND DIAL-A-RIDE CUSTOMERS



Proponent:	CATA
ID Number:	S12968
Project Type:	Transit Transformation
Cost:	\$65,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will incorporate cashless payment for ADA and dial-a-ride customers of CATA's services to improve accessibility for the system.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$52,000	-	-	-	-	\$52,000
Non-Federal Funds	\$13,000	-	-	-	-	\$13,000
Total Funds	\$65,000	-	-	-	-	\$65,000

CATA: VEHICLE REPLACEMENT (4 VEHICLES)



Proponent:	CATA
ID Number:	S12970
Project Type:	Transit Transformation
Cost:	\$2,460,000
Funding Source:	Regional Target Funds

Scoring Summary

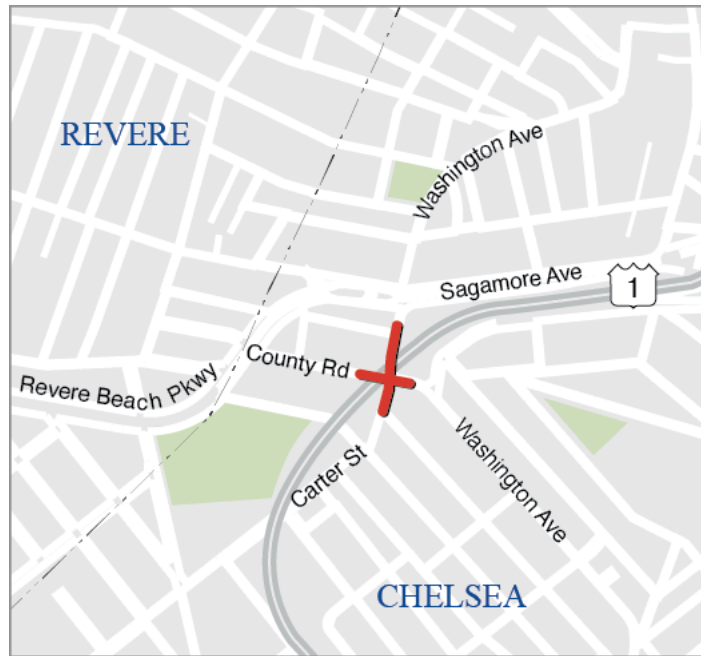
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace four vehicles in CATAs bus fleet that have reached the end of their useful life, with two vehicles reaching the end of their lifecycle in 2022 and two in 2023. The vehicles will be procured using an existing option for purchase of diesel electric hybrid buses.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,368,000	\$600,000	-	-	-	\$1,968,000
Non-Federal Funds	\$342,000	\$480,000	-	-	-	\$492,000
Total Funds	\$1,710,000	\$750,000	-	-	-	\$2,460,000

CHELSEA: BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1



Proponent:	MassDOT
ID Number:	608952
Project Type:	Bridge
Cost:	\$22,217,165
Funding Source:	Statewide Highway Funds

Scoring Summary

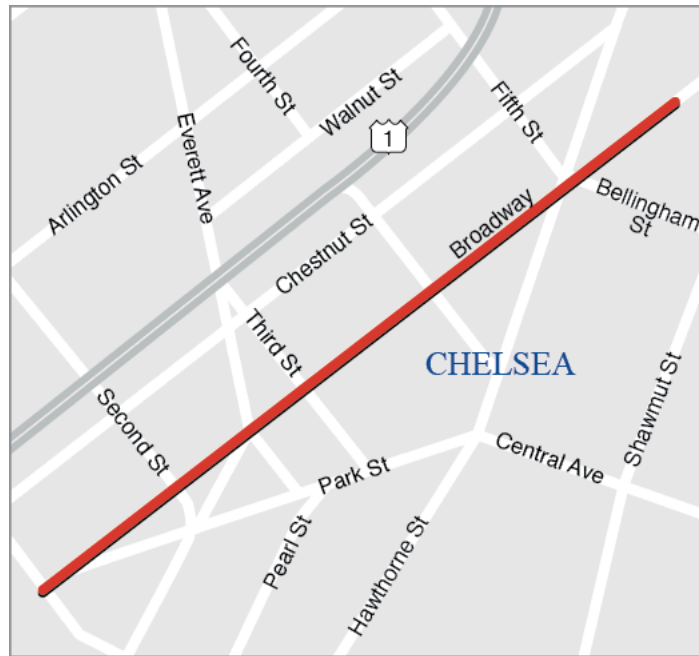
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the superstructure component of Bridge C-09-013, which carries Washington Avenue, Carter Street, and County Road over Route 1 in Chelsea.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$17,773,732	-	-	-	\$17,773,732
Non-Federal Funds	-	\$4,443,433	-	-	-	\$4,443,433
Total Funds	-	\$22,217,165	-	-	-	\$22,217,165

CHELSEA: TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE



Proponent:	MassDOT
ID Number:	609532
Project Type:	Intersection Improvements
Cost:	\$9,807,515
Funding Source:	Regional Target Funds

Scoring Summary

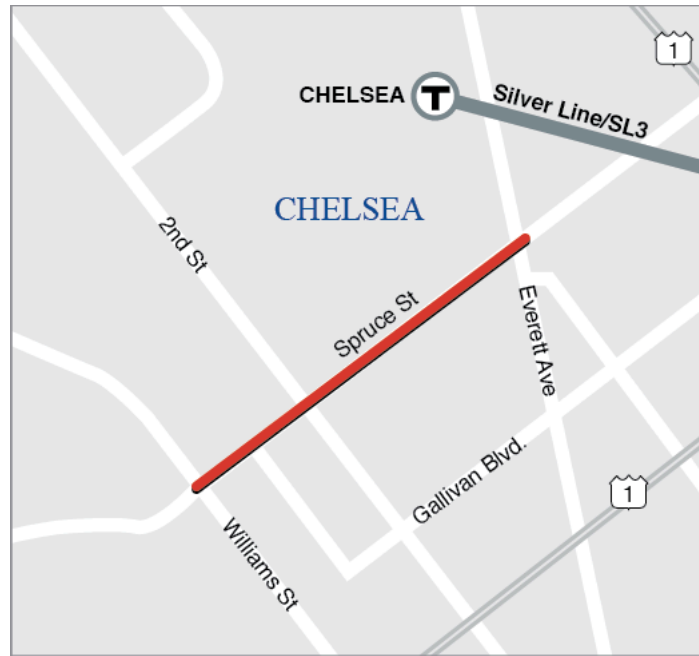
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	23 out of 30	18 out of 29	14 out of 29	4 out of 16	10 out of 12	14 out of 18	83 out of 134

Project Description

The project will include corridor wide safety improvements targeted at reducing incidents for all users. Standard safety countermeasures such as improved signage, lighting, traffic calming streetscape elements, curb extensions, signal upgrades (where applicable) and other countermeasures may be incorporated. In addition, it is expected that the corridor's pavement, sidewalks and bus transit amenities will be improved or replaced.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$7,846,012	-	-	-	\$7,846,012
Non-Federal Funds	-	\$1,961,503	-	-	-	\$1,961,503
Total Funds	-	\$9,807,515	-	-	-	\$9,807,515

CHELSEA: RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET



Proponent:	MassDOT
ID Number:	610675
Project Type:	Safety Improvements
Cost:	\$6,718,113
Funding Source:	Statewide Highway Funds

Scoring Summary

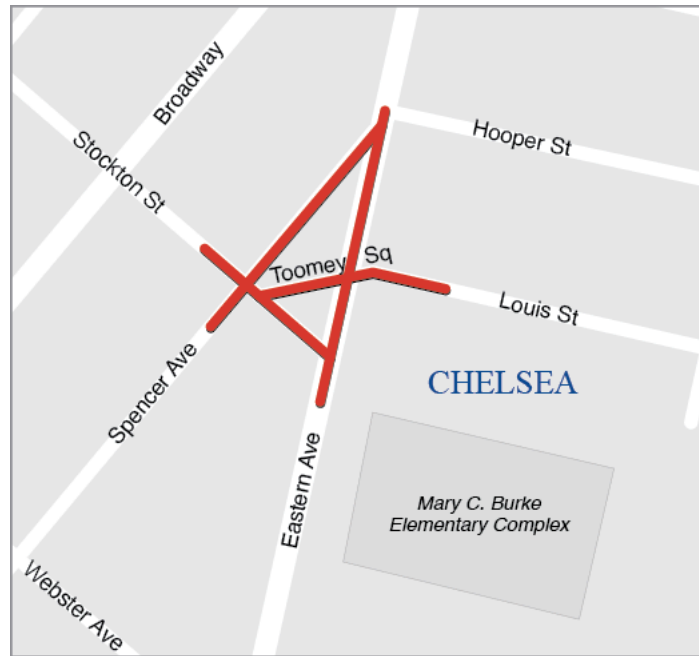
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The primary objective of this project is the creation of a vibrant, accessible, and safe corridor in order to stimulate the Shopping Center and adjacent industrial area, support the Critical Urban Freight Corridor, and to increase access of patrons to its business, commercial, and residential areas. Through the comprehensive rehabilitation of this roadway, we will address non-compliance with ADA standards, implement upgraded signalization at intersections, reduce congestion and optimize circulation, reduce all crash types, and introduce adequate bicycle and pedestrian facilities to promote mobility.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$5,772,601	\$5,772,600
Non-Federal Funds	-	-	-	-	\$1,443,150	\$1,443,150
Total Funds	-	-	-	-	\$7,215,751	\$7,215,751

CHELSEA: IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)



Proponent:	MassDOT
ID Number:	612884
Project Type:	Safe Routes to School
Cost:	\$1,557,754
Funding Source:	Statewide Highway Funds

Scoring Summary

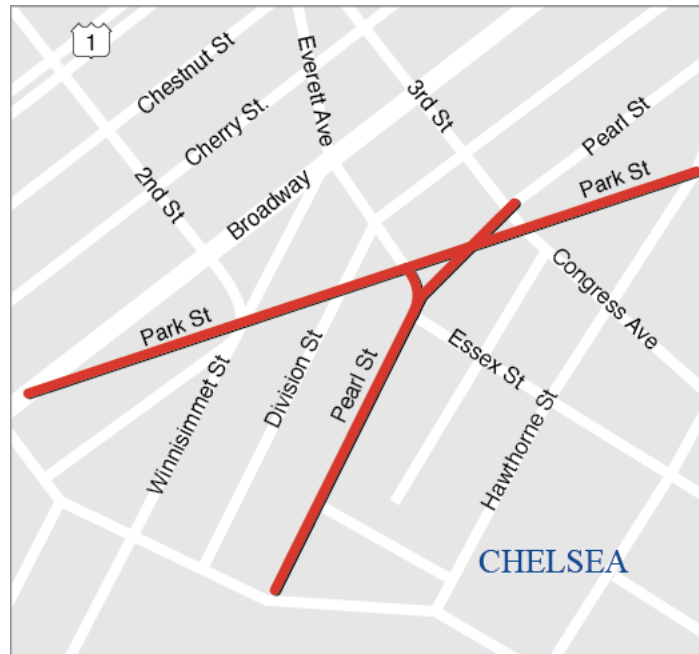
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Mary C. Burke Elementary School in Chelsea through the Safe Routes to School program. The project will serve the immediate needs of the students and staff by drastically improving pedestrian safety along Eastern Avenue, Stockton Street, and Spencer Avenue. Improvements include the addition of pedestrian signals, rehabilitation of pavement markings and roadway surfaces, construction of new ADA-compliant ramps, and reconstruction of existing traffic signal components. The project will also reduce the number of travel lanes on Eastern Avenue to add a pedestrian refuge. The roadway network will be simplified through the formal closure of a rarely used roadway in the project area, allowing for the creation of new open space in its place.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,246,203	-	-	-	\$1,246,203
Non-Federal Funds	-	\$311,551	-	-	-	\$311,551
Total Funds	-	\$1,557,754	-	-	-	\$1,557,754

CHELSEA: PARK STREET & PEARL STREET RECONSTRUCTION



Proponent:	Chelsea
ID Number:	611983
Project Type:	Complete Streets
Cost:	\$11,287,647
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	14 out of 18	14 out of 20	11 out of 18	6 out of 12	14.9 out of 20	10 out of 12	69.9 out of 100

Project Description

This project will improve safety along Park and Pearl Streets for all users, with a specific emphasis on improving conditions for people walking and bicycling. Smart signalization and geometric reconstruction will mitigate vehicular congestion while providing clear pedestrian paths of travel and shorter crosswalk distances via newly constructed ramps and sidewalks. This project may implement a priority bus and bike lane, beginning along Park Street at Williams Street up to the eventual surface renovation of Upper Broadway to the Revere City Line, an MPO-funded project in FFY 2022. Signals will allow for preferential movements of safety vehicles and MBTA buses through each intersection.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$9,030,118	-	-	\$9,030,118
Non-Federal Funds	-	-	\$2,257,529	-	-	\$2,257,529
Total Funds	-	-	\$11,287,647	-	-	\$11,287,647

CHELSEA-REVERE: REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT



Proponent:	Chelsea and Revere
ID Number:	S12964
Project Type:	Community Connections
Cost:	\$499,649
Funding Source:	Regional Target Funds

Scoring Summary

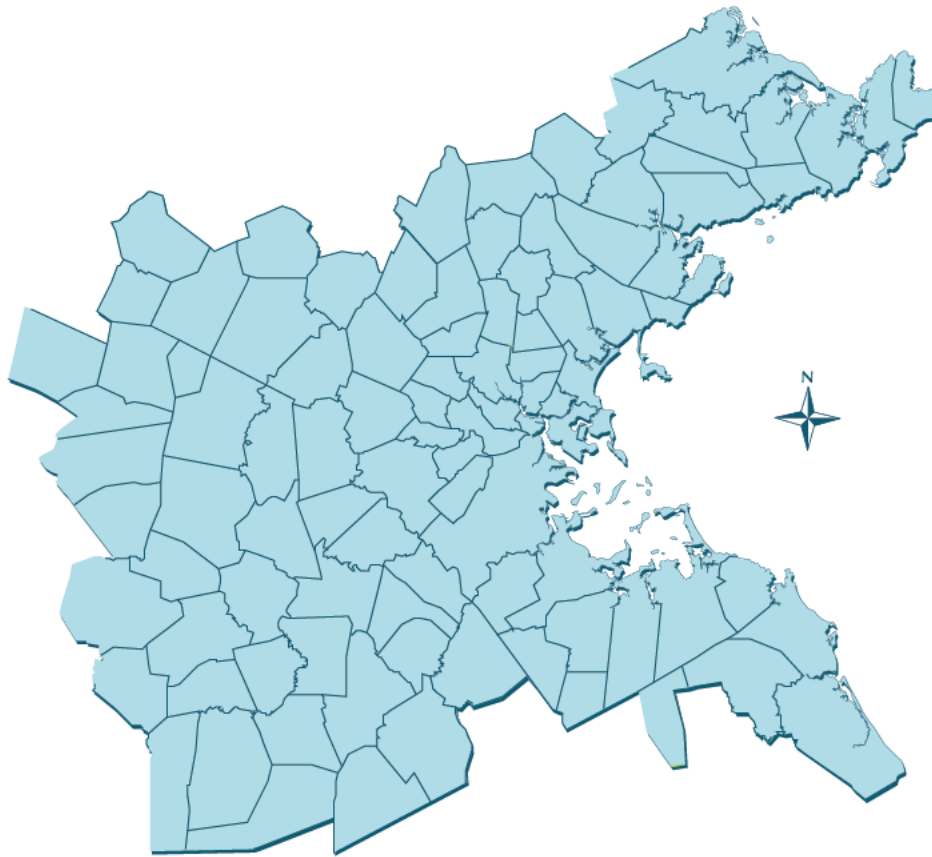
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	13 out of 18	11 out of 15	N/A	11.25 out of 18	11.5 out of 24	7 out of 10	53.75 out of 100

Project Description

The Cities of Chelsea and Revere propose a microtransit service that will provide regional, low-cost, on-demand transportation across a 6.5 square mile zone in Chelsea and Revere. The service will offer convenient pick-up and drop-off services that align with riders’ schedules, filling first- and last-mile gaps in the existing transit system and ensuring accessibility to critical destinations, such as grocery stores, healthcare facilities, places of employment, and educational institutions. The applicants estimate 58 passenger trips per day with electric vehicles. As a Microtransit Pilot Project, the project is proposed for funding across three years with \$499,649 in Year 1, \$450,278 in Year 2, and \$463,807 in Year 3.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$222,502	-	-	-	-	\$222,502
Non-Federal Funds	\$55,625	-	-	-	-	\$55,625
Total Funds	\$278,127	-	-	-	-	\$200,000

COMMUNITY CONNECTIONS PROGRAM



Proponent:	Regionwide
ID Number:	S12124
Project Type:	Community Connections
Cost:	\$8,423,415
Funding Source:	Regional Target Funds

Scoring Summary

The scoring criteria for the Community Connections Program are listed in Appendix A. Scores for projects funded in the FFYs 2023-27 TIP through this program are available on those projects' pages within this chapter.

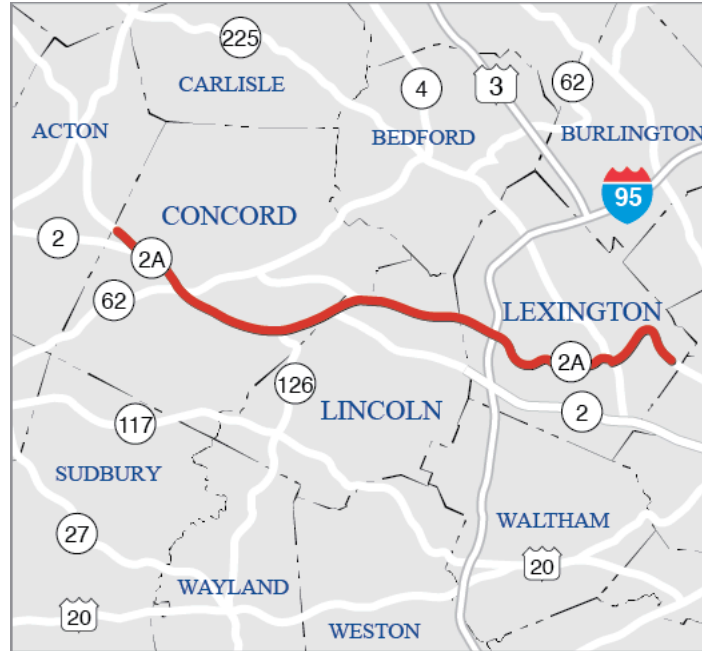
Project Description

The Community Connections Program is the MPO's funding program for first- and last-mile solutions, community transportation, and other small, nontraditional transportation projects such as those that update transit technology and improve bicycle and pedestrian facilities. The Community Connections Program is one of the investment programs included in the MPO's current Long-Range Transportation Plan, Destination 2050. Six new projects were programmed in FFY 2025 during this TIP development cycle, and funding remains available to program in future TIP cycles in FFYs 2026 through 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,509,778	\$1,628,954	\$1,600,000	\$2,000,000	\$6,738,732
Non-Federal Funds	-	\$377,444	\$407,239	\$400,000	\$500,000	\$1,684,683

Total Funds	-	\$1,887,222	\$2,036,193	\$2,000,000	\$2,500,000	\$8,423,415
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CONCORD-LEXINGTON-LINCOLN: RESURFACING AND RELATED WORK ON ROUTE 2A



Proponent:	MassDOT
ID Number:	608495
Project Type:	Non-Interstate Pavement
Cost:	\$5,067,399
Funding Source:	Statewide Highway Funds

Scoring Summary

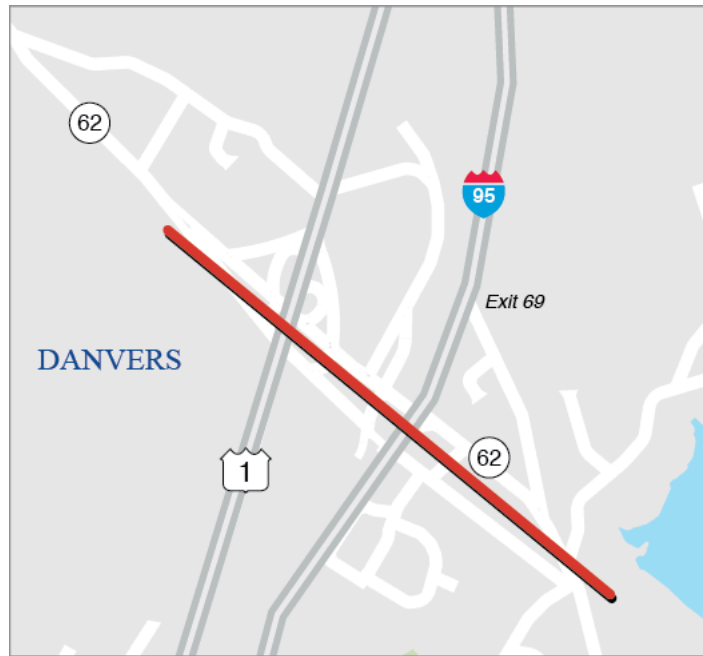
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will resurface Route 2A in the communities of Concord, Lexington, and Lincoln from near to Minuteman High School to Crosby Pond. The project may also make safety improvements along the corridor.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$4,053,919	\$4,053,919
Non-Federal Funds	-	-	-	-	\$1,013,480	\$1,013,480
Total Funds	-	-	-	-	\$5,067,399	\$5,067,399

DANVERS: RAIL TRAIL WEST EXTENSION (PHASE 3)



Proponent:	MassDOT
ID Number:	612607
Project Type:	Bicycle and Pedestrian
Cost:	\$3,848,600
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will construct a 0.8-mile segment of the Danvers Rail Trail from Spring Street in the east to just west of Maple Street. The eastern end of this project will connect to earlier phases of the Danvers Rail Trail and to the larger Border to Boston Trail system further east.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$3,078,880	-	\$3,078,880
Non-Federal Funds	-	-	-	\$769,720	-	\$769,720
Total Funds	-	-	-	\$3,848,600	-	\$3,848,600

DANVERS-MIDDLETON: BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER



Proponent:	MassDOT
ID Number:	610782
Project Type:	Bridge
Cost:	\$5,703,371
Funding Source:	Statewide Highway Funds

Scoring Summary

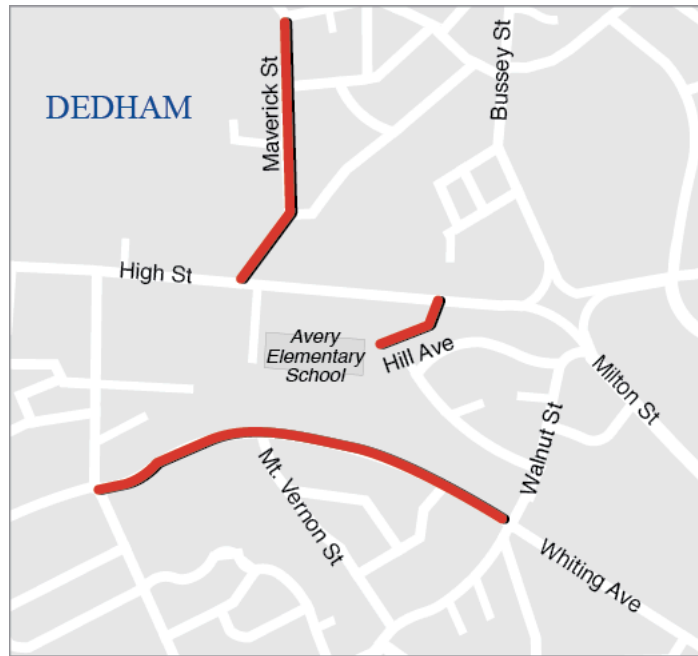
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will fund the replacement of bridge D-03-009=M-20-005, which carries Andover Street over the Ipswich River between Danvers and Middleton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$4,562,697	-	-	-	\$4,562,697
Non-Federal Funds	-	\$1,140,674	-	-	-	\$1,140,674
Total Funds	-	\$5,703,371	-	-	-	\$5,703,371

DEDHAM: IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)



Proponent:	MassDOT
ID Number:	612804
Project Type:	Safe Routes to School
Cost:	\$1,566,099
Funding Source:	Statewide Highway Funds

Scoring Summary

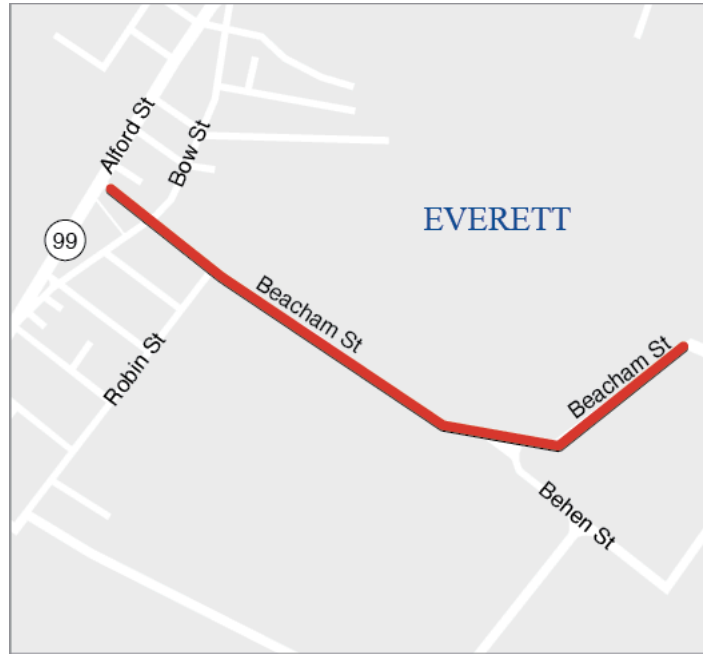
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Avery Elementary School in Dedham through the Safe Routes to School program. The project includes three areas of improvement designed to facilitate safe walking to the Avery campus. The project proposes adding sidewalks and granite curbing on Maverick Street, along with adding new granite curbing along Whiting Avenue. A new crosswalk with rectangular-rapid-flashing beacons is also proposed for installation on Whiting Avenue at Recreation Road. Finally, Hill Avenue is frequently used as a cut-through for students who live East of Avery Elementary, but this route is currently a dead-end road ending in a wooded area with steep grade, a ledge, and fencing. This project proposes formalizing this connection with an ADA-accessible pedestrian walkway ramp to facilitate safe passage in what is currently an unmaintained student made path that is unsafe especially in winter months.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,252,879	-	-	-	\$1,252,879
Non-Federal Funds	-	\$313,220	-	-	-	\$313,220
Total Funds	-	\$1,566,099	-	-	-	\$1,566,099

EVERETT: RECONSTRUCTION OF BEACHAM STREET



Proponent:	Everett
ID Number:	609257
Project Type:	Complete Streets
Cost:	\$10,954,656
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	19 out of 18	10 out of 29	13 out of 29	4 out of 16	7 out of 12	1 out of 18	54 out of 134

Project Description

This Complete Streets project involves the reconstruction of Beacham Street to reduce vehicular collisions and improve bicycle travel. This project also includes the implementation of a shared-use bike path with a buffer along 0.65 miles of the Beacham Street corridor, a major connection between Boston, Somerville, and Cambridge, and Chelsea and East Boston. To promote pedestrian safety, upgrades to traffic signals, pavement markings, and sidewalk conditions will be incorporated to reduce conflict with vehicular traffic and provide an ADA-compliant travel route.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$8,763,725	-	-	\$8,763,725
Non-Federal Funds	-	-	\$2,190,931	-	-	\$2,190,931
Total Funds	-	-	\$10,954,656	-	-	\$10,954,656

EVERETT: TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)



Proponent:	MassDOT
ID Number:	613121
Project Type:	Intersection Improvements
Cost:	\$5,246,920
Funding Source:	Statewide Highway Funds

Scoring Summary

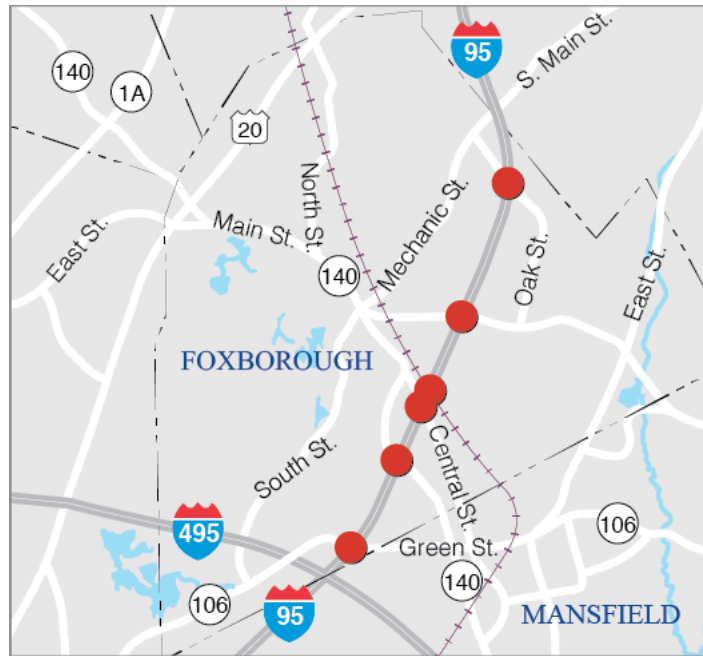
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make targeted safety enhancements along Route 16 in Everett with a focus on enhanced multimodal accessibility along the corridor. The project may be coordinated with future work along Route 16 to further improve safety for all users and travel modes.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$4,047,624	-	-	\$4,047,624
Non-Federal Funds	-	-	\$1,011,906	-	-	\$1,011,906
Total Funds	-	-	\$5,246,920	-	-	\$5,246,920

FOXBOROUGH: BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR



Proponent:	MassDOT
ID Number:	613274
Project Type:	Bridge
Cost:	\$5,278,000
Funding Source:	Statewide Highway Funds

Scoring Summary

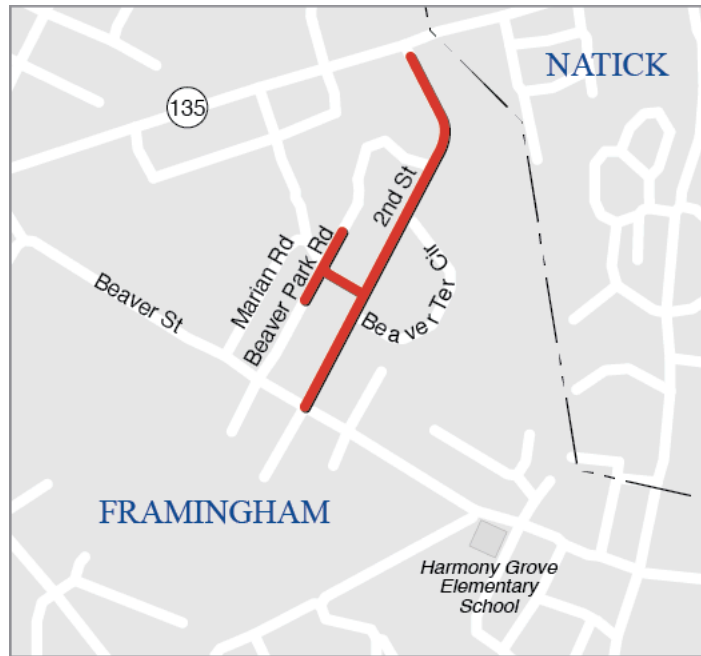
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will perform bridge preservation work along six structures on the Interstate 95 Corridor in Foxboro. These includes I-95 NB and SB over Central Street, I-95 NB and SB over Cocasset Street, and I-95 NB and SB over Oak Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$4,222,400	-	-	-	\$4,222,400
Non-Federal Funds	-	\$1,055,600	-	-	-	\$1,055,600
Total Funds	-	\$5,278,000	-	-	-	\$5,278,000

FRAMINGHAM: IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	612894
Project Type:	Safe Routes to School
Cost:	\$1,370,066
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Harmony Grove Elementary School in Framingham through the Safe Routes to School program. This project includes installing new and reconstructing existing sidewalk and curbing on Second Street, from Beaver Street to Waverly Street, and Taralli Terrace, from Second Street to Beaver Park Road. The project will also realign the intersection of Beaver Park Road and Taralli Terrace and install new pavement markings, ADA-compliant curb cuts, crosswalks, and shared bike lanes on Second Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$1,096,053	-	-	\$1,096,053
Non-Federal Funds	-	-	\$274,013	-	-	\$274,013
Total Funds	-	-	\$1,370,066	-	-	\$1,370,066

FRAMINGHAM: CHRIS WALSH AQUEDUCT TRAIL CONNECTIVITY PROJECT (MA-275)



Proponent:	MassDOT
ID Number:	S12907
Project Type:	Bicycle and Pedestrian
Cost:	\$275,000
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will provide funding to develop and eventually construct the first phase of the Chris Walsh Aqueduct Trail along Farm Pond in Framingham. This project is related to federal earmark MA275 in the Consolidated Appropriations Act of 2022.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$220,000	-	-	-	-	\$220,000
Non-Federal Funds	\$55,000	-	-	-	-	\$55,000
Total Funds	\$275,000	-	-	-	-	\$275,000

FRAMINGHAM: CHRIS WALSH TRAIL PHASE 2 [DESIGN ONLY]



Proponent:	Framingham
ID Number:	S12982
Project Type:	Bicycle and Pedestrian
Cost:	\$850,000
Funding Source:	Statewide Highway Funds

Scoring Summary

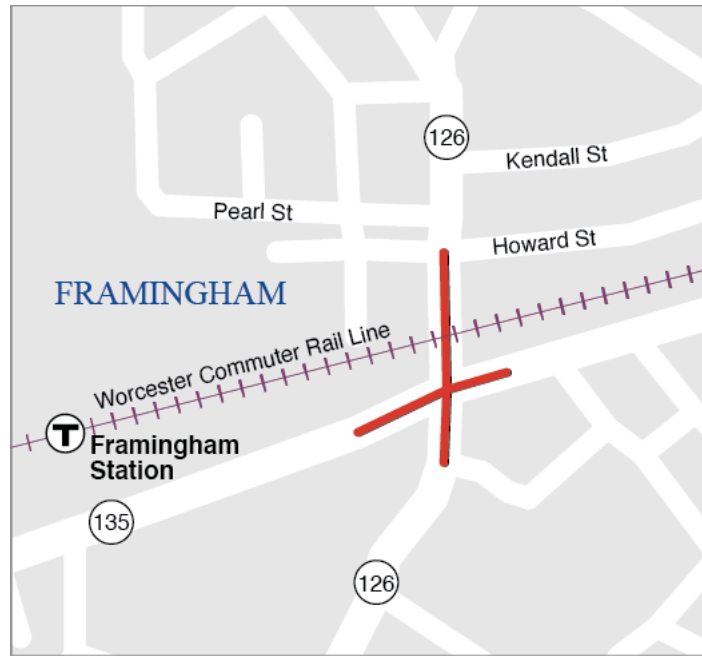
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will fund design of the second phase of the Chris Walsh Aqueduct Trail along Farm Pond in the City of Framingham. This second phase would bring the planned trail across a former MWRA aqueduct into Framingham MBTA Station to provide connectivity to transit modes and Framingham's downtown. The project is expected to advertise for construction as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$680,000	-	-	-	-	\$680,000
Non-Federal Funds	\$170,000	-	-	-	-	\$170,000
Total Funds	\$850,000	-	-	-	-	\$850,000

FRAMINGHAM: PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/MBTA & CSX RAILROAD



Proponent:	Framingham
ID Number:	S12977
Project Type:	Major Infrastructure
Cost:	\$1,400,000
Funding Source:	Regional Target Funds

Scoring Summary

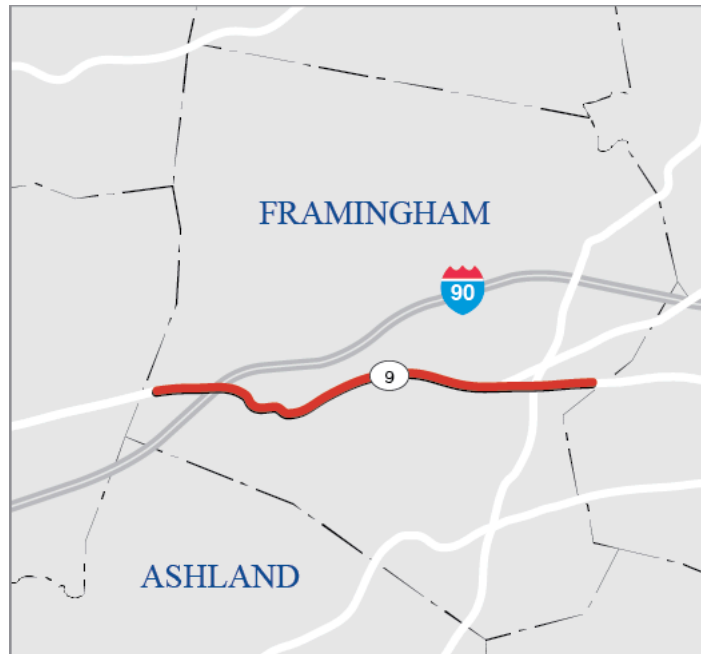
This project is funded using Regional Target funds, but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

This project provides design funding for an initial stage of a major intersection improvement project at Route 126 and 135 and the MBTA and CSX Railroad tracks. Design funding will be used to develop and identify alternatives to address congestion at the location, including possibility of grade crossing removal. This project would advance design for a separate project #606109, and is also listed in the MPO's Long Range Transportation Plan, Destination 2050.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,120,000	-	-	-	\$1,120,000
Non-Federal Funds	-	\$280,000	-	-	-	\$280,000
Total Funds	-	\$1,400,000	-	-	-	\$1,400,000

FRAMINGHAM: RESURFACING AND RELATED WORK ON ROUTE 9



Proponent:	MassDOT
ID Number:	613639
Project Type:	Non-Interstate Pavement
Cost:	\$9,525,600
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project consists of resurfacing and related work on Route 9. The project was formerly consolidated into one project under Project ID 609402 in the FFYs 2024–28 TIP, which also included sections of Route 9 in Natick. Please refer to Project # 613640 for the section of Route 9 in Natick.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$7,620,480	-	\$7,620,480
Non-Federal Funds	-	-	-	\$1,905,120	-	\$1,905,120
Total Funds	-	-	-	\$9,525,600	-	\$9,525,600

FRAMINGHAM-NATICK: CATCHCONNECT MICROTRANSIT SERVICE EXPANSION PHASE 2



Proponent:	MWRTA
ID Number:	S12807
Project Type:	Community Connections
Cost:	\$503,125
Funding Source:	Regional Target Funds

Scoring Summary

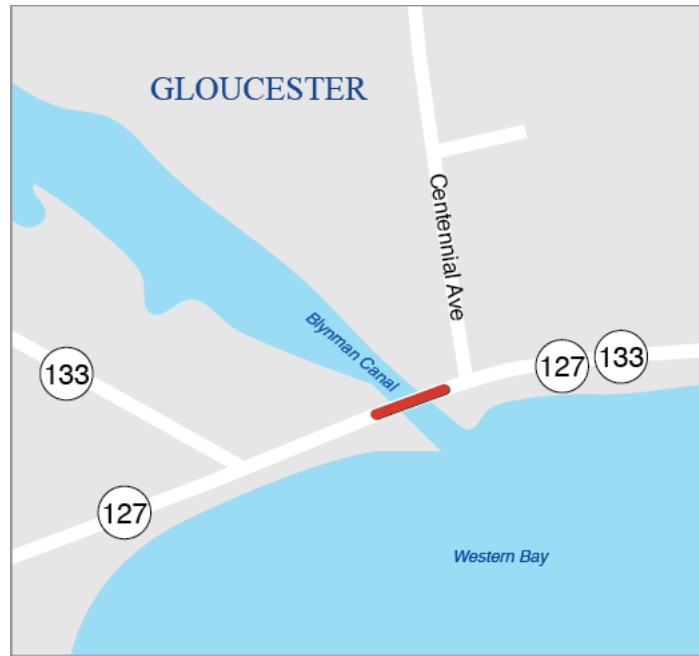
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	6 out of 18	2 out of 15	9 out of 15	9 out of 18	22 out of 24	10 out of 10	58 out of 100

Project Description

This project will expand the MetroWest Regional Transit Authority's (MWRTA) CatchConnect microtransit program within the municipalities of Framingham and Natick. The expanded service will improve weeknight mobility in evening hours between 7:30 PM and 10:30 PM Monday through Friday to provide a supplemental public transportation resource following the conclusion of traditional fixed-route service.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$132,500	\$130,000	-	-	-	\$262,500
Non-Federal Funds	\$33,125	\$32,500	-	-	-	\$65,625
Total Funds	\$165,625	\$162,500	-	-	-	\$328,125

GLOUCESTER: BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL



Proponent:	MassDOT
ID Number:	608397
Project Type:	Bridge
Cost:	\$62,720,000
Funding Source:	Statewide Highway Funds

Scoring Summary

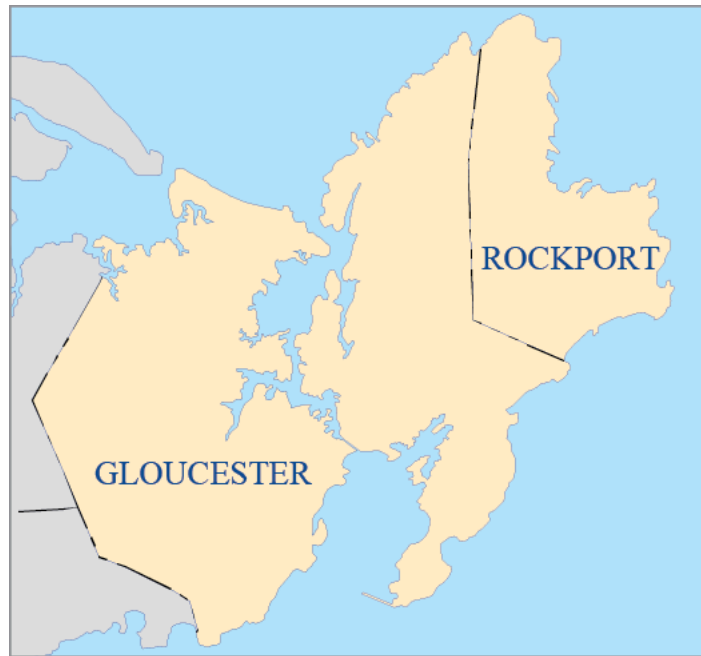
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will reconstruct bridge G-05-002, which carries Route 127, Western Avenue, over the Blynman Canal in Gloucester.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$50,176,000	-	\$50,176,000
Non-Federal Funds	-	-	-	\$12,544,000	-	\$12,544,000
Total Funds	-	-	-	\$62,720,000	-	\$62,720,000

GLOUCESTER AND ROCKPORT: CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION – ROCKPORT AND LANESVILLE



Proponent:	CATA
ID Number:	S12700
Project Type:	Community Connections
Cost:	\$813,291
Funding Source:	Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	MS/DP	FS	Total
Score	11 out of 18	6 out of 15	9 out of 15	6 out of 18	20 out of 24	10 out of 10	62 out of 100

Project Description

This project will expand the existing CATA On Demand microtransit service in Gloucester to include Rockport and the Lanesville neighborhood of Gloucester. The existing operating zone includes two MBTA commuter rail stations, two industrial parks, a hospital, and the waterfront district. The original purpose of CATA On Demand was to address the first- and last-mile gaps for commuters between existing transit and employment centers. The service has evolved, however, to serve a broader group of riders, including students, families, people with disabilities, and older adults. The expansion of the service to include new locations aims to continue to broaden the appeal of CATA On Demand to this wider audience and to better meet their needs when accessing school, medical appointments, grocery stores, and other essential destinations. This project is funded through the third round of grants available through the MPO’s Community Connections Program.

