



VIRTUAL

MEETING

# Boston Region Metropolitan Planning Organization

March 7, 2024



VIRTUAL

MEETING

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## **Kreyòl Ayisyen (Haitian Creole)**

Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.

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

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## Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. After roll call, Board members may mute and unmute themselves. Always remain muted unless actively speaking.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
5. If you are on the phone, you can use \*9 to raise your hand.
6. If you have any technical difficulties, please contact Srilekha Murthy via the chat box, [smurthy@ctps.org](mailto:smurthy@ctps.org) or 857.702.3705.



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## Accessibility Statement

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If you require any additional accommodations in order to participate fully in this meeting, please contact Srilekha Murthy, MPO staff, at [smurthy@ctps.org](mailto:smurthy@ctps.org) or 857.702.3705.

March 7, 2024

## AGENDA

1. **Introductions**
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
10. FFYs 2025–29 TIP Project Scores
11. Members' Items

# Introductions



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or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

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# Chair's Report



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March 7, 2024

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11. Members' Items

# Executive Director's Report



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March 7, 2024

## AGENDA

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2. Chair's Report
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# Staff Updates

- **Announcement: Long-Range Transportation Planner**



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11. Members' Items

# Staff Updates

- Seven open positions
  - New or revised:
    - Assistant Planner
    - Transportation Planner / Program Manager
    - Finance Coordinator
    - Human Resources and Operations Assistant
  - Ongoing:
    - Manager of Model Development
    - Principal Analyst / Travel Demand Modeler
    - Transportation Planner, Capital Programming

See <https://www.bostonmpo.org/careers>



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11. Members' Items

# Request for Response

- Next two meetings are being held in-person at the State Transportation Building (10 Park Plaza) with a virtual participation option
  - March 21, 2024, at 10:00 AM
  - April 4, 2024, at 10:00 AM
- Please RSVP through a survey link shared by David Hong on March 4, 2024



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# Letters of Support

- Process to support projects applying for federal discretionary grants
  - Chair and Vice Chair review requests for letters of support
  - Chair and Vice Chair work with staff to determine whether request is aligned with MPO's stated vision, goals, and objectives
  - If so, staff draft a letter to be signed by the Chair
  - Updates, questions, concerns brought to full board as feasible given application deadlines
  
- Letter template shared on meeting calendar



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11. Members' Items

# Today's Agenda

- Two action items
  - Transit Asset Management Performance Targets
  - Federal Fiscal Years (FFYs) 2024-28 Transportation Improvement Program (TIP) Amendment Five
- One presentation
  - FFYs 2025-29 TIP Project Scores



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11. Members' Items

# Next Meetings

- Primary topic: TIP project programming scenarios
- ***In-person*** at the State Transportation Building (10 Park Plaza)
  - March 21, 2024, at 10:00 AM
  - April 4, 2024, at 10:00 AM



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3. Executive Director's Report
- 4. Public Comments**
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
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11. Members' Items

# Public Comments



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March 7, 2024

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- 5. Committee Chairs' Reports**
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11. Members' Items

# Committee Chairs' Report



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March 7, 2024

## AGENDA

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3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
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7. Action Item: January 18, 2024, Meeting Minutes
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# Regional Transportation Advisory Council Report



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March 7, 2024

## AGENDA

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2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
- 7. Action Item: January 18, 2024, Meeting Minutes**
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# Action Item: January 18, 2024, Meeting Minutes

Presentation, discussion, and vote to approve these meeting minutes



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March 7, 2024

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1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
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# Action Item: Transit Asset Management Performance Targets

**Sam Taylor, MPO Staff, and Angela Servello, MBTA Staff**

Presentation, discussion, and vote to approve the transit asset management performance targets



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# SFY 2024 Transit Asset Management Performance Targets

March 7, 2024

Sam Taylor, MPO Staff  
Angela Servello, MBTA

Boston Region Metropolitan Planning Organization

March 7, 2024

## AGENDA

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5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
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# Presentation Overview

- Performance-Based Planning and Programming Overview
- Overview of TAM Performance Measures
- MBTA Targets—Presentation by Angela Servello
- Regional Transit Authority Targets
- Next Steps and Opportunities
- Questions and Requested Action



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MBTA = Massachusetts Bay Transportation Authority.

# Federal Performance Measures and Targets

## Two-Year and Four-Year Targets

## Annual Targets



Bridge and  
Pavement  
Condition



Travel Time  
Reliability



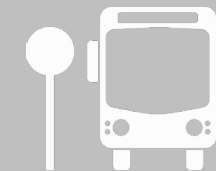
CMAQ  
Congestion



Tailpipe  
Greenhouse Gas  
Emissions



Roadway  
Safety



Transit  
Safety



Transit  
Asset  
Management



Set by the end  
of July 2024.



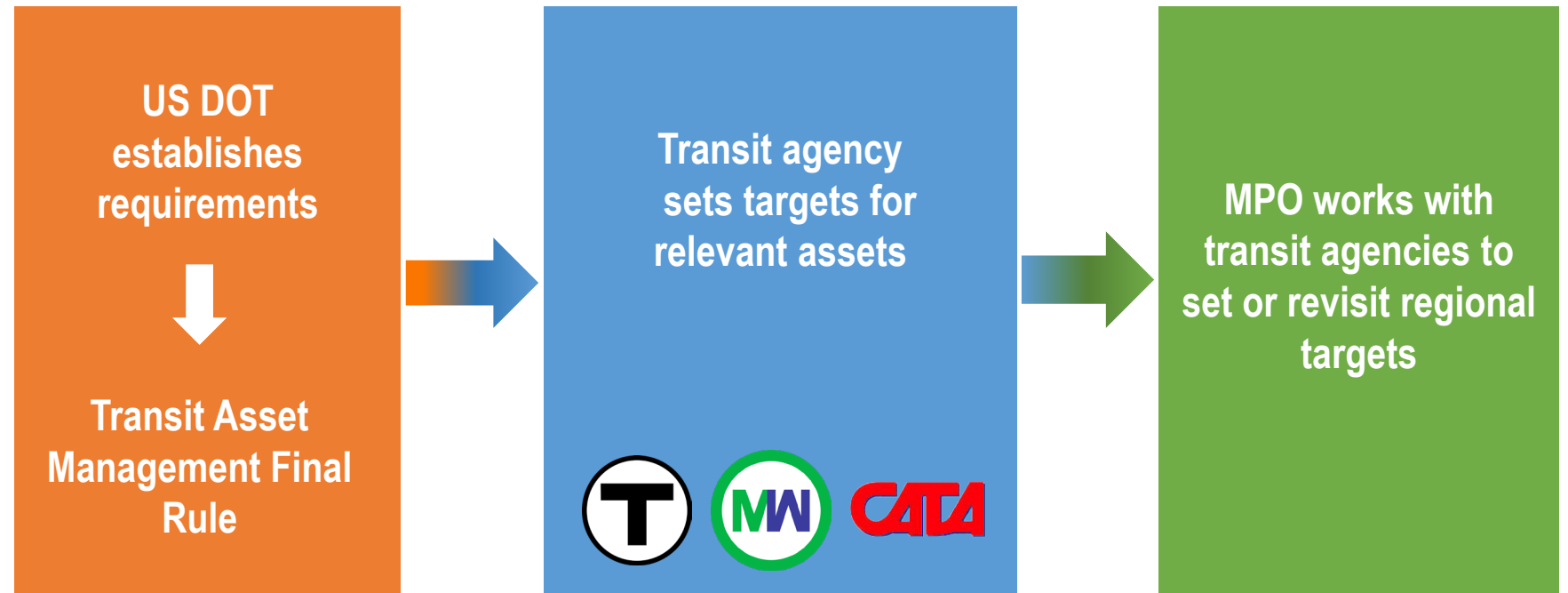
Set by the end  
of March 2024.

March 7, 2024

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1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
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11. Members' Items

# Target Setting for TAM Performance Measures



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CATA = Cape Ann Transportation Authority. MW = MetroWest Regional Transit Authority.  
US DOT = US Department of Transportation.

March 7, 2024

## AGENDA

1. Introductions
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5. Committee Chairs' Reports
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# Key Takeaways

- The FTA requires transit agencies and MPOs to set targets for TAM performance measures as part of the federal TAM rule
- The MPO considers transit asset performance as part of considering capital programming for the TIP
- While MPOs and transit agencies are required to comply with the TAM rule, any failure to comply does not impact the allocation of federal funds
- **Staff Recommendation:** Update MPO TAM targets to reflect transit agency SFY 2024 TAM targets

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FTA = Federal Transit Administration. SFY = state fiscal year. TAM = Transit Asset Management.  
TIP = Transportation Improvement Program.



March 7, 2024

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# Roles and Responsibilities

## – Transit Agencies (and State sponsors)

- Develop TAM plans
- Report asset inventories and condition to the NTD
- Set performance targets annually

## – MPOs

- Set TAM targets for their regions
- Consider transit capital programming in the context of TAM performance
  - Transit Transformation, Transit Improvement Programs
- Incorporate TAM information and targets into planning documents

NTD = National Transit Database.

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# TAM Performance Measures

**Goal: Minimize percentage of assets for all measures**

Asset Category	Measure	Measure Type
Rolling Stock	Percentage of vehicles that have met or exceeded their Useful Life Benchmark	Age-based
Equipment (vehicles only)	Percentage of vehicles that have met or exceeded their Useful Life Benchmark	Age-based
Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM scale	Condition-based
Infrastructure (Fixed Guideway)	Percentage of track segments with performance (speed) restrictions, by mode	Performance-based

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FTA TERM = Federal Transit Administration Transit Economic Requirements Model.

# MBTA SFY 2024 TAM Targets (MBTA Presentation)

# Rolling Stock | Overview

## Percentage of revenue vehicles that have reached or exceeded their Useful Life Benchmark (ULB), by vehicle type

### Measure Description

- Rolling Stock are revenue vehicles providing passenger service and include transit rail cars, locomotives, coaches, buses, vintage trolleys, vans, automobiles, and ferryboats.
- Each fleet is assigned a **Useful Life Benchmark (ULB)** which estimates the expected lifecycle of the fleet, or the acceptable period of use in service. FTA-defined ULBs are used for most fleets.
  - Standard ULBs are based on vehicle type may not reflect the actual service life of a fleet.
- The age of a vehicle does not necessarily reflect its condition or performance; there are older vehicles that perform well and newer vehicles that perform poorly.
- The TAM rolling stock performance measure uses vehicle **age** as a proxy for State of Good Repair.
- Measures are reported at the **vehicle type** level
- Measures should trend **down** to reflect fewer vehicles operating beyond useful life (i.e., a newer fleet).

