



Transportation Improvement Program Federal Fiscal Year 2025-29

APPENDICES

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Appendix A: Project Prioritization and Scoring

INTRODUCTION

As described in Chapter 2, the Transportation Improvement Program (TIP) development and project prioritization and funding process consists of numerous phases and is supported by several different funding sources. This appendix includes information about transportation projects that the Boston Region Metropolitan Planning Organization (MPO) considered for funding through the Highway Discretionary (Regional Target) Program in the federal fiscal years (FFYs) 2025–29 TIP.

To be considered for funding by the MPO, a project must fulfill certain basic criteria. Projects evaluated through the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, and Intersection Improvements investment programs must meet these criteria:

- The Massachusetts Department of Transportation's Project Review Committee must have approved the project or must plan to review it.
- The project proponent must be a municipality or state agency.
- The project must be at the 25-percent design stage or demonstrate the level of detail of a project near this threshold (for example, through the submission of functional design reports, project locus maps and designs, operations analyses, or Highway Capacity Manual data sheets showing future build and no-build scenarios).

For projects evaluated through the MPO's Transit Transformation Program, the following criteria apply:

- The project proponent must be a municipality, regional transit authority, or state agency.
- The regional transit authority that serves the project area or would operate the facility must have approved the project or plan to review it.
- The project proponent must identify the source of 20% matching funding for the project and demonstrate that the project will have a positive impact on air quality.

For projects evaluated through the MPO's Community Connections Program, the following criteria apply:

- The project proponent must submit a complete application for funding to MPO staff, along with supporting documentation such as geographic files depicting the project area and budgeting worksheets.
- The proponent must be a municipality, transportation management association (TMA), or regional transit authority (RTA). Other entities, such as nonprofit organizations, may apply in partnership with a municipality, TMA, or RTA that has agreed to serve as a project proponent and fiscal manager.
- The proponent must demonstrate that the project will have a positive impact on air quality, as this program is funded using federal Congestion Mitigation and Air Quality funds.
- The proponent must demonstrate readiness and institutional capacity to manage the project sustainably.

If a project meets the above criteria, it is presented to the MPO board in the *Universe of Projects* (Table A-1) to be considered for funding. This project list is presented to the MPO board in November and provides a snapshot of information available on projects at that stage in the TIP development. Some projects that get evaluated for funding may not appear in the *Universe*, as more project information may become available following the compilation of the *Universe*. In addition, some projects that appear on the *Universe* list may not be evaluated each year if these projects are not actively being advanced by municipal or state planners or if they are not at the minimum required level of design for evaluation. Community Connections projects are not typically included in the *Universe* because proponents of those projects apply for funding through a discrete application process, the submission deadline for which is after the presentation of the *Universe* to the MPO board.

Once a proponent provides sufficient design documentation for a project in the *Universe* and the municipality or state is actively prioritizing the project for funding, the project can be evaluated by MPO staff. The evaluation criteria used to score projects are based on the MPO's goals and objectives. After the projects are evaluated, the scores are shared with project proponents, posted on the MPO's website, and presented to the MPO board for review and discussion. The scores for projects evaluated during development of the FFYs 2025–29 TIP for programming in the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, and Intersection Improvements programs are summarized in Table A-3. No projects were evaluated for inclusion in the Major Infrastructure investment program during the development of the FFY 2025-29 TIP. Scores for projects that applied for funding through the MPO's Community Connections Program during the FFYs 2025–29 TIP cycle are summarized in Table A-4.

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. This update created separate criteria for different project types within the Community Connections program given the diverse array of first-and-last mile projects that can be funded through the program.

The project selection criteria for each investment program are shown in separate tables in this appendix as follows: Bicycle Network and Pedestrian Connections (Table A-5); Complete Streets (Table A-6); Intersection Improvements (Table A-7); and Transit Transformation (Table A-8).

Community Connections project selection criteria are shown in separate tables in this appendix as follows: Bicycle Lanes (A-9); Bicycle Racks (A-10); Bikeshare Support (A-11); Microtransit Pilots (A-12); and Wayfinding Signage (A-13).

Archived project evaluation criteria for all investment programs, which were discontinued in October 2023 after the FFYs 2024–28 TIP cycle, are shown in Tables A-14 and A-15.

In addition to project scores, several other factors are taken into consideration by the MPO when selecting projects for funding. Table A-2 describes many of these elements, including the relationships between the MPO's FFYs 2025–29 Regional Target projects and the MPO's Long-Range Transportation Plan (LRTP), studies and technical assistance conducted by MPO staff through the Unified Planning Work Program (UPWP), the federally required performance measures discussed in Chapter 4, and Massachusetts' modal plans. These projects are listed by MPO investment program. More details about each of these projects are available in the funding tables and project descriptions included in Chapter 3. Performance-related information for the FFYs 2025–29 Regional Target projects is included in Chapter 4, and information about greenhouse gas (GHG) emissions for these projects is available in Appendix B.

Table A-1
FFYS 2025–29 TIP Universe of Projects

Projects grouped by MAPC subregion and by MPO Investment Program

projects must be PRC approved and submit sufficient project documentation prior to scoring. The MPO has also established a policy to prioritize projects that have reached the 25% design submission stage for funding. This

Key

	Evaluated for FFYs 2023-27 TIP
	New project in TIP universe for FFYs 2024-28 TIP
	In 2023-27 universe, not evaluated

Municipality	Project Propo	Project Name	PROJIS	(as of 10/6/21)	to Universe	Cost Estimate	Subregion	District	MPO Investme	Notes	Limits	MAPIT?	Evaluation
Inner Core													
Complete Streets													
Boston	Boston	Reconstruction	N/A	Pre-PRC	2021	N/A		6		Pursuing 2022 PRC approval.			N/A
Boston	MassDOT	on Gallivan	606896	(2012)	2018	\$11,500,000	ICC	6	Complete Street	FFY 2012			N/A
Boston	MassDOT	on Morton	606897	(2012)	2018	\$11,500,000	ICC	6	Complete Street	FFY 2012			N/A
Boston	Boston	Improvements	608449	(9/28/2017)	2017 or earlier	\$31,036,006	ICC	6	Infrastructure	FFYs 2020-24			56
Boston	MassDOT	Signal	607759	Received - R1	2022	\$4,526,907		6					N/A
Boston	MassDOT	Gallivan	610650	(2019)	2019	\$5,750,000	ICC	6	Complete Street	District 6.			N/A
Brookline	Brookline	Street (High	N/A	Pre-PRC	2022	\$3,500,000		6		bike lanes,			N/A
Brookline	Brookline	Path	N/A	Pre-PRC	2022	\$12,000,000		6		stage.			N/A
Chelsea	Chelsea	of Spruce	610675	(2019)	2019	\$5,408,475	ICC	6	Complete Streets				N/A
Chelsea	Chelsea	of Everett	N/A	Pre-PRC	2020	N/A		6					N/A
Chelsea	Chelsea	of Marginal	N/A	Pre-PRC	2019	N/A	ICC	6	Complete Streets				N/A
Lynn, Salem	MassDOT	of Route 107	608927	(2017)	2020	\$38,155,000		4					N/A
Malden	Malden	Corridor	N/A	Pre-PRC	2022	N/A		4		currently			N/A
Melrose	Melrose	of Lebanon	612534	(2/10/2022)	2020	\$3,742,432		4					N/A
Newton	Newton	of Washington	N/A	Pre-PRC	2020	N/A		6					N/A
Revere	Revere	of Ocean Ave.	N/A	Pre-PRC	2020	N/A		4		conceptual			N/A
Winthrop	Winthrop	&	N/A	(2019)	2019	\$7,565,512	ICC	6	Complete Streets				N/A
Improvement													
Brookline	Boston, Brookli	Commonwealt	608956	(2017)	2018	\$916,883	ICC	6	Intersection Imp	design.			N/A
Lynn	Lynn	Safety	N/A	Pre-PRC	2023	\$3,000,000		4		3/3/2023			
Medford	Medford	Improvements	611974	(2021)	2019	\$8,498,000	ICC	4	Intersection Imp	location			N/A
Newton	MassDOT	Quinobequin	612613	(2/10/2022)	2022	\$4,350,000		6		n of the			
Quincy	MassDOT	Improvements	608569	(2016)	2020	\$2,900,000		6		District 6.			N/A
Quincy	Quincy	Improvements	610823	Received - R1	2020	\$1,145,580		6		complete. PM			N/A
Quincy	Quincy	Merrymount Pa	N/A	Pre-PRC	2022	N/A		6		PRC.			N/A
Pedestrian													
Belmont	Belmont	Belmont Comm	N/A	Pre-PRC	2023	TBD		4		@tooledesign.			
Boston	Boston	Use Path	N/A	Pre-PRC	2021	N/A		6		conceptual			N/A
Brookline	Brookline	Beacon Street	N/A	Pre-PRC	2022	N/A		6		Project in conceptual design through Toole, rec			N/A
Somerville	DCR	Bicycle and	612004	(2021)	2021	\$38,218,334		4					N/A
Malden	Malden	Brook	613088	25% design	2022	\$3,250,000		4		obtained for			
Medford	Medford	Wellington Pha	613082	Pre-PRC	2022	\$1,195,000		4		ID # is not yet in PINFO. Initiated on 11/3/2022.			N/A
Medford	Medford	MacDonald Par	N/A	Pre-PRC	2022	\$800,000		4		In DCR park, City is requesting expansion of brid			N/A
Major Infrastructure													
Boston, Chelse	Boston	Rehabilitation	600637	(2/10/2022)	2021	\$97,538,787		6					N/A
Cambridge	DCR	Improvements	609290	(2018)	2019	\$7,000,000	ICC	6	Improvements	improvements			N/A

Malden	MassDOT	on Route 1	610543	(2019)	2019	\$7,210,000	ICC	4	Infrastructure	programmed			N/A
Newton	MassDOT	and Safety	609288	(2018)	2019	\$14,000,000	ICC	6	Improvements				N/A
Medford	Medford	Circle	N/A	Pre-PRC	2022	TBD		4			As discussed on 11.4.2022 with the City of Med		N/A
Boston	Boston	Cambridge Street Bridge Replacement - Charlestown	612989	PRC approved (12/21/2022)	2022	\$15,400,000		6			City wants this programmed to advertise this be		N/A
Revere	Revere	Route 1A Improvement and Reconfiguration	N/A	Pre-PRC	2022	\$9-12,000,000		4			Project is in conceptual design stage. The prior		N/A
Revere, Saugus	Revere, Saugus	Roadway Widening on Route 1 North (Phase 2)	611999	PRC approved (2021)	2021	\$2,397,600		4			Project is not programmed in <i>Destination 2040</i> . It is on a regionally-significant roadway and would add roadway capacity. If programmed in the TIP, this project will also need to be included in <i>Destination 2050</i> . Robins Road to Route 99 interchange are the limits.		N/A
Community Connections													
Belmont	Belmont	Belmont BlueBikes Expansion	N/A	N/A	2022	\$250,000		4			Belmont is currently evaluating potential revenue streams to cover operational costs and match prior to submitting an application for this project.		N/A
Lynn	Lynn	Transit Signal Priority - Bus Upgrades for Lynn Route 107	N/A	N/A	2022	TBD		4			Indicated in November 8th email to Ethan from Aaron Clausen		N/A

Waltham	Waltham	Waltham BlueBikes/Bikeshare Expansion	N/A	N/A	2022	TBD		4		Indicated in November 8th email to Ethan from Catherine Cagle.			N/A
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Minuteman Advisory Group on Interlocal Coordination

Complete Streets

Bedford	Bedford	Roadway Reco	612739	PRC approved	2022	\$10,899,448		4		Limits appear to go from North Road to match			N/A
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Intersection Improvements

Littleton	Littleton	Intersection Improvements at Route 119/Beaver Brook Road	610702	PRC approved (2020)	2020	\$3,120,110	ICC	3	Intersection Imp	MassDOT agreed to fund design after 25% design approved. As of October 2022, the project remains in preliminary design.			N/A
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Bicycle and Pedestrian

Bedford	Bedford	Minuteman Bikeway Extension, From Loomis Street to Concord Road (Route 62)	607738	47	2022	\$11,218,186	N/A	4	Cost increase to \$11,218,186. Initial targeted advertisement date of 8/13/22.	Local concerns about permitting. Previously programmed in FY23-27, dropped due to public opposition. Failed to achieve 2/3rds majority in town meeting on 11.14.2022.			N/A
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Concord	Concord	Assabet River Multi-Use Trail and Bridge Construction	612870	PRC approved (8/29/2022)	2020	\$8,280,000	MAGIC	4	Major Infrastructure	originally a new Pedestrian Bridge with a \$2-3.6M price range. Scope has increased to include improvements for a multi-use trail alongside the bridge. Cost has increased accordingly, and is now in preliminary design. Project location runs between the West Concord MBTA Station and the Concord Meadows Corporate Center with a hookup to the Southern Terminus of			N/A
Stow	Stow	Stow - Assabet	613096	PRC approved, in design.	2022	TBD		3		Project Info # is being reserved for this project's construction. Recent earmark recipient for design under FFY22 House THUD bill (Rep. Lori Trahan). Design line item added to FFY23-27 in AM2 and is retaining a project ID # S12749.			
Major Infrastructure													

Acton	MassDOT	Intersection Improvements at Route 2 and Route 27 Ramps	610553	PRC approved (2019)	2020	\$3,480,000		3		Project not programmed in LRTP (meets MPO roadway classification requirement). Priority for District 3 and Town of Acton. Project has had surveying and MSA design contracts opened for it. MassDOT appears to be tracking as a Traffic Safety improvement.			N/A
Concord	Concord	Reconstruction & Widening on Route 2, from Sandy Pond Road to Bridge over MBTA/B&M Railroad	608015	PRC approved (2014)	2019	\$8,000,000	MAGIC	4	Major Infrastructure	Project is not programmed in Destination 2040. It is on a regionally significant roadway and includes roadway widening elements. If programmed in the TIP, this project should also be included in Destination 2050.			N/A

Lexington	Lexington	Route 4/225 (Bedford Street) and Hartwell Avenue	N/A	Pre-PRC	2019	\$30,557,000	MAGIC	4	Major Infrastructure	Project is programmed in Destination 2040 (FFYs 2030-34). The project is expected to include work on the I-95 Interchange with Route 4/225. If this work includes capacity-adding elements, it will need to be included in Destination 2050.			N/A
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Community Connections

Concord, Lexington	Concord	Battle Road Shuttle Pilot	N/A	N/A	2022	TBD		4		Erin Stevens in Concord indicated interest in two shuttle options, an extension of a 2022 Summer Pilot for local service and a more regional service that would involve operations in Lexington and Lincoln. See email from 12/5/2022 to Ethan Lapointe.			N/A
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Lexington	Lexington	Lexington Shuttle	N/A	N/A	2022	TBD		4	May be a component of the Concord project listed above. Outreach from Lexington on 12/5/2022 was somewhat vague, but expressed an interest in service. Lexington receives MBTA service.			N/A
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MetroWest Regional Collaborative

Complete Streets

Wellesley	Wellesley	Route 135 Reconstruction (Natick Town Line to Weston Road)	N/A	Pre-PRC	N/A	TBD	TBD	6	PNF submitted. Discussing 10.14.2022.			N/A
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Holliston	Holliston	Reconstruction of Concord Street (Route 126)	N/A	Pre-PRC	2021	N/A		3	Added through subregional outreach. Project is municipal priority, as it's tied to necessary below-grade sewer work. 10/12/22: MaPIT is showing that a project was initiated back on 7.14.2020 for this stretch for resurfacing and related work, assuming \$600K in total cost (likely lowball).			N/A
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Intersection Improvements

Framingham	MassDOT	Roundabout Construction at Salem End Road, Badger Road and Gates Street	609280	PRC approved (2018)	2019	\$2,520,000	MWRC	3	Intersection Improvements			N/A
Weston	Weston	Intersection Improvements - Signalization of Route 20 at Highland Street	N/A	Pre-PRC	2021	N/A		6		Added through subregional outreach.		N/A
Holliston	Holliston	Route 16 Washington Street at Whitney Street	N/A	Pre-PRC	2022	\$500,000		3		Result of 12/20/2022 phone call between Ethan Lapointe and Robert Walker (Highway Superintendent). Looking for signal installation.		
Bicycle and Pedestrian												
Weston	MassDOT	Weston - Shared Use Path Construction on Route 30	612602	PRC Approved (2/10/2022)	2022	\$1,050,000		6		Meant to connect into Project 608954. District 6 priority to ensure that the shared-use-path there ties in to the rest of the bicycle network and concludes at a logical terminus.		N/A
Natick	Natick	Cochituate Rail Trail Extension, from MBTA Station to Mechanic Street	610691	25% Design Received (11/21/2022)	2020	\$6,690,043	NSPC	3	Bicycle and Ped	Final section of Cochituate Rail Trail Extension. Imminent 25% design submittal. Applicant applied for FFY2024-2028 TIP funding.		N/A
Major Infrastructure												

Framingham	Framingham	Intersection Improvements at Route 126/135/MBTA and CSX Railroad	606109	PRC approved	2019	\$115,000,000	MWRC	3	Major Infrastructure	Project is programmed in <i>Destination 2040</i> (FFYs 2030-34). May need to be pushed back with LRTP rewrite. Consultant said that depressing Route 135 may be the solution.			N/A
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North Suburban Planning Council

Complete Streets

Burlington	Burlington	Town Center Complete Streets Improvements	N/A	Pre-PRC	2021	N/A		4		Streets upgrades along Route 3A from Bedford Street to Arthur Woods Avenue. The scope of work would be additive to existing resurfacing planned under 610704, and would focus mostly on paint. There is potential for widening if the town's design includes a multimodal path while maintaining the current number and width of vehicle lanes. Organized opposition to	Route 3A (Bedford Street to Arthur Woods Avenue)		N/A
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Lynnfield	Lynnfield	Reconstruction of Summer Street	609381	PRC approved (2019)	2019	\$21,521,921	NSPC	4	Complete Street	Not yet at 25% design. Bayside Engineering handling design, Norman Brown (781-932-3201, nbrown@baysideengineering.com) is PM. Culvert and turtle crossings. Town may consider descoping and phasing the project due to cost, per 12/20/2022 conversation with PM.	Summer Street (Lynnfield Town Hall to Route 129).	N/A
Reading	Reading	Reading Downtown Improvement Project	N/A	Pre-PRC	2020	\$7-\$8 million		4		Project at conceptual stage.		N/A
Stoneham	Stoneham	Reconstruction of South Main Street, from Town Center to South Street	N/A	Pre-PRC	2021	N/A		4				N/A

Wakefield	Wakefield	Envision Wakefield - Main Street Improvements	610545	25% Design Complete	2020	\$16,581,200				(Nahant to Water) and Water Street (Main to Cyrus) removed from project and bundled in 607329. 25% design incorporates some retention of angled parking in order to appease older public, but focus is on bike parking. Strong public input from youth during town meetings led to approval. Key sticking point in FFY 2023-2027 Scoring was project cost ~\$26M.	Main Street (Water Street to Salem Street)	Yes	41.8
Winchester	Winchester	Town Center Complete Streets Improvements	N/A	Pre-PRC	2021	N/A			4				N/A
Intersection Improvements													
Stoneham	Stoneham	Intersection Improvements at Main Street (Route 28), Franklin Street, and Central Street	N/A	Pre-PRC	2020	N/A			4	Project at conceptual stage.			N/A
Bicycle and Pedestrian													
Stoneham, Wakefield	Stoneham, Wakefield	Mystic Highlands Greenway Project	N/A	Pre-PRC	2021	N/A			4				N/A
Community Connections													

North Reading	North Reading	North Reading Human Services Transportation	N/A	N/A	2022			4		Significant paratransit consideration. Losing Merrimack Valley interdistrict service as North Reading falls between the MBTA and MVRTA.			N/A
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North Shore Task Force

Complete Streets

Beverly, Manchester-by-the-Sea	MassDOT	Resurfacing an	607707	PRC approved	2018	\$2,300,000	NSTF	4	Complete Street	Still in preliminary design.			N/A
Danvers	Danvers	Reconstruction on Collins Street, from Sylvan Street to Centre and Holten Streets	602310	75% submitted (3/5/2010)	2017 or earlier	\$5,183,121	NSTF	4	Complete Street	Updated 75% design submission needed for project to move forward. Last scored for FFYs 2020-24 TIP.	Collins Street (Sylvan Street to Centre Street/Holten Street) 0.7 miles. 42.5566, - 70.9539	Yes	46

Ipswich	Ipswich	Reconstruction	611975	PRC approved	2020	\$5,653,500			4	Frank Ventimiglia mentioned that a bridge within the project limits has had a lane closed by MassDOT. Structure IDs are I01005, main concern is Ipswich - 2PN which is an 1861-built historic stone arch mill bridge. Currently functioning as a one-way. OFF SYSTEM BRIDGE. MassDOT contact is Ryan Wilcox. Town had approached as a traffic safety project with the bridge as a focal point.	County Road (South Main Street to East Street)	Y	45.4
Ipswich	Ipswich	Argilla Roadway Reconstruction and Adaptation (Crane Estate to Crane Beach)	612738	PRC Approved (5/12/2022)	2021	\$4,628,419			4	Municipal priority for funding. On 10/7/2022, Frank Ventimiglia at Ipswich DPW expressed an interest in pursuing MDP funding to support this project.	Argilla Road (Crane Estate to Crane Beach)	Y	N/A
Marblehead	Marblehead	Bridge Replacement, M-04-001, Village Street over Marblehead Rail Trail (Harold B. Breare Bridge)	612947	PRC approved (9/15/2022)	2019	N/A	NSTF		4	Major Infrastruc			N/A

Manchester-by-the-Sea	Manchester-by-the-Sea	Pine Street - C	N/A	Pre-PRC; PNF	2017 or earlier	N/A	NSTF	4	Complete Streets			N/A
Manchester-by-the-Sea	Manchester-by-the-Sea	Bridge Replace	610671	PRC approved	2019	\$4,350,000	NSTF	4	Complete Streets			34.8
Rockport	Rockport	Roadway Reconstruction of Route 127A (Thatcher Road)	612737	PRC Approved (1/23/2023)	2023	\$12,058,173		4	Complete Streets	Added to Universe in January 2023 based on PRC results. PM is Marie Rose. Sea level rise risk, talk to Judy	Route 127A, Thatcher Road (Red Fox Lane to Seaview Street)	
Salem	MassDOT	Reconstruction of Bridge Street (Route 107), from Flint Street to Washington Street	612990	PRC Approved (1/24/2023)	2017 or earlier	\$12,067,500		4	Complete Streets	Project is not programmed in Destination 2040. It is on a regionally significant roadway and would add roadway capacity. If it is programmed in the TIP, it will need to be programmed in Destination 2050.		N/A
Wenham	Wenham	Safety Improvements on Route 1A	609388	25% Approved (9/10/2021)	2019	\$3,629,036	NSTF	4	Complete Streets	Dan Wilk (daniel.wilk@state.ma.us) is MassDOT PM. Working with Bayside Engineering as design consultant. MassDOT may fund this for construction in full, and Wenham is paying for design. Bayside currently responding to 25% comments. Drainage for abutters is holding this up.		N/A

Wenham	Wenham	Roadway Reco	N/A	Pre-PRC	2019	\$800,000	NSTF	4	Complete Street	Project at conceptual stage.		N/A
Intersection Improvements												
Essex	Essex	Targeted Safety	609315	PRC approved	2019	\$2,135,440	NSTF	4	Intersection Improvements			N/A
Bicycle and Pedestrian												
Peabody, Salem	Peabody, Salem	Riverwalk Project	N/A	Pre-PRC	2021	N/A		4		MVP grant issued for project design.		N/A
Marblehead	Marblehead	B2B Bikeway Design - Marblehead	N/A	Pre-PRC	2022	\$140,000		4		Earmark. May be added via amendment.		
Peabody, Salem	Peabody, Salem	B2B Bikeway Design - Peabody/Salem	N/A	Pre-PRC	2022	\$600,000		4		Earmark. May be added via amendment.		
Major Infrastructure												
Beverly	Beverly	Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue (Phase II)	607727	PRC Approved (2014)	2021	N/A	NSPC	4	Intersection Imp	Project is not programmed in Destination 2040. Is on a regionally-significant roadway, and would expand the interchange. If this project is programmed in the TIP and adds roadway capacity, this project will need to be included in Destination 2050.		N/A
South Shore Coalition												
Complete Streets												
Holbrook	Holbrook	Corridor Improvements and Related Work on South Franklin Street (Route 37) from Snell Street to King Road	608543	PRC approved (2017)	2018	\$4,000,200	SSC	5	Complete Streets			N/A

Hull	Hull	Nantasket Avenue Redesign	N/A	Pre-PRC	2023	TBD		5		Includes redevelopment of existing gravel squares in front of Nantasket Beach for additional facilities/recreational zones/open space			
Rockland	Rockland	Corridor Improvements on VFW Drive/Weymouth Street	612605	PRC approved (2/10/2022)	2021	\$13,047,281		5		PNF entered in Jan 2022			N/A
Weymouth	MassDOT	Reconstruction on Route 3A, Including Pedestrian and Traffic Signal Improvements	608231	PRC approved (2016)	2017 or earlier	\$10,780,100	SSC	6	Complete Streets	Pre-25% package submitted in July 2021.			N/A
Weymouth	MassDOT	Resurfacing and Related Work on Route 3A	608483	PRC approved (2016)	2018	\$2,400,000	SCC	6	Complete Streets				N/A
Intersection Improvements													
Cohasset	Cohasset	Intersection Improvements at Route 3A and King Street	N/A	Pre-PRC	2021	N/A		5		Added through subregional outreach.			N/A
Hull	Hull	Intersection Improvements at George Washington Boulevard and Barnstable Road/ Logan Avenue	N/A	Pre-PRC	2021	N/A		5		Added through subregional outreach.			N/A
South West Advisory Planning Committee													
Complete Streets													
Bellingham	Bellingham	South Main Street (Route 126) - Elm Street to Douglas Drive Reconstruction	N/A	Pre-PRC; PNF submitted (3/13/17)	2017 or earlier	N/A	SWAP	3	Complete Streets	Project would dovetail ongoing project 608887, rehab on Route 126 from Douglas Drive to Route 140.		No	N/A

Bellingham	Bellingham	Bellingham - Roadway Rehabilitation of Route 126 (Hartford Road), from 800 North of the I-495 NB off ramp to Medway T/L, including B-06-017	612963	PRC Approved (9/15/2022)	2022	\$10,950,000		3		Applied for FFY2024-2028. BRMPO issued a full corridor study in 2011.		
Franklin	MassDOT	Resurfacing and Intersection Improvements on Route 140, from Beaver Street to I-495 Ramps	607774	PRC approved (2014)	2018	\$4,025,000	SWAP	3	Complete Streets		Yes	N/A
Hopkinton	Hopkinton	West Main Street Reconstruction and Shared Use Path	N/A	Pre-PRC	2022	\$15,000,000		3	Priority is a shared use path under I-495 along W Main Street EB to link into existing trail networks and SUP in downtown area and commercial campuses west of I-495. Includes a large roundabout at Lumber Street/Parkwood Drive and West Main Street due to frequent crashes.	West Main Street (South Street to Wood Street)	No	N/A

Medway	Medway	Improvements on Route 109 West of Highland Street	N/A	Pre-PRC	2021	N/A		3	Project at conceptual stage. Ethan will verify. There is a project from Richard Rd. heading WB to Highland Street, which conflicts with the name of this project. It was initiated in Nov. 2021.	TBD	Maybe?	N/A
Milford	MassDOT	Resurfacing and Related Work on Route 16	612091	PRC approved (2021)	2021	\$4,192,500		3			No	N/A
Millis	Millis	Town Center Improvements	N/A	Pre-PRC	2020	N/A		3	Project at conceptual stage.		No	N/A
Wrentham	Wrentham	Resurfacing and Related Work on Route 1	608497	PRC approved (2016)	2020	N/A		5	25% design anticipated July 2022.		Yes	N/A
Intersection Improvements												
Medway	Medway	Traffic Signalization at Trotter Drive and Route 109	N/A	Pre-PRC	2021	N/A		3	Project at conceptual stage.		No	N/A
Sherborn	Sherborn	Intersection Improvements at Route 16 and Maple Street	N/A	Pre-PRC	2021	N/A		3	Project at conceptual stage.		No	N/A
Wrentham	Wrentham	Intersection Improvements on Route 1A at North and Winter Street	610676	PRC Approved (12/19/2019)	2020	\$2,649,000		5			No	N/A
Wrentham	Wrentham	Intersection Improvements at Randall Road and Route 1A	N/A	Pre-PRC	2020	\$2,649,000		5	Project at conceptual stage.		No	N/A
Wrentham	Wrentham	Intersection Improvements at Route 1A and Route 140	N/A	Pre-PRC	2020	N/A		5	Project at conceptual stage.		No	N/A
Bicycle and Pedestrian												

Franklin	Franklin	Southern New England Trunk Trail (SNETT) Extension, from Grove Street to Franklin Town Center	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage.		No	
Hopkinton	Hopkinton	Campus Trail Connector, Shared Use Trail Construction	611932	PRC approved (9/24/2020)	2020	\$1,750,700	NSTF	3	Bicycle and Pedestrian			No	N/A
Norfolk, Walpole, and Wrentham	Norfolk	Metacomet Greenway	N/A	Pre-PRC	2021	N/A		5		Project at conceptual stage. Feasibility analysis complete. Pilot development will start with Hill to Pine Street through old rail bed ROW. Includes bridge over Route 115 due to traffic concerns.		No	N/A
Sherborn	Sherborn	Upper Charles River Trail Extension to Framingham City Line	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage.		No	N/A
Major Infrastructure													
Bellingham	MassDOT	Ramp Construction & Relocation, I-495 at Route 126 (Hartford Avenue)	604862	PRC approved (2006)	2017 or earlier	\$13,543,400	SWAP	3	Major Infrastructure	High priority for District 3		No	N/A
Three Rivers Interlocal Council													
Complete Streets													

Canton, Milton	MassDOT	Roadway Improvements on Route 138	608484	PRC approved (2016)	2020	\$18,467,500		6	Milton also in ICC subregion. Project a high priority for the TRIC subregion. District is working to refine scope. Nine miles in length, may require phasing.	York Street to Truman Highway. Appx 9 miles.	Yes	N/A
Canton	Canton	Lower Randolph Reconstruction (Route 138, Turnpike Avenue to Colts Crossing)	N/A	Pre-PRC	2023	TBD		6	Emerged in discussions following application of Randolph and York Street Signal Installation for FFY 2024-2028 STIP. Sidewalk installation, bike lanes, crosswalks, roadway rehabilitation, signal improvements at the Route 138 and, potentially, York Street intersection. Crosswalks near Ponkapoag Pond trailhead.	Randolph Street from Route 138 to Colts Crossing.	No	N/A
Medfield	Medfield	Reconstruction of Route 109 (Millis T/L to Hartford Street)	N/A	Pre-PRC	2021	N/A		3	Added through subregional outreach. Working with Ann Sullivan and Arthur Frost at D3, BETA is design consultant.	Millis T/L to Hartford St.	Maybe?	N/A

Milton	MassDOT	Reconstruction on Granite Avenue, from Neponset River to Squantum Street	608406	25% submitted (2/10/2017)	2017 or earlier	\$3,665,146	TRIC	6	Complete Street	Milton also in ICC subregion.		No	N/A
Milton	Milton	Adams Street Improvements, from Randolph Avenue to Eliot Street	610820	PRC approved (4/30/2020)	2020	\$1,799,330		6		Milton also in ICC subregion. Preliminary design.	Randolph Avenue to Eliot Street at Neponset River. Appx. 0.10 miles. -42.2703, -71.0679	No	N/A
Needham	Needham	Reconstruction of Highland Avenue, from Webster Street to Great Plains Avenue	612536	PRC approved (10/21/2021)	2021	\$10,402,402		6		Needham also in ICC subregion.		No	N/A
Dover, Needham	Dover, Needham	Centre Street B	N/A	Pre-PRC	2022	N/A		6		Historic-eligible, needs replacement		No	N/A
Westwood	Westwood	Reconstruction of Canton Street (East Street Rotary and University Avenue)	608158	25% Package Received (2/18/2022)	2017 or earlier	\$19,047,306	TRIC	6	Complete Street	Priority for municipality. MassDOT expresses concerns regarding project readiness due to scope fluctuations. PINFO includes bridge rehab work. Application submitted for FFY2024-2028.	1.9 miles	Yes	N/A
Intersection Improvements													

Canton	Canton	Signal Installation at Randolph Street and York Street	N/A	Pre-PRC	2022	\$500,000		6	Application submitted for FFY 2024-2028 TIP. Municipality requested \$50,000 against a total estimate of \$500,000. Significant funding in local mitigation fund for match.	Randolph Street	Yes	N/A
Foxborough	Foxborough	Intersection Signalization at Route 140/Walnut Street and Route 140/I-95 (SB Ramp)	612740	PRC Approved (5/12/2022)	2021	\$11,902,600		5	Added through subregional outreach. Town has advanced design outside of TIP process. District supports project. Budget has increased from original \$5M estimate in 2021.		No	N/A
Medfield	Medfield	Intersection Improvements at Route 27 and West Street	612807	PRC Approved (5/12/2022)	2021	\$3,987,500		3	Added through subregional outreach.		No	N/A
Bicycle and Pedestrian												
Canton	Canton	Warner Trail Extension, from Sharon to Blue Hills Reservation	N/A	Pre-PRC	2021	N/A		6	Added through subregional outreach. Feasibility study currently underway.		No	N/A
Major Infrastructure												

Canton, Westwood	MassDOT	Interchange Imj	87790	25% submitted	2017 or earlier	\$202,205,994	TRIC	6	Major Infrastruc	Project not programmed in <i>Destination 2040</i> . It is on a regionally-significant roadway and adds roadway capacity. If programmed in the TIP, this project would also need to be included in <i>Destination 2050</i> . Last scored for FFYs 2020-24 TIP. Regional priority, potential discretionary grant project via MassDOT for State Highway funding.	No	47
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Table A-2
 FFYs 2025–29 Regional Target Projects and Their Relationships to Plans and Performance Measures

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
609211	Peabody–Independence Greenway Extension	Bicycle and Pedestrian	Extend the Independence Greenway from the North Shore Mall to central Peabody.	Peabody	02024	This project will extend the MassDOT Off-Street High Comfort Bike Network, as identified in the 2019 Massachusetts Bicycle Plan.	This project is expected to improve safety for bicyclists and pedestrians. It will create more than a mile of bike trail network and bring the Independence Greenway's total length to eight miles. By extending the region's bicycle network, this project is expected to increase non-SOV travel. It is also expected to reduce CO2 and other transportation-related emissions.
610544	Peabody–Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1	Bicycle and Pedestrian	Construct a new multi-use paved path along the abandoned railbed between two existing segments of the Independence Greenway in Peabody and create a connection to the existing Border to Boston trailhead at Lowell Street.	Peabody	02025	This project will extend the MassDOT Off-Street High Comfort Bike Network, as identified in the 2019 Massachusetts Bicycle Plan.	This project will create nearly two miles of multi-use trail, connect other segments of the Independence Greenway, and create a link to the Border to Boston trail. By connecting these sections of the regional bike network, this project is expected to increase non-SOV travel. Improved signalization near ramps to Route 1 may help facilitate motorized and nonmotorized traffic flow and reduce PHED on this NHS corridor. This project is also expected to improve safety for bicyclists and pedestrians and to reduce CO2 and other transportation-related emissions.
S12114	Canton–Royall Street Shuttle	Community Connections	Establish a shuttle service connecting Canton's Royall Street employment cluster with the MBTA Route 128 commuter rail station and Ashmont, Mattapan Trolley, and Quincy Adams rapid transit stations.	Canton	2023–24	N/A	This project may increase non-SOV travel by providing a new transit option. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Canton. It is expected to reduce CO2 and other transportation-related emissions.

S12700	Cape Ann Transportation Authority (CATA)–CATA On Demand Microtransit Service Expansion	Community Connections	Expand existing CATA On Demand microtransit service to Rockport and to an additional neighborhood in Gloucester, and to help customers reach a wider array of essential destinations.	Gloucester, Rockport	2023–25	N/A	This project may increase non-SOV travel by expanding CATA's microtransit service to new areas and supporting its ability to serve customers beyond those commuting to transit or specific employment centers. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Gloucester and Rockport. This project is expected to reduce CO2 and other transportation-related emissions.
S12701	MetroWest Regional Transit Authority (MWRTA) –CatchConnect Microtransit Service Expansion	Community Connections	Expand MWRTA's CatchConnect microtransit service to Hudson and Marlborough, which will support connections to MWRTA's fixed-route network.	Hudson, Marlborough	2023–25	N/A	This project may increase non-SOV travel by expanding microtransit service to new areas. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Hudson and Marlborough. This project is expected to help reduce CO2 emissions.
S12703	Montachusett Regional Transit Authority (MART) –MART Microtransit Service	Community Connections	Establish an on-demand microtransit service that will serve Bolton, Boxborough, Littleton, and Stow.	Bolton, Boxborough, Littleton, and Stow	2023–25	N/A	This project may increase non-SOV travel by providing a new transit option. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Boxborough, Bolton, Littleton, and Stow. It is expected to reduce CO2 and other transportation-related emissions.
S12694	Newton–NewMo Microtransit Service Expansion	Community Connections	Expand an existing Newton-wide microtransit service (see project S12125) to include stops in six neighboring municipalities.	Newton [adding service to Boston, Needham, Waltham Watertown, Wellesley, and Weston]	2023–25	N/A	This project may increase non-SOV travel by expanding the reach of Newton's existing microtransit service. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in multiple MPO communities. This project is expected to reduce CO2 and other transportation-related emissions.