Source	(FFY) 2025	2026	2026	2028	2029	Total
Federal Funds	\$171,821	-	-	-	-	\$171,821
Non-Federal Funds	\$42,955	-	-	-	-	\$42,955
Total Funds	\$214,776	-	-	-	-	\$214,776

CATA: CATA GLOUCESTER FACILITY MODERNIZATION



Proponent:	CATA
ID Number:	S12969
Project Type:	Transit Transformation
Cost:	\$1,293,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will modernize and weatherize CATA's operating facility in Gloucester with plumbing and HVAC upgrades, fuel system storage and hose replacements, repair or replacement of facility windows and garage doors, emergency power supply replacement, and culvert repair to ensure continued access to the facility.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,034,400	-	-	-	-	\$1,034,400
Non-Federal Funds	\$258,600	-	-	-	-	\$258,600
Total Funds	\$1,293,000	-	-	-	-	\$1,293,000

GLOUCESTER: BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER



Proponent:	MassDOT
ID Number:	613184
Project Type:	Bridge
Cost:	\$15,081,560
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will perform joint and steel repairs to Bridge G-05-017 (2U8), which carries State Route 128 Yankee Division Highway over the Annisquam River.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$12,065,248	-	-	-	\$12,065,248
Non-Federal Funds	-	\$3,016,312	-	-	-	\$3,016,312
Total Funds	-	\$15,081,560	-	-	-	\$15,081,560

HAMILTON-IPSWICH: SUPERSTRUCTURE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER



Proponent:	MassDOT
ID Number:	609467
Project Type:	Bridge
Cost:	\$3,516,839
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will replace bridge H-03-002=I-01-006, which carries Winthrop Street over the Ipswich River.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$2,813,471	-	-	\$2,813,471
Non-Federal Funds	-	-	\$703,368	-	-	\$703,368
Total Funds	-	-	\$3,516,839	-	-	\$3,516,839

HARVARD-LITTLETON-ACTON-CONCORD: GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 2



Proponent:	BRMPO, MRPC
ID Number:	611952
Project Type:	Non-Interstate Pavement
Cost:	\$763,490
Funding Source:	Statewide Highway Funds

*BMRPO = Boston Region Metropolitan Planning Organization
 **MRPC = Merrimack Valley Planning Commission

Scoring Summary

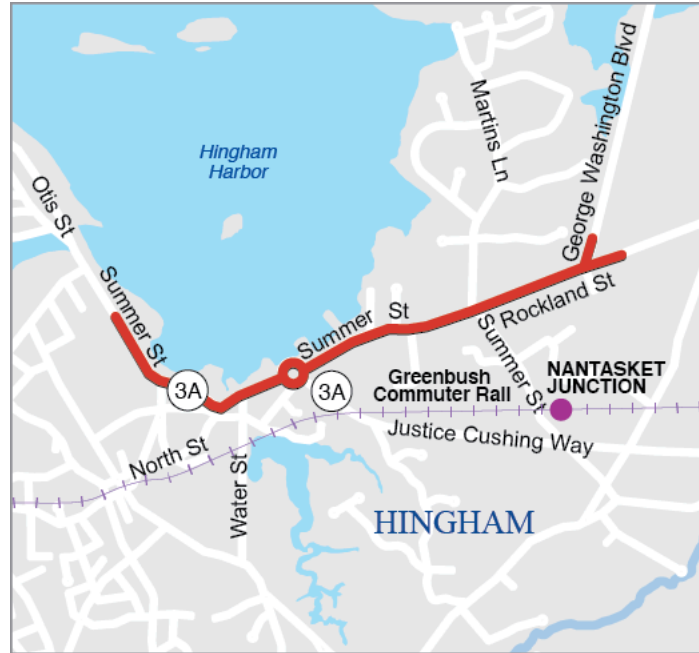
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace and update guide and traffic signs along Route 2 between the Route 110 and Route 111 Interchange in Harvard and at the Route 2A intersection (Concord Rotary) in Concord. The project includes applicable signing on intersecting secondary roadways. This project includes communities in the Boston Region and in Montachusett, including Acton, Concord, Harvard, and Littleton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$687,141	-	-	-	-	\$687,141
Non-Federal Funds	\$76,349	-	-	-	-	\$76,349
Total Funds	\$763,490	-	-	-	-	\$763,490

HINGHAM: IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD



Proponent:	Hingham
ID Number:	605168
Project Type:	Complete Streets
Cost:	\$28,738,432
Funding Source:	Regional Target Funds

Scoring Summary

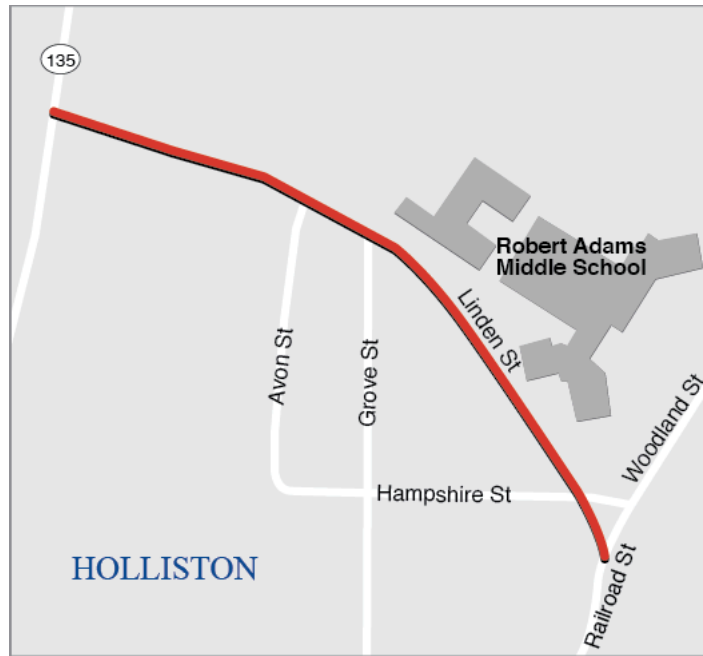
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	10 out of 30	16 out of 29	17 out of 29	10 out of 16	0 out of 12	2 out of 18	55 out of 134

Project Description

The project improves multimodal access between Hingham Center, residential areas, and Hingham Harbor by extending the existing buffered, shared-use bike path from Rockland Street to the Hingham inner harbor. In addition, improvements to reduce vehicular accidents will be incorporated through the establishment of turn lanes and a small roundabout at the intersection of Route 3A and Summer Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$22,990,746	-	-	-	\$22,990,746
Non-Federal Funds	-	\$5,747,686	-	-	-	\$5,747,686
Total Funds	-	\$28,738,432	-	-	-	\$28,738,432

HOLLISTON: LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (RTS)



Proponent:	MassDOT
ID Number:	S12984
Project Type:	Intersection Improvements
Cost:	\$1,012,500
Funding Source:	Regional Target Funds

Scoring Summary

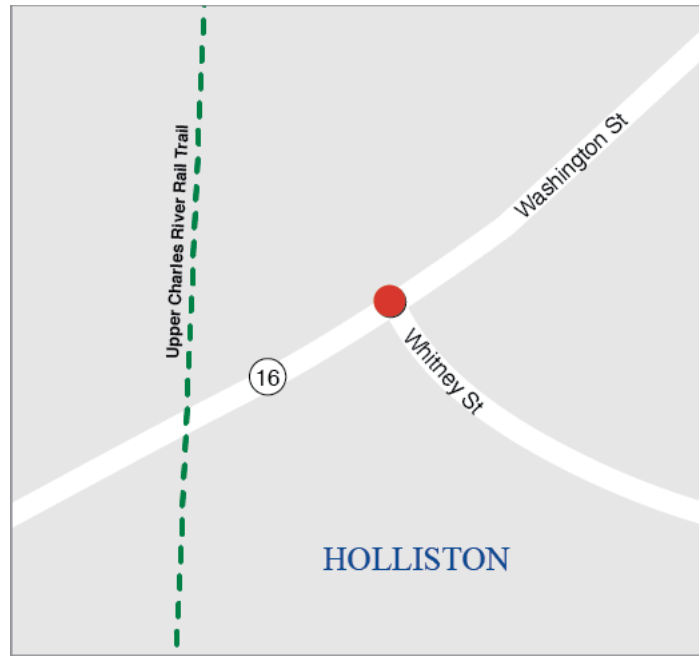
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will design improvements to various intersections and a rail grade crossing in downtown Sherborn to improve safety for all roadway users. Construction for this project is expected to advertise as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$810,000	-	-	\$810,000
Non-Federal Funds	-	-	\$202,500	-	-	\$202,500
Total Funds	-	-	\$1,012,500	-	-	\$1,012,500

HOLLISTON: INTERSECTION IMPROVEMENTS AT ROUTE 16 AND WHITNEY STREET [DESIGN ONLY]



Proponent:	Holliston
ID Number:	607342
Project Type:	Intersection Improvements
Cost:	\$250,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This intersection ranked second in the 2008–10 Statewide Top 200 Intersection Crash List. This project addresses the high number and severity of crashes that occur at this intersection.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$200,000	-	-	-	-	\$200,000
Non-Federal Funds	\$50,000	-	-	-	-	\$50,000
Total Funds	\$250,000	-	-	-	-	\$250,000

HOPKINTON AND WESTBOROUGH: RECONSTRUCTION OF INTERSTATE 90/INTERSTATE 495 INTERCHANGE



Proponent:	MassDOT
ID Number:	607977
Project Type:	Roadway Reconstruction
Cost:	\$300,942,837
Funding Source:	Statewide Highway Funds

Scoring Summary

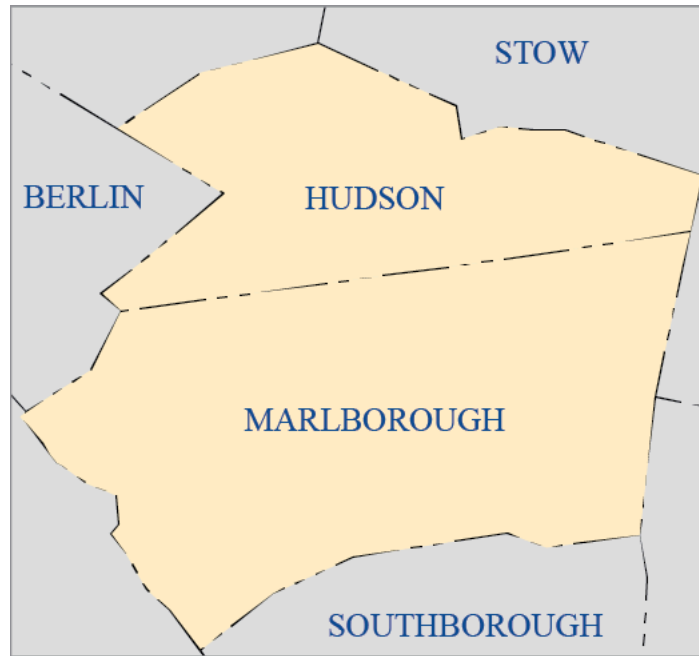
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

The project will improve the interchange of Interstate 90 and Interstate 495. This project is funded over six federal fiscal years (FFYs 2022-27) for a total cost of \$300,942,837.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$54,188,856	\$49,907,187	\$11,541,927	-	-	\$115,637,970
Non-Federal Funds	\$13,547,214	\$12,476,797	\$2,885,482	-	-	\$28,909,492
Total Funds	\$67,736,070	\$62,383,984	\$14,427,409	-	-	\$144,547,463

HUDSON AND MARLBOROUGH: MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION



Proponent:	MWRTA
ID Number:	S12701
Project Type:	Community Connections
Cost:	\$450,163
Funding Source:	Regional Target Funds

Scoring Summary

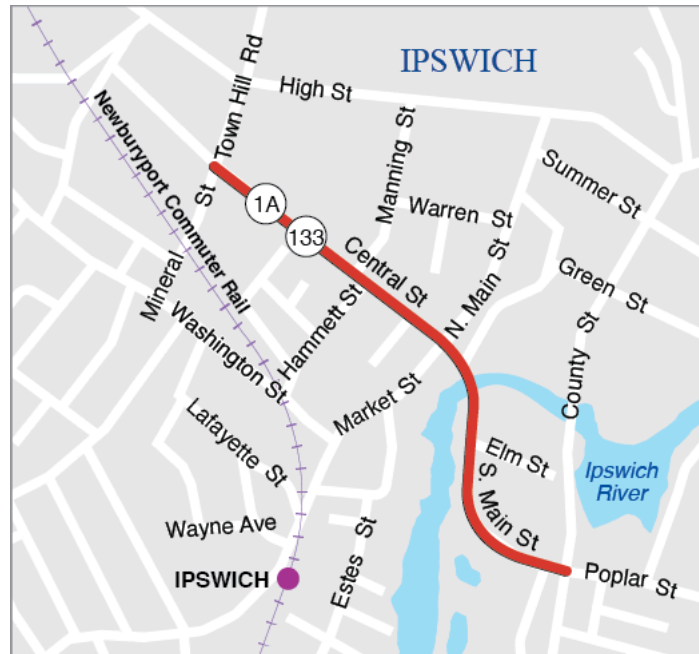
Category	Conn	Coord	Plan	TE	MS/DP	FS	Total
Score	12 out of 18	3 out of 15	9 out of 15	9 out of 18	16 out of 24	10 out of 10	59 out of 100

Project Description

This project will expand MetroWest RTA's existing CatchConnect microtransit service in Framingham, Natick, and Wellesley to include the municipalities of Hudson and Marlborough. This added service region will allow consumers to connect to MWRTA fixed-route services in the area, including the Route 7 traveling north and south to Framingham and the Route 7C travelling east and west through downtown Marlborough. CatchConnect service allows riders to book on-demand trips via an existing mobile application or telephone. The first year of funding for this project was in Federal Fiscal Year 2023 with \$141,250 in funding.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$127,590	-	-	-	\$127,590
Non-Federal Funds	-	\$31,898	-	-	-	\$31,898
Total Funds	-	\$159,488	-	-	-	\$159,488

IPSWICH: RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS



Proponent:	Ipswich
ID Number:	605743
Project Type:	Complete Streets
Cost:	\$11,728,698
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	11 out of 30	10 out of 29	10 out of 29	6 out of 16	2 out of 12	8 out of 18	47 out of 134

Project Description

In Ipswich, the project will reconstruct the roadway between Mineral Street and Poplar Street (3,200 feet) to improve the roadway surface. Minor geometric improvements at intersection and pedestrian crossings will be included. Sidewalks and wheelchair ramps will be improved in selected areas for ADA compliance. The drainage system is undersized and will be upgraded.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$4,800,000	\$4,582,958	-	\$9,382,959
Non-Federal Funds	-	-	\$1,200,000	\$1,145,740	-	\$2,345,739
Total Funds	-	-	\$6,000,000	\$5,728,698	-	\$11,728,698

IPSWICH: ARGILLA ROAD ROADWAY RECONSTRUCTION



Proponent:	Ipswich
ID Number:	612738
Project Type:	Complete Streets
Cost:	\$6,600,000
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	2.5 out of 30	7 out of 29	7 out of 29	11 out of 16	2.4 out of 12	8 out of 18	37.9 out of 134

Project Description

This project will reconstruct and elevate Argilla Road between the Crane Estate driveway and Crane Beach parking lot entrance in order to protect against sunny day and King Tide coastal flood conditions through 2100. The project will widen an existing culvert and introduce new culverts in order to improve horizontal transmission of floodwaters and the marsh beneath the roadway, limiting contamination of sensitive environmental areas and further reducing the possibility for floodwaters to overtop the roadway. The project will incorporate a stabilized shoulder and embankment using native plantings to mitigate scoring and erosion while providing a safer shoulder to improve access without damaging the nearby marsh. The project also incorporates intersection safety and geometry improvements at the driveway to the Crane Estate. This project will be funded across two Federal Fiscal Years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$2,400,000	\$2,400,000
Non-Federal Funds	-	-	-	-	\$600,000	\$600,000
Total Funds	-	-	-	-	\$3,000,000	\$3,000,000

LEXINGTON: DECK REPLACEMENT, L-10-019 (2DW, 2DX), STATE ROUTE 2/CONCORD TURNPIKE OVER PLEASANT STREET



Proponent:	MassDOT
ID Number:	613178
Project Type:	Bridge
Cost:	\$13,006,500
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will be a deck replacement of the bridge carrying route 2 and any additional repairs needed to the superstructure or substructure in the Town of Lexington.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$10,405,200	-	-	-	-	\$10,405,200
Non-Federal Funds	\$2,601,300	-	-	-	-	\$2,601,300
Total Funds	\$13,006,500	-	-	-	-	\$13,006,500

LEXINGTON: DESIGN OF SAFETY IMPROVEMENTS AT THE INTERSTATE 95 AND ROUTE 4/225 INTERCHANGE



Proponent:	Lexington
ID Number:	S12978
Project Type:	Major Infrastructure
Cost:	\$1,650,000
Funding Source:	Regional Target Funds

Scoring Summary

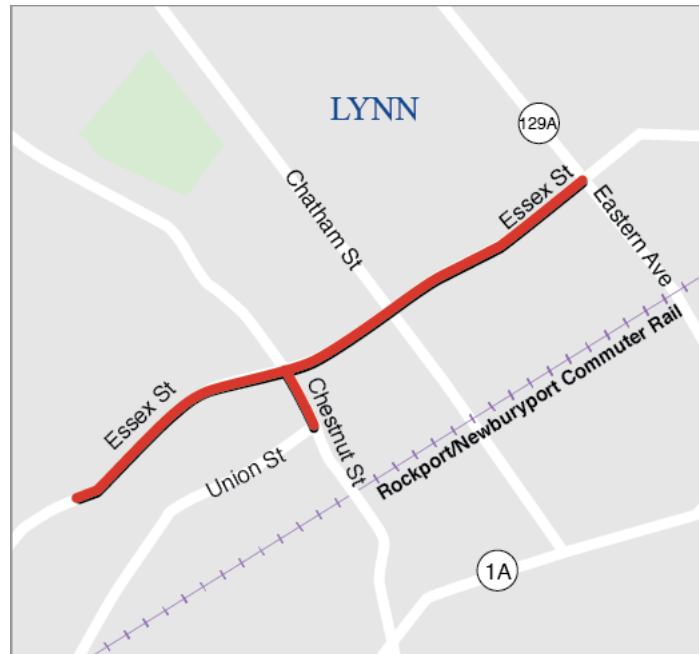
This project is funded using Regional Target funds, but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

This project provides design funding for an initial stage of improvements at the Interstate 95 and Route 4/225 Interchange in Lexington. The design will investigate and develop improvements at the interchange that, when implemented, will enable further traffic calming work to be conducted on Route 4/225, Hartwell Avenue, and Wood Street. This project is listed in the MPO's Long Range Transportation Plan, Destination 2050.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,320,000	-	-	-	\$1,320,000
Non-Federal Funds	-	\$330,000	-	-	-	\$330,000
Total Funds	-	\$1,650,000	-	-	-	\$1,650,000

LYNN: REHABILITATION OF ESSEX STREET



Proponent:	Lynn
ID Number:	609252
Project Type:	Complete Streets
Cost:	\$19,698,640
Funding Source:	Regional Target Funds

Scoring Summary

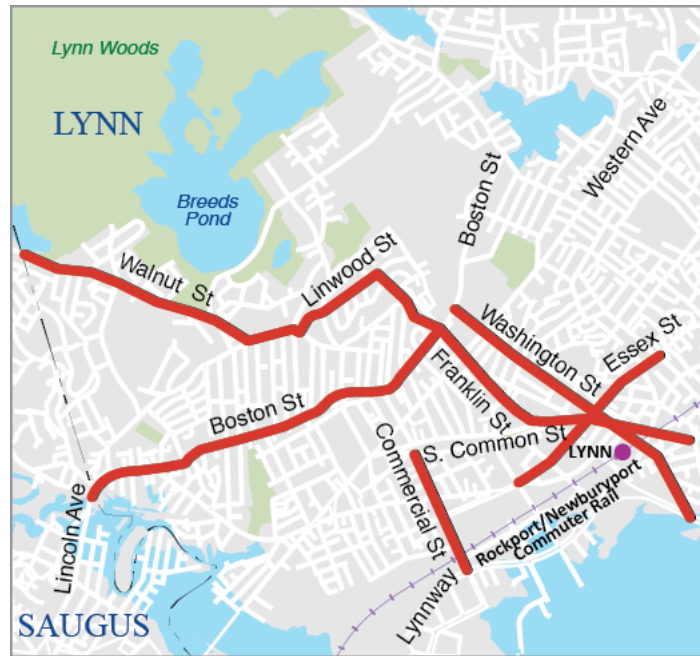
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	19 out of 30	17 out of 29	9 out of 29	8 out of 16	10 out of 12	3 out of 18	66 out of 134

Project Description

This project is focused on making key safety improvements for pedestrians and bicyclists. Existing sidewalks on Essex Street will be reconstructed to ADA/AAB standards and will be complemented by the addition of new on-street bicycle facilities. Pedestrian safety will be improved through the construction of curb bump-outs at intersections to reduce crosswalk length. In addition, operational improvements such as signal updates and pavement markings will be established to enhance safety.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$8,000,000	\$8,365,024	-	-	\$16,365,024.00
Non-Federal Funds	-	\$2,000,000	\$2,091,256	-	-	\$4,091,256.00
Total Funds	-	\$10,000,000	\$10,456,280	-	-	\$20,456,280

LYNN: TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)



Proponent:	MassDOT
ID Number:	612599
Project Type:	Safety Improvements
Cost:	\$8,013,200
Funding Source:	Statewide Highway Funds

Scoring Summary

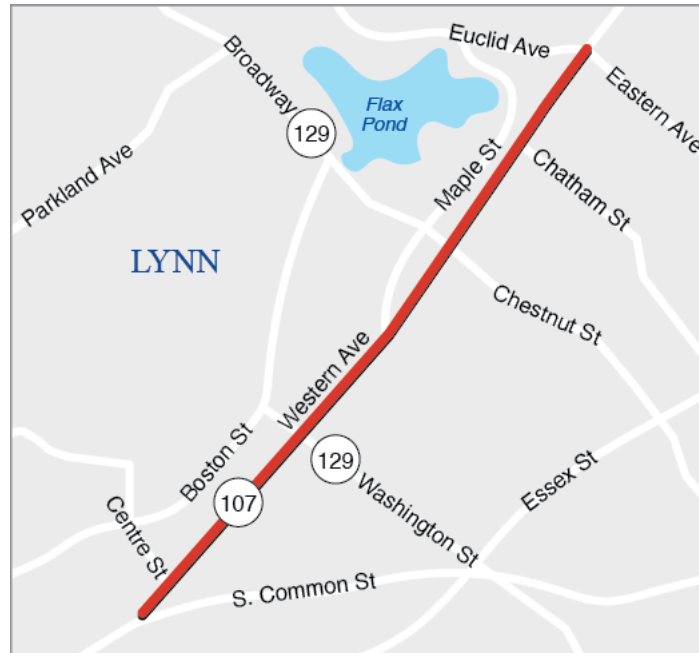
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will implement targeted safety improvements at key locations in Lynn as identified in the Lynn Safe Streets for People Playbook. This multimodal safety plan was created by the City of Lynn in partnership with MassDOT and identified priority streets for improvement and developed strategies to support the creation of a safe network for all users, with an emphasis on walking, biking, and taking transit. The project will involve the implementation of both corridor- and intersection-level treatments and amenities for street users on a systemic basis. The street corridors in this phase will include Walnut Street, Franklin Street, Linwood Street, Washington Street, Boston Street, Essex Street, Liberty Street, Tremont Street, Central Avenue, Exchange Street, and Commercial Street. Corridor treatments will include the installation of protected bicycle lanes, shared streets treatments, and traffic-calming measures such as speed cushions or humps. Intersection treatments will include curb ramps and extensions, geometric adjustments, raised crosswalks, installation of rectangular-rapid-flashing beacons, and signal equipment and timing upgrades. Amenities for street users will include the installation of bicycle parking, improved bus shelters, signage, and benches, floating bus stops, and bus bulbs.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$6,410,560	-	-	-	\$6,410,560
Non-Federal Funds	-	\$1,602,640	-	-	-	\$1,602,640
Total Funds	-	\$8,013,200	-	-	-	\$8,013,200

LYNN: REHABILITATION OF WESTERN AVENUE (ROUTE 107)



Proponent:	Lynn
ID Number:	609246
Project Type:	Complete Streets
Cost:	\$45,897,600
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	18 out of 18	14 out of 20	10 out of 18	11 out of 12	11.9 out of 20	10 out of 12	74.9 out of 100

Project Description

This project will reconstruct 1.9 miles of Western Avenue (Route 107) in Lynn between Centre Street and Eastern Avenue. Work will include roadway pavement reconstruction, drainage improvements, improved design for traffic operations and safety, new signs and pavement markings, and bicycle and ADA-compliant pedestrian improvements. This project includes improvements to bus stop locations throughout the corridor and bus-priority elements will be considered during the design phase. A key goal of this project is to enhance safety along the corridor, as this segment of Western Avenue has three 2017–19 top-200 crash clusters, four 2017–19 all-mode crash clusters, one 2010–19 bicycle crash cluster, and one 2010-19 pedestrian crash cluster, making it a high-priority safety improvement location statewide. This project is anticipated to be funded over three fiscal years, with funding beginning in FFY 2027.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$12,300,000	\$16,000,000	\$28,300,000
Non-Federal Funds	-	-	-	\$2,700,000	\$4,000,000	\$6,700,000
Total Funds	-	-	-	\$15,000,000	\$20,000,000	\$35,000,000

LYNN-REVERE: BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER



Proponent:	MassDOT
ID Number:	608396
Project Type:	Bridge
Cost:	\$101,920,000
Funding Source:	Statewide Highway Funds

Scoring Summary

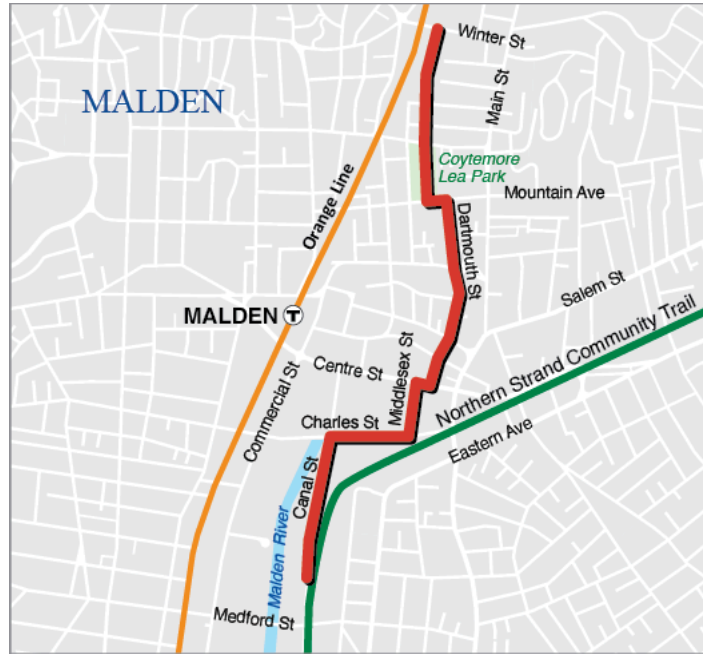
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will perform substructure and superstructure repairs and construction for the General Edwards Bridge carrying the Route 1A Lynnway over the Saugus River between Revere and Lynn. This project is expected to be funded between FFYs 2028, 2029, and 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$34,841,318	\$32,812,800	\$67,654,117
Non-Federal Funds	-	-	-	\$8,710,329	\$8,203,200	\$16,913,529.40
Total Funds	-	-	-	\$43,551,647	\$41,016,000	\$84,567,647

MALDEN: SPOT POND BROOK GREENWAY



Proponent:	Malden
ID Number:	613088
Project Type:	Bicycle Network and Pedestrian Connections
Cost:	\$4,684,622
Funding Source:	Regional Target Funds

Scoring Summary

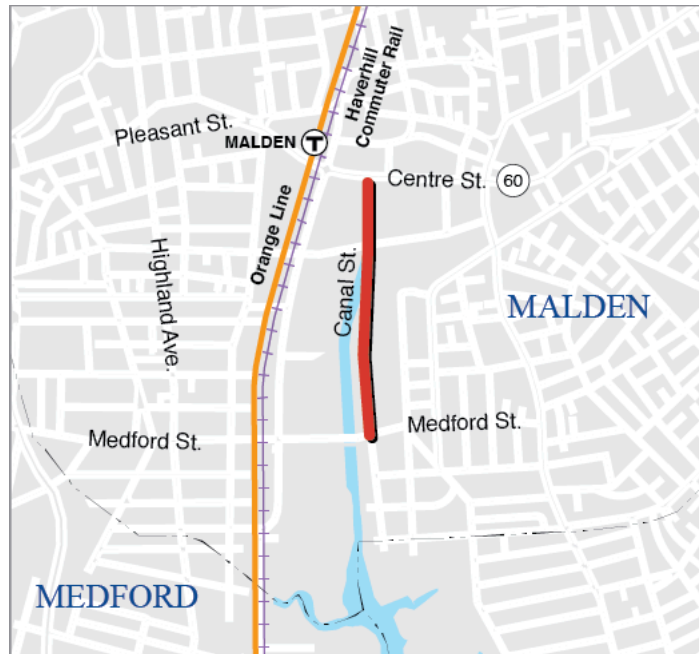
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	16.5 out of 30	10 out of 29	18 out of 29	5 out of 16	12 out of 12	11.5 out of 18	73 out of 134

Project Description

This project will construct a 1.1 mile shared-use path connecting Coytemore Lea Park in Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden. The project will replace existing sidewalk infrastructure and adjust roadway widths to accommodate a new 11 foot shared-use facility within the existing right-of-way.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$3,747,698	-	\$3,747,698
Non-Federal Funds	-	-	-	\$936,924	-	\$936,924
Total Funds	-	-	-	\$4,684,622	-	\$4,684,622

MALDEN: CANAL STREET BICYCLE LANES



Proponent:	Malden
ID Number:	S12966
Project Type:	Community Connections
Cost:	\$81,250
Funding Source:	Regional Target Funds

Scoring Summary

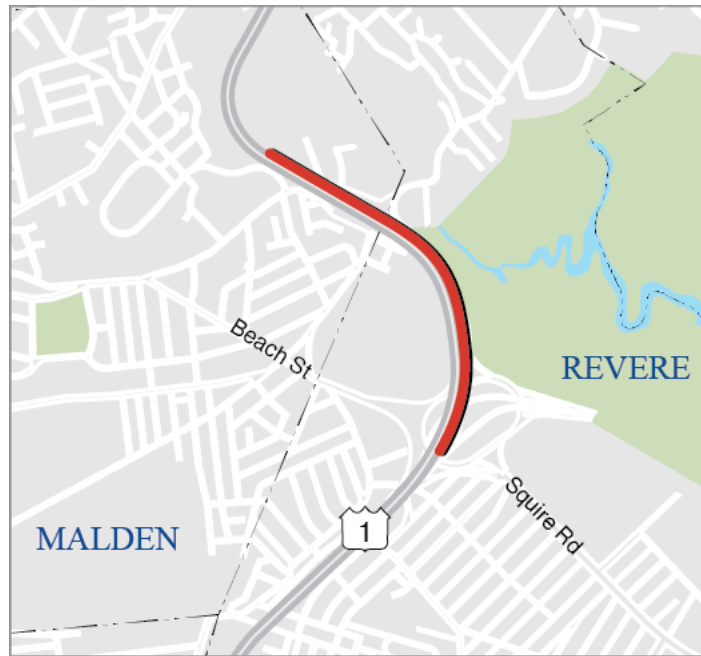
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	9 out of 18	7 out of 15	12 out of 15	8.25 out of 18	8 out of 24	7 out of 10	51.25 out of 100

Project Description

This project will design improvements to resurface Commercial Street in Malden. Sidewalks may be widened, and 9,000 feet of linear buffered bicycle facilities may be added to connect to adjoining facilities on Route 60 and Rivers Edge Drive in Medford. The project also aims to improve transit user experience for riders of MBTA buses on Routes 97, 99, 105, and 106, with roadway geometry improved for safer bus and commercial vehicle navigation.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$65,000	-	-	-	-	\$65,000
Non-Federal Funds	\$16,250	-	-	-	-	\$16,250
Total Funds	\$81,250	-	-	-	-	\$81,250

MALDEN-REVERE: IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)



Proponent:	MassDOT
ID Number:	610543
Project Type:	Roadway Reconstruction
Cost:	\$8,363,600
Funding Source:	Statewide Highway Fundss

Scoring Summary

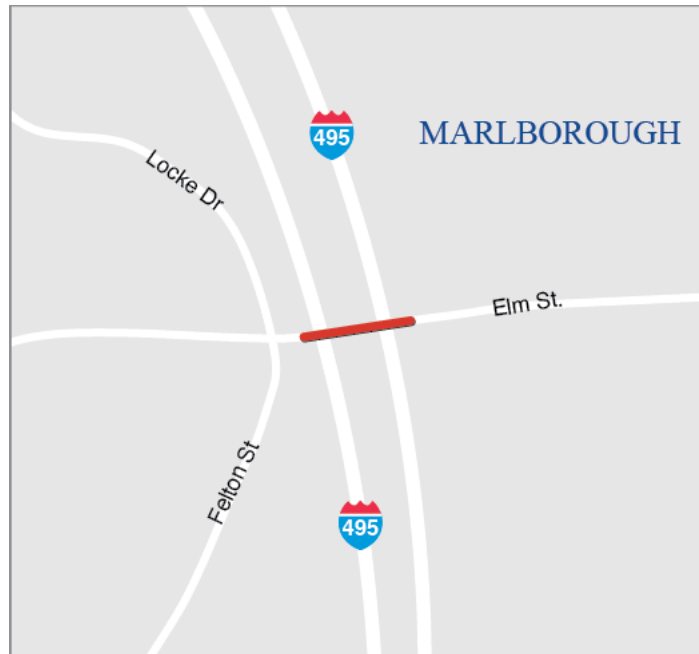
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make improvements along Route 1 northbound in Malden and Revere over a distance of approximately 0.8 miles north of Squire Road.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$6,690,880	\$6,690,880
Non-Federal Funds	-	-	-	-	\$1,672,720	\$1,672,720
Total Funds	-	-	-	-	\$8,363,600	\$8,363,600

MARLBOROUGH: BRIDGE PRESERVATION, M-06-010, ELM STREET OVER I-495



Proponent:	MassDOT
ID Number:	613216
Project Type:	Bridge
Cost:	\$2,160,000
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will preserve Bridge M-06-010 which carries Elm Street over Interstate 495 in Marlborough by performing deck patching, joint replacement, and wearing surface replacement for the structure.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,728,000	-	-	-	-	\$1,728,000
Non-Federal Funds	\$432,000	-	-	-	-	\$432,000
Total Funds	\$2,160,000	-	-	-	-	\$2,160,000

MARLBOROUGH: RECONSTRUCTION OF GRANGER BOULEVARD [DESIGN ONLY]



Proponent:	Marlborough
ID Number:	S12979
Project Type:	Complete Streets
Cost:	\$1,215,000
Funding Source:	Regional Target Funds

Scoring Summary

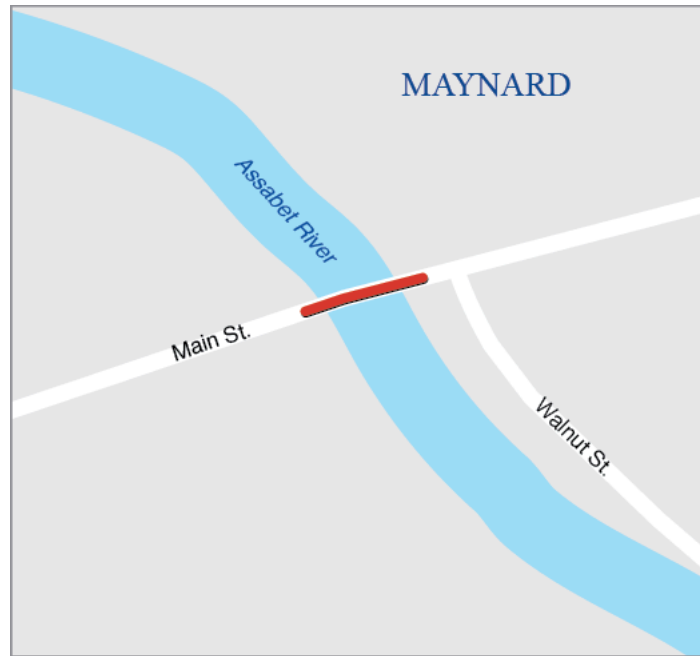
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This line item funds design for complete streets, traffic safety, and transit improvements along Route 20, Granger Boulevard in Marlborough between Mechanic Street and Main Street. This project is expected to be advertised for construction as early as FFY 2030 under Project #612285.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$972,000	-	-	-	-	\$972,000
Non-Federal Funds	\$243,000	-	-	-	-	\$243,000
Total Funds	\$1,215,000	-	-	-	-	\$1,215,000

MAYNARD: BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER



Proponent:	MassDOT
ID Number:	604564
Project Type:	Bridge
Cost:	\$6,036,680
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

The purpose of this project is to replace the bridge carrying Main Street (Route 62) over the Assabet River in the Town of Maynard. The existing bridge, which was built in 1922, has a curb-to-curb width of 36 feet with two 6.8-foot sidewalks. The proposed bridge curb-to-curb width will remain the same. Main Street is a two-lane, two-way, urban principal arterial. Work on the roadway will include full depth reconstruction of 300 feet beyond the bridge on both approaches. Once beyond the limits of reconstruction, the pavement will be cold planed to match the existing pavement on the two approaches. The demolition, removal, and replacement of the existing bridge will be completed in stages to allow two lanes of opposing traffic and pedestrian access at all times.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$4,829,344	-	-	-	\$4,829,344
Non-Federal Funds	-	\$1,207,336	-	-	-	\$1,207,336
Total Funds	-	\$6,036,680	-	-	-	\$6,036,680

MEDFORD: SHARED USE PATH CONNECTION AT THE ROUTE 28/WELLINGTON UNDERPASS



Proponent:	MassDOT
ID Number:	611982
Project Type:	Bicycle and Pedestrian
Cost:	\$4,560,833
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

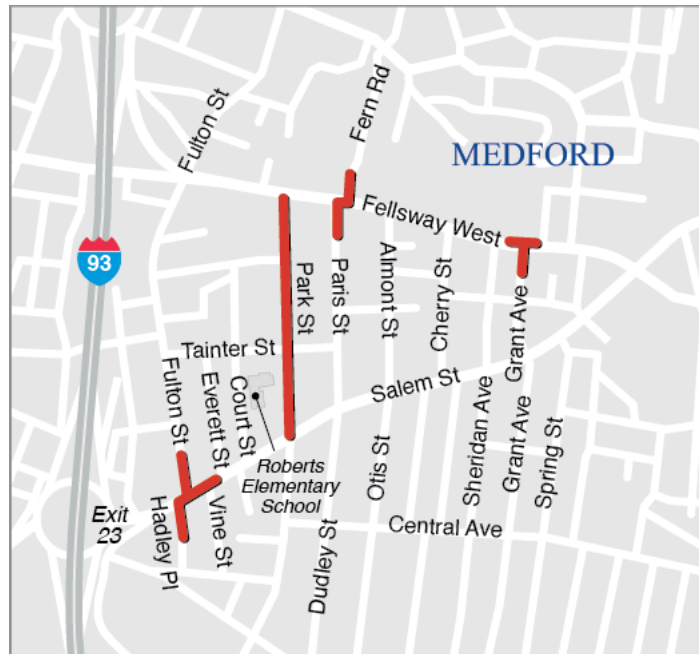
Project Description

This project will enhance bicycle and pedestrian travel in Medford by creating a shared-use path connection under Route 28 (Fellsway) along the Mystic River. This connection will be similar to a shared-use boardwalk on the opposite side of the Mystic River in Somerville, which also runs under Route 28. Once complete, this project will be a critical connection between existing riverfront pathways along the Mystic River in Medford, including the Wellington

Greenway on the east side of Route 28 and the path system within the Mystic River State Reservation on the west side of Route 28.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$4,407,435	-	-	-	\$4,407,435
Non-Federal Funds	-	\$1,101,859	-	-	-	\$1,101,859
Total Funds	-	\$5,509,294	-	-	-	\$5,509,294

MEDFORD: MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	612001
Project Type:	Safe Routes to School
Cost:	\$1,020,484
Funding Source:	Statewide Highway Funds

Scoring Summary

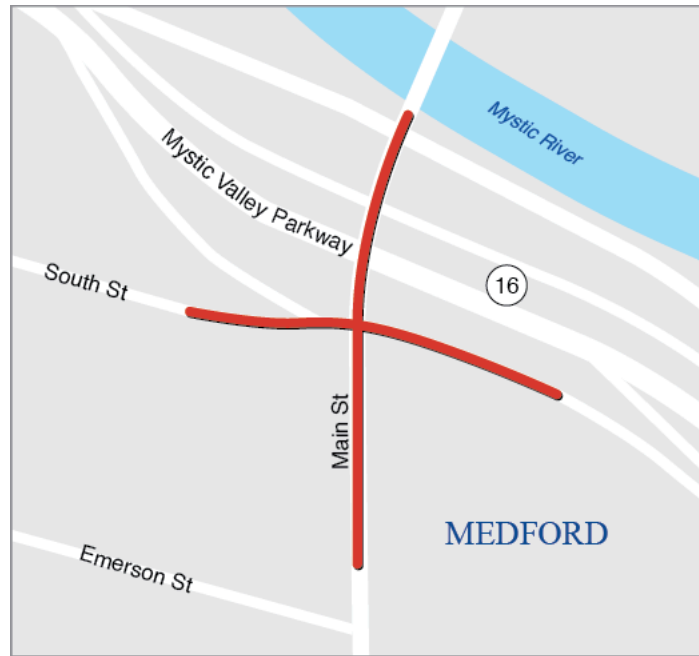
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes pedestrian improvements at three key intersections for students approaching Roberts Elementary School. Improvements include the following: a full pedestrian signal, curb extensions, and improved lighting at the intersection of Fellsway with Paris Street and Fern Road, and sidewalk improvements from this intersection to the Roberts School along Park Street; pedestrian realignment, curb bump-outs, and pedestrian rapid-flashing beacons at the intersection of Salem Street and Hadley Place; and pedestrian rapid-flashing beacons, curb extensions, and improved lighting at the intersection of Fellsway and Grant Avenue.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$816,387	-	-	-	\$816,387
Non-Federal Funds	-	\$204,097	-	-	-	\$204,097
Total Funds	-	\$1,020,484	-	-	-	\$1,020,484

MEDFORD: INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE



Proponent:	MassDOT
ID Number:	611974
Project Type:	Intersection Improvements
Cost:	\$8,837,920
Funding Source:	Statewide Highway Funds