### Influencing Factors

- **Time:** as the current fleet ages, some vehicles may reach or exceed ULB, driving the measure **up**
- **Replacement:** as new vehicles are added to the fleet and older vehicles are retired (e.g., hybrid bus procurement), the number of vehicles beyond ULB will decrease, driving the measure **down**



# Rolling Stock | Performance and Targets

- The percent of buses at or beyond their ULB is expected to decrease to 25.85% in FY24 as the New Flyer XDE40 hybrid buses are delivered and accepted into service. Articulated buses at or beyond their ULB is expected to increase to 23.73% in FY23 as older fleets reach ULB.
  - FY23 is the first year that trolleybuses, which were retired in March 2022 and were beyond their ULB, are absent from the inventory
- Commuter Rail and heavy rail performance improved in FY23. FY24 targets account for the continued delivery of new Hyundai Rotem Commuter Rail coaches and includes conservative estimates for CRRC Red and Orange Line heavy rail vehicle delivery.
- The FY24 target for paratransit vans accounts for the continued aging of existing fleets beyond the ULB.

Mode	Vehicle Type	FY22 Actual	FY23 Actual	Hit FY23 Target?	FY22 vs FY23 Trend	FY24 Target	Expected Trend
Bus	Articulated Bus (AB)	0.00%	21.19%	No	Increase ↗	23.73%	Increase ↗
	Bus (BU)	32.29%	20.00%	Yes ✓	Decrease ↘	17.26%	Decrease ↘
Commuter Rail	Commuter Rail Locomotive (RL)	23.46%	22.89%	Yes ✓	Decrease ↘	22.89%	Level →
	Commuter Rail Passenger Coach (RP)	7.63%	7.52%	No	Decrease ↘	6.83%	Decrease ↘
Ferry	Ferryboat (FB)	0.00%	0.00%	Yes ✓	Level →	0.00%	Level →
Heavy Rail	Heavy Rail Passenger Car (HR)	53.39%	30.10%	Yes ✓	Decrease ↘	28.57%	Decrease ↘
Light Rail	Light Rail Vehicle (LR)	0.00%	0.00%	Yes ✓	Level →	0.00%	Level →
	Vintage Trolley (VT)	100.00%	100.00%	Yes ✓	Level →	100.00%	Level →
Paratransit	Automobile (AO)	0.00%	0.00%	Yes ✓	Level →	0.00%	Level →
	Van (VN)	0.00%	0.00%	Yes ✓	Level →	25.06%	Increase ↗
<b>Grand Total</b>		<b>21.57%</b>	<b>21.66%</b>	<b>N/A</b>	<b>Increase ↗</b>	<b>18.87%</b>	<b>Decrease ↘</b>



# Equipment | Overview

## Percentage of non-revenue service vehicles that have met or exceeded their Useful Life Benchmark, by vehicle type

### Measure Description

- The Equipment TAM measure focuses on non-revenue service vehicles, which are rubber tire or steel wheel vehicles that are not used for the provision of revenue service. This includes first response vehicles, tow trucks, spot tampers, crane cars, snowplows, and others.
- Each fleet is assigned a **Useful Life Benchmark (ULB)** which estimates the expected lifecycle of the fleet, or the acceptable period of use in service. FTA-defined ULBs are used for most fleets.
  - Standard ULBs are based on vehicle type may not reflect the actual service life of a fleet.
- Some equipment is stored indoors and used sporadically, and therefore can perform adequately even if well beyond the ULB.
- The TAM equipment performance measure uses vehicle **age** as a proxy for state of good repair
- Measures are reported at the **vehicle type** level
- Measures should trend **down** to reflect fewer vehicles operating beyond useful life (i.e., a newer fleet)

### Influencing Factors

- **Time:** as the current fleet ages, some vehicles may reach or exceed ULB, driving the measure **up**
- **Replacement:** as new vehicles are added to the fleet and older vehicles are retired, the number of vehicles beyond ULB will decrease, driving the measure **down**



# Equipment | Performance and Targets

- The overall percentage of non-revenue vehicles at or beyond their ULB increased from 22.23% in FY22 to 48.50% in FY23, due to a large number of vehicles reaching their ULB and the reclassifying of vehicles that were not previously included in this inventory.
- The FY24 target for non-revenue vehicles accounts for five steel wheel vehicles and 28 rubber tire vehicles reaching their ULB this fiscal year.
- The non-cyclical nature of support vehicle retirement makes it challenging to set targets for removing vehicles from the inventory. For this reason, the FY24 target assumes all vehicles currently onsite will remain in the inventory.

Vehicle Type	FY22 Actual	FY23 Actual	Hit FY23 Target?	FY22 vs FY23 Trend	FY24 Target	Expected Trend
Automobile	69.84%	84.13%	No	Increase ↗	84.13%	Level →
Other Rubber Tire Vehicle	18.75%	21.61%	No	Increase ↗	26.07%	Increase ↗
Steel Wheel Vehicle	37.78%	49.11%	No	Increase ↗	51.31%	Increase ↗
<b>Grand Total</b>	<b>22.23%</b>	<b>48.50%</b>	<b>N/A</b>	<b>Increase ↗</b>	<b>50.79%</b>	<b>Increase ↗</b>



# Facilities

## Percentage of facilities (by group) that are rated less than 3.0 on FTA TERM scale

### Measure Description

- Facilities includes two asset classes: passenger/parking facilities and administrative/maintenance facilities
- TAM facilities performance measure uses facility **condition** as a proxy for state of good repair
- The TERM rating is a composite score generated from an on-site assessment of multiple components: substructure, shell, interiors, conveyance, plumbing, HVAC, fire protection, electrical, equipment, fare collection, and site
- The composite condition score is **not** a measure of the safety or operational performance of the asset
- Measures are reported at the **facility type** level (passenger/parking or administrative/maintenance)
- Measures should trend **down** to reflect fewer facilities in “marginal” or “poor” condition

### Influencing Factors

- **Repairs/Upgrades:** as components/systems are repaired or upgraded (e.g., facility roof replacements), composite condition scores may increase to a 3 or higher, driving the measure **down**
- **Reconstruction:** as facilities undergo major rehabilitation or reconstruction (e.g., Government Center), condition scores for these facilities will increase to a 5, driving the measure **down**
- **Expansion:** as new stations/facilities are built (e.g., Union Square), the total facility count will increase, driving the measure **down**



# Facilities | Performance and Targets

- Per FTA requirements, each facility asset is assessed once every four years. This means that each year, only a subsection of the facilities inventory is eligible for an updated condition rating.
- The MBTA is investing in state of good repair and modernization improvements to passenger, parking, maintenance, and administrative facilities, however many of these improvements are not reflected in condition assessment data until several years after completion due to condition assessment schedules.
- FY23 performance reflects the large number of facilities that were re-assessed and received improved condition ratings this fiscal year
  - Passenger and Parking facilities with improved ratings include Worcester Union Station, Forest Hills Station, Harvard Ave Station, Heath St Station, Fields Corner, Uphams Corner, West Natick Lot, Norwood Central East Lot, and Route 128 Garage.
  - Maintenance and Administrative facilities with improved ratings include Lynn Bus Garage, Readville Admin Facility, Salem Tower, Cobble Hill Equipment Housing, and several pump rooms serving the transit system.
- The FY24 targets consider which facilities assets are slated for condition assessment this fiscal year, and accounts for possible changes to condition ratings for these assets.

Facility Type	FY22 Actual	FY23 Actual	Hit FY23 Target?	FY22 vs FY23 Trend	FY24 Target	Expected Trend
<b>Administrative / Maintenance</b>	34.89%	22.84%	Yes ✓	Decrease ↘	22.84%	Level →
<b>Passenger / Parking</b>	6.97%	2.55%	Yes ✓	Decrease ↘	3.10%	Increase ↗
<b>Grand Total</b>	<b>21.06%</b>	<b>11.86%</b>	N/A	Decrease ↘	<b>12.14%</b>	<b>Increase ↗</b>





# Infrastructure

## Percentage of revenue track miles (by mode) that have speed restrictions

### Measure Description

- The performance measure for infrastructure focuses on track condition, with **speed restrictions** as a proxy for SGR
- Track speed restrictions are “slow zones” where the maximum permissible speed of transit vehicles is set to a value below the guideway’s full-service speed
- Speed restrictions can be caused by track defects, signaling issues, construction zones, maintenance work, or other causes – permanent speed restrictions related to curves in the track, bridges, grade crossings, or other features are not counted in this measure
- Measures are reported at the **mode** level: heavy rail, light rail, and Commuter Rail
- Measures should trend **down** to reflect fewer speed restrictions and shorter travel times for customers

### Influencing Factors

- **Extreme weather:** extreme cold and extreme heat can cause breaks, kinks, and other rail defects, leading to speed restrictions, driving the measure **up**
- **Maintenance:** track maintenance is intended to address issues causing performance restrictions and mitigate issues that might lead to new performance restrictions, driving the measure **down**
- **Replacement/Renewal:** as full replacement and renewal projects (e.g. Green Line D Branch) reconstruct major segments of rail, speed restrictions will be lifted, driving the measure **down**



# Infrastructure | Performance and Targets

- **Commuter Rail**
  - Performance from FY22 to FY23 improved slightly for Commuter Rail.
  - The FY24 target for Commuter Rail is set at 4% based on historic performance and expected conditions during this fiscal year.
- **Heavy and Light Rail**
  - Transit speed restrictions increased significantly as the MBTA implemented a large number of speed restrictions during FY23. Targets for heavy and light rail reflect anticipated conditions based on track performance during the final quarter of FY23 and the first quarter of FY24.
  - Track renewal work is an ongoing effort to remove and prevent speed restrictions, and the MBTA is working to address track condition throughout FY24 and FY25.

