FFYs 2023-27 TIP: Project Descriptions and Scoring Results for New Projects Under Consideration for MPO Funding, Grouped by MPO Investment Program

Bicycle Network and Pedestrian Connections

609204	Belmont	Community Path, Belmont Component of the MCRT (Phase I)
610666	Swampscott	Rail Trail Construction

Complete Streets

610932	Brookline	Rehabilitation of Washington Street
611983	Chelsea	Park Street & Pearl Street Reconstruction
611975	Ipswich	Roadway Improvements on County Street Including Rehabilitation of I-01-005
609246	Lynn	Reconstruction of Western Avenue (Route 107)
610671	Manchester-by-the-Sea	Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) Over Saw Mill Brook
610674	Salem	Boston Street Improvements
610545	Wakefield	Main Street Reconstruction
608954	Weston	Reconstruction on Route 30

Intersection Improvements

608955	Milton	Intersection Improvements Squantum Street at Adams Street
608940	Weston	Intersection Improvements Boston Post Road (Route 20) at Wellesley Street

Major Infrastructure

605313	Natick	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements
607981	Somerville	McGrath Boulevard Project

Community Connections

N/A	Acton	Bicycle Parking along the Bruce Freeman Rail Trail
N/A	Belmont	Chenery Middle School Bicycle Parking
N/A	Cambridge	Bluebikes Station Replacement and System Expansion
N/A	CATA	CATA On Demand Microtransit Service Expansion

N/A	Medford, Malden	Bluebikes System Expansion
N/A	MWRTA	CatchConnect Microtransit Service Expansion
N/A	MART	Montachusett Regional Transit Authority Microtransit Service
N/A	Newton	NewMo Microtransit Service Expansion
N/A	Salem	Bluebikes System Expansion
N/A	Stoneham	Shuttle Service
N/A	Watertown	Shuttle Service

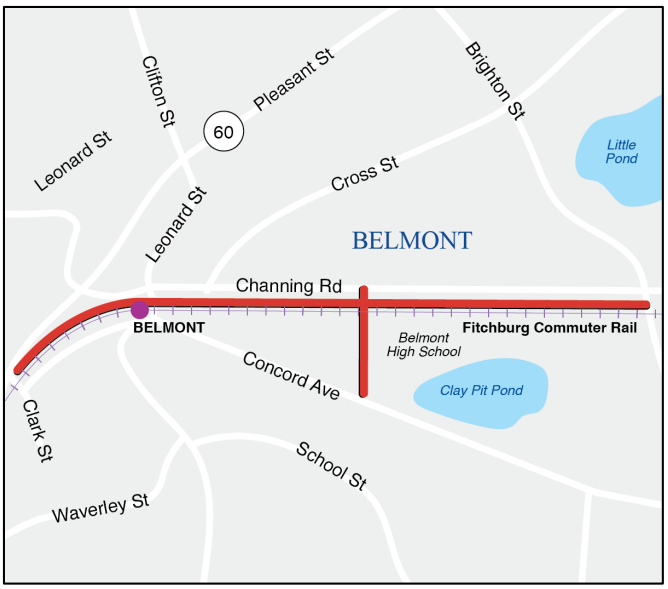
Bicycle Network and Pedestrian Connections

Belmont: Community Path, Belmont Component of the MCRT (Phase I) (609204)

MPO Investment Program: Bicycle Network and Pedestrian Connections

Evaluation Score: 64.6

Cost: $18,780,698



Main Objectives:

- Construct the Belmont Community Path to connect the Fitchburg Cutoff Bike Path at Brighton Street (eastern end of project), which provides a crucial link to the MBTA Alewife T Station, to Belmont Center

Project Details:

- The project has been divided into 2 phases: Phase 1 connects the Fitchburg Cutoff Bike Path at Brighton Street with the Clark Street pedestrian bridge just west of Belmont Center; Phase 2 connects Clark Street to the Mass Central Rail Trail at the Waltham/Belmont municipal boundary. Phase 1 is contemplated under this TIP proposal; Phase 2 will be pursued later.
- The project includes an underpass beneath the commuter rail tracks at Channing Road and Alexander Avenue to provide a safe connection between the Winnbrook neighborhood that lies on the north side of the tracks with the bike lanes on Concord Avenue that lie on the south side of the tracks. The underpass will also provide access to the path and a safer, more direct connection to the Fitchburg Cutoff Path and the MBTA Alewife T Station beyond for those who live on the south side of the tracks.
- The path and underpass will also offer bicycle and pedestrian access to the current high school and future 7-12 grade school via a 12-foot paved facility. 2-foot grass shoulders and additional landscaping along the length of the path will buffer the new facility from the adjacent railroad tracks and neighboring properties.

Project Name	Community Path, Belmont Component of the MCRT (Phase 1) (#609204)
Municipality/Proponent	Belmont
Project Type	Bicycle Network and Pedestrian Connections

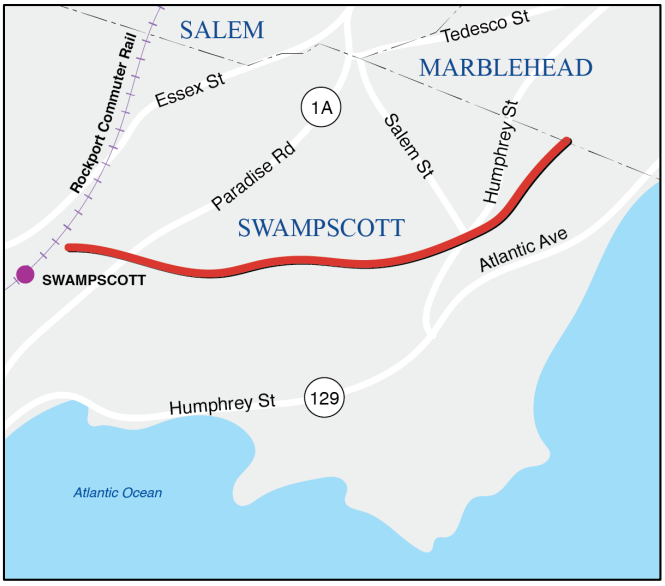
Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project improves bicycle safety	7	5	2.5
Project improves pedestrian safety	7	5	2.5
Project improves safety for all users	6	5	
Safety Score	**20**	**15**	5
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	3	1.5
Improves connectivity to critical facilities	2	2	1
Project improves existing pedestrian facilities	5	2	1
Project improves other existing assets	2	1	
System Preservation and Modernization Score	**14**	**8**	3.5
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project improves pedestrian network and ADA accessibility	9	9	4.5
Project improves bicycle network	9	9	4.5
Capacity Management and Mobility Score	**18**	**18**	9
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	4	1	
Project reduces other transportation-related emissions	6	3	1.5
Project enhances natural environment	4	3	
Clean Air and Sustainable Communities Score	**14**	**7**	1.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	4	4	
Project serves existing employment and population centers	4	2	
Project demonstrates proponent investment	3	1	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**14**	**9**	
Base Score	80	**57**	
Equity Score (Unscaled)	50		19
Equity Score (Scaled)	20		**7.6**
Total Score	**100**	**64.6**	

Swampscott: Rail Trail Construction (610666)

MPO Investment Program: Bicycle Network and Pedestrian Connections

Evaluation Score: 66.4

Cost: $7,700,000



Main Objectives:

- Provide safe, accessible off-road recreational and transportation opportunities to Swampscott and the surrounding communities
- Provide a critical link between the existing Marblehead Rail Trail and the Swampscott Commuter Rail station

Project Details:

- The proposed trail will be a new 2.1-mile long, multi-use linear park, running the length of Swampscott and connecting with the existing Marblehead Rail Trail. This project will provide access to the Town's schools, recreation areas and natural resources and improve quality of life for multiple generations of users in Swampscott and its Lynn, Marblehead and Salem neighbors.
- The trail will also expand the vision for the East Coast Greenway (a 3,000-mile route running from Maine to Florida). The completed Swampscott Rail Trail will upgrade the Greenway by moving the Swampscott segment of that trail (connecting Lynn and Marblehead) off-road, a priority for the Greenway project.
- The trail will run from Stetson Avenue in Swampscott to the Marblehead Rail Trail at the Swampscott-Marblehead town line. The trail will be situated in the center of the former railroad bed which is now a 30-115 ft. wide utility corridor. The trail will be 10 ft. wide with a 2 ft. sloping shoulder on each side. The trail will cross five streets at grade and two school driveways safely utilizing a combination of signage, markings, and flashing beacons or signals in all directions for both vehicles and trail users approaching the crossing. In addition, the trail will cross Paradise Road (State Route 1A) with a pedestrian bridge using existing abandoned railroad abutments. The entire trail will be accessible. Green screening using appropriate native vegetation will be used in areas where neighbors have requested it. Signage indicating the Swampscott Rail Trail's roles as part of the Swampscott Green Corridor network and a segment of the East Coast Greenway will be located along the trail. Trail amenities will be located at the Swampscott Middle School including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

Project Name	Rail Trail Construction (#610666)			
Municipality/Proponent	Swampscott			
Project Type	Bicycle Network and Pedestrian Connections			
Scoring Criteria			**Max Points**	**Base Score**	**Equity Score**
Safety: Transportation by all modes will be safe.					
Project improves bicycle safety			7	5	2.5
Project improves pedestrian safety			7	5	2.5
Project improves safety for all users			6	3	
Safety Score			**20**	**13**	5
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.					
Project incorporates resiliency elements into its design			5	2	1
Improves connectivity to critical facilities			2	2	1
Project improves existing pedestrian facilities			5	0	0
Project improves other existing assets			2	1	
System Preservation and Modernization Score			**14**	**5**	2
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.					
Project improves pedestrian network and ADA accessibility			9	9	4.5
Project improves bicycle network			9	9	4.5
Capacity Management and Mobility Score			**18**	**18**	9
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.					
Project reduces CO2 emissions			4	3	
Project reduces other transportation-related emissions			6	5	2.5
Project enhances natural environment			4	4	
Clean Air and Sustainable Communities Score			**14**	**12**	2.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.					
Project serves sites targeted for future development			4	4	
Project serves existing employment and population centers			4	4	
Project demonstrates proponent investment			3	2	
Project promotes access to affordable housing opportunities			3	1	
Economic Vitality Score			**14**	**11**	
Base Score			80	**59**	
Equity Score (Unscaled)			50		18.5
Equity Score (Scaled)			20		**7.4**
Total Score			**100**	**66.4**	