Scoring Summary

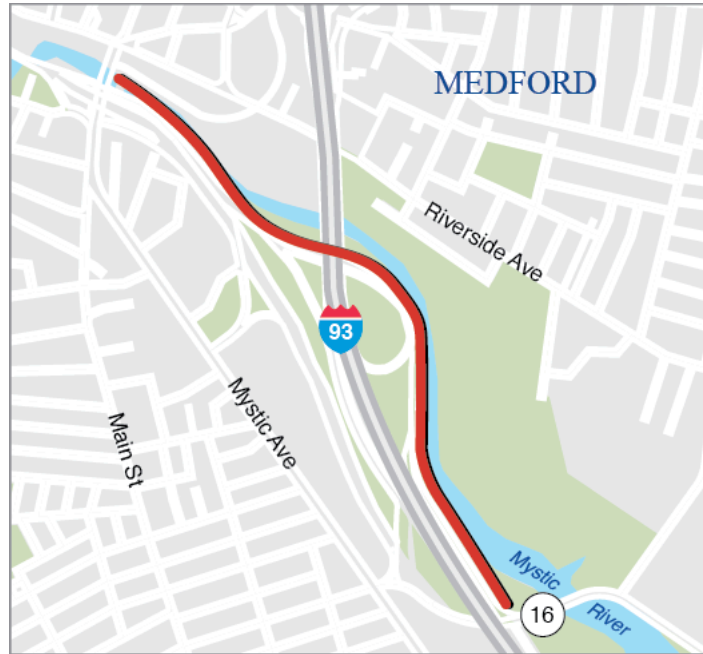
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make safety improvements to the intersection of Main Street and South Street in Medford. This location has a 2010–19 pedestrian crash cluster and a 2017–19 top-200 crash location (statewide), making it a high-priority safety improvement location. The scope of this project involves reconstruction of the intersection either by constructing a roundabout or reconstructing and updating the signal control system and lane assignments. A detailed alternatives analysis will be conducted to identify the preferred traffic control for the intersection, in addition to improvements to accessibility, and bicycle and pedestrian accommodations. This project will build upon the analysis done in the Medford Square Priority Roadways Improvement Study published by the Boston Region MPO in December 2018.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$7,070,336	-	-	-	\$7,070,336
Non-Federal Funds	-	\$1,767,584	-	-	-	\$1,767,584
Total Funds	-	\$8,837,920	-	-	-	\$8,837,920

MEDFORD: SOUTH MEDFORD CONNECTOR BIKE PATH



Proponent:	MassDOT
ID Number:	612499
Project Type:	Bicycle and Pedestrian
Cost:	\$7,621,466
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will enhance bicycle and pedestrian connectivity in Medford by creating a shared-use path along the south side of the Mystic River. This project aims to provide a critical link in the regional transportation network by connecting two existing Department of Conservation and Recreation paths and supporting bicycle commuter access throughout the region. This project will construct an 8- to 10-foot wide pathway approximately one mile long primarily within the existing right of way of Route 16.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$6,097,173	-	-	\$6,097,173
Non-Federal Funds	-	-	\$1,524,293	-	-	\$1,524,293
Total Funds	-	-	\$7,621,466	-	-	\$7,621,466

MIDDLETON: BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER



Proponent:	MassDOT
ID Number:	608522
Project Type:	Bridge
Cost:	\$3,635,960
Funding Source:	Statewide Highway Funds

Scoring Summary

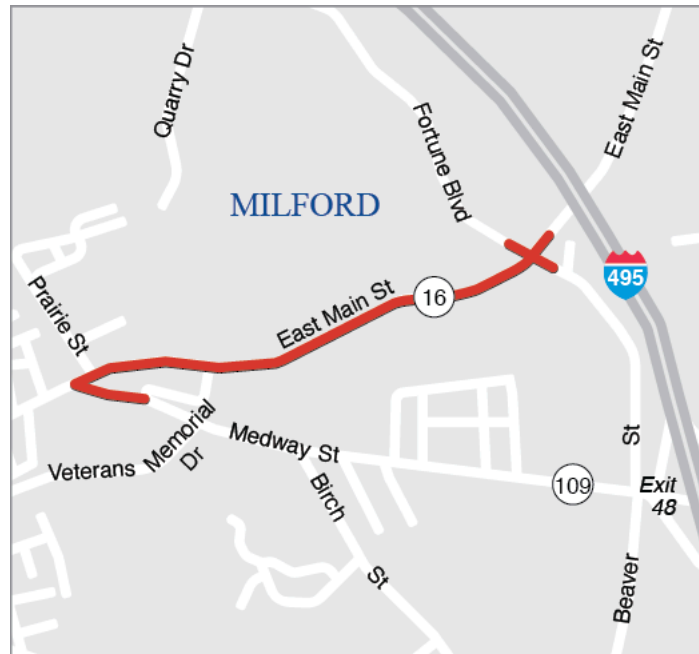
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge M-20-003 which carries Route 62 Maple Street over the Ipswich River in Middleton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$2,908,768	-	-	-	-	\$2,908,768
Non-Federal Funds	\$727,192	-	-	-	-	\$727,192
Total Funds	\$3,635,960	-	-	-	-	\$3,635,960

MILFORD: REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET



Proponent:	Milford
ID Number:	608045
Project Type:	Complete Streets
Cost:	\$13,548,565
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	20 out of 20	7 out of 29	9 out of 29	-1 out of 16	3 out of 12	5 out of 18	43 out of 134

Project Description

This project supports enhanced vehicular safety and traffic flow through the implementation of a road diet, additional roadway reconstruction, and enhanced signalization on the Route 16 (East Main Street) corridor from Route 109 (Medway Road) to Beaver Street. In addition, the project also addresses pedestrian and bicyclist safety through the addition of pavement markings for shared-use bike lanes and the construction of new six-foot sidewalks along both sides of the roadway.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$10,838,852	-	-	-	\$10,838,852
Non-Federal Funds	-	\$2,709,713	-	-	-	\$2,709,713
Total Funds	-	\$13,548,565	-	-	-	\$13,548,565

MILFORD: BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD



Proponent:	Milford
ID Number:	613182
Project Type:	Bridge
Cost:	\$3,744,000
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform bridge preservation work on Bridge M-21-022 (1UD, 1UE) which carries Interstate 495 over Route 109/Medway Road in Milford.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$2,995,200	-	-	-	\$2,995,200
Non-Federal Funds	-	\$748,800	-	-	-	\$748,800
Total Funds	-	\$3,744,000	-	-	-	\$3,744,000

MILTON: INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD



Proponent:	MassDOT
ID Number:	607342
Project Type:	Intersection Improvements
Cost:	\$9,080,341
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This intersection ranked second in the 2008–10 Statewide Top 200 Intersection Crash List. This project addresses the high number and severity of crashes that occur at this intersection.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$7,264,273	-	-	-	-	\$7,264,273
Non-Federal Funds	\$1,816,068	-	-	-	-	\$1,816,068
Total Funds	\$9,080,341	-	-	-	-	\$9,080,341

MILTON: INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD



Proponent:	MassDOT
ID Number:	612616
Project Type:	Intersection Improvements
Cost:	\$3,082,352
Funding Source:	Statewide Highway Funds

Scoring Summary

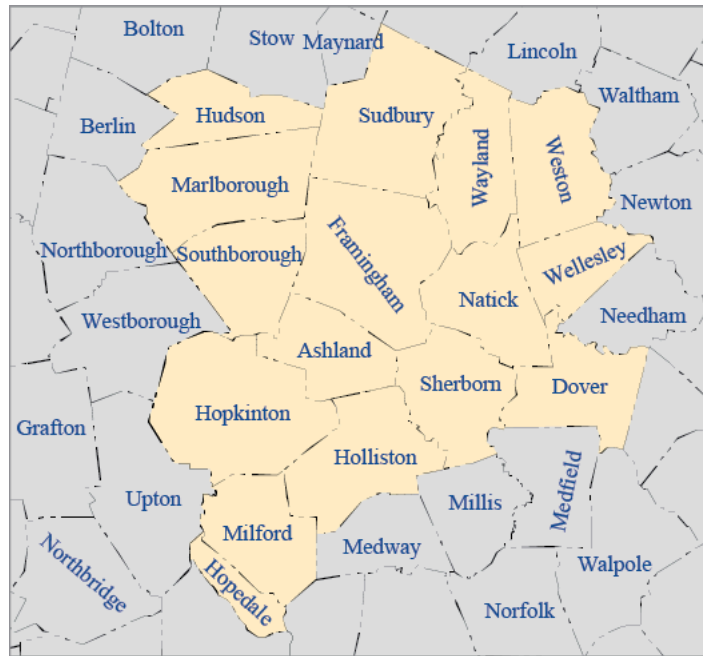
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will reconstruct the 5-legged intersection at Route 138 and Bradlee Road into a roundabout.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$2,465,882	-	\$2,465,882
Non-Federal Funds	-	-	-	\$616,470	-	\$616,470
Total Funds	-	-	-	\$3,082,352	-	\$3,082,352

MWRTA: PROCUREMENT OF THREE 29 FOOT BUSES



Proponent:	MWRTA
ID Number:	S12972
Project Type:	Transit Transformation
Cost:	\$1,980,000
Funding Source:	Regional Target Funds

Scoring Summary

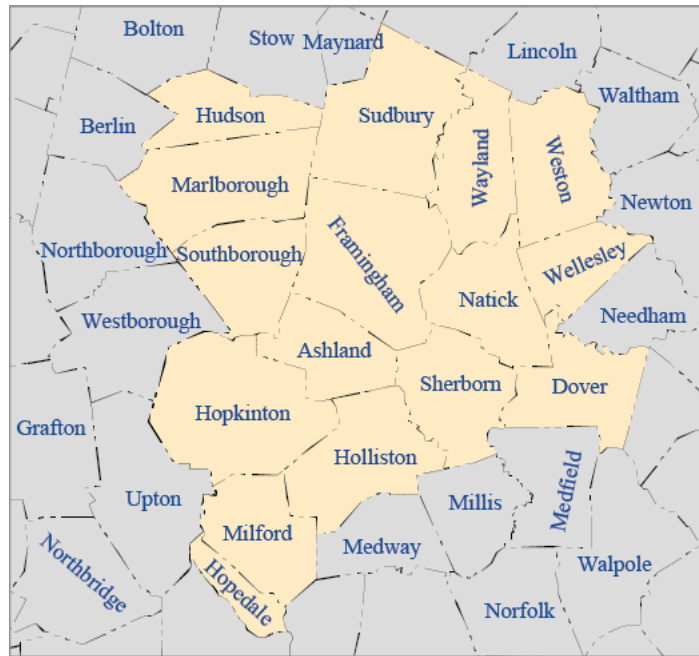
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	9 out of 30	14 out of 29	12 out of 29	6 out of 16	5.2 out of 12	6 out of 18	52.2 out of 134

Project Description

The MWRTA is requesting \$1,980,000 from FFY 2025 of the Transit Transformation Program to purchase three 29-foot low-floor bus vehicles powered by compressed natural gas (CNG) for its Route 4N and Route 4S bus routes in Frammingham. The MWRTA currently operates cutaway van vehicles on those routes, which at times have insufficient capacity for safe usage by riders during peak travel hours. These vehicles would be the first of their type for the MWRTA fleet, and would be a step towards later adoption of other low-emission vehicles to improve service.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,584,000	-	-	-	-	\$1,584,000
Non-Federal Funds	\$396,000	-	-	-	-	\$396,000
Total Funds	\$1,980,000	-	-	-	-	\$1,980,000

MWRTA: BLANDIN HUB EQUITABLE REDESIGN INITIATIVE



Proponent:	MWRTA
ID Number:	S12971
Project Type:	Transit Transformation
Cost:	\$2,500,000
Funding Source:	Regional Target Funds

Scoring Summary

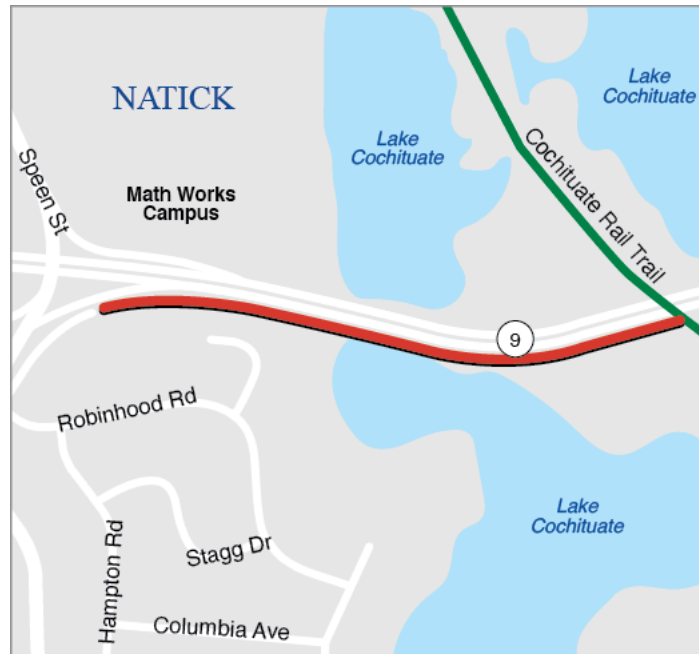
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will design and engineer improvements to the MetroWest Regional Transit Authority's Blandin Hub facility, the MWRTA's primary operations and maintenance building and a key passenger transportation hub. The Blandin Hub may be upgraded to feature an ADA-accessible driver dispatch and driver area within the operations facility, upgrades to electrical systems and HVAC energy recovery, restrooms, and driver amenities for a new training facility and expanded vehicle bays. The design will expand the customer waiting and transfer area to include a weather-enclosed waiting space in addition to other rider amenities.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,400,000	\$600,000	-	-	-	\$2,000,000
Non-Federal Funds	\$350,000	\$150,000	-	-	-	\$500,000
Total Funds	\$1,750,000	\$750,000	-	-	-	\$2,500,000

NATICK: LAKE COCHITUATE PATH



Proponent:	MassDOT
ID Number:	610680
Project Type:	Bicycle and Pedestrian
Cost:	\$3,428,355
Funding Source:	Statewide Highway Funds

Scoring Summary

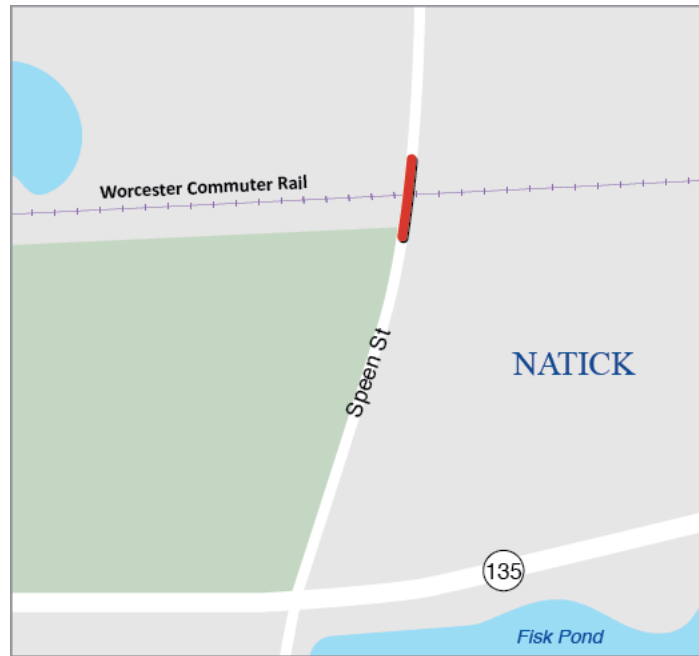
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes a 0.4-mile segment of shared-used path along Route 9 in Natick. The project limits are from Archer Drive to the Cochituate Rail Trail. No roadway crossings are proposed and the shared-use path will provide a bicycle and pedestrian connection between the Cochituate Rail Trail and the robust residential and commercial area that is located in close proximity to the project's western terminus, filling a critical gap in the multimodal network.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$2,742,684	-	-	-	\$2,742,684
Non-Federal Funds	-	\$685,671	-	-	-	\$685,671
Total Funds	-	\$3,428,355	-	-	-	\$3,428,355

NATICK: BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX



Proponent:	MassDOT
ID Number:	612178
Project Type:	Bridge
Cost:	\$6,722,582
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the Speen Street bridge in Natick over MBTA/CSX tracks near the Natick Readiness Center.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$5,378,066	-	-	-	\$5,378,066
Non-Federal Funds	-	\$1,344,516	-	-	-	\$1,344,516
Total Funds	-	\$6,722,582	-	-	-	\$6,722,582

NATICK: SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA



Proponent:	MassDOT
ID Number:	607420
Project Type:	Bridge
Cost:	\$11,407,315
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Bridge N-03-012 is a steel through truss dating back to 1891. The superstructure rating was recently dropped from a 4 to a 3. There is 100% section loss to the lower chords and stringer seat angles. A 6 ton posting is proposed, and this project will replace the superstructure of this bridge with a modern component.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$9,125,852	-	-	\$9,125,852
Non-Federal Funds	-	-	\$2,281,463	-	-	\$2,281,463
Total Funds	-	-	\$11,407,315	-	-	\$11,407,315

NATICK: BRIDGE PRESERVATION, N-03-032, N-03-033, N-03-034, N-03-035, RAMP A & B OVER ROUTE 9 & SPEEN STREET OVER RAMPS G & D



Proponent:	MassDOT
ID Number:	605091
Project Type:	Bridge
Cost:	\$11,205,600
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform bridge preservation work on four structures over Route 9 and Speen Street in Natick. These structures are the Route 9 eastbound ramp to Route 9 westbound, Speen Street southbound over Route 9, Speen Street Northbound over Route 9, and Speen Street Northbound over the Speen Street to Route 9 eastbound ramp.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$8,964,480	-	\$8,964,480
Non-Federal Funds	-	-	-	\$2,241,120	-	\$2,241,120
Total Funds	-	-	-	\$11,205,600	-	\$11,205,600

NATICK: COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET



Proponent:	Natick
ID Number:	610691
Project Type:	Bicycle Network and Pedestrian Connections
Cost:	\$7,492,849
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 30	11 out of 29	18 out of 29	5 out of 16	8 out of 12	13 out of 18	67 out of 134

Project Description

This project will extend the Cochituate Rail Trail in Natick from its current terminus at Mechanic Street southward via a shared-use bridge to connect to the Natick Center Commuter Rail Station and Route 27.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$5,994,279	-	\$5,994,279
Non-Federal Funds	-	-	-	\$1,498,570	-	\$1,498,570
Total Funds	-	-	-	\$7,492,849	-	\$7,492,849

NATICK: RESURFACING AND RELATED WORK ON ROUTE 9



Proponent:	MassDOT
ID Number:	613640
Project Type:	Non-Interstate Pavement
Cost:	\$4,162,950
Funding Source:	Statewide Highway Funds

Scoring Summary

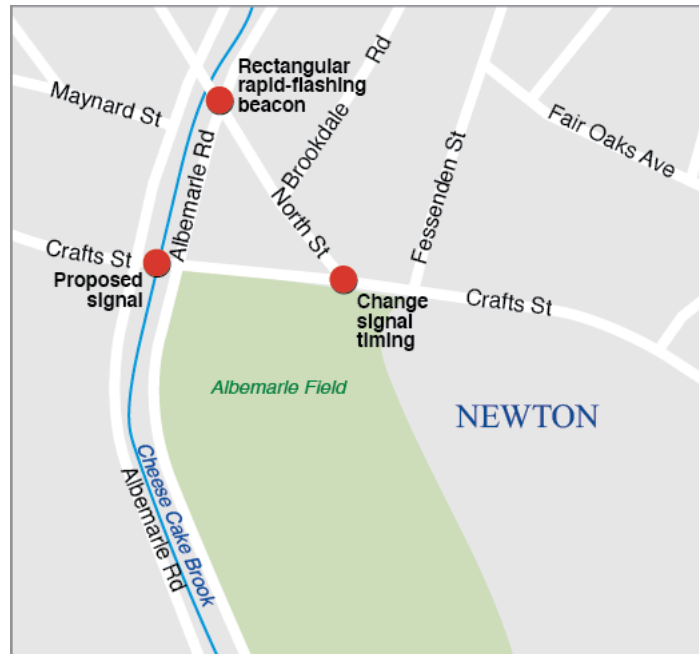
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project consists of resurfacing and related work on Route 9. The project was formerly consolidated into one project under Project ID 609402 in the FFYs 2024–28 TIP, which also included sections of Route 9 in Framingham. Please refer to Project #613639 for the section of Route 9 in Framingham.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$3,330,360	\$3,330,360
Non-Federal Funds	-	-	-	-	\$832,590	\$832,590
Total Funds	-	-	-	-	\$4,162,950	\$4,162,950

NEWTON: HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)



Proponent:	MassDOT
ID Number:	611997
Project Type:	Safe Routes to School
Cost:	\$861,238
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will upgrade the intersections of Crafts Street and Albemarle Road and Albemarle Road and North Street, to improve bicycle and pedestrian accommodations near the Horace Mann Elementary School, FA Day Middle School, and the Newton Early Childhood Program. The project as proposed includes installing a fully actuated traffic signal at the Crafts Street and Albemarle Road intersection and a rapid-flashing-beacon crosswalk system at the Albemarle Road and North Street intersection. It will also require signal modifications to the existing traffic signal at Crafts Street at North Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$688,990	-	-	-	\$688,990
Non-Federal Funds	-	\$172,247	-	-	-	\$172,247
Total Funds	-	\$861,238	-	-	-	\$861,238

NEWTON: IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	613468
Project Type:	Safe Routes to School
Cost:	\$1,492,169
Funding Source:	Statewide Highway Funds

Scoring Summary

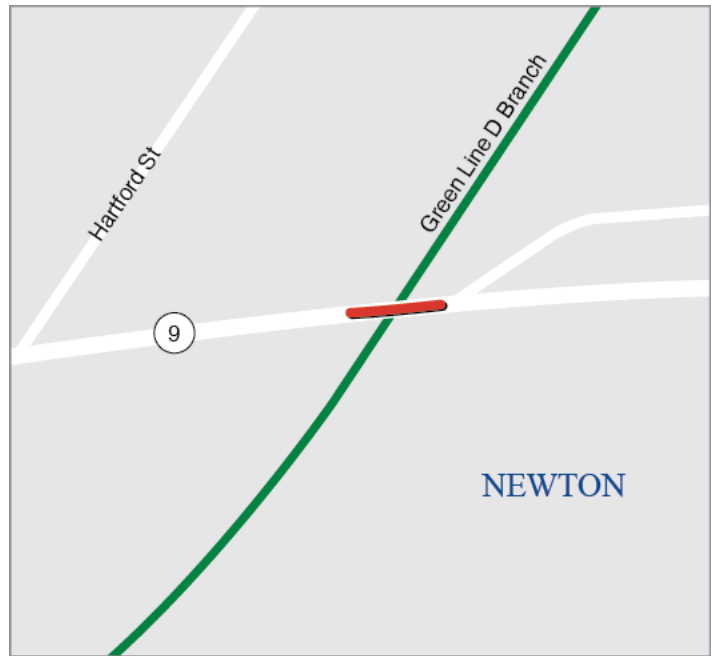
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will implement bike and pedestrian safety improvements at the Parker Rd and Route 9 intersection in support of students at the Oak Hill and Brown Middle Schools, Bowen Elementary School, and Newton South High School.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$1,193,735	-	-	\$1,193,735
Non-Federal Funds	-	-	\$298,434	-	-	\$298,434
Total Funds	-	-	\$1,492,169	-	-	\$1,492,169

NEWTON: BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D



Proponent:	MassDOT
ID Number:	612182
Project Type:	Bridge
Cost:	\$15,206,778
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge N-12-040, Boylston Street over the MBTA Green Line D Branch near Ramsdell Street. The current structure was constructed in 1905.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$12,165,430	-	-	-	\$12,165,430
Non-Federal Funds	-	\$3,041,358	-	-	-	\$3,041,358
Total Funds	-	\$15,206,778	-	-	-	\$15,206,778

NEWTON: INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD



Proponent:	MassDOT
ID Number:	612613
Project Type:	Intersection Improvements
Cost:	\$4,698,000
Funding Source:	Statewide Highway Funds

Scoring Summary

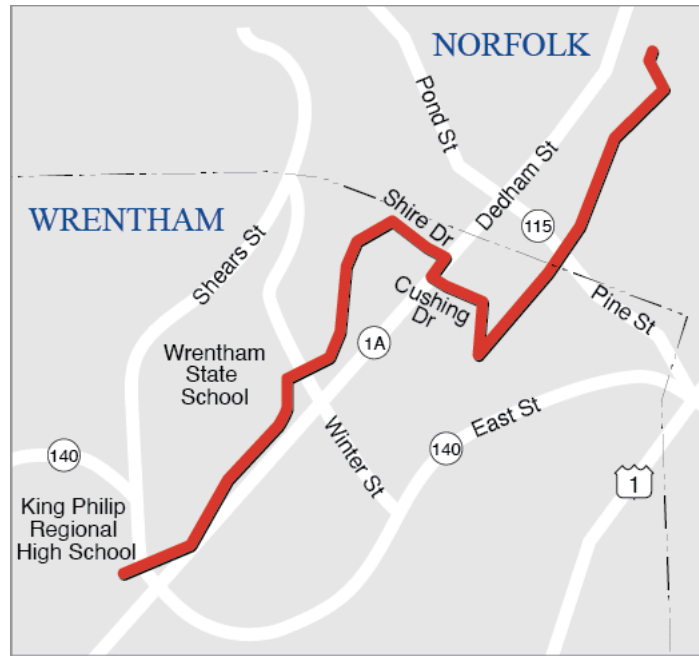
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make safety improvements to the intersection of Route 16, Washington Street and Quinobequin Road in Newton near the Route 16 and Route 128/I-95 Interchange.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$3,758,400	-	-	\$3,758,400
Non-Federal Funds	-	-	\$939,600	-	-	\$939,600
Total Funds	-	-	\$4,698,000	-	-	\$4,698,000

NORFOLK, WALPOLE, WRENTHAM: SHARED-USE PATH INSTALLATION (METACOMET GREENWAY) [DESIGN ONLY]



Proponent:	Norfolk, Walpole, Wrentham
ID Number:	S12981
Project Type:	Bicycle and Pedestrian
Cost:	\$1,550,000
Funding Source:	Regional Target Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will design over 3 miles of new shared use pathways in the communities of Norfolk, Walpole, and Wrentham. Construction of this project would be delivered under Project #613644, and is expected to be advertised for construction as early as FFY 2030. Depending on the findings of design development, implementation may commence under separate phases of the project over multiple years.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,240,000	-	-	-	-	\$1,240,000
Non-Federal Funds	\$310,000	-	-	-	-	\$310,000
Total Funds	\$1,550,000	-	-	-	-	\$1,550,000

NORWELL-PEMBROKE: BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB & SB) OVER NORTH RIVER



Proponent:	BRMPO, OCPC
ID Number:	607349
Project Type:	Bridge
Cost:	\$23,543,800
Funding Source:	Statewide Highway Funds

*BRMPO = Boston Region Metropolitan Planning Organization
 **OCPC = Old Colony Planning Council

Scoring Summary

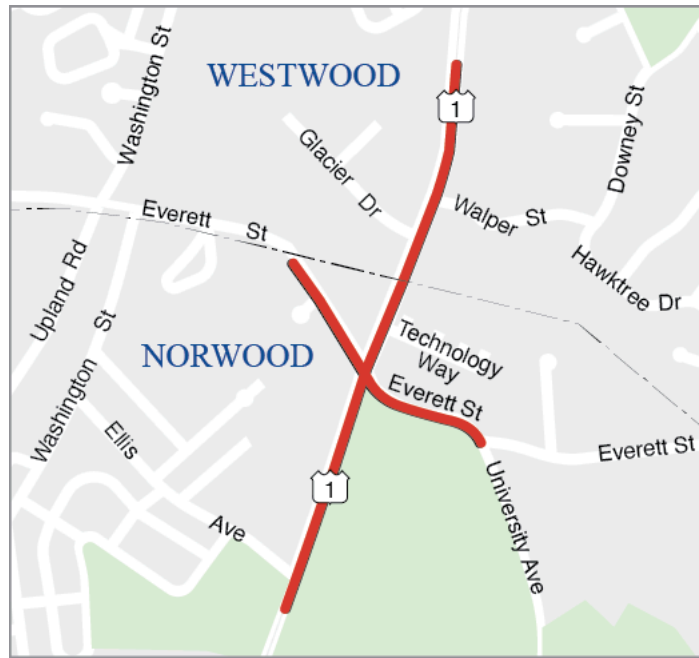
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project replaces a structurally deficient bridge on Route 3 in Norwell and Pembroke over the North River. This project spans two regions, the Boston Region and Old Colony Planning Council.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	-	-
Non-Federal Funds	\$23,543,800	-	-	-	-	\$23,543,800
Total Funds	\$23,543,800	-	-	-	-	\$23,543,800

NORWOOD: INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET



Proponent:	Norwood
ID Number:	605857
Project Type:	Intersection Improvements
Cost:	\$27,636,336
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	11 out of 30	12 out of 29	15 out of 29	11 out of 16	2 out of 12	4 out of 18	55 out of 134

Project Description

This project includes traffic signal upgrades and associated geometric improvements at the intersection of Route 1 with University Avenue and Everett Street. Related improvements include constructing an additional travel lane in each direction on Route 1, upgrading of traffic signals, lengthening of left-turn lanes on Route 1, upgrading of pedestrian crossings at each leg of the intersection, and upgrading of bicycle amenities (loop detectors) at the intersection. Rehabilitation of sidewalks, curbing, median structures, lighting, and guard rails are also proposed.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$22,109,069	-	-	-	-	\$22,109,069
Non-Federal Funds	\$5,527,267	-	-	-	-	\$5,527,267
Total Funds	\$27,636,336	-	-	-	-	\$27,636,336

NORWOOD: INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET



Proponent:	MassDOT
ID Number:	608052
Project Type:	Intersection Improvements
Cost:	\$1,668,001
Funding Source:	Statewide Highway Funds

Scoring Summary

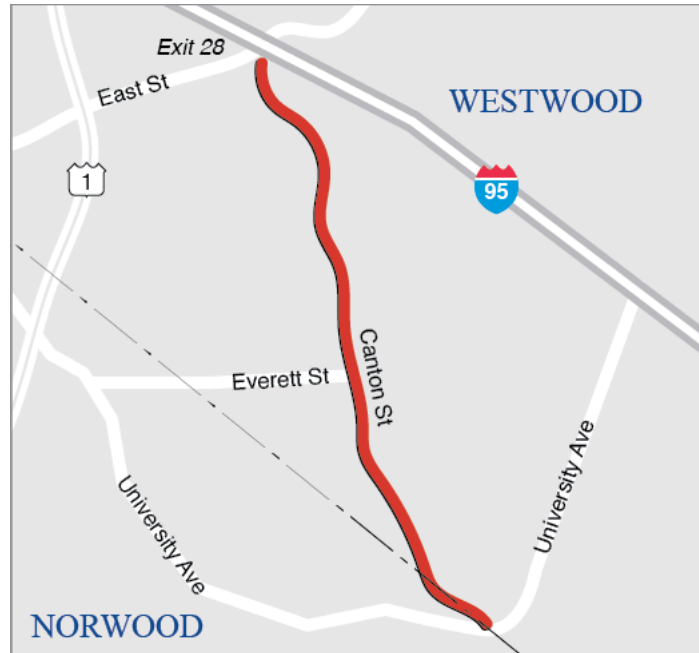
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will rehabilitate bridge N-25-026, which carries Providence Highway (State Route 1) over the Neponset River in Norwood.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$1,334,401	-	\$1,334,401
Non-Federal Funds	-	-	-	\$333,600	-	\$333,600
Total Funds	-	-	-	\$1,668,001	-	\$1,668,001

NORWOOD-WESTWOOD: RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018



Proponent:	Westwood
ID Number:	608158
Project Type:	Complete Streets
Cost:	\$22,854,847
Funding Source:	Regional Target

Scoring Summary

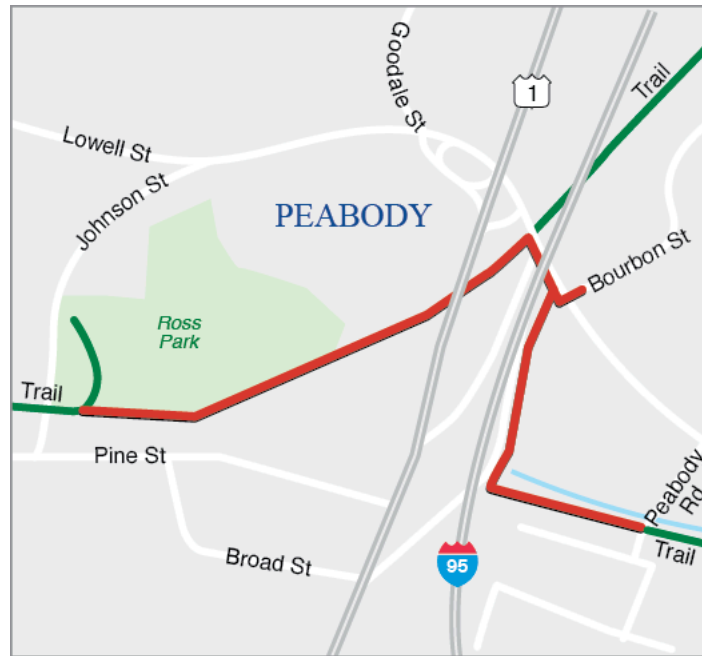
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 30	14.5 out of 29	9 out of 29	3.75 out of 16	5 out of 12	9 out of 18	53.3 out of 134

Project Description

This project will reconstruct the roadway and install pedestrian and bicycle facilities where none currently exist. A sidewalk will be constructed along the southbound side of the roadway, with a shared-use path constructed along the northbound side. The project improves visibility at five curves along the corridor to improve stopping sight distances, and includes the addition of apron turn lanes and medians for improved navigation. High visibility crosswalks and beacons will be added at seven locations.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$18,283,878	-	\$18,283,878
Non-Federal Funds	-	-	-	\$4,570,969	-	\$4,570,969
Total Funds	-	-	-	\$22,854,847	-	\$22,854,847

PEABODY: MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT INTERSTATE 95 AND ROUTE 1



Proponent:	Peabody
ID Number:	610544
Project Type:	Bicycle and Pedestrian
Cost:	13,966,099
Funding Source:	Regional Target Funds

Scoring Summary

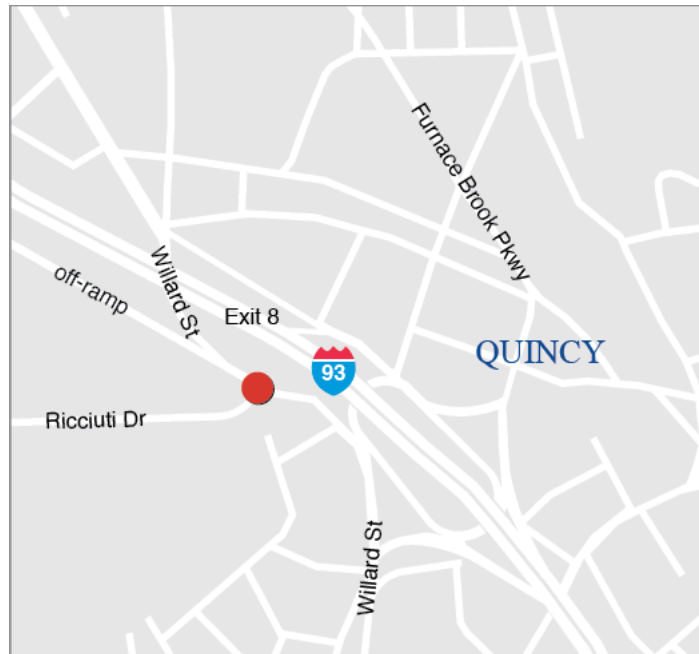
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 30	14 out of 29	11 out of 29	4 out of 16	4 out of 12	6 out of 18	53 out of 134

Project Description

The project includes construction of a new 12-foot wide multi-use paved path along the abandoned railbed between two existing segments of the Independence Greenway in Peabody. The project also includes a connection to the existing Border to Boston trailhead at Lowell Street. The work includes full-depth pavement construction, minor drainage improvements, vegetative privacy screening, new and reset granite curb, new cement concrete sidewalk and hot mix asphalt, signal upgrades at the intersections of Lowell and Bourbon Streets and Route 1 northbound and Lowell Street, a new two-span steel pedestrian bridge, and various curb, walking, and parking improvements to the existing parking lot at 215 Newbury Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$11,172,879	-	-	-	-	\$11,172,879
Non-Federal Funds	\$2,793,220	-	-	-	-	\$2,793,220
Total Funds	13,966,099	-	-	-	-	13,966,099

QUINCY: INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE



Proponent:	Quincy
ID Number:	610823
Project Type:	Intersection Improvements
Cost:	\$1,885,353
Funding Source:	Statewide Highway Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	16.5 out of 30	11 out of 29	4.5 out of 29	-1 out of 16	5.1 out of 12	5 out of 18	41.1 out of 134

Project Description

This project will signalize the off-ramps for Interstate 93 at Willard Street and Ricciuti Drive to improve safety for all roadway users. The design of the project is currently at 75 percent, and proposes construction of a small shared-use path connection on Willard Street to connect to future bicycle accommodations planned by the City of Quincy along Ricciuti Drive to provide connections to Quincy Quarries and multifamily residential developments. In addition to the shared-use path, the project will also upgrade all sidewalks to meet current ADA standards and improve the safety of pedestrian crossings.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$1,508,282	-	-	-	\$1,508,282
Non-Federal Funds	-	\$377,071	-	-	-	\$377,071
Total Funds	-	\$1,885,353	-	-	-	\$1,885,353

RANDOLPH: RESURFACING AND RELATED WORK ON ROUTE 28



Proponent:	MassDOT
ID Number:	609399
Project Type:	Complete Streets
Cost:	\$7,194,377
Funding Source:	Statewide Highway Funds

Scoring Summary

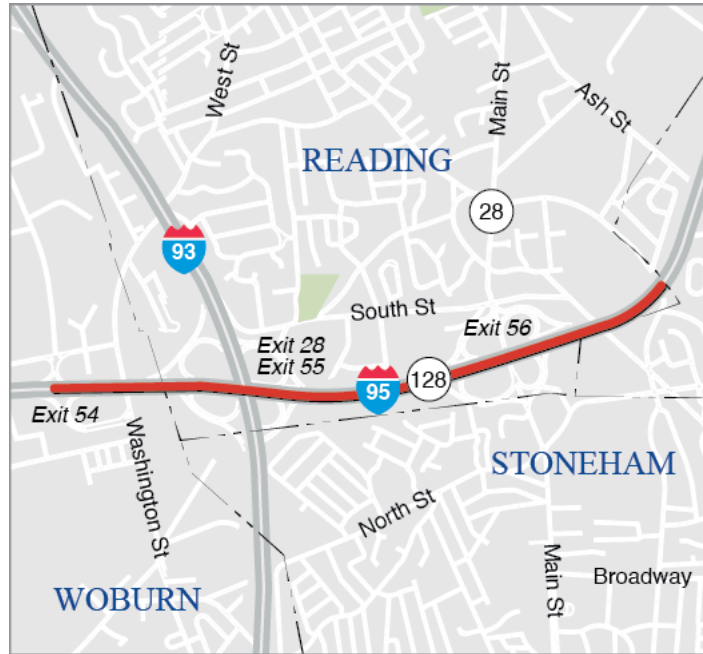
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves the resurfacing of 13.2 lane miles of Route 28 in Randolph. The project includes two sections of Route 28, from mile marker 105.8 to 107.4 and from mile marker 107.6 to 109.3.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$5,755,502	-	-	-	\$5,755,502
Non-Federal Funds	-	\$1,438,875	-	-	-	\$1,438,875
Total Funds	-	\$7,194,377	-	-	-	\$7,194,377

READING: IMPROVEMENTS ON I-95



Proponent:	MassDOT
ID Number:	609527
Project Type:	Roadway Reconstruction
Cost:	\$14,587,533
Funding Source:	Statewide Highway Funds

Scoring Summary

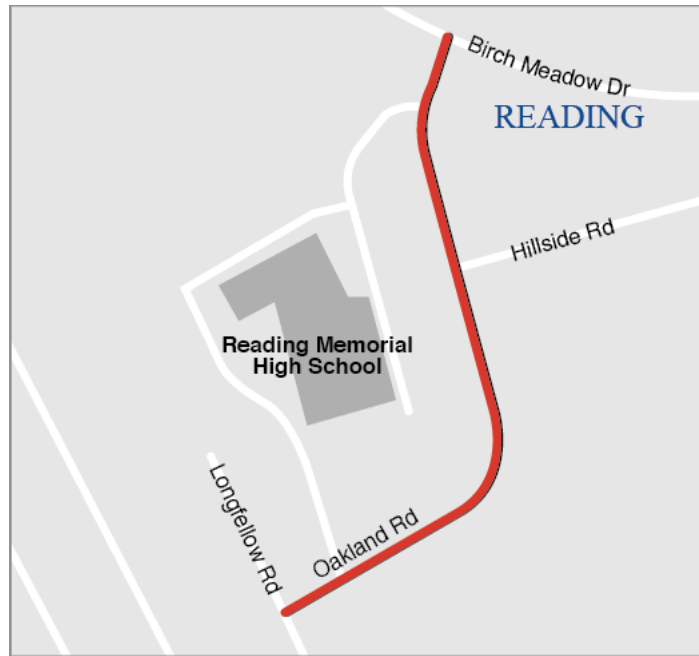
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will improve Interstate 95 in between Commerce Way in Woburn and Ash Street in Reading, a distance of approximately two miles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$11,670,026	-	-	\$11,670,026
Non-Federal Funds	-	-	\$2,917,507	-	-	\$2,917,507
Total Funds	-	-	\$14,587,533	-	-	\$14,587,533

READING: OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	613564
Project Type:	Safe Routes to School
Cost:	\$2,486,024
Funding Source:	Statewide Highway Funds

Scoring Summary

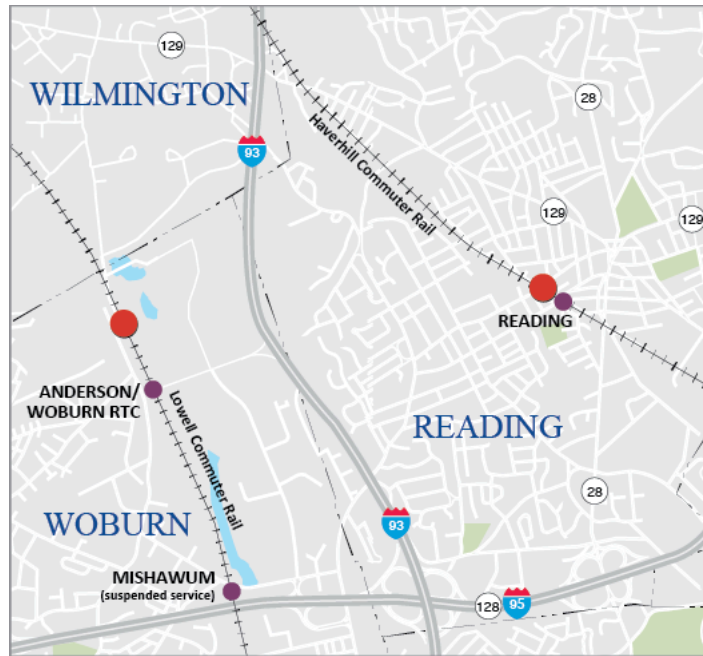
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The proposed project implements a road diet on Oakland Road by reducing the width of the existing travel lanes and creating space for a shared use path with hardscape buffer as well as intersection safety improvements at Hillside Road and Birch Meadow Drive, including but not limited to, new sidewalks, curbing, curb extensions, roadway resurfacing, signage, crosswalk improvements, and pavement markings.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$1,988,819	-	-	\$1,988,819
Non-Federal Funds	-	-	\$497,205	-	-	\$497,205
Total Funds	-	-	\$2,486,024	-	-	\$2,486,024

READING-WOBURN: RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING



Proponent:	MBTA
ID Number:	S12986
Project Type:	Transit Transformation
Cost:	\$20,000,000
Funding Source:	Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO’s TIP scoring criteria.