Mode	Total Revenue Miles*	FY22 Actual	FY23 Actual	Hit FY23 Target?	FY22 vs FY23 Trend	FY24 Target	Expected Trend
Light Rail	59.81	1.88%	7.36%	No	Increase ↗	15.65%	Increase ↗
Heavy Rail	76.54	6.80%	13.20%	No	Increase ↗	17.18%	Increase ↗
Commuter Rail	641.31	3.41%	3.25%	Yes ✓	Decrease ↘	4.00%	Increase ↗
<b>Grand Total</b>	<b>777.66</b>	<b>3.60%</b>	<b>4.55%</b>	<b>N/A</b>	<b>Increase ↗</b>	<b>3.65%</b>	<b>Decrease ↘</b>

\* Reflects total number of revenue miles reported to NTD as of July 1, 2023



# CATA and MWRTA SFY 2024 TAM Targets











March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
- 8. Action Item: Transit Asset Management Performance Targets**
9. Action Item: FFYs 2024–28 TIP Amendment Five
10. FFYs 2025–29 TIP Project Scores
11. Members' Items

# RTA Rolling Stock

## Measure: Vehicles at or beyond Useful Life Benchmark

Agency	Vehicle Type	Performance (2023)	Target (2023)	Target (2024)	Anticipated Change
	Buses and Trolleys	42%	30%	39%	
	Cutaway Vehicles	41%	5%	44%	
	Automobiles	100%	100%	100%	
	Cutaway Vehicles	21%	25%	21%	
	Vans	0%	0%	0%	

Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

CATA = Cape Ann Transportation Authority. MW = MetroWest Regional Transit Authority. RTA = Regional Transit Authority.


March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
- 8. Action Item: Transit Asset Management Performance Targets**
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11. Members' Items

# RTA Equipment Vehicles

## Measure: Vehicles at or beyond Useful Life Benchmark

Agency	Vehicle Type	Performance (2023)	Target (2023)	Target (2024)	Anticipated Change
	Equipment	100%	100%	100%	==
	Equipment	50%	50%	50%	==

Technical difficulties?  
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March 7, 2024

AGENDA

- 1. Introductions
- 2. Chair’s Report
- 3. Executive Director’s Report
- 4. Public Comments
- 5. Committee Chairs’ Reports
- 6. Regional Transportation Advisory Council Report
- 7. Action Item: January 18, 2024, Meeting Minutes
- 8. Action Item: Transit Asset Management Performance Targets**
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- 10. FFYs 2025–29 TIP Project Scores
- 11. Members’ Items

# RTA Facilities

## Measure: Facilities with an FTA TERM Scale Rating less than three

Agency	Facility Type	Performance (2023)	Target (2023)	Target (2024)	Anticipated Change
	Admin/Maintenance	0%	0%	0%	==
	Admin/Maintenance	0%	0%	0%	==

Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

CATA = Cape Ann Transportation Authority. CY = calendar year. MW = MetroWest Regional Transit Authority. RTA = Regional Transit Authority. FTA TERM = Federal Transit Administration Transit Economic Requirements Model.

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
- 8. Action Item: Transit Asset Management Performance Targets**
9. Action Item: FFYs 2024–28 TIP Amendment Five
10. FFYs 2025–29 TIP Project Scores
11. Members' Items

# Performance Summary

- **Rolling Stock:** Mixed results
  - Phasing in new vehicles for MBTA and CATA, while paratransit vehicles age past their ULB
- **Facilities:** No meaningful changes
- **Fixed Guideway Infrastructure (rail tracks):** Significant decrease in performance. **However,** this decrease is due to required maintenance to tracks, so that the percentage of rail segments with slow zones can decrease in future years.

*Technical difficulties?*  
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March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
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10. FFYs 2025–29 TIP Project Scores
11. Members' Items

# Improving Transit Assets

## MassDOT CIP

- Allocates federal and state dollars to CIP programs that support MBTA and RTA asset improvement
- Considers asset condition and potential improvements when scoring candidate projects for the CIP

## MPO Roles

- Consider MBTA and RTA investments when they are presented for inclusion in the upcoming TIP
- Consider opportunities to address TAM needs through projects funded through the MPO's Transit Transformation and Transit Improvement programs.

*Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).*

CIP = Capital Investment Plan.



March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
- 8. Action Item: Transit Asset Management Performance Targets**
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11. Members' Items

# Requested Action

- MPO staff requests that the Boston Region MPO move to support the staff-recommended set of SFY 2024 TAM targets
- Deadline: March 31, 2024
- Next Step: MPO incorporates updated TAM targets and information on how planned investments affect TAM performance measures into FFYs 2025–29 TIP

*Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).*

March 7, 2024

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1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
- 9. Action Item: FFYs 2024–28 TIP Amendment Five**
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11. Members' Items

# Action Item: Federal Fiscal Years (FFYs) 2024–28 Transportation Improvement Program (TIP) Amendment Five

**Ethan Lapointe, MPO Staff**

Presentation, discussion, and vote to release the  
FFYs 2024–28 TIP Amendment Five for its  
21-day public review period



*Technical difficulties?*  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).



# FFYs 2024–28 Transportation Improvement Program (TIP) Amendment Five

March 7, 2024

Ethan Lapointe  
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
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11. Members' Items

# Amendment Five Summary

- For the FFYs 2024 and 2025 Statewide Highway Program, Amendment Five proposes
  - Delay of Middleton—Bridge Replacement of Route 62 over Ipswich River to FFY 2025
  - Delay of Boston—Bridge Preservation, 5 Bridges Carrying State Route 1A (East Boston) and Ramps to FFY 2025
- Amendment Five includes additional detail for existing MBTA projects in TIP tables



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

FFY = Federal Fiscal Year. MBTA = Massachusetts Bay Transportation Authority.

# Amendment Five Project Changes— FFY 2024 Statewide Highway Program

Project ID and Name	Change Type	Funding Source	Current Budget	New Budget	Difference	Explanation
<b>608522:</b> Middleton — Bridge Replacement, M-20-003, Route 62 (Maple Street) over Ipswich River	<b>New Start Year</b>	HIP-BR	<b>\$3,635,960</b>	<b>\$0</b>	<b>\$3,635,960</b>	This project has been delayed from FFY 2024 due to lagging submissions for 25% design, previously expected in August 2023. The most recent schedule now recommends an FFY 2025 start year, and an increase in cost of \$145,438.
<b>613209:</b> Boston – Bridge Preservation B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 Bridges Carrying State Route 1A (East Boston Expressway NB/SB) and Ramps	<b>New Start Year</b>	HIP-BR	<b>\$6,525,000</b>	<b>\$0</b>	<b>\$6,525,000</b>	Based on the most recent schedule of the project, this project will obtain notice-to-proceed for construction in December 2024, within FFY 2025.

HIP-BR = Highway Investment Program, Bridge. NB = Northbound. SB = Southbound.

# Amendment Five Project Changes— FFY 2025 Statewide Highway Program

Project ID and Name	Change Type	Funding Source	Current Budget	New Budget	Difference	Explanation
<b>608522:</b> Middleton — Bridge Replacement, M-20-003, Route 62 (Maple Street) over Ipswich River	<b>New Start Year</b>	HIP-BR	<b>\$0</b>	<b>\$3,781,398</b>	<b>(\$3,781,398)</b>	This project has been delayed from FFY 2024 due to lagging submissions for 25% design, previously expected in August 2023. The most recent schedule now recommends an FFY 2025 start year, and an increase in cost of \$145,438.
<b>613209:</b> Boston – Bridge Preservation B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 Bridges Carrying State Route 1A (East Boston Expressway NB/SB) and Ramps	<b>New Start Year</b>	HIP-BR	<b>\$0</b>	<b>\$6,525,000</b>	<b>(\$6,525,000)</b>	Based on the most recent schedule of the project, this project will obtain notice-to-proceed for construction in December 2024, within FFY 2025.

HIP-BR = Highway Investment Program, Bridge. NB = Northbound. SB = Southbound.

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
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11. Members' Items

# Today's Requested Action

- MPO staff request that the board votes to release Amendment Five for a 21-day public comment period.
- Commenting will commence March 11, 2024, and conclude April 1, 2024.



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

# Discussion



March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
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- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# FFYs 2025–29 TIP Project Scores

**Ethan Lapointe, MPO Staff**

Presentation and discussion of scores for projects to be considered for inclusion in the FFYs 2025–29 TIP



*Technical difficulties?*  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).



# FFYs 2025–29 Transportation Improvement Program (TIP) Project Scoring Results

March 7, 2024

Ethan Lapointe  
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
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11. Members' Items

# Today's Presentation

- Goals for today
- FFYs 2025–29 development timeline
- Project scoring results
- Update on fill-in projects
- Next steps
- Discussion



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

FFYs = Federal Fiscal Years.

March 7, 2024

AGENDA

1. Introductions
2. Chair’s Report
3. Executive Director’s Report
4. Public Comments
5. Committee Chairs’ Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
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11. Members' Items

# Resources for Today

- Descriptions of newly scored projects
- FFYs 2025–29 TIP Project Scoring Summary

**FFYs 2025–29 TIP Project Scoring**

Bicycle Network and Pedestrian Connections Program														
Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Total Score	Total Base Score	Total Scaled Equity Score	Safety	Safety Equity Score	Mobility and Reliability	Mobility and Reliability Equity Score	Access and Connectivity	Access and Connectivity Equity Score
Cambridge	613568	Cambridge-New Bridge and Shared-Use Path Construction over Flinckson Line at Denary Park Connector [DESIGN ONLY]	IOC	PRC Approved (12/19/2023)	Design: \$3,000,000	78.1	72.5	5.8	14	3.5	14	2.5	15.5	2.5
Framingham	N/A	Framingham-Ora Walsh Trail (Phase 2) [DESIGN ONLY]	MWRC	Preliminary Design	Design: \$800,000 Construction: \$14,900,000	73.9	63.5	10.4	15	8	13.5	6	15	5
Hudson	N/A	Hudson-Massachusetts Central Rail Trail Construction [DESIGN ONLY]	MAGIC	Preliminary Design	Design: \$909,700	61.7	56.5	5.2	11.5	3.5	10.5	2	12.5	2
Norfolk, Wrentham, Weymouth	613644	Norfolk-Wrentham-Weymouth Shared-Use Path Installation (Matacomet Greenway) [DESIGN ONLY]	SWAP, TRIC	Preliminary Design	Design: \$1,550,000 Construction: \$19,754,350	62.6	57.5	5.1	11	3.5	12	2.5	13.5	1.75
Sutbury	613319	Sutbury-Framingham-Bike Path Construction of Bruce Freeman Rail Trail from the Sutbury Diamond Railroad Crossing to Eaton Road West	MAGIC	PRC Approved (8/17/2023)	\$8,820,000	TBD	31	TBD	12	TBD	8.5	TBD	10.5	TBD
						100	80	20	16		15		17	