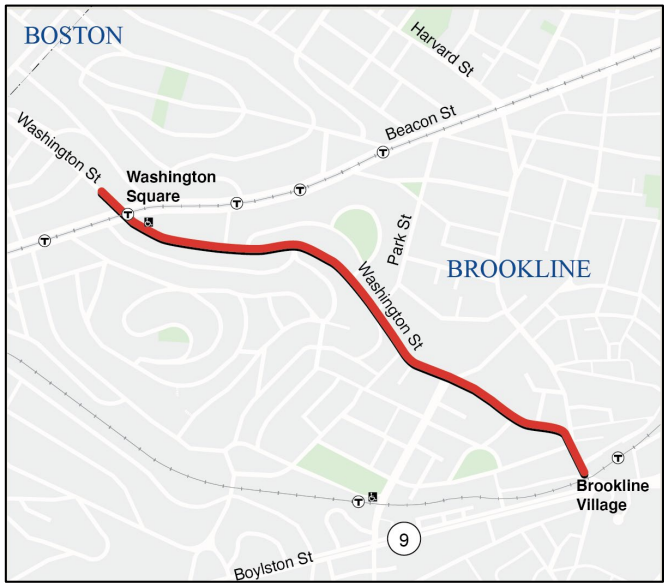
Complete Streets

Brookline: Rehabilitation of Washington Street (610932)

MPO Investment Program: Complete Streets

Evaluation Score: 62.4

Cost: $25,888,631



Main Objectives:

- The primary goal of this project is to create a true complete street throughout the Washington Street corridor. This includes improving safety and operations along the corridor for drivers, bicyclists, pedestrians, and transit users.

Project Details:

- Washington Street is currently constrained with a relatively narrow right of way that tries to accommodate two lanes of traffic, on street parking in both directions, bicycling, and significant volumes of pedestrians.
- Washington Street provides a major connection between Route 9 (to/from Boston) and Beacon Street as well as Commonwealth Avenue and Cambridge Street in the Allston/ Brighton area of Boston. In addition to vehicles, the roadway provides a significant connection for bicyclists to Washington Square and Brookline Center.
- The sidewalks are in poor condition, especially north of School Street. Sections are heaving and are impassible to pedestrians with mobility impairments. The project area contains two HSIP bicycle crash clusters.
- The proposed project will reconstruct sidewalks along both sides of the entire corridor and will provide protected bicycle facilities in both directions that are separated from vehicular traffic for a vast majority of the corridor. Other multimodal improvements include the provision of dedicated bus pull-out space outside of the travel lanes.
- The project will replace the existing signals along Washington Street's length and will reconstruct the roadway surface.
- At its southern end, this project will directly connect with the recently completed Gateway East project, the MPO-funded reconstruction of Washington Street east of Brookline Village.

Project Name	Rehabilitation of Washington Street (#610932)		
Municipality/Proponent	Brookline		
Project Type	Complete Streets		
Scoring Criteria	**Max Points**	**Base Score**	**Equity Score**
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	1
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	1	
Project improves bicycle safety	3	3	1.5
Project improves pedestrian safety	3	3	1.5
Project improves safety for all users	4	2	
Safety Score	**18**	**14**	4
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	3	1.5
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	1	0.5
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing bridges	3	0	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**13**	4
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	3	1.5
Project invests in new transit assets	2	2	1
Project improves pedestrian network and ADA accessibility	4	1	0.5
Project improves bicycle network	4	4	2
Project improves truck movement	3	1	
Project addresses unreliable corridor	1	0	
Capacity Management and Mobility Score	**18**	**11**	5
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	3	1.5
Project enhances natural environment	4	3	
Clean Air and Sustainable Communities Score	**12**	**7**	1.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	3	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	2	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**12**	**10**	
Base Score	80	**55**	
Equity Score (Unscaled)	39		14.5
Equity Score (Scaled)	20		**7.4**
Total Score	**100**	**62.4**	

Chelsea: Park Street & Pearl Street Reconstruction (611983)

MPO Investment Category: Complete Streets

Evaluation Score: 69.9

Cost: $10,451,525

Main Objectives:

- Improve safety along Park and Pearl Streets for all users, with a specific emphasis on improving conditions for people walking and bicycling.
- Reduce congestion, spur economic growth, and enhance air quality for downtown Chelsea, complementing forthcoming MPO-funded work on nearby Broadway.

Project Details:

- Park and Pearl Streets are two heavily utilized arterials situated within Chelsea's Downtown Commercial District and dense residential neighborhoods. The roadways connect at a generous and complex intersection known as Park Square.
- Park Street carries a heavy flow of local traffic through Chelsea and is also a primary thoroughfare for the MBTA's 111, 112, 114, 116, and 117 bus routes. Pearl Street, which shares an intersection with Williams/Marginal Street ushers heavy truck traffic along the Marginal, Williams, and Beacham Corridor to major industrial and commercial areas in Chelsea and Everett. This intersection is a major HSIP Crash Cluster due to outdated signalization, high levels of turning conflicts, and inadequate geometric configuration.
- Both Pearl and Park Street carry considerable bicyclist and pedestrian traffic for those seeking access to MBTA bus routes, the Downtown Commercial District, or the nearby Williams School, Early Learning Center, and Chelsea High School.
- Smart signalization and geometric reconstruction will mitigate vehicular congestion while providing clear pedestrian paths of travel and shorter crosswalk distances via newly constructed ramps and sidewalks. The corridor is under consideration for the implementation of a priority bus and bike lane, beginning along Park Street at Williams Street up to the eventual surface renovation of Upper Broadway to the Revere City Line, an MPO-funded project. Signals will allow for preferential movements of safety vehicles and MBTA buses through each intersection.

Project Name	Park Street and Pearl Street Reconstruction (#611983)
Municipality/Proponent	Chelsea
Project Type	Complete Streets

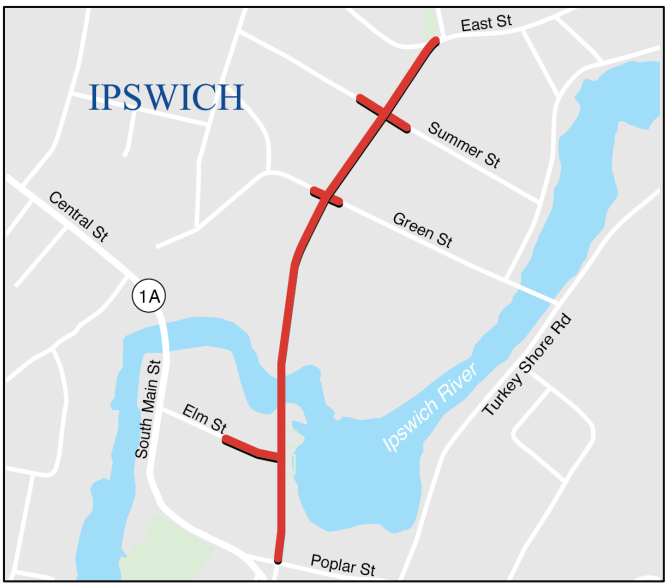
Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	2
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	1	
Project improves bicycle safety	3	2	2
Project improves pedestrian safety	3	3	3
Project improves safety for all users	4	3	
Safety Score	**18**	**14**	7
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	4	4
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	1
Project improves existing transit assets	2	1	1
Project improves existing pedestrian facilities	3	3	3
Project improves existing bridges	3	0	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**14**	9
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	4	4
Project invests in new transit assets	2	2	2
Project improves pedestrian network and ADA accessibility	4	1	1
Project improves bicycle network	4	3	3
Project improves truck movement	3	0	
Project addresses unreliable corridor	1	1	
Capacity Management and Mobility Score	**18**	**11**	10
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	3	3
Project enhances natural environment	4	2	
Clean Air and Sustainable Communities Score	**12**	**6**	3
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	3	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	1	
Project promotes access to affordable housing opportunities	3	3	
Economic Vitality Score	**12**	**10**	
Base Score	80	**55**	
Equity Score (Unscaled)	39		29
Equity Score (Scaled)	20		**14.9**
Total Score	**100**	**69.9**	

Ipswich: Roadway Improvements on County Street Including Rehabilitation of Bridge I-01-005 (611975)

MPO Investment Program: Complete Streets

Evaluation Score: 45.4

Cost: $5,653,500



Main Objectives:

- The proposed complete streets and safety improvements aims to increase bikeability, walkability and accessibility along the project corridor.
- Rehabilitation of the County Street bridge over Ipswich River will address existing structural and safety deficiencies.

Project Details:

- County Street provides a critical linkage along the Ipswich River Walk for residents and tourists. The Street Landing and Sawmill Point recreational areas are also located on County Street. The Ipswich Commuter Rail train station is located approximately 0.4 miles from the County Street bridge. The Ipswich Essex Explorer bus route connects the train station with stops in Ipswich and Essex including a stop at the Ipswich Visitor Center where tourists can disembark for a walking tour of historic homes on County Street, East Street, and High Street.
- The project extends from South Main Street approximately 2,500 feet to East Street. The existing cross section of the roadway is constrained, resulting in narrow sidewalks and shoulders, with adjacent historic homes limiting right of way. Existing sidewalks and wheelchair ramps are not consistently provided on both sides of the road within the project area and they do not all meet ADA standards.
- The County Street bridge over Ipswich River is a historic stone arch bridge that is in fair condition according to recent bridge inspection reports, though there are some structural deficiencies. Additionally, there are no sidewalks on the bridge and the existing bridge guardrail does not meet current design criteria for safety.
- The project will include sidewalks and wheelchair ramps that meet ADA standards, signing and pavement markings to better define bicycle and pedestrian accommodations. Rehabilitation of the County Street bridge will include adding a sidewalk on one side, replacing bridge guardrail, repairing water main supports, and reconstructing pavement wearing surface.