606453	Boston—Improvements on Boylston Street	Complete Streets	Improve the roadway cross section, signals, and bicycle and pedestrian accommodations in the project corridor.	Boston	02025	N/A	<p>The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than two lane miles of substandard NHS pavement, will address reliability needs on an unreliable NHS segment, and may also reduce PHED on that segment. It will improve substandard sidewalks and add bicycle lanes in the project corridor; these features are expected to increase non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.</p>
610932	Brookline—Rehabilitation of Washington Street	Complete Streets	Replace signals, reconstruct sidewalks and pavement, and provide protected bicycle facilities and dedicated bus pull-out spaces in the Washington Street corridor between Washington Square and Brookline Village.	Brookline	02027	N/A	<p>The project area overlaps two 2010–19 HSIP bicycle crash cluster locations and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve substandard sidewalks, implement bicycle lanes, upgrade signals to include TSP, and add bus shelters to the corridor; these features are expected to increase non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.</p>

611983	Chelsea–Park and Pearl Street Reconstruction	Complete Streets	Improve safety and mobility on Park and Pearl Street by improving signals and roadway geometry, reconstructing sidewalks, and adding bicycle facilities.	Chelsea	02027	N/A	The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and two 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. The project will reconstruct sidewalks, improve bicycle amenities, and implement TSP; these features are expected to increase non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
608007	Cohasset, Scituate– Corridor Improvements and Related Work on Justice Cushing Highway (Route 3A) from Beechwood Street to Henry Turner Bailey Road	Complete Streets	Improve the corridor from the Beechwood Street intersection to the Cohasset/Scituate town line. Upgrade traffic signal equipment, make geometric modifications at intersections, and provide bicycle and pedestrian accommodations.	Cohasset, Scituate	02024	This project location was studied in “Route 3A Subregional Priority Roadway Study in Cohasset and Scituate” (CTPS, 2014).	The project area overlaps a 2017–19 HSIP all-mode crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to add sidewalks and bicycle lanes in the project corridor, which may encourage non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
609257	Everett– Rehabilitation of Beacham Street, from Route 99 to Chelsea City Line	Complete Streets	Reconstruct Beacham Street to reduce vehicular collisions and improve bicycle and pedestrian travel.	Everett	02025	N/A	This project is expected to improve transportation safety, including for bicyclists and pedestrians. It will improve substandard sidewalks and include a shared-use path—both features may encourage non-SOV travel and improve safety performance. The project is expected to reduce CO2 and other transportation-related emissions.

605168	Hingham–Intersection Improvements at Route 3A/Summer Street Rotary	Complete Streets	Improve multimodal access between Hingham Center, residential areas, and Hingham Harbor and make safety improvements, including by establishing a small roundabout at the intersection of Route 3A and Summer Street.	Hingham	02025	This project location was studied in “Summer Street/George Washington Boulevard Subregional Priority Roadway Study in Hingham and Hull” (CTPS, 2016).	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS, and the geometric improvements included in the project are expected to help reduce delay and potentially PHED on the NHS. The project is expected to improve substandard sidewalks, add new sidewalks, and add bicycle accommodations, including a shared-use path. These features may support increases in non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.
605743	Ipswich–Resurfacing and Related Work on Central and South Main Streets	Complete Streets	Reconstruct the roadway between Mineral Street and Poplar Street to improve the roadway surface. Make minor geometric improvements at intersections, include pedestrian crossings, and improve sidewalks.	Ipswich	02026	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS. It will upgrade substandard sidewalks, and it is expected to add bicycle lanes; both features may encourage non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.
609054	Littleton–Reconstruction of Foster Street	Complete Streets	Add turning lanes, consolidate curb cuts, and improve bicycle, pedestrian, and vehicular accommodations in the project corridor.	Littleton	02024	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will include a shared-use path, which is expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.

609252	Lynn–Rehabilitation of Essex Street	Complete Streets	Make key bicycle and pedestrian safety improvements and operational improvements, such as signal upgrades, in the project corridor.	Lynn	02025	N/A	<p>The project area overlaps five 2017–19 all-mode HSIP crash cluster locations and three 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. Planned improvements to signals and roadway geometry in the corridor may help improve reliability on nearby unreliable NHS segments and may also reduce PHED on those segments. It is expected to reconstruct substandard sidewalks and add bicycle lanes; these features are expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.</p>
609246	Lynn–Reconstruction of Western Avenue	Complete Streets	Reconstruct Western Avenue between Centre Street and Eastern Avenue. Improve signal timing, intersection design, and bus stop locations. Implement bicycle and ADA-compliant pedestrian improvements.	Lynn	2027-2028	N/A	<p>The project area overlaps five 2017–19 all-mode HSIP crash cluster locations, two 2010–19 HSIP pedestrian crash cluster locations and one 2010–19 HSIP bicycle crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians, and it will improve nearly 4 lane miles of substandard pavement on the NHS. The signal improvements included in the project are expected reduce delay and may help reduce PHED and improve reliability on the NHS. It will reconstruct sidewalks and add bike lanes, TSP, and bus amenities; these features are expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.</p>

608045	Milford–Rehabilitation on Route 16, from Route 109 to Beaver Street	Complete Streets	Improve vehicular safety and traffic flow through the implementation of a road diet, additional roadway reconstruction, bicycle and pedestrian accommodations, and enhanced signalization on Route 16 (East Main Street) from Route 109 (Medway Road) to Beaver Street.	Milford	02026	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. The project is also expected to upgrade substandard sidewalks, add new sidewalks, and add shared-use paths; these features are expected to increase non-SOV travel.
110980	Newton, Weston–Commonwealth Avenue (Route 30) over the Charles River	Complete Streets	Replace a deteriorated bridge over the Charles River. Reconstruct the Route 30 corridor in the vicinity of the I-95 and I-90 interchange, including several I-95 on-ramps. Improve sidewalks and pedestrian amenities, add a bike lane, and develop a segment of shared-use path along the Charles River.	Newton, Weston	02024	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster locations and the project is expected to improve safety performance, including for bicyclists and pedestrians. It will replace a deteriorated NHS bridge structure and will improve one lane mile of substandard pavement on the NHS. Signal and geometric improvements on Route 30 and reconfiguration of the I-95 ramps may reduce PHED and improve reliability on the NHS. The shared-use path, sidewalk improvements, and bike lane included in the project are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.

609432	Salem–Boston Street Improvements	Complete Streets	Incorporate complete streets elements and a separated bicycle path into the corridor. Add a new signal at Boston Street and Aborn Street and upgrade existing signals at other intersections along the corridor.	Salem	02026	N/A	The project area overlaps a 2010–19 HSIP pedestrian crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve more than a lane mile of substandard NHS pavement. The project includes signal and geometry improvements and is expected to reduce delay, which may reduce PHED and improve reliability on the NHS. It will implement sidewalks on both sides of the corridor and add separated bicycle facilities; these features are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.
609437	SALEM-PEABODY-BOSTON STREET IMPROVEMENTS	Complete Streets	Incorporate complete streets elements and a separated bicycle path into the corridor. Add a new signal at Boston Street and Aborn Street and upgrade existing signals at other intersections along the corridor.	Salem	02026	N/A	The project area overlaps a 2010–19 HSIP pedestrian crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve more than a lane mile of substandard NHS pavement. The project includes signal and geometry improvements and is expected to reduce delay, which may reduce PHED and improve reliability on the NHS. It will implement sidewalks on both sides of the corridor and add separated bicycle facilities; these features are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.

610662	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue	Complete Streets	Improve safety and congestion within the Woburn Common area by making safety and 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.	Woburn	02026	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly two lane miles of substandard pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will reconstruct sidewalks to support pedestrian safety and mobility. It is also expected to include bicycle accommodations and to reduce CO2 and other transportation-related emissions.
603739	Wrentham (MassDOT)–Construction of Interstate 495/Route 1A Ramps	Complete Streets	Construct ramps at the interchange of Route 1A and Interstate 495 to accommodate increased traffic volumes resulting from nearby development.	Wrentham	02024	This project area was studied as part of “Route 1A Corridor Study in Wrentham” (CTPS, 2017).	The project area overlaps two 2017–19 all-mode HSIP crash cluster locations and the project is expected to improve safety performance, including for bicyclists and pedestrians. The project is expected to reduce vehicle delay and may support reductions of PHED on nearby NHS roadways. It will add sidewalks and bicycle lanes, which may support non-SOV travel. It is also expected to reduce CO2 and other transportation-related emissions.

608436	Ashland–Rehabilitation and Rail Crossing Improvements on Cherry Street	Intersection Improvements	Improve the safety features on Cherry Street and Main Street to establish a Federal Railroad Administration Quiet Zone surrounding the railroad crossings on those two roadways. Install roadway medians, enhance existing railroad crossing signals and gates, reconstruct pavement, construct sidewalks, and improve drainage in the project area.	Ashland	02025	N/A	The project is expected to improve safety performance at a railroad crossing location, including for bicyclists and pedestrians.
608067	Woburn–Intersection Reconstruction at Route 3 (Cambridge Road) and Bedford Road and South Bedford Street	Intersection Improvements	Reconstruct the intersection and all traffic signal equipment. Enhance roadway geometry to provide exclusive turn lanes for intersection approaches. Reconstruct existing sidewalks, construct new sidewalks, and add bicycle lanes and ADA-compliant bus stops, where feasible.	Woburn	02025	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. The project is expected to improve existing sidewalks and add new sidewalks at the intersection, as well as add new bike lanes; all of these features may encourage non-SOV travel. The geometric improvements included in the project are expected to help reduce delay and potentially PHED on nearby NHS routes. The project is expected to reduce CO2 and other transportation-related emissions.

605857	Norwood–Intersection Improvements at Route 1 and University Avenue/Everett Street	Intersection Improvements	Upgrade traffic signals and make associated geometric improvements at the intersection of Route 1, University Avenue and Everett Street. Construct an additional travel lane in each direction on Route 1, lengthen left-turn lanes, upgrade pedestrian crossings and bicycle amenities, and rehabilitate sidewalks.	Norwood, Westwood	2026-2027	The Route 1 corridor in Norwood is identified as a priority bottleneck in the Destination 2040 Needs Assessment. This location was studied in “Route 1 at Everett Street and University Avenue” (CTPS, 2014).	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly three lane miles of pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve substandard sidewalks and add new sidewalks and bicycle accommodations, all of which may encourage non-SOV travel. It is expected to reduce CO2 and other transportation-related emissions.
608940	Weston–Intersection Improvements at Boston Post Road (Route 20) at Wellesley Street	Intersection Improvements	Address safety, congestion, and connectivity concerns at the intersection of Route 20, Boston Post Road, and Wellesley Street by installing a new signal system, implementing geometric improvements, replacing and adding sidewalks, and adding bicycle lanes.	Weston	02026	This project intersects a priority bottleneck location identified in the Destination 2040 Needs Assessment.	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve and add sidewalks and add bicycle lanes; these features may encourage non-SOV travel. It is expected to reduce CO2 and other transportation-related emissions.

607981	Somerville–McGrath Boulevard Reconstruction	Major Infrastructure: Roadway	Remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard. Rationalize intersections, improve signalization, and create off-street pedestrian and bicycle facilities. Improve bus operations by installing floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections.	Somerville	2027-2028	<p>This project is included in Destination 2040, the MPO's LRTP.</p> <p>This project changes network capacity and is considered regionally significant for air quality modeling.</p>	<p>The project area overlaps a 2017–19 all-mode HSIP crash cluster location, a 2010–19 HSIP pedestrian crash cluster location, and a 2010–19 HSIP bicycle crash cluster location. It is expected to improve safety performance, including for bicyclists and pedestrians. It will improve one NHS bridge and improve more than four lane miles of substandard pavement on the NHS. The geometric and signal improvements included in the project may reduce PHED and improve reliability on this portion of the NHS network. The project will improve bus operations and amenities, reconstruct and reconfigure sidewalks, and add off-street bicycle and pedestrian facilities; these features are expected to increase non-SOV travel. It was analyzed as part of a set of recommended LRTP projects, and MPO staff estimate that this set will decrease CO2 emissions in the region compared to a no-build scenario.</p>
613088	MALDEN - SPOT POND BROOK GREENWAY	Bicycle Network and Pedestrian Connections	The Spot Pond Brook Greenway is a proposed shared-use path connecting Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden. The 1.1 mile, 11 foot wide shared-use path will replace existing sidewalk infrastructure and narrow roadway widths to accommodate the new bicycle/pedestrian facility on existing right-of-way. The project will also install wayfinding signage on existing roadway facilities to connect the northern terminus of the path at Coytemore Lea Park with the Oak Grove MBTA station.	MALDEN	02027	<p>This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.</p>	<p>This project includes a 2017-19 bicycle HSIP crash cluster location and will improve the safety of bicyclists and pedestrians throughout the project area. The project will also improve connectivity to MBTA bus and rail transit facilities.</p>

610691	NATICK-COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	Bicycle Network and Pedestrian Connections	Construction of a shared-use bridge to connect the Cochituate Rail Trail to Route 27. Improvements to multimodal connectivity at Natick Center commuter rail station. Project would be the final extension of the Cochituate Rail Trail.	NATICK	02028	This project finalizes the Cochituate Rail Trail with a direct connection into a new MBTA Natick Center Commuter Rail Station. The development of the project coordinated with the MBTA and with MassDOT, which at the time of project evaluation was implementing additional bicycle network enhancements as part of its Route 27 reconstruction.	This project constructs a new grade-separated facility as part of the Cochituate Rail Trail to establish safe pedestrian and bicycle connections between MBTA Commuter Rail facilities and downtown Natick into the Cochituate Rail Trail.
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608158	WESTWOOD-NORWOOD-RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	Complete Streets	The project will install new pedestrian sidewalks on the west side of the roadway and a shared-use path on the east side of the roadway. These facilities are being constructed where no dedicated facilities currently exist to improve multimodal accessibility to area residences, employment centers, and open space. Bridge N25032 will be replaced for improved multimodal access and freight rail clearance beneath. The project improves roadway geometry for all vehicles, including visibility improvements on five curves for stopping sight distance, the addition of truck apron turn lanes, and median installation. High-visibility crosswalks and rectangular rapid flashing beacons (RRFBs) will be added in seven locations. New medians will function as pedestrian refuges. New or relocated street lighting will be mounted on utility poles. Reflective signing and markers will be improved.	WESTWOOD	02027	N/A	This project replaces the deck of an NHS bridge structure and improves the clearance of the superstructure to facilitate freight movement. The project creates safe pedestrian and bicycle facilities along Canton Street, which lacks any facilities at the time of project programming. These multimodal facilities improve access to nearby transit facilities at the Route 128 / University Park MBTA and Amtrak station.
612989	BOSTON-BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	Complete Streets	Replace superstructure of a major bridge over the MBTA Orange Line, commuter rail, Amtrak lines, and Interstate 93. Pursue state-of-good-repair investments to avoid closures and limit impacts to nearby projects (for example, projects on Mystic Avenue, Maffa Way, Rutherford Avenue, and McGrath Highway). Enhance multimodal accessibility for a key link to Sullivan Square MBTA station, including expanding bus facility access.	BOSTON	02026	This project is consistent with the City of Boston's Sullivan Square Design Project.	This project replaces the deck and superstructure of an NHS bridge structure over MBTA, Amtrak, and freight rail and beneath Interstate 93. The new bridge will support a westbound bus lane to facilitate improved transit connectivity between Boston's Charlestown neighborhood and Somerville.

613145	WAKEFIELD-COMPREHENSIVE DOWNTOWN MAIN STREET RECONSTRUCTION	Complete Streets	Complete Streets enhancements to improve pedestrian and bicycle safety along a major local economic generator. Traffic signal upgrade at the intersection of Church and Salem Streets with geometry adjustments to improve turn radii and reduce emergency response times. Pedestrian signal upgrades, new crosswalks, pedestrian refuge islands, installation of a shared-use-path, and new pedestrian lighting. Partial closure of Common Street to thru-traffic to improve pedestrian accessibility for Upper and Lower Common open space.	WAKEFIELD	02028	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project implements complete streets enhancements and traffic calming measures along a section of NHS roadway to complement investments in transit-oriented-development in Wakefield. These investments are also part of a larger regional investment in trails and bicycle paths for the Mystic Highlands Greenway, and the project provides for connectivity into the future Wakefield-Lynnfield Rail Trail.
S12807	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION PHASE 2	Community Connections	Expansion of the CatchConnect microtransit program within the municipalities of Framingham and Natick on weeknights during evening hours. CatchConnect would be available within these communities between approximately 7:30 PM and 10:30 PM Monday through Friday, providing a supplemental public transportation resource following the conclusion of traditional fixed-route service.	MWRTA	2024-2026	Expansion of microtransit services in underserved transit areas is highlighted in the MPO's Coordinated Public Transit and Human Services Transportation (HST) Plan. CTPS has also conducted studies regarding MicroTransit with favorable recommendations for MWRTA in the past.	This project will reduce CO2 emissions by reducing SOV travel by providing for expanded service hours and area for microtransit.

S12802	LYNN- BROAD STREET CORRIDOR TRANSIT SIGNAL PRIORITY	Community Connections	Upgrade traffic signal equipment at seven signalized intersections to improve safety and efficiency for all modes of transportation along one of the busiest corridors in Lynn.	LYNN	02024	Destination 2040 cites Downtown Lynn as a priority area for reducing pedestrian crash-cluster incidents (Page 4). Parts of Broad Street are included in the ongoing MBTA North Shore Busway Study, programmed in FFY 2023 of the UPWP.	This project will reduce SOV travel and CO2 emissions by making transit improvements that improve the reliability and operability of multiple MBTA bus routes along a high-priority bus transit corridor in Lynn.
S12803	MEDFORD BICYCLE PARKING - TIER 1	Community Connections	Purchase and install 40 bicycle racks to create 80 additional bicycle parking spaces	MEDFORD	02024	Destination 2040 Vision, Goals, and Objectives cites supporting funding bicycle networks with the aim to create a connected network of bicycle facilities to achieve the goal of Capacity Management and Mobility. (Needs Assesment 6-83)	This project implements additional bicycle parking at numerous areas throughout Medford to facilitate active transportation usage at key public spaces and commercial centers.
S12804	MEDFORD BLUEBIKES EXPANSION	Community Connections	Purchase and installation of four Bluebikes docks and 25 Bluebikes for the City of Medford's Bluebikes network	MEDFORD	02024	N/A	This project invests in the expansion of the regional bikeshare network, including additional expansion of Medford's Bluebikes facilities to provide for additional connections in MBTA rapid transit facilities.
S12805	CANTON PUBLIC SCHOOLS BIKE PROGRAM	Community Connections	Installation of bidirectional bicycle lanes on Dedham Street. Purchase and installation of bicycle racks at three elementary schools, one middle school, and one high school.	CANTON	02024	N/A	This project will reduce CO2 emissions by providing for new bicycle storage facilities for students of Canton's public schools to encourage mode shift and complement additional municipal investments in the bicycle network to provide for safe travel for vulnerable roadway users.

S12806	CANTON CENTER BICYCLE RACKS	Community Connections	Purchase and installation of bicycle racks in downtown Canton and at the Canton Center MBTA station.	CANTON	02024	Destination 2040 Vision, Goals, and Objectives cities supporting funding bicycle networks with the aim to create a connected network of bicycle facilities to achieve the goal of Capacity Management and Mobility. Bicycle Parking Capacity and Utilization: 2009-10 Inventory, Boston Region MPO/CTPS noted that bicycle parking is provided at both commuter rail stations. At Canton Center the small bicycle parking is at full utilization, while at Canton Junction the large bicycle parking is not utilized.	This project reduces CO2 emissions by adding new bicycle parking facilities at key commuter rail facilities in downtown Canton to better accommodate intermodal connectivity.
S12823	BOSTON ELECTRIC BLUEBIKES ADOPTION	Community Connections	Purchase of 272 electric bikes (e-bikes) and 136 spare batteries for the City of Boston's Bluebikes network	Boston	02024	N/A	This project is part of a larger regional investment in modernizing and expanding the regional Bluebikes bikeshare system and network, in addition to integrating electric vehicles to improve the accessibility and versatility of the network for all users.
S12824	CAMBRIDGE ELECTRIC BLUEBIKES ADOPTION	Community Connections	Purchase of 90 new e-bikes and 45 spare batteries for the City of Cambridge's Bluebikes network.	Cambridge	02024	N/A	This project is part of a larger regional investment in modernizing and expanding the regional Bluebikes bikeshare system and network, in addition to integrating electric vehicles to improve the accessibility and versatility of the network for all users.

613121	EVERETT-TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16	Intersection Improvements	This project will make targeted safety enhancements along Route 16 in Everett with a focus on enhanced multimodal accessibility along the corridor.	MassDOT	02027	N/A	This project makes specific and targeted investments in multimodal accessibility along a major NHS facility with significant usage for the Inner Core of the region.
S12818	ACTON PARKING MANAGEMENT SYSTEM	Community Connections	This project will implement digital parking management products to improve the efficiency of permitting and enforcement processes at five commuter parking lots surrounding the MBTA South Acton commuter rail station. These highly utilized lots provide nearly 500 parking spaces. The project will support the transition from a paper-based parking management system to a cloud-based one that will be more convenient for commuters and Acton's parking management team.	Acton	02024	N/A	This project leverages intelligent transportation systems to better utilize and manage the existing capacity of parking facilities in Acton to better connect residents with parking opportunities at Commuter Rail facilities and facilitate mode shift.
609532	CHELSEA-TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	Intersection Improvements	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.	MassDOT	02025	N/A	This project is located at a Top 200 crash location and will implement safety improvements for all users of the roadway. The project will reduce CO2 emissions.
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Transit Modernization	Includes construction of new elevator, modernization of existing elevator, lighting improvements, and various state of good repair improvements to the station.	MBTA	2024-2025	This project is part of the MBTA's larger System-Wide Accessibility project portfolio.	This project provides for the maintenance and modernization of existing rapid transit facilities to encourage mode shift and support system reliability for the MBTA's Orange Line.

S12821	RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING	Transit Modernization	Addition of a turn track at Reading Station and improvements to the siding at Wilbur Interlocking on the Lowell Line to enable 30 minute headways in the short term and higher frequencies with electrified rolling stock. • Improvements would reduce conflicts with freight and the Amtrak Downeaster while facilitating bus integration.	MBTA	02024	This project implements early term action items for a new program in the MBTA's 2024-2028 Capital Investment Plan.	This project maintains commuter rail facilities and provides for additional signal and track improvements to increase the capacity of rail infrastructure. These capacity enhancements allow for reductions in headways and establish a foundation for future electrification efforts for the rail network.
S12822	COLUMBUS AVE BUS LANE PHASE II	Transit Modernization	Building on Phase 1, Phase 2 of the project includes bus-only lanes, transit signal priority, improvements to bus stops and shelters along Columbus Ave. and Tremont St., and enhanced pedestrian and bicycle connections. • New project elements include green infrastructure to promote traffic calming and reduce impervious surfaces.	MBTA	02024	This project builds upon completed Phase 1 work along Columbus Avenue that was performed by the MBTA and City of Boston.	The project improves bus transit along Columbus Avenue in Boston to provide for rapid and reliable connectivity for bus routes running parallel to the MBTA's Orange Line facilities. This project also establishes connections into those facilities for buses, and improves bicycle and pedestrian safety along the route.
S12820	BIKESHARE STATE OF GOOD REPAIR SET-ASIDE	Community Connections	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.	CTPS	2025-2028	This funding implements a recommendation that will be made in the MPO's upcoming LRTP, Destination 2050, regarding the establishment of dedicated funding to support Bikeshare investment throughout the region.	This line item will ensure the maintenance and modernization of existing bikeshare infrastructure within the Boston Region while providing additional funding resources for expansion into neighboring municipalities.

S12825	PROJECT DESIGN SUPPORT PILOT	Project Design Support Pilot	Set-aside funding to support the Project Design Support Pilot program, which is planned to launch in the FFY 202529 TIP.	CTPS	02025	In tandem with previous MPO discussions, namely the TIP Project Cost Ad Hoc Committee, this line item will empower municipalities to reach the 25% design threshold for projects by allocating additional resources to fund project design.	This line item will ensure the readiness and sustainability of project delivery by providing municipalities with a competitive opportunity to utilize additional resources to fund project design and development.
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Notes: HSIP cluster locations are identified by MassDOT. Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponent:

* The MPO is contributing funds to this project, which is generally funded by MassDOT or the MBTA.

AAB = Architectural Access Board. ADA = Americans with Disabilities Act. CO2 = carbon dioxide. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. HSII

Source: Boston Region MPO staff.

Table A-3
 FFYs 2025–29 TIP Project Evaluation Results: Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and the Transit Transformation Investment Programs

Bicycle Network and Pedestrian Connections Program

Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Cost / Road Mile	Total Score	Total Base Score	Scaled Equity Score	Safety	Safety Equity Score	Observation and Mreservation Eq	Management an	Management Eq	id Sustainable Can	Air Equity Sc	conomic Vitality	
Malden	613088	Spot Pond Broc	ICC	Approved (12/20/	\$3,250,000	\$8,362,573	73	61	12	16.5	3.6	10	2.4	18	5.4	5	0.6	11.5
Natick	610691	Cochituate Rail	MWRC	Received (11/21/	\$6,690,043	\$79,289,399	67	59	8	12	2	11	2.2	18	3.6	5	0.2	13
Possible Points							100	80	20	20	5.6	14	4.8	18	7.2	14	2.4	14

Complete Streets Program

Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Cost / Road Mile	Total Score	Total Base Score	Scaled Equity Score	Safety	Safety Equity Score	Observation and Mreservation Eq	Management an	Management Eq	id Sustainable Can	Air Equity Sc	conomic Vitality	
Bellingham	612963	Roadway Rehat	SWAP	Approved (9/15/	\$10,950,000	\$22,383,275	51.8	46.5	5.3	13	1.55	15	2.1	7.5	1.4	5	0.25	6
Boston	612989	Bridge Preserva	ICC	Approved (12/21/	\$15,400,000	\$991,609,756	53.1	47.25	5.9	5	0.77	15	1.8	12.5	2.56	4.5	0.77	10.25
Ipswich	612738	Argilla Roadway	NSTF	Approved (5/12/	\$5,500,000	\$33,689,095	37.1	34	3.1	6	0.5	14	1.3	4	1	5	0.3	5
Wakefield	610545	Envision Wakefi	NSPC	Approved (12/19/	\$16,581,200	\$43,691,354	61.8	53	8.8	13	2.6	13	2.7	10	3.1	6	0.4	11
Westwood	608158	Reconstruction	TRIC	Received (2/18/	\$19,047,306	\$29,106,536	53.3	48.25	5	12	1.54	14.5	1.67	9	1.54	3.75	0.25	9
Possible Points							100	80	20	18	4.6	20	5.6	18	7.2	12	2.6	12

Intersection Improvements Program

Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Cost / Road Mile	Total Score	Total Base Score	Scaled Equity Score	Safety	Safety Equity Score	Observation and Mreservation Eq	Management an	Management Eq	id Sustainable Can	Air Equity Sc	conomic Vitality	
Canton**	N/A	Randolph and Y	TRIC	Pre-PRC	\$500,000	\$25,882,353	N/A*	N/A	N/A	10	1.5	8	2.5	0	0	0	0	6.5
Possible Points							100	80	20	21	5.4	17	5.4	18	6.8	12	2.4	12

Table A-4
 FFYs 2025–29 TIP Project Evaluation Results: Community Connections Program

Table A-4: FFYs 2024–28 TIP Project Evaluation Results: Community Connections Program

Proponent	Project Name	MAPC Subregion	Project Cost	Monthly Passeng	Total Score	Connectivity	Coordination	Implementation	Transportation Eq	and Demand	Fiscal Sustainability	
Concord	Concord Workforce Shuttle**	MAGIC	\$369,911	\$155	71	13	15	6	6	21	10	
MWRTA	CatchConnect Microtransit Expan	MWRC	\$402,500	\$93	90	17	15	15	9	24	10	
North Reading	North Reading Demand-Respon	NSPC	\$77,637	\$348	77.25	16.25	15	9	9	18	10	
Revere	Revere On-Demand Shuttle Sen	ICC	\$980,976	\$30	57	17	0	3	12	15	10	
Boston	Boston Electric BlueBikes Adopt	ICC	\$1,020,000	\$21	84	17	15	6	12	24	10	
Cambridge	Cambridge Electric BlueBikes Ad	ICC	\$352,575	\$13	81	17	15	6	9	24	10	
Canton	Canton Center Bicycle Racks	TRIC	\$10,000	\$12	72	14	9	12	6	21	10	
Canton	Canton Public Schools Bike Proj	TRIC	\$22,500	\$4	38	13	0	6	6	3	10	
Lynn	Broad Street Corridor Transit Sig	ICC	\$297,800	\$2	88	17.5	12	13.5	12	23	10	
Medford	Medford Bicycle Parking—Tier 1	ICC	\$29,600	\$12	84	17	12	12	9	24	10	
Medford	Medford Bluebikes Expansion	ICC	\$118,643	\$53	78	17	15	3	9	24	10	
Possible Points					Possible Points	100	18	15	15	18	24	10

*This project was not recommended for moving forward at TIP Readiness Days until the project is formally initiated through MassDOT's system and goes through the Project Review C

**The proponents for these shuttle projects requested funding for FFY 2024 and additional years. Concord requested \$139,749 in FFY 2024, \$122,165 in FFY 2025, and \$107,997 in FFY 2026. The MWRTA requested \$140,000 in FFY 2024, \$13

Table A-5

FFYs 2025–29 TIP Project Evaluation Criteria: Bicycle Network and Pedestrian Connections Program

Project Name	PROJECT NAME	
Municipality/Proponent	PROJECT PROPONENT(S)	
Project Type	Bicycle Network and Pedestrian Connections	
Scoring Criteria	Base Score	Equity Multiplier?
<p>Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.</p> <p>An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project’s multiplier is based on the percent of the population in the project area that belongs to each of the MPO’s six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.</p>		
<p>Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.</p>		
<p>The project design has a significant effect on improving safety for all users.</p> <p>Disqualifying - The project design does not improve safety for all users, or hinders user safety.</p> <p>1 - The design of the project has a minor impact on improving safety for a limited number of potential facility users.</p> <p>2 - The design of the project has a moderate effect on improving safety for all users of the facility, or improvements are primarily directed towards either pedestrians or micromobility, not both.</p> <p>3 - The design of the project has a high effect on improving safety for all potential users of the facility, including the creation of entirely new facilities.</p>	<p>3</p>	<p>Yes</p>

The project addresses a statewide Top 5% Bicycle Crash Cluster or Top 5% Pedestrian Crash Cluster.

0 - The project does not address a Top 5% Bicycle Crash Cluster or Top 5% Pedestrian Crash Cluster.

2 - The project addresses a Top 5% Bicycle Crash Cluster and/or a Top 5% Pedestrian Crash Cluster.

The proposed design provides for physical separation of facility users from other forms of traffic, and prevents obstruction.

0 - The proposed design either affords no physical separation for the facility, or the separation is horizontal and striped only.

1 - The proposed design has some physical separation for the facility in the form of a flexible barrier, but does not adequately prevent obstruction (ie: parking in bicycle lane).

2 - The proposed design affords full physical separation of the facility and its users from other forms of traffic, including vertical separation and fixed barriers.

Where vehicles and pedestrians or micromobility users share a facility, the project improves the safety of interactions between these users.

0 - The project does not take steps to reduce conflict and hazards between vulnerable users and vehicles.

1 - The project makes some steps towards reducing conflicts and hazards between vulnerable users and vehicles, such as flexible posts.

2 - The project reduces conflicts and hazards between vehicles and vulnerable users where they currently exist, or eliminates these hazards entirely.

2

Yes

2

Yes

2

The project connects to existing pedestrian or micromobility facilities.

0 - The project does not connect to any current pedestrian or micromobility facilities, and the applicant does not provide any information as to how future connections may be made.

1 - The project does not connect to any current pedestrian or micromobility facilities, but the applicant describes how future connections will be made and any action to date towards those connections.

2 - The project connects to other micromobility or pedestrian facilities, including painted bike lanes or sidewalks.

3 - The project connects to safe micromobility and pedestrian facilities, or functions as an extension of an existing facility.

3

The project improves safety and accessibility for people with disabilities.

Disqualifying - The proposed project introduces potentially unsafe elements for people with disabilities. Alternatively, the project does not address identifiable issues with Americans with Disabilities Act Compliance in the Project Area.

0 - The project makes no significant improvements or creates incidental enhancements to safety for people with disabilities.

1 - The project makes minor improvements to safety for people with disabilities.

2 - The project makes significant improvements to safety for people with disabilities.

2

Yes

The project effectively addresses safety for transit operations and users.

0 - The project makes no significant improvements or creates incidental benefits to safety for transit operations or transit users.

1 - The project makes minor improvements to safety for transit operations or transit users.

2 - The project makes significant improvements to safety for transit operations or transit users.

2

Mobility and Reliability: Support easy and reliable movement of people and freight.

The applicant thoroughly describes deficiencies in the current design of the corridor or intersection, and how the project addresses these deficiencies.

0 - The proposed project includes minor improvements to roadway mobility, or focuses primarily on the preservation of existing assets.

1 - The project primarily upgrades existing active transportation infrastructure within the current right of way and street footprint that addresses some of the deficiencies along the corridor.

2 - The project upgrades and modernizes infrastructure, including improvements that create active transportation connections where none currently exist.

3 - The project thoroughly addresses deficiencies in a corridor or network of assets to provide broader regional active transportation or intermodal connections.

The project improves pedestrian safety near a high-utility corridor to promote walking.

0 - The project does not involve significant pedestrian safety improvements.

1 - The project improves pedestrian safety on a corridor with moderate utility.

2 - The project improves pedestrian safety on a high utility corridor.

The project improves safety near a high-utility corridor for other active transportation modes other than walking.

0 - The project does not involve significant safety improvements for other active transportation modes.

1 - The project improves active transportation safety for other active transportation modes on a corridor with moderate utility.

2 - The project improves active transportation safety for other active transportation modes on a high utility corridor.

3

2

Yes

2

Yes

The applicant details how the facility may be maintained and upgraded throughout its useful life, including plans to ensure accessibility of the facility year round by users (ex: snow plowing, root management).

0 - The applicant does not describe their approach towards maintaining and supporting the asset.

1 - The applicant describes the process by which the asset may be maintained, and access supported.

2 - The applicant describes the process by which the asset may be maintained and access supported, and includes a plan for future improvements to the asset or along the network.

The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips.

0 - The project does not improve travel time reliability, or does not significantly invest in non-SOV transportation modes.

1 - The project has some impact on travel time reliability through minor investments in non-SOV transportation modes.

2 - The project has some impact on travel time reliability through moderate investments in non-SOV transportation modes.

3 - The project has a significant impact on travel time reliability through rigorous investments in non-SOV transportation modes.

The project invests in safe pedestrian facilities.

0 - The project does not invest in pedestrian facilities, or establishes facilities that are disconnected from other pedestrian infrastructure with no plans for connections.

1 - The project makes some investments in pedestrian facilities, such as beacons and sidewalks, but investments are limited to the immediate project area (ex: intersection).

2 - The project makes comprehensive investments in new and upgraded pedestrian facilities in the project area, and establishes safe connections to a greater pedestrian network.

2

3

Yes

2

The project includes complementary investments from bikeshare facilities.

0 - No bikeshare facilities are present along the route or near the asset.

1 - Bikeshare facilities are present along the route or near the asset.

1

Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.

The project serves sites targeted for future development (Up to 2 points).

0 - The project does not serve a site targeted for future development.

1 - The project serves a site for future development.

2 - The project serves a site targeted for future development that includes transit-supportive mixed-use or residential sites.

2

The project serves sites included within a municipal Section 3A 'MBTA Communities' zoning district or other transit oriented development. (Up to 2 points).

0 - The project does not serve a TOD or MBTA Communities site.

1 - The project is near to or indirectly serves a TOD or MBTA Communities site.

2 - The project directly intersects with or serves a TOD or MBTA Communities site.

2

Yes

The project serves existing employment and population centers (Up to 3 points).

0 - The project does not serve an existing employment or population center.

1 - The project serves an existing employment or population center.

2 - The project serves an existing employment and population center.

3 - The project serves an existing employment and population center with significant affordable housing opportunities.

3

Yes

The project addresses safety concerns near to key public community assets.

0 - The project is not near to any key public community assets.

1 - The project addresses safety concerns near to one or more community assets.

2 - The project addresses safety concerns near key public community assets with a large population of vulnerable users, such as schools, libraries, or senior centers.

2

The project is a product of or fulfills recommendations identified in a regional or statewide study.

- 0 - The project is not consistent with or the applicant does not cite a regional or statewide corridor study or Road Safety Audit.
- 1 - The project is thematically consistent with a regional or statewide study, such as a corridor study or Road Safety Audit.
- 2 - The project is explicitly called for in a regional or statewide study, such as a corridor study or Road Safety Audit.

The project is listed in the Massachusetts Priority Trails Network.

- 0 - The project is not included in the MassDOT Priority Trails Network.
- 1 - The project is included in the MassDOT Priority Trails Network

The project involves collaboration between multiple municipalities.

- 0 - Only one municipality is involved in the project.
- 1 - One or more municipalities are involved in the project.

The asset can be safely accessed by non-SOV modes of transportation.

- 0 - Access to the asset is predominantly conducted by SOV modes.
- 1 - Access to the asset can be performed by walking, but facilities are either unsafe or are located in lower volume areas.
- 2 - Access to the asset can be performed by a variety of methods, including by transit.

The project improves navigability at or along the work area through signage.

- 0 - No signage improvements are incorporated into the project.
- 1 - Signage improvements, which may include interpretive signage, are included in the proposed project.

(Penalty) The project applicant is an MBTA Community not in compliance with Section 3A.

- 0 - The municipality is in compliance with or not subject to Section 3A.
- 5 - The municipality is not in compliance with Section 3A.

2

2

1

2

1

0

Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.

The project reduces the risk of flooding in the project area through adaptation and resilience improvements.

- 0 - The project does not address flooding.
- 1 - The project reduces flood risk using structural adaptation/gray infrastructure.
- 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.

The project reduces the risk of extreme temperatures by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc.

- 0 - The project does not address extreme temperatures.
- 1 - The project reduces extreme temperature risk using structural adaptation/gray infrastructure.
- 2 - The project reduces extreme temperature risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.

The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan.

- 0 - The project does not address needs or recommendations.
- 2 - The project addresses needs or recommendations.

The project improves stormwater infrastructure beyond MassDEP's MS4 standard.

- 0 - The project meets minimum standards.
- 1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.).
- 2 - Project adopts more than one design element to go above minimum stormwater improvement standards.

2

Yes

2

Yes

2

2

The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc.

0 - The applicant does not demonstrate regional coordination.

1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies.

2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.

The applicant details the expected useful life of the improvements, provides a plan for maintenance of resilience improvements, and/or references current and future climate conditions.

0 - Applicant does not reference current and future climate conditions and does not provide a plan for maintenance.

1 - Applicant references current and future climate conditions AND/OR provides a plan for maintenance.

The project proposes improvements and reduces climate risk along evacuation routes and/or roadways that provide emergency access to critical facilities such as police stations, fire stations, and hospitals.

0 - The project does not propose improvements to an evacuation route or along roadways that provide emergency access to critical facilities.

1 - The project proposes improvements along an evacuation route OR along a roadway that provide emergency access to critical facilities.

2 - The project proposes improvements along an evacuation route AND along a roadway that provide emergency access to critical facilities.

2

2

2

The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc.

0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits.