Project Description

This project includes the 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 traffic and the Amtrak Downeaster while facilitating bus integration. This project was funded for \$14M in FFY 2024 of the FFY 2024–28 TIP, with a total contribution by the Boston Region MPO to this project of \$20M.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$4,800,000	-	-	-	-	\$4,800,000
Non-Federal Funds	\$1,200,000	-	-	-	-	\$1,200,000
Total Funds	\$6,000,000	-	-	-	-	\$6,000,000

REVERE: IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)



Proponent:	MassDOT
ID Number:	612100
Project Type:	Safe Routes to School
Cost:	\$351,341
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This Safe Routes to School project proposes pedestrian improvements at several intersections surrounding Beachmont Veterans Elementary School in Revere. This project will reconstruct sections of sidewalk and curbing, improve markings at several crosswalks, and add tactile warning panels at some locations.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$281,073	-	-	\$281,073
Non-Federal Funds	-	-	\$70,268	-	-	\$70,268
Total Funds	-	-	\$351,341	-	-	\$351,341

REVERE: BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY



Proponent:	MassDOT
ID Number:	612184
Project Type:	Bridge
Cost:	\$20,272,995
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge R-05-015, which carries Revere Beach Parkway over Broadway in the City of Revere.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$16,218,396	-	-	-	\$16,218,396
Non-Federal Funds	-	\$4,054,599	-	-	-	\$4,054,599
Total Funds	-	\$20,272,995	-	-	-	\$20,272,995

REVERE: STATE ROAD BEACHMONT CONNECTOR



Proponent:	MassDOT
ID Number:	612523
Project Type:	Bicycle and Pedestrian
Cost:	\$8,263,382
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The primary goal of this project is to provide a safe path for bicyclists and improve pedestrian and vehicular safety along State Road between Donnelly Square and Eliot Circle in Revere. The proposed scope will reduce both northbound and southbound travel on State Road from two lanes to a single lane to provide bicycle and pedestrian facilities, including a two-way separated bicycle lane on the west side of the corridor and a one-way parking-protected bicycle lane along the east side of the corridor. This project will improve the sidewalk along both sides of State Road, providing a direct connection for pedestrians to the Beachmont MBTA Blue Line station that is comfortable, safe, and accessible. Crosswalks with accessible ramps are proposed across all side streets and there is a proposed crossing of State Road just south of Ocean Avenue that will connect proposed facilities to the existing sidewalk on Revere Beach Parkway.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$6,610,706	-	-	\$6,610,706
Non-Federal Funds	-	-	\$1,652,676	-	-	\$1,652,676
Total Funds	-	-	\$8,263,382	-	-	\$8,263,382

REVERE: BLUEBIKES EXPANSION TO NORTHERN STRAND (SALEM STREET AT NORTH MARSHALL STREET) AND GRISWOLD PARK



Proponent:	Revere
ID Number:	S12694
Project Type:	Community Connections
Cost:	\$169,000
Funding Source:	Regional Target Funds

Scoring Summary

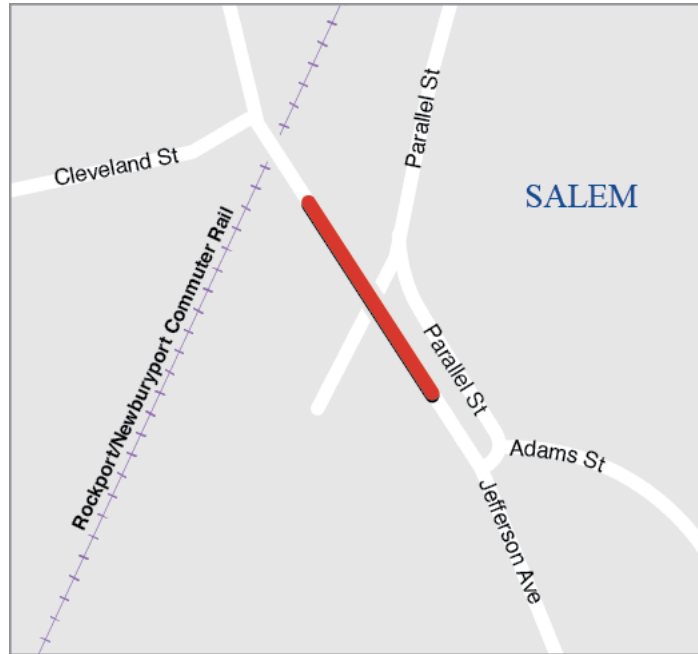
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	17 out of 18	6 out of 15	10 out of 15	7.5 out of 18	14 out of 24	9 out of 10	63.5 out of 100

Project Description

The City of Revere will install new Bluebikes stations at Griswold Fields at Washington and Malden, and at North Marshall and Salem Street. The project will also procure an additional 40 pedal bicycles for the Bluebikes network. The North Marshall and Salem Street site is adjacent to the Northern Strand Community Trail, which connects Everett to Lynn with 11 miles of continuous off-road paved surface. The City of Revere has two trailheads, and its main trail head is 1/10 of a mile from the city's second Amazon Distribution Center.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$135,200	-	-	-	-	\$135,200
Non-Federal Funds	\$33,800	-	-	-	-	\$33,800
Total Funds	\$169,000	-	-	-	-	\$169,000

SALEM: BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET



Proponent:	MassDOT
ID Number:	612075
Project Type:	Bridge
Cost:	\$3,779,651
Funding Source:	Statewide Highway Funds

Scoring Summary

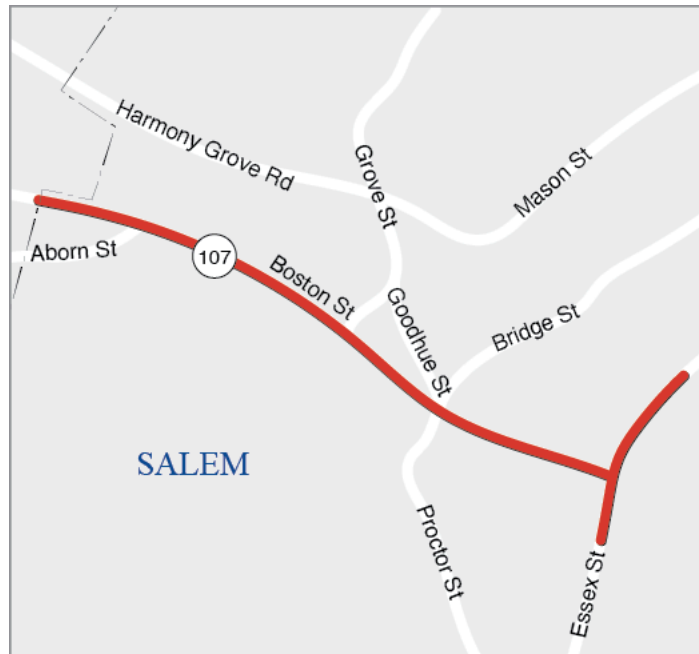
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will replace bridge S-01-024, which carries Jefferson Avenue over Parallel Street in Salem.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$3,023,721	-	-	-	\$3,023,721
Non-Federal Funds	-	\$755,930	-	-	-	\$755,930
Total Funds	-	\$3,779,651	-	-	-	\$3,779,651

SALEM-PEABODY: BOSTON STREET IMPROVEMENTS



Proponent:	Salem
ID Number:	609437
Project Type:	Complete Streets
Cost:	\$26,122,721
Funding Source:	Regional Target Funds

Scoring Summary

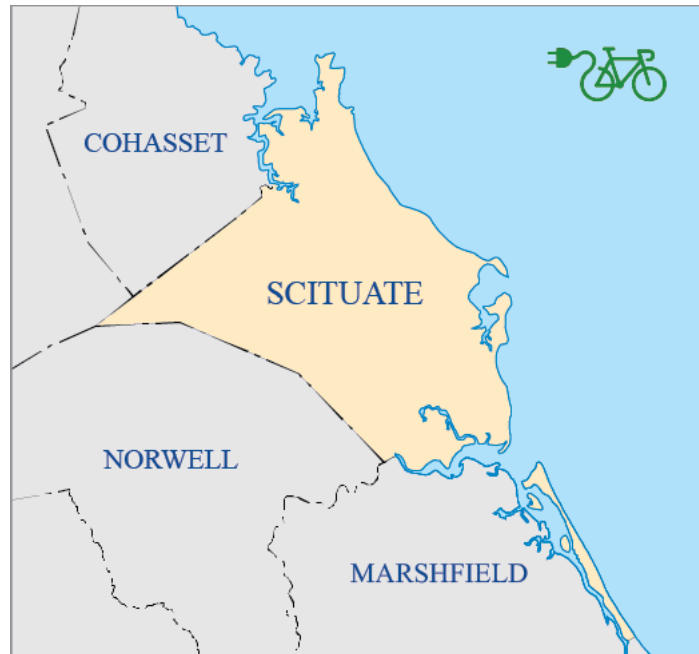
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 18	15 out of 20	11 out of 18	8 out of 12	11 out of 20	11 out of 12	68 out of 100

Project Description

This project aims to improve mobility for vehicles, bicycles, and pedestrians between Salem and Peabody and create separated bicycle facilities between the two municipalities that do not currently exist today. In addition to off-street bicycle facilities, major improvements to the corridor include incorporating Complete Streets design elements such as ADA/AAB-compliant sidewalks, pedestrian ramps, and crosswalks. This project will add a new traffic signal at the intersection of Boston Street and Aborn Street and will upgrade existing traffic signals at the intersections of Boston Street and Essex Street, Boston Street and Bridge Street/Proctor Street/Goodhue Street, and Boston Street and Grove Street/Nichols Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$20,898,177	-	-	\$20,898,177
Non-Federal Funds	-	-	\$5,224,544	-	-	\$5,224,544
Total Funds	-	-	\$26,122,721	-	-	\$26,122,721

SCITUATE: INSTALLATION OF 25 BICYCLE RACKS



Proponent:	Scituate
ID Number:	S12967
Project Type:	Community Connections
Cost:	\$22,800
Funding Source:	Regional Target Funds

Scoring Summary

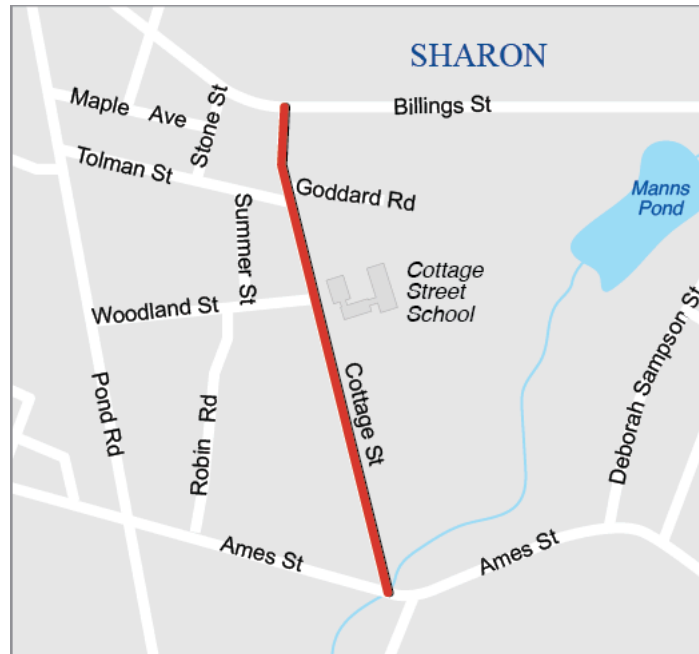
Category	Conn	Coord	Plan	TE	MS/DP	FS	Total
Score	9 out of 18	8 out of 15	16 out of 15	4.5 out of 18	2 out of 24	6 out of 10	45.5 out of 100

Project Description

The Town of Scituate will procure 25 bicycle racks providing 50 spaces in North Scituate Village and Scituate Harbor, which are commercial hubs and public open-space facilities. The town centers are hubs for pedestrians and are linked by sidewalks to various areas of open space and recreation, along with shops, grocery stores, and co-working spaces.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$18,240	-	-	-	-	\$18,240
Non-Federal Funds	\$4,560	-	-	-	-	\$4,560
Total Funds	\$22,800	-	-	-	-	\$22,800

SHARON: COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)



Proponent:	MassDOT
ID Number:	612889
Project Type:	Safe Routes to School
Cost:	\$3,709,491
Funding Source:	Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Cottage Street Elementary School in Sharon through the Safe Routes to School program. This project proposes to create continuous sidewalks along the entirety of Cottage Street, from Billings Street to Ames Street. Work will involve reconstructing all existing sidewalks and adding new sidewalks where none exist today. The project also proposes the addition of rectangular rapid-flashing beacons at five crosswalks along Cottage Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$2,967,593	-	-	\$2,967,593
Non-Federal Funds	-	-	\$741,898	-	-	\$741,898
Total Funds	-	-	\$3,709,491	-	-	\$3,709,491

SHARON: BRIDGE PRESERVATION OF S-09-015 AND S-09-016 ALONG THE I-95 CORRIDOR



Proponent:	MassDOT
ID Number:	612073
Project Type:	Bridge
Cost:	\$1,329,697
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will preserve bridges S-09-015 and S-09-016 along the Interstate 95 Corridor in Sharon. These structures carry Interstate 95 Northbound and Southbound over South Walpole Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$1,063,758	-	-	-	-	\$1,063,758
Non-Federal Funds	\$265,939	-	-	-	-	\$265,939
Total Funds	\$1,329,697	-	-	-	-	\$1,329,697

SHERBORN: RECONSTRUCTION OF ROUTE 27 AND ROUTE 16 [DESIGN ONLY]



Proponent:	Sherborn
ID Number:	S12983
Project Type:	Intersection Improvements
Cost:	\$900,000
Funding Source:	Regional Target Funds

Scoring Summary

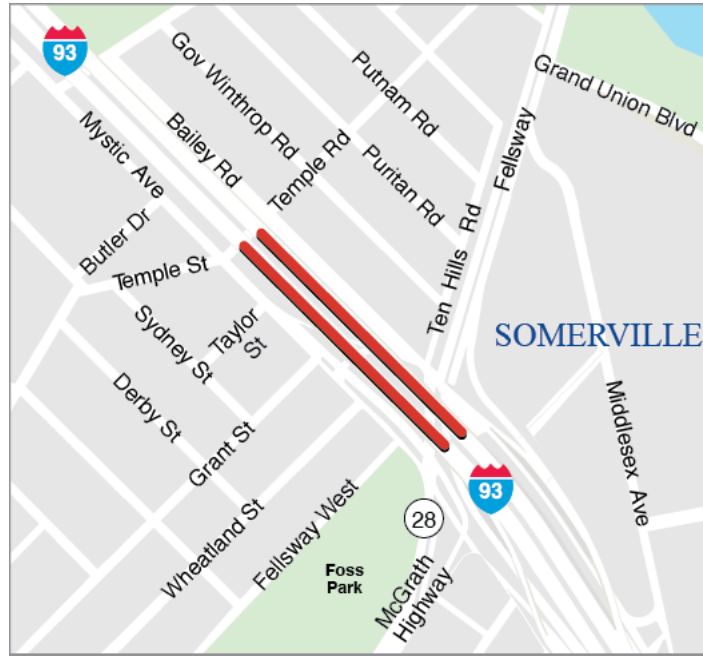
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will design improvements to various intersections and a rail grade crossing in downtown Sherborn to improve safety for all roadway users. Construction for this project is expected to advertise as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$720,000	-	-	-	-	\$720,000
Non-Federal Funds	\$180,000	-	-	-	-	\$180,000
Total Funds	\$900,000	-	-	-	-	\$900,000

SOMERVILLE: BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)



Proponent:	MassDOT
ID Number:	612496
Project Type:	Bridge
Cost:	\$18,8740,741
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will rehabilitate bridge S-17-031, which carries an elevated portion of Interstate 93 between Route 28 and Temple Street in Somerville. This is a continuation of a bridge preservation project on the same portion of Interstate 93 (project number 606528), which began construction in late 2021.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$150,992,593	-	-	-	\$150,992,593
Non-Federal Funds	-	\$37,748,148	-	-	-	\$37,748,148
Total Funds	-	\$18,8740,741	-	-	-	\$18,8740,741

SOMERVILLE: MCGRATH BOULEVARD CONSTRUCTION



Proponent:	MassDOT
ID Number:	607981
Project Type:	Major Infrastructure
Cost:	\$90,310,000
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	13 out of 18	19 out of 20	13 out of 18	8 out of 12	9.2 out of 20	10 out of 12	72.2 out of 100

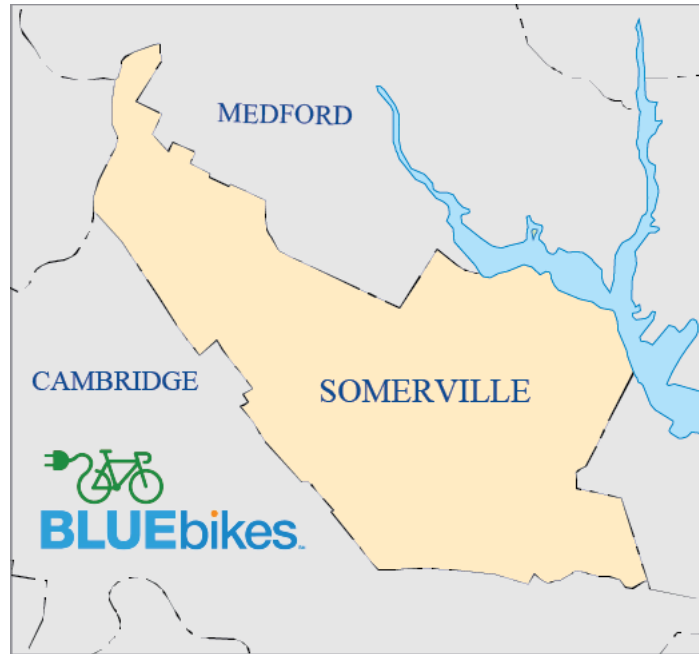
Project Description

This project will remove the existing McCarthy Viaduct along McGrath Boulevard in Somerville and replace it with an at-grade urban boulevard, approximately 1.5 miles long, from Broadway in the north to Third Street in the south. The project will result in more conventional intersection configurations at Washington Street and Somerville Avenue, which are currently under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks. The project will enhance transit access along the corridor, improving bus operations and the bus rider experience with the installation of floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections. New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Somerville Community Path, creating access to the regional bicycle network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line station in East Somerville. This project is anticipated to be funded over four fiscal years, with the first year of funding in FFY 2027.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$20,000,000	\$20,000,000	\$20,206,000	\$52,000,000
Non-Federal Funds	-	-	\$10,000,000	\$10,000,000	\$10,104,000	\$13,000,000

Total Funds	-	-	\$30,000,000	\$30,000,000	\$30,310,000	\$90,310,000
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SOMERVILLE: BLUEBIKES STATE OF GOOD REPAIR, 13 STATIONS



Proponent:	Somerville
ID Number:	S12962
Project Type:	Community Connections
Cost:	\$278,127
Funding Source:	Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	14 out of 18	18 out of 15	16 out of 15	7.5 out of 18	13 out of 24	9 out of 10	67.5 out of 100

Project Description

The City of Somerville proposes replacing 13 Bluebikes stations that have reached the end of their useful life. These stations include Somerville City Hall, Union Square Station, Beacon Street at Washington Street, Conway Park, Wilson

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$222,502	-	-	-	-	\$222,502
Non-Federal Funds	\$55,625	-	-	-	-	\$55,625
Total Funds	\$278,127	-	-	-	-	\$200,000

STONEHAM: WINCHESTER- DECK REPLACEMENT, S-27-008=W-40-030 (2M5), MARBLE STREET OVER I-93



Proponent:	MassDOT
ID Number:	608865
Project Type:	Bridge
Cost:	\$3,573,558
Funding Source:	Statewide Highway Funds

Scoring Summary

No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will perform deck replacement, bearing adjustment, and traffic safety upgrades to Bridge S-27-008=W-40-030 at the Stoneham and Winchester border. The structure carries Marble Street over Interstate 93.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$2,858,846	-	-	-	-	\$2,858,846
Non-Federal Funds	\$714,712	-	-	-	-	\$714,712
Total Funds	\$3,573,558	-	-	-	-	\$3,573,558

STONEHAM: STONEHAM SHUTTLE SERVICE



Proponent:	Stoneham
ID Number:	S12699
Project Type:	Community Connections
Cost:	\$796,817
Funding Source:	Regional Target Funds

Scoring Summary

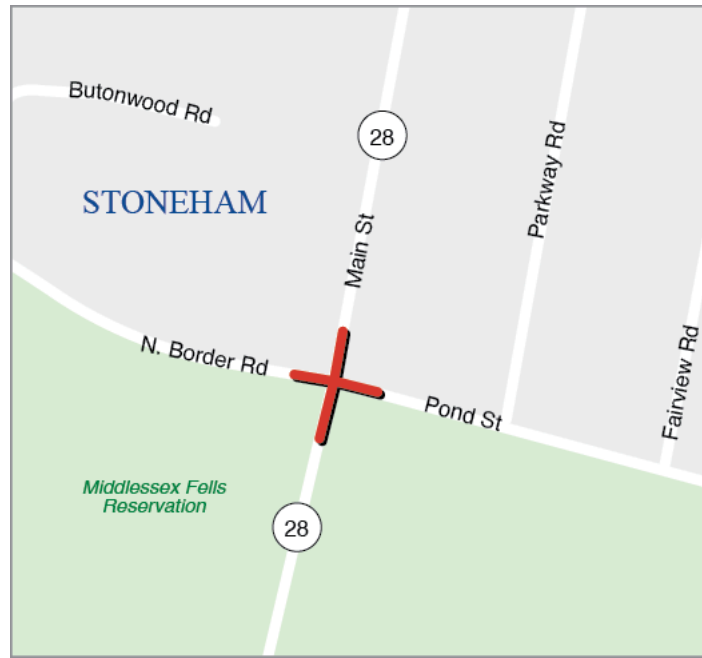
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	15 out of 18	12 out of 15	12 out of 15	6 out of 18	17 out of 24	10 out of 10	72 out of 100

Project Description

This project will create a local shuttle service that, will connect Stoneham residents and employees of Stoneham businesses to transportation options in surrounding communities during peak hours and within Stoneham during non-peak hours. The primary goal of this project is to fill gaps in the existing MBTA service network by creating an east-west connection across Stoneham where only north-south MBTA bus service exists today. The Town plans to use a 24-passenger bus that would operate on a 12-hour/day schedule Monday-Friday, with shorter hours on Saturday. During peak hours, the shuttle would stop at defined destinations along the route. During off-peak hours, the shuttle could go off-route based on the needs of riders. This project is funded through the third round of grants available through the MPO’s Community Connections Program and was funded for \$330,189 in FFY 23 and \$261,439 in FFY 24.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$164,151	-	-	-	-	\$164,151
Non-Federal Funds	\$41,038	-	-	-	-	\$41,038
Total Funds	\$205,189	-	-	-	-	\$205,189

STONEHAM: INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET



Proponent:	MassDOT
ID Number:	610665
Project Type:	Intersection Improvements
Cost:	\$4,872,001
Funding Source:	Statewide Highway Funds

Scoring Summary

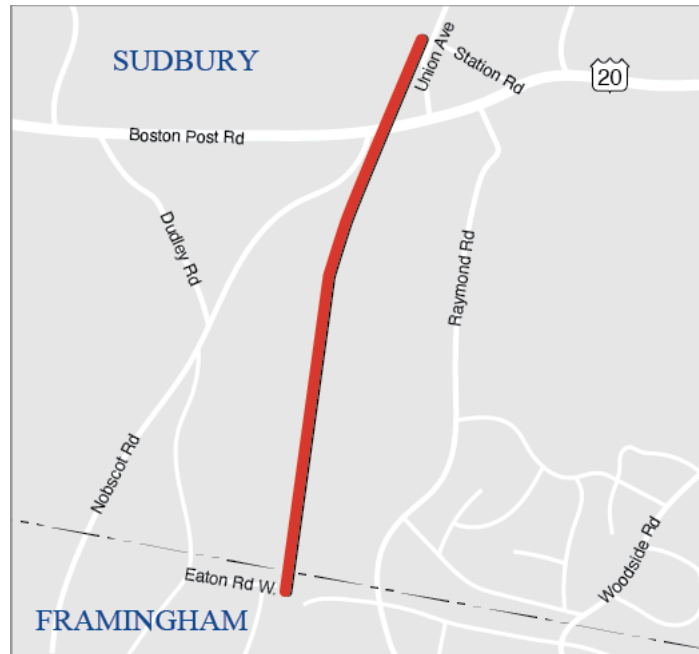
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project will include intersection improvements that will increase operational efficiency while enhancing safety and reducing crashes at the intersection of Route 28 (Main Street), North Border Road, and Pond Street in Stoneham.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$3,897,601	-	\$3,897,601
Non-Federal Funds	-	-	-	\$974,400	-	\$974,400
Total Funds	-	-	-	\$4,872,001	-	\$4,872,001

SUDBURY-FRAMINGHAM:BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST



Proponent:	MassDOT
ID Number:	613319
Project Type:	Bicycle and Pedestrian
Cost:	\$8,820,000
Funding Source:	Statewide Highway Funds

Scoring Summary

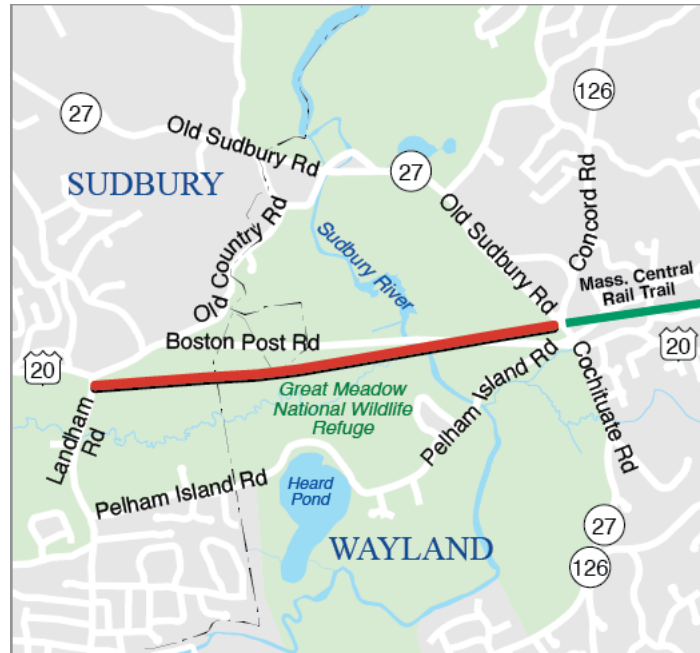
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 20	8.5 out of 14	10.5 out of 18	7 out of 14	3.5 out of 20	9 out of 14	50.5 out of 100

Project Description

Phase 3 of the Bruce Freeman Rail Trail (BFRT) spans approximately 1.3 miles from Eaton Road W in Framingham to the Sudbury Diamond Railroad Crossing. The proposed trail will be a 10 foot paved shared-use path along the former railroad corridor with 2 foot dense graded crushed stone shoulders. Sidewalks and pedestrian curb ramps at the at-grade intersection of the trail and Route 20 are proposed to be updated to create an ADA compliant and accessible crossing at the existing signalized intersection of Nobscot Rd/Route 20. A parking lot is also being proposed along Nobscot Road, approximately 550 feet south of Route 20. Other work includes fixing or replacing culverts and stream crossings where necessary and implementing safety fencing along the trail where necessary. This project is funded across two Federal Fiscal Years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$3,410,400	\$3,410,400
Non-Federal Funds	-	-	-	-	\$852,600	\$852,600
Total Funds	-	-	-	-	\$4,263,000	\$4,263,000

SUDBURY-WAYLAND: MASS CENTRAL RAIL TRAIL (MCRT)



Proponent:	MassDOT
ID Number:	610660
Project Type:	Bicycle and Pedestrian
Cost:	\$8,526,000
Funding Source:	Statewide Highway Funds

Scoring Summary

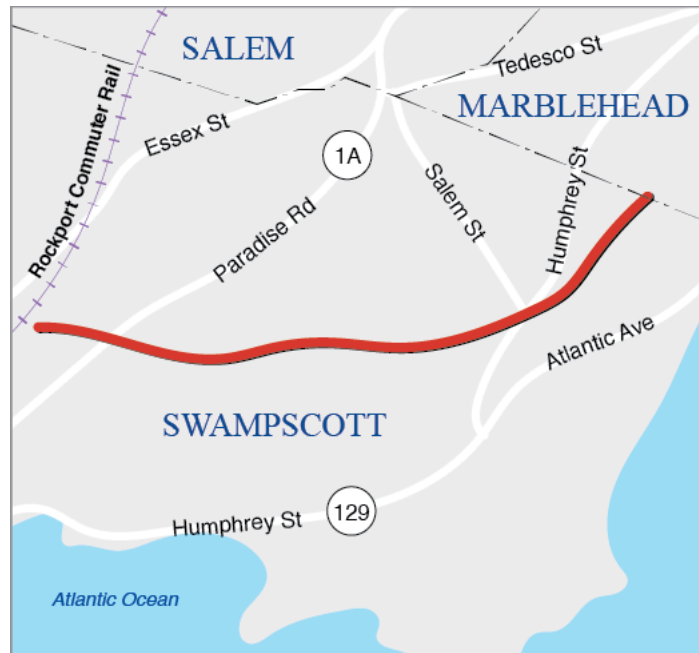
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will extend the Mass Central Rail Trail from its existing terminus at Andrew Road in Wayland to Landham Road in Sudbury, a distance of approximately 1.6 miles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$6,820,800	-	\$6,820,800
Non-Federal Funds	-	-	-	\$1,705,200	-	\$1,705,200
Total Funds	-	-	-	\$8,526,000	-	\$8,526,000

SWAMPSCOTT: RAIL TRAIL CONSTRUCTION



Proponent:	Swampscott
ID Number:	610666
Project Type:	Bicycle and Pedestrian
Cost:	\$8,624,000
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	13 out of 20	5 out of 14	18 out of 18	12 out of 14	7.4 out of 20	11 out of 14	66.4 out of 100

Project Description

This project will construct a new 2.1-mile-long multi-use linear park running the length of Swampscott and connecting with the existing Marblehead Rail Trail and the larger East Coast Greenway. This project will provide safe, accessible connections to the Town's schools, recreation areas, MBTA commuter rail station, and natural resources for people walking and bicycling. The project will feature a 10-foot-wide trail with a two-foot sloping shoulder on each side. The trail will cross Paradise Road (Route 1A) with a pedestrian bridge using the existing railroad abutments from the former rail line. Trail amenities will be located at the Swampscott Middle School, including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	\$6,899,200	-	\$6,899,200
Non-Federal Funds	-	-	-	\$1,724,800	-	\$1,724,800
Total Funds	-	-	-	\$8,624,000	-	\$8,624,000

TOPSFIELD: BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK



Proponent:	MassDOT
ID Number:	612076
Project Type:	Bridge
Cost:	\$3,141,758
Funding Source:	Statewide Highway Funds

Scoring Summary

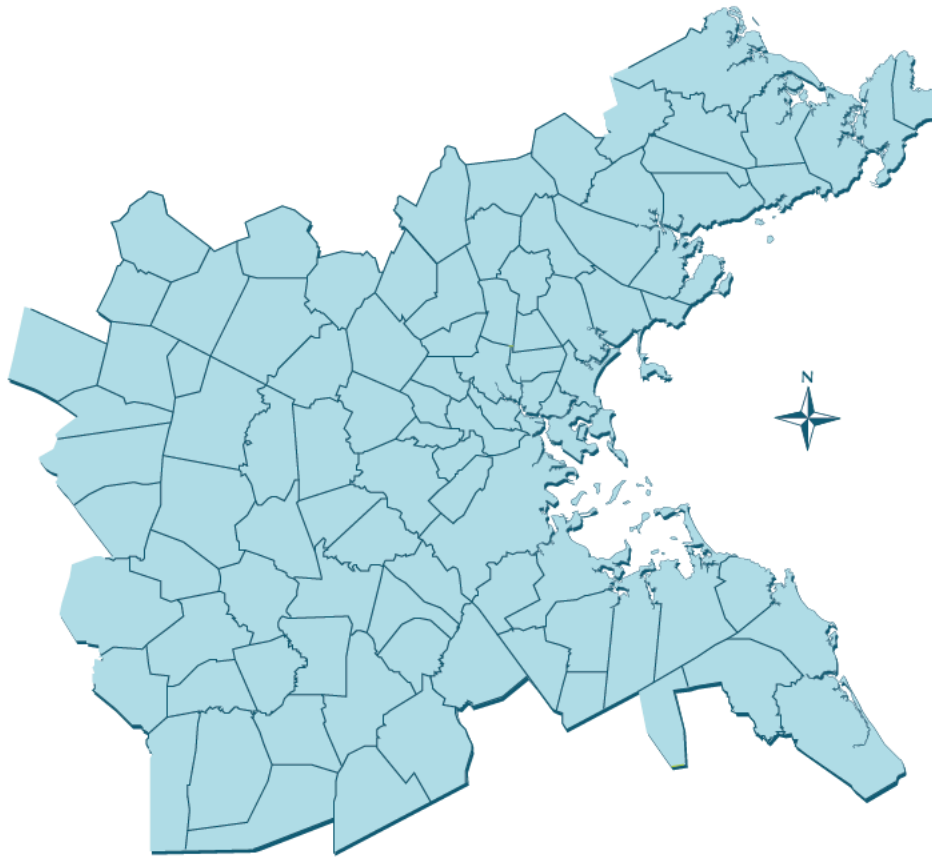
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will replace bridge T-06-013, which carries Perkins Row over Mile Brook in Topsfield.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$2,513,406	-	-	\$2,513,406
Non-Federal Funds	-	-	\$628,352	-	-	\$628,352
Total Funds	-	-	\$3,141,758	-	-	\$3,141,758

TRANSIT TRANSFORMATION PROGRAM



Proponent:	Regionwide
ID Number:	S12113
Project Type:	Community Connections
Cost:	24,500,000
Funding Source:	Regional Target Funds

Scoring Summary

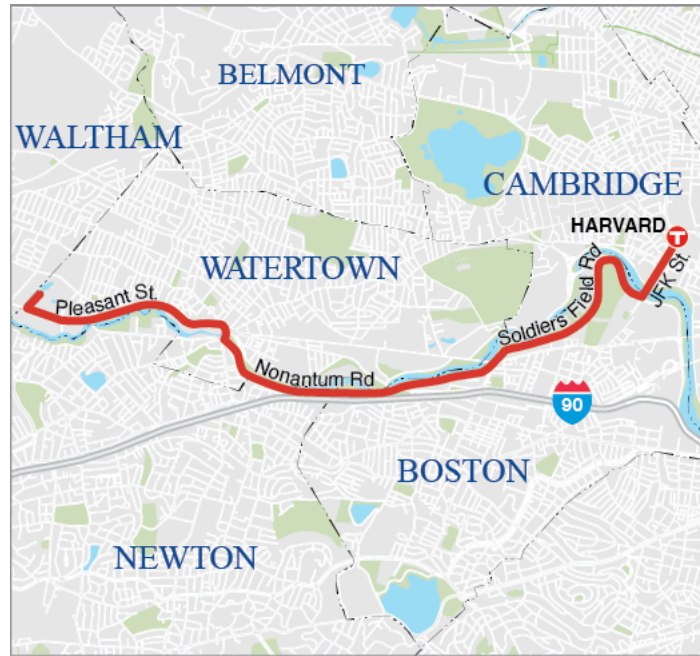
The scoring criteria for the Community Connections Program are listed in Appendix A. Scores for projects funded in the FFYs 2023-27 TIP through this program are available on those projects' pages within this chapter.

Project Description

The MPO's Transit Transformation Program was established in Destination 2050, the MPO's current Long-Range Transportation Plan. This program will allocate a portion of the MPO's Regional Target Highway funds to transit projects that advance the MPO's goals in the region, including upgrades to stations and facilities and the purchase of vehicles for transit providers. Specific projects will be funded using these reserved funds in future TIP cycles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$4,000,000	\$5,200,000	\$5,200,000	\$5,200,000	\$19,600,000
Non-Federal Funds	-	\$1,000,000	\$1,300,000	\$1,300,000	\$1,300,000	\$4,900,000
Total Funds	-	\$5,000,000	\$6,500,000	\$6,500,000	\$6,500,000	\$24,500,000

WATERTOWN: PLEASANT STREET SHUTTLE SERVICE EXPANSION



Proponent:	Watertown
ID Number:	S12697
Project Type:	Community Connections
Cost:	\$1,002,198
Funding Source:	Regional Target Funds

Scoring Summary

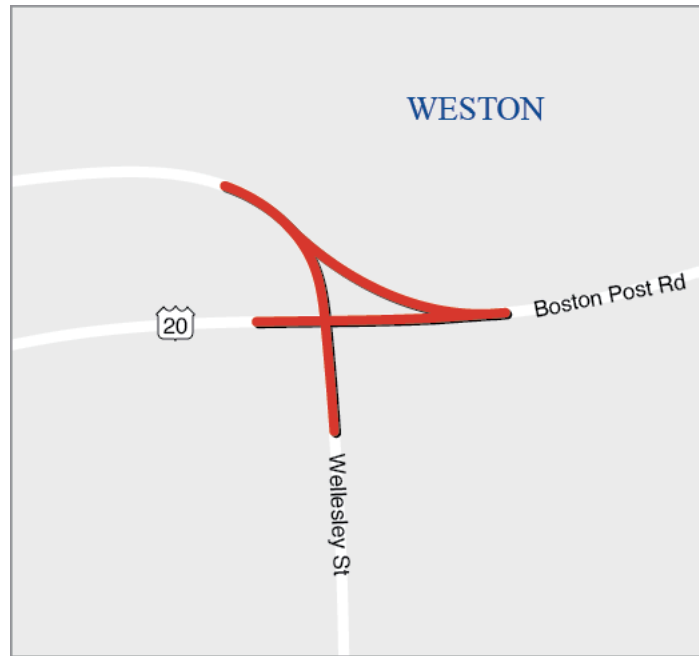
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	18 out of 18	12 out of 15	9 out of 15	9 out of 18	20 out of 24	10 out of 10	78 out of 100

Project Description

This project will expand upon the existing Pleasant Street Shuttle in Watertown, which launched in September 2021 as a partnership between the Town of Watertown and the Watertown TMA. The service runs along a 1.5-mile stretch of Pleasant Street that has no transit service. The primary goal of the project is to provide peak-hour shuttle services connecting businesses and residential locations to major transit hubs in Watertown and Cambridge. This expansion will allow the existing 60-minute headways to be reduced to 30 minutes and will support the transition of the service to an all-electric vehicle fleet. This project is funded through the third round of grants available through the MPO's Community Connections Program.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$183,151	-	-	-	-	\$183,151
Non-Federal Funds	\$45,788	-	-	-	-	\$45,788
Total Funds	\$228,939	-	-	-	-	\$228,939

WESTON: INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET



Proponent:	Weston
ID Number:	608940
Project Type:	Intersection Improvements
Cost:	\$3,237,804
Funding Source:	Regional Target Funds

Scoring Summary

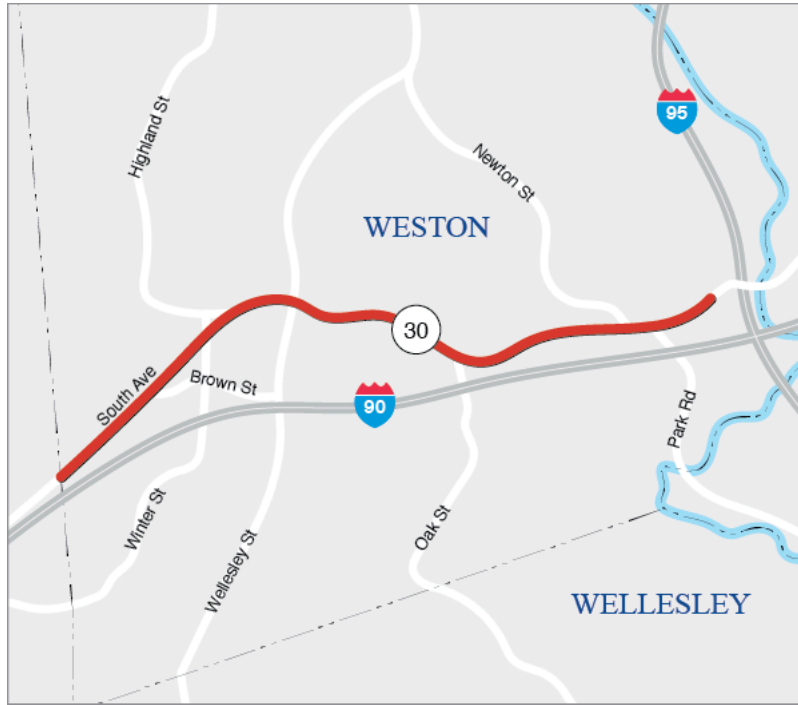
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 21	9 out of 17	10 out of 18	8 out of 12	5.6 out of 20	3 out of 12	50.6 out of 100

Project Description

This project aims to address the safety concerns and crash incidents that contribute to the intersection's inclusion on the state's HSIP eligibility list as a high-crash location while also seeking to alleviate traffic congestion in the area. The project scope includes the installation of a new traffic signal system, reconfiguring the intersection to address documented safety issues, consolidating pavement area, and the simplification of turning movements. Proposed pedestrian improvements include replacement of sidewalks along the north side of Route 20 and the east side of Boston Post Road. New sidewalk is proposed on the south side of Route 20, the west side of Boston Post Road, and on both sides of Wellesley Street within the immediate intersection limits. The proposed traffic signal system includes protected pedestrian crossings and crosswalks are proposed on all approaches to the intersection. The project also includes the addition of bicycle lanes and improvements to a school bus stop on adjacent Windsor Way.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	\$2,590,243	-	-	-	\$2,590,243
Non-Federal Funds	-	\$647,561	-	-	-	\$647,561
Total Funds	-	\$3,237,804	-	-	-	\$3,237,804

WESTON: RECONSTRUCTION ON ROUTE 30



Proponent:	Weston
ID Number:	608954
Project Type:	Complete Streets
Cost:	\$19,999,712
Funding Source:	Regional Target Funds

Scoring Summary

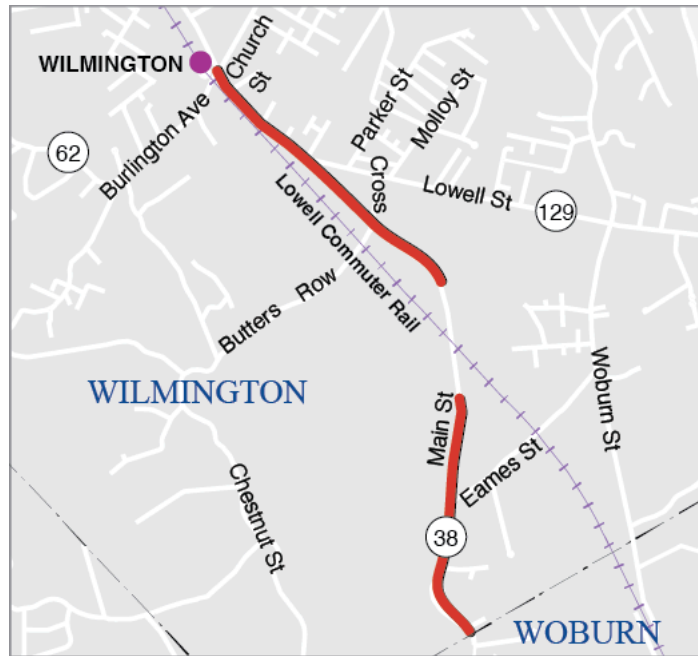
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	11 out of 18	10 out of 20	10 out of 18	9 out of 12	6.2 out of 20	3 out of 12	49.2 out of 100

Project Description

This project will improve pavement and roadway conditions along a 3.7-mile segment of Route 30 and make geometric and safety improvements at intersections along the corridor. A key goal of the project is to create a corridor that better serves all users, especially those who are walking and bicycling. To that end, this project will construct a 10-foot off-road shared-use path along the full length of the project. The path will run along the south side of the roadway from the Natick town line to the intersection at Newton Street, crossing to the north side at Newton Street to continue to the end of the project limits. This path will connect with other proposed bicycle and pedestrian accommodations in the area, including on the Route 30 bridge over the Charles River (project number 110980, funded by the MPO in FFY 2024) and on Route 30 in Newton (project number 610674, funded by MassDOT in FFY 2023).