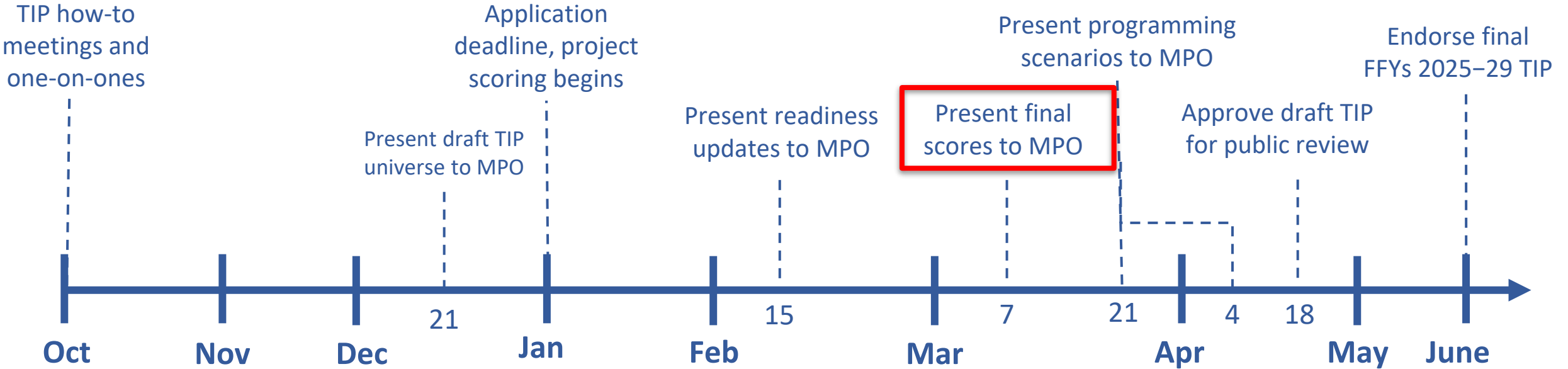
Complete Streets Program														
Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Total Score	Total Base Score	Total Scaled Equity Score	Safety	Safety Equity Score	Mobility and Reliability	Mobility and Reliability Equity Score	Access and Connectivity	Access and Connectivity Equity Score
Acton	N/A	Acton-Oval Road from Harris Street to Davis Road Intersections, Complete Streets Project [DESIGN ONLY]	MAGIC	Preliminary Design	Design: \$860,000 Construction: \$8,600,000	45.4	41	4.4	10	4	14	3	8	1.5
Adelington	N/A	Adelington-Broadway Complete Streets 25% Design	IOC	Preliminary Design	Design: \$579,000	74.5	67.5	7	16	4	16	5	9.5	2.5
Boston	N/A	Boston-Reconstruction of Bennington Street, Parker Street to Wood Island Busway [DESIGN ONLY]	IOC	Preliminary Design	Design: \$1,500,000 Construction: \$15,000,000	76.2	66	10.2	9.5	4.5	17.5	6.75	11	3.75
Bellingham	612963	Bellingham-Roadway Rehabilitation of Route 128 (Pondard Road) from 800 Feet South of the Interstate 495 Northbound Off-Ramp to Highway Green Line, including B&E-417	SWAP	PRC Approved (8/15/2023)	\$13,900,000	54.3	50	4.3	7.5	2	12.5	3.25	14	2.5
Malden	N/A	Malden-Route 60 Improvement Project [DESIGN ONLY]	IOC	Preliminary Design	Design: \$2,600,000 Construction: \$21,201,887	71.15	62	9.15	14.5	6	17	6.375	12.5	3.75
Malden	N/A	Malden-Commercial Street Reconstruction [DESIGN ONLY]	IOC	Preliminary Design	Design: \$935,000 Construction: \$7,250,000	62.25	54	8.25	13	5.25	15	5.625	10	2.25
Marlborough	612285	Marlborough-Reconstruction of Granger Boulevard [DESIGN ONLY]	MWRC	PRC Approved (8/24/2021)	Design: \$1,215,000 Construction: \$12,145,000	61.9	55	6.9	9	3	15	5.25	13	3.75
Ipswich	612738	Ipswich-Argyle Road Ecological Tidal Restoration Project	NSTF	PRC Approved (5/12/2022)	\$13,200,000	37.9	35.5	2.4	2.5	0.5	7	0.5	7	1.5
Salem	N/A	Salem-Broad Street and Dalton Parkway Corridor Project [DESIGN ONLY]	NSTF	Preliminary Design	Design: \$350,000 Construction: \$2,500,000	52.2	47	5.2	11.5	3	13	4	10.5	2.5
Southborough	612962	Southborough-Reclamation of Marlborough Road (Route 85) and Framingham Road from Marlborough City Line to Route 30 [DESIGN ONLY]	MWRC	Preliminary Design	Design: \$1,315,000 Construction: \$13,153,148	52.5	52.5	4.7	8	2	11	3.5	8.5	0.75
						100	80	20	16		19		15	

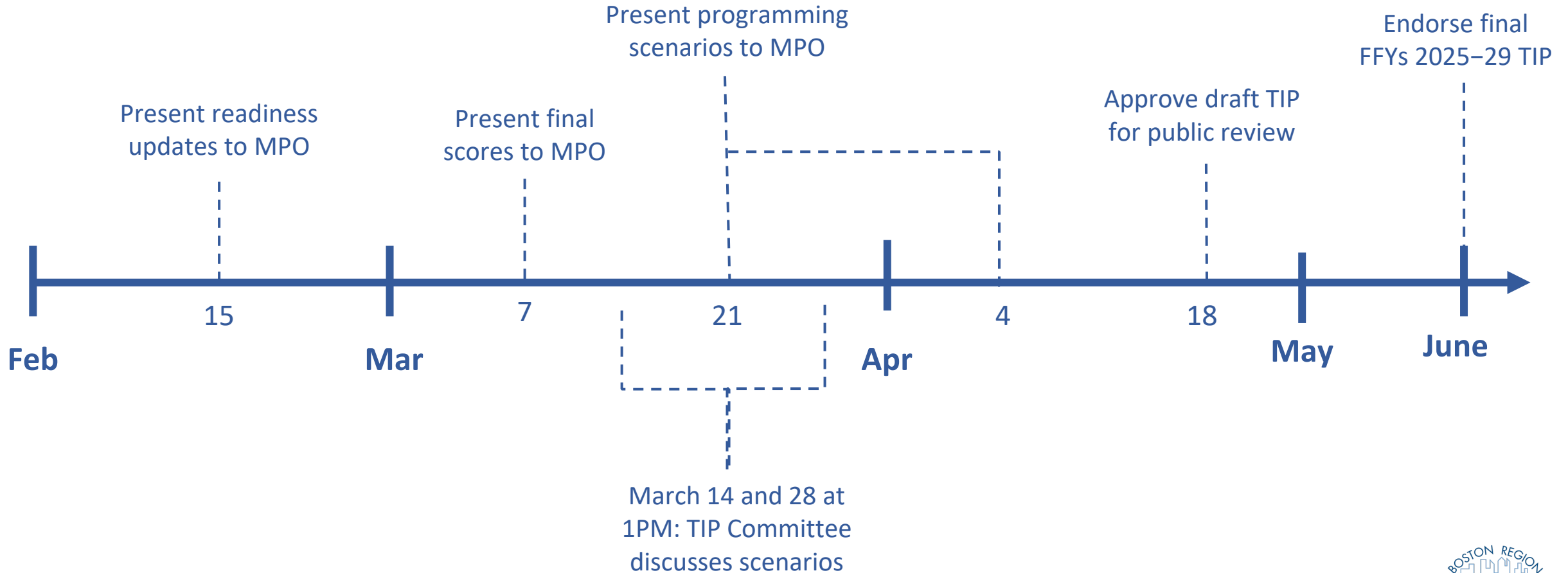
Intersection Improvements Program														
Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Total Score	Total Base Score	Total Scaled Equity Score	Safety	Safety Equity Score	Mobility and Reliability	Mobility and Reliability Equity Score	Access and Connectivity	Access and Connectivity Equity Score
Burlington	613641	Burlington-Intersection Improvements at Route 3A/Cambridge Street and Winn Street [DESIGN ONLY]	NSPC	PRC Approved (2/15/2023)	Design: \$1,700,000 Construction: \$8,567,295	62.6	57.5	5.1	21.5	4.5	16.5	4.25	12.5	2.5
Holliston	N/A	Holliston-Intersection Improvements at Route 16 and Whitney Street [DESIGN ONLY]	MWRC	Preliminary Design	Design: \$250,000 Construction: \$2,500,000	42.9	39.5	3.3	19	5	9	1.5	5.5	0.75
Shelburne	N/A	Shelburne-Reconstruction of Route 27 and Route 16 [DESIGN ONLY]	SWAP	Preliminary Design	Design: \$800,000 Construction: \$6,000,000	67.6	62	5.8	22	5	14	3	15	2.5
Quincy	610823	Quincy-Intersection Improvements at Wilket Street and Rickett Drive	IOC	75% Design	\$1,812,839	41.1	36	5.1	16.5	6	11	5.25	4.5	0.75
						100	80	20	25		18		14	

Technical difficulties?  
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or email smurthy@ctps.org.