Project Name	Roadway Improvements on County Street Including Rehabilitation of Bridge I-01-005 (#611975)
Municipality/Proponent	Ipswich
Project Type	Complete Streets

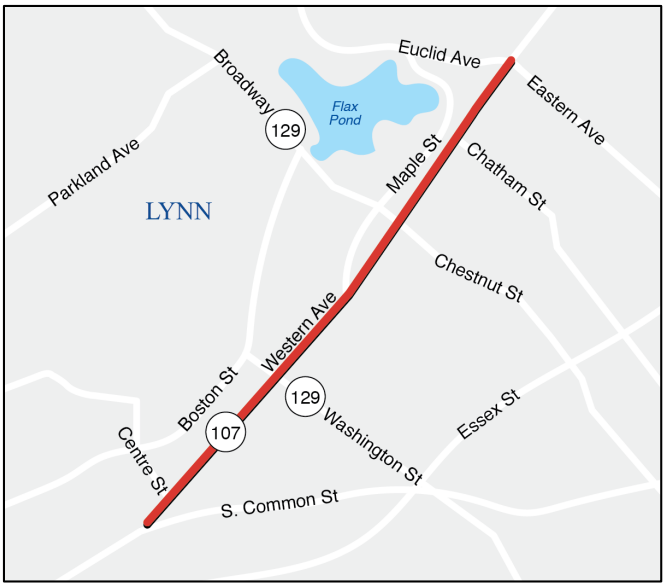
Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	1	0.5
Project addresses high-crash location	3	1	
Project addresses truck-related safety issue	2	1	
Project improves bicycle safety	3	1	0.5
Project improves pedestrian safety	3	2	1
Project improves safety for all users	4	1	
Safety Score	**18**	**7**	2
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	2	1
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	0	0
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing bridges	3	3	
Project improves existing pavement condition	3	2	
Project improves other existing assets	2	1	
System Preservation and Modernization Score	**20**	**12**	3
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	0	0
Project invests in new transit assets	2	0	0
Project improves pedestrian network and ADA accessibility	4	4	2
Project improves bicycle network	4	4	2
Project improves truck movement	3	0	
Project addresses unreliable corridor	1	0	
Capacity Management and Mobility Score	**18**	**8**	4
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	3	1.5
Project enhances natural environment	4	4	
Clean Air and Sustainable Communities Score	**12**	**8**	1.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	0	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	0	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**12**	**5**	
Base Score	80	**40**	
Equity Score (Unscaled)	39		10.5
Equity Score (Scaled)	20		**5.4**
Total Score	**100**	**45.4**	

Lynn: Reconstruction of Western Avenue (Route 107) (609246)

MPO Investment Program: Complete Streets

Evaluation Score: 74.9

Cost: $40,980,000



Main Objectives:

- Enhance safety and accessibility for all users through the full reconstruction of the corridor

Project Details:

- This project will reconstruct 1.9 miles of Western Avenue (Route 107) in Lynn between Centre Street and Eastern Avenue. Work will include roadway pavement reconstruction, drainage improvements, improved design for traffic operations and safety, new signs and pavement markings, and bicycle and ADA-compliant pedestrian improvements.
- Proposed improvements to intersection design and signal timing will improve the level of service to acceptable levels throughout the corridor during AM and PM peak periods. In addition, roadway operational improvements are anticipated to improve safety.
- MBTA bus routes 424, 434, and 450 serve this section of Western Avenue. The City will be evaluating transit signal priority and bus rapid transit elements during the design phase and improving bus stop locations throughout the corridor.
- Western Avenue conveys both transit and vehicular users to and from residences, local businesses, offices, restaurants, and grocery stores along the corridor, as well as providing regional roadway and transit connectivity between Salem and Peabody to the north and Boston to the south. Improving safety, efficiency, and aesthetics along the corridor for all users will further the City of Lynn's goals to promote investment and quality development along Western Avenue and throughout the City.
- Western Avenue will provide regional access via Route 107 to the One Lynn District, a MassDevelopment Transformative Development Initiative district in the City's downtown offering arts-based residential, retail, and diverse restaurant development in proximity to the Central Square MBTA commuter rail station.

Project Name	Reconstruction of Western Avenue (Route 107) (#609246)
Municipality/Proponent	Lynn
Project Type	Complete Streets

Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	3	2.25
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	2	
Project improves bicycle safety	3	3	2.25
Project improves pedestrian safety	3	3	2.25
Project improves safety for all users	4	4	
Safety Score	**18**	**18**	6.75
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	3	2.25
Improves evacuation route	1	1	
Improves connectivity to critical facilities	1	1	0.75
Project improves existing transit assets	2	1	0.75
Project improves existing pedestrian facilities	3	3	2.25
Project improves existing bridges	3	0	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**14**	6
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	2	1.5
Project invests in new transit assets	2	2	1.5
Project improves pedestrian network and ADA accessibility	4	1	0.75
Project improves bicycle network	4	4	3
Project improves truck movement	3	1	
Project addresses unreliable corridor	1	0	
Capacity Management and Mobility Score	**18**	**10**	6.75
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	3	
Project reduces other transportation-related emissions	5	5	3.75
Project enhances natural environment	4	3	
Clean Air and Sustainable Communities Score	**12**	**11**	3.75
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	3	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	1	
Project promotes access to affordable housing opportunities	3	3	
Economic Vitality Score	**12**	**10**	
Base Score	80	**63**	
Equity Score (Unscaled)	39		23.25
Equity Score (Scaled)	20		**11.9**
Total Score	**100**	**74.9**	

Manchester-by-the-Sea: Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) Over Saw Mill Brook (610671)

MPO Investment Program: Complete Streets

Evaluation Score: 34.8

Cost: $4,350,000

Main Objectives:

- The current bridge that carries Route 127 over Saw Mill Brook is deteriorating and is at risk of failing in the near future. This project will maintain the needed mobility in the town, providing the only brook crossing in the downtown.

Project Details:

- The project includes the replacement of the existing Central Street bridge over Sawmill Brook. The project will also include utility replacement, storm drainage upgrades, and roadway reconstruction of 225-foot section of Central Street between 29 Central Street and the Church Street intersection.
- The project seeks to continue the Town's complete streets section through the corridor. To that end, traffic signs, pavement markings, sidewalks, crosswalks, granite curb, and drainage structures will be replaced within the limits of the project. Pedestrian crossing bump-outs will be added at the crossing on Central Street to improve pedestrian safety and bring the roadway into ADA compliance.
- The new structure will positively impact the adjacent wildlife habitat in Saw Mill Brook and decrease the likelihood of flooding in the area.

Project Name	Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) over Saw Mill Brook (#610671)
Municipality/Proponent	Manchester-by-the-Sea
Project Type	Complete Streets

Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	1	0.5
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	0	
Project improves bicycle safety	3	0	0
Project improves pedestrian safety	3	2	1
Project improves safety for all users	4	1	
Safety Score	**18**	**7**	1.5
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	3	1.5
Improves evacuation route	1	1	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	0	0
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing bridges	3	2	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	1	
System Preservation and Modernization Score	**20**	**14**	3.5
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	0	0
Project invests in new transit assets	2	0	0
Project improves pedestrian network and ADA accessibility	4	1	0.5
Project improves bicycle network	4	0	0
Project improves truck movement	3	1	
Project addresses unreliable corridor	1	0	
Capacity Management and Mobility Score	**18**	**2**	0.5
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	0	
Project reduces other transportation-related emissions	5	0	0
Project enhances natural environment	4	2	
Clean Air and Sustainable Communities Score	**12**	**2**	0
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	1	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	2	
Project promotes access to affordable housing opportunities	3	1	
Economic Vitality Score	**12**	**7**	
Base Score	80	**32**	
Equity Score (Unscaled)	39		5.5
Equity Score (Scaled)	20		**2.8**
Total Score	**100**	**34.8**	

Salem: Boston Street Improvements (609437)

MPO Investment Program: Complete Streets

Evaluation Score: 67.8

Cost: $12,480,000

Main Objectives:

- Improve mobility for vehicles, bicycles, and pedestrians between Salem and Peabody and create separated bicycle facilities between the two municipalities that do not currently exist today
- Install ADA compliant bus stops
- Improve safety at pedestrian HSIP crash cluster near Peabody city line

Project Details:

- Major improvements to the corridor include incorporating complete streets design elements such as off-road bicycle facilities throughout the length of the corridor (either as separated bike lanes or a shared-use path), and ADA/AAB-compliant sidewalks, pedestrian ramps, and crosswalks.
- The proposed cross-section for Boston Street includes one lane of travel in each direction with additional turn lanes at signalized intersections (where warranted), on-street parking for portions of the corridor, and off-road bicycle facilities. Currently there are no bicycle facilities on Boston Street and this will provide a new bicycle through connection between Peabody and Downtown Salem.
- This project will add a new traffic signal at the intersection of Boston Street at Aborn Street and will upgrade existing traffic signals at the intersections of Boston Street at Essex Street, Boston Street at Bridge Street / Proctor Street / Goodhue Street, at Boston Street and Grove Street / Nichols Street.