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	\$15,999,770	-	-	\$15,999,770
Non-Federal Funds	-	-	\$3,999,942	-	-	\$3,999,942
Total Funds	-	-	\$19,999,712	-	-	\$19,999,712

WILMINGTON: RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN CITY LINE



Proponent:	MassDOT
ID Number:	608051
Project Type:	Complete Streets
Cost:	\$37,978,347
Funding Source:	Regional Target Funds

Scoring Summary

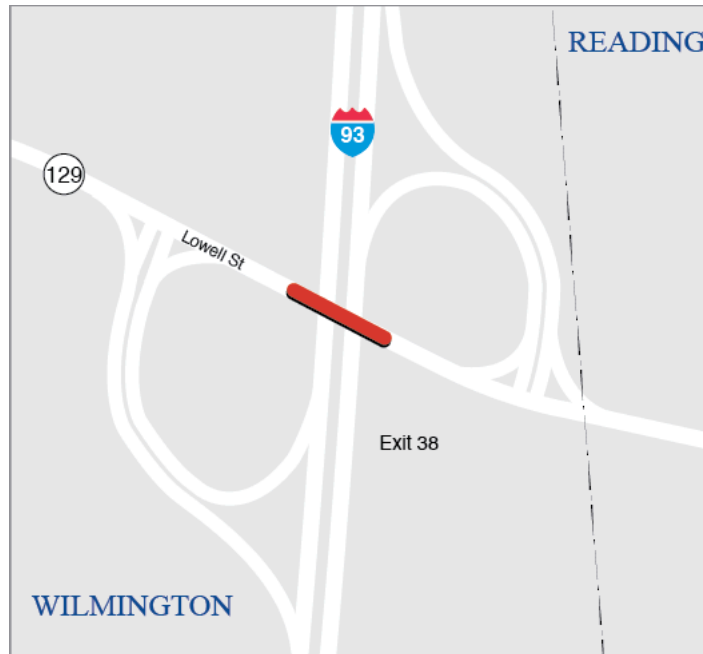
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 30	12 out of 29	13 out of 29	10 out of 16	1 out of 12	8 out of 18	59 out of 134

Project Description

This project includes the addition of five-foot bicycle lanes along both sides of the roadway along the Route 38 corridor. Sidewalks will also be provided along both sides of the roadway between Route 62 and Route 129. In addition, improved traffic signals and the reconstruction of turn lanes will enhance pedestrian safety and improve vehicular flow. This project was bisected at its midpoint by project number 607327, Bridge Replacement, W-38-002, Route 38 (Main Street) over the B&M Railroad. This project is funded using \$12,662,437 in statewide highway funds in FFY 2023 of the FFY 2023–27 TIP.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$30,382,678	-	-	-	-	\$30,382,678
Non-Federal Funds	\$7,595,669	-	-	-	-	\$7,595,669
Total Funds	\$37,978,347	-	-	-	-	\$37,978,347

WILMINGTON: BRIDGE REPLACEMENT, W-38-029 (2KV), ST 129 LOWELL STREET OVER I-93



Proponent:	MassDOT
ID Number:	608703
Project Type:	Bridge
Cost:	\$15,954,700
Funding Source:	Statewide Highway Funds

Scoring Summary

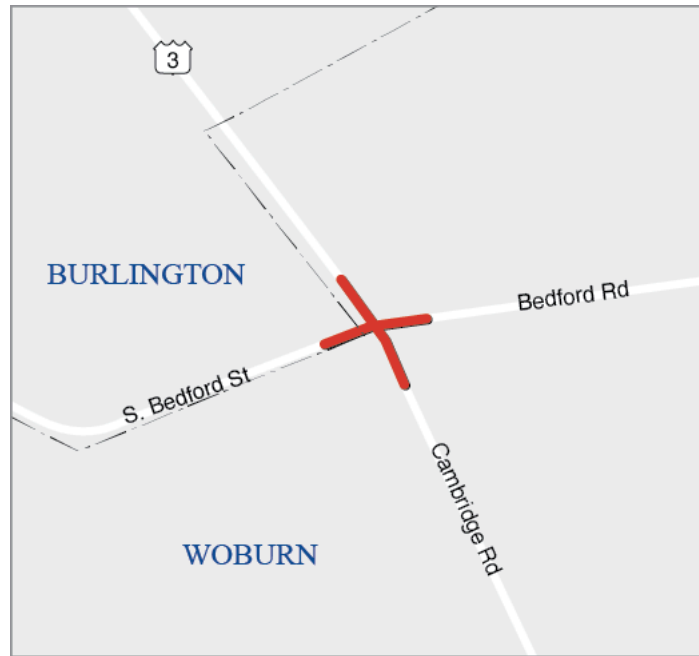
No projects have yet been scored using the Transit Transformation criteria. Projects will be evaluated by the MPO in future TIP cycles for funding within this investment program.

Project Description

This project will replace bridge W-38-029 in Wilmington, which carries State Route 129 Lowell Street over Interstate 93. The bridge deck is structurally deficient, and the bridge superstructure has a low clearance of 14'-3" over I-93. A bridge replacement will enable adequate clearance over the interstate highway.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$12,763,760	-	-	-	-	\$12,763,760
Non-Federal Funds	\$3,190,940	-	-	-	-	\$3,190,940
Total Funds	\$15,954,700	-	-	-	-	\$15,954,700

WOBURN AND BURLINGTON: INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) AND BEDFORD ROAD AND SOUTH BEDFORD STREET



Proponent:	MassDOT
ID Number:	608067
Project Type:	Intersection Improvements
Cost:	3,438,311
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	9 out of 30	11 out of 29	19 out of 29	7 out of 16	2 out of 12	4 out of 18	52 out of 134

Project Description

The intersection of U.S. Route 3 (Cambridge Street) at South Bedford Street and Bedford Road has been identified as a high-crash location in the Boston region. The existing geometry and traffic operations can often present challenges for motorists, pedestrians, and bicyclists. This project will reconstruct the intersection and all traffic signal equipment. Geometry enhancements will be made to accommodate exclusive turn lanes for all approaches to the intersection. The project will include reconstruction of the sidewalk along the east side of Cambridge Street and both sides of the Bedford Road westbound approach, and new sidewalk will be constructed on the south side of South Bedford Street. Bicycle accommodations consisting of five-foot wide bicycle lanes (with two-foot wide buffers where feasible) will be provided, as will ADA-compliant MBTA bus stops on Cambridge Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	\$2,750,649	-	-	-	-	\$2,750,649
Non-Federal Funds	\$687,662	-	-	-	-	\$687,662
Total Funds	3,438,311	-	-	-	-	3,438,311

WOBURN: ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET, AND MONTVALE AVENUE



Proponent:	Woburn
ID Number:	610662
Project Type:	Complete Streets
Cost:	\$18,670,200
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	22 out of 30	15 out of 29	16 out of 29	10 out of 16	4 out of 12	8 out of 18	75 out of 134

Project Description

This project will improve improve safety and congestion within the Woburn Common area by making safety and Pleasant St operational improvements, reconfiguring the Woburn Common rotary, and reconstructing and realigning roadways. The project will also reconstruct sidewalks, add bike lanes, and upgrade or add signals in the area. This project will be funded across two Federal Fiscal Years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	-	-	-	-	\$7,468,160	\$7,468,160
Non-Federal Funds	-	-	-	-	\$1,867,040	\$1,867,040
Total Funds	-	-	-	-	\$9,335,200	\$9,335,200

Chapter 4: Performance Analysis

Performance-Based Planning and Programming

Performance-based planning and programming (PBPP) applies data and performance management principles to inform transportation decision-making. The purpose of PBPP is to ensure that transportation investment decisions are oriented toward meeting established goals. PBPP activities include the following:

- Setting goals and objectives for the transportation system
- Selecting performance measures and setting performance targets
- Gathering data and information to monitor and analyze trends
- Using performance measures and data to make investment decisions
- Monitoring, analyzing, and reporting performance outcomes

The Boston Region MPO's PBPP process is shaped by both federal transportation performance management requirements and the MPO's goals and objectives, which are established as part of the MPO's Long-Range Transportation Plan (LRTP). This chapter discusses how these two frameworks shape the MPO's PBPP process and describes the MPO's current set of performance measures and targets. It also explains how the MPO anticipates the projects funded in the Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP) will support improvements in various performance areas and make progress toward performance targets.

Federal Performance Management Requirements

PBPP requirements originated with the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. MAP-21 directed states, MPOs, and public transportation providers to carry out a performance and outcome-based surface transportation program. (MAP-21 identified seven national goals for the nation's highway system, which are described in Appendix E.) Table 4-1 shows the relationship between these national goal areas and the MPO's goal areas. The MPO's goals and related objectives, which help shape the MPO's PBPP process, are in Chapter 1 of the 2023 LRTP, *Destination 2050*.

**Table 4-1
National and Boston Region MPO Goal Areas**

National Goal Area	Boston Region MPO Goal Areas
Safety	Safety
Infrastructure Condition	Mobility and Reliability
System Reliability	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Clean Air and Healthy Communities, Mobility and Reliability
Environmental Sustainability	Clean Air and Healthy Communities, Resiliency
Freight Movement/Economic Vitality	Access and Connectivity, Clean Air and Healthy Communities
Reduced Project Delivery Delays	Not Applicable
Not Applicable	Transportation Equity

Sources: Boston Region MPO staff and Federal Highway Administration.

The US Department of Transportation (USDOT) has established performance measures in areas relevant to the national goals. Table 4-2 lists these measures for the transit system and Table 4-3 for the roadway system.

**Table 4-2
Federally Required Transit Performance Measures**

National Goal Area	Transit Performance Area or Asset		Relevant MPO Goal Area
	Category	Performance Measures	
Safety	Fatalities	<ul style="list-style-type: none"> • Total number of reportable fatalities • Fatality rate per total VRM by mode 	Safety

Safety	Injuries	<ul style="list-style-type: none"> Total number of reportable injuries Injury rate per total VRM by mode 	Safety
Safety	Safety Events	<ul style="list-style-type: none"> Total number of reportable safety events Safety event rate per total VRM by mode 	Safety
Safety	System Reliability	<ul style="list-style-type: none"> Mean distance between major mechanical failures by mode 	Safety
Infrastructure Condition	Equipment	<ul style="list-style-type: none"> Percent of vehicles that have met or exceeded their ULB 	Mobility and Reliability
Infrastructure Condition	Rolling Stock	<ul style="list-style-type: none"> Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB 	Mobility and Reliability
Infrastructure Condition	Infrastructure	<ul style="list-style-type: none"> Percent of track segments with performance restrictions 	Accessibility and Connectivity, Mobility and Reliability
Infrastructure Condition	Facilities	<ul style="list-style-type: none"> Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale 	Mobility and Reliability

FTA = Federal Transit Administration. MPO = metropolitan planning organization. ULB = useful life benchmark. VRM = vehicle-revenue miles.
Sources: National Public Transportation Safety Plan (January 2017), the Public Transportation Agency Safety Plan Rule (49 CFR Part 673), and the Transit Asset Management Rule (49 CFR Part 625).

**Table 4-3
Federally Required Roadway Performance Measures**

National Goal Area	Roadway Performance Area	Performance Measures	Relevant MPO Goal Area
Safety	Injuries and Fatalities	<ul style="list-style-type: none"> Number of fatalities Fatality rate per 100 million vehicle-miles traveled Number of serious injuries Serious injury rate per 100 million vehicle-miles traveled Number of non-motorized fatalities and non-motorized serious injuries 	Safety
Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> Percent of pavements on the Interstate System in good condition Percent of pavements on the Interstate System in poor 	Mobility and Reliability

		condition	
		• Percent of pavements on the non-Interstate NHS in good condition	
		• Percent of pavements on the non-Interstate NHS in poor condition	
Infrastructure Condition	Bridge Condition	• Percent of NHS bridges by deck area classified as in good condition • Percent of NHS bridges by deck area classified as in poor condition	Mobility and Reliability
System Reliability	Performance of the National Highway System	• Percent of the person-miles traveled on the Interstate System that are reliable • Percent of the person-miles traveled on the non-Interstate NHS that are reliable	Access and Connectivity, Mobility and Reliability
System Reliability, Freight Movement and Economic Vitality	Freight Movement on the Interstate System	• Truck Travel Time Reliability Index (for truck travel on Interstate highways)	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Congestion Mitigation and Air Quality	• Annual hours of peak hour excessive delay per capita (for travel on NHS roadways) • Percentage of non-single-occupant vehicle travel	Clean Air and Healthy Communities
Environmental Sustainability	Congestion Mitigation and Air Quality	• Total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in designated nonattainment and maintenance areas	Clean Air and Healthy Communities, Resiliency

CMAQ = Congestion Mitigation and Air Quality Improvement Program. MPO = metropolitan planning organization. NHS = National Highway System. Sources: Highway Safety Improvement Program Rule (23 CFR 924), National Performance Management Measures Rule (23 CFR 490), and the Boston Region MPO staff.

Other Performance-Based Planning and Programming Activities

The MPO's PBPP framework is also used to inform decision-making in other areas that relate to its federally mandated responsibilities or to the MPO's goals and objectives. For example, the MPO has established a transportation equity goal and objectives that states that the MPO will

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

The MPO's work in this area includes assessing the equity implications of each project proposed for funding in the TIP, as well analyzing the impacts of MPO target-funded projects, as a group. Regular equity performance monitoring enables the MPO to better understand how transportation equity populations may be affected by transportation investment decisions, so that it can decide whether and how to adjust its investment approach. These activities for the FFYs 2025–29 TIP are described in Chapter 6.

Performance-Based Planning and Programming Phases

Setting federally required performance measures involves three phases: (1) planning, (2) investing, and (3) monitoring and evaluating performance outcomes.

Planning Phase

In the planning phase, agencies set goals and objectives for the transportation system, identify performance measures, and set performance targets. They identify and acquire data and conduct analyses needed to support these processes. They also outline the frameworks they will use to make decisions in key planning documents.

The Commonwealth of Massachusetts creates performance-based plans, such as the Strategic Highway Safety Plan (SHSP) for improving roadway safety and the Transportation Asset Management Plan (TAMP) for improving infrastructure condition, particularly for roads and bridges on the National Highway System (NHS). Similarly, transit providers create Transit Asset Management (TAM) plans and Public Transportation Agency Safety Plans (PTASPs)

that describe the data and processes these agencies will use to address transit state of good repair and safety needs. The Commonwealth is responsible for setting performance targets for the federally required roadway performance measures described in Table 4-3, while transit agencies must set targets for the measures described in Table 4-2.

The MPO's activities in the planning phase include creating a goals-and-objectives framework in its LRTP and other performance-based plans—such as Congestion Mitigation and Air Quality Improvement (CMAQ) Program Performance Plans—as necessary. The MPO also establishes targets for federally required performance measures. It may support performance targets set by the Massachusetts Department of Transportation (MassDOT) or public transit providers, or it may set separate targets for the MPO's planning area.

**Table 4-4
MPO Performance Targets by Lead Target Setting Agency**

National Goal Area	MPO Performance Area	Lead Target Setting Agency
Safety	Roadway Safety	MassDOT
Safety	Transit Safety	RTAs. CATA, MBTA, MWRTA.
Infrastructure Condition	Bridge Condition	MassDOT
Infrastructure Condition	Pavement Condition	MassDOT
Infrastructure Condition	Transit Asset Management	RTAs. CATA, MBTA, MWRTA.
System Reliability, Freight Movement and Economic Vitality	Truck Travel Time Reliability	MassDOT
System Reliability, Freight Movement and Economic Vitality	Travel Time Reliability	MassDOT
Congestion Reduction	Congestion Mitigation and Air Quality	Boston Region MPO
Environmental Sustainability	Congestion Mitigation and Air Quality	Boston Region MPO

Investing Phase

In the investing phase, agencies use the framework established in the planning phase to create strategies for investing transportation funds. When updating the LRTP, the MPO creates investment programs and funding guidelines to help direct project investments. In each TIP cycle, the MPO selects projects to fund in these programs. MPO members rely on several sets of information when selecting projects:

- **TIP Project Evaluation Criteria:** Project evaluations help the MPO understand the potential benefits and performance of projects that are candidates for funding.
- **Supporting Performance Information:** Other information includes how projects relate to federally required performance measures, how the MPO has distributed Regional Target funds to MPO municipalities in prior TIPs, and how projects address location-specific issues, such as those identified in the MPO's LRTP Needs Assessment.

Meanwhile, MassDOT, the Massachusetts Bay Transportation Authority (MBTA), Cape Ann Transportation Authority (CATA), and MetroWest Regional Transit Authority (MWRTA) follow their respective processes to select projects and programs for inclusion in the MassDOT Capital Investment Plan (CIP). The federally funded investments that are included in the CIP are also documented in the MPO's TIP.

Monitoring and Evaluating Phase

After making plans and investments, state DOTs, MPOs, and RTAs report on performance outcomes. This reporting includes tracking trends, collecting data to understand the results of investment decisions, and comparing targets to actual performance. A before-and-after study comparing TIP project expectations to actual outcomes was released during SFY 2024, and going forward, the MPO plans to conduct more such studies.

In addition, the MPO describes performance on various transportation metrics through its Congestion Management Process (CMP) and tools such as the MPO's Performance Dashboard. MassDOT reports on performance targets and progress to the Federal Highway Administration (FHWA) and posts the information on the MassDOT Performance Management Tracker website. Public transit providers report their targets and performance progress to the Federal Transit Administration (FTA).

Coordination

Federal transportation agencies require states, public transit operators, and MPOs to share information to ensure processes are consistent. In Massachusetts, these coordination responsibilities are outlined in the 2019 Performance-Based Planning and Programming Agreement between MassDOT, Massachusetts MPOs and transportation planning organizations, the MBTA, and regional transit authorities (RTAs) operating in Massachusetts.

Staff from Massachusetts MPOs, MassDOT staff, and other stakeholders coordinate on PBPP implementation through the Transportation Program Managers Group (TMG), including through its subcommittee on performance measures. For performance measures that state and MPOs track at the urbanized area (UZA) level, coordination responsibilities are documented in the 2018 Boston MA-NH-RI UZA Memorandum of Understanding (MOU).¹ The Boston Region MPO is also a signatory to the Providence RI-MA UZA and the Worcester MA-CT UZA memoranda of understanding—these agreements define intergovernmental coordination responsibilities and activities that may support PBPP.

FFYs 2025–29 Performance Analysis

This section discusses investments in the FFYs 2025–29 TIP and how they relate to elements of the MPO's PBPP framework.²

Safety Performance

Relevant Goals, Policies, and Plans

Through its Safety goal area, MPO has committed to investing in projects and programs that aim to reduce the number and severity of crashes for all modes, and the number of serious injuries and fatalities occurring on the transportation system. Similarly, the Massachusetts SHSP and National Roadway Safety Strategy include a long-term "Vision Zero" goal to move "towards zero deaths" by eliminating fatalities and serious injuries, and they provide a comprehensive framework for improving safety on all public roads in the Commonwealth.³ The Commonwealth's Bicycle Transportation and Pedestrian Transportation Plans also include initiatives and actions intended to make walking and biking safer.⁴ And to complement the Commonwealth's efforts, the MPO is drafting a grant-funded Vision Zero Action Plan to help boost roadway safety performance in the region.

The MBTA, MWRTA, and CATA produce PTASPs that describe how they will implement safety management systems (SMS).⁵ Transit providers support SMS through safety management policies, safety risk management strategies, safety assurance methods (which include performance monitoring), and safety promotion. PTASPs also describe the performance targets these agencies set for measures outlined in the National Public Transportation Safety Plan.

Roadway Safety Performance Measures and Targets

For each calendar year (CY), the Commonwealth and the MPO must set targets for five federally required roadway safety performance measures:

- Number of fatalities
- Fatality rate per 100 million vehicle-miles traveled (VMT)
- Number of serious injuries
- Serious injury rate per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries

Values are expressed as five-year rolling annual averages and are tracked using information from the Massachusetts Crash Data System and the National Highway Traffic Safety Administration's (NHTSA's) Fatality Analysis and Reporting System (FARS).

The most current set of roadway safety performance targets reflect a CY 2018–22 rolling annual average, as required by FHWA. The Commonwealth considered the following factors when setting these targets:

- Historic trends for these measures and their component metrics (such as annual VMT)
- Draft 2021 and 2022 values for these measures and 2023 year-to-date estimates of these measures at the time of target setting
- Implementation of safety-related policies and strategies, including those pertaining to engineering, enforcement, education, awareness, data collection, and emergency response.
- The Commonwealth's long-term goals of eliminating fatalities and serious injuries on Massachusetts' roadways

Table 4-5 shows the CY 2024 roadway safety performance targets and the Commonwealth’s long-term targets. New in CY 2024 is the distinction between 2-year and 4-year targets. The 2020-2024 targets are called 2-year targets in reference to the two calendar years for which data was not fully available or has not occurred, 2023 and 2024. The 2022-2026 targets are called 4-year targets in reference to the four calendar years for which data was not fully available or has not occurred, 2023, 2024, 2025, and 2026.

**Table 4-5
Massachusetts Safety Performance Targets**

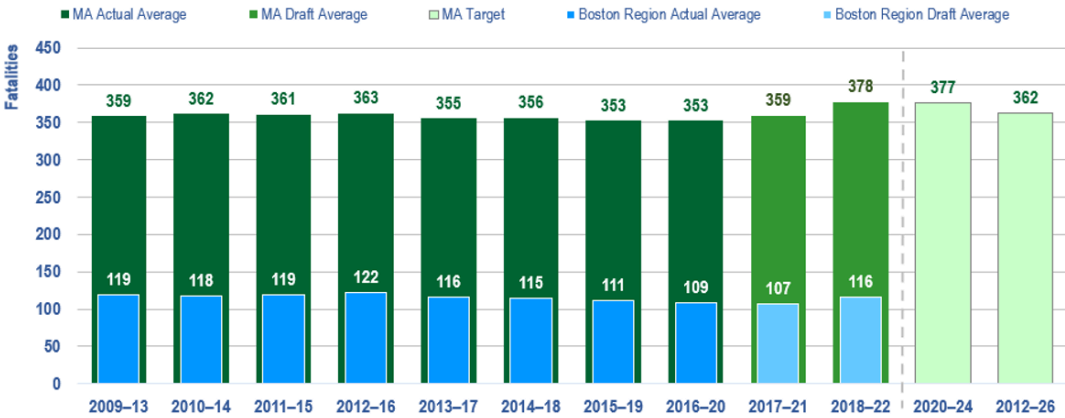
Performance Measure	2-Year Target (2020–24 Average)*	4-Year Target	MA Long-Term Target
		(2022-2026 Average)	
Number of Fatalities	377.00	362.00	0.00
Fatality Rate (per 100M VMT)	0.61	0.54	0.00
Number of Serious Injuries	2,708.00	2,603.00	0.00
Serious Injury Rate (per 100M VMT)	4.36	3.91	0.00
Number of Nonmotorized Fatalities and Serious Injuries	445.00	435.00	0.00

* These targets are expressed as five-year rolling annual averages.
 CY = calendar year. M = million. MA = Massachusetts. VMT = vehicle-miles traveled.
 Sources: Federal Highway Administration, Commonwealth of Massachusetts, Boston Region MPO staff.

Figures 4-1 through 4-5 display actual and draft data, projections, and CY 2024 and 2026 targets for Massachusetts for each roadway safety performance measure. The figures are based on data that were available in spring and summer 2023, when the Commonwealth was setting CY 2024 targets. In February 2024, the MPO endorsed the Commonwealth’s CY 2024 roadway safety performance targets as the targets for the region. This approach reflects the way the MPO collaborates with the commonwealth on safety strategies to reduce fatalities and injuries in the Boston region.

Figure 4-1 shows five-year rolling averages for fatalities for Massachusetts and the Boston region, both of which increased in 2022. Due to sharp increases in fatalities in 2021 and 2022, the rolling 5-year average is its highest level since 2008-2012. However, given the implementation of the Commonwealth’s speed management campaigns and other safety measures, as well as a predicted decrease in 2023, the number of expected fatalities for 2020-2024 is lower than the number of fatalities for 2018 to 2022. The Commonwealth set a target that anticipates an average of 377 fatalities for 2020–24 and 362 fatalities for 2022-2026, which the MPO also accepted. The Commonwealth continues to have a long-term goal of zero fatalities and injuries on Massachusetts’ roadways.

**Figure 4-1
Number of Fatalities**



MA = Massachusetts.
 Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

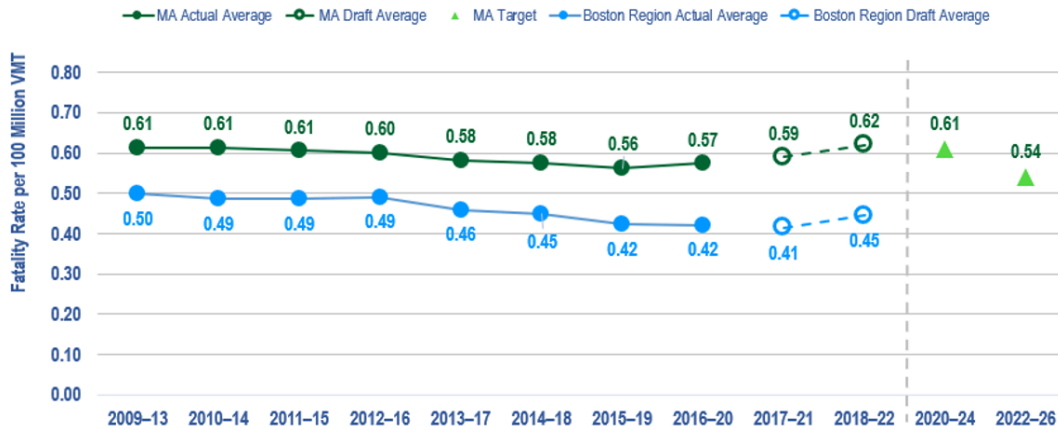
Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, and Boston Region MPO staff.

Figure 4-2 shows past trends, projections, and the Commonwealth's CY 2024 and 2026 targets for the fatality rate per 100 million VMT. The Commonwealth estimates that VMT will increase in 2023 and 2024, reaching pre-pandemic levels, and that fatalities will continue to decrease, as they did in early 2023. Based on these trends, the Commonwealth set targets for 2020–24 of 0.61 fatalities per 100 million VMT, and 0.54 fatalities per 100 million VMT for 2022-2026, which the MPO also accepted.

Figure 4-2
Fatality Rate per 100 Million VMT



MA = Massachusetts. VMT = Vehicle-Miles Traveled.
Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

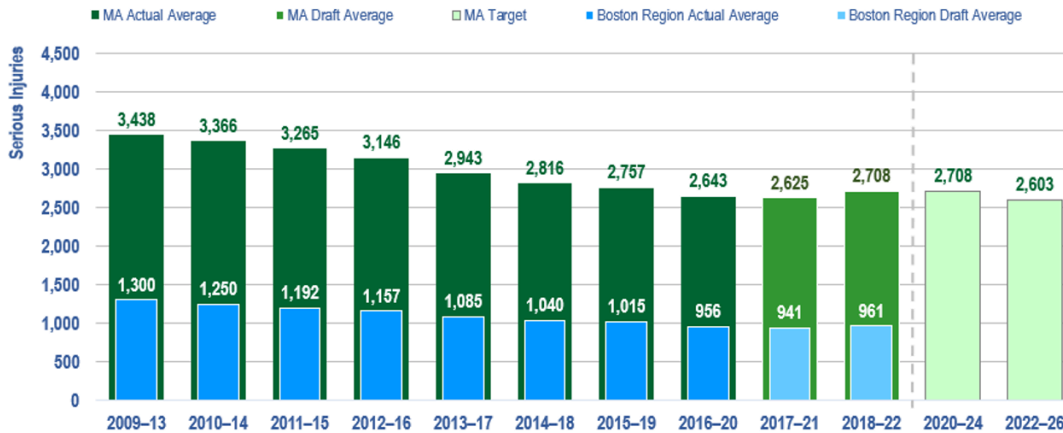
Notes: Values reflect five-year rolling annual averages and have been rounded to the hundredths decimal place. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts. VMT = vehicle-miles traveled.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, and Boston Region MPO staff.

Figure 4-3 shows past trends, projections, and the Commonwealth's CY 2024 and 2026 targets for the number of serious injuries. Five-year rolling averages for the serious injury-oriented measures had been decreasing over time in both Massachusetts and the Boston region until 2021. After increases in 2021 and 2022, the Commonwealth expects an approximate 10% drop in serious injuries between 2022 and 2024, making serious injuries for 2020-2024 roughly equal to the last period of 2018-2022. Based on these calculations, the Commonwealth set a target that anticipates an average of 2,708 serious injuries for 2020–24, and 2,603 serious injuries for 2022-2026, which the MPO also accepted.

Figure 4-3
Number of Serious Injuries



MA = Massachusetts.
Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

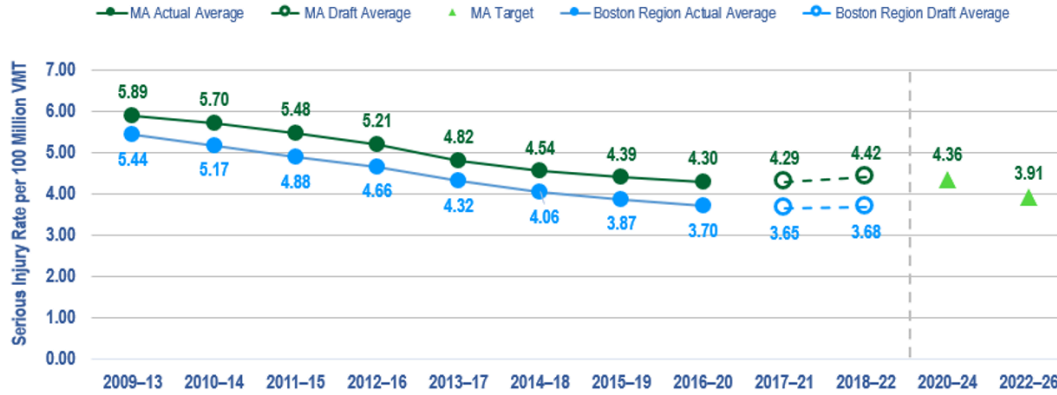
Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts.

Sources: Massachusetts Department of Transportation and Boston Region MPO Staff.

Figure 4-4 shows past trends and projections pertaining to the serious injury rate per 100 million VMT, as well as the Commonwealth's targets for 2020–24 and 2022-2026. The Commonwealth set a 5-year rolling average target of 4.36 serious injuries per 100 million VMT for 2020-2024, and 3.91 serious injuries per 100 million VMT for 2022-2026, which the MPO also accepted.

Figure 4-4
Serious Injury Rate per 100 Million



MA = Massachusetts. VMT = Vehicle-Miles Traveled.
 Sources: Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

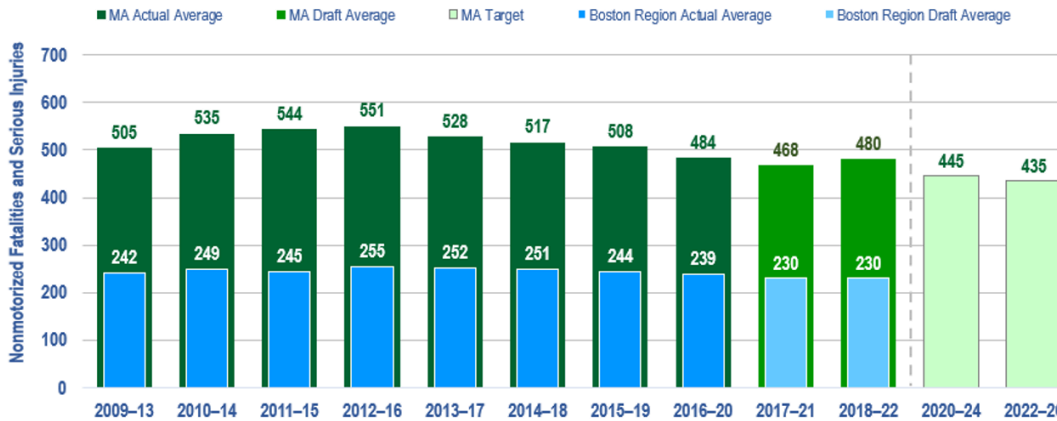
Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017-21 and 2018-22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts. VMT = vehicle-miles traveled.

Sources: Massachusetts Department of Transportation and Boston Region MPO staff.

Figure 4-5 shows past trends, projections, and the CY 2024 and 2026 targets for the number of nonmotorized fatalities and serious injuries for both Massachusetts and the Boston region. These figures include fatalities and serious injuries of people who walk, bicycle, skate, or use wheelchairs or other mobility devices. After significant increases in nonmotorized fatalities and serious injuries in 2021 and 2022, the Commonwealth is expecting sharp decreases in 2023 and 2024 due to their emphasis on vulnerable road users. Using these calculations, the Commonwealth set a target average for 2020-24 of 445 nonmotorized fatalities and serious injuries, and 435 for 2022-2026, which the MPO accepted.

Figure 4-5
Number of Nonmotorized Fatalities and Serious Injuries



MA = Massachusetts.
 Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, Boston Region Metropolitan Planning Organization Staff.

Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017-21 and 2018-22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts. VMT = vehicle-miles traveled.

Sources: Massachusetts Department of Transportation and Boston Region MPO staff.

TIP Investments Supporting Roadway Safety Performance

By endorsing the Commonwealth’s roadway safety targets for the Boston region, the MPO agreed to program projects that help achieve those targets. When selecting projects to fund, the MPO identifies projects likely to improve safety outcomes through its TIP project selection criteria. Criteria account for crash activity within the project area and the types of safety countermeasures included in the proposed project.

All projects funded by the MPO include safety countermeasures or features that are expected to improve safety for motorists, bicyclists, and pedestrians. Projects in the Intersection Improvement, Complete Streets, and Major Infrastructure programs are expected to improve safety on roadways for multiple travel modes, while its Bicycle Network and Pedestrian Connections projects will improve safety for those traveling by nonmotorized means.

Table 4-6 lists performance metrics that assess how FFYs 2025–29 corridor, intersection, and bicycle and pedestrian projects may improve safety.⁷ The information shown indicates the number of projects that have safety countermeasures and improvements focused on high-crash locations. Table A-2 in Appendix A summarizes the impacts each Regional Target project is expected to have on performance areas discussed throughout this chapter, including safety performance.

**Table 4-6
FFYs 2025–29 Projects: Roadway Safety Performance Metrics**

Metric	Value
Regional Target projects that address all-mode HSIP clusters ¹	X projects
All-mode HSIP cluster locations addressed by Regional Target projects ¹	X locations
Regional Target projects that address HSIP Pedestrian clusters ²	X projects
HSIP pedestrian cluster locations addressed by Regional Target projects ²	X locations
Regional Target projects that address HSIP bicycle clusters ²	X projects
HSIP bicycle cluster locations addressed by Regional Target projects ²	X locations
Project areas where fatal crashes have occurred ³	X areas
Project areas where injury crashes have occurred ³	X areas

Note: The group of projects reflected in this table does not include Community Connections investments or Transit Modernization investments.

¹ All-mode HSIP clusters are based on crash data from 2017 to 2019.

² HSIP bicycle clusters and HSIP pedestrian clusters are based on data from 2010 to 2019.

³ Analysis of crashes in Regional Target project areas is based on crash data from 2017 to 2020

HSIP = Highway Safety Improvement Program.

Sources: Massachusetts Crash Data System, Massachusetts Department of Transportation, and the Boston Region MPO.

The projects in the FFYs 2025–29 TIP funded by MassDOT will also improve safety and are expected to reduce fatalities and serious injuries on the region’s roadways. MassDOT’s Intersection Improvements, Roadway Improvements, Roadway Reconstruction, Safe Routes to School, and Safety Improvements programs most directly address safety considerations. Additionally, the Commonwealth conducted a Vulnerable Road Users assessment in 2023 to focus on reducing nonmotorized fatalities and serious injuries.

At the MPO level, the Reliability and Modernization programs focus on maintaining and upgrading infrastructure, which help make roadway travel safer. The various bridge and pavement improvement programs may also improve safety by supporting asset maintenance and state of good repair. The Bicycle and Pedestrian projects may reduce nonmotorized fatalities and injuries by improving separated facilities for bicyclists and pedestrians.

Transit System Safety Performance Measures and Targets

The National Public Transportation Safety Plan details performance measures for which transit agencies subject to the PTASP rule must set targets. Transit agencies revisit their performance targets when updating their PTASPs each year. Required performance measures include the following:⁸

- The total number of reportable fatalities and the fatality rate per vehicle revenue-miles (VRM), by mode
- The total number of reportable injuries and the injury rate per VRM, by mode
- The total number of reportable safety events and the safety event rate per VRM, by mode
- System reliability, which is measured by the distance between major mechanical failures, by mode

MPOs have their own responsibilities pertaining to transit safety measures. MPOs must set regional targets for these transit safety performance measures in coordination with transit agencies and states. MPOs document these targets in the LRTPs and TIPs and consider proposed transit investments in the context of how they may improve transit safety. The Boston Region MPO updated its set of transit safety performance targets on February 15, 2024. This update includes the MBTA’s, MWRTA’s, and CATA’s safety targets. Each agency’s targets are presented separately to reflect the local context, including the characteristics of the local operating environments and planned investments, policies, and safety-management activities.

MBTA Safety Targets

The MBTA sets targets for four modes: heavy rail (Red, Orange, and Blue Lines), light rail (Green Line and the Mattapan High Speed Line), bus, and The RIDE paratransit system. The MBTA's commuter rail network and ferry service are not subject to these FTA requirements and are addressed outside of the PTASP process.

Table 4-7 shows averages for the transit safety measures for MBTA heavy rail, light rail, bus, and The RIDE from CYs 2020 to 2022.

**Table 4-7
Past Safety Performance Data for MBTA Transit Services
(CYs 2020–22 Averages)**

MBTA Mode	Average Fatalities	Average Fatality Rate ¹	Average Injuries	Average Injury Rate ¹	Average Safety Events	Average Safety Event Rate ¹	Average System Reliability Value ²
Heavy Rail	0.33	0.02	173	8.30	23	1.13	46,335
Light Rail	0.00	0.00	180	14.33	27	4.83	7,680
Bus	0.67	0.03	257	11.53	89	4.01	27,358
The RIDE	0.00	0.00	24	2.58	30	3.35	N/A

Notes: This table reflects data available at the time the MBTA developed its targets.

¹ Fatality, injury, and safety event rates are expressed per one million VRM. Rate values have been rounded to the nearest hundredth.

² The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

CY = calendar year. MBTA = Massachusetts Bay Transportation Authority. N/A = not available. VRM = vehicle revenue-miles.

Source: MBTA and the Boston Region MPO staff.

The MBTA's safety performance targets for CY 2024 are shown in Table 4-8. When setting targets, the MBTA varied its approach by measure:

- **Fatalities and Fatality Rates:** The MBTA notes that fatality rates vary across modes due to the distinct operating environments and the inherent safety risk exposure associated with each mode. The MBTA is committed to reducing the number of fatalities across its system to zero and continues to invest in proactive solutions to achieve this goal.⁹
- **Injuries and Injury Rates:** The MBTA set its targets for these two injury measures using a two percent decrease in the average rate of injuries per revenue miles traveled..
- **Safety Events and Safety Event Rates:** The MBTA established targets for these two measures using a two percent decrease in the average number of safety events per revenue miles traveled.
- **System Reliability:** Transit system reliability is measured by the mean VRM traveled between major mechanical failures. The MBTA will strive to maintain the highest level of system reliability in CY 2024.¹⁰

**Table 4-8
MBTA CY 2024 Safety Performance Targets**

MBTA Mode	Fatalities Target	Fatality Rate Target ¹	Injuries Target	Injury Rate Target ¹	Safety Events Target	Safety Event Rate Target ¹	System Reliability Target ²
Heavy Rail	0.00	0.00	170.00	8.13	23.00	1.11	49,000.00
Light Rail	0.00	0.00	79.00	14.04	27.00	4.74	7,900.00
Bus	0.00	0.00	252.00	11.30	88.00	3.93	28,500.00
The RIDE ³	0.00	0.00	23.00	2.53	29.00	3.28	25,900.00

¹ Fatality, injury, and safety event rates are expressed per one million VRM. Rate values have been rounded to the nearest tenth.

² The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

³ The injuries target for The RIDE remains the same as past averages due to rounding.

CY = calendar year. MBTA = Massachusetts Bay Transportation Authority. VRM = vehicle revenue-miles.

Source: MBTA and the Boston Region MPO staff.

CATA Safety Targets

CATA monitors safety performance and sets targets for its fixed-route bus service and its demand response service. Table 4-9 provides SFY 2019–23 averages for the fatality, injury, safety event, and system reliability measures for CATA's fixed-route bus and demand response systems.

**Table 4-9
Past Safety Performance Data for CATA Transit Services
(CY 2019–23 Averages)**

CATA Mode	Average Fatalities	Average Fatality Rate ¹	Average Injuries	Average Injury Rate ¹	Average Safety Events	Average Safety Event Rate ¹	Average System Reliability Value ²
Fixed-Route Bus	0.0	0.0	0.2	0.1	2.4	0.2	119,622
Demand Response	0.0	0.0	0.2	0.2	1.2	0.8	154,352

Note: Values have been rounded to the nearest tenth.

¹ Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.

² The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

CATA = Cape Ann Transportation Authority. CY = calendar year. VRM = vehicle revenue-miles.

Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

Table 4-10 provides a summary of CATA's SFY 2024 performance targets, which cover the period from July 2023 to June 2024. Targets are expressed per one hundred thousand VRM. In general, CATA used past data and averages as the basis for determining its transit safety performance targets for SFY 2024. When CATA set targets, it reviewed data for years when injuries or safety events did take place.

**Table 4-10
CATA SFY 2024 Safety Performance Targets**

CATA Mode	Fatalities Target	Fatality Rate Target ¹	Injuries Target	Injury Rate Target ¹	Safety Events Target	Safety Event Rate Target ¹	System Reliability Target ²
Fixed-Route Bus	0.0	0.0	1.0	0.5	2.5	1.5	115,000
Demand Response	0.0	0.0	1.0	0.5	1.5	1.0	135,000

Note: Values have been rounded to the nearest tenth.

¹ Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.

² The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

CATA = Cape Ann Transportation Authority. SFY = state fiscal year. VRM = vehicle revenue-miles.

Source: CATA and the Boston Region MPO staff.

MWRTA Safety Targets

MWRTA monitors performance and sets targets for fixed-route bus service and demand response services. Table 4-11 provides SFY 2019–23 averages for the fatality, injury, safety event, and SFY 2019-2022 averages for system reliability measures, for CATA's fixed-route bus and demand response systems.