# FFYs 2025–29 TIP Development Timeline



# FFYs 2025–29 TIP Development Timeline

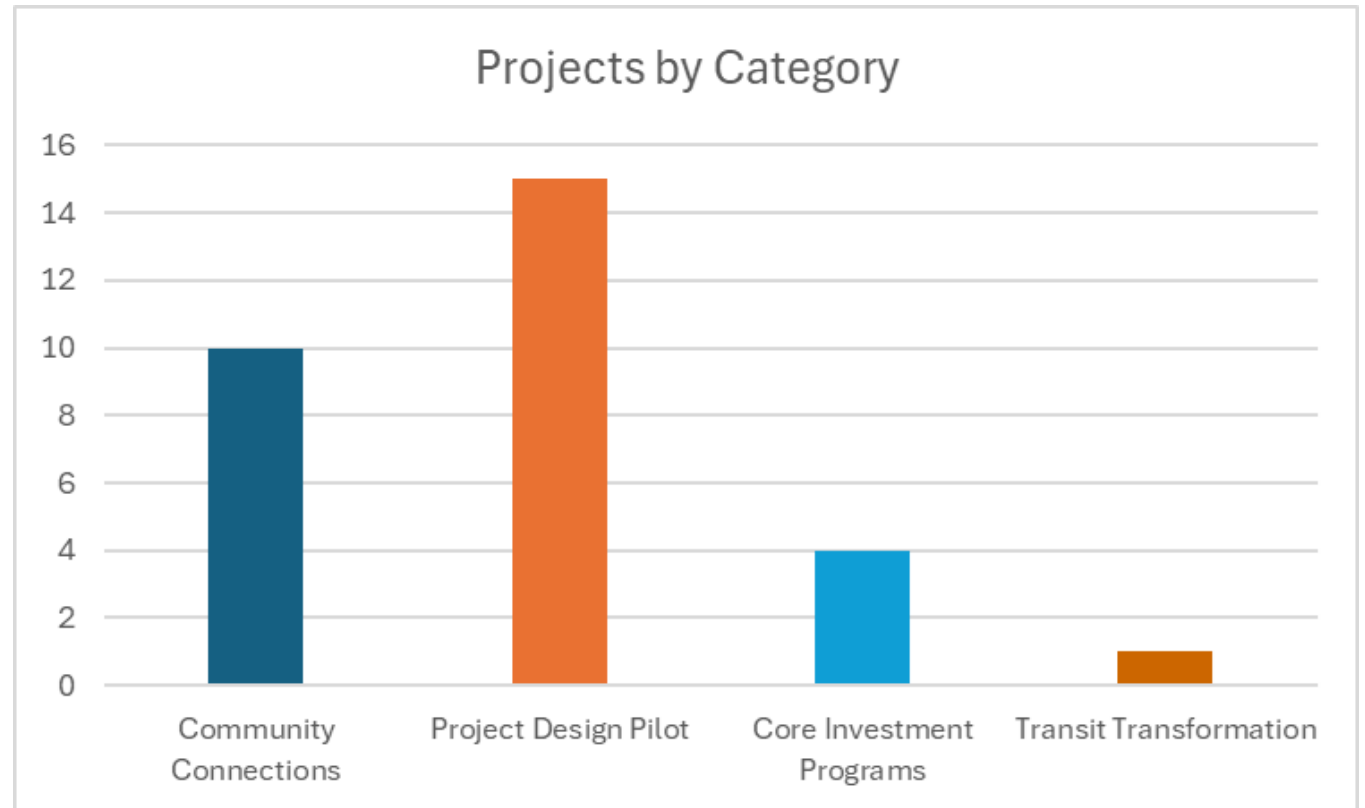


# Project Scoring Results

# Scoring Results: Order of Presentation

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- Staff received 30 project applications so far
  - Project Design Pilot: 15
  - Construction: 4
  - Transit Transformation: 1
  - Community Connections: 10
- Does not include several CATA and MWRTA fill-in projects currently being scored





# Design Pilot: Bicycle Network and Pedestrian Connections

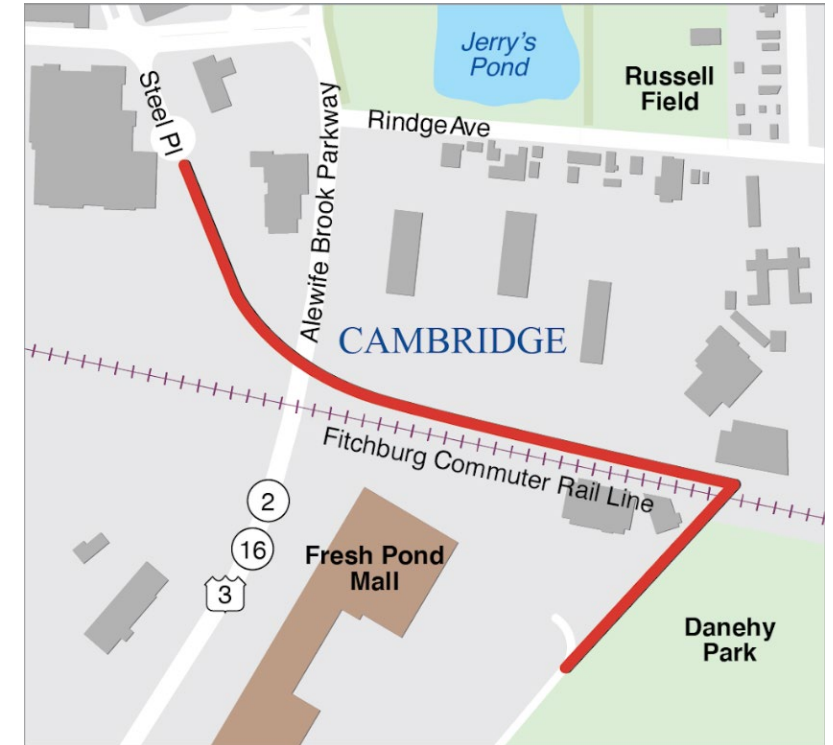
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
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11. Members' Items

# Cambridge: New Bridge and Shared-Use Path Connection over MBTA Fitchburg Line at Danehy Park Connector (613568)

- **Proponent:** Cambridge
- **Design Request:** \$3,000,000
- **Score:** 78.1
- **Status:** PRC-Approved (12/19/2023)
- **Description:**
  - Connects Danehy Park over MBTA Fitchburg Line into Alewife Station
  - Links affordable housing to open space and transit options
  - City also pursuing Reconnecting Communities Grant for design



Technical difficulties?  
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PRC = MassDOT Project Review Committee.

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
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- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Framingham: Chris Walsh Trail (Phase 2)

- **Proponent:** Framingham
- **Request:** \$850,000
- **Score:** 73.9
- **Status:** Initiation
- **Description:**
  - Shared-use path through Farm Pond aqueduct into Framingham Station
  - Connections to bus, commuter rail, Farm Pond, and new residential developments
  - Ties to future projects of Bruce Freeman, Upper Charles Trail, and Route 126/135 Interchange



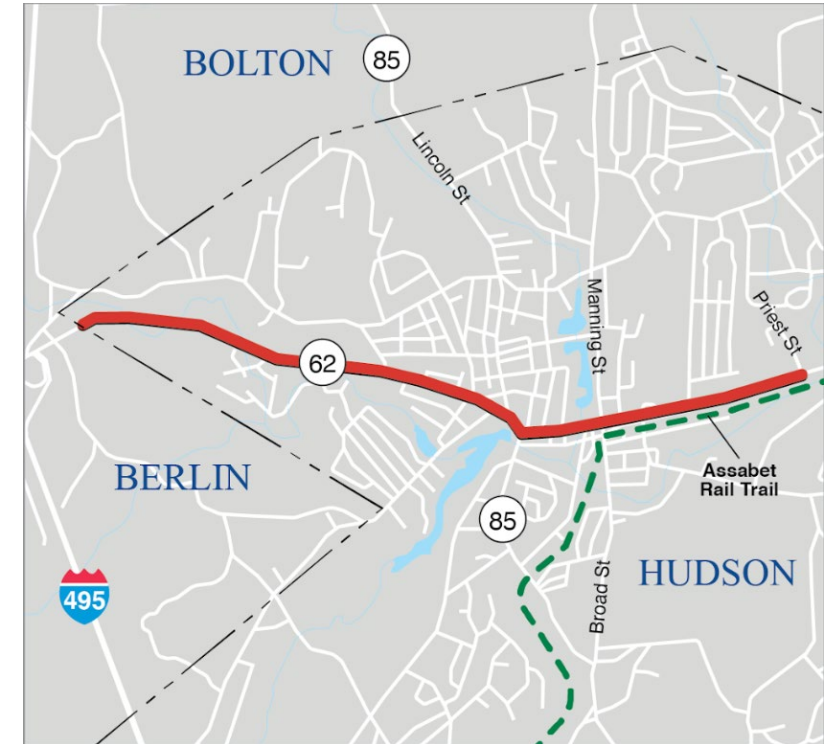
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Hudson: Massachusetts Central Rail Trail (MCRT) Extension

- **Proponent:** Hudson
- **Request:** \$909,700
- **Score:** 61.7
- **Status:** Initiation
- **Description:**
  - Rail trail from Priest Street Assabet River Trail connection to Berlin border
  - Designs entirety of MCRT in Hudson for eventual connections to Sudbury and Berlin



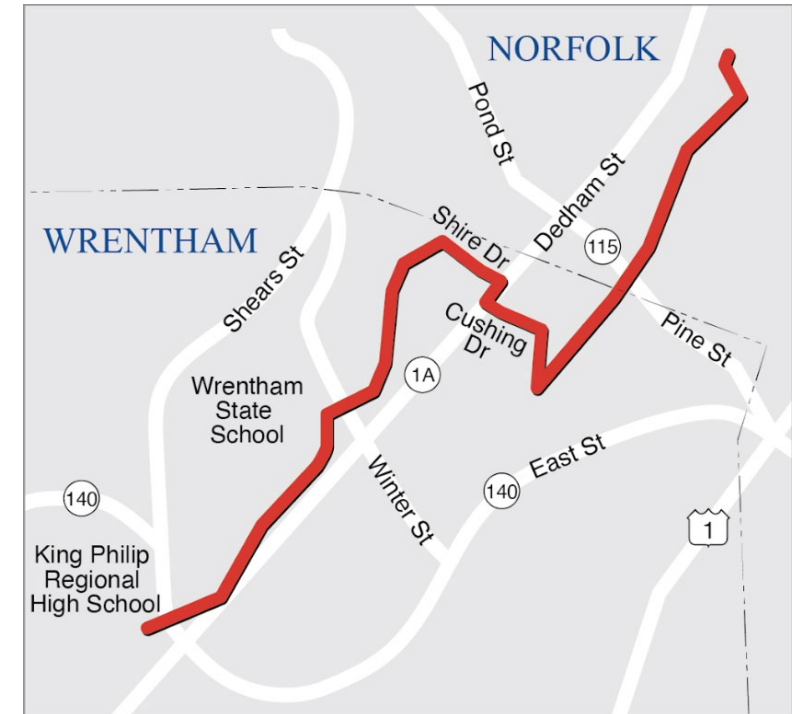
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Norfolk-Wrentham-Walpole: Shared-Use Path Installation, Metacomet Greenway (613644)