1 - Project design is expected to address multiple hazards or provide multiple environmental benefits.

2 - Project design is expected to address multiple hazards and provide multiple environmental benefits.

(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding.

0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding.

-3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.

(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat.

0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat.

-3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.

2

0

0

Yes

Yes

Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

The project includes design elements aimed at reducing the amount of Single-Occupancy-Vehicle (SOV) trips (Up to 3 points).

Disqualifying - The project does not provide effective reductions in the amount of Single Occupancy Vehicle trips

1 - The project provides some reductions in Single Occupancy Vehicle trips, but the extent is unclear or the primary usage of the facility will be for recreation.

2 - The project reduces Single Occupancy Vehicle trips to a moderate or greater extent, and includes viable non-recreational uses for the facility.

3 - The project not only includes reductions in Single Occupancy Vehicle trips by improving facilities for pedestrians and micromobility users, but complementing connections for other non-car modes such as transit or other trails..

The project reduces greenhouse gas emissions (Up to 3 points).

0 - The project does not support a reduction in greenhouse gas emissions.

1 - The project supports a reduction in greenhouse gas emissions primarily by reducing travel time delay.

3 - The project includes a variety of elements aimed at reducing emissions such as low or no emission mobility improvements, innovative technologies or methods, and travel demand management.

The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc.

-1 - The project is expected to have a negative impact on adjacent communities or natural areas.

0 - The project is not expected to impact adjacent communities or natural areas.

2 - The project is expected to have a positive impact on adjacent communities or natural areas.

3 - The project specifies native species for any added vegetation or green space.

3

3

3

Yes

The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points).

0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding.

1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities.

2 - The proposed project has already ~~been subject to~~ **utilized** community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops.

3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.

3

The project effectively engages all community members in its outreach strategy and access for the service, specifically persons with disabilities or those with limited English proficiency (Up to 2 points).

0 - The project performs all legally required measures to ensure compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act.

1 - The applicant has identified a strategy to bring community members of all abilities and language proficiencies into the project outreach process and to ensure their access to services.

2 - The applicant has implemented an effective strategy to engage community members of all abilities and language proficiencies into the project engagement process and into offered services, while also identifying areas for potential improvement.

2

Yes

The project improves access to open space or sites for active recreation.

0 - The project does not improve access to open space or sites for active recreation.

2 - The project does improve access to open space or sites for active recreation.

2

Yes

BONUSES

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.

1

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.

1

Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc.

2

0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits.

1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits.

2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.

Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area.

1

0 - Project will not provide educational material.

1 - Project will provide educational material.

Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards.

1

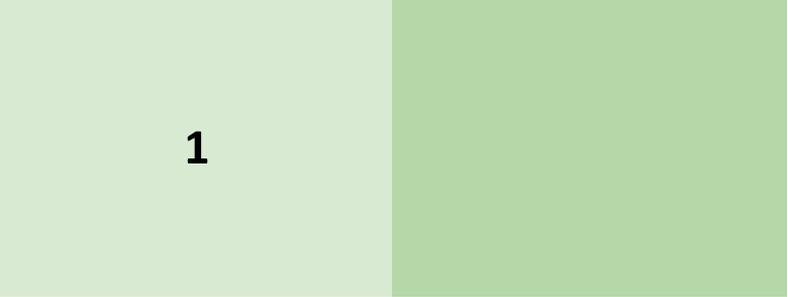
0 - The primary purpose of the project is not resilience.

1 - The primary purpose of the project is resilience.

Resilience: The project proponents have used RMA's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area.

0 - Proponents have not shared results from RMA's Climate Resilience Design Standards Tool.

1 - Proponents have shared results from RMA's Climate Resilience Design Standards Tool.



1

Table A-6
 FFYs 2025–29 TIP Evaluation Criteria: Evaluation Criteria: Complete Streets Program

Project Name	PROJECT NAME	
Municipality/Proponent	PROJECT PROPONENT(S)	
Project Type	Complete Streets	
Scoring Criteria	Base Score	Equity Score
<p>Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.</p> <p>An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.</p> <p>Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.</p> <p>The project addresses a location with severe crashes.</p> <p>+2 EPDO value of 100 or more +1 EPDO value of less than 100 +0 No EPDO value"</p>		
	2	Yes

The project addresses a location with a high frequency of crashes.

- +2 Crash rate between 0.78 or greater
- +1 Crash rate between 0.20 and 0.78
- +0 Crash rate below 0.20

The project addresses a statewide Top Crash Location.

- 0 - The project does not address a Top 200 Crash Cluster, Top 5% Intersection Crash Cluster, Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster.
- 1 - The project addresses one of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster.
- 2 - The project addresses two of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or a Top 5% Pedestrian Crash Cluster.
- 3 - The project addresses three or more Intersection, Bicycle, and/or Pedestrian Crash Clusters, or contains a Statewide Top 200 Crash Location.

The project addresses a truck-related safety issue.

- 0 - The project does not directly address truck safety in the project area.
- 1 - The project directly addresses truck safety in the project area, including improving the safety of vulnerable users navigating in mixed traffic with trucks.

2	Yes
3	
1	

The project effectively addresses safety for micromobility users.

- 2 - The project introduces potentially unsafe elements for micromobility users.
- 0 - The project makes no significant improvements or creates incidental benefits to safety for micromobility users.
- 1 - The project makes minor improvements to safety for micromobility users.
- 2 - The project makes significant improvements to safety for micromobility users.

The project effectively addresses safety for pedestrians.

- 2 - The project introduces potentially unsafe elements for pedestrians.
- 0 - The project makes no significant improvements or creates incidental benefits to safety for pedestrians.
- 1 - The project makes minor improvements to safety for pedestrians.
- 2 - The project makes significant improvements to safety for pedestrians.

The project effectively addresses safety for people with disabilities.

- 5 - The proposed project introduces potentially unsafe elements for people with disabilities. Alternatively, the project does not address identifiable issues with Americans with Disabilities Act Compliance in the Project Area.
- 0 - The project makes no significant improvements or creates incidental enhancements to safety for persons with disabilities.
- 1 - The project makes minor improvements to safety for people with disabilities.
- 2 - The project makes significant improvements to safety for people with disabilities.

2	
2	Yes
2	Yes

The project effectively addresses safety for transit operations and users.

- 0 - The project makes no significant improvements or creates incidental benefits to safety for transit operations or transit users.
- 1 - The project makes minor improvements to safety for transit operations or transit users.
- 2 - The project makes significant improvements to safety for transit operations or transit users.

2

Mobility and Reliability: Support easy and reliable movement of people and freight.

The applicant thoroughly describes deficiencies in the current design of the corridor or intersection, and how the project addresses these deficiencies.

- 0 - The proposed project includes minor improvements to roadway mobility, or focuses primarily on the preservation of existing assets.
- 1 - The project primarily upgrades existing infrastructure within the current right of way and street footprint that addresses some of the deficiencies along the corridor.
- 2 - The project focuses on upgrades and modernization of infrastructure, including improvements to accessibility by non-SOV modes, both within the current street footprint or beyond existing right of way.
- 3 - The project thoroughly addresses deficiencies in the design of the corridor or intersection, and also addresses potential deficiencies elsewhere on a corridor.

3

The project addresses an unreliable corridor with significant travel time delay.

- 0 - The project does not address an unreliable corridor.
- 1 - The project improves the safety along an unreliable corridor, but the benefits of the improvements are difficult to quantify.
- 2 - The project significantly improves the safety of travel along an unreliable corridor. Travel time delay may be improved due to a reduced crash frequency.
- 3 - The project thoroughly improves the safety of travel along an unreliable corridor, and directly reduces travel time delay through the proposed street design.

The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips.

- 0 - The project does not improve travel time reliability, or does not significantly invest in non-single occupancy vehicle transportation modes.
- 1 - The project has some impact on travel time reliability through minor investments in non-single occupancy vehicle transportation modes.
- 2 - The project has some impact on travel time reliability through moderate investments in non-single occupancy vehicle transportation modes.
- 3 - The project has a significant impact on travel time reliability through rigorous investments in non-single occupancy vehicle transportation modes.

3

3

The project invests in safe pedestrian facilities.

0 - The project does not invest in pedestrian facilities, or establishes facilities that are disconnected from other pedestrian infrastructure with no plans for connections.

1 - The project makes some investments in pedestrian facilities, such as beacons and sidewalks, but investments are limited to the immediate project area (ex: intersection).

2 - The project makes comprehensive investments in new and upgraded pedestrian facilities in the project area, and establishes safe connections to a greater pedestrian network.

The project invests in safe micromobility facilities.

0 - The project does not invest in bicycle facilities, or proposed facilities do not offer significant levels of safety (ex: painted bicycle lanes with no separation).

2 - The project invests in safe bicycle facilities.

The project invests in safe transit facilities.

0 - The project does not invest in any transit facilities.

1 - The project makes some transit-supportive investments (ex: bumpouts near bus stops).

2 - The project directly invests in transit facilities (ex: transit signal priority).

The project improves pedestrian safety near a high-utility corridor to promote walking.

0 - The project does not involve significant pedestrian safety improvements.

1 - The project improves pedestrian safety on a corridor with moderate utility.

2 - The project improves pedestrian safety on a high utility corridor.

2	Yes

The project improves safety near a high-utility corridor for other active transportation modes other than walking.

0 - The project does not involve significant safety improvements for other active transportation modes.

1 - The project improves active transportation safety for other active transportation modes on a corridor with moderate utility.

2 - The project improves active transportation safety for other active transportation modes on a high utility corridor.

2

Yes

Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.

The project serves sites targeted for future development (Up to 3 points).

0 - The project does not serve a site targeted for future development.

1 - The project serves a site for future development.

2 - The project serves a site targeted for future development that includes transit-supportive mixed-use or residential sites.

3 - The project serves a site or sites targeted for future development that include transit-supportive mixed-use or residential sites, and are included as part of compliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.

3

The project serves existing employment and population centers (Up to 3 points).

0 - The project does not serve an existing employment or population center.

1 - The project serves an existing employment or population center.

2 - The project serves an existing employment and population center.

3 - The project serves an existing employment and population center, or a population center that has significant affordable housing opportunities.

3

Yes

The project addresses safety concerns in multiple locations.

- 0 - Project improvements are concentrated at a specific site.
- 1 - The applicant details how the project is expected to have network improvements at other sites along the corridor.
- 2 - The project directly addresses multiple concerns at different locations.

The project addresses safety concerns near to key public community assets.

- 0 - The project is not near to any key public community assets.
- 1 - The project is near to one or more community assets.
- 2 - The project addresses safety concerns near key public community assets with a large population of vulnerable users, such as schools, libraries, or senior centers.

The project is a product of or fulfills recommendations identified in a regional or statewide study.

- 0 - The project is not consistent with or the applicant does not cite a regional or statewide corridor study or Road Safety Audit.
- 1 - The project is thematically consistent with a regional or statewide study, such as a corridor study or Road Safety Audit.
- 2 - The project is explicitly called for in a regional or statewide study, such as a corridor study or Road Safety Audit.

The project involves collaboration between multiple municipalities.

- 0 - Only one municipality is involved in the project.
- 1 - One or more municipalities are involved in the project.

The project is near to or on a primary thoroughfare for regional freight travel.

- 0 - The project is not listed on a roadway with significant freight volumes.
- 1 - The project is on a roadway with significant freight volumes.

2	
2	Yes
2	
1	
1	

The project improves navigability at or along the work area through signage.

- 0 - No signage improvements are incorporated into the project.
- 1 - Signage improvements, which may include interpretive signage, are included in the proposed project.

1

(Penalty) The project applicant is an MBTA Community not in compliance with Section 3A.

- 0 - The municipality is in compliance with or not subject to Section 3A.
- 5 - The municipality is not in compliance with Section 3A.

0

Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.

The project reduces the risk of flooding in the project area through adaptation and resilience improvements.

- 0 - The project does not address flooding.
- 1 - The project reduces flood risk using structural adaptation/grey infrastructure.
- 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.

2

Yes

The project reduces the risk of extreme temperatures by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc.

- 0 - The project does not address extreme temperatures.
- 1 - The project reduces extreme temperature risk using structural adaptation/grey infrastructure.
- 2 - The project reduces extreme temperature risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.

2

Yes

The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan.

- 0 - The project does not address needs or recommendations.
- 2 - The project addresses needs or recommendations.

2

The project improves stormwater infrastructure beyond MassDEP's MS4 standard.

- 0 - The project meets minimum standards.
- 1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.).
- 2 - Project adopts more than one design element to go above minimum stormwater improvement standards.

2

The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc.

- 0 - The applicant does not demonstrate regional coordination.
- 1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies.
- 2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.

2

The applicant details the expected useful life of the improvements, provides a plan for maintenance of resilience improvements, and/or references current and future climate conditions.

0 - Applicant does not reference current and future climate conditions and does not provide a plan for maintenance.

1 - Applicant references current and future climate conditions OR provides a plan for maintenance.

2 - Applicant references current and future climate conditions AND provides a plan for maintenance.

The project proposes improvements and reduces climate risk along evacuation routes and/or roadways that provide emergency access to critical facilities such as police stations, fire stations, and hospitals.

0 - The project does not propose improvements to an evacuation route or along roadways that provide emergency access to critical facilities.

1 - The project proposes improvements along an evacuation route OR along a roadway that provide emergency access to critical facilities.

2 - The project proposes improvements along an evacuation route AND along a roadway that provide emergency access to critical facilities.

(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding.

0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding.

-3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.

2

2

0

Yes

(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat.

0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat.

-3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.

0

Yes

Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

The project includes design elements aimed at reducing the amount of Single-Occupancy-Vehicle (SOV) trips (Up to 3 points).

0 - The project does not support a reduction in single occupancy vehicle trips.

1 - The project provides indirect support to reductions in single occupancy vehicle trips through supportive infrastructure for transit or active transportation, such as signage, web applications, educational campaigns, or personnel improvements.

3 - The project supports a reduction in the amount of single occupancy vehicle trips by improving the condition or accessibility of existing transit or active transportation assets.

3

Yes

The project reduces greenhouse gas emissions (Up to 3 points).

0 - The project does not support a reduction in greenhouse gas emissions.

1 - The project supports a reduction in greenhouse gas emissions primarily by reducing travel time delay.

3 - The project includes a variety of elements aimed at reducing emissions such as low or no emission mobility improvements, innovative technologies or methods, and travel demand management.

3

The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc.

-3 - The project is expected to have a negative impact on adjacent communities or natural areas.

0 - The project is not expected to impact adjacent communities or natural areas.

2 - The project is expected to have a positive impact on adjacent communities or natural areas.

3 - The project is expected to have a positive impact AND specifies appropriate plant species for any added vegetation or green space (native species, flood/drought tolerant, diverse range of species, etc.).

3

Yes

The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points).

0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding.

1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities.

2 - The proposed project has already been subject to community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops.

3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.

The project effectively engages all community members in its outreach strategy and access for the service, specifically people with disabilities or those with limited English proficiency (Up to 2 points).

0 - The project performs all legally required measures to ensure compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act.

1 - The applicant has identified a strategy to bring community members of all abilities and language proficiencies into the project outreach process and to ensure their access to services.

2 - The applicant has implemented an effective strategy to engage community members of all abilities and language proficiencies into the project outreach process and into offered services, while also identifying areas for potential improvement.

3

2

Yes

The project improves access to open space or sites for active recreation.

0 - The project does not improve access to open space or sites for active recreation.

2 - The project does improve access to open space or sites for active recreation.

2

BONUSES

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.

1

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.

1

Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc.

0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits.

1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits.

2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.

2

Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area.

0 - Project will not provide educational material.

1 - Project will provide educational material.

1

Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards.

0 - The primary purpose of the project is not resilience.

1 - The primary purpose of the project is resilience.

Resilience: The project proponents have used RMAT's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area.

0 - Proponents have not shared results from RMAT's Climate Resilience Design Standards Tool.

1 - Proponents have shared results from RMAT's Climate Resilience Design Standards Tool.

1

1

Table A-7
 FFYs 2025–29 TIP Evaluation Criteria: Intersection Improvements Program

Project Name	PROJECT NAME	
Municipality/Proponent	PROJECT PROPONENT(S)	
Project Type	Intersection Improvements	
Scoring Criteria	Base Score	Equity Score
<p>Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.</p> <p>An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.</p>		
<p>Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.</p>		
<p>The project addresses a location with severe crashes.</p> <p>+3 EPDO value of 300 or more +2 EPDO value of 100 to 299 +1 EPDO value of less than 100 +0 No EPDO value"</p>	<p>3</p>	<p>Yes</p>

The project addresses a location with a high frequency of crashes.

- +3 Crash rate of 1.36 or greater
- +2 Crash rate between 0.78 and 1.36
- +1 Crash rate between 0.20 and 0.78
- +0 Crash rate below 0.20

The project addresses a statewide Top Crash Location.

- 0 - The project does not address a Top 200 Crash Cluster, Top 5% Intersection Crash Cluster, Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster.
- 1 - The project addresses one of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster.
- 2 - The project addresses two of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or a Top 5% Pedestrian Crash Cluster.
- 3 - The project addresses three or more Intersection, Bicycle, and/or Pedestrian Crash Clusters, or contains a Statewide Top 200 Crash Location.

The project addresses a location identified in the Boston Region MPO Regional Safety Action Plan.

- 0 - The project does not address locations in the Regional Safety Action Plan.
- 1 - The project is located on the high injury network (HIN), but is not directly identified in the Regional Safety Action Plan.
- 2 - The project is located on the high injury network (HIN) and is identified in the Regional Safety Action Plan.

3	Yes
3	
2	

The project addresses a truck-related safety issue.

0 - The project does not directly address truck safety in the project area.

1 - The project directly addresses truck safety in the project area, including improving the safety of vulnerable users navigating in mixed traffic with trucks.

The project makes comprehensive safety improvements for all road users.

0 - The project makes no significant improvements to safety for all road users.

1 - The project makes some minor improvements to safety for automobiles.

2 - The project makes some moderate improvements to safety, but these improvements are primarily directed for automobiles.

3 - The project makes some minor improvements to the safety of vulnerable roadway users and automobiles.

4 - The project makes some moderate improvements to the safety of vulnerable roadway users, but improvements are primarily directed at automobiles.

5 - The project makes comprehensive improvements for all roadway users, such that all users may navigate through the corridor safely, including the elimination of mixed traffic between vulnerable users and automobiles where practicable.

The project effectively addresses safety for micromobility users.

-2 - The project introduces potentially unsafe elements for micromobility users.

0 - The project makes no significant improvements or creates incidental benefits to safety for micromobility users.

1 - The project makes minor improvements to safety for micromobility users.

2 - The project makes significant improvements to safety for micromobility users.

1

5

2

The project effectively addresses safety for pedestrians.

- 2 - The project introduces potentially unsafe elements for pedestrians.
- 0 - The project makes no significant improvements or creates incidental benefits to safety for pedestrians.
- 1 - The project makes minor improvements to safety for pedestrians.
- 2 - The project makes significant improvements to safety for pedestrians.

The project effectively addresses safety for persons with disabilities.

- 5 - The proposed project introduces potentially unsafe elements for persons with disabilities. Alternatively, the project does not address identifiable issues with Americans with Disabilities Act Compliance in the Project Area.
- 0 - The project makes no significant improvements or creates incidental enhancements to safety for persons with disabilities.
- 1 - The project makes minor improvements to safety for persons with disabilities.
- 2 - The project makes significant improvements to safety for persons with disabilities.

The project effectively addresses safety for transit operations and users.

- 0 - The project makes no significant improvements or creates incidental benefits to safety for transit operations or transit users.
- 1 - The project makes minor improvements to safety for transit operations or transit users.
- 2 - The project makes significant improvements to safety for transit operations or transit users.

2

Yes

2

Yes

2

Mobility and Reliability: Support easy and reliable movement of people and freight.

The applicant thoroughly describes deficiencies in the current design of the corridor or intersection with regard to safety, and how the project addresses these deficiencies.

0 - The proposed project has minor improvements to roadway safety, or focuses primarily on the preservation of existing assets.

1 - The project primarily upgrades existing infrastructure within the current right of way and street footprint that addresses some of the deficiencies along the corridor.

2 - The project focuses on upgrades and modernization of infrastructure, including improvements to accessibility by non-SOV modes, both within the current street footprint or beyond existing right of way.

3 - The project thoroughly addresses deficiencies in the design of the corridor or intersection, and also addresses potential deficiencies elsewhere on a corridor.

3

The project addresses an unreliable corridor with significant travel time delay.

0 - The project does not address an unreliable corridor.

1 - The project improves the safety along an unreliable corridor, but the benefits of the improvements are difficult to quantify.

2 - The project significantly improves the safety of travel along an unreliable corridor. Travel time delay may be improved due to a reduced crash frequency.

3 - The project thoroughly improves the safety of travel along an unreliable corridor, and directly reduces travel time delay through the proposed street design.

3

The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips.

0 - The project does not improve travel time reliability, or does not significantly invest in non-SOV transportation modes.

1 - The project has some impact on travel time reliability through minor investments in non-SOV transportation modes.

2 - The project has a significant impact on travel time reliability through rigorous investments in non-SOV transportation modes.

The project invests in safe pedestrian facilities.

0 - The project does not invest in pedestrian facilities, or establishes facilities that are disconnected from other pedestrian infrastructure with no plans for connections.

1 - The project makes some investments in pedestrian facilities, such as beacons and sidewalks, but investments are limited to the immediate project area (ex: intersection).

2 - The project makes comprehensive investments in new and upgraded pedestrian facilities in the project area, and establishes safe connections to a greater pedestrian network.

The project invests in safe micromobility facilities.

0 - The project does not invest in bicycle facilities, or proposed facilities do not offer significant levels of safety (ex: painted bicycle lanes with no separation).

2 - The project invests in safe bicycle facilities.

The project invests in safe transit facilities.

0 - The project does not invest in any transit facilities.

1 - The project makes some transit-supportive investments (ex: bumpouts near bus stops).

2 - The project directly invests in transit facilities (ex: transit signal priority).

2

2

Yes

2

Yes

2

Yes

The project improves pedestrian safety near a high-utility corridor to promote walking over single occupancy vehicle trips.

- 0 - The project does not involve significant pedestrian safety improvements.
- 1 - The project improves pedestrian safety on a corridor with moderate utility.
- 2 - The project improves pedestrian safety on a high utility corridor.

The project improves safety near a high-utility corridor for other active transportation modes.

- 0 - The project does not involve significant safety improvements for other active transportation modes.
- 1 - The project improves active transportation safety on a corridor with moderate utility.
- 2 - The project improves active transportation safety on a high utility corridor.

Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.

The project serves sites targeted for future development (Up to 3 points).

- 0 - The project does not serve a site targeted for future development.
- 1 - The project serves a site for future development.
- 2 - The project serves a site targeted for future development that includes mixed-use or residential sites.
- 3 - The project serves a site or sites targeted for future development that includes mixed-use or residential sites, and are included as part of compliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.

2

Yes

2

Yes

3

The project serves existing employment and population centers (Up to 3 points).

- 0 - The project does not serve an existing employment or population center.
- 1 - The project serves an existing employment or population center.
- 2 - The project serves an existing employment and population center.
- 3 - The project serves an existing employment and population center, or a population center that has significant affordable housing opportunities.

The project addresses safety concerns in multiple locations.

- 0 - Project improvements are concentrated at a specific site.
- 1 - The applicant details how the project is expected to have network improvements at other sites along the corridor.
- 2 - The project directly addresses multiple concerns at different locations.

The project addresses safety concerns near to key public community assets.

- 0 - The project is not near to any key public community assets.
- 1 - The project addresses safety concerns near key public community assets with a large population of vulnerable users, such as schools, libraries, or senior centers.

The project is a product of or fulfills recommendations identified in a regional or statewide study.

- 0 - The project is not consistent with or the applicant does not cite a regional or statewide corridor study or Road Safety Audit.
- 1 - The project is thematically consistent with a regional or statewide study, such as a corridor study or Road Safety Audit.
- 2 - The project is explicitly called for in a regional or statewide study, such as a corridor study or Road Safety Audit.

3	Yes
2	
1	Yes
2	

The project involves collaboration between multiple municipalities.

- 0 - Only one municipality is involved in the project.
- 1 - One or more municipalities are involved in the project.

The project is near to or on a primary thoroughfare for regional freight travel.

- 0 - The project is not listed on a roadway with significant freight volumes.
- 1 - The project is on a roadway with significant freight volumes.

The project improves navigability at or along the work area.

- 0 - No signage improvements are incorporated into the project.
- 1 - Signage improvements, which may include interpretive signage, are included in the proposed project.

1

1

1

Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.

The project reduces the risk of flooding in the project area through adaptation and resilience improvements.

- 0 - The project does not address flooding.
- 1 - The project reduces flood risk using structural adaptation/grey infrastructure.
- 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.

2

Yes

The project reduces the risk of extreme heat by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc.

0 - The project does not address extreme heat.

1 - The project reduces extreme heat risk using structural adaptation/grey infrastructure.

2 - The project reduces extreme heat risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.

The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan.

0 - The project does not address needs or recommendations.

2 - The project addresses needs or recommendations.

The project improves stormwater infrastructure beyond MassDEP's MS4 standard.

0 - The project meets minimum standards.

1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.).

2 - Project adopts more than one design element to go above minimum stormwater improvement standards.

2

Yes

2

2

The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc.

0 - The applicant does not demonstrate regional coordination.

1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies.

2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.

2

The applicant details the expected useful life of the improvements, provides a plan for maintenance of resilience improvements, and/or references current and future climate conditions.

0 - Applicant does not reference current and future climate conditions and does not provide a plan for maintenance.

1 - Applicant references current and future climate conditions AND/OR provides a plan for maintenance.

1

The project proposes improvements and reduces climate risk along evacuation routes and/or roadways that provide emergency access to critical facilities such as police stations, fire stations, and hospitals.

0 - The project does not propose improvements to an evacuation route or along roadways that provide emergency access to critical facilities.

1 - The project proposes improvements along an evacuation route OR along a roadway that provide emergency access to critical facilities.

1

(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding.

0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding.

-3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.

0

Yes

(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat.

0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat.

-3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.

0

Yes

Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

The project includes design elements aimed at reducing the amount of Single-Occupancy-Vehicle (SOV) trips (Up to 2 points).

0 - The project does not support a reduction in SOV trips.

1 - The project provides indirect support to reductions in SOV trips through supportive infrastructure for transit or active transportation, such as signage, web applications, educational campaigns, or personnel improvements.

2 - The project supports a reduction in the amount of SOV trips by improving the condition or accessibility of existing transit or active transportation assets.

2

Yes

The project includes design elements aimed at reducing greenhouse gas emissions (Up to 3 points).

- 0 - The project does not support a reduction in greenhouse gas emissions.
- 1 - The project supports a reduction in greenhouse gas emissions primarily by reducing travel time delay.
- 2 - The project includes a variety of elements aimed at reducing emissions such as low or no emission mobility improvements, innovative technologies or methods, and travel demand management.

The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc.

- 3 - The project is expected to have a negative impact on adjacent communities or natural areas.
- 0 - The project is not expected to impact adjacent communities or natural areas.
- 2 - The project is expected to have a positive impact on adjacent communities or natural areas.
- 3 - The project is expected to have a positive impact AND specifies appropriate plant species for any added vegetation or green space (native species, flood/drought tolerant, diverse range of species, etc.).

2	
3	Yes

The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points).

0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding.

1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities.

2 - The proposed project has already been subject to community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops.

3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.

The project proposes design elements aimed at improving water quality and reducing pollutant runoff to adjacent water resources. (Up to 1 point).

0 - The project does not propose any measures that address water quality, or contaminants generated by the facility or along the transit route.

1 - The project directly improves water quality through technologies or strategies that improve treatment capacity or limit contamination, including investment in expanded stormwater treatment facilities or reductions in impervious surfaces.

BONUSES

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.

3	
1	Yes
BONUSES	
1	

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.

1

Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc.

2

0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits.

1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits.

2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.

Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area.

1

0 - Project will not provide educational material.

1 - Project will provide educational material.

Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards.

1

0 - The primary purpose of the project is not resilience.

1 - The primary purpose of the project is resilience.

Resilience: The project proponents have used RMAT's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area.

1

0 - Proponents have not shared results from RMAT's Climate Resilience Design Standards Tool.

1 - Proponents have shared results from RMAT's Climate Resilience Design Standards Tool.

Table A-8
 FFYs 2025–29 TIP Evaluation Criteria: Transit Transformation Program

Project Name	PROJECT NAME	
Municipality/Proponent	PROJECT PROPONENT(S)	
Project Type	Transit Transformation	
Scoring Criteria	Base Score	Equity Score
Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.		
<p>An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project’s multiplier is based on the percent of the population in the project area that belongs to each of the MPO’s six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.</p>		
Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.		

The proposed project addresses a documented operational safety issue (Up to 4 Points).

-2 - The project does not incorporate improvements to operational safety at a facility with documented safety incidents.

0 - The project does not incorporate improvements to operational safety, and the involved facility or facilities do not have documented safety issues or risks.

2 - The project performs preventative maintenance on a facility to mitigate the emergence of safety hazards at the facility.

4 - The project directly addresses documented safety hazards that are already present at the facility, in addition to preventative maintenance.

The proposed project improves the safety of users within the transit facility (Up to 2 Points).

0 - The project does not incorporate safety improvements for users in the design, or does not involve a rider-facing facility.

1 - In maintaining a state of good repair for the facility, the project mitigates the future emergence of safety hazards for users.

2 - The project directly addresses known user safety issues at stations through capital investment.

5	
4	Yes

The proposed project improves the safety of users traveling to and from transit facilities (Up to 2 Points).

0 - The proposed project does not impact safety for users traveling to and from transit facilities.

1 - The proposed project makes minor safety improvements for users traveling to and from transit facilities, or improvements are not primarily directed towards vulnerable users.

2 - The proposed project makes significant improvements for users traveling to and from transit facilities, including improvements for vulnerable users.

The proposed project supports dedicated rights of way for transit, or mitigates interference from other facility users (Up to 2 Points).

0 - The project does not address any shared right of way

1 - The project makes minor improvements to safety on existing rights of way used by transit operators.

2 - The project makes significant improvements to safety on existing rights of way used by transit operators, or creates new dedicated right of way for transit vehicles.

3

2

The proposed project improves system responsiveness during emergency events (Up to 2 Points).

0 - The proposed project does not improve emergency response times.

1 - The proposed project makes improvements to emergency response times within the facility

2 - The proposed project makes improvements to emergency response times within and beyond the facility

2

Mobility and Reliability: Support easy and reliable movement of people and freight.

The project reduces transit passenger delay (Up to 5 points)

5

Yes

The project invests in new transit assets or expanded service (Up to 5 points)

5

Yes

The project performs state of good repair improvements that extend the useful life of the facility (Up to 2 points)

0 - The project does not incorporate state of good repair improvements for existing facilities.

1 - The project incorporates state of good repair improvements for existing facilities.

2 - The project incorporates state of good repair improvements for existing facilities, and the proposed mobilization and construction strategy avoids closures to transit facilities or disruptions to transit operations.

2

The project improves intermodal connections, and the abi

2

The project improves conditions for personnel that support transit operations (Up to 2 points).

0 - The project does not directly incorporate improvements for personnel involved in transit operations.

1 - The project incorporates improvements for non-customer-facing transit operations personnel.

2 - The project incorporates improvements for customer-facing transit personnel.

2

Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.

The project serves sites targeted for future development (Up to 3 points).

- 3 - The project does not serve a site targeted for future development due to noncompliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.
- 0 - The project does not serve a site targeted for future development.
- 1 - The project serves a site for future development.
- 2 - The project serves a site targeted for future development that includes transit-supportive mixed-use or residential sites.
- 3 - The project serves a site or sites targeted for future development that include transit-supportive mixed-use or residential sites, and are included as part of compliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.

The project serves existing employment and population centers (Up to 3 points).

- 0 - The project does not serve an existing employment or population center.
- 1 - The project serves an existing employment or population center.
- 2 - The project serves an existing employment and population center.
- 3 - The project serves an existing employment and population center, or a population center that has significant affordable housing opportunities.

3	
3	Yes

The project invests in pedestrian connections to transit facilities or routes (Up to 4 points).

-1 - The project does not invest in pedestrian connections to transit facilities, and no pedestrian connections are present. The applicant has sufficient jurisdiction or authority to provide such improvements.

0 - The project does not invest in pedestrian connections to transit facilities or routes, but connections to the facilities and routes exist and are in fair or better condition. Or, if a lack of connectivity exists, it is due to a lack of jurisdiction on the behalf of the applicant to improve.

1 - The project improves the condition of an existing pedestrian facility in the project area.

3 - The project adds a new, safe pedestrian connection for transit access in the project area.

3	Yes
----------	------------

The project invests in bicycle connections to transit facilities or routes (Up to 4 points).

-1 - The project does not invest in bicycle connections to transit facilities, and no pedestrian connections are present. The applicant has sufficient jurisdiction or authority to provide such improvements.

0 - The project does not invest in bicycle connections to transit facilities or routes, but connections to the facilities and routes exist and are in fair or better condition. Or, if a lack of connectivity exists, it is due to a lack of jurisdiction on the behalf of the applicant to improve.

2 - The project improves the condition of an existing bicycle facility in the project area.

3 - The project improves the condition and user safety of an existing bicycle facility in the project area.

4 - The project adds a new, safe bicycle connection for transit access in the project area.

The project improves ADA accessibility for transit facilities or routes (Up to 4 points).

-2 - The project does not invest in ADA accessibility upgrades for a facility where deficiencies can be identified.

0 - The project does not invest in ADA accessibility upgrades for a facility or route.

2 - The project invests in ADA accessibility upgrades for a transit facility.

4 - The project invests in ADA accessibility upgrades for a transit facility or routes and improves ADA accessibility for connecting features (ie: sidewalks).

3

4

Yes

Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.

The project reduces the risk of flooding in the project area through adaptation and resilience improvements.

- 0 - The project does not address flooding.
- 1 - The project reduces flood risk using structural adaptation/grey infrastructure.
- 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.
- 3 - The project adopts green infrastructure and specifies appropriate plant types for any added vegetation (native species, flood/drought tolerant, diverse range of species, etc.)

3

Yes

The project reduces the risk of extreme heat by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc.

- 0 - The project does not address extreme heat.
- 1 - The project reduces extreme heat risk using structural adaptation/grey infrastructure.
- 2 - The project reduces extreme heat risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.
- 3 - The project adopts green infrastructure and specifies appropriate plant types for any added vegetation (native species, flood/drought tolerant, diverse range of species, etc.)

3

Yes

The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan.

0 - The project does not address needs or recommendations.

2 - The project addresses needs or recommendations.

2

The project improves stormwater infrastructure beyond MassDEP's MS4 standard.

0 - The project meets minimum standards.

1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.).

2 - Project adopts more than one design element to go above minimum stormwater improvement standards.

2

The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc.

0 - The applicant does not demonstrate regional coordination.

1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies.

2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.

2

The project addresses risk to rider health and safety posed by climate hazards.

0 - The project does not address risk to rider health and safety posed by climate hazards.

3 - The project proposes improvements that will reduce risk to rider health and safety posed by climate hazards.

3

The applicant details the expected useful life of the improvements and provides a plan for maintenance of resilience improvements beyond the construction phase.

0 - The applicant does not provide a maintenance plan and/or clear information as to the expected useful life of the asset.

1 - The applicant does provide a maintenance plan and/or clear information as to the expected useful life of the asset.

(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding.

0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding.

-3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.

(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat.

0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat.

-3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.

1

Yes

0

Yes

0

Yes

Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

The project supports a reduction in the amount of Single-Occupancy-Vehicle (SOV) trips for a given area (Up to 3 points).

0 - The project does not support a reduction in SOV trips.

1 - The project provides indirect support to reductions in SOV trips through the implementation of transit-supportive infrastructure, such as signage, web applications, education campaigns, or personnel improvements.

2 - The project supports a reduction in the amount of SOV trips by improving the condition or accessibility of existing transit assets, or reliability of existing service.

3 - The project supports a reduction in the amount of SOV trips by improving the accessibility or capacity of existing transit assets, making investments that improve the frequency or capacity of service, or expand service area or hours of operation for transit.

3

Yes

The project directly supports a reduction in Greenhouse Gas Emissions from transit operations or facilities (Up to 3 points).

0 - The project does not support a reduction in Greenhouse Gas Emissions from transit operations or facilities, or the support is indirect.

1 - The project supports reductions in Greenhouse Gas Emissions from transit operations or facilities through an investment in low emission technologies.

2 - The project supports reductions in Greenhouse Gas Emissions from transit operations or facilities through investments in both low emission technologies and no emission technologies.

3 - The project invests exclusively in the adoption and installation of zero-emission technologies or facility electrification.

3	Yes
----------	------------

The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc.

-1 - The project is expected to have a negative impact on adjacent communities or natural areas.

0 - The project is not expected to impact adjacent communities or natural areas.

1.5 - The project is expected to have a positive impact on adjacent communities or natural areas.

3 - The project specifies native species for any added vegetation or green space.

3

The project proposes design elements aimed at removing air pollutants and improving air quality. (Up to 2 points).

0 - The project does not propose any measures that address air quality.

2 - The project proposes design elements that remove air pollutants and improve air quality.

2

The project proposes design elements aimed at improving water quality and reducing pollutant runoff to adjacent water resources. (Up to 2 points).

0 - The project does not propose any measures that address water quality, or contaminants generated by the facility or along the transit route.

2 - The project directly improves water quality through technologies or strategies that improve treatment capacity or limit contamination, including investment in expanded stormwater treatment facilities or reductions in impervious surfaces.

2

The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points).

0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding.

1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities.

2 - The proposed project has already been subject to community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops.

3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.

3

Yes

BONUSES

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.

1

CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.

1

Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc.

2

0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits.

1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits.

2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.

Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area.

1

0 - Project will not provide educational material.

1 - Project will provide educational material.

Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards.

0 - The primary purpose of the project is not resilience.

1 - The primary purpose of the project is resilience.

Resilience: The project proponents have used RMA's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area.

0 - Proponents have not shared results from RMA's Climate Resilience Design Standards Tool.

1 - Proponents have shared results from RMA's Climate Resilience Design Standards Tool.