Project Name	Boston Street Improvements (#609437)
Municipality/Proponent	Salem
Project Type	Complete Streets

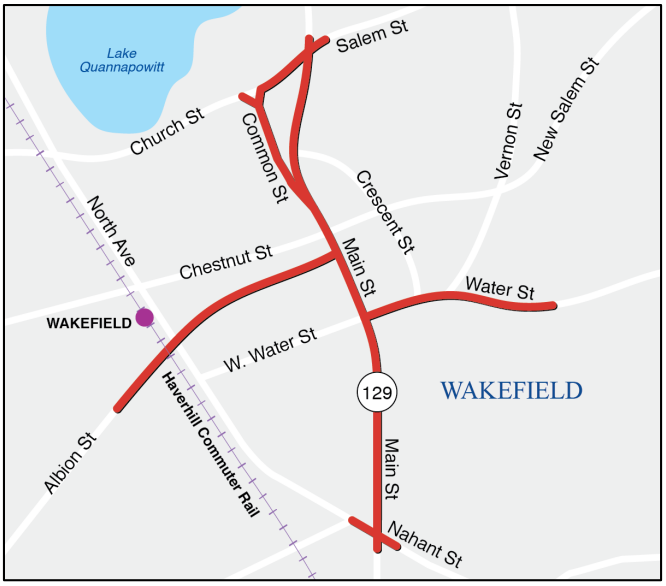
Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	1.5
Project addresses high-crash location	3	2	
Project addresses truck-related safety issue	2	1	
Project improves bicycle safety	3	2	1.5
Project improves pedestrian safety	3	3	2.25
Project improves safety for all users	4	2	
Safety Score	**18**	**12**	5.25
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	5	3.75
Improves evacuation route	1	1	
Improves connectivity to critical facilities	1	1	0.75
Project improves existing transit assets	2	1	0.75
Project improves existing pedestrian facilities	3	2	1.5
Project improves existing bridges	3	0	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**15**	6.75
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	1	0.75
Project invests in new transit assets	2	0	0
Project improves pedestrian network and ADA accessibility	4	4	3
Project improves bicycle network	4	4	3
Project improves truck movement	3	1	
Project addresses unreliable corridor	1	1	
Capacity Management and Mobility Score	**18**	**11**	6.75
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	3	2.25
Project enhances natural environment	4	4	
Clean Air and Sustainable Communities Score	**12**	**8**	2.25
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	3	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	2	
Project promotes access to affordable housing opportunities	3	3	
Economic Vitality Score	**12**	**11**	
Base Score	80	**57**	
Equity Score (Unscaled)	39		21
Equity Score (Scaled)	20		**10.8**
Total Score	**100**	**67.8**	

Wakefield: Main Street Reconstruction (610545)

MPO Investment Program: Complete Streets

Evaluation Score: 40.8

Cost: $26,382,000



Main Objectives:

- The goal of the project is to improve complete street design elements within the corridor to provide mobility and safety for all users (vehicles, bicycles and pedestrians) while enhancing the vibrancy and streetscape of Wakefield's downtown
- The project also aims to provide improved connections to transit (Wakefield Commuter Rail Station and bus routes 137/138) and to recreational and civic areas (Lake Quannapowitt & proposed Wakefield/Lynnfield Rail Trail) in Wakefield

Project Details:

- The proposed project includes the narrowing of the existing roadway cross section to incorporate dedicated bicycle facilities and improve intersection safety. Specifically, the project proposes the installation of a new elevated multi-use path on the South Main Street portion of the corridor (Water Street to North Ave), two new separated/elevated bike lanes for the heart of Downtown (Main Street from Crescent Street to Water Street), and a striped bike lane on Common Street (from Crescent Street to Yale Ave).
- The project will improve pedestrian mobility through the replacement of signal equipment and by making updates to pedestrian crossings and sidewalks to meet ADA requirements for cross slope and curb ramp construction. The Main Street corridor (Crescent Street to Water Street) and Water Street (Main Street to Vernon Street) are both pedestrian crash clusters.
- The project also enhances mobility between abutting neighborhoods to the Route 136 and 137 bus routes as well as the Wakefield Commuter Rail station.
- Existing signals at the Main Street/Salem Street, Main Street/Water Street, Main Street/North Avenue are proposed to be upgraded with the project. The Main Street/Water Street signal is proposed to be replaced with an adaptive system that will connected to a signal at the Water Street/Vernon Street intersection proposed to be replaced as part of the Wakefield/Lynnfield rail-trail project.

Project Name	Main Street Reconstruction (#610545)
Municipality/Proponent	Wakefield
Project Type	Complete Streets

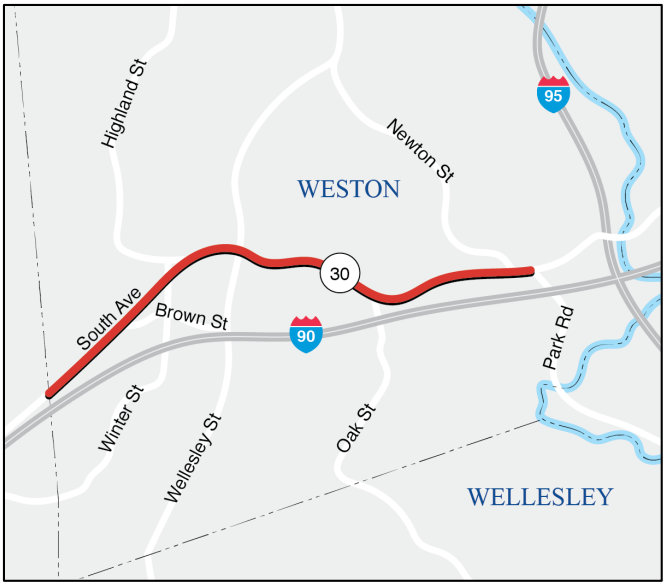
Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	1
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	0	
Project improves bicycle safety	3	2	1
Project improves pedestrian safety	3	3	1.5
Project improves safety for all users	4	2	
Safety Score	**18**	**12**	3.5
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	3	1.5
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	1	0.5
Project improves existing pedestrian facilities	3	0	0
Project improves existing bridges	3	0	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**10**	2.5
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	1	0.5
Project invests in new transit assets	2	0	0
Project improves pedestrian network and ADA accessibility	4	1	0.5
Project improves bicycle network	4	4	2
Project improves truck movement	3	0	
Project addresses unreliable corridor	1	0	
Capacity Management and Mobility Score	**18**	**6**	3
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	-1	
Project reduces other transportation-related emissions	5	-3	-1.5
Project enhances natural environment	4	4	
Clean Air and Sustainable Communities Score	**12**	**0**	-1.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	2	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	2	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**12**	**9**	
Base Score	80	**37**	
Equity Score (Unscaled)	39		7.5
Equity Score (Scaled)	20		**3.8**
Total Score	**100**	**40.8**	

Weston: Reconstruction on Route 30 (608954)

MPO Investment Program: Complete Streets

Evaluation Score: 49.2

Cost: $15,203,814



Main Objectives:

- Create a corridor that better serves all users of Route 30, including bicycles and pedestrians
- Improve pavement and roadway conditions along Route 30 and make geometric and safety improvements at intersections along the corridor

Project Details:

- This project is proposing to reconstruct the entire length of Route 30 within the Town of Weston that falls within the Town's roadway layout. The limits start at the Natick Town line in the west, to the end of the Town's roadway layout near the intersection of Cutters Bluff Lane. The total length of the project is approximately 3.7 miles.
- The proposed work includes a combination of resurfacing and box widening to achieve a proposed cross section of 11-foot lanes and 3-foot shoulders. Full depth reconstruction will only be used in areas where a change in roadway cross slope is necessary.
- This project also serves to provide 3.7 miles of 10-foot, separated, off-road shared use path (SUP) for the region with the intent of a future connection to other SUPs being planned along Route 30 in Newton. The SUP will run along the south side of the roadway from the Natick town line to the intersection at Newton Street. The SUP will cross to the north side at Newton Street to continue to the end of the project limits. The SUP would be separated from the roadway with a grass/landscape buffer where space allows. In some constrained areas, the SUP will abut the roadway.
- This project also includes intersection improvements along the corridor. Geometric improvements will be made to the intersections at Winter Street, Highland Street, Ash Street, and Oak Street. New traffic signals are proposed at Winter Street and Oak Street. A hybrid pedestrian/emergency signal is proposed at Ash Street. The Newton Street and Park Street intersections will include updated signal phasing and minor geometric changes in order to match the new roadway cross section.

Project Name	Reconstruction on Route 30 (#608954)
Municipality/Proponent	Weston
Project Type	Complete Streets

Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	1
Project addresses high-crash location	3	0	
Project addresses truck-related safety issue	2	2	
Project improves bicycle safety	3	2	1
Project improves pedestrian safety	3	2	1
Project improves safety for all users	4	3	
Safety Score	**18**	**11**	3
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	2	1
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	0	0
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing bridges	3	0	
Project improves existing pavement condition	3	2	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**10**	3
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	0	0
Project invests in new transit assets	2	0	0
Project improves pedestrian network and ADA accessibility	4	4	2
Project improves bicycle network	4	4	2
Project improves truck movement	3	1	
Project addresses unreliable corridor	1	1	
Capacity Management and Mobility Score	**18**	**10**	4
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	2	
Project reduces other transportation-related emissions	5	4	2
Project enhances natural environment	4	3	
Clean Air and Sustainable Communities Score	**12**	**9**	2
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	0	
Project serves existing employment and population centers	3	0	
Project demonstrates proponent investment	3	1	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**12**	**3**	
Base Score	80	**43**	
Equity Score (Unscaled)	39		12
Equity Score (Scaled)	20		**6.2**
Total Score	**100**	**49.2**	

Intersection Improvements

Milton: Intersection Improvements Squantum Street at Adams Street (608955)

MPO Investment Program:
Intersection Improvements

Evaluation Score: 34.4

Cost: $2,311,203

Main Objectives:

- Provide pedestrian and bicycle accommodations through the intersection
- Improve traffic flow and operations along the Adams Street and Squantum Street corridors through the signalization of the intersection

Project Details:

- The Town of Milton is proposing to improve safety and operations for vehicles, bicyclists, and pedestrians where Adams Street and Squantum Street intersect, consequently reducing congestion and the occurrence of crashes. The proposed project will introduce a traffic signal at the intersection to better regulate traffic flow from Squantum Street onto Adams Street, where significant delays currently exist during peak periods.
- Improvements will be made to sidewalks and curb ramps to meet ADA/AAB standards and shorter pedestrian crosswalks and restriping will be considered within the project limits.
- Dedicated bicycle facilities will be included with the project to connect to the existing bicycle network on Adams Street located west of the project area.
- Existing lighting will be maintained or relocated as needed based on relocation of utility poles.