**Table 4-11
Past Safety Performance Data for
MWRTA Transit Services (CYs 2019–23 Averages)**

MWRTA Mode	Average Fatalities	Average Fatality Rate ¹	Average Injuries	Average Injury Rate ¹	Average Safety Events	Average Safety Event Rate ¹	Average System Reliability Value ^{2,3}
Fixed-Route Bus	0.0	0.0	0.8	0.1	1.2	0.1	149,558
Demand Response	0.0	0.0	1.0	0.1	1.6	0.2	79,358

Note: Values have been rounded to the nearest tenth.

¹ Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.

² The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

³ Data for Average System Reliability Value is for 2019-2022.

MWRTA = MetroWest Regional Transit Authority. VRM = vehicle revenue-miles.

Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

Table 4-12 provides a summary of MWRTA's SFY 2024 performance targets, which include fatality, injury, and safety event rates expressed per one hundred thousand VRM. MWRTA set its transit safety performance targets by reviewing historic safety data for its fleet and by planning to operate as safely as possible and by proactively addressing hazards as they are identified.

**Table 4-12
MWRTA SFY 2024 Safety Performance Targets**

MWRTA Mode	Fatalities Target	Fatality Rate		Injury Rate		Safety Event Rate		System Reliability Target ²
		Rate Target ¹	Injuries Target	Rate Target ¹	Safety Events Target	Rate Target ¹		
Fixed-Route Bus	0.0	0.0	10.0	0.8	10.0	0.8	75,000.00	
Demand Response	0.0	0.0	8.0	1.0	8.0	1.0	75,000.00	

Note: Values have been rounded to the nearest tenth

¹ Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.

² The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

MWRTA = MetroWest Regional Transit Authority. VRM = vehicle revenue-miles.

Source: MWRTA and the Boston Region MPO.

TIP Investments Supporting Transit Safety Performance

MassDOT and the transit agencies in the Boston region account for safety when selecting transit projects for capital investment programs, including the TIP. Safety is part of MassDOT's Reliability priority area and investment programs are sized to support MBTA and RTA asset condition. Safety issues are also considered at the level of individual investments. For example, members of the MBTA Safety team review all candidate projects to determine whether they may address documented existing or potential safety hazards.

**Table 4-13
TIP Projects Supporting Transit Safety Performance**

TIP Project	Regional Transit Agency	Type
Jackson Square Accessibility Improvements	MBTA	Accessibility upgrades
Reading Station and Wilbur Interlocking	MBTA	Rail Transformation—Interlocking turn track upgrades
Columbus Avenue Bus Lanes Phase 2	MBTA	Bus lanes
Procurement of New 29-Foot Buses	MWRTA	Safety enhancements through asset improvements

MPO-funded corridor and intersection projects can also help improve safety outcomes for bus and paratransit services by making the region's roadways safer. Also, the MPO will spend \$20 million on its Transit Modernization investment program in FFY 2025. While the MPO continues to work with MassDOT and the region's transit agencies to define the scope of this program, in October 2020 the MPO established baseline transit safety evaluation criteria for this program, which mirror the evaluation criteria used by the MBTA.

The MBTA's planned capital investments are intended to improve safety outcomes, asset condition, and system reliability. The MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems.

CATA and MWRTA also plan to make investments that will support safety. CATA will continue to use its federal and state dollars to fund preventative maintenance activities, improve its administration and maintenance facility, and purchase new revenue vehicles to replace those that have reached the end of their useful life. Similarly, MWRTA will continue to purchase replacement vehicles and invest in facility modernization and expansion to its Blandin terminal facility and the intermodal center at the commuter rail station in Framingham. MWRTA's planned facilities investments during the FFYs 2025–29 include additional maintenance bays to allow for in-house maintenance of heavy duty transit and zero emission vehicles, as well as fleet body work along with investments in innovative alternative energy infrastructure. In addition, MWRTA is expanding its vehicle fleet to include larger 29' low floor

buses. Transit agency investments are also discussed in the Mobility and Reliability section of this chapter and additional details about these investments are available in Chapter 3.

Future Activities to Improve and Monitor Safety Performance

In 2023, the MPO was awarded a federal Safe Streets and Roads for All discretionary grant for \$2.1 million. The MPO is using this grant money to create an action plan, and the MPO will continue to work with its planning partners and other stakeholders to better understand roadway and transit risk, measure safety outcomes, and invest in projects that will reduce fatalities and injuries.

Mobility and Reliability Performance

Relevant Goals, Policies, and Plans

Aligned with the national goal of System Reliability, the MPO goal of Mobility and Reliability aims to maintain and modernize the transportation system in addition to planning for its resiliency. There is a need to address existing maintenance and state-of-good-repair needs for roads, sidewalks, and transit assets, update infrastructure to meet traveler needs, and prepare for existing or future extreme conditions such as sea level rise and flooding.

Projects funded in the FFYs 2025–29 TIP support asset condition improvements, which complement MassDOT’s and transit agencies’ more extensive state-of-good-repair and modernization projects. MassDOT uses information from its asset management systems to guide decisions about asset maintenance and modernization to boost mobility and reliability, and considers roadway investment priorities from its TAMP.¹¹ Similarly, transit agencies that receive FTA funding must produce TAM plans that describe transit system assets and their condition, along with the tools and investment strategies these agencies will use to improve these assets. Additionally, MassDOT’s Freight Plan¹² guides its vision for moving goods around the Commonwealth.

Roadway Asset Condition Performance Measures and Targets

Bridge Condition Measures and Targets

To meet federal performance monitoring requirements, states and MPOs must track and set performance targets for the condition of bridges on the National Highway System (NHS). Bridge condition performance measures include the following:

- Percent of NHS bridges by deck area classified as in *good* condition
- Percent of NHS bridges by deck area classified as in *poor* condition

NHS bridge condition is classified based on the condition ratings of three bridge components: the deck, the superstructure, substructure, and culvert. The lowest rating of the three components determines the overall bridge condition. The measures express the share of NHS bridges in a certain condition by deck area, divided by the total deck area of NHS bridges in the MPO region or state.

Table 4-14 shows performance baseline for NHS bridge condition in Massachusetts and the Boston region. MassDOT determined that Massachusetts has 2,246 NHS bridges and analyzed those bridges to understand their current condition with respect to the federal bridge-condition performance measures. In 2022, MassDOT analyzed the 844 NHS bridges in the region. According to these baseline values, the Boston region had a smaller share of NHS bridge deck area considered to be in good condition and a slightly larger share of NHS bridge deck area considered to be in poor condition, compared to Massachusetts overall.

**Table 4-14
NHS Bridge Condition Baselines for Massachusetts and the Boston Region**

Geographic Area	Total NHS Bridges	Total NHS	Percent of NHS	
		Bridge Deck Area (square feet)	Bridge Deck Area in Good Condition	Percent of NHS Bridge Deck Area in PoorCondition
Massachusetts ¹	2,246	28,689,888	16.9%	11.2%
Boston Region	844	13,916,199	15.7%	12.9%

¹ Massachusetts baseline data is based on a MassDOT analysis conducted in 2022.

NHS = National Highway System.

Sources: Massachusetts Department of Transportation and the Boston Region MPO staff.

States must set performance targets for NHS bridge and pavement condition measures at two-year and four-year intervals. Table 4-15 shows the baseline Massachusetts value calculated in 2022 and MassDOT’s current NHS bridge performance targets established in 2023. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. These targets reflect the bridge condition

MassDOT anticipated based on historic trends and planned bridge investments. As shown in the table, MassDOT anticipated that the share of NHS bridge deck area in good condition and poor condition would be nearly identical to the baseline.

**Table 4-15
Massachusetts NHS Bridge Condition Targets**

Federally Required Bridge Condition Performance Measure	Baseline (CY 2022)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)	MA Long Term Target
Percent of NHS Bridges [by deck area] that are in good condition	16%	16%	16%	>18%
Percent of NHS Bridges [by deck area] that are in poor condition	12%	16%	12%	< 10%

MA = Massachusetts. MassDOT = Massachusetts Department of Transportation. NHS = National Highway System. Sources: MassDOT and the Boston Region MPO staff.

The Boston Region MPO elected to support MassDOT’s four-year bridge performance targets in February 2023. This approach reflects the ways that each entity supports bridge improvements in the Boston region. The MPO’s Regional Target program typically makes modest contributions to bridge improvements in the Boston region, while the MassDOT Bridge Program remains the region’s primary funding source for the replacement or rehabilitation of substandard bridges.

Pavement Condition Performance and Targets

As with NHS bridges, USDOT’s performance-management framework requires states and MPOs to monitor and set targets for the condition of pavement on NHS roadways. According to the 2023 Massachusetts’ Road Inventory Year End Report, 10,459 lane-miles (about 14 percent of statewide lane mileage) are part of the NHS. This includes 3,188 lane-miles on the Interstate System and 7,271 lane miles of non-Interstate NHS roadways. All Interstate roadways in Massachusetts are owned by MassDOT.

Within the Boston region, 3,700 lane-miles (16 percent all of roadway lane miles) are part of the NHS. Of these, there are 1,162 lane miles (37 percent) on the Interstate System, which is owned by MassDOT, and 2,536 non-Interstate NHS roadway lane miles.

Federal NHS pavement performance measures include the following:

- Percent of pavements on the Interstate System in *good* condition
- Percent of pavements on the Interstate System in *poor* condition
- Percent of pavements on the non-Interstate NHS in *good* condition
- Percent of pavements on the non-Interstate NHS in *poor* condition

Interstate pavement is classified as in good or poor condition using the International Roughness Index (IRI) and one or more pavement distress metrics (cracking and/or rutting and faulting) depending on the pavement type (asphalt, jointed concrete, or continuous concrete). FHWA sets thresholds for each metric that determine whether the metric value is good, fair, or poor, along with thresholds that determine whether the pavement segment as a whole is in good or poor condition.

In 2023, MassDOT established performance targets for NHS pavement condition performance measures. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. The other types of distress data have not previously been required as part of MassDOT pavement-monitoring programs.¹³ At the time of target setting, MassDOT noted that setting targets for these pavement-condition measures is challenging given the lack of complete historical data. MassDOT’s approach when setting targets was to use past pavement indicators to identify trends and to set conservative targets. Table 4-16 shows MassDOT’s performance targets for these measures along with baseline data as of 2021.

**Table 4-16
Massachusetts NHS Pavement Condition Targets**

Federally Required Pavement Condition Performance Measure¹	Baseline	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Percent of Interstate Highway System pavements that are in good condition ²	72%	70%	70%

Percent of Interstate Highway System pavements that are in poor condition	0%	2%	2%
Percent of non-Interstate NHS pavements that are in good condition	33.9%	30%	30%
Percent of non-Interstate NHS pavements that are in poor condition	2.9%	5%	5%

¹ The 2021 values for pavement condition are as of January 1, 2021.

² These values reflect the International Roughness Index only.

CY = calendar year. NHS = National Highway System.

Sources: MassDOT and the Boston Region MPO staff.

MPOs are required to set four-year Interstate and non-Interstate NHS pavement-condition performance targets by either supporting state targets or setting separate quantitative targets for the region. The Boston Region MPO elected to support MassDOT’s four-year targets for these NHS pavement-condition measures in March 2023. This approach reflects the ways that each entity supports NHS and other pavement improvements in the Boston region. The MPO’s policy has been to not use Regional Target funds for projects that only resurface pavement. MassDOT’s pavement-improvement programs, along with its other corridor and intersection improvement programs, provide the majority of funding for pavement improvements in the Boston region. However, the MPO does fund roadway reconstruction projects that include pavement improvements in addition to other design elements, and through this process the MPO will work with MassDOT to make progress towards these NHS pavement-condition targets.

TIP Investments Supporting Roadway Asset Condition

When prioritizing capital investments for the TIP, the MPO uses its project evaluation criteria to assess how well each project funded with Regional Target dollars may help maintain or prevent damage to the Boston region’s roadway infrastructure. The MPO’s criteria prioritize projects that improve poor condition bridges, pavement, sidewalks, and signals, or that improve the network’s ability to support emergency response, continue functioning during extreme weather events, enhance the natural environment, and improve regional coordination, among other resilience elements. In October 2020, the MPO adopted an updated set of project selection criteria that

- are tailored to each of the MPO’s investment programs;
- use refined subcriteria to award points to projects that incorporate resiliency elements or that improve transit-supporting infrastructure at intersections or along corridors;
- award points to projects that improve NHS bridges or pavements; and
- award one or more points to projects that improve signage, lighting, guardrails, pavement markings, or structures, in addition to signals.

More information about the MPO’s current TIP criteria is available in Appendix A.

Table 4-17 displays metrics and information about how the MPO’s FFYs 2025–29 Regional Target projects are expected to improve infrastructure on the region’s roadways. MPO staff developed estimated values for these metrics using available data from MassDOT’s Bridge Inventory and Road Inventory files; project proponent information such as functional design reports; results from TIP project evaluations; and other sources. The MPO expects that these FFYs 2025–29 investments will help make progress towards statewide NHS bridge and pavement condition targets, help improve the overall condition of the region’s roadways and bridges, and address resiliency needs.

**Table 4-17
Regional Target Projects: Roadway Asset Condition Performance Metrics**

Metric	Value
Bridge structures improved	X structures
NHS bridge structures improved	X structures
New bridge structures to be constructed	X structures
Lane miles of substandard pavement improved ¹	X lane miles
Lane miles of substandard NHS pavement improved ¹	X lane miles
Miles of substandard sidewalk improved	X miles
Projects that improve emergency response	X projects

Projects that improve the ability to respond to extreme weather or climate conditions

X projects

Note: Community Connections projects do not include system preservation and modernization elements and are not included in this table.

¹ Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponents and on MPO assessments conducted for TIP evaluations. The estimated lane miles of substandard NHS pavement improved is based on the pavement condition assessment for the project and the MPO's assessment of the portion of the project on the NHS. The IRI thresholds used to classify pavement are based on TIP criteria approved in October 2020: less than 95 (good), 95 to 170 (fair or substandard), greater than 170 (poor or substandard).

FFY = federal fiscal year. IRI = International Roughness Index. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization. NHS = National Highway System.

Source: MassDOT and the Boston Region MPO staff.

Travel Time Reliability Targets

Travel Time Reliability

FHWA requires states and MPOs to monitor and set targets for two performance measures that pertain to all travelers on NHS roadways:

- Percent of the person-miles traveled on the Interstate System that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable

These measures capture (1) whether travel times on an NHS segment are consistent (reliability); and (2) the extent to which NHS users' travel may be affected by those conditions (percent of person miles). Several component metrics make up this measure:

- *Level of Travel Time Ratio (LOTTR)*. This ratio compares longer (80th percentile) travel times to average (50th percentile) travel times on an NHS segment. FHWA has determined that LOTTR values less than 1.5 indicate reliable travel on the NHS for a particular time period. Larger LOTTR values indicate greater differences between the 80th and 50th percentiles and, thus, less reliable travel times. An NHS segment must have LOTTR values of less than 1.5 for four designated day-and-time periods to be considered reliable.[14](#)
- *Annual Number of Travelers*. States and MPOs calculate this figure using vehicle volumes and average vehicle-occupancy factors.
- *NHS segment length*. States and MPOs use this value and data on the annual number of travelers to estimate person-miles traveled on the NHS.

States and MPOs identify the person-miles of travel for each NHS segment and divide the total person-miles on the relevant NHS network that are reliable by the total person-miles on the relevant NHS network. To support this analysis, FHWA provides travel-time and traffic-volume data as part of the National Performance Management Research Data Set (NPMRDS), in which travel-time data are reported by traffic messaging channel (TMC) segments. These data, along with a set of analysis tools, are available through the Regional Integrated Transportation Information System (RITIS), which is developed and maintained by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. MassDOT has obtained access to the RITIS platform and grants access to MPOs and transportation planning organizations in the Commonwealth.

States are required to set two-year and four-year targets for these measures. In 2022, MassDOT calculated baselines and established targets for these measures for the Massachusetts Interstate and non-Interstate NHS networks. MassDOT considered FHWA guidance and recommendations for establishing initial targets with this limited historic data, and it set initial targets for Massachusetts equal to CY 2021 baseline values.[15](#)

Table 4-18 shows MassDOT's CY 2021 baselines and two-year and four-year targets for these measures. The Boston Region MPO was required to establish four-year targets for these measures by either supporting state targets or setting its own quantitative targets for the Boston region. In 2023, the MPO board voted to support the state's four-year targets. As noted in previous sections, MassDOT owns and manages the Interstate network in Massachusetts and implements strategies to improve its performance. As with the roadway safety performance targets previously discussed, this approach reflects the way the MassDOT and the MPO will need to collaborate to make and keep the non-interstate NHS in the region reliable. Relevant strategies may include designing and funding roadway infrastructure improvements and supporting signal retiming, which fall under the purview of both the MPO and MassDOT. Others include regulating vehicle volumes using approaches such as ramp metering or managed lanes, which would fall under the MassDOT's purview.

Table 4-18 also shows CY 2021 baselines for the Boston region's Interstate and non-Interstate NHS networks for comparison. As the table shows, the Boston region's share of reliable person-miles traveled on its Interstate and non-Interstate NHS networks was lower than statewide values for Massachusetts in 2021.

Table 4-18
Baseline Values and Targets for Travel Time Reliability

Network	Measure	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Massachusetts—Interstate Highway System	Percent of person-miles on the Interstate Highway System that are reliable	84.2%	74.0%	76.0%
Massachusetts—Non-Interstate NHS System	Percent of person-miles on the non-Interstate NHS that are reliable	87.9%	85.0%	87.0%
Boston Region—Interstate Highway System ¹	Percent of person-miles on the Interstate Highway System that are reliable	71.4%	N/A ²	N/A ²
Boston Region—Non-Interstate NHS System ¹	Percent of person-miles on the non-Interstate NHS that are reliable	81.7%	N/A ²	N/A ²

Note: The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.

¹ The baseline values for the Boston region that are shown in this table were calculated in 2022.

² The N/A values indicate that the MPO adopted state, not regional targets.

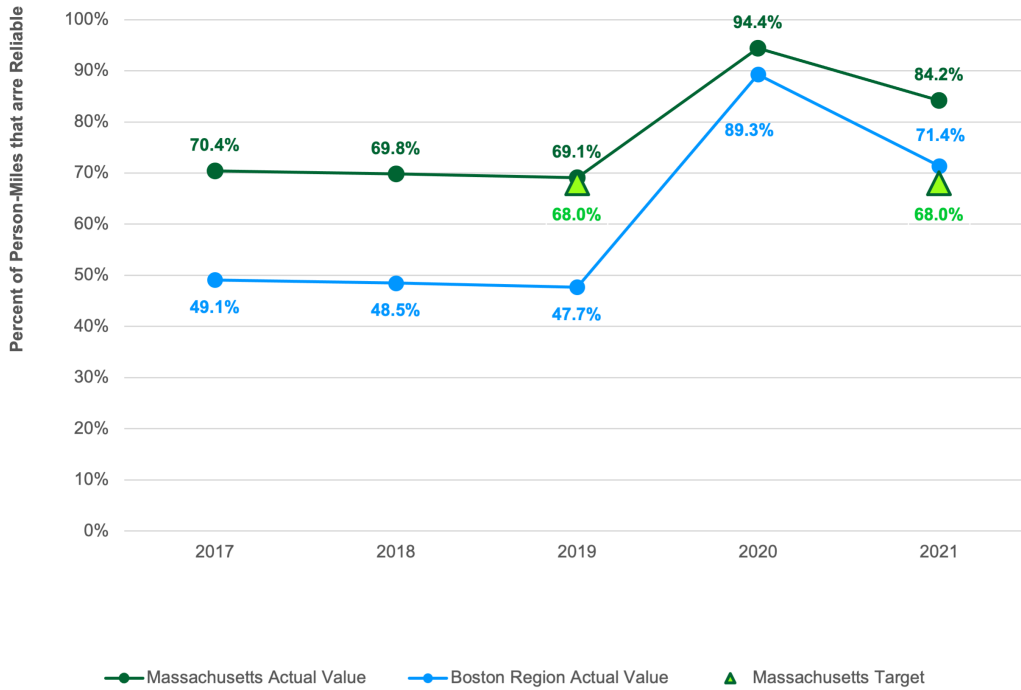
CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. NHS = National Highway System.

Sources: National Performance Management Research Data Set, Cambridge Systematics, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Actual travel time reliability values for the Interstate Highway System and the non-Interstate NHS in Massachusetts were better than the Commonwealth's two-year and four-year targets, as shown in the following figures. Figure 4-6 shows the change in the percent of person-miles on the Interstate Highway System that were reliable for both Massachusetts and the Boston region between 2017 and 2022. Figure 4-7 shows the change in the percent of person-miles on the non-Interstate NHS for the same time period and geographies.

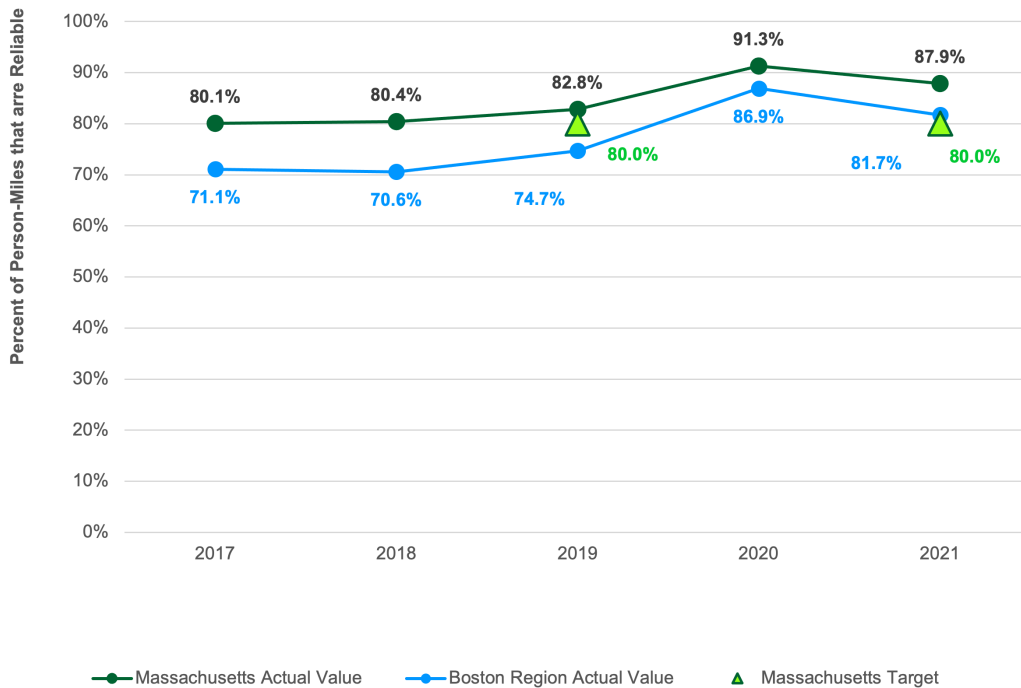
The share of reliable person-miles on the NHS network increased significantly in 2020 for both the Boston region and Massachusetts as a whole, primarily because of reduced travel in response to the COVID-19 pandemic, though the percentage of reliable person-miles dropped for both geographies in 2021 and 2022 as travel increased. As the region and the Commonwealth adjust to post-pandemic travel patterns and levels of demand, the MPO will work with the Commonwealth, municipalities, and other stakeholders to support reliable travel on the NHS and other roadways.

Figure 4-6
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018. MPO = metropolitan planning organization. RITIS = Regional Integrated Transportation Information System. Sources: National Performance Management Research Data Set and the Boston Region MPO staff.

Figure 4-7
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Non-Interstate NHS



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018. MPO = metropolitan planning organization. NHS = National Highway System. RITIS = Regional Integrated Transportation Information System. Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Truck Travel Time Reliability

FHWA requires states and MPOs to track truck travel time reliability on the Interstate System to better understand the performance of the nation's freight system. The applicable measure in this case is the Truck Travel Time Reliability Index (TTTR). This measure compares longer (95th percentile) truck travel times to average (50th percentile) truck travel times. The greater the difference between these two travel times on an Interstate segment, the less reliable truck travel on that segment is considered to be.

For each Interstate segment, states and MPOs calculate TTTR values for different day-and-time periods and weight the segment length by the maximum applicable TTTR value.¹⁶ They then sum these weighted segment lengths for all Interstate segments and divide that total value by the length of the full Interstate network for the applicable geographic area. Like segment-specific TTTR values, the greater this aggregate value is, the more unreliable the network is with respect to truck travel.

In 2022, MassDOT calculated baseline TTTR Index values and established performance targets using CY 2021 truck travel-time data included in the NPMRDS. MassDOT staff considered past travel time reliability measure values, as well as uncertain future travel demand following the COVID-19 pandemic and related public and private sector responses, when setting its two-year and four-year targets. MPOs also are required to set four-year targets for this measure, and the Boston Region MPO board voted to support MassDOT's two-year and four-year TTTR targets in January 2023.

The Boston region's TTTR baseline value is higher than the one for Massachusetts, indicating that truck travel times on the region's Interstate highway network have been generally less reliable than on Massachusetts's full Interstate network.

Table 4-19
Baseline Values and Targets for Truck Travel Time Reliability

Network	Measure	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four- Year Target (CY 2025)
Massachusetts— Interstate Highway System	Truck Travel Time Reliability Index	1.61	1.80	1.75
Boston Region— Interstate Highway System ¹	Truck Travel Time Reliability Index	2.03	N/A ²	N/A ²

Note: The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.

¹ The baseline values for the Boston region that are shown in this table were calculated in 2022.

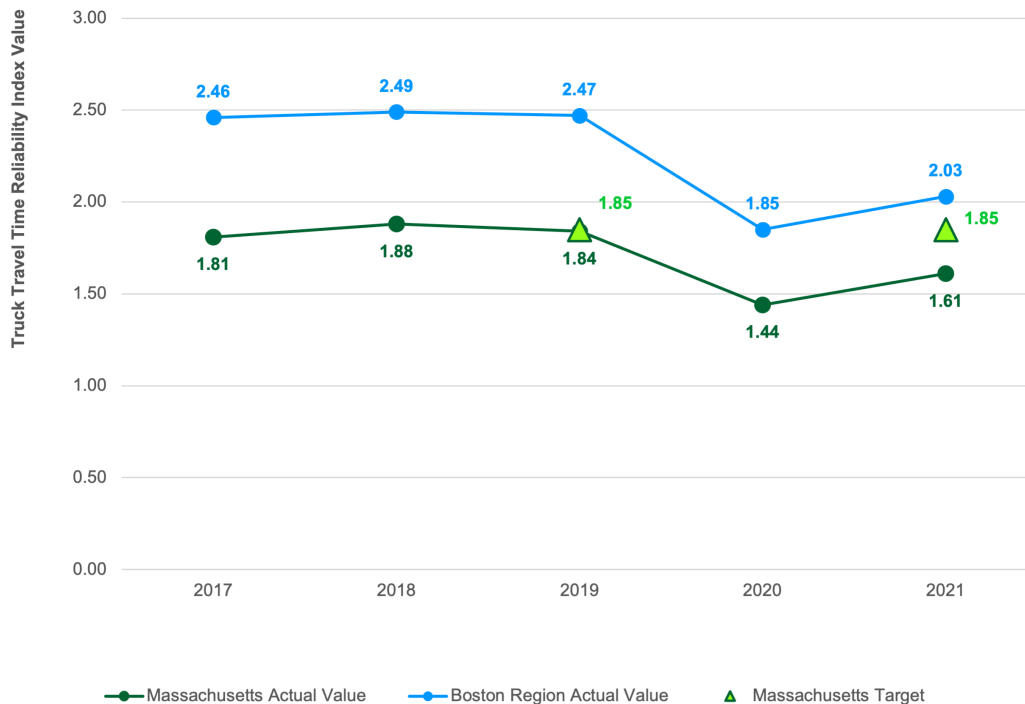
² The N/A values indicate that the MPO adopted state, not regional targets.

CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. RITIS = Regional Integrated Transportation Information System.

Sources: National Performance Management Research Data Set, RITIS, the Massachusetts Department of Transportation, and the Boston Region MPO staff.

TTTR Index values for the Interstate Highway System in Massachusetts were better than the Commonwealth's two-year and four-year targets between 2017 and 2022, as shown in Figure 4-8. TTTR values improved for both Massachusetts and the Boston region in 2020, although reliability worsened for both geographies in 2021 and 2022. Performance monitoring will enable the Commonwealth, the MPO, and other stakeholders to respond to post-pandemic changes in truck travel time reliability.

Figure 4-8
Performance Values and Targets for Truck Travel Time Reliability on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

MPO = metropolitan planning organization. RITIS = Regional Integrated Transportation Information System.

Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

TIP Projects Supporting Freight and Travel Time Reliability Performance

The MPO seeks to make investments that help manage capacity on the transportation network and improve mobility options for travelers in a variety of ways, including the following:

- Providing alternatives to SOV travel, such as by expanding transit service or adding new bicycle and pedestrian facilities
- Improving roadway design or adding capacity at bottleneck locations
- Implementing traffic and operational improvements along congested or unreliable corridors

When prioritizing projects for funding with Regional Target dollars, the MPO uses evaluation criteria to assess how well each project expands transportation options and mode choice and how it supports mobility. These sets of criteria include items that award points to projects that enhance bicycle and pedestrian accommodations and connections to transit, and that support truck movement. The MPO's criteria prior to October 2020 granted points to projects that reduced vehicle congestion and delay for transit vehicles. In October 2020, the MPO adopted an updated set of project selection criteria that

- includes criteria tailored to each of the MPO's investment programs;
- transitions from an emphasis on reducing vehicle congestion to supporting reliability, which is measured using travel time information available in the RITIS platform; and
- awards points for reducing transit passenger delay, as opposed to transit vehicle delay.

The MPO's Community Connections investment program, which funds first- and last-mile solutions, community transportation, and other related projects, has its own set of evaluation criteria. These criteria focus on connectivity to transit and key destinations and supporting shifts in travel to non-SOV modes.

By electing to support the Commonwealth's targets for federally required reliability measures and agreeing to the Boston MA-NH-RI UZA targets for the federally required annual hours of PHED per capita and non-SOV travel measures, the MPO agrees to plan and program projects so that they contribute to achieving those targets. It can be challenging to anticipate how transportation projects may affect these performance measures, as they track outcomes that are not only affected by transportation investments but also traveler choices and demand, among other factors.

Table 4-20 summarizes these metrics and expected results for Regional Target corridor, intersection, bicycle and pedestrian, and Community Connections projects. MPO staff developed estimated values for these metrics using available data from functional design reports and other materials provided by project proponents; results from the MPO's TIP evaluations; NPMRDS data available in the RITIS platform; and other sources. These estimates

aggregate changes in vehicle hours of delay using project-level information on vehicle volumes and changes in delay times at intersections from project improvements.

Table 4-20
Regional Target Projects: Freight and Travel Time Performance Metrics

Metric	Value
Projects that overlap unreliable NHS segments and that will improve roadway signalization or geometry ¹	X projects
Projects that overlap any NHS segments and that will improve roadway signalization or geometry ^{1,2}	X projects
Miles of new sidewalks added	X miles
Lane miles of new bicycle accommodations and shared-use paths	X lane miles
Number of new transit services ³	X transit services
Number of expanded transit services ³	X transit services
Number of new bikeshare stations	X stations
Projects that improve intermodal connections or access to transit	X projects

¹ The MPO staff identified reliable and unreliable segments on the NHS using the 2019 NPMRDS data in the RITIS platform and federal travel time reliability performance thresholds.

² These metrics exclude Community Connections and Transit Modernization projects.

³ The NewMo Microtransit Service Expansion project is counted separately from Project S10784–Newton Microtransit Service.

MPO = metropolitan planning organization. NHS = National Highway System. NPMRDS = National Performance Management Research Data Set. RITIS = Regional Integrated Transportation Information System.

Source: Boston Region MPO staff.

MassDOT, MBTA, and RTA projects, which are described in Chapter 3, also address capacity management and mobility in the Boston region and may also support improvements on federally required reliability, congestion, and non-SOV travel performance measures.

Transit System Asset Condition Performance Measures and Targets

Transit agencies must update performance targets for federally required TAM performance measures. These targets relate to transit rolling stock, nonrevenue service vehicles, facilities, and rail fixed-guideway infrastructure. They are developed based on the agencies' most recent asset inventories and condition assessments, and capital investment and procurement expectations, which are informed by the agencies' TAM plans. MBTA, MWRTA, and CATA share their asset inventory and condition data and their performance targets with the Boston Region MPO so that the MPO can monitor and set TAM targets for the Boston region. The MPO revisits its targets in these performance areas each year when updating its TIP.

The following sections discuss the MPO's current performance targets (adopted in March 2024) for each of the TAM performance measures. They reflect the MBTA's, CATA's, and MWRTA's SFY 2024 TAM performance targets (for July 2022 through June 2023). After consulting with the MBTA, CATA, and MWRTA, MPO staff has aggregated or reorganized some target information for particular asset subgroups. When compared to SFY 2023 performance, the SFY 2024 TAM targets described in Tables 4-21, 4-22, 4-24, and 4-25 may reflect changes in the overall number of assets in each transit category, past or planned asset replacement or repair, other factors depending on the asset type, or a combination of these factors. They may also reflect some recent updates to data or the reclassification of assets into different categories.

Rolling Stock and Equipment Vehicles

FTA's TAM performance measure for evaluating whether rolling stock and equipment vehicles are in a state of good repair is the percentage of vehicles that meet or exceed their useful life benchmark (ULB). This measure uses vehicle age as a proxy for its state of good repair, with the goal being to bring this value as close to zero as possible. FTA defines ULB as "the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment."¹⁷

For its SFY 2024 targets, the MBTA used FTA default ULBs for all vehicle types except for paratransit autos and vans, and some articulated buses, which are measured using MBTA-defined ULBs. The MWRTA uses FTA default ULBs for vans and equipment vehicles (excluding automobiles) and ULBs from MassDOT's Fully Accessible Vehicle Guide for its cutaway vehicles and automobiles.¹⁸ CATA uses useful life criteria as defined in FTA Circular 5010.1E for ULB values for its vehicles.¹⁹

Table 4-21 describes SFY 2023 performance and the MPO's SFY 2024 targets for rolling stock. The MBTA, CATA, and MWRTA are improving performance for a variety of rolling-stock-vehicle classes. Transit agencies can make improvements on this measure by expanding their rolling-stock fleets or replacing vehicles within those fleets.

**Table 4-21
TAM Performance Values and SFY 2024 Targets for Transit Rolling Stock**

Agency	Asset Type	SFY 2023 Performance (as of 6/30/2023)			SFY 2024 Targets (as of 6/30/2024)
		Number of Vehicles	Number of Vehicles Meeting or Exceeding ULB	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	Articulated Buses	118	25	21%	24%
MBTA	Buses ¹	879	259	29%	26%
MBTA	Light Rail Vehicles ^a	200	81	41%	41%
MBTA	Vintage Trolleys ^b	6	6	100%	100%
MBTA	Heavy Rail Vehicles ^c	392	118	30%	29%
MBTA	Commuter Rail Locomotives	83	19	23%	23%
MBTA	Commuter Rail Coaches	399	30	8%	7%
MBTA	Ferry Boats	4	0	0%	0%
MBTA	Paratransit Automobiles	304	0	0%	0%
MBTA	Paratransit Vans ^d	399	0	0%	25%
CATA	Buses and Trolleys	12	5	42%	39%
CATA	Cutaway Vehicles ^e	22	9	41%	44%
MWRTA	Automobiles	2	2	100%	100%*
MWRTA	Cutaway Vehicles ^f	106	22	21%	21%
MWRTA	Vans ^g	6	0	0%	0%

^a MBTA Light Rail targets for SFY 2024 are more relaxed than those of SFY 2023 to account for an error made in 2023 when calculating the ULB for Type 7 Green Line cars.

^b MBTA vintage trolleys are used on the Ashmont-Mattapan High Speed Line.

^c The targets account for Red and Orange Line vehicle delivery.

^d The target accounts for approximately one-quarter of the paratransit vans reaching their useful life during FY24. Due to lower ridership during the COVID-19 pandemic and vehicle mileage, the expected useful life of these vehicles is longer than the FTA-defined ULB.

^e The NTD defines a cutaway vehicle as a vehicle in which a bus body is mounted on a van or light-duty truck chassis, which may be reinforced or extended. CATA uses these vehicles to provide fixed route and demand response service.

^f MWRTA uses cutaway vehicles to provide fixed route and demand response service.

^g MWRTA's vans are used to provide demand response service.

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. NTD = National Transit Database. SFY = state fiscal year. ULB = Useful Life Benchmark.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The MBTA's planned SFY 2024 investments in revenue vehicles include ongoing replacements for the bus fleet commuter rail locomotive and coach overhauls, and continued replacement and modernization of Red and Orange Line (heavy rail) vehicles.

Table 4-22 shows SFY 2023 performance and the MPO's SFY 2024 targets for transit equipment vehicles. Transit agencies can make progress by expanding their fleets or replacing vehicles within those fleets. The MBTA notes

that some of its equipment vehicles are stored indoors and used sporadically, and therefore can perform adequately even well beyond their ULBs. The MBTA continues to monitor equipment vehicle needs across the system by investing in the maintenance and replacement of nonrevenue equipment. CATA and MWRTA, while they have much smaller equipment vehicle fleets, have faced challenges acquiring vehicles due to market supply shortages.

**Table 4-22
SFY 2023 Performance and SFY 2024 Targets for Equipment
(Nonrevenue Vehicles)**

Agency	Asset Type	SFY 2023 Performance (as of June 30, 2023)		SFY 2024 Targets (as of 6/30/2024)	
		Number of Vehicles	Number of Vehicles Meeting or Exceeding ULB	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	All Equipment	1,443	707	49%	51%
CATA	All Equipment	3	3	100%	100%
MWRTA	All Equipment	10	5	50%	50%

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. SFY = state fiscal year. ULB = Useful Life Benchmark.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

Facilities

FTA assesses the condition for passenger stations, parking facilities, and administrative and maintenance facilities to determine if they are in a state of good repair by using the FTA Transit Economic Requirements Model (TERM) scale, which generates a composite score based on assessments of facility components. Facilities with scores below three are considered to be in marginal or poor condition (though this score is not a measure of facility safety or operational performance). The goal is to bring the share of facilities that meet this criterion to zero. Infrastructure projects focused on individual systems may improve performance gradually, while more extensive facility improvement projects may have a more dramatic effect on a facility's TERM scale score.

**Table 4-23
FTA TERM Condition Assessment Scale**

Rating	Condition	Description
5	Excellent	No visible defects, new or newer condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated, in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Source: Federal Transit Administration.

Table 4-24 shows SFY 2023 performance and the MPO's SFY 2024 targets for MBTA, CATA, and MWRTA facilities.

**Table 4-24
SFY 2023 Performance and SFY 2024 Targets for Facilities**

	SFY 2023 Performance (as of June 30, 2023)	SFY 2024 Targets (as of 6/30/2024)

Agency	Asset Type	Number of Facilities Rated Less Than 3.0 on the FTA's Term Scale			Percent of Facilities Rated Less Than 3.0 on the FTA's Term Scale	Target Percent of Facilities Rated Less Than 3.0 on the FTA's Term Scale
		Number of Facilities	Number of Facilities	Number of Facilities		
MBTA	Passenger/ Parking Facilities ^a	392	10	3%	3%	
MBTA	Administrative/ Maintenance Facilities ^b	330	75	23%	23%	
CATA	Administrative/Maintenance Facilities	1	0	0%	0%	
MWRTA	Administrative/Maintenance Facilities	1	0	0%	0%	

^a The MBTA reports performance targets for facilities with a baseline consistent assessment and continues to undertake visual condition assessments for all facilities.

^b The FY23 inventory shows a decrease in overall number of administrative/maintenance facilities from previous years due to the removal of assets that have no building/structure, have been demolished, or are redundant to other inventories (e.g., signal housing is included in the MBTA signal asset inventory).

CATA = Cape Ann Transportation Authority. FTA = Federal Transit Administration. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. SFY = State Fiscal Year.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The percentage of MBTA's Parking and Passenger facilities with TERM scores below 3 fell by four points due to improved ratings at several facilities including: Worcester Union Station, Forest Hills Station, Harvard Ave Station, Heath St Station, Fields Corner Station, Uphams Corner Station, West Natick Lot, Norwood Central East Lot, and Route 128 Garage.

Fixed-Guideway Infrastructure

Table 4-25 describes SFY 2023 performance and SFY 2024 targets for rail fixed-guideway condition. The MBTA is the only transit agency in the Boston region with this asset type. Rail fixed-guideway condition is measured by the percentage of track that is subject to performance or speed restrictions. Performance restrictions reflect the condition of track, signal, and other supporting systems, which the MBTA can improve through maintenance, upgrades, and replacement and renewal projects. The MBTA is pursuing an aggressive program, as mandated by FTA, to improve track condition and reduce performance restrictions across the transit system, much of which will not be complete until after FY 2024. The work on improvements negatively impacts fixed-guideway performance in the interim. The goal is to bring the share of MBTA track systems subject to performance restrictions to zero.

**Table 4-25
SFY 2022 Performance and SFY 2023 MBTA Targets for Infrastructure (Fixed Guideway)**

Asset Type	SFY 2023 Performance (as of June 30, 2023)			SFY 2024 Targets (as of 6/30/2024)
	Number of Miles	Number of Miles with Performance Restrictions	Percent of Miles with Performance Restrictions	Target Percent of Miles with Performance Restrictions
MBTA Light Rail Fixed Guideway ^a	60	4	7%	16%
MBTA Heavy Rail Fixed Guideway ^a	77	10	13%	17%
MBTA Commuter Rail Fixed Guideway	641	21	3%	4%

Note: For this performance measure, the term "miles" refers to "directional route miles," which represents the miles managed and maintained by the MBTA with respect to each direction of travel (for example, northbound and southbound), and excludes nonrevenue tracks such as yards, turnarounds, and storage tracks. The baseline and target percentages represent the percentage of annual average revenue track miles with performance restrictions from the total revenue miles.

^a The MBTA is pursuing an aggressive program to improve track condition and reduce performance restrictions across the transit system, much of which will not be complete until after FY 2024.

MBTA = Massachusetts Bay Transportation Authority. SFY = State Fiscal Year.

Source: MBTA and Boston Region MPO staff.

The MBTA is pursuing an aggressive program to improve track condition and reduce performance restrictions across the transit system. Much of this work will not be complete until after FY 2024, and targets were set to reflect such conditions.

TIP Investments Supporting Transit System Asset Condition

Many types of transit investments may affect the TAM vehicle, facility, and fixed-guideway performance measures described in the previous section, because these investments may either improve or replace assets already included in transit agency inventories, or because they may expand those inventories. These investments may improve assets gradually over time by upgrading specific asset subsystems, or they may generate more dramatic changes in performance by overhauling or replacing assets.

The FFYs 2025–29 TIP includes a variety of transit infrastructure improvement initiatives, funded both by the MPO's Regional Targets and dollars that the MBTA, MWRTA, and CATA program in coordination with MassDOT. Many of the MBTA and CATA investments appear in the priority investment lists these agencies include in their TAM plans.

Vehicles

During FFYs 2025 to 2029, the MBTA will be investing in vehicles to replace or expand its fleets through its Vehicles program. These procurements will support more efficient, reliable, and sustainable operations and include the following:

- Type 10 Green Line light-rail vehicles to replace existing Type 7 and Type 8 fleets
- Replacement and modernization of Orange and Red Line cars
- Buses, including hybrid and battery electric models, and supporting infrastructure
- Bi-level commuter rail coaches

Meanwhile, CATA plans to purchase four low-floor buses to replace those that have reached the end of their useful life. MWRTA plans to purchase three new 29-foot buses to replace vehicles that have reached the end of their useful life. Expected purchases include CNG-powered vehicles and electric vehicles. MWRTA will also continue pursuing opportunities to migrate its fleet to fully electric vehicles. Collectively, these investments will help improve the condition of the fleets and make progress with respect to the TAM rolling stock performance measure.