1

1

Table A-9
 FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Bicycle Lanes

Bicycle Racks Applications

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Work locations are near to existing areas of concentrated development or public spaces.	0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities. 1 - The proposed work locations are near to some mid-density residential, commercial, or mixed use developments, or public facilities/open space. 2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space. 3 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments and public facilities and open space.	3
Work locations are near to planned developments or public spaces.	0 - No planned developments or public realm improvements are sited near the work locations. 1 - Proposed developments in the project area are limited. 2 - Numerous developments are proposed at or near work locations for the project, and include enabling land uses. 3 - All work locations are near to areas of planned development, and the types of development are supportive to demand for cycling. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.	3
Work locations for the project are situated near to transit facilities.	0 - Proposed work locations are not located near transit stations. 1 - At least one of the proposed work locations is within 300 feet of a transit facility. 2 - At least one of the proposed work locations is sited directly at or on a transit facility. 3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the RTA/owner of the facility has provided written support for the project.	3
Work locations for the project complement transit operating routes.	0 - Proposed work locations are not near transit routes. 1 - Only one work location in the project is located near a transit route with limited accessibility or utility to and from that point. 2 - One work location in the project is located near a major transit route, but the location provides some utility to and from that point. Or, more than one work location is near a transit route, but the locations are not well connected to one another. 3 - The proposed work locations effectively mirror one or more transit routes, and improve accessibility to and from that route.	3
The work location or locations are safely accessible by walking.	0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks. 1 - Less than half of proposed work locations are near safe pedestrian infrastructure. 2 - More than half of proposed work locations are near safe pedestrian infrastructure. 3 - All work locations are near safe, pedestrian-accessible sites that include signalized crosswalks and continuous sidewalks.	3
The work location or locations are near to safe bicycle-supportive infrastructure.	0 - Proposed work locations are not near safe bicycle infrastructure. 1 - Most proposed work locations are near bicycle infrastructure that does not provide physical separation for users. 2 - Most proposed work locations are near bicycle infrastructure that provides some on-road separation for users. 3 - Most or all work locations are near bicycle infrastructure that provides full physical separation, including vertical or horizontal separation, for users.	3
Connectivity Score		18
Regional and Interlocal Coordination		

The project includes a substantial public engagement process.	<p>0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process.</p> <p>1 - The municipality or municipalities have engaged their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.)</p> <p>2 - The municipality or municipalities have held public meetings on the proposed project, in addition to the above.</p> <p>3 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to the above.</p> <p>4 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level. The public engagement process specifically led to the identification of sites included in the project.</p>	4
The project demonstrates collaboration between different components of the municipality for site prioritization.	<p>0 - The applicant is not working with other business units within the municipality as part of the project.</p> <p>1 - The applicant has received support from elected officials within the municipality for the project beyond the budget process.</p> <p>2 - In addition to the above, the selection of sites as part of the project was performed in consultation with other municipal units, including for example school committees, Councils on Aging, Parks Departments, etc.</p>	2
The project demonstrates collaboration between multiple municipalities.	<p>0 - No direct support from other municipalities is provided.</p> <p>1 - The applicant is a regional organization providing bicycle parking for one or more municipalities.</p> <p>2 - The project involves collaboration between one or more municipalities.</p>	2
The project demonstrates collaboration with other state or federal agencies.	<p>0 - The project does not involve any direct coordination with state or federal agencies in a manner unrelated to the TIP process.</p> <p>1 - The project involves a state or federal facility, and support for the applicant to improve that facility has been provided by the facility owner. The owner is not otherwise involved in the project.</p> <p>2 - The project is a direct partnership between a municipality and a state or federal agency, which may be demonstrated through providing bicycle racks at State/National Parks, publicly-accessible state/federal buildings (including universities), or other facilities.</p>	2
Project demonstrates collaboration across multiple sectors	<p>0 - No direct support from private entities is listed.</p> <p>2 - The project proponent coordinated with the private sector in the development of the project as part of selecting site areas.</p> <p>4 - The project includes extensive support between the public and private sectors, including private funding contributions.</p>	4
Project collaborators submit letters of support to MPO	<p>0 - The applicant has not attached letters of support.</p> <p>2 - Letters of support are attached to demonstrate fulfillment of the above criteria.</p>	2
Coordination Score		16
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	<p>0 - The project is not included in any local plans or studies.</p> <p>2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents.</p> <p>4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant.</p> <p>6 - The project is explicitly called for in the contents of a local plan or study.</p>	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	<p>0 - The project is not included in any regional plans or studies.</p> <p>2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents.</p> <p>4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body.</p> <p>6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.</p>	6

Project is included in statewide plans or studies	0 - The project is not included in any statewide plans or studies. 2 - The project is included in a statewide planning document, but is not cited by the applicant. 4 - The project is included in a statewide planning document cited by the applicant.	4
Project acts as an 'anchor' for development of a sustainable bicycle network.	0 - The project does not add racks to an area of at least low-moderate utility. 1 - The project expands into an area of low-moderate utility, or add racks where none currently exist to an area of low utility. 2 - The project expands into an area of moderate or greater utility.	2

Plan Implementation Score 18

Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national

Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.

Equity Score Look-up Table

	If the sum of the Indices Greater than...	...And Less Than...	The Project Score is...	
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	0	1	0	18
	0.99	6	3	
	5.99	11	6	
	10.99	16	9	
	15.99	21	12	
	20.99	27	18	

The project expands or maintains direct access to a safe bicycle facility.	0 - Work locations for the project are not near to a safe bicycle facility. 1 - Work locations for the project are near to a safe bicycle facility.	1
The project serves a community with a low rate of automobile ownership.	0 - The project does not install bicycle racks in an area with low rates of automobile ownership. 1 - The project installs bicycle racks in an area with a low rate of automobile ownership.	1

Transportation Equity Score 20

Climate Change Mitigation

For new racks, does the project further promote mode shift? For repair/replacement projects, how many users utilize the facility?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For rack repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For rack repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For rack repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments. 4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.	4
Estimates for project demand are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4
The rack investment is complementary to an ongoing or planned surface transportation investment.	0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.	6

The rack investment reinforces access to an existing surface transportation facility.	<ul style="list-style-type: none"> 0 - The investment does not complement any nearby bicycle facilities. 2 - The investment complements an existing low to moderate utility link for biking. 4 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail). 	4
Climate Change Mitigation		18
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	<ul style="list-style-type: none"> Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type. 	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	<ul style="list-style-type: none"> 0 - No description of maintenance activities are provided. 3 - An anticipated maintenance schedule is provided. 	3
The estimates for the usage rates on the bicycle racks are sound.	<ul style="list-style-type: none"> 0 - The applicant does not describe how demand was estimated. 2 - The process for estimating demand for the bicycle racks is vague. 4 - The demand estimates for the bicycle racks are sound. 	4
Performance Management		10
Total Score		100

**Evaluation Criteria for the FFYs 2025 Community Connections Program:
 Bicycle Lanes Applications**

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Work locations are near to existing areas of concentrated development or public spaces.	<p>0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities.</p> <p>1 - The proposed work locations are near to some mid-density residential, commercial, or mixed use developments, or public facilities/open space.</p> <p>2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space.</p> <p>3 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments and public facilities and open space.</p>	3
Work locations are near to planned developments or public spaces.	<p>0 - No planned developments or public realm improvements are sited near the work locations.</p> <p>1 - Proposed developments in the project area are limited.</p> <p>2 - Numerous developments are proposed at or near work locations for the project, and include enabling land uses.</p> <p>3 - All work locations are near to areas of planned development, and the types of development are supportive to demand for micromobility. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.</p>	3
Work locations for the project are situated near to transit facilities.	<p>0 - Proposed work locations are not located near transit stations.</p> <p>1 - At least one of the proposed work locations is within 300 feet of a transit facility.</p> <p>2 - At least one of the proposed work locations is sited directly at or on a transit facility.</p> <p>3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the RTA/owner of the facility has provided written support for the project.</p>	3
Work locations for the project complement transit operating routes.	<p>0 - The proposed project is not near transit routes.</p> <p>1 - A transit route is located in the project area, but with limited accessibility or utility to and from that point.</p> <p>2 - A major transit route is present, and the proposed facility provides some utility to and from that point.</p> <p>3 - The proposed facility effectively mirrors or complements transit routes, and improves accessibility to and from that route.</p>	3
The work location or locations are safely accessible by walking.	<p>0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks.</p> <p>1 - Less than half of the project area contains safe pedestrian infrastructure.</p> <p>2 - Most of the project limits are near to safe, pedestrian-accessible facilities that include signalized crosswalks and continuous sidewalks.</p>	2
The proposed lanes are not placed in areas that could be potentially hazardous to users.	<p>-5 - Proposed work locations could be hazardous to users due to high speeds along the roadway, and additional mitigations besides lane striping are not planned for implementation.</p> <p>0 - The proposed lanes are placed in areas that lack connectivity with other bicycle facilities, leading to 'drop offs' at the ends of the lanes.</p> <p>1 - The lanes are located in areas with no current bicycle facilities and create a safer outcome, but speeds for vehicles along the roadway are high.</p> <p>2 - The bicycle lanes create safe connections between other network assets, and the proposed implementation of the lanes is not hazardous to users.</p>	2

The proposed lanes are near to other bicycle-supportive assets, such as racks, signage, or other trails and paths.	<p>0 - No other bicycle supportive assets are near to the facility.</p> <p>1 - A low amount of bicycle supportive assets are near to the facility, such as occasional bicycle lanes or signs.</p> <p>2 - The bicycle lanes connect into other micromobility facilities, and/or the lanes are near to both current and planned supportive assets such as racks or signs.</p>	2
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Connectivity Score 18

Regional and Interlocal Coordination

The project includes a substantial public engagement process.	<p>0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process.</p> <p>1 - The municipality or municipalities have engaged their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.)</p> <p>2 - The municipality or municipalities have held public meetings on the proposed project, in addition to the above.</p> <p>3 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level. The public engagement process specifically led to the identification of sites included in the project.</p>	4
The project demonstrates collaboration between different components of the municipality for site prioritization.	<p>0 - The applicant is not working with other business units within the municipality as part of the project.</p> <p>1 - The applicant has received support from elected officials within the municipality for the project beyond the budget process.</p> <p>2 - In addition to the above, the selection of sites as part of the project was performed in consultation with other municipal units, including for example school committees, Councils on Aging, Parks Departments, etc.</p>	2
The project demonstrates collaboration between multiple municipalities.	<p>0 - No direct support from other municipalities is provided.</p> <p>1 - The applicant is a regional organization providing a bicycle network for one or more municipalities.</p> <p>2 - The project involves collaboration between one or more municipalities.</p>	2
The project demonstrates collaboration with other state or federal agencies.	<p>0 - The project does not involve any direct coordination with state or federal agencies beyond that related to the TIP process.</p> <p>1 - The project involves a state or federal facility, and support for the applicant to improve that facility has been provided by the facility owner. The owner is not otherwise involved in the project.</p> <p>2 - The project is a direct partnership between a municipality and a state or federal agency, which may be demonstrated through providing lanes near to State/National Parks, publicly-accessible state/federal buildings (including universities), or other facilities.</p>	2
Project demonstrates collaboration across multiple sectors	<p>0 - No direct support from private entities is listed.</p> <p>2 - The project proponent coordinated with the private sector in the development of the project as part of selecting site areas.</p>	2
Project collaborators submit letters of support to MPO	<p>0 - The applicant has not attached letters of support.</p> <p>2 - Letters of support are attached to demonstrate fulfillment of the above criteria.</p>	2

Coordination Score 14

Plan Implementation: Support local, regional, and statewide planning efforts.

Project is included in local plans or studies	<p>0 - The project is not included in any local plans or studies.</p> <p>2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents.</p> <p>4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant.</p> <p>6 - The project is explicitly called for in the contents of a local plan or study.</p>	6
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Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	<p>0 - The project is not included in any regional plans or studies.</p> <p>2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents.</p> <p>4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body.</p> <p>6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.</p>	6	
Project is included in statewide plans or studies	<p>0 - The project is not included in any statewide plans or studies.</p> <p>2 - The project is included in a statewide planning document, but is not cited by the applicant.</p> <p>4 - The project is included in a statewide planning document cited by the applicant.</p>	4	
Project acts as an 'anchor' for development of a sustainable bicycle network.	<p>0 - The project does not add lanes to an area of at least low-moderate utility.</p> <p>1 - The project expands into an area of low-moderate utility, or adds lanes where none currently exist to an area of low utility.</p> <p>2 - The project expands into an area of moderate or greater utility.</p>	2	
Plan Implementation Score		18	
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race,			
Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.			
Equity Score Look-up Table			
	If the sum of the Indices Greater than...	...And Less Than...	The Project Score is...
	0	1	0
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	0.99	6	3
	5.99	11	6
	10.99	16	9
	15.99	21	12
	20.99	27	18
The project serves a community with a low rate of automobile ownership.	<p>0 - The project does not install bicycle lanes in an area with low rates of automobile ownership.</p> <p>1 - The project installs bicycle lanes in an area with a low rate of automobile ownership.</p>	1	
Transportation Equity Score		20	
Climate Change Mitigation			
To what extent do these lanes encourage new trips, or shift existing trips that would otherwise be taken by an automobile?	<p>0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information.</p> <p>2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile.</p> <p>3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations).</p> <p>4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.</p>	4	
Estimates for project demand are realistic and grounded in thorough analysis.	<p>0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained.</p> <p>2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips.</p> <p>4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.</p>	4	

The lanes are near to planned or underway bike supportive capital projects.	<ul style="list-style-type: none"> 0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path. 	6
The planned bike lanes reinforce connections to existing micromobility facilities.	<ul style="list-style-type: none"> 0 - The investment does not complement any nearby bicycle facilities. 2 - The investment complements an existing low to moderate utility link for biking. 4 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail). 	4
Climate Change Mitigation		18
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	<ul style="list-style-type: none"> Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the sources of expenses. 	3
The project proponent broadly outlines expected activities necessary for asset maintenance, including year round use of the facility.	<ul style="list-style-type: none"> 0 - No description of maintenance activities are provided. 1 - The applicant describes how the facility may be maintained over time. 2 - The applicant describes how the facility may be maintained, and may remain accessible during times of inclement weather (ie: snow removal). 	2
The project proponent describes interest in or the potential for future upgrades to the bicycle facility	<ul style="list-style-type: none"> 0 - No further upgrades are planned for the bike lanes after installation. 1 - The applicant describes an interest in future upgrades to the bicycle lanes. 2 - The applicant describes interest in and a plan for implementing upgrades to bicycle lanes in the future. 3 - The applicant provides a descriptive plan for implementing further upgrades to the facility, including additional actions to date. 	3
The projected volumes for the bicycle lanes are sound.	<ul style="list-style-type: none"> 0 - The applicant does not describe how demand was estimated. 2 - The process for estimating demand for the bicycle lanes is vague. 4 - The demand estimates for the bicycle lanes are sound. 	4
Performance Management		12
Total Score		100

**Evaluation Criteria for the FFYs 2025 Community Connections Program:
 Bikeshare Support and Expansion Applications**

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Work locations are near to existing areas of concentrated development or public spaces.	<p>0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities.</p> <p>1 - The proposed work locations are near to some mid-density residential, commercial, or mixed use developments, or public facilities/open space.</p> <p>2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space.</p> <p>3 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments and public facilities and open space.</p>	3
Work locations are near to planned developments or public spaces.	<p>0 - No planned developments or public realm improvements are sited near the work locations.</p> <p>1 - Proposed developments in the project area are limited.</p> <p>2 - Numerous developments are proposed at or near work locations for the project, and include enabling land uses.</p> <p>3 - All work locations are near to areas of planned development, and the types of development are supportive to demand for bikeshare. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.</p>	3
Work locations for the project are situated near to transit facilities.	<p>0 - Proposed work locations are not located near transit stations.</p> <p>1 - At least one of the proposed work locations is within 300 feet of a transit facility.</p> <p>2 - At least one of the proposed work locations is sited directly at or on a transit facility.</p> <p>3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the RTA/owner of the facility has provided written support for the project.</p>	3
Work locations for the project complement transit operating routes.	<p>0 - Proposed work locations are not near transit routes.</p> <p>1 - Only one work location in the project is located near a transit route with limited accessibility or utility to and from that point.</p> <p>2 - One work location in the project is located near a major transit route, but the location provides some utility to and from that point. Or, more than one work location is near a transit route, but the locations are not well connected to one another.</p> <p>3 - The proposed work locations effectively mirror one or more transit routes, and improve accessibility to and from that route.</p>	3
The work location or locations are safely accessible by walking.	<p>0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks.</p> <p>1 - Less than half of proposed work locations are near safe pedestrian infrastructure.</p> <p>2 - More than half of proposed work locations are near safe pedestrian infrastructure.</p> <p>3 - All work locations are near safe, pedestrian-accessible sites that include signalized crosswalks and continuous sidewalks.</p>	3
The work location or locations are near to safe bicycle-supportive infrastructure.	<p>0 - Proposed work locations are not near safe bicycle infrastructure.</p> <p>1 - Most proposed work locations are near bicycle infrastructure that does not provide physical separation for users.</p> <p>2 - Most proposed work locations are near bicycle infrastructure that provides some on-road separation for users.</p> <p>3 - Most or all work locations are near bicycle infrastructure that provides full physical separation, including vertical or horizontal separation, for users.</p>	3
Connectivity Score		18

Regional and Interlocal Coordination

Project demonstrates collaboration between multiple entities within the municipality or municipalities.	<p>0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process.</p> <p>2 - The municipality or municipalities have engaged entities within their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.)</p> <p>3 - The project is a joint effort between one or more municipalities (minimum score for joint applications).</p> <p>4 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to securing any local support for ROW.</p> <p>6 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level, including direct involvement from community based organizations to help shape the scope of the project.</p>	6
Project demonstrates collaboration between multiple municipalities.	<p>0 - No direct support from other municipalities is provided.</p> <p>2 - The application refers to the Bluebikes Council as providing support, but there is no written documentation.</p> <p>4 - The project has the written approval of the Bluebikes Council, or letters of support from neighboring communities, or involves work spread across multiple municipalities.</p>	4
Project demonstrates collaboration across multiple sectors	<p>0 - No direct support from private entities is listed, or the applicant refers to private collaboration that is within the existing scope of the Bluebikes contract (ex: vendor, sponsorships)</p> <p>2 - The project proponent coordinated with the private sector in the development of the project beyond the private stakeholders already involved in the Bluebikes contract.</p> <p>4 - The project includes extensive cooperation with the private sector, including the direct contribution of local, private funding from local businesses, fundraising, etc.</p>	4
Project collaborators submit letters of support to MPO	<p>0 - The applicant has not attached letters of support.</p> <p>2 - Letters of support are attached to demonstrate fulfillment of the above criteria.</p>	2

Coordination Score 16

Plan Implementation: Support local, regional, and statewide planning efforts.

Project is included in local plans or studies	<p>0 - The project is not included in any local plans or studies.</p> <p>2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents.</p> <p>4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant.</p> <p>6 - The project is explicitly called for in the contents of a local plan or study.</p>	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	<p>0 - The project is not included in any regional plans or studies.</p> <p>2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents.</p> <p>4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body.</p> <p>6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.</p>	6
Project is included in statewide plans or studies	<p>0 - The project is not included in any statewide plans or studies.</p> <p>2 - The project is included in a statewide planning document, but is not cited by the applicant.</p> <p>4 - The project is included in a statewide planning document cited by the applicant.</p>	4

Project acts as an 'anchor' for development of a sustainable bikeshare network.

0 - For expansion projects, the project does not expand into an area of at least low-moderate utility, or is located in an area saturated with bikeshare. For repair projects, the project does not address an asset nearing the end of its useful life in a priority location, or in a location of at least moderate utility.

1 - For expansion projects, the project expands into an area of low-moderate utility. For repair projects, the project addresses an asset nearing the end of its useful life in a location of at least moderate utility.

2 - For expansion projects, the project expands into an entirely new part of the Boston Region, or expands into an area ranging from moderate to high utility. Alternatively, the proposed expansion seeks to link together more 'disconnected' nexuses of stations back into the larger regional system. For repair projects, the project addresses an asset nearing the end of its useful life in a high utility or critical area.

Plan Implementation Score 18

Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, a

Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.

Equity Score Look-up Table

	If the sum of the Indices Greater than...	...And Less Than...	The Project Score is...	
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	0	1	0	18
	0.99	6	3	
	5.99	11	6	
	10.99	16	9	
	15.99	21	12	
	20.99	27	18	

The project expands or maintains direct access to a safe bicycle facility. The bikeshare model supports access to these facilities for individuals who do not own a private bicycle.

0 - Work locations for the project are not near to a safe bicycle facility.

1 - Work locations for the project are near to a safe bicycle facility.

The project incorporates pedal-assist or fully electric bikes in an area with a high share of older adults.

0 - The project does not incorporate any pedal-assist or fully electric bikes.

1 - The project incorporates pedal-assist or fully electric bikes.

Transportation Equity Score 20

Climate Change Mitigation

For expansion projects, to what extent does the expanded service encourage new trips that would otherwise be taken by an automobile? For repair/replacement projects, how many trips does the existing service support?

0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For station repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations.

2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For station repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels.

3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For station repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments.

4 - The project performs all work necessary for 3 above, and does so in an area with disproportionate air quality burden.

Estimates for project demand are realistic and grounded in thorough analysis.	<p>0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained.</p> <p>2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips.</p> <p>4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.</p>	4
The bikeshare investment is complementary to an ongoing or planned surface transportation investment.	<p>0 - The investment does not complement any planned or nearby projects.</p> <p>2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited.</p> <p>4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure.</p> <p>6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.</p>	6
The bikeshare investment expands access to an existing surface transportation facility.	<p>0 - The investment does not complement any nearby bicycle facilities.</p> <p>1 - The investment complements an existing low to moderate utility link for biking.</p> <p>2 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail).</p>	2
The investment incorporates improvements for bikeshare electrification.	<p>0 - The investment does not incorporate or support current and future electrification of the bikeshare facility (or facilities).</p> <p>1 - The investment incorporates electrification of the bikeshare fleet, but not for the facility itself.</p> <p>2 - The investment incorporates electrification for the bikeshare facility.</p>	2
Climate Change Mitigation		18
Performance Management		
The project proponent outlines expected sources of funding to support the costs of operation associated with the project.	<p>-3 - No sources of potential operating costs are provided.</p> <p>0 - Sources of funding for operating costs are indicated, but are vague.</p> <p>2 - Sources of funding for operating costs are indicated and seem secure.</p> <p>3 - The proponent identifies sources of funding for operating costs that are secure and innovative in some manner.</p>	3
The project proponent outlines expected sources of funding to support the maintenance or replacement of the asset. In the case of Bikeshare projects seeking capital support for station repair or replacement, the project proponent outlines their plan for keeping the asset in a state of good repair.	<p>0 - The applicant does not describe the sources of funding necessary for long term maintenance of the asset, or describe any plan to maintain the asset.</p> <p>1 - The applicant describes how they intend to maintain the asset, but does not indicate sources of funding for maintenance. Alternatively, the source of maintenance funding described is from other state or Boston Region MPO programs that have a local match requirement (which is not indicated).</p> <p>2 - The applicant describes a plan to maintain the asset and identifies sources of funding to do so to some detail.</p> <p>3 - The applicant thoroughly details a plan to maintain and continue to fund the maintenance of assets included in the proposed project.</p>	3
Project application includes completed budget worksheet that demonstrates financial viability of project	<p>Disqualifying - No budget worksheet is attached.</p> <p>0 - The project application includes a budget worksheet, but it is missing information or does not demonstrate the financial viability of the project.</p> <p>2 - The project application includes a complete budget worksheet, but some concerns around the financial viability and sustainability of the project remain.</p> <p>4 - Pursuant to the above criteria, the budget worksheet demonstrates the near term and long term fiscal viability and sustainability of the project.</p>	4
Performance Management		10
Total Score		100

Table A-12
 FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Microtransit Pilots

**Evaluation Criteria for the FFYs 2025 Community Connections Program:
 Microtransit Pilot Applications**

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
The project connects to existing residential, commercial, or mixed use developments.	0 - The project does not connect to any current residential, commercial, or mixed use developments. 1 - The project primarily connects to low to medium density residential, commercial, or mixed use developments. 2 - The project primarily connects to high density residential, commercial, or mixed use developments. 3 - The project primarily connects to high density residential, commercial, or mixed use developments, and better integrates those developments into other non-SOV infrastructure options such as commuter rail stations, bike paths, etc.	3
The project connects to planned residential, commercial, or mixed use developments.	0 - The project does not connect to any planned or permitted residential, commercial, or mixed use developments. 1 - The project connects to some planned or permitted commercial or residential development, but the developments are limited in scope or low density. 2 - The project connects to numerous planned or permitted high density residential, commercial, or mixed use developments. 3 - The project connects to numerous planned or permitted high density residential, commercial, or mixed use developments, including zones included as part of compliance with Section 3A of the Massachusetts Zoning Act or 40B developments.	3
The project provides a connection to other transit facilities or routes, including but not limited to train stations, bus hubs and stops, or other shuttle services.	0 - The project does not primarily provide connections to other transit facilities or routes. 1 - The project provides some connections to low-frequency transit facilities or routes. 2 - The project provides some connections to moderate or high frequency transit facilities or routes. 3 - The project provides significant connections to moderate or high frequent transit facilities or routes, and the design or schedule of the project complements the schedules of those alternate transit services. The project proponent is directly collaborating with other transit providers as part of this effort.	3
The project deliberately creates connections to safe and accessible facilities for walking and biking.	0 - The project does not provide for connections to safe and accessible facilities for walking and biking. 1 - The project provides for connections to facilities for walking and biking, but these connections are either incidental (included in the service area for a demand-response service) or are not high-utility corridors. 2 - The project deliberately provides for connections to facilities for walking and biking, and some of the included facilities are on high-utility corridors. 3 - The project deliberately provides for numerous connections to safe and accessible walking and biking facilities, many of which are on high utility corridors. Recreational trails may also be included in the project area.	3

The project increases access to open space or other natural / recreation sites.	<p>0 - The project does not provide for any access to open space or natural sites.</p> <p>1 - The project is a demand response service that provides for access to open space or natural sites within the service area.</p> <p>2 - The project is a fixed route service with connections near to open space or other recreation / natural sites.</p> <p>3 - The project is a demand response or fixed route service with deliberate, priority connections to and from open space and other natural or recreation sites, with the service model intentionally aiming to increase access to those areas.</p>	3
The proposed hours of and times of service support a variety of potential use cases.	<p>0 - The applicant does not provide an explanation as to why their times of service were selected.</p> <p>1 - The applicant provides hours and times of service, but their explanation regarding why these times were selected are vague or largely relate to fiscal and personnel constraints.</p> <p>2 - The applicant provides hours and times of service with an explanation as to how the model suits the needs of a diverse array of potential users.</p> <p>3 - The applicant provides an explanation of why the hours and times of service were selected, how its operations supports the needs of a diverse array of potential users, and explains the conditions under which they may expand service offerings.</p>	3
The project expands upon an existing service or service delivery model within the Commonwealth.	<p>0 - The project is entirely novel, and does not build upon an existing service or leverage a service delivery model implemented within the Commonwealth.</p> <p>1 - The project expands the hours of service or area of service within a single municipality.</p> <p>2 - The project expands the hours of service or area of service across multiple municipalities, including adding a new municipality to the service area.</p>	2

Connectivity Score	20
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Regional and Interlocal Coordination	
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Project demonstrates collaboration between multiple entities	<p>0 - The project applicant is the sole entity involved in the project.</p> <p>1 - The project applicant and the operator are the only entities involved in the project.</p> <p>2 - The project applicant and operator are the only entities involved in the project, but the project includes robust public outreach.</p> <p>3 - The project applicant is partnering with one or more municipalities in administering the service, including providing service to adjacent municipalities, but the applicant performs most of the work.</p> <p>4 - Multiple municipalities are involved in overseeing the project in tandem with the operator.</p> <p>5 - The project has multiple municipalities taking an active role in administering the service in addition to a diverse array of other project partners.</p>	5
Project demonstrates collaboration across multiple sectors	<p>0 - The project does not demonstrate collaboration across multiple sectors.</p> <p>1 - The project demonstrates some collaboration between the public and private sector in the form of letters of support, or connections to private employers.</p> <p>2 - The project demonstrates moderate collaboration between the public and private sector, with private sector stakeholders involved in some supporting functions.</p> <p>3 - The project demonstrates significant collaboration between the public and private sector, with private sector stakeholders making a significant financial or in-kind contribution to support the financial sustainability of the project.</p>	3

Project collaborators submit letters of support to MPO	<p>0 - No letters of support have been provided by the applicant. 1 - The applicant provides letters of support, but the letters only include support from municipal entities. 2 - The applicant provides letters of support, including letters from a variety of non-governmental and/or community based organizations.</p>	2
The Regional Transit Authority (RTA), including the MBTA, that provides service to or near the municipality or municipalities involved in the proposed service has been made aware of the application by the applicant.	<p>0 - The applicant has not discussed their proposed service with their local RTA or RTAs. 1 - The applicant has discussed their proposed service with their local RTA or RTAs. If the applicant is an RTA, it has discussed the proposed service with MassDOT's Rail and Transit Division (RTD). 2 - The applicant has discussed their proposed service with their local RTA or RTAs, and the RTA has provided written support for the project. If the applicant is an RTA, MassDOT Rail and Transit Division (RTD) is aware of and has provided written support for the project.</p>	2
The project is included in statewide or regional plans and/or studies, including the Boston Region MPO's Coordinated Public Transit-Human Services Transportation Plan (CPTHST)	<p>0 - The applicant does not cite, or the project is not consistent with the themes or explicit needs identified in any statewide or regional planning documents or studies. 3 - The project is consistent with the broad themes or recommendations laid out for the municipality or region in the CPTHST. 6 - The project is explicitly called for in a statewide, regional, or municipal planning document, or is the direct result of a study conducted by an independent federal, state, or regional entity.</p>	6
Coordination Score		18

Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.

Project serves one or more transportation equity populations, as identified by the Boston Region MPO	<p>Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.</p> <table border="1" data-bbox="885 1209 2051 1512"> <thead> <tr> <th colspan="3">Equity Score Look-up Table</th> </tr> <tr> <th>If the sum of the Indices Greater than... is...</th> <th>...And Less Than...</th> <th>The Project Score</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>1</td> <td>0</td> </tr> <tr> <td>0.99</td> <td>6</td> <td>3</td> </tr> <tr> <td>5.99</td> <td>11</td> <td>6</td> </tr> <tr> <td>10.99</td> <td>16</td> <td>9</td> </tr> <tr> <td>15.99</td> <td>21</td> <td>12</td> </tr> <tr> <td>20.99</td> <td>27</td> <td>18</td> </tr> </tbody> </table>	Equity Score Look-up Table			If the sum of the Indices Greater than... is...	...And Less Than...	The Project Score	0	1	0	0.99	6	3	5.99	11	6	10.99	16	9	15.99	21	12	20.99	27	18	20
Equity Score Look-up Table																										
If the sum of the Indices Greater than... is...	...And Less Than...	The Project Score																								
0	1	0																								
0.99	6	3																								
5.99	11	6																								
10.99	16	9																								
15.99	21	12																								
20.99	27	18																								
The project supports a fare structure that does not hinder access from disadvantaged groups.	<p>0 - The proposed service operates on a uniform fare structure. 1 - The proposed service subsidizes fares for disadvantaged groups, including means-based fares and fare-free service for seniors and persons with disabilities. 2 - The proposed service is entirely fare-free.</p>	1																								

<p>The project prioritizes service to disadvantaged groups or areas.</p>	<p>0 - The project does not prioritize service to disadvantaged groups or areas, and the applicant does not offer any information as to how they would provide services to a person with disabilities.</p> <p>1 - The project serves all individuals regardless of ability, but there are restrictions in terms of eligibility (ex: residence)</p> <p>2 - The project effectively prioritizes service for disadvantaged groups or areas and balances the needs of other users as well. The service is accessible to and may be used by all.</p>	<p>1</p>
<p>Transportation Equity Score</p>		<p>24</p>

Climate Change Mitigation

<p>Is the proposed service an effective substitute for current trips conducted by private single occupancy vehicles?</p>	<p>Disqualifying: The project is not anticipated to have any significant impact on encouraging shifts from single occupancy vehicles to the proposed service.</p> <p>1 - According to the figures provided by the applicant, the project is anticipated to have a small impact on encouraging shifts from single occupancy vehicles.</p> <p>2- The project is anticipated to have a small impact on directly encouraging shifts from single occupancy vehicle, but is also complementary to other alternative modes of transportation (transit facilities, active transportation, etc.)</p> <p>3 - The project is expected to have an at least moderate impact in encouraging shifts from single occupancy vehicle trips.</p> <p>4 - The project is expected to have a moderate impact in encouraging shifts from single occupancy vehicles, and reinforces or expands access to additional alternative modes of transportation (transit facilities, active transportation, etc.)</p>	<p>4</p>
<p>Does the proposed service create new connections or trips that could not otherwise be fulfilled without an automobile?</p>	<p>0 - The project is redundant to existing transit services in the project area, and the applicant has not sufficiently detailed how their service is meant to be complementary to it.</p> <p>1 - The service creates new connections, but the efficacy of the service in substituting automobile trips is unclear.</p> <p>2 - The project is complementary to existing transit services in the project area, specifically services that may have gaps in times of service, capacity to serve, or headways.</p> <p>3 - The project creates entirely new connections in areas not otherwise served by a regional transit authority or other transit operator with a moderate likelihood of substitution.</p> <p>4 - The project creates entirely new connections in areas not otherwise directly served by a regional transit authority or other transit operator, and these connections include other intermodal facilities (Commuter Rail stations, trails, etc.)</p>	<p>4</p>
<p>Does the proposed service operate with low or no emission vehicles?</p>	<p>0 - The project utilizes standard internal combustion engine vehicles for its fleet.</p> <p>4 - The project utilizes low emission fuel source vehicles, including diesel electric hybrids or compressed natural gas (CNG).</p> <p>5 - The project utilizes fully electric vehicles.</p> <p>6 - The project utilizes fully electric vehicles, and planned or existing charging facilities utilize renewable energy sources.</p>	<p>6</p>

<p>What is the expected amount of time spent operating the vehicle for non-revenue hours, or "dead-heading" between trips in the case of demand response service?</p>	<p>0 - The applicant does not estimate the amount of non-revenue hours of operation for the service or provide dead-head estimates. Dead-head estimates, if provided, represent a sizable component of operating time and the vehicles used are not low/no emission vehicles.</p> <p>2 - The proposed project has minimal dead-head zones. For fixed-route service, minimal time is spent moving vehicles between motor pools or staging areas towards the route. For demand response services, ridership levels and operating strategies or technologies minimize downtime between trips.</p> <p>4 - The proposed project has minimal dead-head zones. For fixed-route service, minimal time is spent moving vehicles between motor pools or staging areas towards the route, and the vehicles involved are low/no emission. For demand response services, ridership levels and operating strategies or technologies minimize downtime between trips while also operating electric vehicles.</p>	4
<p>Is the average driving miles per passenger trip significantly different than if the trip was conducted with a single-occupancy vehicle?</p>	<p>Disqualifying - The average driving miles per passenger trip with a non low/zero emission vehicle are equal to or greater than the mileage for a typical SOV trip.</p> <p>0 - The average driving miles per passenger trip are not significantly different from conducting the trip with a SOV, but the vehicle used is a low/no emissions vehicle.</p> <p>2 - The average driving miles per passenger trip are significantly different from conducting the trip with an SOV.</p>	2
<p>Climate Change Mitigation</p>		20
<p>Performance Management</p>		
<p>The project application includes a budget sheet that lays out the anticipated sources and uses of operating funding for at least the first three years of the project.</p>	<p>Disqualifying: no budget sheet is provided.</p> <p>0: A budget sheet is provided, but the funding requests are not broken out by year or the estimates provided are unrealistic/flawed.</p> <p>2: A budget sheet is provided with funding sources and uses laid out for each year in the period of performance. The expected expenditures and revenues are reasonable.</p> <p>4: A budget sheet is provided with funding sources and uses laid out for each year in the period of performance, in addition to potential alternative sources of funding. The applicant has identified how they may pursue funding to continue the operations of the shuttle(s), if successful, following the three-year pilot period. The expected revenues and expenditures laid out in the sheet are thoroughly defensible.</p>	4
<p>Project demand estimate is realistic and grounded in thorough analysis</p>	<p>Disqualified: The applicant does not provide a project demand estimate, or an estimate is provided but lacks any explanation of the methodology used to achieve that estimate.</p> <p>0: The applicant provides a demand estimate and means of estimation, but the estimate lacks sufficient supporting information to justify the estimate. If the applicant does not provide a follow-up response with sufficient information, they may be disqualified.</p> <p>5: The applicant provides a demand estimate, a means of estimation, and supporting information that justifies the estimate to an acceptable extent.</p> <p>10: The applicant provides a comprehensive analysis of their estimated demand, explains their methodology, and/or has utilized technical assistance from the Boston Region MPO, MassDOT, or a similar third-party to set their ridership targets.</p>	10

The applicant lists their performance measures and the intervals at which they evaluate their success against those metrics.

0 - The applicant does not provide any performance measures, or is vague in their description of how those measures are to be evaluated.
2 - The performance of the proposed shuttle is evaluated against the minimum necessary parameters for the shuttle service, including average daily passenger trips, number of unique riders, total number of trips, and spending to date at monthly intervals. The monthly reporting also includes the aforementioned information at a total level for the month. Demand response services provide passenger trip time for a given month.
4 - The monthly reporting listed above will be utilized to evaluate, in a qualitative fashion, whether or not the data gathered is expected to remain steady or change in the future. The project proponent also intends to survey riders with questions including how riders would have made their trip without the service, the number of times a given rider uses the service at a weekly or monthly interval, the number of passengers that have a private vehicle available, and the purposes of that passenger trip.
6 - The project proponent exceeds the minimum requirements set in the previous thresholds for performance evaluation, reporting, and passenger surveys, and is proposing the employment of innovative strategies or technologies to gather and analyze this data. The proponent may also achieve this parameter if they are pursuing a robust community engagement strategy that emphasizes regional connections, including engaging adjacent municipalities.