Project Name	Intersection Improvements - Squantum Street at Adams Street (#608955)
Municipality/Proponent	Milton
Project Type	Intersection Improvements

Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	1	0.5
Project addresses high-crash location	3	1	
Project addresses truck-related safety issue	2	0	
Project improves bicycle safety	4	2	1
Project improves pedestrian safety	4	3	1.5
Project improves safety for all users	5	2	
Safety Score	**21**	**9**	3
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	1	0.5
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	1	0.5
Project improves existing pedestrian facilities	3	2	1
Project improves existing pavement condition	3	2	
Project improves other existing assets	2	1	
System Preservation and Modernization Score	**17**	**8**	2.5
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	-1	-0.5
Project invests in new transit assets	2	1	0.5
Project improves pedestrian network and ADA accessibility	4	1	0.5
Project improves bicycle network	4	3	1.5
Project improves truck movement	3	0	
Project addresses unreliable corridor	1	1	
Capacity Management and Mobility Score	**18**	**5**	2
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	3	1.5
Project enhances natural environment	4	0	
Clean Air and Sustainable Communities Score	**12**	**4**	1.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	0	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	0	
Project promotes access to affordable housing opportunities	3	1	
Economic Vitality Score	**12**	**4**	
Base Score	80	**30**	
Equity Score (Unscaled)	41		9
Equity Score (Scaled)	20		**4.4**
Total Score	**100**	**34.4**	

Weston: Intersection Improvements Boston Post Road (Route 20) at Wellesley Street (608940)

MPO Investment Program:
Intersection Improvements

Evaluation Score: 50.6

Cost: $1,219,250

Main Objectives:

- Address the safety concerns and crash incidents that contribute to the intersection's inclusion on the State's HSIP eligibility list as a high crash location
- Address traffic congestion on Boston Post Road and the side streets
- Improve cross-town connectivity along Route 20
- Improve pedestrian and bicycle accommodations

Project Details:

- The project limits include the immediate vicinity of the intersection of Route 20, Boston Post Road, Wellesley Street and Winsor Way.
- The project scope includes the installation of a new traffic signal system, reconfiguring the intersection to address documented safety issues, consolidating pavement area, and the simplification of turning movements. Simplifying the geometry of the intersection requires the relocation and introduction of a curve along Winsor Way, which can be accomplished within existing rights-of-way.
- Proposed pedestrian improvements include replacement of sidewalks along the north side of Route 20 (800') and the east side of Boston Post Road (150'). New sidewalk is proposed on the south side of Route 20 (300'), the west side of Boston Post Road (150'), and on both sides of Wellesley Street (100') within the immediate intersection limits. The proposed traffic signal system includes protected pedestrian crossings and crosswalks are proposed on all approaches to the intersection.
- A school bus stop that serves Winsor Way will be incorporated into the design and includes a sidewalk connection between the bus stop location and Winsor Way.
- The roadway cross-section will be widened slightly to accommodate four lanes, including bicycle lanes.

Project Name	Intersection Improvements - Boston Post Road (Route 20) at Wellesley Street (#608940)		
Municipality/Proponent	Weston		
Project Type	Intersection Improvements		
Scoring Criteria	**Max Points**	**Base Score**	**Equity Score**
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	1
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	1	
Project improves bicycle safety	4	2	1
Project improves pedestrian safety	4	3	1.5
Project improves safety for all users	5	4	
Safety Score	**21**	**15**	3.5
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	2	1
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	0	0
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing pavement condition	3	2	
Project improves other existing assets	2	1	
System Preservation and Modernization Score	**17**	**9**	3
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	0	0
Project invests in new transit assets	2	1	0.5
Project improves pedestrian network and ADA accessibility	4	4	2
Project improves bicycle network	4	2	1
Project improves truck movement	3	2	
Project addresses unreliable corridor	1	1	
Capacity Management and Mobility Score	**18**	**10**	3.5
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	3	1.5
Project enhances natural environment	4	4	
Clean Air and Sustainable Communities Score	**12**	**8**	1.5
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	0	
Project serves existing employment and population centers	3	0	
Project demonstrates proponent investment	3	1	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**12**	**3**	
Base Score	80	**45**	
Equity Score (Unscaled)	41		11.5
Equity Score (Scaled)	20		**5.6**
Total Score	**100**	**50.6**	

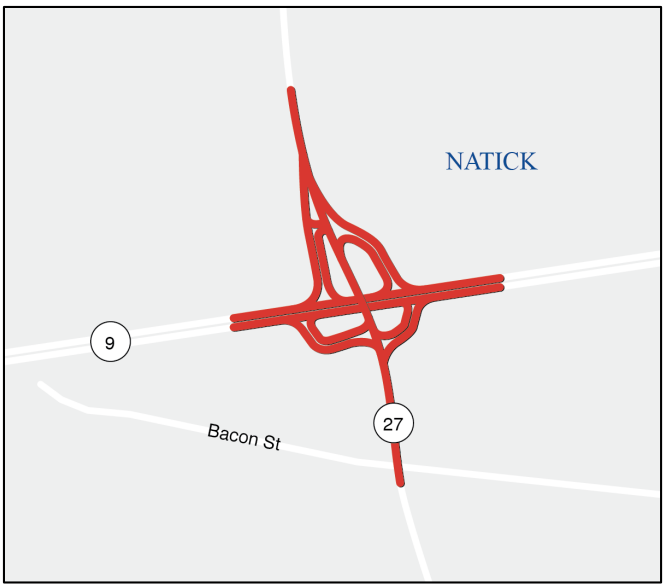
Major Infrastructure

Natick: Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements (605313)

MPO Investment Program: Major Infrastructure

Evaluation Score: 57.7

Cost: $45,097,350



Main Objectives:

- Improve roadway geometry and sight distances to meet modern safety standards and provide accommodations for pedestrian and bicycle travel
- Reconstruct a bridge that was built in 1931 and is currently listed as structurally deficient

Project Details:

- This project proposes to completely reconfigure and reconstruct the bridge that carries Route 27 over Route 9, creating a modified diverging diamond layout that aims to improve traffic flow and roadway geometry while enhancing safety for all users.
- There are currently no ADA-compliant sidewalks or bike lanes on the bridge. Only one side of the bridge has sidewalks, which are in poor condition. This project will create a dedicated bicycle and pedestrian bridge along with off-road facilities throughout the project area, providing a pedestrian and bicycle link between the neighborhoods north of Route 9 with Natick Center and the Cochituate Rail Trail.

Project Name	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements (#605313)
Municipality/Proponent	Natick
Project Type	Major Infrastructure

Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	3	1.5
Project addresses high-crash location	3	3	
Project addresses truck-related safety issue	2	1	
Project improves bicycle safety	3	2	1
Project improves pedestrian safety	3	2	1
Project improves safety for all users	4	2	
Safety Score	**18**	**13**	3.5
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	1	0.5
Improves evacuation route	1	0	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	1	0.5
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing bridges	3	3	
Project improves existing pavement condition	3	2	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**13**	3
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	1	0.5
Project invests in new transit assets	2	0	0
Project improves pedestrian network and ADA accessibility	4	4	2
Project improves bicycle network	4	4	2
Project improves truck movement	3	1	
Project addresses unreliable corridor	1	1	
Capacity Management and Mobility Score	**18**	**11**	4.5
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	2	
Project reduces other transportation-related emissions	5	4	2
Project enhances natural environment	4	2	
Clean Air and Sustainable Communities Score	**12**	**8**	2
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	0	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	0	
Project promotes access to affordable housing opportunities	3	3	
Economic Vitality Score	**12**	**6**	
Base Score	80	**51**	
Equity Score (Unscaled)	39		13
Equity Score (Scaled)	20		**6.7**
Total Score	**100**	**57.7**	

Somerville: McGrath Boulevard Project (607981)

MPO Investment Program: Major Infrastructure

Evaluation Score: 72.2

Cost: $88,250,000

Main Objectives:

- Enhance safety and accessibility for all users by rationalizing intersections, improving signalization, and creating off-street pedestrian and bicycle facilities
- Increase quality of life for the Inner Belt, Brickbottom, and Union Square neighborhoods by increasing connectivity throughout the corridor and removing the existing elevated barrier between neighborhoods

Project Details:

- The proposed improvements will remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard, approximately 1.5 miles long, from Broadway in the north to Third Street in the south.
- The project will result in more conventional intersection configurations at Washington Street and Somerville Avenue, which are currently under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks.
- Project will enhance transit access along the corridor, improving bus operations and the bus rider experience with the installation of floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections.
- New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Somerville Community Path, creating access to the regional bicycle transportation network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line station in East Somerville.

Project Name	McGrath Boulevard Project (#607981)
Municipality/Proponent	Somerville
Project Type	Major Infrastructure

Scoring Criteria	Max Points	Base Score	Equity Score
Safety: Transportation by all modes will be safe.			
Project addresses severe-crash location	3	2	1
Project addresses high-crash location	3	1	
Project addresses truck-related safety issue	2	0	
Project improves bicycle safety	3	3	1.5
Project improves pedestrian safety	3	3	1.5
Project improves safety for all users	4	4	
Safety Score	**18**	**13**	4
System Preservation and Modernization: Maintain and modernize the transportation system and plan for its resiliency.			
Project incorporates resiliency elements into its design	5	5	2.5
Improves evacuation route	1	1	
Improves connectivity to critical facilities	1	1	0.5
Project improves existing transit assets	2	2	1
Project improves existing pedestrian facilities	3	3	1.5
Project improves existing bridges	3	2	
Project improves existing pavement condition	3	3	
Project improves other existing assets	2	2	
System Preservation and Modernization Score	**20**	**19**	5.5
Capacity Management and Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.			
Project reduces transit passenger delay	4	3	1.5
Project invests in new transit assets	2	2	1
Project improves pedestrian network and ADA accessibility	4	4	2
Project improves bicycle network	4	4	2
Project improves truck movement	3	0	
Project addresses unreliable corridor	1	0	
Capacity Management and Mobility Score	**18**	**13**	6.5
Clean Air and Sustainable Communities: Create an environmentally friendly transportation system.			
Project reduces CO2 emissions	3	1	
Project reduces other transportation-related emissions	5	4	2
Project enhances natural environment	4	3	
Clean Air and Sustainable Communities Score	**12**	**8**	2
Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality.			
Project serves sites targeted for future development	3	3	
Project serves existing employment and population centers	3	3	
Project demonstrates proponent investment	3	2	
Project promotes access to affordable housing opportunities	3	2	
Economic Vitality Score	**12**	**10**	
Base Score	80	**63**	
Equity Score (Unscaled)	39		18
Equity Score (Scaled)	20		**9.2**
Total Score	**100**	**72.2**	