- **Proponents:** Norfolk, Wrentham, Walpole
- **Request:** \$1,550,000
- **Score:** 65
- **Status:** Initiation
- **Description:**
  - Three-community joint effort to design backbone bike route between Walpole and Wrentham
  - Connects to planned housing development sites, schools, commercial properties, and open space
  - Part of multi-state Ten Mile River Greenway effort



# Design Pilot: Complete Streets

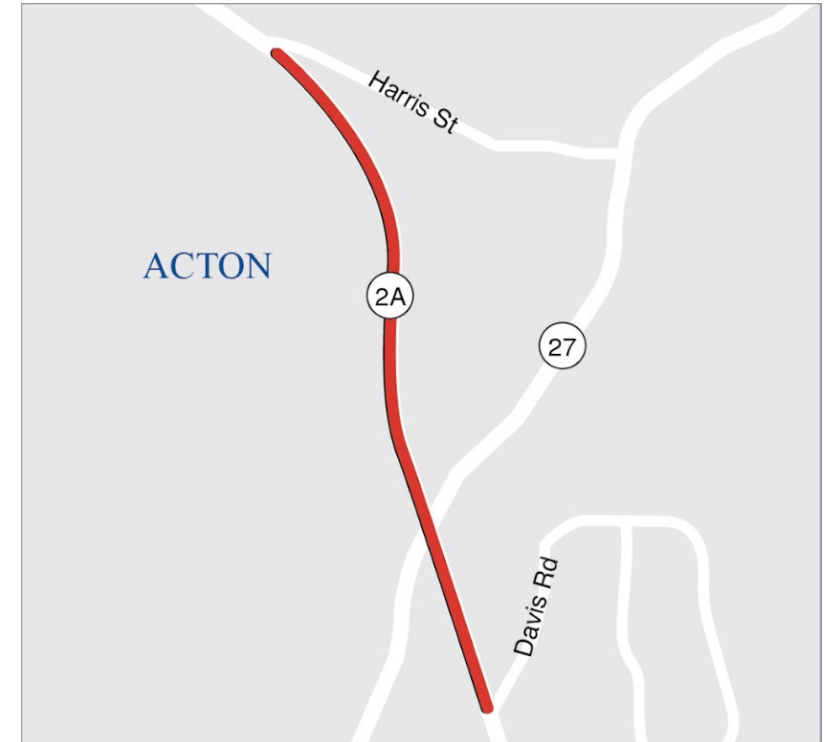
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Acton: Great Road, from Harris Street to Davis Road Intersections, Complete Streets Project

- **Proponent:** Acton
- **Request:** \$860,000
- **Score:** 45.4
- **Status:** Initiation
- **Description:**
  - Corridor project to improve safety for vulnerable users where paths and sidewalks do not exist
  - Project area has a large concentration of existing multifamily housing developments throughout





March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Arlington: Broadway Complete Streets 25% Design

- **Proponent:** Arlington
- **Request:** \$1,395,000
- **Score:** 80.1
- **Status:** Initiation
- **Description:**
  - Comprehensive redesign of Broadway in Arlington to bolster connections to paths and improvements in Somerville
  - Includes bus, bike, pedestrian, and environmental improvements
  - Corridor is included within one of Arlington's Section 3A MBTA Communities districts



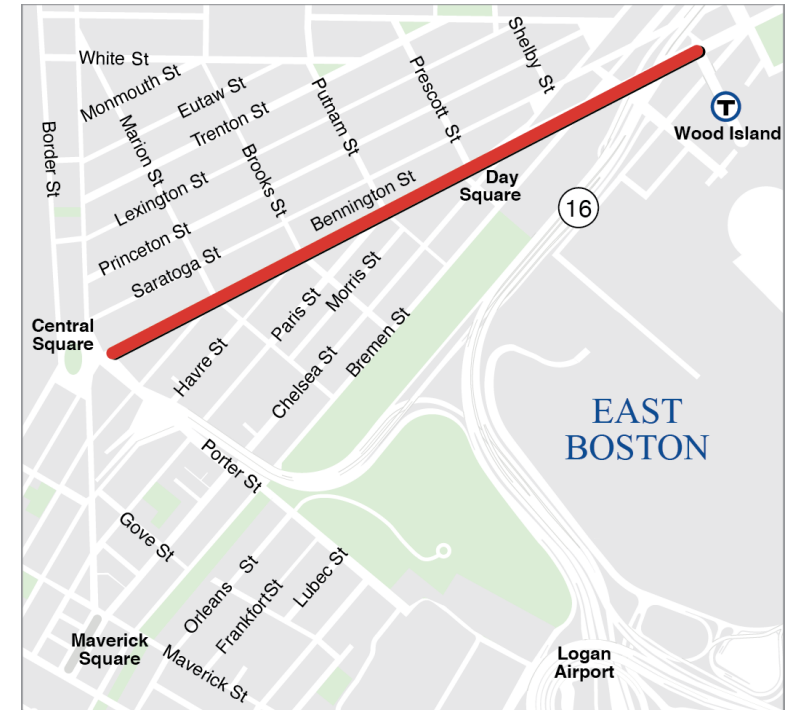


## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Boston: Reconstruction of Bennington Street, Porter Street to Wood Island Busway

- **Proponent:** Boston, via MBTA
- **Request:** \$1,500,000
- **Score:** 76.2
- **Status:** Initiation
- **Description:**
  - Resurfacing of lower Bennington Street with urban heat island and safety improvements
  - Primary focus is bus improvements, including signal priority, bus bump outs, and additional transit improvements on Meridian Street to Maverick
  - May be separated from other projects in scenarios if MBTA oversees design



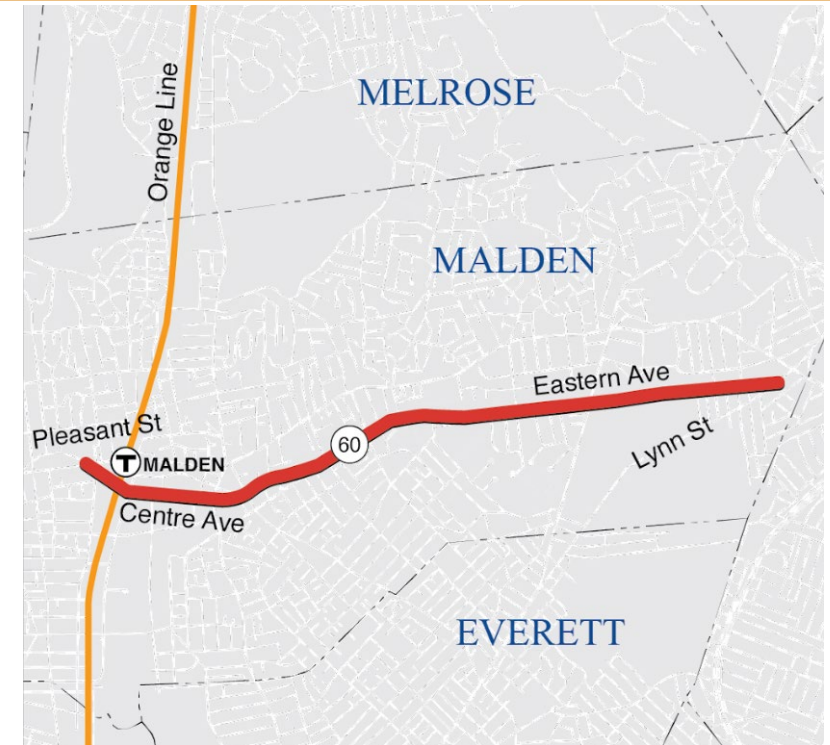
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Malden: Route 60 Improvement Project

- **Proponent:** Malden
- **Request:** \$2,600,000
- **Score:** 71.15
- **Status:** Initiation
- **Description:**
  - Large scale Complete Streets project with bus signal improvements
  - Significant connections to multiple transit modes, commercial, and both existing and planned residential districts



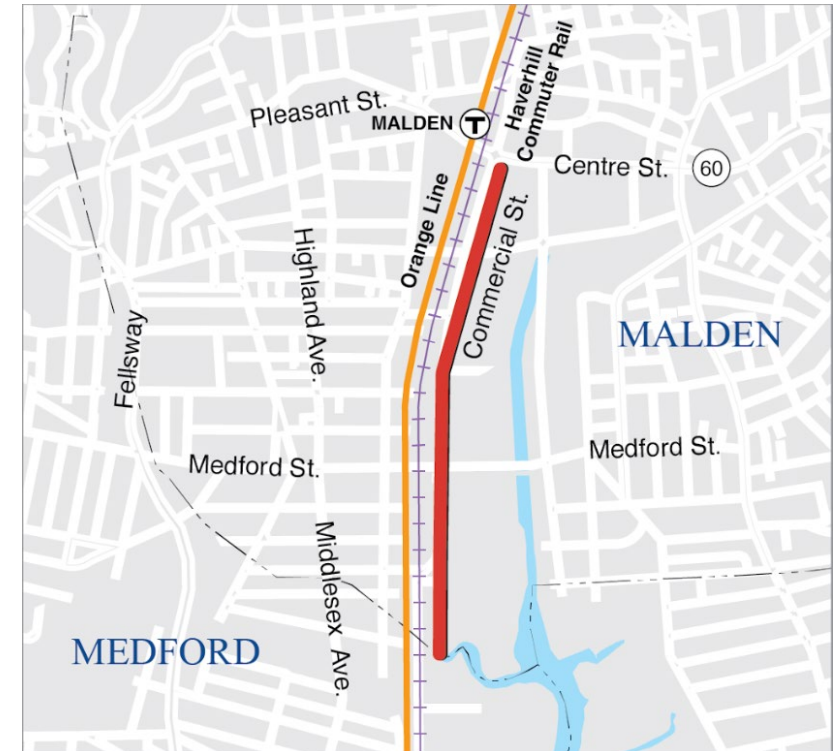
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Malden: Commercial Street Reconstruction

- **Proponent:** Malden
- **Request:** \$935,000
- **Score:** 62.25
- **Status:** Initiation
- **Description:**
  - Connections to commercial and housing developments
  - Riverine flood mitigation improvements
  - Links to improvements recently completed by City of Medford