6

Performance Management Score

20

Total Score

100

Table A-13
 FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Wayfinding Signage

**Evaluation Criteria for the FFYs 2025 Community Connections Program:
 Wayfinding Signage Applications**

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Project sites serve areas of concentrated development.	0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities. 2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space. 4 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments.	4
Project sites are near to planned developments.	0 - No planned developments or public realm improvements are sited near the work locations. 2 - Developments are proposed at or near work locations for the project, and include enabling land uses. 4 - Project sites are near to areas of planned development. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.	4
Project sites support navigation towards public facilities or community assets, including open space.	0 - The project does not support navigation to and from public facilities or open spaces. 1 - The project indirectly supports navigation to and from public facilities or open spaces. 2 - The signage explicitly highlights public points of interest and provides information on how to access the area.	2
Project sites are situated near to transit facilities.	0 - Proposed work locations are not located near transit stations. 1 - At least one of the proposed work locations is within 300 feet of a transit facility. 2 - At least one of the proposed work locations is sited directly at or on a transit facility. 3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the transit operator has provided a letter of support for the project.	3
Project sites support the identification of and navigation towards transit facilities.	0 - Proposed work locations are not near transit routes. 1 - The signage indirectly supports access near transit routes or facilities, but these are not highlighted on the signs. 2 - The proposed signage highlights locations of transit facilities. 3 - The proposed signage highlights the presence of transit service in the area, and provides detail on other service features such as headways, hours of operation, etc.	3
Project sites support the identification of and navigation towards safe facilities for pedestrians.	0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks. 1 - Less than half of proposed work locations are near safe pedestrian infrastructure. 2 - More than half of proposed work locations are near safe pedestrian infrastructure. 3 - All work locations are near safe, pedestrian-accessible sites that include signalized crosswalks and continuous sidewalks.	3
Project sites support the identification of and navigation towards safe facilities for bicycles.	0 - Proposed work locations are not near safe bicycle infrastructure. 1 - The proposed signage provides indirect benefits for cyclists, but does not highlight any specific routes. 2 - The signage highlights and supports a single bicycle facility. 3 - The proposed signage supports a connected bicycle network, including the identification of connecting routes and trails.	3
Connectivity Score		22
Regional and Interlocal Coordination		

Project includes a substantial public engagement process.	<p>0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process.</p> <p>1 - The municipality or municipalities have engaged their communities for the purpose of implementing the proposed improvements (ROW, local operating costs, etc.)</p> <p>2 - The municipality or municipalities have held public meetings on the proposed project, in addition to the above.</p> <p>3 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to the above.</p> <p>4 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level. The public engagement process specifically led to the identification of sites included in the project.</p>	4
Project demonstrates collaboration between different components of the municipality for site prioritization.	<p>0 - The applicant is not working with other business units within the municipality as part of the project.</p> <p>1 - The applicant has received support from elected officials within the municipality for the project beyond the budget process.</p> <p>2 - In addition to the above, the selection of sites as part of the project was performed in consultation with other municipal units, including for example school committees, Councils on Aging, Parks Departments, etc.</p>	2
Project demonstrates collaboration between multiple municipalities.	<p>0 - No direct support from other municipalities is provided.</p> <p>1 - The applicant is a regional organization providing bicycle parking for one or more municipalities.</p> <p>2 - The project involves collaboration between one or more municipalities.</p>	2
Project demonstrates collaboration with other state or federal agencies.	<p>0 - The project does not involve any direct coordination with state or federal agencies beyond that related to the TIP process.</p> <p>1 - The project involves a state or federal facility, and support for the applicant to improve that facility has been provided by the facility owner. The owner is not otherwise involved in the project.</p> <p>2 - The project is a direct partnership between a municipality and a state or federal agency, which may be demonstrated through providing signage to and from State/National Parks, publicly-accessible state/federal buildings (including universities), or other facilities.</p>	2
Project demonstrates collaboration across multiple sectors.	<p>0 - No direct support from private entities is listed.</p> <p>2 - The project proponent coordinated with the private sector in the development of the project as part of selecting site areas.</p> <p>4 - The project includes extensive support between the public and private sectors, including private funding contributions.</p>	4
Project collaborators submit letters of support to MPO.	<p>0 - The applicant has not attached letters of support.</p> <p>2 - Letters of support are attached to demonstrate fulfillment of the above criteria.</p>	2
Coordination Score		16
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local transportation plans or studies.	<p>0 - The project is not included in any local plans or studies.</p> <p>1 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents.</p> <p>2 - The project is thematically consistent with the contents of a local plan or study, as cited by the applicant.</p> <p>3 - The project is explicitly called for in the contents of a local plan or study.</p>	3
Project is included in local economic development plans or strategies.	<p>0 - The project does not support any local economic developments.</p> <p>1 - The project indirectly supports local economic development strategies.</p> <p>2 - The project directly supports local economic development strategies, including improving access to specific planned sites or destinations.</p> <p>3 - The project highlights key areas and destinations for travel, and is consistent with a broader strategy for economic development in the community.</p>	3

Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	<p>0 - The project is not included in any regional plans or studies.</p> <p>1 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents.</p> <p>2 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body.</p> <p>3 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.</p>	3		
Project is included in statewide plans or studies	<p>0 - The project is not included in or consistent with any statewide plans or studies.</p> <p>1 - The project is supportive of a statewide study, such as a vulnerable road user safety assessment, but this is not cited by the applicant.</p> <p>2 - The project is supportive of a statewide study, but locations are not in priority corridors highlighted by that study.</p> <p>3 - The applicant is leveraging a state study or plan to guide this investment, and investments are being made in key priority areas as determined by the study.</p>	3		
Project supports the development of a connected multimodal transportation network.	<p>0 - The project primarily installs signage in seemingly disconnected areas for a single mode.</p> <p>1 - The project installs signage to support connections for a single mode.</p> <p>2 - The project installs signage that supports connections to and from multiple transportation modes.</p>	2		
Plan Implementation Score		14		
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, or ethnicity.				
Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.				
Equity Score Look-up Table				
If the sum of the Indices Greater than... ...And Less Than... The Project Score is...				
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	0	1	0	20
	0.99	6	3	
	5.99	11	6	
	10.99	16	9	
	15.99	21	12	
	20.99	27	18	
Transportation Equity Score		20		
Climate Change Mitigation				
To what extent do these lanes encourage new trips, or shift existing trips that would otherwise be taken by an automobile?	<p>0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information.</p> <p>2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile.</p> <p>3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations).</p> <p>4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.</p>	4		
Estimates for traffic volumes through the corridor are realistic and grounded in thorough analysis.	<p>0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained.</p> <p>2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips.</p> <p>4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.</p>	4		

The wayfinding signage is complementary to an ongoing or planned surface transportation investment.	<p>0 - The investment does not complement any planned or nearby projects.</p> <p>2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited.</p> <p>4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure.</p> <p>6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.</p>	6
The wayfinding signage reinforces access to or informs users about an existing surface transportation facility.	<p>0 - The investment does not complement any nearby active transportation or transit facilities.</p> <p>2 - The investment complements an existing low to moderate utility link for active transportation or transit.</p> <p>4 - The investment complements an existing moderate to high utility link for active transportation, including physically separated and safe pathway for all users (ex: shared use path, rail trail). Or, the investment directly highlights a transit route.</p>	4
Climate Change Mitigation		18
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	<p>Disqualifying - No budget worksheet is attached.</p> <p>0 - A budget sheet is included, but the costs associated are unrealistic.</p> <p>3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type.</p>	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	<p>0 - No description of maintenance activities are provided.</p> <p>3 - An anticipated maintenance schedule is provided.</p>	3
The estimates for average daily users for the facilities are grounded in thorough analysis.	<p>0 - The applicant does not describe how demand was estimated.</p> <p>2 - The process for estimating traffic counts is vague.</p> <p>4 - The estimates of traffic counts are sound.</p>	4
Performance Management		10
Total Score		100

APPENDIX B—Greenhouse Gas Monitoring and Evaluation

BACKGROUND

The Global Warming Solutions Act of 2008 (GWSA) required statewide reductions in greenhouse gas (GHG) emissions of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050. As part of the GWSA, the Executive Office of Energy and Environmental Affairs (EOEEA) released the Massachusetts Clean Energy and Climate Plan for 2025 and 2030 (CECP) in June 2022, which outlines programs to attain GHG emissions reduction goals—including an 18 percent reduction attributed to the transportation sector by 2025 and a 34 percent reduction by 2030. EOEEA released an updated CECP in December 2022, which specified an emissions reduction target of 86 percent by 2050 for the transportation sector.

The Commonwealth's 13 metropolitan planning organizations (MPOs) are integrally involved in achieving GHG emissions reductions mandated by the GWSA. MPOs work closely with the Massachusetts Department of Transportation (MassDOT) to develop common transportation goals, policies, and projects that will help to reduce GHG emissions levels statewide and meet the specific requirements of the GWSA and its requirements for the transportation sector, defined in state regulation 310 CMR 60.05. The purpose of this regulation is to assist the Commonwealth in achieving its adopted GHG emissions reduction goals by requiring the following:

- MassDOT must demonstrate that its GHG emissions reduction commitments and targets are being achieved.
- Each MPO must evaluate and track the GHG emissions and impacts of both its Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).
- Each MPO, in consultation with MassDOT, must develop and use procedures to prioritize and select projects for its LRTP and TIP based on factors that include GHG emissions and impacts.

The Commonwealth's MPOs are meeting the requirements of this regulation through the transportation goals and policies contained in their LRTPs, the major projects planned in their LRTPs, and the mix of new transportation projects that are programmed and implemented through their TIPs.

The GHG tracking and evaluation processes enable the MPOs and MassDOT to identify the anticipated GHG impacts of the planned and programmed projects, and to use GHG

impacts as criteria to prioritize transportation projects. This approach is consistent with the GHG emissions reduction policies that promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle, and pedestrian investments, as well as policies that support smart growth development patterns by creating a balanced multimodal transportation system.

REGIONAL TRACKING AND EVALUATING LONG-RANGE TRANSPORTATION PLANS

MassDOT coordinated with the Boston Region MPO and other regional planning agencies to implement GHG tracking and to evaluate projects during the development of LRTPs starting in 2011. Working together, MassDOT and the MPOs have attained the following milestones:

- The MPOs completed modeling and developed long-range statewide projections for GHG emissions produced by the transportation sector. These results are in a supplement to the Boston Region MPO's LRTP, *Destination 2050*. The Boston Region MPO's travel demand model and the statewide travel demand model were used to project GHG emissions levels for 2019 No-Build (base conditions). These projections were developed as part of amendments to 310 CMR 60.05 (adopted in August 2017 by the Massachusetts Department of Environmental Protection) to demonstrate that aggregate transportation GHG emissions reported by MassDOT will meet established annual GHG emissions targets.
- All of the MPOs have discussed climate change, addressed GHG emissions reduction projections in their LRTPs, and prepared statements affirming their support for reducing GHG emissions as a regional goal.

TRACKING AND EVALUATING THE TRANSPORTATION IMPROVEMENT PROGRAM

In addition to monitoring the GHG impacts of larger-scale projects in the LRTP, it also is important to monitor and evaluate the GHG impacts of all transportation projects that are programmed in the TIP. The TIP includes both the larger, capacity-adding projects from the LRTP and smaller projects, which are not included in the LRTP but that may affect GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate the expected GHG impacts of different projects and to use this information as criteria to prioritize and program projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed approaches for identifying anticipated GHG emissions impacts of different types of projects. Since carbon dioxide (CO₂) is the largest component of GHG emissions overall and is the focus of regulation 310 CMR 60.05, CO₂ has been used to measure the GHG emissions impacts of transportation projects in the TIP and LRTP.

All TIP projects have been sorted into two categories for analysis: 1) projects with quantified CO₂ impacts, and 2) projects with assumed CO₂ impacts. Projects with quantified impacts consist of capacity-adding projects from the LRTP and projects from the TIP that underwent a Congestion Mitigation and Air Quality Improvement (CMAQ) program spreadsheet analysis. Projects with assumed impacts are those that would be expected to produce a minor decrease or increase in emissions, and those that would be assumed to have no CO₂ impact.

Travel Demand Model

Projects with quantified impacts include capacity-adding projects in the LRTP that were analyzed using the Boston Region MPO's travel demand model set. No independent calculations were done for these projects during the development of the TIP.

Off-Model Methods

MassDOT's Office of Transportation Planning provided spreadsheets that are used to determine projects' eligibility for funding through the CMAQ program. These spreadsheets contain emissions factors produced by the US Environmental Protection Agency's (EPA) Motor Vehicle Emission Simulator (MOVES) model that are used to calculate emissions reduction as a result of mode shift to active or public transportation and/or reduction of single-occupancy vehicle trips. Typically, MPO staff uses data from projects' functional design reports, which are prepared at the 25-percent design phase, to conduct these calculations. Staff used these spreadsheets to calculate estimated projections of CO₂ for each project, in compliance with GWSA regulations. These estimates are shown in Tables B-1 and B-2. A note of "to be determined" is shown for those projects for which a functional design report was not yet available.

As part of the development of the FFYs 2025–29 TIP, analyses were done for the types of projects described below. A summary of steps performed in the analyses is provided.

Traffic Operational Improvement

For an intersection reconstruction or signalization project that typically reduces delay and, therefore, idling, the following steps are taken:

- Step 1: Calculate the AM peak hour total intersection delay (seconds)
- Step 2: Calculate the PM peak hour total intersection delay (seconds)
- Step 3: Select the peak hour with the longer intersection delay
- Step 4: Calculate the selected peak hour total intersection delay with improvements

- Step 5: Calculate the vehicle delay in hours per day (assumes peak hour delay is 10 percent of daily delay)
- Step 6: Input the emissions factors for arterial idling speed from the EPA's MOVES model
- Step 7: Calculate the net emissions change in kilograms per day
- Step 8: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 9: Calculate the cost effectiveness (first year cost per kilogram of emissions reduced)

Pedestrian and Bicycle Infrastructure

For a shared-use path that would enable more walking and biking trips and reduce automobile trips, the following steps are taken:

- Step 1: Calculate the estimated number of one-way trips based on the percentage of workers residing in the communities served by the facility and the communities' bicycle and pedestrian commuter mode share
- Step 2: Calculate the reduction in vehicle-miles traveled per day and per year (assumes each trip is the length of the facility and that the facility operates 200 days per year)
- Step 3: Input the MOVES emissions factors for the average commuter travel speed (assumes 35 miles per hour)
- Step 4: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 5: Calculate the cost effectiveness (first year cost per kilogram of emissions reduced)

Bus Replacement

For a program that replaces old buses with new buses that reduce emissions or run on cleaner fuel, the following steps are taken:

- Step 1: Input the MOVES emissions factors for the average bus travel speed (assumes 18 miles per hour) for both the old model year bus and the new model year bus
- Step 2: Calculate the fleet vehicle-miles per day based on the vehicle revenue-miles and operating days per year
- Step 3: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 4: Calculate the cost effectiveness (first-year cost per kilogram of emissions reduced)

Other Types of Projects

Calculations may be performed on the project types listed below:

- **New and Additional Transit Service:** A new bus or shuttle service that reduces automobile trips
- **Park-and-Ride Lot:** A facility that reduces automobile trips by encouraging high-occupancy vehicle (HOV) travel via carpooling or transit
- **Alternative Fuel Vehicles:** New vehicle purchases that replace traditional gas or diesel vehicles with alternative fuel or advanced technology vehicles
- **Anti-Idling Strategies:** Strategies that include incorporating anti-idling technology into fleets and using light-emitting diode (LED) lights on trucks for the purpose of illuminating worksites
- **Bike-share Projects:** Programs in which bicycles are made available for shared use to individuals on a short-term basis, allowing each bicycle to serve several users per day
- **Induced Travel:** Projects associated with a roadway capacity change that gives rise to new automobile trips
- **Speed Reduction Projects:** Projects that result in slower vehicle travel speeds and, therefore, reduced emissions
- **Transit Signal Priority Projects:** Technology at signalized intersections or along corridors that affect bus travel times
- **Truck Stop Electrification:** Technology that provides truck drivers with necessary services, such as heating, air conditioning, or appliances, without requiring them to idle their engines

ANALYZING PROJECTS WITH ASSUMED IMPACTS

Qualitative Decrease or Increase in Carbon Dioxide Emissions

Projects with assumed CO₂ impacts are those that could produce a minor decrease or increase in emissions, but the change in emissions cannot be calculated with any precision. Examples include a bicycle rack installation, Safe Routes to School projects, or transit marketing or customer service improvements. These projects are categorized as producing an assumed nominal increase or decrease in emissions.

No Carbon Dioxide Impact

Projects that do not change the capacity or use of a facility—for example, a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation or

replacement that restores the bridge to its previous condition—are assumed to have no CO₂ impact. The following tables display the GHG impact analyses of projects funded in the FFYs 2025–29 Highway Program (Table B-1) and Transit Program (Table B-2). Table B-3 summarizes the GHG impact analyses of highway projects completed before FFY 2025. Table B-4 summarizes the GHG impact analyses of transit projects completed before FFY 2025. A project is considered completed when the construction contract has been awarded or the transit vehicles have been purchased.

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**Table B-1
Greenhouse Gas Regional Highway Project Tracking: FFYs 2024-28 Programmed Projects**

Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2024				
110980	NEWTON- WESTON- BRIDGE REHABILITATION, N-12-010=W-29-005, COMMONWEALTH AVE	Qualitative		No assumed impact/negligible impact on emissions
603739	WRENTHAM- CONSTRUCTION OF ROUTE I-495/ROUTE 1A RAMPS	Quantified	1,233,486	Quantified Decrease in Emissions from Traffic Operational Improvement
605313	NATICK- BRIDGE REPLACEMENT, N-03-020, ROUTE 27 (NORTH MAIN STREET) OVER ROU	Qualitative		No assumed impact/negligible impact on emissions
606496	BOSTON- BRIDGE REHABILITATION, B-16-052, BOWKER OVERPASS OVER MASS PIKE, M	Qualitative		No assumed impact/negligible impact on emissions
606901	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRA	Qualitative		No assumed impact/negligible impact on emissions
606902	BOSTON- BRIDGE REPLACEMENT, B-16-181, WEST ROXBURY PARKWAY OVER MBTA	Qualitative		No assumed impact/negligible impact on emissions
607342	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKAT	Quantified	1,148,459	Quantified Decrease in Emissions from Traffic Operational Improvement
607777	WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16)	Quantified	536,769	Quantified Decrease in Emissions from Complete Streets Project
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified		RTP project included in the statewide model
608007	COHASSET- SCITUATE- CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE C	Quantified	5,849	Quantified Decrease in Emissions from Complete Streets Project
608522	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWI	Qualitative		No assumed impact/negligible impact on emissions
608562	SOMERVILLE- SIGNAL AND INTERSECTION IMPROVEMENT ON I-93 AT MYSTIC AVENUE A	Qualitative		Qualitative Decrease in Emissions
609054	LITTLETON- RECONSTRUCTION OF FOSTER STREET	Quantified	1,140	Quantified Decrease in Emissions from Complete Streets Project
609211	PEABODY- INDEPENDENCE GREENWAY EXTENSION	Quantified	36,612	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
609438	CANTON- BRIDGE REPLACEMENT, C-02-042, REVERE COURT OVER WEST BRANCH OF T	Qualitative		No assumed impact/negligible impact on emissions
612034	WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
612048	WALTHAM- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613196	BURLINGTON- LYNNFIELD- WAKEFIELD- WOBURN- BRIDGE PRESERVATION OF 10 BRIDG	Qualitative		No assumed impact/negligible impact on emissions
613209	BOSTON- BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CAR	Qualitative		No assumed impact/negligible impact on emissions
613211	MEDFORD- BRIDGE PRESERVATION OF 10 BRIDGES CARRYING I-93	Qualitative		No assumed impact/negligible impact on emissions
S12114	ROYALL STREET SHUTTLE	Quantified	409,583	Quantified Decrease in Emissions from New/Additional Transit Service
S12694	NEWMO MICROTRANSIT SERVICE EXPANSION	Quantified	91,800	Quantified Decrease in Emissions from New/Additional Transit Service
S12697	PLEASANT STREET SHUTTLE SERVICE EXPANSION	Quantified	183,575	Quantified Decrease in Emissions from New/Additional Transit Service
S12699	STONEHAM SHUTTLE SERVICE	Quantified	41,707	Quantified Decrease in Emissions from New/Additional Transit Service
S12700	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION	Quantified	33,400	Quantified Decrease in Emissions from New/Additional Transit Service
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION	Quantified	11,936	Quantified Decrease in Emissions from New/Additional Transit Service
S12703	MONTACHUSETT RTA MICROTRANSIT SERVICE	Quantified	24,602	Quantified Decrease in Emissions from New/Additional Transit Service
S12705	LYNN STATION IMPROVEMENTS PHASE II	Qualitative		Qualitative Decrease in Emissions
S12802	LYNN - BROAD STREET CORRIDOR TRANSIT SIGNAL PRIORITY	Quantified	1,328,755	Quantified Decrease in Emissions from Traffic Operational Improvement
S12803	MEDFORD - BICYCLE PARKING (TIER 1)	Qualitative		Qualitative Decrease in Emissions
S12804	MEDFORD - BLUEBIKES EXPANSION	Quantified	4,561	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12805	CANTON PUBLIC SCHOOLS BIKE PROGRAM	Qualitative		Qualitative Decrease in Emissions
S12806	CANTON CENTER BICYCLE RACKS	Qualitative		Qualitative Decrease in Emissions
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	Quantified	102,845	Quantified Decrease in Emissions from New/Additional Transit Service
S12818	ACTON PARKING MANAGEMENT SYSTEM	Qualitative		Qualitative Decrease in Emissions
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Qualitative		Qualitative Decrease in Emissions
S12821	RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERI	Qualitative		Qualitative Decrease in Emissions
S12822	COLUMBUS AVENUE BUS LANES PHASE 2	Qualitative		Qualitative Decrease in Emissions
S12823	BOSTON - ELECTRIC BLUEBIKES ADOPTION	Quantified	160,925	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12824	CAMBRIDGE - ELECTRIC BLUEBIKES ADOPTION	Quantified	66,559	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
Federal Fiscal Year 2025				
604564	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSA	Qualitative		No assumed impact/negligible impact on emissions

605168	HINGHAM- IMPROVEMENTS ON ROUTE 3A FROM OTIS STREET/COLE ROAD INCLUDING	Quantified	284,736	Quantified Decrease in Emissions from Complete Streets Project
606453	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE	Quantified	1,920,790	Quantified Decrease in Emissions from Complete Streets Project
607684	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBT	Qualitative		No assumed impact/negligible impact on emissions
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified		RTP project included in the statewide model
608051	WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE	Quantified	492,167	Quantified Decrease in Emissions from Complete Streets Project
608067	WOBURN- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFOF	Quantified	168,263	Quantified Decrease in Emissions from Traffic Operational Improvement
608197	BOSTON- BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAIL	Qualitative		No assumed impact/negligible impact on emissions
608436	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	Qualitative		No assumed impact/negligible impact on emissions
608498	QUINCY- WEYMOUTH- BRAINTREE- RESURFACING AND RELATED WORK ON ROUTE 53	Qualitative		Qualitative Decrease in Emissions
608703	WILMINGTON- BRIDGE REPLACEMENT, W-38-029 (2KV), ST 129 LOWELL STREET OVER I	Qualitative		No assumed impact/negligible impact on emissions
608952	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, C	Qualitative		No assumed impact/negligible impact on emissions
609252	LYNN- REHABILITATION OF ESSEX STREET	Quantified	411,006	Quantified Decrease in Emissions from Complete Streets Project
609257	EVERETT- RECONSTRUCTION OF BEACHAM STREET	Quantified	4,038	Quantified Decrease in Emissions from Complete Streets Project
609399	RANDOLPH- RESURFACING AND RELATED WORK ON ROUTE 28	Qualitative		Qualitative Decrease in Emissions
609467	HAMILTON- IPSWICH- SUPERSTRUCTURE REPLACEMENT, H-03-002=I-01-006, WINTHROP	Qualitative		No assumed impact/negligible impact on emissions
609516	BURLINGTON- IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE	Qualitative		No assumed impact/negligible impact on emissions
609531	ARLINGTON- STRATTON SCHOOL IMPROVEMENTS (SRTS)	Qualitative		Qualitative Decrease in Emissions
609532	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FF	Qualitative		Qualitative Decrease in Emissions
610544	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND	Quantified	24,423	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
610680	NATICK- LAKE COCHITUATE PATH	Quantified	2,844	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
610722	ACTON- BOXBOROUGH- LITTLETON- PAVEMENT PRESERVATION ROUTE 2	Qualitative		Qualitative Decrease in Emissions
610776	CAMBRIDGE- SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ROUTE 16/ROUT	Qualitative		No assumed impact/negligible impact on emissions
610782	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET	Qualitative		No assumed impact/negligible impact on emissions
611982	MEDFORD- SHARED USE PATH CONNECTION AT THE ROUTE 28/WELLINGTON UNDERPAS	Quantified	4,309	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
611997	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative		Qualitative Decrease in Emissions
612001	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
612028	STONEHAM- DECK REPLACEMENT & SUPERSTRUCTURE REPAIRS, S-27-006 (2L2), (ST 28	Qualitative		No assumed impact/negligible impact on emissions
612100	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	Qualitative		Qualitative Decrease in Emissions
612173	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	Qualitative		No assumed impact/negligible impact on emissions
612178	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX	Qualitative		No assumed impact/negligible impact on emissions
612182	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	Qualitative		No assumed impact/negligible impact on emissions
612184	REVERE- BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWA	Qualitative		No assumed impact/negligible impact on emissions
612196	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUO	Qualitative		No assumed impact/negligible impact on emissions
S12113	TRANSIT MODERNIZATION PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12124	COMMUNITY CONNECTIONS PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12694	NEWMO MICROTRANSIT SERVICE EXPANSION	Quantified	91,800	Quantified Decrease in Emissions from New/Additional Transit Service
S12697	PLEASANT STREET SHUTTLE SERVICE EXPANSION	Quantified	183,575	Quantified Decrease in Emissions from New/Additional Transit Service
S12699	STONEHAM SHUTTLE SERVICE	Quantified	41,707	Quantified Decrease in Emissions from New/Additional Transit Service
S12700	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION	Quantified	33,400	Quantified Decrease in Emissions from New/Additional Transit Service
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION	Quantified	11,936	Quantified Decrease in Emissions from New/Additional Transit Service
S12703	MONTACHUSETT RTA MICROTRANSIT SERVICE	Quantified	24,602	Quantified Decrease in Emissions from New/Additional Transit Service
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	Quantified	102,845	Quantified Decrease in Emissions from New/Additional Transit Service
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Qualitative		No assumed impact/negligible impact on emissions
S12820	BIKESHARE SUPPORT SET ASIDE	Not Applicable		No assumed impact/negligible impact on emissions
S12825	BOSTON MPO REGION - FFY2025 PROJECT DESIGN PILOT	Not Applicable		No assumed impact/negligible impact on emissions

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605321	NORWOOD- BRIDGE PRESERVATION, N-25-026, PROVIDENCE HIGHWAY (STATE ROUTE 1	Qualitative		No assumed impact/negligible impact on emissions
605743	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	Quantified	4,356	Quantified Decrease in Emissions from Complete Streets Project
605857	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERE	Quantified	1,092,131	Quantified Decrease in Emissions from Traffic Operational Improvement
606449	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET BRIDGE & C-01-040, LAN	Qualitative		No assumed impact/negligible impact on emissions
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified		RTP project included in the statewide model
608045	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	Quantified	-38,500	Quantified Increase in Emissions

608564	WATERTOWN- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND GALEN STREET	Qualitative		Qualitative Decrease in Emissions
608940	WESTON- INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLES	Quantified	102,453	Quantified Decrease in Emissions from Traffic Operational Improvement
608954	WESTON- RECONSTRUCTION ON ROUTE 30	Quantified	357,681	Quantified Decrease in Emissions from Complete Streets Project
609204	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	Quantified	26,347	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
609437	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	Quantified	58,773	Quantified Decrease in Emissions from Complete Streets Project
610537	BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	Qualitative		Qualitative Decrease in Emissions
610662	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE	Quantified	736,275	Quantified Decrease in Emissions from Traffic Operational Improvement
610665	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORD	Qualitative		Qualitative Decrease in Emissions
610675	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAM	Qualitative		No assumed impact/negligible impact on emissions
611954	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTEF	Qualitative		No assumed impact/negligible impact on emissions
611974	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STRI	Qualitative		No assumed impact/negligible impact on emissions
612049	RANDOLPH- RESURFACING AND RELATED WORK ON ROUTE 24	Qualitative		Qualitative Decrease in Emissions
612050	BRAINTREE- WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3	Qualitative		Qualitative Decrease in Emissions
612051	CANTON- MILTON- RANDOLPH- INTERSTATE MAINTENANCE AND RELATED WORK ON I-93	Qualitative		Qualitative Decrease in Emissions
612075	SALEM- BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREE	Qualitative		No assumed impact/negligible impact on emissions
612076	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	Qualitative		No assumed impact/negligible impact on emissions
612099	ASHLAND- BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER	Qualitative		No assumed impact/negligible impact on emissions
612496	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEM	Qualitative		No assumed impact/negligible impact on emissions
612523	REVERE- STATE ROAD BEACHMONT CONNECTOR	Qualitative		Qualitative Decrease in Emissions
612599	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CO	Qualitative		Qualitative Decrease in Emissions
612804	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	Qualitative		Qualitative Decrease in Emissions
612816	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
612884	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	Qualitative		Qualitative Decrease in Emissions
612889	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	Qualitative		Qualitative Decrease in Emissions
612894	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
612989	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	Quantified	5,400	Quantified Decrease in Emissions from Traffic Operational Improvement
S12113	TRANSIT MODERNIZATION PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12124	COMMUNITY CONNECTIONS PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	Quantified	102,845	Quantified Decrease in Emissions from New/Additional Transit Service
S12820	BIKESHARE SUPPORT SET ASIDE	Not Applicable		No assumed impact/negligible impact on emissions

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605276	BEVERLY- SALEM- DRAWBRIDGE REPLACEMENT/REHABILITATION OF B-11-005=S-01-013	Qualitative		No assumed impact/negligible impact on emissions
605743	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	Quantified	4,356	Quantified Decrease in Emissions from Complete Streets Project
605857	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERE1	Quantified	1,092,131	Quantified Decrease in Emissions from Traffic Operational Improvement
606226	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIV	Quantified		RTP project included in the statewide model
606728	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	Qualitative		No assumed impact/negligible impact on emissions
607329	WAKEFIELD- LYNNFIELD- RAIL TRAIL EXTENSION, FROM THE GALVIN MIDDLE SCHOOL T	Quantified	158,032	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
607420	NATICK- SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA	Qualitative		No assumed impact/negligible impact on emissions
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified		RTP project included in the statewide model
607981	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	Quantified	136,345	Quantified Decrease in Emissions from Complete Streets Project
608514	BEVERLY- BRIDGE REPLACEMENT, B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-	Qualitative		No assumed impact/negligible impact on emissions
609246	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	Quantified	902,708	Quantified Decrease in Emissions from Complete Streets Project
610650	BOSTON- GALLIVAN BOULEVARD (ROUTE 203) SAFETY IMPROVEMENTS, FROM WASHINC	Qualitative		Qualitative Decrease in Emissions
610660	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	Quantified	TBD	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
610932	BROOKLINE- REHABILITATION OF WASHINGTON STREET	Quantified	36,431	Quantified Decrease in Emissions from Complete Streets Project
611983	CHELSEA- PARK STREET & PEARL STREET RECONSTRUCTION	Quantified	10,214	Quantified Decrease in Emissions from Complete Streets Project
611987	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STI	Qualitative		No assumed impact/negligible impact on emissions
612499	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	Quantified	TBD	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
612519	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	Qualitative		No assumed impact/negligible impact on emissions
612613	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	Qualitative		Qualitative Decrease in Emissions
612615	CANTON- MILTON- ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET	Qualitative		Qualitative Decrease in Emissions
612616	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD	Qualitative		Qualitative Decrease in Emissions

613088 MALDEN- SPOT POND BROOK GREENWAY	Quantified	77,012	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
613121 EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIG	Qualitative		Qualitative Decrease in Emissions
S12113 TRANSIT MODERNIZATION PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12124 COMMUNITY CONNECTIONS PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12820 BIKESHARE SUPPORT SET ASIDE	Not Applicable		No assumed impact/negligible impact on emissions

**Table B-2
Greenhouse Gas Regional Transit Project Tracking: FFYs 2024-28 Programmed Projects**

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2024					
CATA	RTD0010579	CATA - Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010587	CATA - repave admin/ops facility parking lot	Qualitative		No assumed impact/negligible impact on emissions
CATA	T00073	CATA - Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011103	MetroWest RTA - Operating Assistance - Non Fixed Route ADA Paratransit Service	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011104	MetroWest RTA - Acquisition of Bus Support / Facilities Equipment	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011105	MetroWest RTA - Technology Support/Capital Outreach	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011106	MetroWest RTA - Blandin Intermodal	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011107	MetroWest RTA - FCRS Intermodal - Framingham Commuter Rail Station (FCRS)	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011114	MetroWest RTA - 5339 STATEWIDE - Vehicle Replacements (16 cutaways)	Quantified	807,026	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011123	MetroWest RTA - 5339 STATEWIDE - 2024 EV (Electric Vehicle) Migration	Qualitative		Qualitative Decrease in Emissions
MWRTA	RTD0011130	MetroWest RTA - 5339 DISCRETIONARY - Blandin Hub Projects	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	T00037	MetroWest RTA - CNG Dispensers (2) at the Compressed Natural Gas Fueling Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	T00038	MetroWest RTA - Electronic Sign Board	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011468	Columbus Ave. Bus Lane Ph. II	Quantified	98,855	Quantified Decrease in Emissions from Other Improvements
MBTA	MBTA011470	Jackson Sq. Station Access Impr.	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011472	Rail Transformation - Early Action	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA015	5307 Revenue Vehicle Program	Quantified	29,791,730	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA016	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA017	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA018	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA019	5337 Revenue Vehicle Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA020	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA021	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA022	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA024	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA025	Lynn Station Improvements	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2025					
CATA	RTD0010579	CATA - Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010591	CATA - Revenue Vehicle Replacement	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
CATA	T00073	CATA - Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011109	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011110	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011111	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011112	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011115	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRET	Quantified	807,026	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011121	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail St	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011124	MetroWest RTA - 5339 COMPETITIVE 2025 ELECTRIC VEHICLE (EV) ADDTL ELECTRI	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011133	MetroWest RTA - AFC TRANSITION - MOBILE FARE COLL EQUIP	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011134	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - DISCRETIONAR	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011137	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS (8) #2 of 2	Quantified	432,335	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA011474	Jackson Sq. Station Access Impr. (CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA027	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA028	5307 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA029	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA030	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA031	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA032	5337 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA033	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA034	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA035	5339 Bus Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding

MBTA	MBTA036	RRIF Financing - PTC/ATC/Fiber	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA037	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2026					
CATA	RTD0010579	CATA - Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010591	CATA - Revenue Vehicle Replacement	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
CATA	T00073	CATA - Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011116	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011117	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011118	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011119	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011120	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail St	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011125	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011126	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRET	Quantified	518,802	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011138	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS (8) #2 of 2	Quantified	518,802	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA040	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA041	5307 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA042	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA043	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA044	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA045	5337 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA046	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA047	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA048	5339 Bus Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA049	RRIF Financing - PTC/ATC/Fiber	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA050	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2027					
CATA	RTD0010579	CATA - Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	T00073	CATA - Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011195	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011196	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011197	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011198	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011199	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail St	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011200	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRET	Quantified	504,391	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011201	MetroWest Regional Transit Authority - ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011202	MetroWest RTA - VEHICLE REPLACEMENT - Cutaways #2 of 2	Quantified	576,447	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011267	MetroWest RTA - EV - Additional Electrification for Vehicles	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA053	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA054	5307 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA055	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA056	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA057	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA058	5337 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA059	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA060	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA061	5339 Bus Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA063	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2028					
CATA	RTD0010579	CATA - Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	T00073	CATA - Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011195	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011196	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011197	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011198	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011199	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail St	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011200	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRET	Quantified	504,391	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011201	MetroWest Regional Transit Authority - ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011202	MetroWest RTA - VEHICLE REPLACEMENT - Cutaways #2 of 2	Quantified	576,447	Quantified Decrease in Emissions from Bus Replacement

MWRTA	RTD0011267	MetroWest RTA - EV - Additional Electrification for Vehicles	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011475	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011476	5307 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA011478	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011481	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011484	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011486	5337 Revenue Vehicle Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA011487	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011488	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011489	5339 Bus Program	Quantified	TBD	Impact on emissions will be calculated when specific projects are chosen for funding
MBTA	MBTA011490	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions