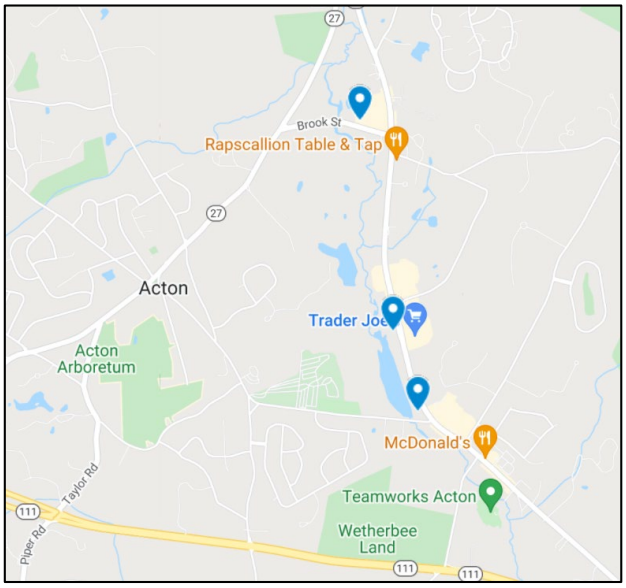
Community Connections

Acton: Bicycle Parking along the Bruce Freeman Rail Trail

MPO Investment Program: Community Connections

Evaluation Score: 58

Cost: $8,017



Main Objectives:

- Install three bicycle racks at key locations along Great Road
- Enhance connectivity between the adjacent Bruce Freeman Rail Trail and local businesses
- Support access to open space and existing transit, including South Acton Commuter Rail station and CrossTown Connect service

Project Details:

- The project proposes the installation of bicycle racks at three locations along Great Road and the Bruce Freeman Rail Trail, which parallel each other through Acton. These racks could accommodate up to 18 bicycles.
- This project aims to support Acton's mode-shift goals by providing complementary investments to the Town's existing network of bicycle lanes, off-street shared-use paths, and MBTA Commuter Rail station.
- The project also aims to increase bicycle parking near commercial districts in an effort to support those local businesses that have been harmed by COVID-19. Increasing bicycle parking will allow users of the Bruce Freeman Rail Trail to more easily frequent these businesses.

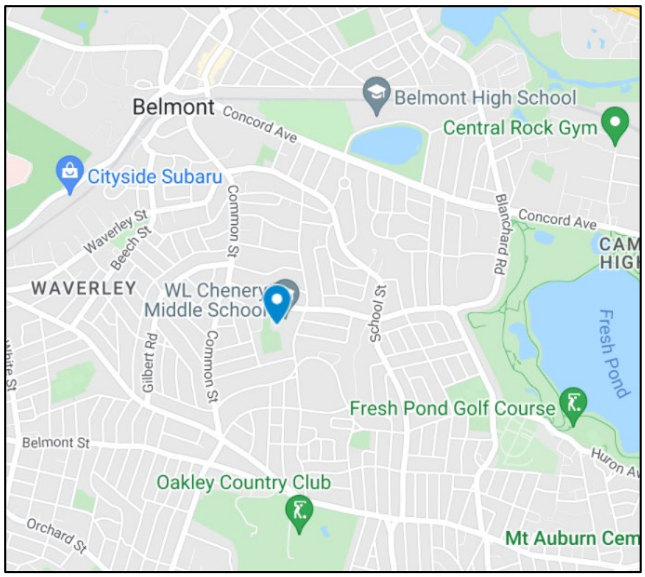
Project Name	Bicycle Parking along the Bruce Freeman Rail Trail		
Municipality/Proponent	Acton		
Project Type	Community Connections (Point Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		6	0
Project connects to existing transit hubs		6	0
Project creates connections for people walking and bicycling		6	6
Connectivity Score		**18**	**6**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	0
Project demonstrates collaboration across multiple sectors		3	0
Project collaborators submit letters of support to MPO		3	2
Coordination Score		**15**	**2**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	0
Project is included in statewide plans or studies		3	3
Plan Implementation Score		**15**	**9**
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		18	9
Transportation Equity Score		**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	10
Project application includes estimates of future demand or usage		6	6
Project demand estimate is realistic and grounded in thorough analysis		6	6
Mode Shift and Demand Projection Score		**24**	**22**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**58**

Belmont: Chenery Middle School Bicycle Parking

MPO Investment Program: Community Connections

Evaluation Score: 49.75

Cost: $4,376



Main Objectives:

- Install one shelter for an existing bicycle rack at Chenery Middle School
- Support year-round bicycling to school for students
- Promote bicycle as a transportation alternative to decrease single-occupancy vehicle traffic and enhance safety near school

Project Details:

- This project will install one shelter over an existing bicycle rack at Chenery Middle School in Belmont, allowing enough space for 10-12 bicycles to park in a covered location.
- Currently, there is no covered bicycle parking at the school, which deters students from bicycling on rainy days. On nice days, approximately 100 students bicycle to school, while on poor-weather days, approximately 20 students do so.
- This projects aims to show proof-of-concept for covered bicycle parking at Chenery Middle School. If the covered rack is well utilized, the school intends to expand covered bicycle parking further.

Project Name	Chenery Middle School Bicycle Parking		
Municipality/Proponent	Belmont		
Project Type	Community Connections (Point Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		6	1.75
Project connects to existing transit hubs		6	2
Project creates connections for people walking and bicycling		6	1
Connectivity Score		**18**	**4.75**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	3
Project demonstrates collaboration across multiple sectors		3	0
Project collaborators submit letters of support to MPO		3	3
Coordination Score		**15**	**6**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	3
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	1
Project is included in statewide plans or studies		3	1
Plan Implementation Score		**15**	**5**
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		18	6
Transportation Equity Score		**18**	**6**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	6
Project application includes estimates of future demand or usage		6	6
Project demand estimate is realistic and grounded in thorough analysis		6	6
Mode Shift and Demand Projection Score		**24**	**18**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**49.75**

Cambridge: Bluebikes Station Replacement and System Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 78

Cost: $349,608

Main Objectives:

- Install two new Bluebikes stations at much-requested locations
- Replace five existing Bluebikes stations to maintain a state of good repair
- Fill network gaps while accommodating growing demand for bikeshare in Cambridge

Project Details:

- The project proposes the installation of two new Bluebikes stations in Cambridge that have been frequently requested in the past by community members. These new stations are proposed at the Callanan Playground in West Cambridge and in Harvard Square at Church Street.
- The project also proposed the replacement of five of Cambridge's original Bluebikes stations, which are now roughly 10 years old. The replacement of these stations will help to maintain a state of good repair across the system, ensuring these stations continue to function as key nodes in the broader Bluebikes network. Replacement stations are proposed at the following locations:
    - Lafayette Square at Massachusetts Avenue
    - Lower Cambridgeport at Magazine Street and Riverside Road
    - Danehy Park
    - Lechmere Station at Cambridge Street and First Street
    - Harvard Square at Massachusetts Avenue and Dunster Street

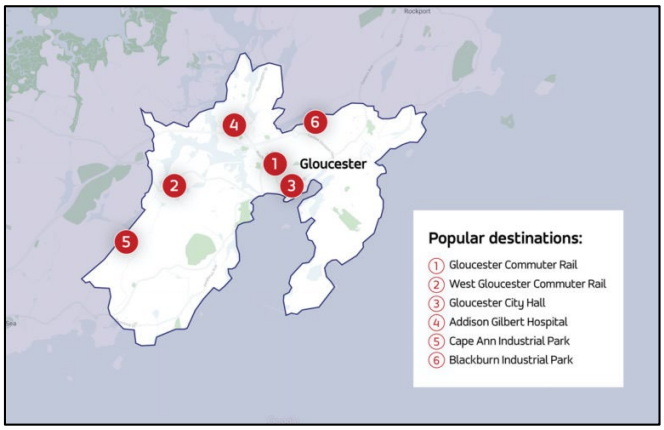
Project Name	Bluebikes Replacement Stations and System Expansion	
Municipality/Proponent	Cambridge	
Project Type	Community Connections (Point Project)	
Scoring Criteria	**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.		
Project connects to existing activity hubs and residential developments	6	6
Project connects to existing transit hubs	6	6
Project creates connections for people walking and bicycling	6	6
Connectivity Score	**18**	**18**
Coordination: Encourage project coordination or cooperation across sectors and organizations.		
Project demonstrates collaboration between multiple entities	9	3
Project demonstrates collaboration across multiple sectors	3	1.5
Project collaborators submit letters of support to MPO	3	0
Coordination Score	**15**	**4.5**
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	6	4.5
Project is included in statewide plans or studies	3	2
Plan Implementation Score	**15**	**12.5**
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	18	9
Transportation Equity Score	**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.		
Project allows new trips that would not otherwise be taken without a car	12	12
Project application includes estimates of future demand or usage	6	6
Project demand estimate is realistic and grounded in thorough analysis	6	6
Mode Shift and Demand Projection Score	**24**	**24**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.		
Project application includes completed budget worksheet that demonstrates financial viability of project	10	10
Fiscal Sustainability Score	**10**	**10**
Total Score	**100**	**78**

Cape Ann Transportation Authority: CATA On Demand Microtransit Service Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 61.75

Cost: $266,760 in FFY 2023
$212,052 in FFY 2024
$171,821 in FFY 2025



Main Objectives:

- Expand existing CATA On Demand service to include the Town of Rockport and the Lanesville neighborhood in Gloucester
- Connect residents to existing transit services and key destinations
- Encourage mode shift from single occupancy vehicles (SOV) to buses

Project Details:

- CATA On Demand is a microtransit service operating in a service zone within the City of Gloucester. The existing zone includes two MBTA Commuter Rail stations, two industrial parks, a hospital, and the waterfront district.
- The original purpose of CATA On Demand was to address the first- and last-mile gaps for commuters between existing transit and employment centers. The service has evolved, however, to serve a broader group of riders, including students, families, people with disabilities, and older adults.
- The expansion of the service to include new locations is meant to continue to broaden the appeal of CATA On Demand to this wider audience and to better meet their needs when accessing school, medical appointments, grocery stores, and other essential destinations.