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Marlborough: Reconstruction of Granger Boulevard (612285)

- **Proponent:** Marlborough
- **Request:** \$1,215,000
- **Score:** 61.9
- **Status:** PRC-Approved (6/24/2021)
- **Description:**
  - Complete Streets and transit improvements to link Assabet River Trail to Marlborough's downtown
  - Direct affordable housing connections
  - Focus on user safety at key intersections and road width reductions



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Salem: Broad Street and Dalton Parkway Corridor Project

- **Proponent:** Salem
- **Request:** \$250,000
- **Score:** 60.1
- **Status:** Initiation
- **Description:**
  - Roadway right-sizing for access to new housing and adaptive reuse sites
  - Intersection safety improvements throughout
  - Includes access improvements to Collins Middle School



Technical difficulties?  
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March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Southborough: Reclamation of Marlborough Road (Route 85) and Framingham Road from Marlborough City Line to Route 30 (612962)

- **Proponent:** Southborough
- **Request:** \$1,315,000
- **Score:** 52.5
- **Status:** Initiation
- **Description:**
  - Construction of new sidewalks and bike path where none are present in area near housing and recreation
  - Stormwater improvements near Sudbury Reservoir



# Design Pilot: Intersection Improvements

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Burlington: Intersection Improvements at Route 3A/Cambridge Street and Winn Street (613641)

- **Proponent:** Burlington
- **Request:** \$1,700,000
- **Score:** 62.5
- **Status:** PRC-Approved (12/19/2023)
- **Description:**
  - Three priority intersection upgrades with traffic calming to improve multimodal accessibility along corridor
  - Project area features many public facilities, large multifamily complexes, open space, and commercial sites



Technical difficulties?  
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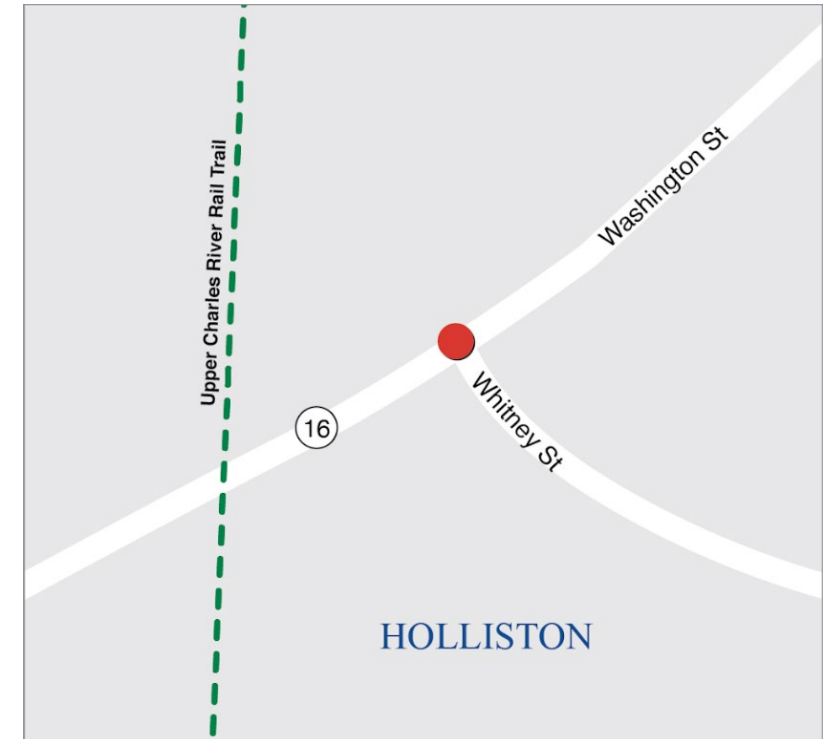
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Holliston: Intersection Improvements at Route 16 and Whitney Street

- **Proponent:** Holliston
- **Request:** \$250,000
- **Score:** 42.8
- **Status:** Initiation
- **Description:**
  - Focused traffic signal upgrades between Route 16 and a driveway for many commercial vehicles
  - Includes major sidewalk extension westward and safety improvements at the Upper Charles Rail Trail crossing
  - Joint effort for safety on Route 16 with Sherborn



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Sherborn: Reconstruction of Route 27 and Route 16

- **Proponent:** Sherborn
- **Request:** \$900,000
- **Score:** 81.8
- **Status:** Initiation
- **Description:**
  - Corridor safety improvements for all users in downtown Sherborn including bicycle, pedestrian, and transit accessibility
  - Addresses problems at several key intersections and driveways
  - Partnership with Holliston for improvements elsewhere on the corridor



# Construction: Bicycle Network and Pedestrian Connections

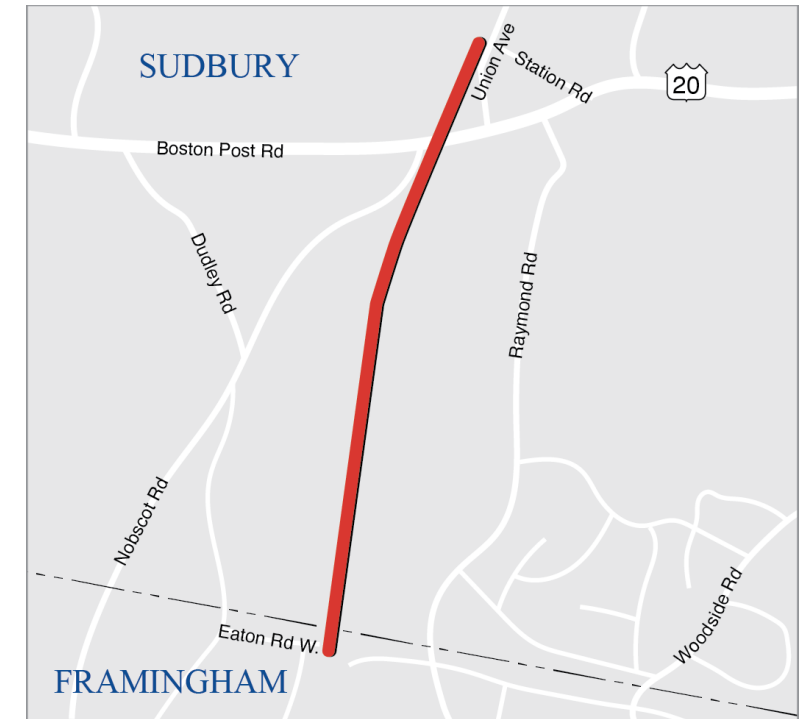
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Sudbury-Framingham: Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West

- **Proponent:** Sudbury
- **Request:** \$8,820,000
- **Score:** TBD
- **Status:** PRC-Approved (6/1/2023), 25% Design expected June 2024
- **Description:**
  - Scoring remains underway
  - Final phase of Bruce Freeman Rail Trail in Sudbury, which creates access for Framingham to continue southward



# Construction: Complete Streets

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

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

- **Proponent:** Bellingham
- **Request:** \$13,900,000
- **Score:** 54.3
- **Status:** PRC-Approved (9/15/2022)
- **Description:**
  - Resurfacing and intersection improvements through a residential area with schools and commercial sites
  - Project scope expanded after submission last year to include a shared-use path and riverine flood mitigation at Stall Brook



March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Ipswich: Argilla Road Ecological Tidal Restoration Project

- **Proponent:** Ipswich
- **Request:** \$13,200,000
- **Score:** 37.9
- **Status:** PRC-Approved (5/12/2022)
- **Description:**
  - Comprehensive sea level rise and coastal flood mitigation project for sustained access to open space resources through 2100 flood conditions
  - Project scope changed after application last year to include further road elevation and culverts to mitigate runoff risks for sensitive marshes



Technical difficulties?  
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or email [smurthy@ctps.org](mailto:smurthy@ctps.org).

# Construction: Intersection Improvements



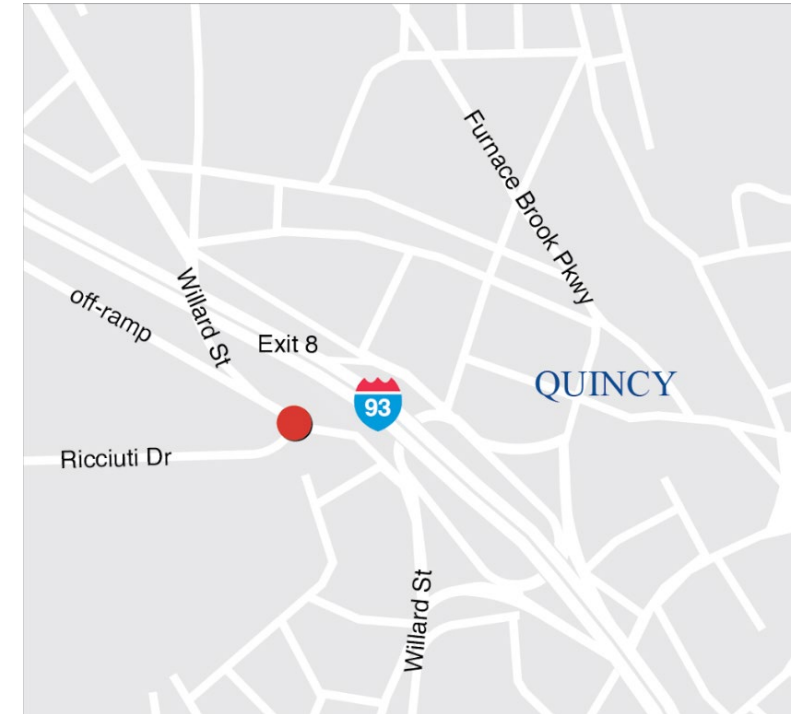
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