**Table B-3
Greenhouse Gas Regional Highway Project Tracking: Completed Projects**

Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2023				
603722	LEXINGTON- BRIDGE REPLACEMENT, L-10-010, ROUTE 2A (MARI	Qualitative		No assumed impact/negligible impact on emissions
606130	NORWOOD- INTERSECTION IMPROVEMENTS AT ROUTE 1A & UP	Quantified	131,840	Quantified Decrease in Emissions from Traffic Operational Improvement
606476	BOSTON- ROADWAY, CEILING, ARCH & WALL RECONSTRUCTION	Qualitative		No assumed impact/negligible impact on emissions
607244	WINTHROP- RECONSTRUCTION & RELATED WORK ALONG WINTI	Quantified	252,816	Quantified Decrease in Emissions from Complete Streets Project
607327	WILMINGTON- BRIDGE REPLACEMENT, W-38-002, ROUTE 38 (MA	Qualitative		No assumed impact/negligible impact on emissions
607342	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDO	Qualitative		Qualitative Decrease in Emissions
607777	WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (RC	Quantified	536,769	Quantified Decrease in Emissions from Complete Streets Project
607899	DEDHAM- PEDESTRIAN IMPROVEMENTS ALONG BUSSEY STREE	Quantified	3,331	Quantified Decrease in Emissions from Complete Streets Project
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/1-495 I	Quantified		RTP project included in the statewide model
608009	BOXBOROUGH- BRIDGE REPLACEMENT, B-18-002, ROUTE 111 C	Qualitative		No assumed impact/negligible impact on emissions
608208	QUINCY- MILTON- BOSTON- INTERSTATE MAINTENANCE & RELA	Qualitative		No assumed impact/negligible impact on emissions
608255	STOW- BRIDGE REPLACEMENT, S-29-011, BOX MILL ROAD OVEF	Qualitative		No assumed impact/negligible impact on emissions
608348	BEVERLY- RECONSTRUCTION OF BRIDGE STREET	Quantified	387,153	Quantified Decrease in Emissions from Complete Streets Project
608480	FOXBOROUGH- RESURFACING AND RELATED WORK ON ROUTE	Qualitative		Qualitative Decrease in Emissions
608609	BOSTON- WESTWOOD- STEEL SUPERSTRUCTURE CLEANING (FI	Qualitative		No assumed impact/negligible impact on emissions
608707	QUINCY- RECONSTRUCTION OF SEA STREET	Quantified	-30,437	Quantified Increase in Emissions
608818	DANVERS- MIDDLETON- RESURFACING AND RELATED WORK ON	Qualitative		Qualitative Decrease in Emissions
608889	FRAMINGHAM- TRAFFIC SIGNAL INSTALLATION AT EDGELL ROA	Quantified	232,860	Quantified Decrease in Emissions from Complete Streets Project
608929	WILMINGTON- BRIDGE REPLACEMENT, W-38-003, BUTTERS ROM	Qualitative		No assumed impact/negligible impact on emissions
608933	PEABODY- REHABILITATION OF CENTRAL STREET	Quantified	150,913	Quantified Decrease in Emissions from Complete Streets Project
609053	CANTON- DEDHAM- NORWOOD- HIGHWAY LIGHTING IMPROVEME	Qualitative		No assumed impact/negligible impact on emissions
609253	WILMINGTON- INTERSECTION IMPROVEMENTS AT LOWELL STRI	Quantified	494,211	Quantified Decrease in Emissions from Traffic Operational Improvement
609254	LYNN- INTERSECTION IMPROVEMENTS AT TWO INTERSECTIONS	Quantified	73,291	Quantified Decrease in Emissions from Traffic Operational Improvement
610552	MARLBOROUGH- HUDSON- RAMP IMPROVEMENTS AND RELATEI	Qualitative		No assumed impact/negligible impact on emissions
610674	NEWTON- RECONSTRUCTION OF COMMONWEALTH AVENUE (RO	Quantified	16,846	Quantified Decrease in Emissions from Complete Streets Project
610726	MEDFORD- READING- SOMERVILLE- STONEHAM- WINCHESTER- 1	Qualitative		Qualitative Decrease in Emissions
610919	LYNN- NAHANT- NORTHERN STRAND EXTENSION	Qualitative		Qualitative Decrease in Emissions
612662	BOSTON- BRIDGE PRESERVATION, B-16-235 (39T & 3A0), ROUTE	Qualitative		No assumed impact/negligible impact on emissions
612663	BOSTON- BRIDGE PRESERVATION, B-16-053 (4T3), BROOKLINE	Qualitative		No assumed impact/negligible impact on emissions
612664	BOSTON- BRIDGE PRESERVATION, B-16-179, AUSTIN STREET O	Qualitative		No assumed impact/negligible impact on emissions
S12114	ROYALL STREET SHUTTLE	Quantified	409,583	Quantified Decrease in Emissions from New/Additional Transit Service
S12125	NEWTON MICROTRANSIT SERVICE	Quantified	33,103	Quantified Decrease in Emissions from New/Additional Transit Service
S12694	NEWMO MICROTRANSIT SERVICE EXPANSION	Quantified	91,800	Quantified Decrease in Emissions from New/Additional Transit Service
S12695	BLUEBIKES STATION REPLACEMENT AND SYSTEM EXPANSION	Quantified	20,484	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12696	BLUEBIKES SYSTEM EXPANSION	Quantified	2,637	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12697	PLEASANT STREET SHUTTLE SERVICE EXPANSION	Quantified	183,575	Quantified Decrease in Emissions from New/Additional Transit Service
S12698	BLUEBIKES SYSTEM EXPANSION	Quantified	460	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12699	STONEHAM SHUTTLE SERVICE	Quantified	41,707	Quantified Decrease in Emissions from New/Additional Transit Service
S12700	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION	Quantified	33,400	Quantified Decrease in Emissions from New/Additional Transit Service
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION	Quantified	11,936	Quantified Decrease in Emissions from New/Additional Transit Service
S12702	BICYCLE PARKING ALONG THE BRUCE FREEMAN RAIL TRAIL	Quantified	1,024	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12703	MONTACHUSETT RTA MICROTRANSIT SERVICE	Quantified	24,602	Quantified Decrease in Emissions from New/Additional Transit Service
S12704	CHENERY MIDDLE SCHOOL BICYCLE PARKING	Quantified	771	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12705	LYNN STATION IMPROVEMENTS PHASE II	Qualitative		Qualitative Decrease in Emissions
S12749	STOW - ASSABET RIVER RAIL TRAIL EXTENSION ENGINEERING	Qualitative		No assumed impact/negligible impact on emissions
S12752	DOVER-NEEDHAM - CENTRE STREET / CENTRAL AVENUE BRIDG	Qualitative		No assumed impact/negligible impact on emissions

**Table B-4
Greenhouse Gas Regional Transit Project Tracking: Completed Projects**

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2023					
CATA	RTD0010578	CATA - Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010582	CATA - buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010585	CATA - acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010589	CATA - Revenue Vehicle Replacement	Quantified	1,278	Quantified decrease in emissions from bus replacement
CATA	T00072	Replacement of two replica trolleys that have reached the end of their useful life	Quantified	530	Quantified decrease in emissions from bus replacement
CATA	T00221	CATA - Van transportation to dialysis and medical appointments (5310)	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011099	MWRTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERVICIOS	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011100	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011101	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011102	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011108	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Comm	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011113	MetroWest Regional Transit Authority - 5339 COMPETITIVE REVENUE VEHICLE	Quantified	TBD	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011122	MetroWest RTA - 2023 ELECTRIC VEHICLE (EV) MIGRATION	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011127	MetroWest Regional Transit Authority - Back Entrance Project - DISCRETIONARY	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011128	MetroWest RTA - Electronic Sign Board	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011129	MetroWest Regional Transit Authority - CRT North Framingham Bike/Pedestrian	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011135	MetroWest RTA - VEHICLE REPLACEMENTS - CUTAWAYS (4 x E2s)	Quantified	TBD	Quantified Decrease in Emissions from Bus Replacement
MWRTA	T00216	MWRTA - Continued funding for MWRTA TOP (5310)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA002	Revenue Vehicle Program 5307	Quantified	TBD	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA003	Signals/Systems Upgrade Program 5307	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA004	Stations and Facilities Program 5307	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA005	Bridge & Tunnel Program 5337	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA006	Revenue Vehicle Program 5337	Quantified	TBD	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA007	Signals/Systems Upgrade Program 5337	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA008	Stations and Facilities Program 5337	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA009	Bus Program	Quantified	TBD	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA011	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA012	Lynnway Multimodal Corridor (RAISE)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00013	North Wilmington Station - CARSI	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00020	Quincy Bus Facility Modernization (FTA)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00021	Chelsea & Everett Route Planning (FTA)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00022	Battery Electric Buses - Low-No (FTA)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00023	South Elm Street Bridge Haverhill (FRA)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00024	South Salem Comm. Rail Stop Study (FTA)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00025	MBTA Suicide Trespass Prevention (FRA)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00027	Bridge & Tunnel Program 5307	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00028	Blue Hill Ave. Corridor Project (RAISE)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00032	Alewife Wayfinding Impr. (CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00033	MBTA Systemwide Bike Racks (CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00034	Columbus Ave. Bus Lane Ph. II (CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00035	Lynn Station Improvements (STP)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00215	Greater Lynn Senior Services - Move Safe and Mobility Links Program (5310)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00217	Mystic Valley Elder Services - Continued funding for Connect a Ride Alliance	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00218	SCM Community Transportation - Funding for a scheduling software (5310)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00222	City of Newton - NewMo Operating Funds (5310)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	T00234	Town of Acton - Funding for drivers/dispatch salary at CrossTown Connect (5310)	Qualitative		No assumed impact/negligible impact on emissions

Appendix C—Public Engagement and Public Comments

1.1 PUBLIC ENGAGEMENT

In the course of developing the Transportation Improvement Program (TIP), the staff of the Boston Region Metropolitan Planning Organization (MPO) regularly engages with municipalities and the general public to provide information and solicit feedback about the milestones and key decision points in the TIP development process. The MPO staff publishes materials and information used by the MPO board for decision-making via the TIP development web page, www.bostonmpo.org/tip-dev, and shares updates via email and social media communication channels. This process affords the public ongoing opportunities to provide input to the MPO board during the development of the TIP and prior to the release of the draft TIP for the official public review period. This appendix documents the input received during the development of the FFYs 2025–29 TIP and comments received during the public review period.

MPO staff initiated public engagement activities for the FFYs 2025–29 TIP in October 2023. Engagement activities were primarily conducted virtually. MPO staff used virtual public involvement (VPI) tactics such as online workshops and virtual information sessions. Many Boston Region MPO board meetings throughout the FFYs 2025–29 TIP development cycle were hosted remotely, allowing project proponents and members of the public to participate via internet or telephone and provide comments without the need to travel to attend meetings in person. These virtual engagement opportunities continue to provide a greater level of accessibility and transparency to the TIP process than is achievable through in-person meetings alone.

The MPO also held several hybrid (virtual and in-person) MPO board meetings to engage the public in the TIP development process, starting with the MPO's Annual Meeting on November 30, 2023, where staff encouraged project proponents and other stakeholders to apply for project funding in the FFYs 2025–29 TIP. The MPO also held two hybrid meetings on March 21 and April 4, 2024, and meetings of the newly formed TIP Process, Readiness, and Engagement Committee on March 14 and 28, 2024, to discuss and develop the final programming scenario for the FFYs 2025–29 TIP. Project proponents for new and currently programmed projects were encouraged to speak about their projects and progress being made on them. There were multiple opportunities for public comment and discussion during the meetings.

In addition to the specific meetings mentioned above, the MPO board held a series of discussions at its regular meetings as the TIP was developed in stages that focused on project solicitation, project evaluation, and programming of funds. Staff informed the public at each stage via its standard communication channels

(email, social media, and the MPO website). There were also opportunities for the public to comment at these meetings.

Throughout the TIP development process, the MPO staff maintained communication with municipal, state agency, and public stakeholders. The primary engagement events staff held with municipal TIP contacts were two TIP How-To virtual information sessions where staff shared information about the project application process and requirements. Staff also connected with municipal stakeholders in each of the Boston region's eight subregions by attending subregional committee meetings hosted by the Metropolitan Area Planning Council (MAPC) and by hosting Inner Core Committee Transportation group meetings to discuss the TIP. In addition, staff held TIP development discussions at several Regional Transportation Advisory Council meetings. These events offered individuals the opportunity to directly engage with staff to ask questions, voice concerns, provide suggestions, and propose new projects for funding.

1.2 PUBLIC COMMENTS RECEIVED DURING TIP DEVELOPMENT

As a result of all these engagement activities, the MPO received a number of oral and written comments while developing the draft TIP. These comments are summarized below in Table C-1. In addition to these comments, the MPO also received 38 formal comment letters from stakeholders; the commenters and subjects of the letters are listed below Table C-1, and the letters are available on the MPO's website, www.ctps.org/data/calendar/pdfs/2024/0404_MPO_LettersofSupport.

Table C-1
Public Comments Received during Development of the FFYs 2025–29 TIP

Comment Letters Received During TIP Development

The following formal comment letters were received during the development of the FFYs 2025-29 TIP:

- Framingham - Chris Walsh Trail Phase 2 Design Project application
 - Letter in support from Friends of Framingham Trails
 - Letter in support from Massachusetts State Senator Karen Spilka
 - Letter in support from Massachusetts State Representatives Jack Patrick Lewis, Priscila Sousa, Danielle W. Gregoire, and Kate Donaghue
- Hudson - Massachusetts Central Rail Trail Extension Design Project application
 - Letter in support from Massachusetts State Representative Kate Hogan
- Norfolk-Wrentham-Walpole - Shared-Use Path Installation (Metacomet Greenway) Design Project application

TABLE C-1
PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2025-29 TIP

PROJECT	NAME	AFFILIATION	REQUEST/CONCERN	COMMENT
Reconstruction	Philip Hood	resident	Oppose	After driving home through the disaster that the state has made of the McGrath highway in
Wakefield Rail Trail	Rob Dolan	Lynnfield	Support	and the North Shore subregion. Stated the project will be ready for construction in 2026.
Community Path	Patrice Garvin	Belmont	Support	support for the project and the project's benefits to the town. Stated that design funding has been
Community Path	Glenn Clancy	Belmont	Support	the project and stated that the work is on track for its TIP programming with expected 75% design
Reconstruction	Brad Rawson	Somerville	Support	project which was well-attended and successful. Spoke of the project's regional importance and
Improvements on Rt	JR Frey	Hingham	Support	TIP programming and expected construction in 2026.
Project application -	Jim Nee	MWRTA	Support	funding for procurement of new buses
Community Path	Brownsberger	Suffolk and Middlesex	Support	benefit to the town and region
Community Path	Roy Epstein	Belmont	Support	benefit to the town and region and the project's local support
Community Path	Patrice Garvin	Belmont	Support	benefit to the town and region and the project's local support
Boston St	Pangallo	Salem	Support	delay the project past FFY2027.
Intersection	Allie Ruel	Quincy	Support	project application
Argilla Rd Ecological	Dittbrenner	Statewide	Support	Spoke in support of the Ipswich Argilla Road project and its benefits for resilience and safety
Boston St	David Kucharsky	Salem	Support	actively working on the project.
Roadway &	John Cashell	Woburn	Support	delays on advancing the project and stated that new town leadership and staff is strongly
Framingham Bike Path	Rasmussen	Sudbury	Support	advocated for the project.
Roadway &	Mike Concannon	Woburn	Support	the project and its status as a top priority for new town leadership. Advocated for the project to
Argilla Rd Ecological	Dittbrenner	Statewide	Support	programs the project in the FFYs 25-29 TIP. Discussed the environmental concerns and urgent
Connections				
Project #613319	Marcia Rasmussen	Sudbury	Support	significance as a regional connector. Advocated for the funding scenario that programs the project
	Jim Nee	MWRTA	Support	
Newton Microtransit	Shi Shi and Cyrus	Grade civics	Concern/ Oppose	message in the hopes that you can respond soon to support their efforts. Thank you! (Students
Design Pilot				
Rail Trail Extension	Christina Johnson	Hudson	Support	in funding design costs, and noted the benefits of the pilot. Spoke in support of Hudson's
Walsh Rail Trail (Phase	Sarkis Sarkisian	Framingham	Support	design funding for the Chris Walsh Rail Trail project in Framingham and its interconnections to other
Extension Project	Pam Helinek	Hudson	Support	design funding. Stated that the town is working on a pre-25% design study, has local support, and
Cambridge New Bridge	Charles Creagh	Cambridge	Request	path connection over the MBTA Fitchburg Line at Daheny Park project. Stated that Cambridge
Reconstruction of Rt	DeRosa	district (Holliston,	Support	design funding in the FFYs 25-29 TIP. Stated his appreciation for the MPO's support for smaller
Walpole Shared-Use	Zack McKeever	Norfolk	Support	FFYs 25-29 TIP.
Massachusetts Central	Kristina Johnson	Hudson	Support/ Concern	applications. Thanked the MPO for creating the project design pilot program and spoke of the
126/135 grade	Eric Johnson	Framingham	Support	the project to be funded in the FFYs 25-29 TIP through the 2026 LRTP Project Design category.
Reconstruction of	Tom DiPersio	Marlborough	Support	project's local and environmental justice benefits. Advocated for the project's inclusion in the FFYs
Improvements at Rt 3A	Melisa Tintocalis	Burlington	Support	TIP. Discussed the different contexts in the suburban municipalities of the MPO region, and the
Improvements Design	Yan Lip	Malden	Support	inclusion in the FFYs 25-29 TIP.
Bedford/Hartwell Ave	Michelle Ciccolo	district (Lexington,	Support	included in the Destination 2050 LRTP. Advocated for the project to be funded in the FFYs 25-29
General / Process				
	Julia Wallerice	MAPC	Request	projects; especially for small municipalities with limited capacity
	Rob King	Brookline	Request	Request more information about the project design pilot
	Josh Lee	Milton	Concern	engineering lacks capacity and external is too expensive
	Steve Olanoff	Westwood	Concern	challenge and barrier (i.e. traffic lights)

TABLE C-2
PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2025-29 TIP

PROJECT	NAME	AFFILIATION
McGrath	Philip Hood	resident
Lynnfield-	Rob Dolan	Lynnfield
Belmont	Patrice Garvin	Belmont
Belmont	Glenn Clancy	Belmont
McGrath	Brad Rawson	Somerville
Hingham	JR Frey	Hingham
TIP Project	Jim Nee	MWRTA
Belmont	Brownsberger	Suffolk and Middlesex
Belmont	Roy Epstein	Belmont
Belmont	Patrice Garvin	Belmont
Salem Boston	Pangallo	Salem
Quincy	Allie Ruel	Quincy
Ipswich Argilla	Dittbrenner	Statewide
Salem Boston	Kucharsky	Salem
Woburn	John Cashell	Woburn
Sudbury-	Rasmussen	Sudbury
Woburn	Mike Concannon	Woburn
Ipswich Argilla	Dittbrenner	Statewide
Connections		
TIP Project	Marcia Rasmussen	Sudbury
	Jim Nee	MWRTA
S12125 -	Shi Shi and Cyrus	Grade civics
Project		
Central Rail	Christina Johnson	Hudson
Chris Walsh	Sarkis Sarkisian	Framingham
Extension	Pam Helinek	Hudson
Cambridge	Charles Creagh	Cambridge
Reconstruction	DeRosa	district
Wrentham-	Zack McKeever	Norfolk
Massachusetts	Kristina Johnson	Hudson
126/135 grade	Eric Johnson	Framingham
Reconstruction	Tom DiPersio	Marlborough
Intersection	Melisa Tintocalis	Burlington
Improvements	Yan Lip	Malden
4/225	Ciccolo	district
Process		
	Julia Wallerice	MAPC
	Rob King	Brookline
	Josh Lee	Milton
	Steve Olanoff	Westwood

Karen Dumaine	NVTMA	Concern	priorities/projects. Considering a grant writer shared across communities	Dumaine	NVTMA
Marzie Galazka	Swampscott	Request	acquisition challenges, can the design pilot help fund costs beyond the 25%- up to 80 (such as	Marzie Galazka	Swampscott
Sarah Scott	Regionwide	Request	to a specific program?	Sarah Scott	Regionwide
Katrina O'Leary	Middleton	Request	say we need to start adding sidewalks? does that have to be its own project or can it be easily	O'Leary	Middleton
Kristin Kassner	Rep. 2nd Essex	Request	actually does get on the TIP, broadly?	Kristin Kassner	MA Rep. 2nd
Sharief Jackson	NSTF munis	Request	Connecting TIP to housing and senior housing needs?	Jackson	NSTF munis
Chris Diorio	Hull	Request	How to get a project started when it's a muni priority but state assets?	Chris Diorio	Hull
Susi Hofmeister	Scituate	Request	around the town - would that be TIP eligible?	Hofmeister	Scituate
Chris Diorio	Hull	Request	available to help the town decide which option is best? Or can we apply for design funding with	Chris Diorio	Hull
Kristina Johnson	Hudson	Concern	difficult to build a funding strategy to get a design through MassDOT.	Johnson	Hudson
Jennifer Glass	Lincoln	Request/ Concern	our largest barrier is capacity. We have a 2 person planning dept and most of our time is working	Jennifer Glass	Lincoln
Kristina Johnson	Hudson	Concern	Planning Department is only three. I feel lincoln's pain!	Johnson	Hudson
Travis Ahem	Holliston	Request	- we had the predecessor of MassDevelopment help with the design - would this design still qualify	Travis Ahem	Holliston
Kristina Johnson	Hudson	Support	project scoping. Shout out to MassDOT D3 office--terrific planning staff.	Johnson	Hudson
Rachel Benson	Wrentham	Concern	won't talk to us much unless we've already advanced a design, which is costly.	Rachel Benson	Wrentham
Rachel Benson	Wrentham	Concern	roadways - that seems counterintuitive, and comes out of a very limited pot of funding	Rachel Benson	Wrentham
Rachel Benson	Wrentham	Request	different funding available and what we might be eligible for?	Rachel Benson	Wrentham
Amy Love	Franklin	Concern	projects/efforts, sometimes planning isn't fully aware	Amy Love	Franklin
Thompson	Medway	Request	great to hear from the MPO about the process and what's available through CC	Thompson	Medway
Rachel Benson	Wrentham	Request	Is there a website that has all of the grants and funding opportunities available (TIP and beyond?)	Rachel Benson	Wrentham
Rachel Benson	Wrentham	Request	funding for the Metacomet Greenway project	Rachel Benson	Wrentham
Josh Ostroff	Newton	Support	Suggested that in the future, municipalities could improve by further engaging and creating	Josh Ostroff	Newton
Kurt Marden	Boxborough reside	Oppose	I received a request for comments regarding TIP amendment #5for the 2024-2028. I took the opportunity to review a	Kurt Marden	Boxborough res
Franny Osman	RTAC - Acton resid	Request	When towns have limited capacity to advance projects it is very important for the MPO to assist.	Franny Osman	RTAC - Acton re
AnaCristina Frago	RTAC - Boston Soc	Support	communities that have not had a project in the TIP in many years	AnaCristina Fraç	RTAC - Boston :
John McQueen	RTAC - WalkMassa	Support	Spoke in support of the Bruce Freeman Rail Trail Phase 3 project.	John McQueen	RTAC - WalkMa:
Brad Rawson	Somerville	Support	TIP	Brad Rawson	Somerville
Brad Rawson	Somerville	Request	cycle for the long term, and not only during the project programming decision-making period. Noted	Brad Rawson	Somerville

TABLE C-3

TABLE C-4

TABLE C-5

DEVELOPMENT OF THE FFYS 21 PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 21 PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 21 PUBLIC COMMENTS RECEIVED

POSE/REQUE	COMMENT	PROJECT	NAME	/ AFFILIATION	POSE/REQUE	COMMENT	PROJECT	NAME	/ AFFILIATION	POSE/REQUE	COMMENT	PROJECT	NAME	
Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	
Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	
Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	
Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	
Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	
Support	support of the	Hingham	JR Frey	Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	support of the	Hingham	JR Frey	
Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	
Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	
Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	
Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	
Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	
Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	
Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	
Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	
Support	support of the	Woburn	John Cashell	Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	support of the	Woburn	John Cashell	
Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	
Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	
Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	
Connections					Connections					Connections				
Support	support of the	TIP Project	Marcia Rasmuss	Sudbury	Support	support of the	TIP Project	Marcia Rasmuss	Sudbury	Support	support of the	TIP Project	Marcia Rasmuss	
Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	
Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	
Project					Project					Project				
Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	
Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	
Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	
Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	
Support	support of the	Reconstruction	DeRosa	district	Support	support of the	Reconstruction	DeRosa	district	Support	support of the	Reconstruction	DeRosa	
Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	
Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	
Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	
Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	
Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	
Support	support of the	Improvements	Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	
Support	support of the	4/225	Ciccolo	district	Support	support of the	4/225	Ciccolo	district	Support	support of the	4/225	Ciccolo	
Process					Process					Process				
Request	creating		Julia Waller	MAPC	Request	creating		Julia Waller	MAPC	Request	creating		Julia Waller	
Request	information		Rob King	Brookline	Request	information		Rob King	Brookline	Request	information		Rob King	
Concern	barrier to		Josh Lee	Milton	Concern	barrier to		Josh Lee	Milton	Concern	barrier to		Josh Lee	
Concern	projects that		Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	

Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a	Dumaine
Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka
Request	submit a	Sarah Scott	Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	submit a	Sarah Scott
Request	about	O'Leary	Middleton	Request	about	O'Leary	Middleton	Request	about	O'Leary
Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner
Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing	Jackson
Request	project started	Chris Diiorio	Hull	Request	project started	Chris Diiorio	Hull	Request	project started	Chris Diiorio
Request	bicycle	Hofmeister	Scituate	Request	bicycle	Hofmeister	Scituate	Request	bicycle	Hofmeister
Request	study and	Chris Diiorio	Hull	Request	study and	Chris Diiorio	Hull	Request	study and	Chris Diiorio
Concern	funding for the	Johnson	Hudson	Concern	funding for the	Johnson	Hudson	Concern	funding for the	Johnson
Concern	project design	Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass
Concern	away from	Johnson	Hudson	Concern	away from	Johnson	Hudson	Concern	away from	Johnson
Request	project that I	Travis Ahern	Holliston	Request	project that I	Travis Ahern	Holliston	Request	project that I	Travis Ahern
Support	should get to	Johnson	Hudson	Support	should get to	Johnson	Hudson	Support	should get to	Johnson
Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson
Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson
Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson
Concern	our	Amy Love	Franklin	Concern	our	Amy Love	Franklin	Concern	our	Amy Love
Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW	Thompson
Request	website that	Rachel Benson	Wrentham	Request	website that	Rachel Benson	Wrentham	Request	website that	Rachel Benson
Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson
Support	successful	Josh Ostroff	Newton	Support	successful	Josh Ostroff	Newton	Support	successful	Josh Ostroff
Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden
Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman
Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç
Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen
Support	support of the	Brad Rawson	Somerville	Support	support of the	Brad Rawson	Somerville	Support	support of the	Brad Rawson
Request	municipalities	Brad Rawson	Somerville	Request	municipalities	Brad Rawson	Somerville	Request	municipalities	Brad Rawson

TABLE C-6

TABLE C-7

TABLE C-8

COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2024 BUDGET DURING THE DEVELOPMENT OF THE FFYS 2024 BUDGET DURING THE DEVELOPMENT OF THE FFYS 2024 BUDGET

AFFILIATION	POSE/REQUEST	COMMENT	PROJECT	NAME	AFFILIATION	POSE/REQUEST	COMMENT	PROJECT	NAME	AFFILIATION	POSE/REQUEST	COMMENT	PROJECT
resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath	McGrath
Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-
Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont
Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont
Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the	McGrath
Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	support of the	Hingham
MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project
Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont
Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the	Belmont
Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont
Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston
Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the	Quincy
Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla
Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston
Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	support of the	Woburn
Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-
Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the	Woburn
Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla
Connections				Connections				Connections					
Sudbury	Support	support of the	TIP Project	Marcia Rasmussen	Sudbury	Support	support of the	TIP Project	Marcia Rasmussen	Sudbury	Support	support of the	TIP Project
MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS	
Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -
Project				Project				Project					
Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail
Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh
Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the	Extension
Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge
district	Support	support of the	Reconstruction	DeRosa	district	Support	support of the	Reconstruction	DeRosa	district	Support	support of the	Reconstruction
Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-
Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts
Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade
Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction
Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection
Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	support of the	Improvements
district	Support	support of the	4/225	Ciccolo	district	Support	support of the	4/225	Ciccolo	district	Support	support of the	4/225
Process				Process				Process					
MAPC	Request	creating		Julia Waller	MAPC	Request	creating		Julia Waller	MAPC	Request	creating	
Brookline	Request	information		Rob King	Brookline	Request	information		Rob King	Brookline	Request	information	
Milton	Concern	barrier to		Josh Lee	Milton	Concern	barrier to		Josh Lee	Milton	Concern	barrier to	
Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	projects that	

NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a
Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have
Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	submit a
Middleton	Request	about	O'Leary	Middleton	Request	about	O'Leary	Middleton	Request	about
MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on
NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing
Hull	Request	project started	Chris Diiorio	Hull	Request	project started	Chris Diiorio	Hull	Request	project started
Scituate	Request	bicycle	Hofmeister	Scituate	Request	bicycle	Hofmeister	Scituate	Request	bicycle
Hull	Request	study and	Chris Diiorio	Hull	Request	study and	Chris Diiorio	Hull	Request	study and
Hudson	Concern	funding for the	Johnson	Hudson	Concern	funding for the	Johnson	Hudson	Concern	funding for the
Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	project design
Hudson	Concern	away from	Johnson	Hudson	Concern	away from	Johnson	Hudson	Concern	away from
Holliston	Request	project that I	Travis Ahern	Holliston	Request	project that I	Travis Ahern	Holliston	Request	project that I
Hudson	Support	should get to	Johnson	Hudson	Support	should get to	Johnson	Hudson	Support	should get to
Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to
Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90
Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO
Franklin	Concern	our	Amy Love	Franklin	Concern	our	Amy Love	Franklin	Concern	our
Medway	Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW
Wrentham	Request	website that	Rachel Benson	Wrentham	Request	website that	Rachel Benson	Wrentham	Request	website that
Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and
Newton	Support	successful	Josh Ostroff	Newton	Support	successful	Josh Ostroff	Newton	Support	successful
Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen
RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci
RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced
RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi
Somerville	Support	support of the	Brad Rawson	Somerville	Support	support of the	Brad Rawson	Somerville	Support	support of the
Somerville	Request	municipalities	Brad Rawson	Somerville	Request	municipalities	Brad Rawson	Somerville	Request	municipalities

TABLE C-9

COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2019

TABLE C-10

PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2019

NAME	/ AFFILIATION	POSE/REQUE	COMMENT	PROJECT	NAME	/ AFFILIATION	POSE/REQUE	COMMENT	PROJECT	NAME	/ AFFILIATION	POSE/REQUE	COMMENT
Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath
Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the
Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the
Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the
Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the
JR Frey	Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	support of the
Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the
Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the
Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the
Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the
Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the
Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the
Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the
Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the
John Cashell	Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	support of the
Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the
Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the
Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the
Connections					Connections								
Marcia Rasmussen	Sudbury	Support	support of the	TIP Project	Marcia Rasmussen	Sudbury	Support	support of the	TIP Project	Marcia Rasmussen	Sudbury	Support	support of the
Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS
Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade
Project					Project								
Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the
Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the
Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the
Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge
DeRosa	district	Support	support of the	Reconstruction	DeRosa	district	Support	support of the	Reconstruction	DeRosa	district	Support	support of the
Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the
Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project
Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the
Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the
Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the
Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	support of the
Ciccolo	Middlesex	Support	support of the	4/225	Ciccolo	district	Support	support of the	4/225	Ciccolo	district	Support	support of the
Process					Process								
Julia Waller	MAPC	Request	creating		Julia Waller	MAPC	Request	creating		Julia Waller	MAPC	Request	creating
Rob King	Brookline	Request	information		Rob King	Brookline	Request	information		Rob King	Brookline	Request	information
Josh Lee	Milton	Concern	barrier to		Josh Lee	Milton	Concern	barrier to		Josh Lee	Milton	Concern	barrier to
Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	projects that

Dumaine	NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a
Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have
Sarah Scott	Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	submit a
O'Leary	Middleton	Request	about	O'Leary	Middleton	Request	about	O'Leary	Middleton	Request	about
Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on
Jackson	NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing
Chris Diiorio	Hull	Request	project started	Chris Diiorio	Hull	Request	project started	Chris Diiorio	Hull	Request	project started
Hofmeister	Scituate	Request	bicycle	Hofmeister	Scituate	Request	bicycle	Hofmeister	Scituate	Request	bicycle
Chris Diiorio	Hull	Request	study and	Chris Diiorio	Hull	Request	study and	Chris Diiorio	Hull	Request	study and
Johnson	Hudson	Concern	funding for the	Johnson	Hudson	Concern	funding for the	Johnson	Hudson	Concern	funding for the
Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	project design
Johnson	Hudson	Concern	away from	Johnson	Hudson	Concern	away from	Johnson	Hudson	Concern	away from
Travis Ahern	Holliston	Request	project that I	Travis Ahern	Holliston	Request	project that I	Travis Ahern	Holliston	Request	project that I
Johnson	Hudson	Support	should get to	Johnson	Hudson	Support	should get to	Johnson	Hudson	Support	should get to
Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to
Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90
Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO
Amy Love	Franklin	Concern	our	Amy Love	Franklin	Concern	our	Amy Love	Franklin	Concern	our
Thompson	Medway	Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW
Rachel Benson	Wrentham	Request	website that	Rachel Benson	Wrentham	Request	website that	Rachel Benson	Wrentham	Request	website that
Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and
Josh Ostroff	Newton	Support	successful	Josh Ostroff	Newton	Support	successful	Josh Ostroff	Newton	Support	successful
Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a requ
Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns hav
AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced
John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in suppor
Brad Rawson	Somerville	Support	support of the	Brad Rawson	Somerville	Support	support of the	Brad Rawson	Somerville	Support	support of the
Brad Rawson	Somerville	Request	municipalities	Brad Rawson	Somerville	Request	municipalities	Brad Rawson	Somerville	Request	municipalities

TABLE C-11

PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2019

TABLE C-12

PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2019

TABLE C-13

PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2019

PROJECT	NAME	/ AFFILIATION	POSE/REQUE	COMMENT	PROJECT	NAME	/ AFFILIATION	POSE/REQUE	COMMENT	PROJECT	NAME	/ AFFILIATION	POSE/REQUE	
McGrath	Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	McGrath	McGrath	Philip Hood	resident	Oppose	
Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	support of the	Lynnfield-	Rob Dolan	Lynnfield	Support	
Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	
Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	support of the	Belmont	Glenn Clancy	Belmont	Support	
McGrath	Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	support of the	McGrath	Brad Rawson	Somerville	Support	
Hingham	JR Frey	Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	support of the	Hingham	JR Frey	Hingham	Support	
TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	support of the	TIP Project	Jim Nee	MWRTA	Support	
Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	support of the	Belmont	Brownsberger	Suffolk and Mid	Support	
Belmont	Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	support of the	Belmont	Roy Epstein	Belmont	Support	
Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	support of the	Belmont	Patrice Garvin	Belmont	Support	
Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	support of the	Salem Boston	Pangallo	Salem	Support	
Quincy	Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	support of the	Quincy	Allie Ruel	Quincy	Support	
Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	
Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	support of the	Salem Boston	Kucharsky	Salem	Support	
Woburn	John Cashell	Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	support of the	Woburn	John Cashell	Woburn	Support	
Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	support of the	Sudbury-	Rasmussen	Sudbury	Support	
Woburn	Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	support of the	Woburn	Mike Concannon	Woburn	Support	
Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	support of the	Ipswich Argilla	Dittbrenner	Statewide	Support	
Connections					Connections					Connections				
TIP Project	Marcia Rasmussen	Sudbury	Support	support of the	TIP Project	Marcia Rasmussen	Sudbury	Support	support of the	TIP Project	Marcia Rasmussen	Sudbury	Support	
	Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	MPO & CTPS		Jim Nee	MWRTA	Support	
S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	8th grade	S12125 -	Shi Shi and Cyn	Grade civics	Oppose	
Project					Project					Project				
Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	support of the	Central Rail	Christina Johnson	Hudson	Support	
Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	support of the	Chris Walsh	Sarkis Sarkisian	Framingham	Support	
Extension	Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	support of the	Extension	Pam Helinek	Hudson	Support	
Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	the Cambridge	Cambridge	Charles Creagh	Cambridge	Request	
Reconstruction	DeRosa	district	Support	support of the	Reconstruction	DeRosa	district	Support	support of the	Reconstruction	DeRosa	district	Support	
Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	support of the	Wrentham-	Zack McKeever	Norfolk	Support	
Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	the project	Massachusetts	Kristina Johnson	Hudson	Concern	
126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	support of the	126/135 grade	Eric Johnson	Framingham	Support	
Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	support of the	Reconstruction	Tom DiPersio	Marlborough	Support	
Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	support of the	Intersection	Melisa Tintocalis	Burlington	Support	
Improvements	Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	support of the	Improvements	Yan Lip	Malden	Support	
4/225	Ciccolo	district	Support	support of the	4/225	Ciccolo	district	Support	support of the	4/225	Ciccolo	district	Support	
Process					Process					Process				
	Julia Waller	MAPC	Request	creating		Julia Waller	MAPC	Request	creating		Julia Waller	MAPC	Request	
	Rob King	Brookline	Request	information		Rob King	Brookline	Request	information		Rob King	Brookline	Request	
	Josh Lee	Milton	Concern	barrier to		Josh Lee	Milton	Concern	barrier to		Josh Lee	Milton	Concern	
	Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	projects that		Steve Olanoff	Westwood	Concern	

Dumaine	NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	capacity is a	Dumaine	NVTMA	Concern	
Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	Rail Trail - have	Marzie Galazka	Swampscott	Request	
Sarah Scott	Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	submit a	Sarah Scott	Regionwide	Request	
O'Leary	Middleton	Request	about	O'Leary	Middleton	Request	about	O'Leary	Middleton	Request	
Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	a project on	Kristin Kassner	MA Rep. 2nd	Request	
Jackson	NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	TIP to housing	Jackson	NSTF munis	Request	
Chris Diorio	Hull	Request	project started	Chris Diorio	Hull	Request	project started	Chris Diorio	Hull	Request	
Hofmeister	Scituate	Request	bicycle	Hofmeister	Scituate	Request	bicycle	Hofmeister	Scituate	Request	
Chris Diorio	Hull	Request	study and	Chris Diorio	Hull	Request	study and	Chris Diorio	Hull	Request	
Johnson	Hudson	Concern	funding for the	Johnson	Hudson	Concern	funding for the	Johnson	Hudson	Concern	
Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	project design	Jennifer Glass	Lincoln	Concern	
Johnson	Hudson	Concern	away from	Johnson	Hudson	Concern	away from	Johnson	Hudson	Concern	
Travis Ahern	Holliston	Request	project that I	Travis Ahern	Holliston	Request	project that I	Travis Ahern	Holliston	Request	
Johnson	Hudson	Support	should get to	Johnson	Hudson	Support	should get to	Johnson	Hudson	Support	
Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	barriers to	Rachel Benson	Wrentham	Concern	
Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	use our Ch. 90	Rachel Benson	Wrentham	Concern	
Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	or the MPO	Rachel Benson	Wrentham	Request	
Amy Love	Franklin	Concern	our	Amy Love	Franklin	Concern	our	Amy Love	Franklin	Concern	
Thompson	Medway	Request	Medway, DPW	Thompson	Medway	Request	Medway, DPW	Thompson	Medway	Request	
Rachel Benson	Wrentham	Request	website that	Rachel Benson	Wrentham	Request	website that	Rachel Benson	Wrentham	Request	
Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	Wrentham, and	Rachel Benson	Wrentham	Request	
Josh Ostroff	Newton	Support	successful	Josh Ostroff	Newton	Support	successful	Josh Ostroff	Newton	Support	
Request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose	I received a request for commen	Kurt Marden	Boxborough res	Oppose
the limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request	When towns have limited capaci	Franny Osman	RTAC - Acton re	Request
	AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support	and voiced	AnaCristina Fraç	RTAC - Boston :	Support
rt of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support	Spoke in support of the Bruce Fi	John McQueen	RTAC - WalkMa:	Support
	Brad Rawson	Somerville	Support	support of the	Brad Rawson	Somerville	Support	support of the	Brad Rawson	Somerville	Support
	Brad Rawson	Somerville	Request	municipalities	Brad Rawson	Somerville	Request	municipalities	Brad Rawson	Somerville	Request

TABLE C-14 TABLE C-15 TABLE C-1 TABLE C-1
 OF THE FFYS 21 PUBLIC COMM PUBLIC COMMENTS RECEIVED DURING THE L PUBLIC COMMENTS RECEIVED PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2025-29 TIP