Project Name	CATA On Demand Microtransit Service Expansion	
Municipality/Proponent	Cape Ann Transportation Authority (CATA)	
Project Type	Community Connections (Area Project)	
Scoring Criteria	**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.		
Project connects to existing activity hubs and residential developments	9	4.75
Project connects to existing transit hubs	9	6
Connectivity Score	**18**	**10.75**
Coordination: Encourage project coordination or cooperation across sectors and organizations.		
Project demonstrates collaboration between multiple entities	9	3
Project demonstrates collaboration across multiple sectors	3	3
Project collaborators submit letters of support to MPO	3	0
Coordination Score	**15**	**6**
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	6	0
Project is included in statewide plans or studies	3	3
Plan Implementation Score	**15**	**9**
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	18	6
Transportation Equity Score	**18**	**6**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.		
Project allows new trips that would not otherwise be taken without a car	12	11
Project application includes estimates of future demand or usage	6	4.5
Project demand estimate is realistic and grounded in thorough analysis	6	4.5
Mode Shift and Demand Projection Score	**24**	**20**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.		
Project application includes completed budget worksheet that demonstrates financial viability of project	10	10
Fiscal Sustainability Score	**10**	**10**
Total Score	**100**	**61.75**

Medford and Malden: Bluebikes System Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 78

Cost: $ 145,821

Main Objectives:

- Expand the Bluebikes bike share system in the cities of Medford and Malden
- Build upon the six stations funded in these two communities through a prior Community Connections grant
- Increase the network of stations to enhance access to transit, key destinations, and neighboring Bluebikes municipalities

Project Details:

- This project will create four new Bluebikes stations: three in Medford and one in Malden.
- Tentative station locations include: Along Medford Street in Malden, adjacent to the Northern Strand Community Trail; Main Street and Harvard Street in Medford, near the forthcoming College Avenue and Ball Square MBTA Green Line stations; and at two locations within the Mystic River State Reservation.
- These new stations will enhance the role of Medford and Malden in the regional Bluebikes network, allowing them to aid in creating better connections across their neighboring Bluebikes communities of Arlington, Somerville, and Everett. These stations will also create better first- and last-mile connectivity between the robust range of MBTA services in these communities (Orange Line, Green Line, Commuter Rail, and bus service) and key destinations such as Tufts University and local recreation.

Project Name	Bluebikes System Expansion	
Municipality/Proponent	Medford and Malden	
Project Type	Community Connections (Point Project)	
Scoring Criteria	**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.		
Project connects to existing activity hubs and residential developments	6	6
Project connects to existing transit hubs	6	5
Project creates connections for people walking and bicycling	6	6
Connectivity Score	**18**	**17**
Coordination: Encourage project coordination or cooperation across sectors and organizations.		
Project demonstrates collaboration between multiple entities	9	6
Project demonstrates collaboration across multiple sectors	3	3
Project collaborators submit letters of support to MPO	3	3
Coordination Score	**15**	**12**
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	6	0
Project is included in statewide plans or studies	3	0
Plan Implementation Score	**15**	**6**
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	18	9
Transportation Equity Score	**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.		
Project allows new trips that would not otherwise be taken without a car	12	12
Project application includes estimates of future demand or usage	6	6
Project demand estimate is realistic and grounded in thorough analysis	6	6
Mode Shift and Demand Projection Score	**24**	**24**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.		
Project application includes completed budget worksheet that demonstrates financial viability of project	10	10
Fiscal Sustainability Score	**10**	**10**
Total Score	**100**	**78**

MetroWest Regional Transit Authority: CatchConnect Microtransit Service Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 59

Cost: $113,000 in FFY 2023
$119,540 in FFY 2024
$127,590 in FFY 2025

Main Objectives:

- Expand the existing CatchConnect microtransit service to include the municipalities of Hudson and Marlborough
- Connect residents and workers to existing MWRTA fixed-route service in the project area

Project Details:

- MWRTA is proposing to expand its CatchConnect microtransit program to include an additional service area in Hudson and Marlborough. This added service region will allow consumers in this region to connect to MWRTA fixed route services in the area, the Route 7 traveling North and South to Framingham via Route 85 and Route 30 and the Route 7C travelling East and West through downtown Marlborough from the Solomon Pond Mall to the Wayside Inn via Route 20.
- This service area would be designed so that it runs along the border of the existing Marlborough routes, providing a connection to these routes for the greater Marlborough area and Hudson without duplicating trips that could be performed via fixed route.
- Service is app-based, through which the public can use MWRTA's existing CatchConnect mobile app to book rides. Service would include an option to call in reservations for consumers that do not wish to use an app to book trips. All vehicles being used for this service would be wheelchair lift equipped and all drivers will be trained in providing service to consumers with disabilities.

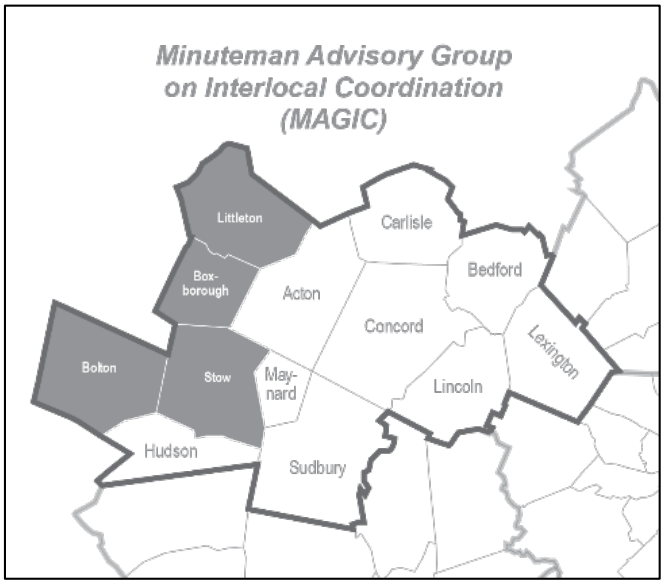
Project Name	CatchConnect Microtransit Service Expansion		
Municipality/Proponent	MetroWest Regional Transit Authority (MWRTA)		
Project Type	Community Connections (Area Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		9	8
Project connects to existing transit hubs		9	4
Connectivity Score		**18**	**12**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	0
Project demonstrates collaboration across multiple sectors		3	0
Project collaborators submit letters of support to MPO		3	3
Coordination Score		**15**	**3**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	3
Project is included in statewide plans or studies		3	0
Plan Implementation Score		**15**	**9**
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		18	9
Transportation Equity Score		**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	10
Project application includes estimates of future demand or usage		6	3
Project demand estimate is realistic and grounded in thorough analysis		6	3
Mode Shift and Demand Projection Score		**24**	**16**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**59**

Montachusett Regional Transit Authority (MART) Microtransit Service

MPO Investment Program:
Community Connections

Evaluation Score: 57

Cost: $383,253 in FFY 2023
$344,283 in FFY 2024
$325,313 in FFY 2025



Main Objectives:

- Establish an on-demand microtransit service to serve the communities of Bolton, Boxborough, Littleton and Stow
- Connect residents to employment centers and activity hubs
- Provide a low-cost transportation option to encourage non-single occupancy vehicle (SOV) trips

Project Details:

- This project will provide a safe, affordable and environmentally friendly non-SOV transportation option in an area with very limited transportation service.
- A microtransit operation will serve populations with unique needs including: 1) residents not qualified for subsidized transportation; 2) employees who work in the rural parts of the region, and 3) residents who cannot use the current shuttles running in the area.
- The project will utilize MART's existing fleet of 60+ vehicles. The routes will be dynamic in nature due to the varying trip origins and destinations. Routes will be determined by analyzing rider data that will be used to book standing orders, groups and individual rides.
- MART will use QRyde software for riders to book, manage and pay for rides through a mobile app. Users can do cashless transactions similar to ridesharing companies like Uber and Lyft.
- The proposed microtransit operation aims to improve economic vitality in the region using a community-based transportation model. Performance measures include number of trips, trip length, and shared rides, among others.

Project Name	MART Microtransit Service		
Municipality/Proponent	Montachusett Regional Transit Authority (MART)		
Project Type	Community Connections (Area Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		9	2
Project connects to existing transit hubs		9	5
Connectivity Score		**18**	**7**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	9
Project demonstrates collaboration across multiple sectors		3	3
Project collaborators submit letters of support to MPO		3	3
Coordination Score		**15**	**15**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	3
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	0
Project is included in statewide plans or studies		3	0
Plan Implementation Score		**15**	**3**
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		18	6
Transportation Equity Score		**18**	**6**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	10
Project application includes estimates of future demand or usage		6	3
Project demand estimate is realistic and grounded in thorough analysis		6	3
Mode Shift and Demand Projection Score		**24**	**16**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**57**

Newton: NewMo Microtransit Service Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 87

Cost: $330,132 in FFY 2023
$214,597 in FFY 2024
$167,730 in FFY 2025

Main Objectives:

- Expand existing city-wide microtransit service to include stops in Watertown, Waltham, Weston, Wellesley, Needham, and Boston
- Connect riders to employment centers, activity hubs, and public transportation

Project Details:

- NewMo is Newton's on-demand rideshare system, operated by Via. The system uses state-of-the-art technology to cost-effectively deliver dynamically routed, shared rides using microtransit technology. Anyone in Newton can currently take NewMo anywhere within the City. The system is on track to provide 50,000 trips in its first year and sees significant ridership by low-income individuals, commuters, seniors and students.
- The Boston MPO has contributed funding to NewMo's initial launch, with $727,000 allocated to the project in FFY 2021-23.
- This service expansion is anticipated to increase ridership levels, building upon the strong base of existing ridership by allowing users to access a range of destinations across six additional municipalities.