Equipment

While equipment vehicle funding is not expressly part of the FFY 2025-29 TIP, the MBTA continues to monitor support vehicle needs across the system and invest in the maintenance and replacement of non-revenue equipment. This includes the procurement of first response vehicles, service cars, service trucks, tow trucks, spot tampers, swing masters, crane cars, and other support vehicles.²⁰ CATA and MWRTA are continuously evaluating their service fleets to ensure that it can support their modes of transportation efficiently and effectively.

Facilities

During FFYs 2025 to 2029, the MPO will provide Regional Target funding to support improvements to the Jackson Square and Reading MBTA stations. The Jackson Square Station Accessibility Improvements Project will make state-of-good-repair improvements to the facility on the MBTA's Orange Line, including repairs to its existing elevator, the addition of a new elevator, and improvements to lighting and wayfinding signage. The Rail Transformation Project will improve Reading Station as well as track on the Haverhill and Lowell commuter rail lines, accommodate increased service and improve operational safety.

While MWRTA's and CATA's administration and maintenance facilities are currently in a state of good repair, these agencies will continue to maintain and upgrade those facilities during FFYs 2025 to 2029. CATA plans to modernize several facets of its Gloucester maintenance and operations facility building as well as repave the parking lot. MWRTA is making significant enhancements to improve safety, reliability, and amenities at its Blandin Hub facility. MWRTA plans to make significant investments in electrification infrastructure for its fleet at its Blandin Hub through investments through phased investments in solar infrastructure and battery electric storage systems.

Fixed-Guideway Infrastructure

The MBTA is making continued investments in track signals and systems during FFYs 2025 to 2029 to help reduce the need for performance restrictions on fixed guideways. On track-related infrastructure, MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems that will likely extend into FFY 2025, and possibly beyond. Other MBTA projects that address fixed guideway infrastructure include the following:

- Framingham/Worcester commuter rail line track improvements
- Upgrades to the South Station Tower One interlocking system
- Bridge replacements on the commuter rail system
- System wide tree removal
- Green Line Central Tunnel signal, track, and power system upgrades

MPO Investment in Transit Asset Improvements

In the development of the FFY 2025-2029 TIP, the MPO formally solicited projects for FFY 2025 funding for the first time. It funded XXX of transit projects across FFYs 2025 and 2026, and continued to set aside funding for future application cycles with \$5 million in FFY 2026 and \$6.5 million annually between FFY 2027 and 2029. The MPO also programmed approximately \$8.3 million in investments towards the state of good repair of operations facilities for CATA and MWRTA, new bus fleet procurements at CATA and MWRTA in FFYs 2025 and 2026. The MPO will continue to work with MassDOT and the region's transit agencies to support this program in order to:

- bring assets (including those covered by the TAM performance measures) into a state of good repair;
- modernize transit system assets;
- improve safety-critical, operations-critical, or climate-sensitive assets;
- incorporate resilience elements into transit projects; and
- improve pedestrian elements at transit stations.

**Table 4-26
TIP Projects Supporting Transit Asset Condition**

Total	Type	Impact
9	Rolling Stock	Bus and van replacements, expansion of microtransit services
n/a	Equipment	n/a
19	Facilities	Improve conditions at MBTA's Reading Station, accessibility at Central and Jackson Square Stations, accessibility and operations at Nubian Square, and systemwide Pedal and Park cycling infrastructure modernization, and modernization of the CATA and MWRTA vehicle hub facilities.
1	Fixed Guideway Infrastructure	Improve track conditions on the Wilbur interlocking system in Reading

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. SFY = State Fiscal Year.

Future Activities to Improve and Monitor Mobility and Reliability Performance

The MPO will continue to work to improve the links between transportation investments and mobility and reliability. The MPO will coordinate with MassDOT, the MBTA, MWRTA, CATA, and other stakeholders on that process. This work may include the following activities:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to system preservation and modernization, and further integrate these criteria into the MPO's performance monitoring activities.
- Continue to refine the MPO's Transit Transformation investment program and to identify links between this program and improving the condition of the region's transit assets.

- Explore other mobility performance measures, including measures specific to destination access, travel by non-SOV modes, or freight movement.
- Work with MassDOT and the region’s transit agencies to better estimate the impacts of TIP investments on federally required and other performance measures and targets.

Access and Connectivity Performance

Relevant Goals, Policies, and Plans

The MPO’s access and connectivity goal includes providing transportation options and improving access to key destinations to support economic vitality and high quality of life. The MPO’s objectives in this area encompass providing people with access to jobs, affordable housing, essential services, and other key destinations. Accessibility also depends on improving options for different transportation modes, connectivity between modes and systems, and removing barriers to make it easy for people of all abilities to walk, bike, roll, use assistive mobility devices, or take transit.

Several different planning processes come together to address access and connectivity performance, issues, and needs. The MPO combines this work with ongoing system-level analyses that support its long-range planning, which are documented in its LRTP Needs Assessment, which was last released in July 2023. MassDOT conducts its own analyses of access and connectivity performance and needs, which it documents in modal plans such as its Bicycle Transportation Plan, and Pedestrian Transportation Plan, its *Congestion in the Commonwealth* reports and accompanying studies, and its MassDOT Performance Management Tracker tool.²¹ Meanwhile, the MBTA tracks and analyzes metrics and uses these to support planning processes, such as *Focus40*, its current long-term investment plan.²² The exchange and integration of these plans help agencies in the Boston region coordinate to improve access and connectivity across modes.

Access and Connectivity Performance Measures

Several federally required performance measures are related to access and connectivity, and those can be found in the sections of this chapter for Mobility and Reliability, as well as Clean Air and Healthy Communities. However, in the LRTP Needs Assessment, the MPO published several measures more directly related to access and connectivity.

In the Needs Assessment are a range of access and connectivity analyses, including the availability of accessible transit, frequent transit, car share, bike share, bicycle infrastructure, and travel patterns of Transportation Network Companies (TNC) provided by companies such as Lyft and Uber. Additionally, the Needs Assessment’s Access and Connectivity chapter features a Destination Access and Transportation Cost Analysis tool, which compares travel time, costs, and accessibility of types of locations for residents of MPO subregions.

TIP Investments Supporting Access and Connectivity

Many types of investments impact access and connectivity in the region. The TIP’s Community Connections Program invests in several projects that connect residents to key destinations and transit transfer points. Similarly, projects in the Bicycle and Pedestrian program close gaps in the transportation network for those walking, biking, and rolling. Table 4-27 summarizes projects by the objectives of the MPO’s access and connectivity goal.

**Table 4-27
Regional Target Projects: Access and Connectivity Performance Metrics**

Metric	Value
Projects that improve multi-modal access to jobs, affordable housing, and other key destinations	X projects
Projects that support the Commonwealth’s goals for housing production, land use, and economic growth	X projects
Projects that increase people’s access to transit, biking, walking, and other non-single occupancy vehicle transportation options	X projects
Improving access to high-quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go	X projects
Close gaps in walking, biking, and transit networks	X projects
Remove barriers to make it easy for people of all abilities to use the transportation system, regardless of	X projects

whether they walk, bike, roll, or use assistive mobility devices

Source: Boston Region MPO staff.

Future Activities to Improve and Monitor Access and Connectivity Performance

The MPO will continue to work with MassDOT, the MBTA, the region's RTAs, other transit service providers, and other stakeholders in the region to improve access and connectivity performance. These activities may include the following:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to access and connectivity, and further integrate these criteria into the MPO's performance monitoring activities.
- Continue to seek out and improve data to help the MPO better analyze access and connectivity issues for all modes.
- Continue to refine the MPO's Community Connections and Transit Transformation programs and strengthen links between these programs and the region's performance in various access and connectivity areas.
- Explore ways to integrate the monitoring of federally required performance measures more fully into the MPO's CMP.

Clean Air and Healthy Communities Performance

Relevant Goals, Policies, and Plans

The MPO aims to support clean air and healthy communities in the Boston region by creating an environmentally friendly transportation system. It pursues this goal by investing in projects that reduce greenhouse gases (GHGs) and other pollutants generated by the transportation sector and minimizing negative environmental impacts from the system.

The MPO recognizes that GHG emissions contribute to climate change. If climate change trends continue as projected, the conditions in the Boston region will include a rise in sea level coupled with storm-induced flooding, and warmer temperatures that would affect the region's infrastructure, economy, human health, and natural resources. The Commonwealth of Massachusetts is responding to this challenge by taking action to reduce the GHGs produced in the state, including those generated by the transportation sector. In accordance with a Final Rule published in December 2023, MassDOT adopted a 4-year GHG Emissions target that aims to reduce CO₂ on the NHS in Massachusetts. MassDOT's GHG emissions reduction target is shown in Table 4-28. Additionally, Massachusetts passed its Global Warming Solutions Act (GWSA), which requires reductions of GHGs by 2020, and further reductions by 2050, relative to 1990 baseline conditions. To meet GWSA requirements, the MPO works with MassDOT and other stakeholders to anticipate the GHG impacts of projects included in the TIP, specifically by examining additions or reductions in carbon dioxide (CO₂). More details on the MPO's GHG tracking and evaluation processes are included in Appendix B.

Table 4-28
Statewide Baseline Value and Targets for GHG Emissions Reductions of CO₂ on the NHS

Performance Measure	CY 2022 Measure Value (Baseline)	Four-Year Target (CYs 2022–25)
Percent reduction in CO ₂ emissions on the NHS system	0	7.9

CY = calendar year. CO₂ = carbon dioxide. GHG = greenhouse gas emissions. MPO = metropolitan planning organization. NHS = National Highway System
Source: MassDOT.

In addition to supporting reductions in CO₂, transportation projects may also help reduce other air pollutants and precursors, volatile organic compounds (VOCs), nitrogen oxides (NO_x) and carbon monoxide (CO), by improving traffic flow and bicycle and pedestrian travel. More detailed information about the MPO's air quality status and related requirements is available in Chapter 5.

The MPO tracks the air quality benefits of transportation projects to identify projects that may be eligible for CMAQ funds. These CMAQ-funded projects are described in the MPO's CMAQ Performance plans and progress reports; these documents include performance targets for the annual PHED per capita and share of non-SOV travel measures described in the previous section, along with targets for the amount of applicable emissions the MPO

expects will be reduced because of CMAQ-funded projects in air quality non-attainment or maintenance areas in the region. The MPO must note how it expects its CMAQ-funded projects to support improvements with respect to relevant performance measures, which reinforces the connection between planning, investments, and expected performance outcomes.

Emissions Reduction Performance Measures and Targets

The federally required CMAQ emissions reduction measure, identified in Table 4-29, is the total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in designated nonattainment and maintenance areas. The FHWA required states and MPOs to establish a baseline value for this measure by identifying the emissions reductions for applicable pollutants and precursors that were associated with CMAQ-funded projects obligated for funding in nonattainment or maintenance areas between FFYs 2018 and 2021. The Boston Region MPO and MassDOT did not program any CMAQ-funded projects in maintenance or nonattainment areas in the TIP and State Transportation Improvement Program (STIP), respectively, between FFYs 2018 and 2021. As a result, the baseline amount of CO reduced by CMAQ-funded projects in this limited maintenance area during this period is zero kilograms per day.

To set targets MPO staff reviewed recent TIPs to identify any projects that would be partially or fully funded with CMAQ dollars and that were expected to be obligated between FFYs 2022 and 2025.

MPO staff identified one project that met these criteria: the NewMo Microtransit Service Expansion Project, which is funded through the MPO's Community Connections program.

NewMo uses on-demand, dynamically routed microtransit technology to serve seniors, low-income riders, and people with disabilities in Newton. The City of Newton's first application to the Community Connections program focused on building on an existing microtransit service for seniors to provide shared first- and last-mile rides between the Wells Avenue Business District and three MBTA lines (including access to the Needham Heights commuter rail station in Needham), before expanding citywide. The MPO Board adopted a value of 0.354 kilograms of CO reduced per day for both its two-year and four-year emissions reduction target, as shown in Table 4-26.

**Table 4-29
Baseline Value and Targets for Emissions Reduction from CMAQ Projects in the Boston Region**

Performance Measure	FFYs 2018– 21 Measure Value (Baseline)	Two-Year Target (FFYs 2022– 23)	Four-Year Target (FFYs 2022– 25)
Daily kilograms of carbon monoxide emissions reduction from CMAQ projects in Boston region nonattainment or maintenance areas	0	0.354	0.354

CMAQ = Congestion Mitigation and Air Quality Improvement. FFY = federal fiscal year. MPO = metropolitan planning organization.

Source: Boston Region MPO staff.

Excessive Roadway Delay Targets

MassDOT and the Boston Region MPO also examine mobility using measures they must monitor to meet CMAQ requirements. These measures are designed to help FHWA, states, and MPOs better understand the impacts of CMAQ investments, which are intended to contribute to air quality improvements and provide congestion relief. CMAQ performance measures related to traffic congestion apply to urbanized areas (UZAs) that contain geographic areas designated as *nonattainment areas* because they do not meet the US Environmental Protection Agency (EPA) standards for criteria air pollutants and precursors from mobile sources.²³ The measures also apply to geographic areas, designated as *maintenance areas*, that have a history of being in nonattainment and are thus required to maintain air quality monitoring and standard conformity processes.

States must be involved in setting targets for CMAQ traffic performance measures if (1) they have mainline highways on the NHS that cross part of a UZA with a population of more than one million; and (2) that UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Similarly, MPOs must participate in target setting for the traffic congestion measures if (1) the region contains mainline highways on the NHS that cross part of a UZA with a population of more than one million; and (2) the part of the MPO area that overlaps the UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Massachusetts and the Boston Region MPO each meet these respective criteria and, therefore, must be involved in monitoring and setting targets for traffic congestion performance measures for the Boston MA-NH-RI UZA, which encompasses several MPO areas in eastern Massachusetts, New Hampshire, and Rhode Island agencies in each UZA that are responsible for these traffic congestion measures set two-year and four-year targets.

The first of these CMAQ traffic congestion measures is *annual hours of peak hour excessive delay (PHED) per capita*, which estimates the excessive delay experienced by a UZA's population from travel on the NHS during peak periods. States and MPOs calculate this measure using several component metrics:

- *Hours of excessive delay during peak periods.* For each NHS segment, states and MPOs determine a threshold speed and use this value and the segment length to establish an *excessive delay threshold travel time* (EDTTT).²⁴ They determine the amount of travel time for all vehicles that exceeded the EDTTT during weekday peak periods.²⁵ This remainder is the excessive delay for that NHS segment. Travel-time data for NHS segments must be derived by this calculation; these data are provided by the NPMRDS. This excessive delay value is calculated for peak periods for all NHS segments for a full year.
- *Number of travelers during peak periods.* To calculate this figure, states and MPOs use *average annual daily traffic* (AADT) estimates for NHS segments and then apply factors to adjust these estimates to reflect weekday peak hours and average vehicle occupancies.
- *UZA Population.* Population figures are provided by the US Census Bureau.

The PHED per capita measure is calculated at the Boston MA-NH-RI UZA level by multiplying the *hours of excessive delay during peak periods* by the *number of travelers during peak periods*, and then dividing that total by the *UZA population*.

When proposing targets, MassDOT and New Hampshire Department of Transportation (NH DOT) reviewed NPMRDS travel time data, speed data, and AADT information for NHS roadways. These agencies also reviewed population data from the ACS and the 2020 Decennial Census. As previously discussed, changes in travel patterns in response to the COVID-19 pandemic and related public and private sector responses caused fluctuations in annual hours of PHED. When creating projections for this measure, MassDOT and NH DOT created an initial trend line based on a five percent growth rate, which reflects half of the rate of increase in PHED per capita between 2018 and 2019 (prior to the COVID-19 pandemic). This five percent growth rate accounts for the fact that traffic had not yet returned to pre-pandemic levels. However, MassDOT and NH DOT acknowledge the large degree of uncertainty surrounding future demand for travel, including on the NHS. Travel activity for 2021, the most recent full year of data, is still heavily influenced by the pandemic and public and private sector responses, and the future growth rate of PHED per capita may be larger than anticipated.

Given the uncertainty in terms of travel demand, particularly in the near term, MassDOT and NH DOT proposed a target of 24 annual hours of PHED per capita for the end of CY 2023. Staff from these agencies considered this target value be attainable under a range of potential PHED growth rates. Staff from MassDOT and NH DOT proposed a target of 22 hours of PHED per capita for the end of CY 2025, which assumes that strategies and policies are implemented to mitigate growth in congestion over this four-year period. The Boston Region MPO board voted to adopt these targets in October 2022. Table 4-30 summarizes the proposed target values.

**Table 4-30
Baseline Value and Targets for Annual Hours of Peak Hour Excessive Delay Per Capita in the Boston MA-NH-RI UZA**

Geographic Area	2017 Measure Value (Baseline)	Two-Year Target (CY 2022–23)	Four-Year Target (CY 2022–25)
Boston Urbanized Area	18.0	24.0	22.0

CY = calendar year. FHWA = Federal Highway Administration. MA = Massachusetts. MPO = metropolitan planning organization. NH = New Hampshire. PHED = peak hours of excessive delay. RI = Rhode Island. UZA = urbanized area.

Sources: National Performance Management Research Data Set, US Census Bureau, FHWA, the Massachusetts Department of Transportation, the New Hampshire Department of Transportation, Cambridge Systematics, and the Boston Region MPO staff.

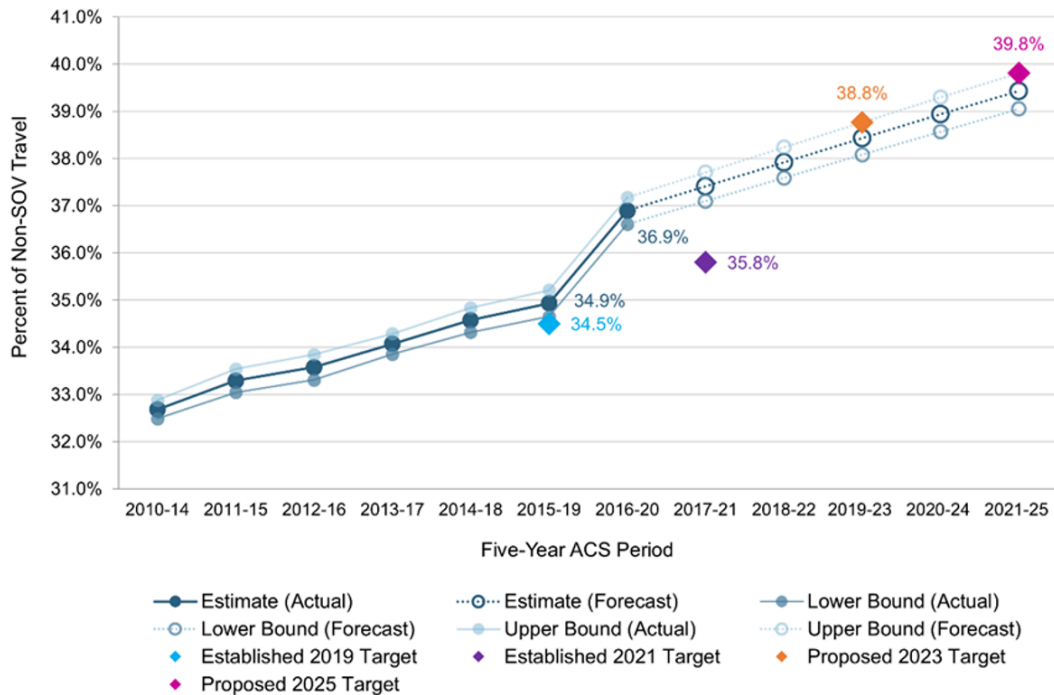
Non-Single-Occupant-Vehicle Travel Targets

States and MPOs that meet applicability criteria for CMAQ performance requirements must also monitor and set targets for the share of non-single-occupant-vehicle (non-SOV) travel. This measure is calculated at the UZA level. The percent of non-SOV travel performance measure describes the extent to which people are using alternatives to single-occupancy vehicles to travel and, thus, helping to reduce traffic congestion and air pollution from mobile sources.

In 2018, MassDOT, NH DOT, the Boston Region MPO, and NMCOG (the Northern Middlesex MPO) worked collaboratively to set initial targets for this performance measure for the Boston MA-NH-RI UZA using American Community Survey (ACS) five-year period estimates. At that time, these agencies examined changes in the percentage of workers using non-SOV commuting options in the Boston MA-NH-RI UZA between 2012 (2008–12 ACS estimate) and 2016 (2012–16 ACS estimate). These data showed an increase in use of non-SOV commuting options over time. MassDOT calculated a linear trend line for the Boston MA-NH-RI UZA and used that trend line to project expected values as of the end of calendar year (CY) 2019 (the expected 2015–19 ACS estimate) and CY 2021 (the expected 2017–21 ACS estimate). In 2020, MassDOT, NH DOT, the Boston Region MPO, and NMCOG revisited the targets for the percent of non-SOV travel measure.

Figure 4-9 shows past non-SOV travel estimates, projections based on a trend line reflecting an approximately seven percent increase in non-SOV travel in the UZA between 2020 and 2025, and proposed targets. This figure also reflects upper and lower-bound estimates and projections, based on estimated margins of error from the ACS. Based on this trend line, staff from these agencies proposed a 2023 non-SOV travel target (reflecting a 2019–23 ACS estimate) of 38.8 percent and a 2025 target (reflecting a 2021–25 ACS estimate) of 39.8 percent.

Figure 4-9
Performance Values and Targets for the Percent of Non-SOV Travel in the Boston MA-NH-RI UZA



Notes: Values in this figure reflect five-year rolling averages for the percent of non-SOV travel to work for workers ages 16 and older. ACS = American Community Survey. MA = Massachusetts. MPO = metropolitan planning organization. NH = New Hampshire. Non-SOV = non-single-occupancy vehicle. RI = Rhode Island. UZA = urbanized area.
Sources: US Census Bureau, ACS Five-Year Estimates (Table DP03, "Selected Economic Characteristics"); the Massachusetts Department of Transportation; the New Hampshire Department of Transportation; and the Boston Region MPO staff.

Table 4-31 lists the baseline and performance targets for the percent of non-SOV travel measure.

Table 4-31
Performance Values and Targets for the Percent of Non-SOV Travel in the Boston MA-NH-RI UZA

Geographic Area	Baseline Value		Projected
	(CYs 2016–20 average)	Two-Year Target (CYs 2019–23 average)	Two-Year Target (CYs 2021–25 average)
Boston UZA	36.9%	38.8%	39.8%

Note: Values in this table reflect five-year rolling averages for the percent of non-SOV travel to work.
CY = calendar year. MA = Massachusetts. NH = New Hampshire. Non-SOV = non-single-occupancy vehicle. RI = Rhode Island. UZA = urbanized area.
Sources: US Census Bureau, ACS Five-Year Estimates (Table DP03, "Selected Economic Characteristics"); the Massachusetts Department of Transportation; the New Hampshire Department of Transportation; and the Boston Region MPO staff.

TIP Projects Supporting Clean Air and Healthy Communities Performance

The MPO uses evaluation criteria to assess the projected transportation-related emissions from each project that is a candidate for Regional Target funding, both for CO₂ and other air quality pollutants and precursors, among other environmental considerations. Transportation projects can support reductions in CO₂, VOCs, NO_x, and CO by improving traffic flow and providing alternatives to SOV travel, including bicycle, walking, and transit options.

Table 4-32 displays the CO₂ and other emissions reductions the MPO expects from projects it has programmed using its Regional Target funds. MPO staff estimates emissions for projects using MassDOT’s air quality analysis worksheets for each project type and the EPA’s Motor Vehicle Emission Simulator (MOVES) emission factors.

MPO staff-identified project-related metrics to determine how its Regional Target-funded roadway projects could improve the transportation system in ways that contribute to more reliable, less congested travel on the NHS or that encourage more non-SOV travel. The following project types are recognized:

Projects that improve roadway geometry or signalization on the NHS, particularly on segments considered to be unreliable, might improve overall travel time reliability on that system.

- Projects that reduce vehicle hours of delay, particularly on the NHS, may also reduce annual hours of PHED per capita.
- Projects that add to the region’s sidewalk or bicycle and pedestrian facility networks, that support access to transit, or that provide new non-SOV options might encourage use of non-SOV modes. These projects also help to create connectivity in the bicycle and pedestrian networks identified in the Massachusetts Bicycle Transportation and Pedestrian Transportation Plans.

**Table 4-32
Regional Target Projects: Clean Air and Healthy Communities Performance Metrics**

Metric	Value
Projects aimed at increasing non-SOV travel	X
Projects aimed at reducing excessive congestion delays	X
Projects aimed at Emission Reductions	X
Annual kilograms of CO ₂ reduced	X kilograms
Annual kilograms of other emissions (VOCs, NO _x , and CO) reduced	X kilograms

CO = carbon monoxide. CO₂ = carbon dioxide. MPO = metropolitan planning organization. NO_x = nitrogen oxide. SOV = Single Occupancy Vehicle.

VOC = volatile organic compounds.

Source: Boston Region MPO staff.

Starting in FFY 2025, the Transit Transformation Program will include projects that will help reduce emissions by encouraging non-SOV travel or by changing the amount or type of energy these assets use. Similarly, future projects in the Community Connections program will encourage non-SOV travel and emissions reductions by addressing first- and last-mile needs.

MassDOT, MBTA, and RTA projects and programs also support improvements to air quality and the environment. For example, as described in Chapter 3, both the MBTA and MWRTA’s capital programs include capital investments in fleet electrification and electric vehicle charging facilities. Appendix B provides more detailed information and assessments of the GHG impacts of MassDOT, MBTA, CATA, and MWRTA projects and programs. MassDOT sets separate CMAQ emissions reduction performance targets and tracks the relationship between its projects and those targets.²⁶

Future Activities to Improve and Monitor Clean Air and Healthy Communities Performance

The GWSA and FHWA’s CMAQ performance management requirements create frameworks that reinforce coordination between the MPO, MassDOT, and the region’s transit providers as they make investments to support clean air and sustainable communities. Future performance activities in this area may include the following:

- Improve methods for understanding how transportation projects may improve air quality and other environment-related outcomes.
- Continue to implement the MPO’s updated TIP project selection criteria pertaining to clean air and sustainable communities, and further integrate these criteria into the MPO’s performance monitoring activities.
- Explore other performance measures related to air quality and the environment.

Resiliency Performance

Relevant Goals, Policies, and Plans

The MPO seeks to provide transportation that supports sustainable environments and enables people to respond to the effects of climate change. There are several resiliency objectives that the MPO is working toward:

- Prioritizing investments that make the region’s infrastructure more resilient and responsive to current and future climate hazards
- Making resiliency investments in disadvantaged communities and areas that bear disproportionate climate and environmental burdens

- Investing in transportation that improves emergency access and protects evacuation routes
- Uses nature-based strategies that reduce negative impacts such as runoff, and impacts to water sources, open space, and environmentally sensitive areas

MAPC’s regional plan, MetroCommon 2050, helps shape resilience efforts in the region and informs the MPO’s approach to setting resiliency objectives. The plan aims to reduce environmental harm in communities disadvantaged by environmental burdens, boost emergency response contingencies, and invest in critical systems and infrastructure, including transportation. Similarly, the Commonwealth has several resiliency initiatives, toolkits, and emergency preparedness guidelines for protecting vulnerable populations and infrastructure. More specific to transportation, MassDOT’s Flood Risk Assessment identifies flood exposure to the in-state NHS roads and bridges, rail lines, MassDOT facilities, and public airports.

Resiliency Performance Measures

In the LRTP Needs Assessment, the MPO published several measures on Resiliency. The Needs Assessment released data on flood risk to key infrastructure in the transportation system, including critical facilities, MBTA catchment areas, and Transportation Equity populations. Additionally, the Needs Assessment shows risks on the aforementioned transportation facets in regard to heat risk. The report also shows a survey of municipal efforts from the Commonwealth’s Municipal Vulnerability Preparedness (MVP) program. All of these measures help inform MPO staff about short-term and long-term risks to the region’s transportation system.

TIP Projects Supporting Resiliency

When evaluating projects that are candidates for Regional Target funding, resiliency is an important consideration. Many TIP projects have resilience components, including the reconstruction of Argilla Rd in Ipswich. Table 4-33 provides some highlights of how Regional Target-funded projects in this TIP address resiliency.

**Table 4-33
Regional Target Projects: Resiliency Performance Metrics**

Metric	Value
Projects that make infrastructure more resilient and responsive to current and future climate hazards	X projects
Projects that invest in resiliency in disadvantaged communities and areas that bear disproportionate climate and environmental burdens	X projects
Projects that improve emergency access and evacuation routes	X projects
Projects that use nature-based strategies to reduce runoff, negative impacts to water resources, open space, and environmentally sensitive areas	X projects

¹ This metric excludes projects in the MPO’s Community Connections program.
Source: Boston Region MPO staff.

Future Activities to Improve and Monitor Resiliency Performance

The MPO has several avenues for investing in a more resilient future. The TIP’s investment programs, Complete Streets, Intersection Improvements, Major Infrastructure, and Transit Transformation, all consider resilience when assessing projects. The ongoing MPO programs, including the Climate Resilience Program and Transportation Equity Program, move resiliency efforts forward on a rolling basis. Additionally, the MPO plans to use studies to improve engagement on resiliency and environmental outreach, as well as on travel patterns in relation to flooding and emergencies.

Future activities may also include the following:

- Explore other performance measures related to resiliency
- Improve methods for understanding how transportation projects may affect resiliency and the impacts of climate change

Summary: Regional Target-Funded Projects Supporting MPO Goal Areas

Table 4-34 highlights some of the ways that the MPO’s FFYs 2025–29 Regional Target-funded projects support improved performance in the MPO’s various goal areas.

**Table 4-34
FFYs 2025–29 TIP Target Program: Projects by the Numbers**

Total	Type	Impact
X	Lane miles of substandard pavement	Improve pavement condition
X	Regional target projects	Improve performance in MPO goal areas including safety, mobility, congestion, and bridge and pavement conditions
X	Bridge structures	Improve bridge conditions
X	Transit stations	Improve transit asset conditions
X	Projects that improve intermodal connections or access to transit	Improve mobility for transit riders
X	New lane miles to bike and shared use path network	Improve mobility for bicyclists
X	Projects that improve access to targeted development areas	Increase access to economic opportunity
X	New miles to sidewalk network	Improve mobility for pedestrians
X	New bikeshare stations	Increase mobility access
X	Expanded transit service	Increase mobility for transit riders
X million kg	CO ₂ reduced per year	Improve air quality
X	Reduced delay	Decrease congestion
X	These projects will occur in 38 cities and towns	Shared benefits throughout the region

CO₂ = carbon dioxide. kg = kilograms.

Source: Boston Region MPO staff.

Performance Monitoring, Reporting, and Evaluation

The three key phases in the MPO's PBPP process—planning, investing, and monitoring and evaluating—were discussed earlier in this chapter. Within this framework, the MPO's TIP relates primarily to the first two phases, focusing on the relationship between the goals and objectives and performance requirements in the MPO's planning framework and ways the MPO will invest its capital dollars in upcoming federal fiscal years. Other MPO activities relate more directly to the monitoring and evaluation phase of PBPP:

- The MPO's current LRTP, *Destination 2050*, contains a Needs Assessment report that describes the MPO's performance measures and targets as of July 2023. This report includes an assessment of the Boston region's current performance with respect to baseline data and, where feasible, past performance targets.
- The MPO will also report on its progress through federally required performance plans and reports, such as its CMAQ performance plans and progress reports.
- The MPO also describes progress on its PBPP web page (bostonmpo.org/performance). This web page provides ongoing updates about the MPO's target-setting activities for federally required performance measures, as well as a link to the MPO's Performance Dashboard, which provides visualizations of the performance of the Boston region's transportation system on a variety of transportation-related metrics.
- The MPO supplements these monitoring and reporting activities with specific evaluation studies—such as TIP Before-and-After studies—that it conducts through its Unified Planning Work Program to better understand the outcomes of MPO investments.

The Commonwealth and the region's transit agencies also have reporting and evaluation responsibilities. MassDOT and the Commonwealth's Executive Office of Public Safety and Security report roadway safety target information annually to FHWA and NHTSA. MassDOT reports other statewide performance targets and related information to FHWA on a biennial basis via FHWA's Performance Management Form. The MBTA, MWRTA, and CATA must report their asset inventory and condition data to the FTA's National Transit Database (NTD) and provide information about the progress that has been made with respect to performance measures and targets as compared to previous reports. These transit agencies also regularly report data about safety outcomes to the NTD, and their annual reviews of their PTASPs and safety targets also create opportunities for them to evaluate their performance.

Going forward, the MPO will incorporate the results of these reports and evaluations to use in its future planning and investment activities. These activities may include identifying new ways to bring information about performance into the MPO's LRTP and TIP development processes, such as by updating project selection criteria or providing information through other means. This work would help the MPO develop scenarios to explore how various transportation investments made through the LRTP could support various goals and performance areas. Over time, activities like these will help ensure that the MPO's investments are helping to meet its vision and goals for the region's transportation system.

¹Urbanized areas are defined by the US Census Bureau to represent the urban cores of metropolitan areas. The Boston MA-NH-RI UZA includes the 97 municipalities in the Boston Region MPO and includes portions of neighboring MPOs in eastern Massachusetts and New Hampshire.

²MPO memoranda describing the Commonwealth's safety targets from prior years are available at www.bostonmpo.org/performance-archive.

³Massachusetts Department of Transportation, *Massachusetts Strategic Highway Safety Plan (2023)*, pg. 1, accessed March 25, 2024. <https://www.mass.gov/doc/massachusetts-shsp-2023/download>.

⁴The Commonwealth of Massachusetts' *Bicycle and Pedestrian Update – 2021* is available at <https://storymaps.arcgis.com/stories/446e35bc40614e5aaced4a62ff7343b2>.

⁵MBTA, CATA, and MWRTA 2023 PTASPs are available on the February 15, 2024, page of the MPO meeting calendar. See <https://www.ctps.org/calendar/day/20240215>;

SMS is a data-driven approach to managing safety risks. See MBTA, *MBTA Transit Safety Plan (September 2023)*, pg. 19.

⁶Since performance data for 2023 had not yet been certified and calendar year 2024 had not finished at the time targets were presented, MassDOT and the Boston Region MPO refer to their targets for 2020-2024 metrics as 2-year targets. Similarly, since performance data for 2023 had not yet been certified, and calendar years 2024, 2025, 2026 had not finished at the time targets were presented, MassDOT and the Boston Region MPO refer to their targets for 2022-2026 metrics as 4-year targets.

⁷The content of these tables is based on the project design information that was available to MPO staff when the FFYs 2025–29 TIP document was developed. Project extents and features may change as projects advance through the design development and review process.

⁸For more information about the definitions of these performance measures—including deaths, injuries, or events that may be excluded from totals—see Boston Region MPO staff,

"Transit Safety Performance Requirements and Targets" (March 7, 2024).
https://www.ctps.org/data/calendar/pdfs/2024/0307_MPO_Transit_Asset_Targets_Memo.pdf.

[9](#) MBTA, *2023 Transit Safety Plan*, pg. 26.

[10](#) MBTA, *2023 Transit Safety Plan*, pg. 29.

[11](#) The TAMP is a federally required risk-based asset management plan that includes asset inventories, condition assessments, and investment strategies to improve the condition and performance of the NHS, particularly its bridges and pavements. Massachusetts Department of Transportation, *Transportation Asset Management Plan* (Fall 2023), accessed March 19, 2024. See:
<https://www.mass.gov/doc/2023-transportation-asset-management-plan/download>

[12](#) Massachusetts Department of Transportation. *2023 Massachusetts Freight Plan*.
<https://www.mass.gov/doc/2023-massachusetts-freight-plan/download>. Accessed March 25, 2024.

[13](#) MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which is a different index than IRI.

[14](#) States and MPOs must calculate LOTTR values for four time periods: weekdays from 6:00 AM to 10:00 AM, weekdays from 10:00 AM to 4:00 PM, weekdays from 4:00 PM to 8:00 PM, and weekend days from 6:00 AM to 8:00 PM.

[15](#) FHWA, "Frequently Asked Questions: Target Setting," accessed March 25, 2024.
www.fhwa.dot.gov/tpm/faq.cfm#targ.

[16](#) States and MPOs must calculate TTTR Index values for five time periods: weekdays from 6:00 AM to 10:00 AM, weekdays from 10:00 AM to 4:00 PM, weekdays from 4:00 PM to 8:00 PM, weekend days from 6:00 AM to 8:00 PM, and all days from 8:00 PM to 6:00 AM.

[17](#) Federal Transit Administration, "Performance Management" (March 2024), accessed March 19, 2024.
www.transit.dot.gov/PerformanceManagement

[18](#) Massachusetts Department of Transportation, *MassDOT Fully Accessible Vehicle Guide: An Overview of Accessible Vehicle Specifications* (September 2023), accessed March 19, 2024.
<https://www.mass.gov/doc/massdot-fully-accessible-vehicle-guide-0/download>

[19](#) FTA, FTA Circular 5010.E "Award Management Requirements" (July 16, 2018), accessed March 19, 2024.
www.transit.dot.gov/regulations-and-guidance/fta-circulars/award-management-requirements-circular-50101e

[20](#) MBTA.

[21](#) Massachusetts Department of Transportation. *2023 Massachusetts Freight Plan*.
<https://www.mass.gov/doc/2023-massachusetts-freight-plan/download>. Accessed March 25, 2024.

[22](#) The MBTA's *Focus40* plan is available at www.mbtafocus40.com.

[23](#) A precursor is a chemical compound that reacts with other chemical compounds in the presence of solar radiation to form pollutants.

[24](#) FHWA requires state DOTs and MPOs to use 60 percent of the posted speed limit for the segment or 20 miles per hour, whichever is greater, for the threshold speed.

[25](#) FHWA requires states and MPOs to use the period from 6:00 AM to 10:00 AM to represent the morning peak period, but it allows these agencies to choose either 3:00 PM to 7:00 PM or 4:00 PM to 8:00 PM to represent the evening peak period. MassDOT and NH DOT selected the period from 3:00 PM to 7:00 PM to represent the evening peak period for the Boston MA-NH-RI UZA.

[26](#) An On-Road Mobile Source Emissions Reductions Report for Massachusetts is available at
www.fhwa.dot.gov/tpm/reporting/state/emissions.cfm?state=Massachusetts.

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Chapter 5: Determination of Air Quality Conformity

Background

This chapter documents the latest Transportation Improvement Program (TIP) air quality conformity determination for the 1997 Ozone National Ambient Air Quality Standards (NAAQS) and carbon monoxide (CO) NAAQS in the Boston Region Metropolitan Planning Organization (MPO) area. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance.

Introduction

The 1990 Clean Air Act Amendments (CAAA) require MPOs within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and TIPs, and at such other times as required by regulation. CAAA Section 176(c) (Title 42, United States Code [USC], Section 7506 [c]) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that

- will not cause or contribute to new air quality violations;
- worsen existing violations; or
- delay the timely attainment of the relevant NAAQS or any interim milestones (42 USC 7506[c][1]).

The United States Environmental Protection Agency’s (EPA) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP (Title 40, Code of Federal Regulations [CFR], Parts 51.390 and 93).

A nonattainment area is one that the EPA has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been redesignated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the SIP for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

The Commonwealth of Massachusetts was previously classified as a nonattainment area for ozone and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. The Western Massachusetts ozone nonattainment area included Berkshire, Franklin, Hampden, and Hampshire counties. With these classifications, the 1990 CAAA required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation, to achieve attainment of the ozone standard.

The 1970 Clean Air Act defined a one-hour NAAQS for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The Commonwealth of Massachusetts was classified as being in serious nonattainment of the one-hour ozone standard and was required to achieve attainment by 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific research showed that ozone could affect human health at lower levels and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle the courts upheld it. The new standard was finalized in June 2004. The new eight-hour standard is 0.08 parts per million (ppm) averaged over eight hours, and this level is not to be exceeded more than once per year. With this new standard, nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts was classified as being in moderate nonattainment for the eight-hour standard and again was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, the EPA published revisions to the eight-hour ozone NAAQS, establishing a level of 0.075 ppm (Volume 73, Federal Register [FR], page 16438; March 27, 2008). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration, keeping the standard as 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011, proposing that only Dukes County be designated as a nonattainment area for the new proposed 0.075 ppm ozone standard. The Commonwealth of Massachusetts concurred with these findings.

On May 21, 2012, the final rule (77 FR 30088) was published in the Federal Register. This rule defined the 2008 NAAQS as 0.075 ppm, the standard that was promulgated in March 2008. A second rule (77 FR 30160) published on May 21, 2012, revoked the 1997 ozone NAAQS effective one year after the July 20, 2012, effective date of the 2008 NAAQS.

Also, on May 21, 2012, the Federal Register published the air quality designation areas for the 2008 NAAQS. Dukes County was the only area in Massachusetts designated as a nonattainment area. All other Massachusetts counties were designated as attainment/unclassifiable for the 2008 standard.

On March 6, 2015, EPA published the final rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule" (80 FR 12264), effective April 6, 2015. This rulemaking confirmed the removal of transportation conformity to the 1997 ozone NAAQS and the replacement with the 2008 ozone NAAQS, which actually set a stricter level of allowable ozone concentration than the 1997 standards and designated Massachusetts (except for Dukes County) as attainment/unclassifiable.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Management District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were designated either as nonattainment or maintenance areas for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA420-B-18-050, November 2018), which addressed how transportation conformity determinations could be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, were defined as orphan nonattainment areas—areas that were designated as nonattainment areas for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and as attainment areas for the 2008 ozone NAAQS in EPA's original designation rule for this NAAQS (77 FR 30160, May 21, 2012). As of February 16, 2019, conformity determinations are required in these areas.

CONFORMITY DETERMINATION

Ozone

After February 16, 2019, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS—intended as an anti-backsliding measure—now applies to both Massachusetts orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS in all of the Massachusetts MPOs' FFYs 2024–50 LRTPs. The latest conformity determination was finalized in July 2023, following all of the MPOs' endorsements of their LRTPs, and approved by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the Boston Region MPO's FFYs 2025–29 TIP, and Massachusetts' 2025–29 State Transportation Improvement Program, as each is developed from the conforming FFYs 2024–50 LRTPs.

The transportation conformity regulation in 40 CFR § 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include a demonstration of fiscal constraint (§ 93.108), a basis on the latest planning assumptions (§ 93.110), use of the latest emissions model (§ 93.111), consultation (§ 93.112), provision for the timely implementation of transportation control measures (TCMs) (§ 93.113[b] and [c]), and consistency with an emissions budget and/or interim emissions tests (§ 93.118 and/or § 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR § 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the court for South Coast II upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, budget, or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Boston Region MPO's FFYs 2025–29 TIP can be demonstrated by showing that the remaining requirements in 40 CFR § 93.109 have been met. The following requirements regarding the use of the latest planning assumptions, consultation, timely implementation of TCMs, and fiscal constraint are defined in Section 2.4 of that guidance and addressed in the following sections.

Latest Planning Assumptions

The requirement to use the latest planning assumptions in 40 CFR § 93.110 generally applies to regional emissions analyses. In the areas subject to the 1997 ozone NAAQS, the requirement to use the latest planning assumptions applies to assumptions about TCMs in an approved SIP. (See the section titled *Timely Implementation of Transportation Control Measures* below).