COMMENT	PROJECT	PROJECT	NAME	/ AFFILIATION	PROJECT	NAME	PROJECT
McGrath	McGrath	McGrath	Philip Hood	resident	McGrath	Philip Hood	McGrath
support of the	Lynnfield-	Lynnfield-	Rob Dolan	Lynnfield	Lynnfield-	Rob Dolan	Lynnfield-
support of the	Belmont	Belmont	Patrice Garvin	Belmont	Belmont	Patrice Garvin	Belmont
support of the	Belmont	Belmont	Glenn Clancy	Belmont	Belmont	Glenn Clancy	Belmont
support of the	McGrath	McGrath	Brad Rawson	Somerville	McGrath	Brad Rawson	McGrath
support of the	Hingham	Hingham	JR Frey	Hingham	Hingham	JR Frey	Hingham
support of the	TIP Project	TIP Project	Jim Nee	MWRTA	TIP Project	Jim Nee	TIP Project
support of the	Belmont	Belmont	Brownsberger	Suffolk and Mid	Belmont	Brownsberger	Belmont
support of the	Belmont	Belmont	Roy Epstein	Belmont	Belmont	Roy Epstein	Belmont
support of the	Belmont	Belmont	Patrice Garvin	Belmont	Belmont	Patrice Garvin	Belmont
support of the	Salem Boston	Salem Boston	Pangallo	Salem	Salem Boston	Pangallo	Salem Boston
support of the	Quincy	Quincy	Allie Ruel	Quincy	Quincy	Allie Ruel	Quincy
support of the	Ipswich Argilla	Ipswich Argilla	Dittbrenner	Statewide	Ipswich Argilla	Dittbrenner	Ipswich Argilla
support of the	Salem Boston	Salem Boston	Kucharsky	Salem	Salem Boston	Kucharsky	Salem Boston
support of the	Woburn	Woburn	John Cashell	Woburn	Woburn	John Cashell	Woburn
support of the	Sudbury-	Sudbury-	Rasmussen	Sudbury	Sudbury-	Rasmussen	Sudbury-
support of the	Woburn	Woburn	Mike Concannon	Woburn	Woburn	Mike Concannon	Woburn
support of the	Ipswich Argilla	Ipswich Argilla	Dittbrenner	Statewide	Ipswich Argilla	Dittbrenner	Ipswich Argilla
	Connections	Connections			Connections		Connections
support of the	TIP Project	TIP Project	Marcia Rasmuss	Sudbury	TIP Project	Marcia Rasmuss	TIP Project
MPO & CTPS			Jim Nee	MWRTA		Jim Nee	
8th grade	S12125 -	S12125 -	Shi Shi and Cyn	Grade civics	S12125 -	Shi Shi and Cyn	S12125 -
	Project	Project			Project		Project
support of the	Central Rail	Central Rail	Christina Johnson	Hudson	Central Rail	Christina Johnson	Central Rail
support of the	Chris Walsh	Chris Walsh	Sarkis Sarkisian	Framingham	Chris Walsh	Sarkis Sarkisian	Chris Walsh
support of the	Extension	Extension	Pam Helinek	Hudson	Extension	Pam Helinek	Extension
the Cambridge	Cambridge	Cambridge	Charles Creagh	Cambridge	Cambridge	Charles Creagh	Cambridge
support of the	Reconstruction	Reconstruction	DeRosa	district	Reconstruction	DeRosa	Reconstruction
support of the	Wrentham-	Wrentham-	Zack McKeever	Norfolk	Wrentham-	Zack McKeever	Wrentham-
the project	Massachusetts	Massachusetts	Kristina Johnson	Hudson	Massachusetts	Kristina Johnson	Massachusetts
support of the	126/135 grade	126/135 grade	Eric Johnson	Framingham	126/135 grade	Eric Johnson	126/135 grade
support of the	Reconstruction	Reconstruction	Tom DiPersio	Marlborough	Reconstruction	Tom DiPersio	Reconstruction
support of the	Intersection	Intersection	Melisa Tintocalis	Burlington	Intersection	Melisa Tintocalis	Intersection
support of the	Improvements	Improvements	Yan Lip	Malden	Improvements	Yan Lip	Improvements
support of the	4/225	4/225	Ciccolo	district	4/225	Ciccolo	4/225
	Process	Process			Process		Process
creating			Julia Wallerice	MAPC		Julia Wallerice	
information			Rob King	Brookline		Rob King	
barrier to			Josh Lee	Milton		Josh Lee	
projects that			Steve Olanoff	Westwood		Steve Olanoff	

capacity is a
Rail Trail - have
submit a
about
a project on
TIP to housing
project started
bicycle
study and
funding for the
project design
away from
project that I
should get to
barriers to
use our Ch. 90
or the MPO
our
Medway, DPW
website that
Wrentham, and
successful
I received a request for comments regarding TIP
When towns have limited capacity to advance pr
and voiced
Spoke in support of the Bruce Freeman Rail Trail
support of the
municipalities

Dumaine	NVTMA	Dumaine
Marzie Galazka	Swampscott	Marzie Galazka
Sarah Scott	Regionwide	Sarah Scott
O'Leary	Middleton	O'Leary
Kristin Kassner	MA Rep. 2nd	Kristin Kassner
Jackson	NSTF munis	Jackson
Chris Diiorio	Hull	Chris Diiorio
Hofmeister	Scituate	Hofmeister
Chris Diiorio	Hull	Chris Diiorio
Johnson	Hudson	Johnson
Jennifer Glass	Lincoln	Jennifer Glass
Johnson	Hudson	Johnson
Travis Ahern	Holliston	Travis Ahern
Johnson	Hudson	Johnson
Rachel Benson	Wrentham	Rachel Benson
Rachel Benson	Wrentham	Rachel Benson
Rachel Benson	Wrentham	Rachel Benson
Amy Love	Franklin	Amy Love
Thompson	Medway	Thompson
Rachel Benson	Wrentham	Rachel Benson
Rachel Benson	Wrentham	Rachel Benson
Josh Ostroff	Newton	Josh Ostroff
Kurt Marden	Boxborough resident	Kurt Marden
Franny Osman	RTAC - Acton resident	Franny Osman
AnaCristina Fraç	RTAC - Boston Society of Civil E	AnaCristina Fragoso
John McQueen	RTAC - WalkMassachusetts	John McQueen
Brad Rawson	Somerville	Brad Rawson
Brad Rawson	Somerville	Brad Rawson

- Letter in support from the Norfolk Select Board
- Letter in support from the Norfolk Recreation Commission
- Letter in support from the Wrentham Community Preservation Committee
- Letter in support from the Metacomet Greenway Association
- Letter in support from Massachusetts State Senator Rebecca L. Rausch
- Letter in support from Wrentham Recreation Commission and Department
- Letter in support from Massachusetts State Representative Marcus S. Vaughn
- Letter in support from North Attleborough Planning Board
- Letter in support from Wrentham Open Space Committee
- Letter in support from Metropolitan Area Planning Council
- Letter in support from Walpole Town Administrator James A. Johnson
- Letter in support from Norfolk Conservation Commission
- Letter in support from Wrentham Town Administrator Kevin A. Sweet
- Letter in support from Norfolk Community Preservation Committee
- Salem - Broad Street and Dalton Parkway Corridor Design Project application
 - Letter in support from Salem Mayor Dominick Pangallo
 - Letter in support from Salem Ward 3 City Councillor Patricia Morsillo
 - Letter in support from Salem Ward 2 City Councillor Caroline Watson-Felt
- Sudbury-Framingham - Bike Path Construction of Bruce Freeman Rail Trail (Project #613319)
 - Letter in support from Norwottuck Network (Mass Central Rail Trail Coalition)
 - Letter in support from Sudbury Resident Leonard Simon
- Ipswich - Argilla Road Ecological Tidal Restoration Project (Project #612738)
 - Letter in support from the Trustees of Reservations
- Cambridge - Bluebikes State-of-Good-Repair, Eight Stations and 65 Bicycles (Community Connections)
 - Letter in support from the Kendall Square Association
 - Letter in support from the Massachusetts Bicycle Coalition (MassBike)
 - Letter in support from Harvard University Managing Director of Transportation John W. Nolan
 - Letter in support from Massachusetts Institute of Technology Senior Campus Planner Melissa Stopa
 - Letter in support from Massachusetts Institute of Technology Office of Government and Community Relations

- Chelsea-Revere - Regional On-Demand Microtransit Pilot Project (Community Connections)
 - Letter in support from Chelsea City Manager Fidel Maltez
 - Letter in support from Revere Mayor Patrick M. Keefe Jr.
- Malden - Canal Street Bicycle Lanes (Community Connections)
 - Letter in support from Green Streets Initiative
- Scituate - Installation of 25 Bicycle Racks (Community Connections)
 - Letter in Support from Scituate Harbor Cultural District
- Lexington - Route 4/225 - Route 128/I-95 Bedford Street/Hartwell Avenue Interchange Design Project (*Destination 2050* LRTP)
 - Letter in support for design funding in FFY 2026 from Lexington Town Manager James J. Malloy and Massachusetts State Representatives Michelle Ciccolo and Kenneth I. Gordon
- All Bluebikes Community Connections Project Applications for FFYs 2025-29 TIP
 - Letter in support from City of Boston
 - Letter in support from City of Cambridge
 - Letter in support from City of Somerville
 - Letter in support of Boston's bicycle racks funding request from Town of Brookline

1.3 SUMMARY OF COMMENTS RECEIVED DURING TIP PUBLIC REVIEW PERIOD

The MPO board voted to release the draft FFYs 2025–29 TIP document for public review at its April 18, 2024, meeting. This vote initiated an official 30-day public review period, longer than the 21-day minimum requirement. The public review period began on April 22, 2024, and closed on May 20, 2024. The comments received during this public review period are summarized in Table C-2.

Table C-2
Public Comments Received during the Public Review Period for the Draft
FFYs 2025–29 TIP

This table will be included in the final version of the document when it is posted to the MPO's website following a vote for endorsement.

Appendix D—Geographic Distribution of TIP Funding

1.1 OVERVIEW OF CONTENTS

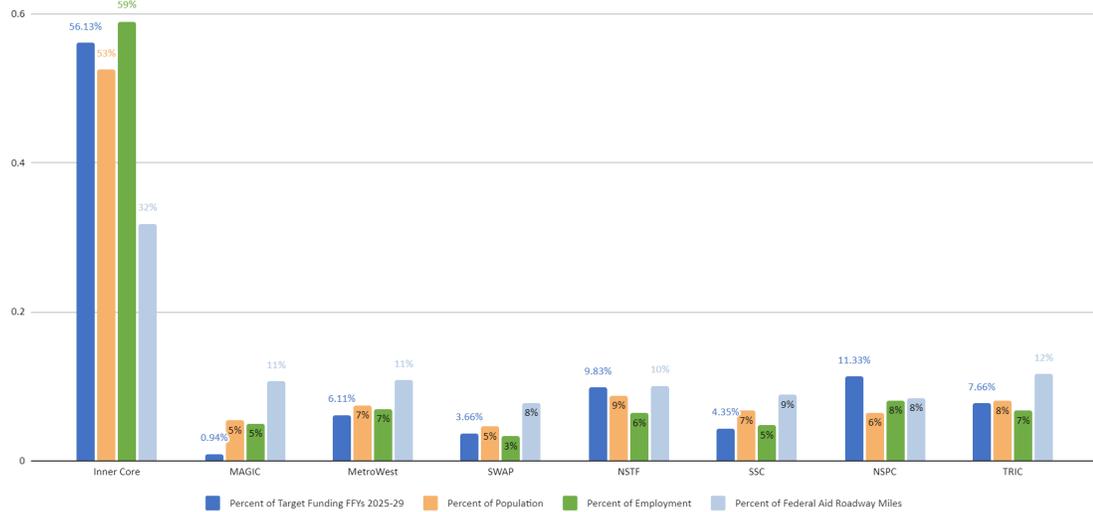
Appendix D provides information about the geographic distribution of federal highway funding in the Boston region in the federal fiscal years (FFYs) 2025–29 Transportation Improvement Program, as well as for all years since 2011. It includes the distribution of the Boston Region MPO’s Regional Target Program funding (the MPO’s discretionary funding) and funding for projects and programs prioritized by the Massachusetts Department of Transportation. Funding amounts shown include the state’s matching funds that leverage the available federal funds.

Figures D-1 through D-4 summarize the distribution of the MPO’s Regional Target Program funding and all federal highway funding by subregion. Funding is shown for the time period covered by this TIP (FFYs 2025–29) and over a longer time horizon (FFYs 2011–29). Table D-1 shows the breakdown of this data for each municipality in the Boston region for FFYs 2025–29.

1.2 PURPOSE

The analysis presented here provides details about how the MPO has allocated its federal transportation highway dollars across its geographic region by showing which municipalities and areas of the Boston region have received highway funding for the construction of transportation projects. This data was first compiled for FFYs 2008-13 in response to the Boston Region MPO’s 2014 Certification Review by the Federal Highway Administration and Federal Transit Administration.

**Figure D-1
Distribution of Regional Target Funding by Subregion (FFYs 2025–29)**

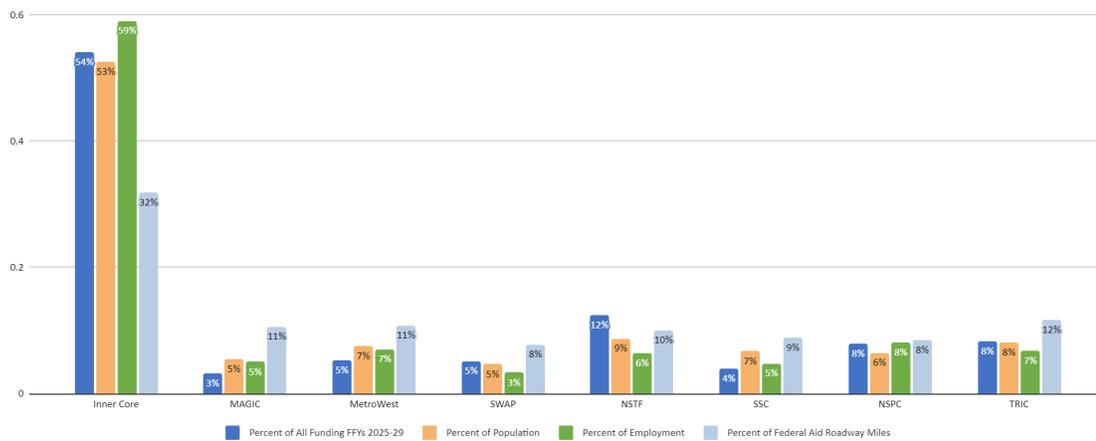


FFY = Federal Fiscal Year.

Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

**Figure D-2
Distribution of All Federal Highway Funding in the Boston Region by Subregion (FFYs 2025–29)**

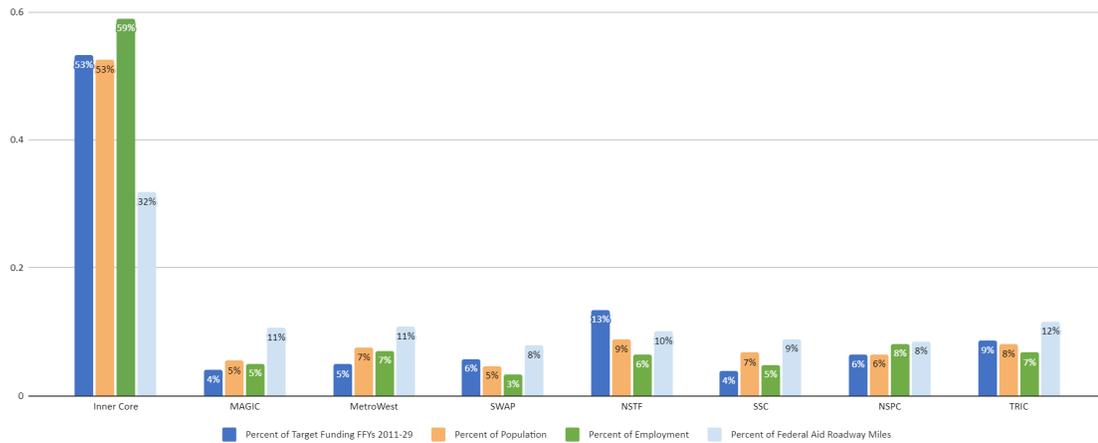


FFY = Federal Fiscal Year.

Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

**Figure D-3
Distribution of Regional Target Funding by Subregion (FFYs 2011–29)**

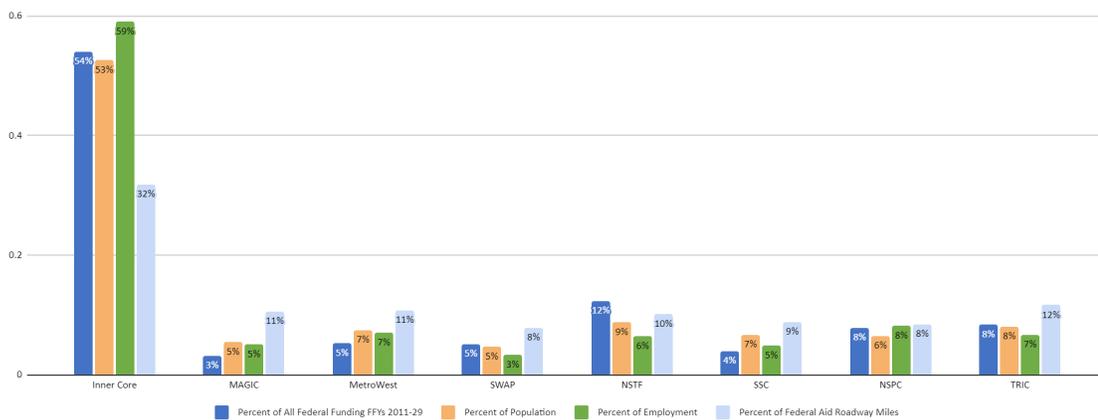


FFY = Federal Fiscal Year.

Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

**Figure D-4
Distribution of All Federal Highway Funding in the Boston Region by Subregion (FFYs 2011–29)**



FFY = Federal Fiscal Year.

Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

**Table D-1
Federal Highway Programming for Municipalities in the Boston Region (FFYs 2025–29)**

FFY = Federal Fiscal Year.

Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

Table D-1
Federal Highway Programming for Municipalities in the Boston Region (FFYs 2025–29)

MPO Municipality	Subregion	Community Type	Pct Pop.	Pct Empl.	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized	Percent Regionally	Percent State	Total Funding	Percent Total	FFYs 2011-2029 (Target)	FFYs 2011-2029 (State)	FFYs 2011-2029 (All)	Percent FFYs 11-29 Target	Percent FFYs 11-29 State	Percent FFYs 11-29 All	
						Target Funding (FFY 2025-29)	Prioritized Target Funding	State Prioritized Funding	Prioritized State Funding	(Regionally Prioritized and State Prioritized)							Funding (Regionally Prioritized and State Prioritized)
Boston	Inner Core	Inner Core	20.1%	33.3%	11.1%	\$133,516,870	20.0%	\$294,419,621	18.8%	\$427,936,491	19.1%	\$294,419,621	\$427,936,491	\$196,935,577	18.75%	19.12%	19.12%
Somerville	Inner Core	Inner Core	2.4%	1.5%	1.2%	\$90,588,127	13.6%	\$231,698,858	14.8%	\$322,286,985	14.4%	\$231,698,858	\$322,286,985	\$184,056,811	14.76%	14.40%	14.40%
Hopkinton	SWAP	Developing Suburb	0.6%	0.5%	1.0%	\$0	0.0%	\$72,273,687	4.6%	\$72,273,687	3.2%	\$72,273,687	\$72,273,687	\$11,346,584	4.60%	3.23%	3.23%
Beverly	NSTF	Regional Urban Center	1.3%	1.2%	1.2%	\$0	0.0%	\$50,994,954	3.2%	\$50,994,954	2.3%	\$50,994,954	\$50,994,954	\$38,972,530	3.25%	2.28%	2.28%
Natick	MetroWest	Maturing Suburb	1.1%	1.0%	1.2%	\$7,656,912	1.1%	\$40,355,157	2.6%	\$48,012,069	2.1%	\$40,355,157	\$48,012,069	\$30,456,681	2.57%	2.14%	2.14%
Cambridge	Inner Core	Inner Core	3.5%	7.1%	1.8%	\$385,456	0.1%	\$79,586,223	5.1%	\$79,971,679	3.6%	\$79,586,223	\$79,971,679	\$45,373,097	5.07%	3.57%	3.57%
Wilmington	NSPC	Maturing Suburb	0.7%	1.1%	1.3%	\$37,452,645	5.6%	\$24,970,700	1.6%	\$62,423,345	2.8%	\$24,970,700	\$62,423,345	\$43,894,003	1.59%	2.79%	2.79%
Salem	NSTF	Regional Urban Center	1.3%	0.9%	0.7%	\$24,816,586	3.7%	\$48,182,285	3.1%	\$72,998,871	3.3%	\$48,182,285	\$72,998,871	\$35,546,555	3.07%	3.26%	3.26%
Lynn	Inner Core	Regional Urban Center	3.0%	1.3%	1.3%	\$54,698,640	8.2%	\$50,297,024	3.2%	\$104,995,664	4.7%	\$50,297,024	\$104,995,664	\$67,071,331	3.20%	4.69%	4.69%
Norwood	TRIC	Regional Urban Center	0.9%	1.1%	1.0%	\$27,636,336	4.1%	\$1,668,001	0.1%	\$29,304,337	1.3%	\$1,668,001	\$29,304,337	\$35,588,616	0.11%	1.31%	1.31%
Milton	TRIC	Maturing Suburb	0.9%	0.1%	1.3%	\$0	0.0%	\$28,224,439	1.8%	\$28,224,439	1.3%	\$28,224,439	\$28,224,439	\$0	1.80%	1.26%	1.26%
Peabody	NSTF	Regional Urban Center	1.6%	1.1%	1.4%	\$15,272,235	2.3%	\$0	0.0%	\$15,272,235	0.7%	\$0	\$15,272,235	\$30,492,095	0.00%	0.68%	0.68%
Chelsea	Inner Core	Inner Core	1.2%	0.8%	0.6%	\$21,802,029	3.3%	\$30,990,670	2.0%	\$52,792,699	2.4%	\$30,990,670	\$52,792,699	\$33,695,642	1.97%	2.36%	2.36%
Framingham	MetroWest	Regional Urban Center	2.2%	2.1%	2.5%	\$7,107,213	1.1%	\$20,391,409	1.3%	\$20,391,409	1.2%	\$20,391,409	\$27,498,622	\$23,783,343	1.30%	1.23%	1.23%
Brookline	Inner Core	Inner Core	1.9%	0.9%	1.3%	\$29,195,267	4.4%	\$955,021	0.1%	\$30,150,288	1.3%	\$955,021	\$30,150,288	\$36,125,793	0.06%	1.35%	1.35%
Watertown	Inner Core	Inner Core	1.1%	1.0%	0.6%	\$228,939	0.0%	\$2,160,000	0.1%	\$2,388,939	0.1%	\$2,160,000	\$2,388,939	\$24,747,368	0.14%	0.11%	0.11%
Medford	Inner Core	Inner Core	1.8%	1.1%	1.5%	\$5,509,294	0.8%	\$24,902,223	1.6%	\$30,411,517	1.4%	\$24,902,223	\$30,411,517	\$47,361,692	1.59%	1.36%	1.36%
Revere	Inner Core	Inner Core	1.9%	0.5%	1.3%	\$875,867	0.1%	\$75,691,671	4.8%	\$76,567,538	3.4%	\$75,691,671	\$76,567,538	\$875,867	4.82%	3.42%	3.42%
Woburn	NSPC	Regional Urban Center	1.2%	2.1%	1.5%	\$12,773,511	1.9%	\$2,282,175	0.1%	\$15,055,686	0.7%	\$2,282,175	\$15,055,686	\$42,850,437	0.15%	0.67%	0.67%
Everett	Inner Core	Inner Core	1.5%	0.8%	0.6%	\$10,954,656	1.6%	\$5,059,530	0.3%	\$16,014,186	0.7%	\$5,059,530	\$16,014,186	\$40,201,854	0.32%	0.72%	0.72%
Braintree	SSC	Maturing Suburb	1.2%	1.3%	1.4%	\$0	0.0%	\$52,311,757	3.3%	\$52,311,757	2.3%	\$52,311,757	\$52,311,757	\$0	3.33%	2.34%	2.34%
Randolph	TRIC	Maturing Suburb	1.0%	0.4%	1.0%	\$0	0.0%	\$7,194,377	0.5%	\$7,194,377	0.3%	\$7,194,377	\$7,194,377	\$2,000,000	0.46%	0.32%	0.32%
Quincy	Inner Core	Regional Urban Center	3.0%	2.4%	2.1%	\$1,885,353	0.3%	\$3,221,140	0.2%	\$5,106,493	0.2%	\$3,221,140	\$5,106,493	\$11,513,193	0.21%	0.23%	0.23%
Canton	TRIC	Maturing Suburb	0.7%	1.1%	1.1%	\$0	0.0%	\$16,609,548	1.1%	\$16,609,548	0.7%	\$16,609,548	\$16,609,548	\$2,386,278	1.06%	0.74%	0.74%
Newton	Inner Core	Inner Core	2.6%	2.6%	2.6%	\$0	0.0%	\$31,179,309	2.0%	\$31,179,309	1.4%	\$31,179,309	\$31,179,309	\$18,576,963	1.99%	1.39%	1.39%
Belmont	Inner Core	Inner Core	0.8%	0.4%	0.6%	\$20,499,750	3.1%	\$0	0.0%	\$20,499,750	0.9%	\$0	\$20,499,750	\$35,999,864	0.00%	0.92%	0.92%
Lexington	MAGIC	Maturing Suburb	1.0%	1.1%	1.9%	\$1,650,000	0.2%	\$14,019,980	0.9%	\$15,669,980	0.7%	\$14,019,980	\$15,669,980	\$6,850,000	0.89%	0.70%	0.70%
Weston	MetroWest	Maturing Suburb	0.4%	0.3%	1.3%	\$23,237,516	3.5%	\$0	0.0%	\$23,237,516	1.0%	\$0	\$23,237,516	\$23,237,516	0.00%	1.04%	1.04%
Reading	NSPC	Maturing Suburb	0.8%	0.4%	0.8%	\$6,000,000	0.9%	\$26,089,557	1.7%	\$32,089,557	1.4%	\$26,089,557	\$32,089,557	\$16,093,721	1.66%	1.43%	1.43%
Stoneham	NSPC	Maturing Suburb	0.7%	0.3%	0.8%	\$205,189	0.0%	\$6,658,780	0.4%	\$6,863,969	0.3%	\$6,658,780	\$6,863,969	\$2,345,081	0.42%	0.31%	0.31%
Waltham	Inner Core	Inner Core	1.9%	3.2%	1.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Burlington	NSPC	Maturing Suburb	0.8%	2.4%	1.3%	\$0	0.0%	\$13,834,451	0.9%	\$13,834,451	0.6%	\$13,834,451	\$13,834,451	\$14,563,174	0.88%	0.62%	0.62%
Hingham	SSC	Maturing Suburb	0.7%	0.8%	1.3%	\$28,738,432	4.3%	\$0	0.0%	\$28,738,432	1.3%	\$0	\$28,738,432	\$37,708,939	0.00%	1.28%	1.28%
Wrentham	SWAP	Developing Suburb	0.4%	0.3%	1.0%	\$697,500	0.1%	\$0	0.0%	\$697,500	0.0%	\$0	\$697,500	\$697,500	0.00%	0.03%	0.03%
Boxborough	MAGIC	Developing Suburb	0.2%	0.2%	0.4%	\$101,660	0.0%	\$0	0.0%	\$101,660	0.0%	\$0	\$101,660	\$101,660	0.00%	0.00%	0.00%
Bellingham	SWAP	Developing Suburb	0.5%	0.3%	0.9%	\$8,340,000	1.2%	\$13,721,814	0.9%	\$22,061,814	1.0%	\$13,721,814	\$22,061,814	\$15,054,278	0.87%	0.99%	0.99%
Cohasset	SSC	Developing Suburb	0.2%	0.1%	0.5%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Milford	SWAP	Regional Urban Center	0.9%	0.9%	1.2%	\$13,548,565	2.0%	\$3,744,000	0.2%	\$17,292,565	0.8%	\$3,744,000	\$17,292,565	\$20,016,509	0.24%	0.77%	0.77%
Dedham	TRIC	Maturing Suburb	0.8%	0.8%	1.1%	\$0	0.0%	\$25,097,925	1.6%	\$25,097,925	1.1%	\$25,097,925	\$25,097,925	\$16,090,272	1.60%	1.12%	1.12%
Weymouth	SSC	Maturing Suburb	1.7%	1.0%	1.5%	\$0	0.0%	\$7,275,077	0.5%	\$7,275,077	0.3%	\$7,275,077	\$7,275,077	\$25,040,879	0.46%	0.33%	0.33%
Swampscott	NSTF	Maturing Suburb	0.5%	0.2%	0.3%	\$8,624,000	1.3%	\$0	0.0%	\$8,624,000	0.4%	\$0	\$8,624,000	\$8,624,000	0.00%	0.39%	0.39%
Middleton	NSTF	Developing Suburb	0.3%	0.2%	0.5%	\$0	0.0%	\$6,487,646	0.4%	\$6,487,646	0.3%	\$6,487,646	\$6,487,646	\$0	0.41%	0.29%	0.29%
Danvers	NSTF	Maturing Suburb	0.8%	1.3%	1.5%	\$0	0.0%	\$13,292,606	0.8%	\$13,292,606	0.6%	\$13,292,606	\$13,292,606	\$8,836,648	0.85%	0.59%	0.59%
Winchester	NSPC	Maturing Suburb	0.7%	0.4%	0.6%	\$0	0.0%	\$1,786,779	0.1%	\$1,786,779	0.1%	\$1,786,779	\$1,786,779	\$1,809,703	0.11%	0.08%	0.08%
Ipswich	NSTF	Developing Suburb	0.4%	0.3%	0.7%	\$14,728,698	2.2%	\$1,693,293	0.1%	\$16,421,991	0.7%	\$1,693,293	\$16,421,991	\$15,804,933	0.11%	0.73%	0.73%
Foxborough	TRIC	Developing Suburb	0.6%	0.6%	1.3%	\$0	0.0%	\$20,231,680	1.3%	\$20,231,680	0.9%	\$20,231,680	\$20,231,680	\$0	1.29%	0.90%	0.90%
Acton	MAGIC	Maturing Suburb	0.7%	0.5%	1.1%	\$0	0.0%	\$11,266,036	0.7%	\$11,266,036	0.5%	\$11,266,036	\$11,266,036	\$15,862,768	0.72%	0.50%	0.50%
Winthrop	Inner Core	Inner Core	0.6%	0.1%	0.3%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$6,617,959	0.00%	0.00%	0.00%
Littleton	MAGIC	Developing Suburb	0.3%	0.4%	1.0%	\$101,660	0.0%	\$15,078,675	1.0%	\$15,180,335	0.7%	\$15,078,675	\$15,180,335	\$1,944,188	0.96%	0.68%	0.68%
Lynnfield	NSPC	Maturing Suburb	0.4%	0.3%	0.6%	\$0	0.0%	\$11,514,688	0.7%	\$11,514,688	0.5%	\$11,514,688	\$11,514,688	\$0	0.73%	0.51%	0.51%
Wakefield	NSPC	Maturing Suburb	0.8%	0.7%	0.9%	\$18,435,976	2.8%	\$13,632,192	0.9%	\$32,068,168	1.4%	\$13,632,192	\$32,068,168	\$18,435,976	0.87%	1.43%	1.43%
Ashland	MetroWest	Maturing Suburb	0.6%	0.2%	0.5%	\$836,339	0.1%	\$5,100,483	0.3%	\$5,936,822	0.3%	\$5,100,483	\$5,936,822	\$20,425,893	0.32%	0.27%	0.27%
Nahant	Inner Core	Maturing Suburb	0.1%	0.0%	0.2%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Malden	Inner Core	Inner Core	2.0%	0.7%	1.0%	\$4,939,377	0.7%	\$4,181,800	0.3%	\$9,121,177	0.4%	\$4,181,800	\$9,121,177	\$7,236,920	0.27%	0.41%	0.41%
Stow	MAGIC	Developing Suburb	0.2%	0.1%	0.6%	\$101,660	0.0%	\$0	0.0%	\$101,660	0.0%	\$0	\$101,660	\$101,660	0.00%	0.00%	0.00%
Topsfield	NSTF	Developing Suburb	0.2%	0.1%	0.6%	\$0	0.0%	\$3,141,758	0.2%	\$3,141,758	0.1%	\$3,141,758	\$3,141,758	\$0	0.20%	0.14%	0.14%
Hudson	MAGIC	Developing Suburb	0.6%	0.5%	0.7%	\$79,744	0.0%	\$0	0.0%	\$79,744	0.0%	\$0	\$79,744	\$11,194,224	0.00%	0.00%	0.00%
Marlborough	MetroWest	Regional Urban Center	1.2%	1.6%	2.0%	\$1,294,744	0.2%	\$2,160,000	0.1%	\$3,454,744	0.2%	\$2,160,000	\$3,454,744	\$6,908,380	0.14%	0.15%	0.15%
Medway	SWAP	Developing Suburb	0.4%	0.2%	0.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$12,062,567	0.00%	0.00%	0.00%
Sudbury	MAGIC	Maturing Suburb	0.6%	0.3%	1.0%	\$4,049,850	0.6%	\$783,273	0.0%	\$4,833,123	0.2%	\$783,273	\$4,833,123	\$15,669,937	0.05%	0.22%	0.22%
Wayland	MetroWest	Maturing Suburb	0.4%	0.2%	0.7%	\$0	0.0%	\$3,133,090	0.2%	\$3,133,090	0.1%	\$3,133,090	\$3,133,090	\$0	0.20%	0.14%	0.14%
Hamilton	NSTF	Developing Suburb	0.2%	0.1%	0.4%	\$0	0.0%	\$1,693,293	0.1%	\$1,693,293	0.1%	\$1,693,293	\$1,693,293	\$0	0.11%	0.08%	0.08%
Maynard	MAGIC	Maturing Suburb	0.3%	0.2%	0.3%	\$0	0.0%	\$6,036,680	0.4%	\$6,036,680	0.3%	\$6,036,680	\$6,036,680	\$0	0.38%	0.27%	0.27%
Sharon	TRIC	Maturing Suburb	0.6%	0.2%	1.1%	\$0	0.0%	\$21,847,588	1.4%	\$21,847,588	1.0%	\$21,847,588	\$21,847,588	\$42,000	1.39%	0.98%	0.98%
Arlington	Inner Core	Inner Core	1.4%	0.5%	0.8%	\$3,111,128	0.5%	\$0	0.0%	\$3,111,128	0.1%	\$0	\$3,111,128	\$8,350,180	0.00%	0.14%	0.14%
Scituate	SSC	Maturing Suburb	0.6%	0.2%	1.0%	\$22,800	0.0%	\$0	0.0%	\$22,800	0.0%	\$0	\$22,800	\$22,800	0.00%	0.00%	0.00%
Westwood	TRIC	Maturing Suburb	0.5%	0.6%	0.7%	\$22,854,847	3.4%	\$9,966,667	0.6%	\$32,821,514	1.5%	\$9,966,6					

Dover	SWAP	Developing Suburb	0.2%	0.0%	0.5%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Essex	NSTF	Developing Suburb	0.1%	0.1%	0.2%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Franklin	SWAP	Developing Suburb	1.0%	0.8%	1.2%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Gloucester	NSTF	Regional Urban Center	0.9%	0.5%	1.0%	\$1,400,388	0.2%	\$85,654,780	5.5%	\$87,055,168	3.9%	\$85,654,780	\$87,055,168	\$1,400,388	5.46%	3.89%	3.89%
Holbrook	SSC	Maturing Suburb	0.3%	0.1%	0.3%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$3,036,628	0.00%	0.00%	0.00%
Holliston	MetroWest	Developing Suburb	0.4%	0.3%	0.5%	\$250,000	0.0%	\$1,012,500	0.1%	\$1,262,500	0.1%	\$1,012,500	\$1,262,500	\$250,000	0.06%	0.06%	0.06%
Hull	SSC	Maturing Suburb	0.3%	0.1%	0.4%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$8,223,422	0.00%	0.00%	0.00%
Lincoln	MAGIC	Maturing Suburb	0.2%	0.1%	0.6%	\$0	0.0%	\$14,251,506	0.9%	\$14,251,506	0.6%	\$14,251,506	\$14,251,506	\$22,492,311	0.91%	0.64%	0.64%
Manchester	NSTF	Developing Suburb	0.2%	0.1%	0.4%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Marblehead	NSTF	Maturing Suburb	0.6%	0.2%	0.5%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$622,284	0.00%	0.00%	0.00%
Marshfield	SSC	Maturing Suburb	0.8%	0.3%	1.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$5,682,660	0.00%	0.00%	0.00%
Medfield	TRIC	Maturing Suburb	0.4%	0.2%	0.5%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Melrose	Inner Core	Inner Core	0.9%	0.3%	0.4%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$4,405,030	0.00%	0.00%	0.00%
Millis	SWAP	Developing Suburb	0.3%	0.1%	0.4%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Needham	TRIC	Maturing Suburb	1.0%	1.1%	1.2%	\$0	0.0%	\$3,803,625	0.2%	\$3,803,625	0.2%	\$3,803,625	\$3,803,625	\$100,365,195	0.24%	0.17%	0.17%
Norfolk	SWAP	Developing Suburb	0.3%	0.2%	0.5%	\$697,500	0.1%	\$0	0.0%	\$697,500	0.0%	\$0	\$697,500	\$697,500	0.00%	0.03%	0.03%
North Reading	NSPC	Maturing Suburb	0.5%	0.4%	0.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Norwell	SSC	Developing Suburb	0.3%	0.5%	0.8%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Rockland	SSC	Developing Suburb	0.5%	0.4%	0.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Rockport	NSTF	Developing Suburb	0.2%	0.0%	0.2%	\$107,388	0.0%	\$0	0.0%	\$107,388	0.0%	\$0	\$107,388	\$107,388	0.00%	0.00%	0.00%
Saugus	Inner Core	Maturing Suburb	0.9%	0.5%	0.8%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%
Sherborn	SWAP	Developing Suburb	0.1%	0.0%	0.4%	\$900,000	0.1%	\$0	0.0%	\$900,000	0.0%	\$0	\$900,000	\$900,000	0.00%	0.04%	0.04%
Southborough	MetroWest	Maturing Suburb	0.3%	0.4%	1.2%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$7,294,520	0.00%	0.00%	0.00%
Walpole	TRIC	Developing Suburb	0.8%	0.5%	1.2%	\$155,000	0.0%	\$0	0.0%	\$155,000	0.0%	\$0	\$155,000	\$25,808,571	0.00%	0.01%	0.01%
Wellesley	MetroWest	Maturing Suburb	0.9%	0.9%	0.9%	\$0	0.0%	\$4,332,177	0.3%	\$4,332,177	0.2%	\$4,332,177	\$4,332,177	\$73,350,868	0.28%	0.19%	0.19%
Wenham	NSTF	Developing Suburb	0.1%	0.1%	0.4%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	\$0	\$0	0.00%	0.00%	0.00%

Appendix E

Regulatory and Policy Framework

This appendix contains detailed background on the regulatory documents, legislation, and guidance that shape the Boston Region Metropolitan Planning Organization's (MPO) transportation planning process.