Project Name	NewMo Microtransit Service Expansion		
Municipality/Proponent	Newton		
Project Type	Community Connections (Area Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		9	9
Project connects to existing transit hubs		9	9
Connectivity Score		**18**	**18**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	9
Project demonstrates collaboration across multiple sectors		3	3
Project collaborators submit letters of support to MPO		3	2
Coordination Score		**15**	**14**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	6
Project is included in statewide plans or studies		3	0
Plan Implementation Score		**15**	**12**
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		18	9
Transportation Equity Score		**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	12
Project application includes estimates of future demand or usage		6	6
Project demand estimate is realistic and grounded in thorough analysis		6	6
Mode Shift and Demand Projection Score		**24**	**24**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**87**

Salem: Bluebikes System Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 77

Cost: $119,629

Main Objectives:

- Expand the Bluebikes network in Salem with three new stations, enhancing the existing seven-station network in the City
- Enhance first- and last-mile connections between transit and key destinations
- Complement Salem's growing system of bicycle lanes and shared-use paths

Project Details:

- This project proposes the purchase of bikes and stations to expand Salem's Bluebikes system to reach a critical mass that meets the mobility needs of the community's residents, employees, students, and visitors. The City launched a 7-station, 44-bike system in June of 2020, funded in part by a MassDOT Shared Streets & Spaces grant, to serve the downtown core and select destinations.
- Stations are proposed at: Salem State University—North Campus; Goodhue Street and Grove Street, near the Bridge Street Multi-Use Path; and Essex Street and Dalton Parkway, near Salem's middle and high schools and Salem Hospital.
- Salem's expanded Bluebikes services will be funded and promoted through a collaboration among the City of Salem, Salem State University, Salem Hospital, Destination Salem, and Blue Cross Blue Shield of Massachusetts.
- The expanded bike share program encourages utilization of Salem's growing network of off-street paths and buffered bike lanes, helping to reduce the number and severity of crashes as well as improve safety and accessibility for all modes.

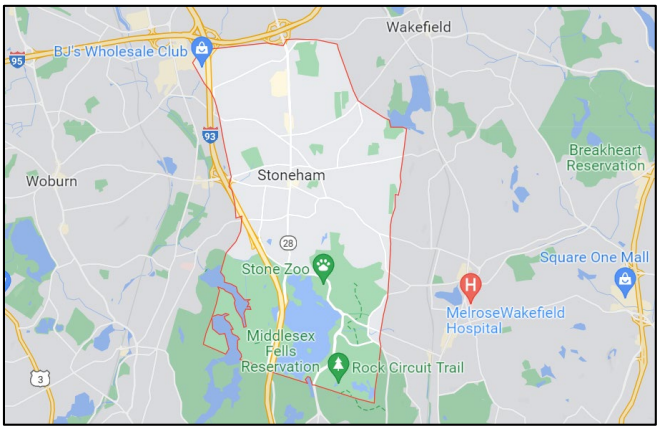
Project Name	Bluebikes System Expansion		
Municipality/Proponent	Salem		
Project Type	Community Connections (Point Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		6	6
Project connects to existing transit hubs		6	2
Project creates connections for people walking and bicycling		6	5
Connectivity Score		**18**	**13**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	9
Project demonstrates collaboration across multiple sectors		3	3
Project collaborators submit letters of support to MPO		3	3
Coordination Score		**15**	**15**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	0
Project is included in statewide plans or studies		3	0
Plan Implementation Score		**15**	**6**
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		18	9
Transportation Equity Score		**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	12
Project application includes estimates of future demand or usage		6	6
Project demand estimate is realistic and grounded in thorough analysis		6	6
Mode Shift and Demand Projection Score		**24**	**24**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**77**

Stoneham: Stoneham Shuttle Service

MPO Investment Program:
Community Connections

Evaluation Score: 72

Cost: $264,151 in FFY 2023
$209,151 in FFY 2024
$164,151 in FFY 2025



Main Objectives:

- Create a shuttle service to foster east-west connections between Stoneham and neighboring communities
- Fill gaps in transit service and connect commuters and residents with existing transit options

Project Details:

- The Town of Stoneham, in collaboration with local partners, seeks funding to pilot a multi-year local shuttle service which will connect Stoneham residents and Stoneham based business employees to expanded transportation options in surrounding communities during peak hours and within municipality during non-peak hours.
- Stoneham has only one MBTA bus (Route 132) line that runs north/south that connects area riders to the Orange Line station in Malden. This limited service creates a reliance of single-use vehicles for short trips to local business districts and medical appointments as well as the daily needs of the workforce population.
- The Town plans to use a 24-passenger bus that would operate on a 12-hour/day schedule Monday-Friday, with shorter hours on Saturday. During peak hours, the shuttle would stop at defined destinations along the route. During off-peak hours, the shuttle could go off-route based on the needs of riders.

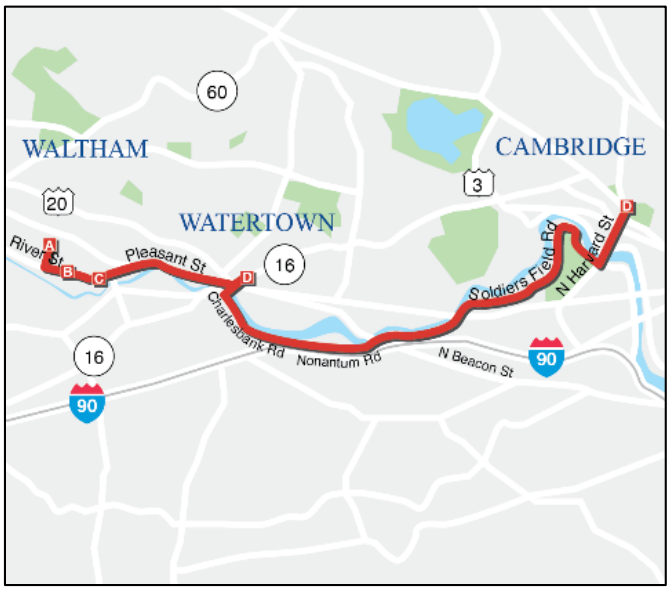
Project Name	Stoneham Shuttle Service		
Municipality/Proponent	Stoneham		
Project Type	Community Connections (Point Project)		
Scoring Criteria		**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.			
Project connects to existing activity hubs and residential developments		6	6
Project connects to existing transit hubs		6	3
Project creates connections for people walking and bicycling		6	6
Connectivity Score		**18**	**15**
Coordination: Encourage project coordination or cooperation across sectors and organizations.			
Project demonstrates collaboration between multiple entities		9	6
Project demonstrates collaboration across multiple sectors		3	3
Project collaborators submit letters of support to MPO		3	3
Coordination Score		**15**	**12**
Plan Implementation: Support local, regional, and statewide planning efforts.			
Project is included in local plans or studies		6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council		6	3
Project is included in statewide plans or studies		3	3
Plan Implementation Score		**15**	**12**
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		18	6
Transportation Equity Score		**18**	**6**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.			
Project allows new trips that would not otherwise be taken without a car		12	11
Project application includes estimates of future demand or usage		6	3
Project demand estimate is realistic and grounded in thorough analysis		6	3
Mode Shift and Demand Projection Score		**24**	**17**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.			
Project application includes completed budget worksheet that demonstrates financial viability of project		10	10
Fiscal Sustainability Score		**10**	**10**
Total Score		**100**	**72**

Watertown: Pleasant Street Shuttle Service Expansion

MPO Investment Program:
Community Connections

Evaluation Score: 78

Cost: $350,260 in FFY 2023
$268,347 in FFY 2024
$183,151 in FFY 2025



Main Objectives:

- Expand recently launched shuttle service along the Pleasant Street corridor, doubling service and switching to electric vehicles
- Provide peak hour shuttle services connecting businesses and residential locations to major transit hubs in Watertown and Cambridge
- Improve access to employment centers for commuters and residents in an area with limited access to public transportation

Project Details:

- The proposed project will expand upon the existing Pleasant Street Shuttle, which launched in September 2021 as a partnership between the Town of Watertown and the Watertown TMA. The service runs along a 1.5-mile stretch of Pleasant Street that has no transit service.
- The Pleasant Street corridor is developing quickly, with significant new residential and commercial development recently opened or ongoing. The current shuttle service serves these riders, connecting them with existing transit options in Watertown Square (MBTA bus routes 52, 57, 59, 70, 71, and 504) and Harvard Square (MBTA Red Line and 12 additional bus routes).
- The proposed project seeks to fund the expansion of the existing service, reducing headways by 50 percent (every 30 minutes, from 60 minutes) and allowing the service to switch to cleaner all-electric shuttles.

Project Name	Pleasant Street Shuttle Service Expansion	
Municipality/Proponent	Watertown	
Project Type	Community Connections (Point Project)	
Scoring Criteria	**Max Points**	**Score**
Connectivity: Improve first- and last-mile connections to key destinations.		
Project connects to existing activity hubs and residential developments	6	6
Project connects to existing transit hubs	6	6
Project creates connections for people walking and bicycling	6	6
Connectivity Score	**18**	**18**
Coordination: Encourage project coordination or cooperation across sectors and organizations.		
Project demonstrates collaboration between multiple entities	9	6
Project demonstrates collaboration across multiple sectors	3	3
Project collaborators submit letters of support to MPO	3	3
Coordination Score	**15**	**12**
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	6	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	6	3
Project is included in statewide plans or studies	3	0
Plan Implementation Score	**15**	**9**
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	18	9
Transportation Equity Score	**18**	**9**
Mode Shift and Demand Projection: Enable meaningful modal shift from single-occupancy vehicles to other travel means through demonstrated demand.		
Project allows new trips that would not otherwise be taken without a car	12	11
Project application includes estimates of future demand or usage	6	4.5
Project demand estimate is realistic and grounded in thorough analysis	6	4.5
Mode Shift and Demand Projection Score	**24**	**20**
Fiscal Sustainability: Support projects that are financially viable after the conclusion of MPO funding support.		
Project application includes completed budget worksheet that demonstrates financial viability of project	10	10
Fiscal Sustainability Score	**10**	**10**
Total Score	**100**	**78**