Consultation

The consultation requirements in 40 CFR § 93.112 for interagency consultation and public consultation were addressed. Interagency consultation was conducted with FHWA, FTA, EPA Region 1, the Massachusetts

Department of Environmental Protection (DEP), and the other Massachusetts MPOs on March 6, 2019, when the latest conformity-related court rulings and resulting federal guidance was discussed. Regular and recurring interagency consultations have been held on (at least) an annual schedule. The most recent conformity consultation was held on March 13, 2023. Ongoing consultation is conducted in accordance with the following items:

- The Commonwealth of Massachusetts' Air Pollution Control Regulations 310 CMR 60.03, "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded, or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts' Memorandum of Understanding (MOU) between DEP, the Massachusetts Department of Transportation (MassDOT), and Massachusetts MPOs, and Regional Transit Authorities, titled "The Conduct of Air Quality Planning and Coordination for Transportation Conformity" (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR § 450. Title 23 CFR § 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPOs' public engagement programs.

The Boston Region MPO's current Public Engagement Plan was endorsed by the MPO board in October 2021 and amended in September 2022. The Public Engagement Plan ensures that the public will have access to the TIP and LRTP and all supporting documentation, provides for public notification of the availability of the TIP and LRTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and LRTP and related certification documents. The plan is available at <https://www.bostonmpo.org/public-engagement>.

The public comment period for this conformity determination will commence on or about April 18, 2024. During the 21-day public comment period, any comments received will be incorporated into this TIP. This process will allow sufficient opportunity for public comment and for the MPO board to review the draft document. The public comment period will close on or about May 9, 2024, and the Boston Region MPO is expected to endorse this air quality conformity determination on or about June 6, 2024. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures

Transportation control measures were required in the SIP in revisions submitted to EPA in 1979 and 1982. All of these TCMs have been accomplished through construction projects or through implementation of ongoing programs. All of the projects have been included in the Boston Region MPO's TIPs (present and past) as recommended projects or projects requiring further study. Information on the Green Line Extension to Somerville and Medford, which was completed in 2022, is as follows:

Green Line Extension to Somerville and Medford Project—SIP Required Completion by December 2014

The Green Line Extension is a 4.7-mile light rail line, which extended the current Green Line service from a relocated Lechmere Station in East Cambridge to a terminus at College Avenue in Medford, with a spur to Union Square in Somerville. This project had a cost estimate of \$2.289 billion. Funding came from a combined \$1.99 billion in federal and state funds and pledged contributions totaling approximately \$296 million from the Cities of Cambridge and Somerville (\$75 million), the Boston Region MPO (\$157.1 million), and MassDOT (\$64.3 million through Special Obligation Bonds). Cambridge and Somerville were refunded their full \$75 million in November 2021.

In early 2017, the MBTA initiated a procurement process for a design-build entity to design and construct the project. In November 2017, approval was received to execute a design-build contract with Green Line Extension contractors. The notice to proceed under the contract was issued in December 2017. The FTA obligated an initial portion (\$100 million) of the Capital Investment Grant funds for the project in December 2017, under the 2015 Full Funding Grant Agreement. Additional funds followed. The contract with Green Line Extension contractors was in the amount of \$999.7 million.

The primary goals of the project were to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development in Cambridge, Somerville, and Medford. In addition to the light rail service on two new branches extending from Lechmere Station to Union Square Station and College Avenue Station, the project included the construction of a vehicle maintenance facility and a multi-use path.

SIP Requirement Status

By filing an Expanded Environmental Notification Form, procuring multiple design consultants, and publishing both Draft and Final Environmental Impact Reports, MassDOT met the first four interim milestones associated with the Green Line Extension project. Since those filings, MassDOT committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid

transit system in decades. The project then transitioned from the planning and environmental review phases to the design, engineering, and construction phases, and the tasks associated with programming federal funding began.

The timeline for overall project completion, however, was substantially delayed. In the 2011 SIP Status Report, MassDOT reported that the Green Line Extension project would not meet the legal deadline for completion by December 31, 2014. The delay triggered the requirement to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA calculated the value for reductions of non-methane hydrocarbons, carbon monoxide, and nitrogen oxides that would be equal to or greater than the reductions projected to result from the operation of the Green Line Extension during the period of the delay, as specified in the SIP regulation.

In June 2012, MassDOT released a list of potential mitigation ideas received from the public that could be used as offset measures. In the summer and fall of 2012, MassDOT elicited public comments on these potential measures. Then the MBTA created an internal working group to determine a final portfolio of interim mitigation measures to implement by December 31, 2014, the legal deadline for the implementation of the Green Line Extension.

This work resulted in a recommendation to implement the following three interim mitigation measures, which collectively would meet the emissions reduction target for the project:

- Additional off-peak service along existing routes serving the corridor, including the Green Line, and MBTA bus Routes 80, 88, 91, 94, and 96
- Purchase of 142 new hybrid-electric vehicles for the MBTA's paratransit service, The RIDE
- Additional park-and-ride spaces at the Salem and Beverly intermodal facilities

The Petition to Delay was submitted to the DEP on July 22, 2014, and expanded further on the analysis and determination of the interim offset measures. In a letter dated July 16, 2015, the DEP conditionally approved MassDOT's request to delay the Green Line Extension project and the implementation of the above interim mitigation measures. Both the 2014 Petition to Delay and the July 2015 Conditional Approval are available on MassDOT's website.

The Green Line Extension to Union Square opened for service on March 21, 2022, and the extension to Medford opened on December 12, 2022.

Fiscal Constraint

Transportation conformity requirements in 40 CFR § 93.108 state that TIPs and LRTPs must be fiscally constrained so as to be consistent with the United States Department of Transportation's metropolitan planning regulations (23 CFR part 450). The Boston Region MPO's FFYs 2025–29 TIP is consistent with the required fiscal constraints, as demonstrated in this document.

Carbon Monoxide

The requirement to perform a conformity determination for carbon monoxide for the city of Waltham has expired. On April 22, 2002, the EPA classified Waltham as being in attainment for CO emissions. Subsequently, an EPA-approved CO limited maintenance plan was set up through the Massachusetts SIP to ensure that emission levels did not increase. While the maintenance plan was in effect, past TIPs and LRTPs included an air quality conformity determination against a "budget test" (using "hot spot" analyses as needed at the project level) for Waltham. As of April 22, 2022, however, the 20-year maintenance period for this CO area expired and transportation conformity is no longer required for this pollutant in this municipality. This ruling is documented in a letter from EPA dated April 26, 2022.

Conclusion

In summary and based on the entire process described above, the Boston Region MPO has prepared this conformity determination for the 1997 ozone NAAQS in accordance with EPA's and the Commonwealth of Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFYs 2025–29 TIP meets the Clean Air Act and Transportation Conformity Rule requirements for the 1997 ozone NAAQS and has been prepared following all the guidelines and requirements of these rules during this period.

Therefore, the implementation of the Boston Region MPO's FFYs 2025–29 TIP is consistent with the air quality goals of, and in conformity with, the Massachusetts SIP.

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Chapter 6: Transportation Equity Performance Report

The Boston Region Metropolitan Planning Organization (MPO) monitors how the transportation projects it funds affect the region's most vulnerable populations and those who have been disproportionately affected by the region's transportation system. This helps ensure these populations are not further disproportionately burdened by or receive disproportionately fewer benefits from MPO-funded projects. This chapter discusses the results of equity analyses conducted for projects funded with Regional Target funds in the Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP).¹

The MPO's Approach to Equity

The MPO's Transportation Equity (TE) goal, established in the 2023 Long-Range Transportation Plan (LRTP), *Destination 2050*, shapes the MPO's approach to transportation equity:

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

The MPO's practices to achieve this goal are guided by federal nondiscrimination and environmental justice laws and regulations. In addition, the MPO goes beyond federal requirements to fully meet the TE goal through more tailored and extensive public engagement, data analysis, and policy development.

As part of this work, MPO staff analyzes the impacts of projects that are candidates to receive Regional Target funds during the MPO's annual project evaluation process for the TIP. Then staff conduct equity analyses on the group of projects that are selected for funding. These reviews allow the MPO to assess how the projects perform relative to our equity goals, as well as progress in improving transportation outcomes for TE populations.

Transportation Equity Populations

The MPO considers six demographic groups to be TE populations—populations that are covered by federal directives and that have been disproportionately underserved and burdened by the transportation system. (Information on these mandates can be found in Appendix E.) TE populations include the following:

- people who identify as a minority²
- people with low incomes³
- people with limited English proficiency (LEP)⁴
- older adults (ages 75 and older)
- youth (ages 17 and younger)
- people with disabilities

Note on Demographics

The analyses for this TIP were based on demographic data from the 2020 Decennial Census and the 2018–22 American Community Survey (ACS). Census block groups or tracts were the geographic unit of analysis.⁵ Results of analyses from previous TIP cycles are also presented in this chapter for comparison.

Transportation Equity Analyses

Project Evaluation Criteria

The MPO's TE evaluation criteria assess the impacts of projects on TE populations and give higher scores to projects that are expected to provide greater benefits to these populations. These impacts include those related to safety, air quality, access to opportunities, and climate. This structure allows the MPO to assess transportation outcomes for TE populations, which aligns with the MPO's equity goal. The TE score as a percentage of a project's maximum possible score is about 20 percent. For the equity evaluation criteria and individual project scores, see Appendix A.

TIP Program Equity Analyses

As required by federal regulations, the MPO assesses the impacts of Regional Target projects, as a group, on TE populations. These analyses help the MPO to better understand the extent to which investments meet its TE goal and inform investment decisions.

With some exceptions, the analyses in this chapter include only Regional Target projects. Projects that are not included, except where noted, are as follows:

- Projects that are funded by other entities, such as MassDOT and the MBTA (equity impacts of projects funded by these agencies were assessed independent of the MPO's processes)
- Investment program funds reserved for funding in the later years of the TIP (\$8.4 million for Community Connections, \$24.5 million for Transit Transformation, and \$7 million for a Bikeshare State-of-Good-Repair Set-Aside)

Geographical Analyses

Transportation Equity Populations in the Boston Region

Figures 6-1 to 6-6 show the percent of each TE population in communities throughout the Boston region. In general, the minority population, people with low incomes, and people with limited English proficiency tend to live closer to or in Boston. On the other hand, people aged 75 or older, people aged 17 or younger, and people with disabilities are dispersed throughout the region.

Figure 6-1
Percentage of the Minority Population in the Boston

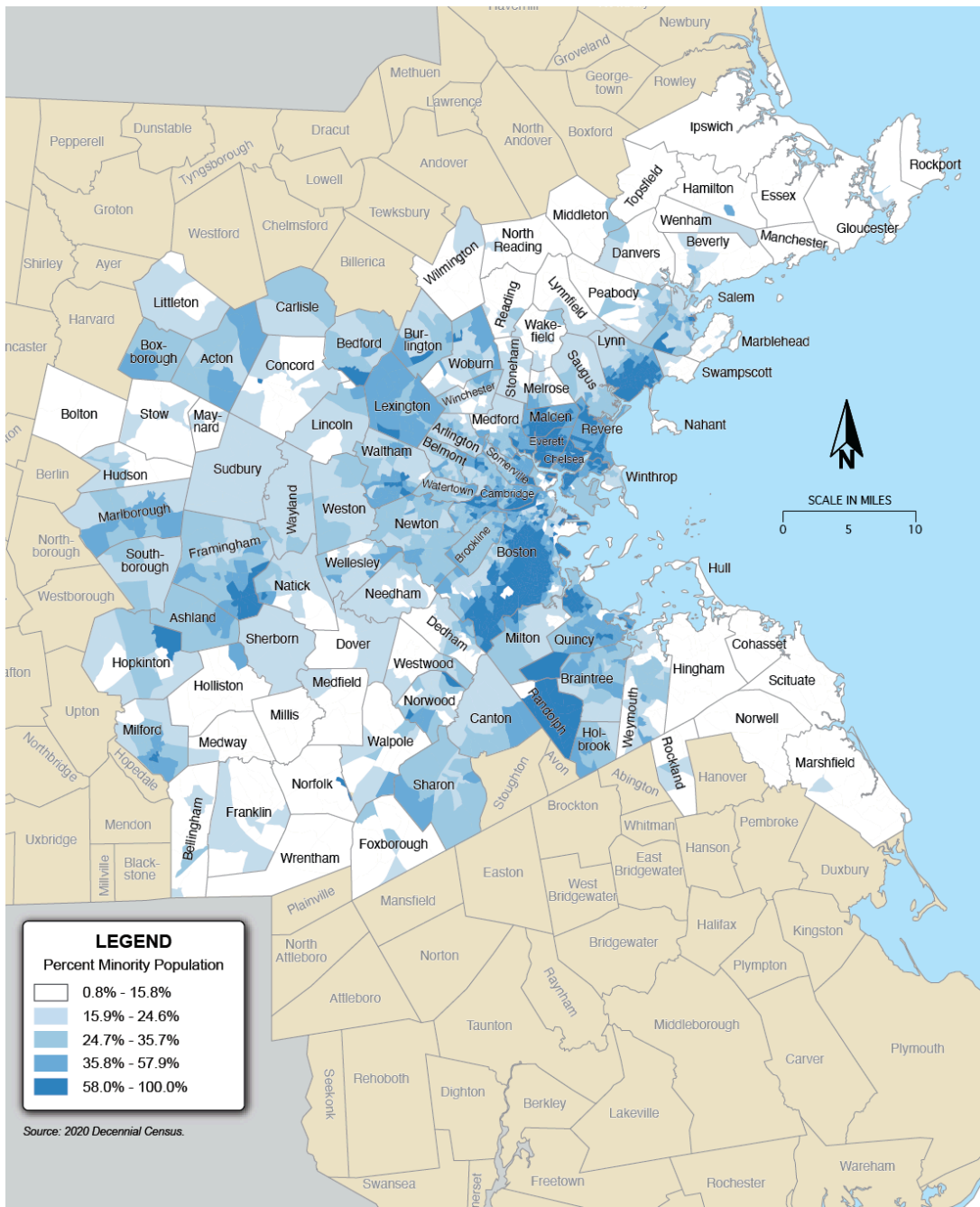


Figure 6-2
Percentage of the Low-income Population in the Boston Region

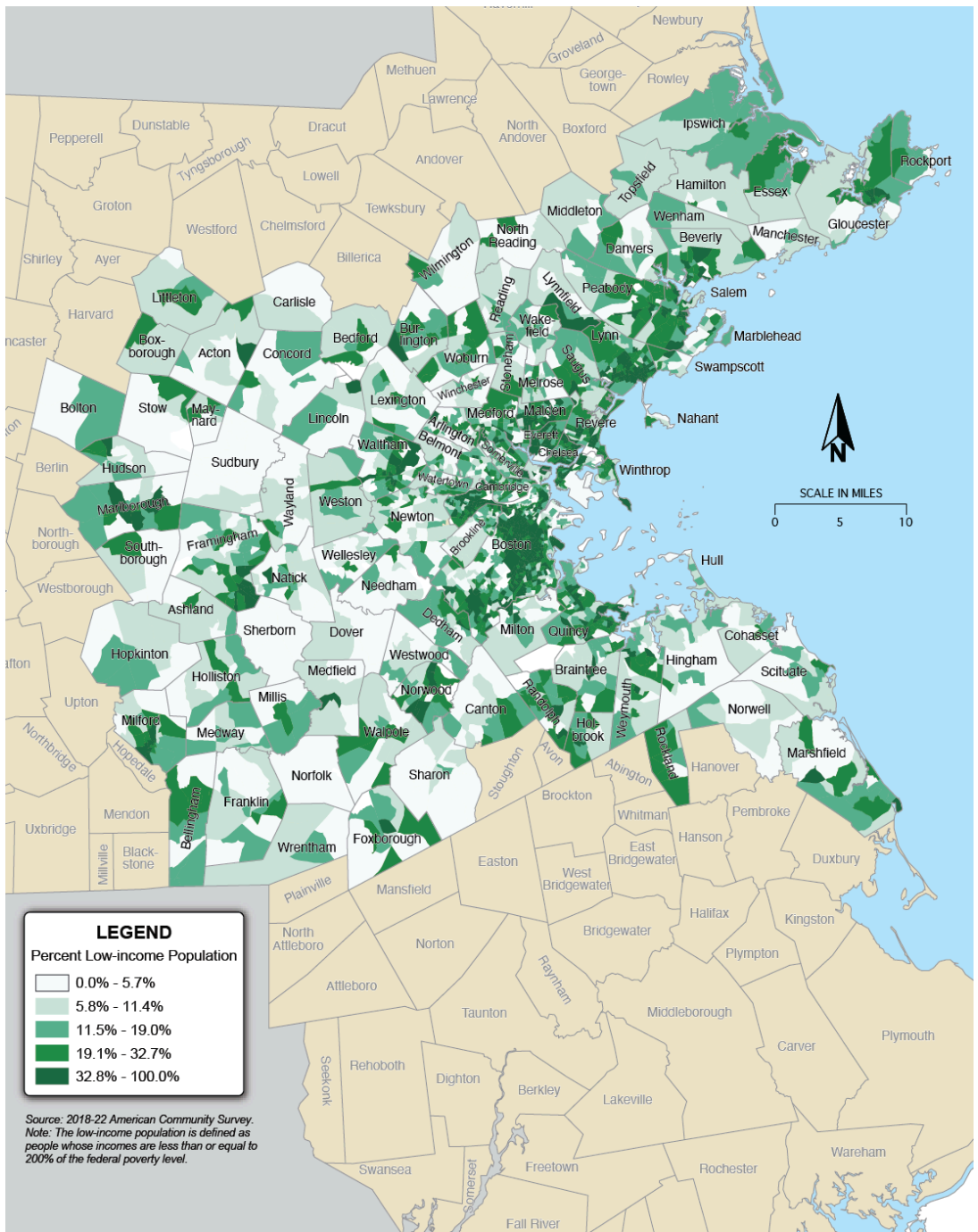


Figure 6-3
Percentage of People with Limited English Proficiency in the Boston Region

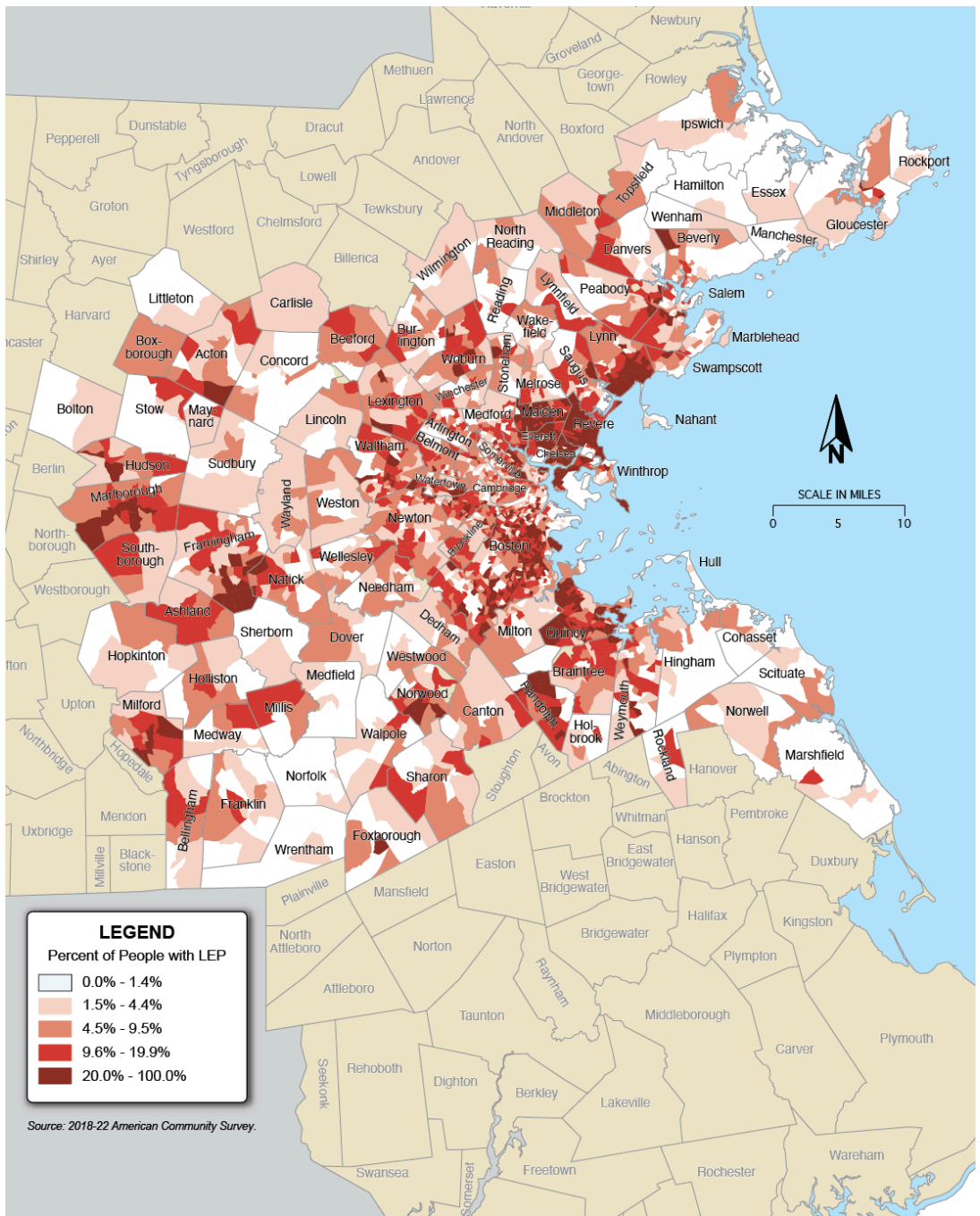


Figure 6-4
Percentage of People with Disabilities in the Boston Region

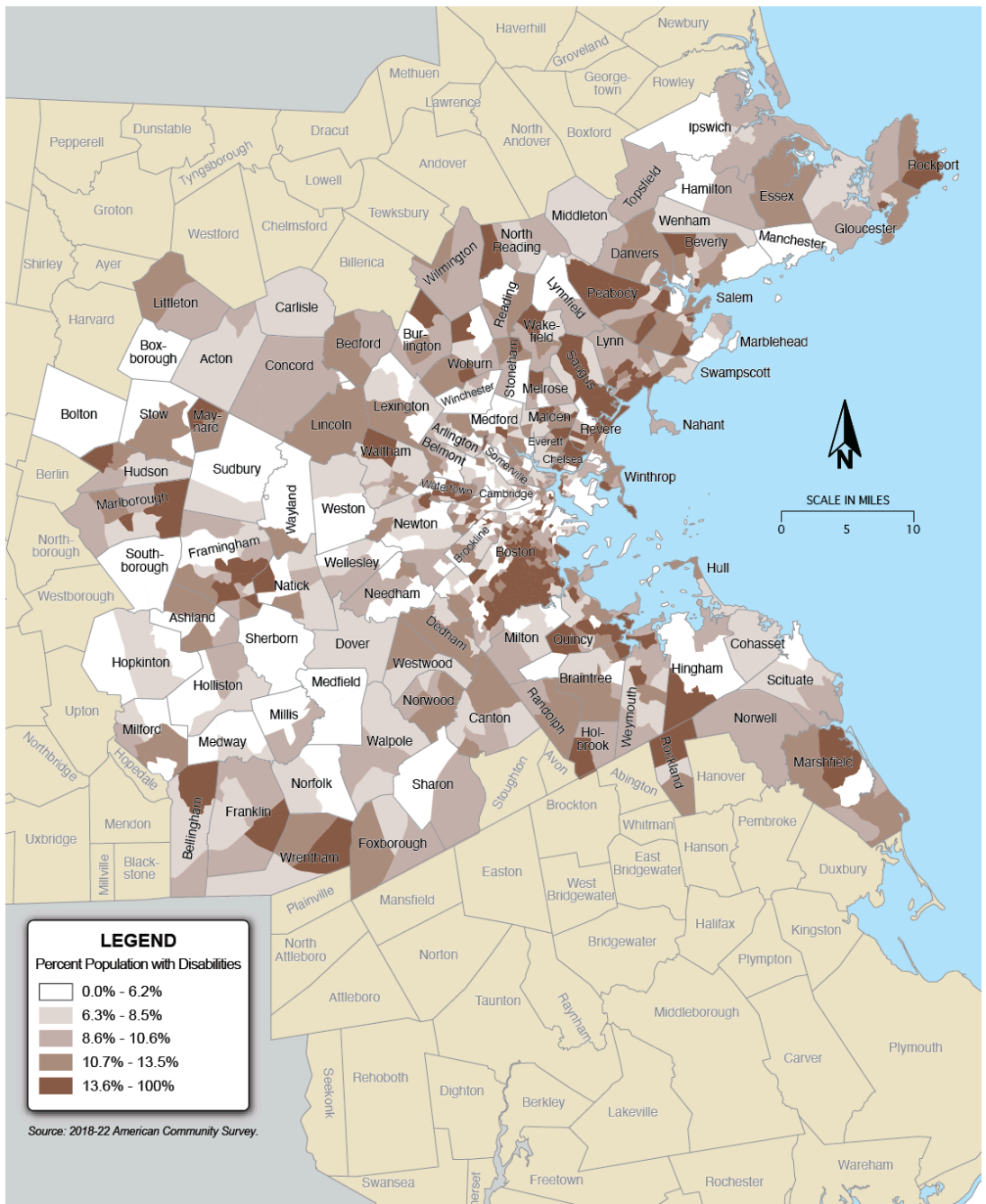


Figure 6-5
Percentage of Older Adults in the Boston Region

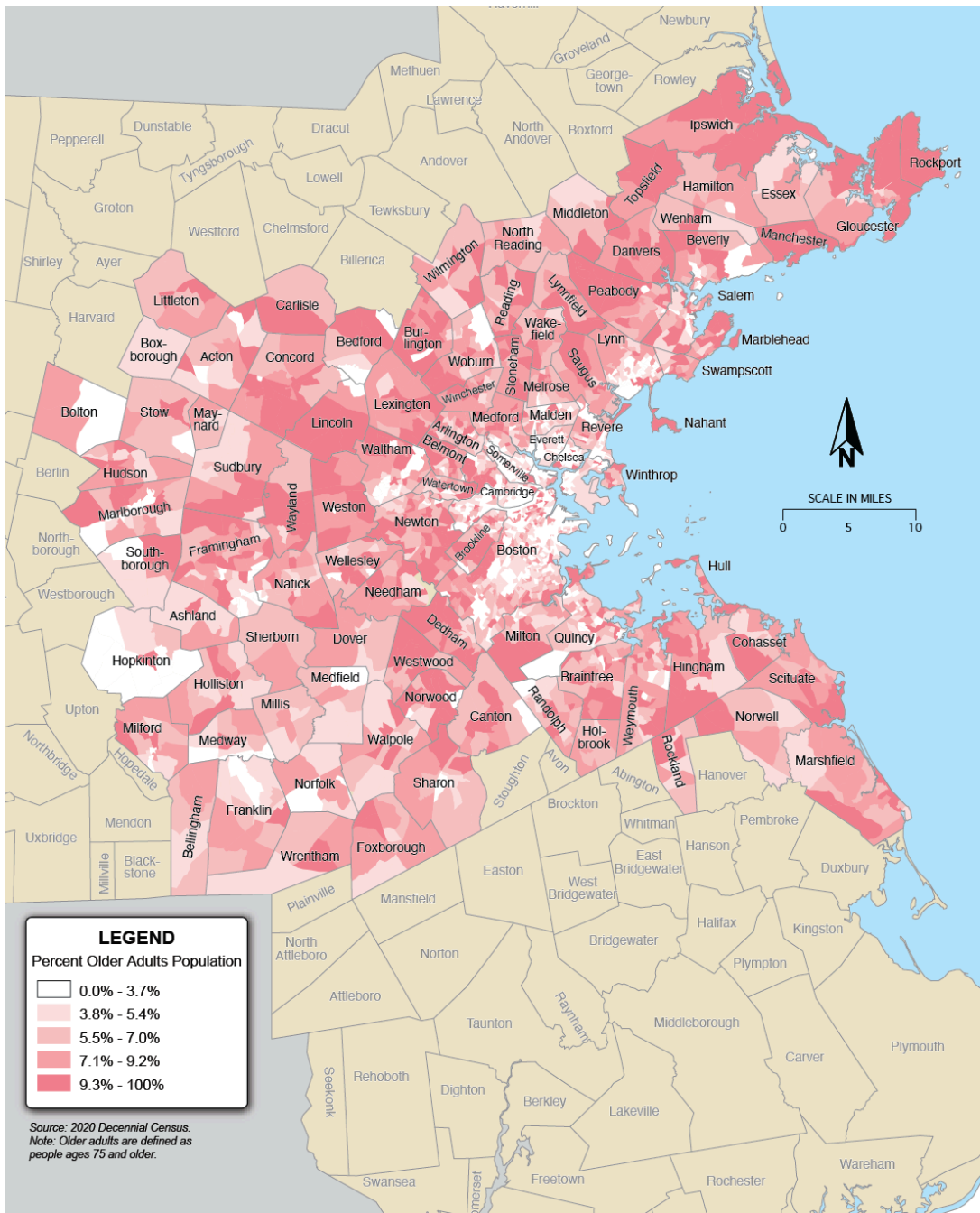
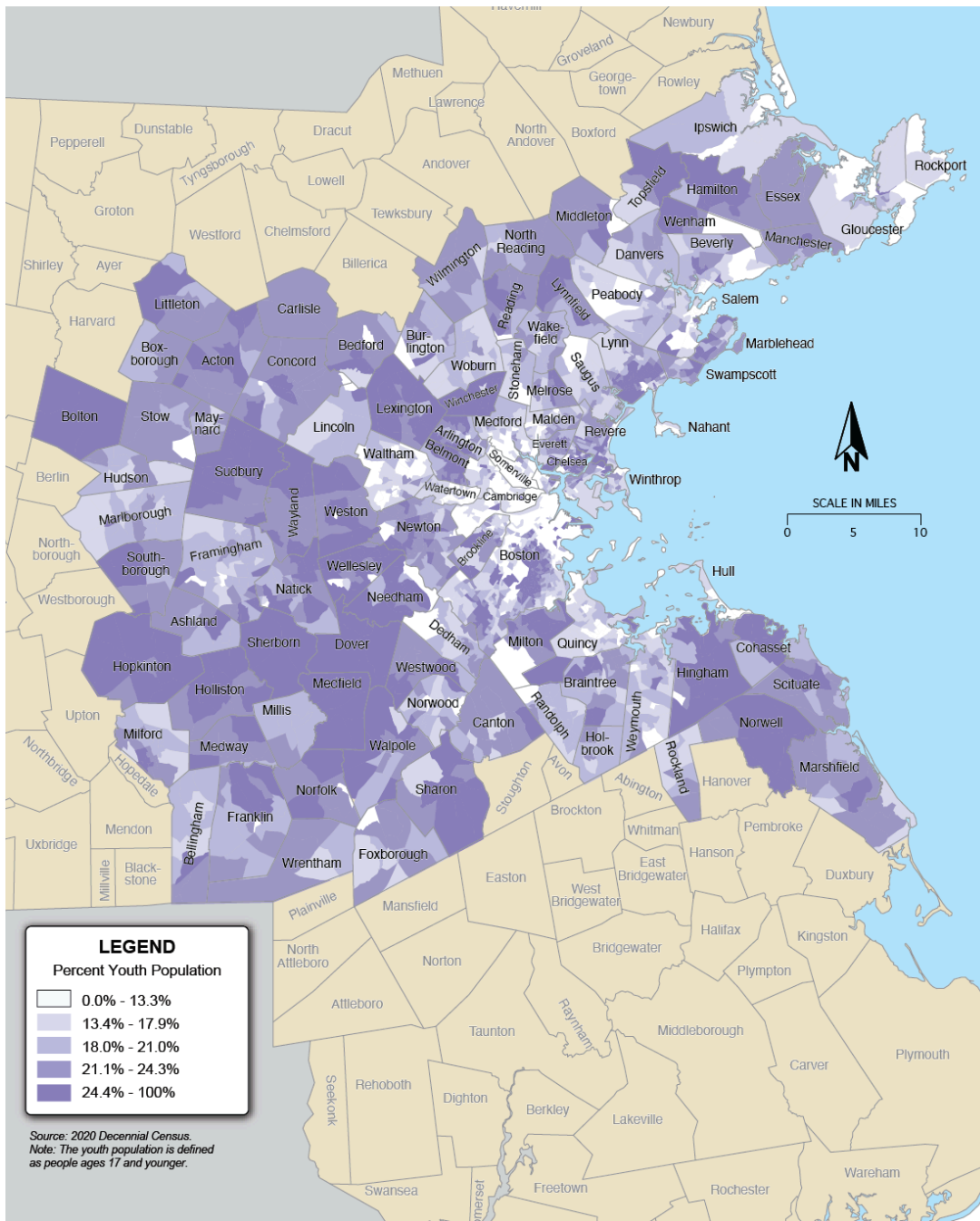


Figure 6-6
Percentage of the Youth Population in the Boston Region



TE Populations Served or Impacted by Regional Target-funded Projects

The analyses described in this section assessed which TE populations are likely to be served or impacted by Regional Target projects. Affected populations are considered those who live nearby, defined as one-half mile in most cases from project extents. Geographic proximity is an approximation that helps determine who is likely to use and be impacted by a project. For some projects, such as Bicycle Network and Pedestrian Connections projects, this measure is a reasonable representation as these projects are often designed and located in such a way to serve local residents. For other larger scale projects, such as Major Infrastructure projects, this may be a less accurate representation given that many users of these types of roadways or public transit lines live outside of the half-mile boundary. Some impacts, however, are local regardless of investment program, such as pollution from carbon monoxide and other transportation-related emissions.

Table 6-1 shows the number of each TE population and percent served or impacted by Regional Target-funded projects, compared to the regionwide population and percent. [placeholder text]

Table 6-1
Transportation Equity Populations Served or Impacted by Regional Target Projects

LEP = limited English proficiency. N/A = not available. TE = transportation equity.
Sources: US Census Bureau and 2015–17 MBTA Systemwide Passenger Survey.

Figure 6-7 shows the percentage of TE populations served or impacted (out of the entire population served or impacted) by Regional Target projects in the last five TIPs. [placeholder text]

Figure 6-7

Transportation Equity Populations Served or Impacted by Regional Target Projects in TIP Cycles

Notes: People aged 17 or younger were not considered among the TE population in the MPO's analyses until the FFYs 2022–26 TIP. Additionally, starting in the FFYs 2022–26 TIP, the low-income population was defined based on poverty status.

FFY = federal fiscal year. LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Sources: US Census Bureau and 2015–17 MBTA Systemwide Passenger Survey.

Figure 6-8 shows the percentage of TE populations served or impacted (out of the entire population served or impacted) for each investment program. Some TE populations are likely to benefit from or be impacted by projects in certain investment programs. [placeholder text]

Figure 6-8

Percent of Transportation Equity Populations Served or Impacted by Regional Target Projects by Investment Program

LEP = limited English proficiency.

Sources: US Census Bureau and 2015–17 MBTA Systemwide Passenger Survey.

Transportation Emission Impacts Analysis

Table 6-2 shows projected emissions reductions for TE and non-TE populations resulting from Regional Target projects in the TIP. Reductions are reported in kilograms per 1,000 people and are shown for the FFYs 2022–26, 2023–27, 2024–28, and 2025–29 TIPs. The changes shown are for each TIP and are not cumulative across all TIPs. Emissions measured for this table and Figure 6-9 are a sum of carbon monoxide, volatile organic compounds, and nitrogen oxide. [placeholder text]

Table 6-2

Combined Reduction in Carbon Monoxide, Volatile Organic Compounds, and Nitrogen Oxide Emissions per 1,000 People

FFY = federal fiscal year. LEP = limited English proficiency. N/A = not applicable. TIP = Transportation Improvement Program.

Source: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Figure 6-9 compares the projected emissions reduction between TE and non-TE populations across the last five TIPs. It shows the ratio of the emissions reduction between each TE population and the respective non-TE population for the FFYs 2022–26, 2023–27, 2024–28, and 2025–29 TIPs. Ratios above one indicate that the TE population would receive greater air quality benefits than the non-TE population. [placeholder text]

Figure 6-9

Reduction in Carbon Monoxide, Volatile Organic Compounds, and Nitrogen Oxide Emissions per 1,000 People

Note: The youth population was not considered a TE population in the FFYs 2021–25 TIP.

FFY = federal fiscal year. LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Source: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Funding Distribution Analysis

The analyses in this section show how Regional Target funds are distributed to projects serving TE populations based on the percentage of the population served or impacted by the Regional Target projects. The MPO has programmed approximately \$700 million in Regional Target funding in the FFYs 2025–29 TIP, approximately \$6.5 million of which was included in this analysis. Like the geographical analyses shown above, this funding distribution analysis assumed that funds allocated to projects near TE populations indicate a benefit.

Table 6-3 shows the percentage of funding allocated in the FFYs 2025–29 TIP to Regional Target projects, in the aggregate, that are expected to serve or impact TE populations compared to the share of each TE population within the Boston region. [placeholder text]

Table 6-3

Percent of Funding Allocated to Transportation Equity Populations

LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Sources: US Census Bureau, 2022 MBTA Systemwide Passenger Survey, and Boston Region MPO.

Figure 6-10 shows the percentage of funding allocated in the last five TIPs to Regional Target projects that are expected to serve or impact TE populations. These data are shown relative to each TE population's share of their population in the Boston region. [placeholder text]

Figure 6-10

Funding Allocated to Transportation Equity Populations in TIP Cycles

Notes: People aged 17 or younger were not considered as a TE population in the MPO's analyses until the FFYs 2022–26 TIP. Additionally, starting in the FFYs 2022–26 TIP, the low-income population was defined based on poverty status.
FFY = federal fiscal year. LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Disparate Impact and Disproportionate Burden Mitigation Analysis

During the development of the LRTP, *Destination 2050*, MPO staff conducted a Disparate Impact and Disproportionate Burden (DI/DB) analysis to determine if minority and low-income populations would likely be disproportionately impacted by the projects, in the aggregate, in the LRTP compared to nonminority and non-low-income populations, respectively. These impacts are assumed to occur by 2050, if all the projects included in the plan are built. Disparate impacts—adverse impacts on minority populations—and disproportionate burdens—adverse impacts on low-income populations—were identified for several metrics:

- Access to jobs by transit (low-income population)
- Access to healthcare by transit (low-income and minority populations)
- Access to all parks by highway (low-income population)
- Average travel time by roadway (minority population)
- Average travel time by transit (minority population)

As is required by federal regulations, the MPO must mitigate these disparate impacts and disproportionate burdens, which is being done through the projects funded in the TIP. To initiate this process, we conducted an initial DI/DB Mitigation Analysis in the fall of 2023 and winter of 2024. This section describes the results of that analysis.

The DI/DB Mitigation Analysis was conducted using Conveyal, a destination access tool that analyzes how many destinations people could reach within a given travel time. The original *Destination 2050* DI/DB analysis was conducted using the travel demand model, TDM23. Conveyal and TDM23 differ in several ways:

- Conveyal reflects the potential for a person to make a trip regardless of other factors that may affect a person's ability to make a trip, while TDM23 reflects estimated travel demand that is derived from a variety of household characteristics, such as auto ownership.
- Conveyal uses hundreds of grid cells (250 meters by 250 meters) overlaid across the geography of the Boston region as trip origins, while TDM23 uses transportation analysis zone (TAZ) centroids as trip origins.
- Conveyal analyzes demographics through a process called dasymetric mapping that applies demographic data from census tracts to Conveyal's grid cells, while TDM23 applied demographic data from the census to TAZs.
- Conveyal uses a full representation of the region's transportation network, while TDM23 uses a simplified version of the network.
- Conveyal uses General Transit Feed Specification (GTFS) schedules from December 2022, while TDM23 uses GTFS schedules from 2019.
- Conveyal uses demographic data directly from the 2018–22 American Community Survey (ACS) and 2020 Census, while TDM23 uses 2018–22 ACS and 2020 Decennial Census data that were applied to TAZs.

Because of these differences, the results of the two analyses cannot be compared directly. To make it possible to do so, we developed a conversion factor for each metric to convert the TDM23 outputs into Conveyal units by comparing the difference between the transportation network without MPO investments in TDM23 and the network in Conveyal.

The DI/DB Mitigation Analysis was conducted on all MPO Regional Target projects in the TIP that could be modeled. The following types of projects were excluded:

- Design pilot projects, as there is not enough project information to model them in Conveyal
- Projects that do not change travel speed and/or add new links to the transportation network and/or change roadway geometry
- Bikeshare, as currently these projects cannot be modeled in Conveyal

Note that not all aspects of a project are able to be modeled in Conveyal—Conveyal is responsive to changes in travel speed, the addition and removal of travel links (such as a new shared-use path), and changes in roadway geometry (such as the removal of a travel lane). Only those projects that have at least one of these elements were

included in the analysis. MPO staff are working on expanding our understanding of the impacts of various project characteristics on travel speeds, as well as the ability to represent microtransit and bikeshare projects in Conveyal.

The DI/DB Mitigation Analysis assessed the impacts of projects, in the aggregate, and compared these impacts between two population groups:

- Minority and nonminority populations
- Low-income and non-low-income populations

The results revealed the change in access to opportunities or travel time for each population group that we would expect to see when the MPO-funded projects in the TIP are constructed. The analysis was not directly concerned with the actual project impacts on a population group, but rather how that increase or decrease compared to their counterparts. So, for example, if the minority and nonminority populations are both expected to experience longer travel times if the projects are constructed, there would only be a disparate impact if the increase for the minority population was *greater* than the increase for the nonminority population. This is not to say that the increase in travel time for both populations should not be concerning, just that it is not the purview of a DI/DB analysis.

Analysis Results

Figure 6-11 shows the results of the analysis. Note that results are based on current project design information—actual impacts may differ if designs change. The third column from the right shows the amount that needs to be mitigated—the difference (for example, the number of jobs accessible within a 45-minute transit trip) between the minority and nonminority and between low-income and non-low-income populations. The second column from the right shows how much the projects in the TIP would likely mitigate that difference. Finally, the far-right column states whether mitigation was accomplished.

[placeholder text]

Figure 6-11
Summary of DI/DB Mitigation Metric Results
[placeholder text]

Future Activities to Improve Monitoring of Transportation Equity Performance

MPO staff will continue to explore more sophisticated methods of identifying specific impacts of projects funded with Regional Target dollars and evaluating, as a group, their benefits and burdens on TE populations. Work will continue to refine the process for mitigating the remaining disparate impacts and disproportionate burdens identified in the LRTP through future TIPs. A current MPO study, *Applying Conveyal to TIP Project Scoring*, will assist with this work by developing project evaluation criteria for the *destination access* metric. This new methodology will give the MPO a better understanding of which projects could help with mitigation prior to finalizing the TIP program.

¹Regional Target funds are federal transportation funds that are programmed for projects at the discretion of each MPO. The Boston Region MPO has about \$700 million in Regional Target funding the FFYs 2025–29 TIP.

²People who identify as a minority include those who identify as Hispanic or Latino/a/x and/or a race other than White. Minority status is calculated for the entire population. For conciseness, people who identify as minority are referred to as the “minority population” in the remainder of this document.

³A person is considered to have a low income if their annual family income is less than or equal to 200 percent of the poverty level for their family size. Low-income status is calculated for the population for which poverty status can be determined. For conciseness, people with a low income are referred to as the “low-income population” in the remainder of this document.

⁴People with limited English proficiency are those who report speaking English less than “very well” on the American Community Survey. LEP status is calculated for the population ages five and older.

⁵Census tracts are used to identify the percentage of people with disabilities. Census block groups are used to identify the percentage of all other equity populations.

⁶The air quality analyses in this section do not include in the following projects, as their air quality impacts were assessed to be minimal or unable to be determined:

- [placeholder text]

⁷The funding distribution analyses in this section excludes the following projects:

- MassDOT-initiated projects for which demographics were not available.

- Investment program funds reserved for later-year funding:
 - Community Connections Program
 - Transit Transformation Program
 - Bikeshare State-of-Good-Repair Set-Aside

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Appendices