REGULATORY FRAMEWORK

The Boston Region MPO is charged with executing its planning activities in line with federal and state regulatory guidance. Maintaining compliance with these regulations allows the MPO to directly support the work of these critical partners and ensures its continued role in helping the region move closer to achieving federal, state, and regional transportation goals. This appendix describes the regulations, policies, and guidance taken into consideration by the MPO during development of the certification documents and other core work the MPO will undertake during federal fiscal year (FFY) 2025.

Federal Regulations and Guidance

The MPO's planning processes are guided by provisions in federal transportation authorization bills, which are codified in federal statutes and supported by guidance from federal agencies. The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021 as the nation's five-year surface transportation bill, and covers FFYs 2022–26. This section describes new provisions established in the BIL.

Bipartisan Infrastructure Law: National Goals

The purpose of the national transportation goals, outlined in Title 23, section 150, of the United States Code (23 USC § 150), is to increase the accountability and transparency of the Federal-Aid Highway Program and to improve decision-making through performance-based planning and programming. The national transportation goals include the following:

1. **Safety:** Achieve significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure condition:** Maintain the highway infrastructure asset system in a state of good repair
3. **Congestion reduction:** Achieve significant reduction in congestion on the National Highway System

4. **System reliability:** Improve efficiency of the surface transportation system
5. **Freight movement and economic vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. **Environmental sustainability:** Enhance performance of the transportation system while protecting and enhancing the natural environment
7. **Reduced project delivery delays:** Reduce project costs, promote jobs and the economy, and expedite movement of people and goods by accelerating project completion by eliminating delays in the project development and delivery process, including by reducing regulatory burdens and improving agencies' work practices

The Boston Region MPO has incorporated these national goals, where practicable, into its vision, goals, and objectives, which provide a framework for the MPO's planning processes. More information about the MPO's vision, goals, and objectives is included in Chapter 1.

Federal Planning Factors

The MPO gives specific consideration to the federal planning factors, described in Title 23, section 134, of the US Code (23 USC § 134), when developing all documents that program federal transportation funds. In accordance with the legislation, studies and strategies undertaken by the MPO shall

1. Support the economic vitality of the metropolitan area, especially by enabling global competition, productivity, and efficiency
2. Increase the safety of the transportation system for all motorized and nonmotorized users
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and nonmotorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance integration and connectivity of the transportation system, across and between modes, for people and freight

7. Promote efficient system management and operation
8. Emphasize preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The Boston Region MPO has also incorporated these federal planning factors into its vision, goals, and objectives. Table E-1 shows the relationships between FFY 2024 MPO studies and activities and these federal planning factors.

Table E-1
FFY 2025 3C-Funded UPWP Studies and Programs—Relationship to Federal Planning Factors

* For ongoing FFY 2024 3C-funded studies, see FFY 2024 UPWP

** Includes Support to the MPO and its Committees, Public Participation Process, and Regional Transportation Advisory Council Support

FFY = Federal Fiscal Year. UPWP = Unified Planning Work Program.

FAST Act: Performance-Based Planning and Programming

The United States Department of Transportation (USDOT), in consultation with states, MPOs, and other stakeholders, established performance measures relevant to the national goals established in the FAST Act. These performance topic areas include roadway safety, transit system safety, National Highway System (NHS) bridge and pavement condition, transit asset condition, NHS reliability for both passenger and freight travel, traffic congestion, and on-road mobile source emissions. The FAST Act and related federal rulemakings require states, MPOs, and public transportation operators to follow performance-based planning and programming practices—such as setting targets—to ensure that transportation investments support progress towards these goals. See Chapter 3 for more information about how the MPO has and will continue to conduct performance-based planning and programming.

Bipartisan Infrastructure Law (BIL): Planning Emphasis Areas

On December 30, 2021, the Federal Highway Administration and Federal Transit Administration jointly issued updated planning emphasis areas for use in MPOs' transportation planning process, following the enactment of the BIL. Those planning emphasis areas include the following:

1. **Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future:** Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas (GHG) reduction goals of 50–52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
2. **Equity and Justice⁴⁰ in Transportation Planning:** Ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.
3. **Complete Streets:** Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly for those outside automobiles.
4. **Public Involvement:** Increase meaningful public involvement in transportation planning by integrating virtual engagement tools into the overall approach while ensuring continued participation by individuals without access to computers and mobile devices.
5. **Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination:** Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure needs for STRAHNET routes and other public roads that connect to DOD facilities.
6. **Federal Land Management Agency (FLMA) Coordination:** Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
7. **Planning and Environment Linkages:** Use a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.
8. **Data in Transportation Planning:** Incorporate data sharing considerations into the transportation planning process.

1990 Clean Air Act Amendments

The Clean Air Act, most recently amended in 1990, forms the basis of the United States' air pollution control policy. The act identifies air quality standards, and the US Environmental Protection Agency (EPA) designates geographic areas as *attainment* (in compliance) or *nonattainment* (not in compliance) areas with

respect to these standards. If air quality in a nonattainment area improves such that it meets EPA standards, the EPA may redesignate that area as being a *maintenance* area for a 20-year period to ensure that the standard is maintained in that area.

The conformity provisions of the Clean Air Act “require that those areas that have poor air quality, or had it in the past, should examine the long-term air quality impacts of their transportation system and ensure its compatibility with the area’s clean air goals.” Agencies responsible for Clean Air Act requirements for nonattainment and maintenance areas must conduct air quality conformity determinations, which are demonstrations that transportation plans, programs, and projects addressing that area are consistent with a State Implementation Plan (SIP) for attaining air quality standards.

Air quality conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of the funding source. These determinations must show that projects in the MPO’s Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) will not cause or contribute to any new air quality violations; will not increase the frequency or severity of any existing air quality violations in any area; and will not delay the timely attainment of air quality standards in any area. The policy, criteria, and procedures for demonstrating air quality conformity in the Boston region were established in Title 40, parts 51 and 53, of the Code of Federal Regulations (40. C.F.R. 51, 40 C.F.R. 53).

On April 1, 1996, the EPA classified the cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville as in attainment for carbon monoxide (CO) emissions. Subsequently, the Commonwealth established a CO maintenance plan through the Massachusetts SIP process to ensure that emission levels did not increase. While the maintenance plan was in effect, past TIPs and LRTPs included an air quality conformity analysis for these communities. As of April 1, 2016, the 20-year maintenance period for this maintenance area expired and transportation conformity is no longer required for carbon monoxide in these communities. This ruling is documented in a letter from the EPA dated May 12, 2016.

On April 22, 2002, the EPA classified the City of Waltham as being in attainment for CO emissions with an EPA-approved limited-maintenance plan. In areas that have approved limited-maintenance plans, federal actions requiring conformity determinations under the EPA’s transportation conformity rule are considered to satisfy the conformity test. The MPO is not required to perform a modeling analysis for a conformity determination for carbon monoxide, but it has been

required to provide a status report on the timely implementation of projects and programs that will reduce emissions from transportation sources—so-called transportation control measures—which are included in the Massachusetts SIP. In April 2022, the EPA issued a letter explaining that the carbon monoxide limited maintenance area in Waltham has expired. Therefore, the MPO is no longer required to demonstrate transportation conformity for this area, but the rest of the maintenance plan requirements, however, continue to apply, in accordance with the SIP.

On February 16, 2018, the US Court of Appeals for the DC Circuit issued a decision in *South Coast Air Quality Management District v. EPA*, which struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) SIP Requirements Rule concerning the ozone NAAQS. Those portions of the SIP Requirements Rule included transportation conformity requirements associated with the EPA's revocation of the 1997 ozone NAAQS. Massachusetts was designated as an attainment area in accord with the 2008 ozone NAAQS but as a nonattainment or maintenance area as relates to the 1997 ozone NAAQS. As a result of this court ruling, MPOs in Massachusetts must once again demonstrate conformity for ozone when developing LRTPs and TIPs.

MPOs must also perform conformity determinations if transportation control measures (TCM) are in effect in the region. TCMs are strategies that reduce transportation-related air pollution and fuel use by reducing vehicle-miles traveled and improving roadway operations. The Massachusetts SIP identifies TCMs in the Boston region. SIP-identified TCMs are federally enforceable and projects that address the identified air quality issues must be given first priority when federal transportation dollars are spent. Examples of TCMs that were programmed in previous TIPs include rapid-transit and commuter-rail extension programs (such as the Green Line Extension in Cambridge, Medford, and Somerville, and the Fairmount Line improvements in Boston), parking-freeze programs in Boston and Cambridge, statewide rideshare programs, park-and-ride facilities, residential parking-sticker programs, and the operation of high-occupancy-vehicle (HOV) lanes.

In addition to reporting on the pollutants identified in the 1990 Clean Air Act Amendments, the MPOs in Massachusetts are also required to perform air quality analyses for carbon dioxide as part of the state's Global Warming Solutions Act (GWSA) (see below).

Nondiscrimination Mandates

The Boston Region MPO complies with Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990 (ADA), Executive Order 12898—

Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations (EJ EO), and other federal and state nondiscrimination statutes and regulations in all programs and activities it conducts. Per federal and state law, the MPO does not discriminate on the basis of race, color, national origin (including limited-English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background. The MPO strives to provide meaningful opportunities for participation of all persons in the region, including those protected by Title VI, the ADA, the EJ EO, and other nondiscrimination mandates.

The MPO also assesses the likely benefits and adverse effects of transportation projects on equity populations (populations covered by federal regulations, as identified in the MPO's Transportation Equity program) when deciding which projects to fund. This is done through the MPO's project selection criteria. MPO staff also evaluate the projects that are selected for funding, in the aggregate, to determine their overall impacts and whether they improve transportation outcomes for equity populations. The major federal requirements pertaining to nondiscrimination are discussed below.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 requires that no person be excluded from participation in, be denied the benefits of, or be subjected to discrimination on the basis of race, color, or national origin, under any program or activity provided by an agency receiving federal financial assistance. Executive Order 13166—*Improving Access to Services for Persons with Limited English Proficiency*, dated August 11, 2000, extends Title VI protections to people who, as a result of their nationality, have limited English proficiency. Specifically, it calls for improved access to federally assisted programs and activities, and it requires MPOs to develop and implement a system through which people with limited English proficiency can meaningfully participate in the transportation planning process. This requirement includes the development of a Language Assistance Plan that documents the organization's process for providing meaningful language access to people with limited English proficiency who access their services and programs.

Environmental Justice Executive Order

Executive Order 12898, dated February 11, 1994, requires each federal agency to advance environmental justice by identifying and addressing any disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority and low-income populations.

On April 15, 1997, the USDOT issued its *Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations*. Among other provisions, this order requires programming and planning activities to

- explicitly consider the effects of transportation decisions on minority and low-income populations;
- provide meaningful opportunities for public involvement by members of minority and low-income populations;
- gather (where relevant, appropriate, and practical) demographic information such as race, color, national origin, and income level of populations affected by transportation decisions; and
- minimize or mitigate any adverse impact on minority or low-income populations.

The 1997 Final Order was updated in 2012 with USDOT Order 5610.2(a), which provided clarification while maintaining the original framework and procedures.

Americans with Disabilities Act

Title III of the ADA “prohibits states, MPOs, and other public entities from discriminating on the basis of disability in the entities’ services, programs, or activities,” and requires all transportation projects, plans, and programs to be accessible to people with disabilities. Therefore, MPOs must consider the mobility needs of people with disabilities when programming federal funding for studies and capital projects. MPO-sponsored meetings must also be held in accessible venues and be conducted in a manner that provides for accessibility. Also, MPO materials must be made available in accessible formats.

Other Nondiscrimination Mandates

The Age Discrimination Act of 1975 prohibits discrimination on the basis of age in programs or activities that receive federal financial assistance. In addition, the Rehabilitation Act of 1975, and Title 23, section 324, of the US Code (23 USC § 324) prohibit discrimination based on sex.

State Guidance and Priorities

Much of the MPO’s work focuses on encouraging mode shift and diminishing GHG emissions through improving transit service, enhancing bicycle and pedestrian networks, and studying emerging transportation technologies. All of this work helps the Boston region contribute to statewide progress towards the priorities discussed in this section.

Beyond Mobility

Beyond Mobility, the Massachusetts 2050 Transportation Plan, is a planning process that will result in a blueprint for guiding transportation decision-making and investments in Massachusetts in a way that advances MassDOT's goals and maximizes the equity and resiliency of the transportation system. MPO staff continue to coordinate with MassDOT staff so that *Destination 2050*, the MPO's Long-Range Transportation Plan, is aligned with the Beyond Mobility plan.

Choices for Stewardship: Recommendations to Meet the Transportation Future

The Commission on the Future of Transportation in the Commonwealth—established by Massachusetts Governor Charlie Baker's Executive Order 579—published *Choices for Stewardship* in 2019. This report makes 18 recommendations across the following five thematic categories to adapt the transportation system in the Commonwealth to emerging needs:

1. Modernize existing transportation assets to move more people
2. Create a mobility infrastructure to capitalize on emerging transportation technology and behavior trends
3. Reduce transportation-related GHG emissions and improve the climate resiliency of the transportation network
4. Coordinate land use, housing, economic development, and transportation policy
5. Alter current governance structures to better manage emerging and anticipated transportation trends

Beyond Mobility will build upon the Commission report's recommendations. The Boston Region MPO supports these statewide goals by conducting planning work and making investment decisions that complement MassDOT's efforts and reflect the evolving needs of the transportation system in the region.

Massachusetts Strategic Highway Safety Plan

The *Massachusetts 2023 Strategic Highway Safety Plan* (SHSP) identifies the state's key safety needs and guides investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roads. The SHSP establishes statewide safety goals and objectives and key safety emphasis areas, and it draws on the strengths of all highway safety partners in the Commonwealth to align and leverage resources to address the state's safety challenges collectively. The Boston Region MPO considers SHSP goals,

emphasis areas, and strategies when developing its plans, programs, and activities.

Massachusetts Transportation Asset Management Plan

The Massachusetts Transportation Asset Management Plan (TAMP) is a risk-based asset management plan for the bridges and pavement that are in the NHS inventory. The plan describes the condition of these assets, identifies assets that are particularly vulnerable following declared emergencies such as extreme weather, and discusses MassDOT's financial plan and risk management strategy for these assets. The Boston Region MPO considers MassDOT TAMP goals, targets, and strategies when developing its plans, programs, and activities. MassDOT's TAMP was most recently updated in 2023.

MassDOT Modal Plans

In 2017, MassDOT finalized the *Massachusetts Freight Plan*, which defines the short- and long-term vision for the Commonwealth's freight transportation system. In 2018, MassDOT released the related *Commonwealth of Massachusetts State Rail Plan*, which outlines short- and long-term investment strategies for Massachusetts' freight and passenger rail systems (excluding the commuter rail system). In 2019, MassDOT released the *Massachusetts Bicycle Transportation Plan* and the *Massachusetts Pedestrian Transportation Plan*, both of which define roadmaps, initiatives, and action plans to improve bicycle and pedestrian transportation in the Commonwealth. These plans were updated in 2021 to reflect new investments in bicycle and pedestrian projects made by MassDOT since their release. In 2023, MassDOT released the *Massachusetts Freight Plan*, which identifies short- and long-term improvements and strategies for the state's freight systems. The MPO considers the findings and strategies of MassDOT's modal plans when conducting its planning, including through its Freight Planning Support and Bicycle/Pedestrian Support Activities programs.

Global Warming Solutions Act

The GWSA makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets and implementing policies and initiatives to achieve these targets. In keeping with this law, the Massachusetts Executive Office of Energy and Environmental Affairs (EEA), in consultation with other state agencies and the public, developed the *Massachusetts Clean Energy and Climate Plan for 2020*. This implementation plan, released on December 29, 2010 and updated in 2022 to reflect new interim targets, establishes the following targets for overall statewide GHG emission reductions:

- 33 percent reduction below statewide 1990 GHG emission levels by 2025
- 50 percent reduction below statewide 1990 GHG emission levels by 2030

- 75 percent reduction below statewide 1990 GHG emission levels by 2040
- 85 percent reduction below statewide 1990 GHG emission levels by 2050

In 2018, EEA published its GWSA 10-year Progress Report and the GHG Inventory estimated that 2018 GHG emissions were 22 percent below the 1990 baseline level.

On June 30, 2022, EEA certified its compliance with the 2020 emissions limit of 25 percent below the 1990 levels, noting that there was an estimated emissions reduction of 31.4 percent below the 1990 level in 2020.

MassDOT fulfills its responsibilities, defined in the *Massachusetts Clean Energy and Climate Plan for 2050*, through a policy directive that sets three principal objectives:

1. To reduce GHG emissions by reducing emissions from construction and operations, using more efficient fleets, implementing travel demand management programs, encouraging eco-driving, and providing mitigation for development projects
2. To promote healthy transportation modes by improving pedestrian, bicycle, and public transit infrastructure and operations
3. To support smart growth development by making transportation investments that enable denser, smart growth development patterns that can support reduced GHG emissions

In January 2015, the Massachusetts Department of Environmental Protection amended Title 310, section 7.00, of the Code of Massachusetts Regulations (310 CMR 60.05), *Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation*, which was subsequently amended in August 2017. This regulation places a range of obligations on MassDOT and MPOs to support achievement of the Commonwealth's climate change goals through the programming of transportation funds. For example, MPOs must use GHG impact as a selection criterion when they review projects to be programmed in their TIPs, and they must evaluate and report the GHG emissions impacts of transportation projects in LRTPs and TIPs.

The Commonwealth's 10 MPOs (and three non-metropolitan planning regions) are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs seek to realize these objectives by prioritizing projects in the LRTP and TIP that will help reduce emissions from the transportation sector. The Boston Region MPO uses its TIP project evaluation criteria to score projects

based on their GHG emissions impacts, multimodal Complete Streets accommodations, and ability to support smart growth development. Tracking and evaluating GHG emissions by project will enable the MPO to anticipate GHG impacts of planned and programmed projects. See Chapter 3 for more details related to how the MPO conducts GHG monitoring and evaluation.

Healthy Transportation Policy Initiatives

On September 9, 2013, MassDOT passed the Healthy Transportation Policy Directive to formalize its commitment to implementing and maintaining transportation networks that allow for various mode choices. This directive will ensure that all MassDOT projects are designed and implemented in ways that provide all users with access to safe and comfortable walking, bicycling, and transit options. MassDOT's design justification process, which established controlling criteria for bicycle and pedestrian facilities, transit provisions and the length of off- and on-ramps, has helped to operationalize and further the goals of the original Healthy Transportation Policy Directive.

In November 2015, MassDOT released the *Separated Bike Lane Planning & Design Guide*. This guide represents a step in MassDOT's continuing commitment to Complete Streets, sustainable transportation, and the creation of more safe and convenient transportation options for Massachusetts' residents. This guide may be used by project planners and designers as a resource for considering, evaluating, and designing separated bike lanes as part of a Complete Streets approach.

In the current LRTP, *Destination 2050*, the Boston Region MPO continues to use investment programs—particularly its Complete Streets and Bicycle Network and Pedestrian Connections programs—that support the implementation of Complete Streets projects. In the Unified Planning Work Program, the MPO budgets to support these projects, such as the MPO's Bicycle and Pedestrian Support Activities program, corridor studies undertaken by MPO staff to make conceptual recommendations for Complete Streets treatments, and various discrete studies aimed at improving pedestrian and bicycle accommodations.

Congestion in the Commonwealth 2019

MassDOT developed the *Congestion in the Commonwealth 2019* report to identify specific causes of and impacts from traffic congestion on the NHS. The report also made recommendations for reducing congestion, including addressing local and regional bottlenecks, redesigning bus networks within the systems operated by the Massachusetts Bay Transportation Authority (MBTA) and the other regional transit authorities, increasing MBTA capacity, and investigating congestion pricing mechanisms such as managed lanes. These

recommendations guide multiple new efforts within MassDOT and the MBTA and are actively considered by the Boston Region MPO when making planning and investment decisions.

Regional Guidance and Priorities

Focus40, The MBTA's Program for Mass Transportation

On March 18, 2019, MassDOT and the MBTA released *Focus40*, the MBTA's Program for Mass Transportation, which is the 25-year investment plan that aims to position the MBTA to meet the transit needs of the Greater Boston region through 2040. Complemented by the MBTA's Strategic Plan and other internal and external policy and planning initiatives, *Focus40* serves as a comprehensive plan guiding all capital planning initiatives at the MBTA. These initiatives include the Rail Vision plan, which will inform the vision for the future of the MBTA's commuter rail system; the Bus Network Redesign (formerly the Better Bus Project), the plan to re-envision and improve the MBTA's bus network; and other plans. The next update of the Program for Mass Transportation is planned for development in 2024. The Boston Region MPO continues to monitor the status of *Focus40* and related MBTA modal plans to inform its decision-making about transit capital investments, which are incorporated into the TIP and LRTP.

MetroCommon 2050

MetroCommon 2050, which was developed by the Metropolitan Area Planning Council (MAPC) and adopted in 2021, is Greater Boston's regional land use and policy plan. MetroCommon 2050 builds upon MAPC's previous plan, MetroFuture (adopted in 2008), and includes an updated set of strategies for achieving sustainable growth and equitable prosperity in the region. The MPO considers MetroCommon 2050's goals, objectives, and strategies in its planning and activities. See Chapter 7 for more information about MetroCommon 2050 development activities.

MetroCommon 2050 is the foundation for land use projections in the MPO's LRTP, *Destination 2050*.

The Boston Region MPO's Congestion Management Process

The purpose of the Congestion Management Process (CMP) is to monitor and analyze the mobility of people using transportation facilities and services, develop strategies for managing congestion based on the results of traffic monitoring, and move those strategies into the implementation stage by providing decision-makers in the region with information and recommendations for improving the transportation system's performance. The CMP monitors roadways, transit, and park-and-ride facilities in the Boston region for safety,

congestion, and mobility, and identifies problem locations. See Chapter 3 for more information about the MPO's CMP.

Coordinated Public Transit–Human Services Transportation Plan

Every four years, the Boston Region MPO completes a Coordinated Public Transit-Human Services Transportation Plan (CPT–HST), in coordination with the development of the LRTP. The CPT–HST supports improved coordination of transportation for seniors and people with disabilities in the Boston region by guiding transportation providers in their development of proposals for funding from the Federal Transit Administration's Section 5310 Program (known in Massachusetts as the Community Transit Grant Program). To be eligible for funding, a proposal must meet a need identified in the CPT–HST. The CPT–HST contains information about

- current transportation providers in the Boston region;
- unmet transportation needs for seniors and people with disabilities;
- strategies and actions to meet the unmet needs; and
- priorities for implementing those needs.

The MPO adopted its current CPT–HST in 2023.

MBTA and Regional Transit Authority Transit (RTA) Asset Management Plans

The MBTA and the region's RTAs—the Cape Ann Transportation Authority (CATA) and the MetroWest Regional Transit Authority (MWRTA)—are responsible for producing transit asset management plans that describe their asset inventories and the condition of these assets, strategies, and priorities for improving the state of good repair of these assets. The Boston Region MPO considers goals and priorities established in these plans when developing its plans, programs, and activities.

MBTA and RTA Public Transit Agency Safety Plans

The MBTA, CATA, and MWRTA are required to create and annually update Public Transit Agency Safety Plans that describe their approaches for implementing Safety Management Systems on their transit systems. The Boston Region MPO considers goals, targets, and priorities established in these plans when developing its plans, programs, and activities.

State and Regional COVID-19 Adaptations

The COVID-19 pandemic has radically shifted the way many people in the Boston region interact with the regional transportation system. The pandemic's

effect on everyday life has had short-term impacts on the system and how people travel, but it may also have other lasting effects. Four years on from the beginning of the pandemic, travel patterns have shifted to reflect a hybrid working schedule for many workers. Some changes made in response to the pandemic may become permanent, such as the expansion of bicycle, bus, sidewalk, and plaza networks. As the region recovers from the impacts of the COVID-19 pandemic and the long-term effects become apparent, state and regional partners' guidance and priorities are likely to be adjusted.

Appendix F

Boston Region Metropolitan Planning Organization Membership

VOTING MEMBERS

The Boston Region Metropolitan Planning Organization (MPO) includes both permanent members and municipal members who are elected for three-year terms. Details about the MPO's members are listed below.

The **Massachusetts Department of Transportation (MassDOT)** was established under *Chapter 25 (An Act Modernizing the Transportation Systems of the Commonwealth of Massachusetts)* of the Acts of 2009. MassDOT has four divisions: Highway, Rail and Transit, Aeronautics, and the Registry of Motor Vehicles. The MassDOT Board of Directors, composed of 11 members appointed by the governor, oversees all four divisions and MassDOT operations and works closely with the Massachusetts Bay Transportation Authority (MBTA) Board of Directors. The MassDOT Board of Directors was expanded to 11 members by the Legislature in 2015, a group of transportation leaders assembled to review structural problems with the MBTA and deliver recommendations for improvements. MassDOT has three seats on the MPO board, including seats for the Highway Division.

The **MassDOT Highway Division** has jurisdiction over the roadways, bridges, and tunnels that were overseen by the former Massachusetts Highway Department and Massachusetts Turnpike Authority. The Highway Division also has jurisdiction over many bridges and parkways that previously were under the authority of the Department of Conservation and Recreation. The Highway Division is responsible for the design, construction, and maintenance of the Commonwealth's state highways and bridges. It is also responsible for overseeing traffic safety and engineering activities for the state highway system. These activities include operating the Highway Operations Control Center to ensure safe road and travel conditions.

The **MBTA**, created in 1964, is a body politic and corporate, and a political subdivision of the Commonwealth. Under the provisions of Chapter 161A of the Massachusetts General Laws, it has the statutory responsibility within its district of operating the public transportation system in the Boston region, preparing the engineering and architectural designs for transit development projects, and constructing and operating transit development projects. The MBTA district

comprises 177 communities, including all of the 97 cities and towns of the Boston Region MPO area.

In April 2015, as a result of a plan of action to improve the MBTA, a five-member Fiscal and Management Control Board (FMCB) was created. The FMCB was created to oversee and improve the finances, management, and operations of the MBTA. The FMCB's authorizing statute called for an initial three-year term, with the option for the board to request that the governor approve a single two-year extension. In 2017, the FMCB's initial mandate, which would have expired in June 2018, was extended for two years, through June 30, 2020. In 2020, the FMCB's mandate was extended a second time for an additional period of one year, through June 30, 2021.

Following the expiration of the FMCB's extended mandate, the MBTA Board of Directors was formed as a permanent replacement to provide oversight for the agency. By statute, the board consists of nine members, including the Secretary of Transportation as an ex-officio member. The MBTA Advisory Board appoints one member who has municipal government experience in the MBTA's service area and experience in transportation operations, transportation planning, housing policy, urban planning, or public or private finance. The Governor appoints the remaining seven board members, which include an MBTA rider and member of an environmental justice population, and a person recommended by the President of the American Federation of Labor and Congress of Industrial Organizations.

The **MBTA Advisory Board** was created by the Massachusetts Legislature in 1964 through the same legislation that created the MBTA. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA's service area. Cities are represented by either the city manager or mayor, and towns are represented by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include reviewing and commenting on the MBTA's long-range plan, the Program for Mass Transportation; proposed fare increases; the annual MBTA Capital Investment Program; the MBTA's documentation of net operating investment per passenger; and the MBTA's operating budget. The MBTA Advisory Board advocates for the transit needs of its member communities and the riding public.

The **Massachusetts Port Authority (Massport)** has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, for planning, constructing, owning, and operating such transportation and related facilities as may be necessary for developing and improving commerce in Boston and the surrounding metropolitan area. Massport owns and operates Boston Logan International Airport, the Port of Boston's Conley Terminal, Flynn Cruiseport

Boston, Hanscom Field, Worcester Regional Airport, and various maritime and waterfront properties, including parks in the Boston neighborhoods of East Boston, South Boston, and Charlestown.

The **Metropolitan Area Planning Council (MAPC)** is the regional planning agency for the Boston region. It is composed of the chief executive officer (or a designee) of each of the cities and towns in the MAPC's planning region, 21 gubernatorial appointees, and 12 ex-officio members. It has statutory responsibility for comprehensive regional planning in its region under Chapter 40B of the Massachusetts General Laws. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. Also, its region has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning encompass the areas of technical assistance to communities, transportation planning, and development of zoning, land use, demographic, and environmental studies. MAPC activities that are funded with federal metropolitan transportation planning dollars are documented in the Boston Region MPO's Unified Planning Work Program.

The **City of Boston**, six elected cities (currently **Beverly, Everett, Framingham, Newton, Somerville, and Burlington**), and six elected towns (currently **Acton, Arlington, Brookline, Hull, Wrentham, and Norwood**,) represent the 97 municipalities in the Boston Region MPO area. The City of Boston is a permanent MPO member and has two seats. There is one elected municipal seat for each of the eight MAPC subregions and four seats for at-large elected municipalities (two cities and two towns). The elected at-large municipalities serve staggered three-year terms, as do the eight municipalities representing the MAPC subregions.

The **Regional Transportation Advisory Council**, the MPO's citizen advisory group, provides the opportunity for transportation-related organizations, non-MPO member agencies, and municipal representatives to become actively involved in the decision-making processes of the MPO as it develops plans and prioritizes the implementation of transportation projects in the region. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for providing information on transportation topics in the region, identifying issues, advocating for ways to address the region's transportation needs, and generating interest among members of the general public in the work of the MPO.

The **Federal Highway Administration (FHWA)** and **Federal Transit Administration (FTA)** participate in the Boston Region MPO in an advisory (nonvoting) capacity, reviewing the Long-Range Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program, and other facets of the MPO's planning process to ensure compliance with federal planning and programming requirements. These two agencies oversee the highway and transit programs, respectively, of the United States Department of Transportation (USDOT) under pertinent legislation and the provisions of the Bipartisan Infrastructure Law (BIL).

Appendix G: OPERATIONS AND MAINTENANCE SUMMARY

Table G-1
FFYs 2025–29 TIP Operations and Maintenance Summary: MassDOT

Operating and Maintenance Expenditures as of March 2024

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 2,527,973	\$ 1,154,109	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 38,823,388	\$ 30,607,721	\$ 14,961,883	\$ 1,113,028	\$ -
Bridge Maintenance - Deck Repairs	\$ 10,003,534	\$ 10,139,124	\$ 7,440,018	\$ 546,417	\$ -
Bridge Maintenance - Joints	\$ 1,622,979	\$ 1,888,486	\$ 1,573,739	\$ -	\$ -
Bridge Preservation	\$ 12,420,609	\$ 10,425,512	\$ 5,129,556	\$ 692,413	\$ -
Bridge Replacement	\$ -	\$ 598,754	\$ 1,796,261	\$ 299,377	\$ -
Drawbridge Maintenance	\$ 8,369,008	\$ 6,317,237	\$ 2,625,000	\$ 515,007	\$ -
Painting - Structural	\$ 839,566	\$ 835,547	\$ 1,260,216	\$ 210,036	\$ -
Structures Maintenance	\$ (43,962)	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 17,976,879	\$ 4,651,566	\$ 1,609,386	\$ 206,609	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,682,661	\$ 2,380,658	\$ 2,014,210	\$ 102,122	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ 5,369,210	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ 26,463,372	\$ 15,822,396	\$ 7,243,191	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 10,246,699	\$ 2,669,150	\$ 4,321,796	\$ 1,786,791	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 2,639,496	\$ 1,152,484	\$ 241,154	\$ -	\$ -
Contract Highway Maintenance	\$ 14,260,788	\$ 14,433,780	\$ 7,827,224	\$ 942,840	\$ -
Crack Sealing	\$ 1,120,385	\$ 874,404	\$ 845,600	\$ 51,969	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 9,006,753	\$ 10,552,249	\$ 2,223,511	\$ -	\$ -
Guard Rail & Fencing	\$ 8,074,789	\$ 5,566,800	\$ 3,198,449	\$ 246,000	\$ -
Highway Sweeping	\$ 1,285,981	\$ 1,038,047	\$ 283,520	\$ -	\$ -
Landscaping	\$ 661,954	\$ 997,891	\$ 844,696	\$ -	\$ -
Mowing and Spraying	\$ 3,921,935	\$ 1,744,547	\$ 1,258,591	\$ 187,826	\$ -
Sewer and Water	\$ 357,394	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ 4,155,926	\$ 4,285,897	\$ 2,775,495	\$ 572,870	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ 3,999,753	\$ 50,053	\$ 30,590	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,243,385	\$ 730,625	\$ 579,195	\$ 48,696	\$ -
Lighting	\$ 4,327,624	\$ 3,549,482	\$ 1,974,433	\$ 78,087	\$ -
Pavement Marking	\$ 5,034,163	\$ 2,880,555	\$ 1,164,804	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 1,904,647	\$ 749,713	\$ 533,787	\$ 65,026	\$ -
Structural Signing	\$ 467,090	\$ 98,000	\$ -	\$ -	\$ -
Section I Total:	\$ 200,763,979	\$ 136,194,787	\$ 73,756,305	\$ 7,665,114	\$ -

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 1,603,769	\$ 820,406	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 1,205,265	\$ 596,970	\$ -	\$ -	\$ -
Structures Maintenance	\$ 1,086,368	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 932,873	\$ 467,165	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 54,025	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 4,882,300	\$ 1,884,541	\$ -	\$ -	\$ -
Grand Total Federal Aid:	\$ 4,882,300	\$ 1,884,541	\$ -	\$ -	\$ -

Operating and Maintenance Expenditures as of March 2024

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 2,527,973	\$ 1,154,109	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 36,832,755	\$ 27,374,727	\$ 11,202,912	\$ 927,820	\$ -
Bridge Maintenance - Deck Repairs	\$ 10,003,534	\$ 10,139,124	\$ 7,440,018	\$ 546,417	\$ -
Bridge Maintenance - Joints	\$ 1,622,979	\$ 1,888,486	\$ 1,573,739	\$ -	\$ -
Bridge Preservation	\$ 3,461,504	\$ 1,774,656	\$ -	\$ -	\$ -
Bridge Replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ 8,369,008	\$ 6,317,237	\$ 2,625,000	\$ 515,007	\$ -
Painting - Structural	\$ 741,316	\$ 415,475	\$ -	\$ -	\$ -
Structures Maintenance	\$ (43,962)	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 8,934,384	\$ 2,709,748	\$ 1,439,204	\$ 206,609	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,682,661	\$ 2,380,658	\$ 2,014,210	\$ 102,122	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ 5,369,210	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ 26,463,372	\$ 15,822,396	\$ 7,243,191	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 10,246,699	\$ 2,669,150	\$ 4,321,796	\$ 1,786,791	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 2,639,496	\$ 1,152,484	\$ 241,154	\$ -	\$ -
Contract Highway Maintenance	\$ 13,780,927	\$ 14,433,780	\$ 7,827,224	\$ 942,840	\$ -
Crack Sealing	\$ 1,120,385	\$ 874,404	\$ 845,600	\$ 51,969	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 8,915,161	\$ 10,552,249	\$ 2,223,511	\$ -	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ 8,074,789	\$ 5,566,800	\$ 3,198,449	\$ 246,000	\$ -
Highway Sweeping	\$ 1,285,981	\$ 1,038,047	\$ 283,520	\$ -	\$ -
Landscaping	\$ 661,954	\$ 997,891	\$ 844,696	\$ -	\$ -
Mowing and Spraying	\$ 3,718,863	\$ 1,739,747	\$ 1,258,591	\$ 187,826	\$ -
Sewer and Water	\$ 357,394	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ 4,155,926	\$ 4,285,897	\$ 2,775,495	\$ 572,870	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ 3,999,753	\$ 50,053	\$ 30,590	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,243,385	\$ 730,625	\$ 579,195	\$ 48,696	\$ -
Lighting	\$ 4,327,624	\$ 3,549,482	\$ 1,974,433	\$ 78,087	\$ -
Pavement Marking	\$ 5,034,163	\$ 2,880,555	\$ 1,164,804	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 1,673,740	\$ 749,713	\$ 533,787	\$ 65,026	\$ -

Structural Signing	\$	467,090	\$	98,000	\$	-	\$	-	\$	-
Section I Total:	\$	179,668,063	\$	121,345,493	\$	61,641,119	\$	6,278,079	\$	-
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding										
Snow and Ice Operations & Materials										
	\$	75,000,000	\$	95,000,000	\$	95,000,000	\$	95,000,000	\$	95,000,000
District Maintenance Payroll										
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$	36,200,000	\$	37,290,000	\$	38,410,000	\$	39,570,000	\$	40,760,000
Section II Total:	\$	111,200,000	\$	132,290,000	\$	133,410,000	\$	134,570,000	\$	135,760,000
Grand Total NFA:	\$	290,868,063	\$	253,635,493	\$	195,051,119	\$	140,848,079	\$	135,760,000

Operating and Maintenance Expenditures as of March 2024

Program Group/Sub Group	Statewide and District Contracts				
	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 1,603,769	\$ 820,406	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 53,456	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 54,025	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 1,711,249	\$ 820,406	\$ -	\$ -	\$ -
Grand Total Federal Aid:	\$ 1,711,249	\$ 820,406	\$ -	\$ -	\$ -

Operating and Maintenance Expenditures as of March 2024

Program Group/Sub Group	Boston Region				
	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 1,334,884	\$ 2,907,897	\$ 3,758,971	\$ 185,209	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 5,883,405	\$ 5,722,539	\$ 1,907,513	\$ -	\$ -
Bridge Replacement	\$ -	\$ 598,754	\$ 1,796,261	\$ 299,377	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 9,014,837	\$ 1,941,818	\$ 170,182	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 91,592	\$ -	\$ -	\$ -	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ 203,072	\$ 4,800	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 16,527,789	\$ 11,175,807	\$ 7,632,927	\$ 484,586	\$ -

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	\$	-	\$	-	\$
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$	-	\$	-	\$
Section II Total:	\$	-	\$	-	\$
Grand Total NFA:	\$	16,527,789	\$	11,175,807	\$
				7,632,927	\$
					484,586 \$
					-

Operating and Maintenance Expenditures as of March 2024

Program Group/Sub Group	Boston Region				
	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 1,151,810	\$ 596,970	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 932,873	\$ 467,165	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 2,084,682	\$ 1,064,135	\$ -	\$ -	\$ -
Grand Total NFA:	\$ 2,084,682	\$ 1,064,135	\$ -	\$ -	\$ -