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

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



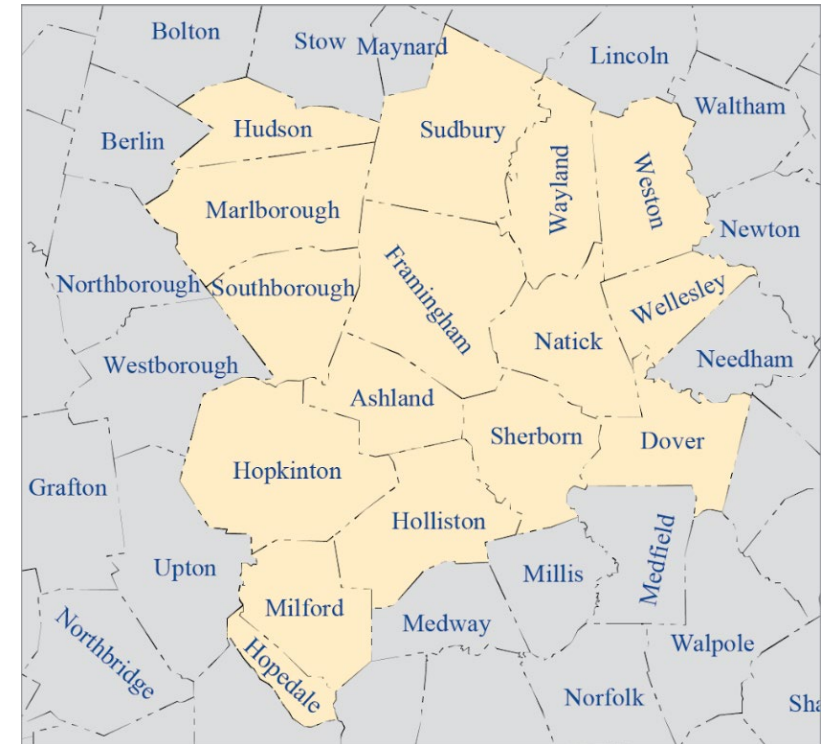
# Transit Transformation

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# MWRTA: Procurement of Three 29-Foot Buses

- **Proponent:** MWRTA
- **Request:** \$1,980,000
- **Score:** 52.2
- **Status:** Planning
- **Description:**
  - The MWRTA will use Transit Transformation funds to procure their first 29-foot buses using compressed natural gas powerplants
  - New buses will improve ridership capacity on highest-ridership routes in Framingham



# Community Connections

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Arlington: Installation of 123 Bicycle Racks and Related Materials

- **Proponent:** Arlington
- **Request:** \$90,878
- **Score:** 74.5
- **Status:** Planning
- **Description:**
  - Procures 123 racks with 246 spaces total
  - Key sites at public schools, parks, fields, arenas, and commercial areas



March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Boston: Installation of 1,600 Bicycle Racks

- **Proponent:** Boston
- **Request:** \$379,470
- **Score:** 82
- **Status:** Planning
- **Description:**
  - Deploy 1,600 slide-over bicycle racks to replace parking meters and add 3,200 bike parking spaces
  - Part of a broader City effort to replace 6,000 single space meters with multi-space meter kiosks



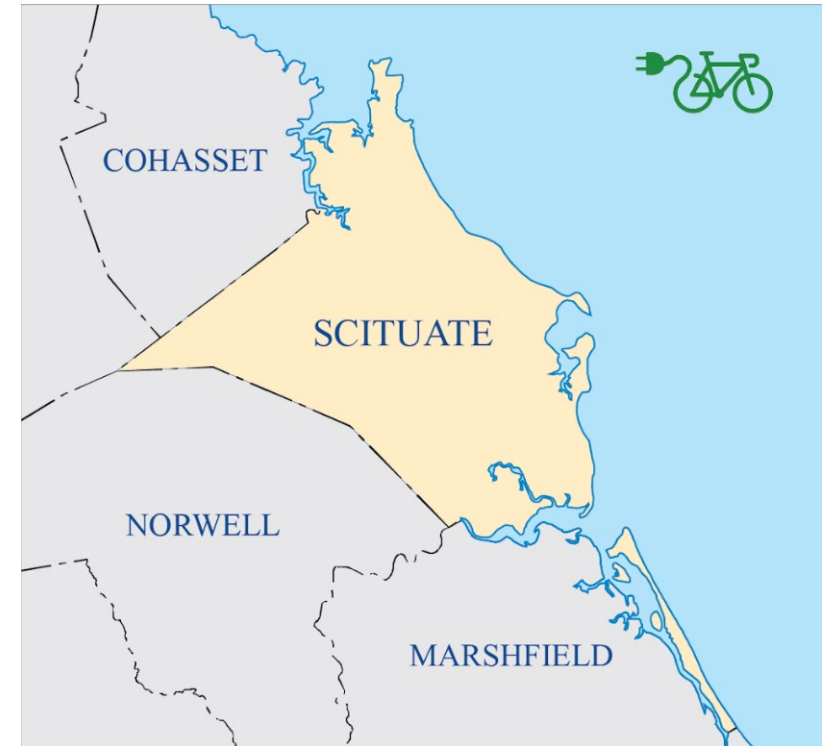
March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Scituate: Installation of 25 Bicycle Racks

- **Proponent:** Scituate
- **Request:** \$22,800
- **Score:** 45.5
- **Status:** Planning
- **Description:**
  - Purchase of 25 bicycle racks with 50 spaces in North Scituate Village and Scituate Harbor
  - Key sites are at commercial and open spaces



Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).



## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Malden: Canal Street Bicycle Lanes

- **Proponent:** Malden
- **Request:** \$81,250
- **Score:** 51.25
- **Status:** Planning
- **Description:**
  - Near term implementation of a bicycle lane on Canal Street to connect to the Northern Strand and future Spot Pond Brook Greenway
  - May also incorporate physical barriers into the procurement for added user safety





March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Chelsea-Revere: Regional On-Demand Microtransit Pilot Project

- **Proponents:** Chelsea, Revere
- **Request:** \$499,649
- **Score:** 53.75
- **Status:** Planning
- **Description:**
  - Provides on-demand microtransit services across 6.5 square miles to fill gaps in MBTA service and provide access to commercial sites, schools, and areas of employment
  - Estimates 58 passenger trips per day with electric vehicles in use



Technical difficulties?  
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March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Revere: Bluebikes Expansion, 4 Stations and 40 Pedal Bicycles

- **Proponent:** Revere
- **Request:** \$169,000
- **Score:** 63.5
- **Status:** Planning
- **Description:**
  - Addition of new Bluebikes Stations at Griswold Fields and North Marshall and Salem Street
  - Extends Bluebikes network into Northern Revere and adds station to the Northern Strand Community Trail



Technical difficulties?  
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or email [smurthy@ctps.org](mailto:smurthy@ctps.org).



# Bikeshare Replacement Projects

Proponent	Scope	Score	Cost	Notes
<b>Boston</b>	Replacement of 12 Stations and Station Electrification Pilot	<b>76.5</b>	<b>\$590,348</b>	Five stations selected for having more than 10,000 trips per year, additional five for proximity to low-income housing and in census tracts with car-free households. Station electrification will reduce operating costs to swap batteries on recently adopted e-bikes.
<b>Brookline</b>	Replacement of 3 Stations and 62 pedal bicycles	<b>59</b>	<b>\$200,000</b>	Replaces three stations in Coolidge Corner and Brookline Village with the highest ridership in Brookline's network. Connects to MBTA C and D branches of the Green Line and bus Routes 65 and 66.
<b>Cambridge</b>	Replacement of 8 Stations and 65 pedal bicycles	<b>68.5</b>	<b>\$385,456</b>	Located at Central Square, Lafayette Square, Lower Cambridgeport, Harvard University Housing, Harvard River Houses, Linear Park, and Porter Square.
<b>Somerville</b>	Replacement of 13 Stations	<b>67.5</b>	<b>\$278,127</b>	Located at Somerville City Hall, Union Square, Beacon at Washington, Conway Park, Wilson Square, Davis Square, Ball Square, Nathan Tufts, Packard Avenue, Teele Square, 191 Beacon, Perry Park, Broadway at Mount Pleasant.
<b>Total:</b>	<b>36 Stations, 127 bicycles</b>		<b>\$1,453,931</b>	

# Fill-In Projects

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
9. Action Item: FFYs 2024–28 TIP Amendment Five
- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Fill-In Projects

- What is a fill-in project?
- Staff engaged regional transit authorities in this effort earlier than prior years to enable some time for scoring, which is underway.
- Fill-ins for FFYs 2025 and 2026 only
  - FFY 2029 funding availability will focus on supporting advance construction or delays of the FFY 2027 and 2028 regional target programs with some new projects.

*Technical difficulties?  
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or email [smurthy@ctps.org](mailto:smurthy@ctps.org).*

# Additional Projects for Consideration: CATA

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- Cape Ann Transportation Authority is proposing three projects for FFY 2025
  - \$65,000 in fare improvements for ADA and Dial-a-Ride
  - \$1,293,000 in operations facility upgrades for HVAC, plumbing, fuel storage and pumps, garage, power supply, and other miscellaneous improvements
  - \$2,460,000 to replace 4 buses with hybrids
- Scoring is in early stages
- Discussing funding eligibility on some specific line items with FHWA

# Additional Projects for Consideration: MWRTA

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- MetroWest Regional Transit Authority seeks \$2,500,000 to redesign its Blandin Hub
- Request is in addition to the \$1,980,000 request to procure first 29-foot buses
  - Eventual construction of new facility would better accommodate these vehicles, and any other vehicles of these types or larger.
  - Facility is part of a longer term plan to shift to renewable energy sources.

# Additional Projects for Consideration: MBTA

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- MBTA list is still in development and may be available for March 14th TIP Committee meeting.
- Expecting a request for additional contribution to Columbus Avenue Bus Lanes Phase 2
  - MPO has supported Phase 2 through \$14.8 million in FFY 2021 and \$11.75 million in FFY 2024
  - New request is expected to be smaller than those figures to address additional utility needs and Roxbury Crossing plaza improvements



Next Steps

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
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- 10. FFYs 2025–29 TIP Project Scores**
11. Members' Items

# Next Steps: Key Dates

- **March 14 at 1:00 PM: TIP Committee Meeting**
  - Discussions to shape initial scenarios
- **March 21: MPO Board Meeting**
  - Further discussion and vote on first phase of scenarios
- **March 28 at 1:00 PM: TIP Committee Meeting**
  - Refinements of scenarios based on feedback from 3/21
- **April 4: MPO Board Meeting**
  - Members vote to select a final TIP Scenario



*Technical difficulties?  
Call Srilekha Murthy at 857.702.3705  
or email [smurthy@ctps.org](mailto:smurthy@ctps.org).*

March 7, 2024

## AGENDA

1. Introductions
2. Chair's Report
3. Executive Director's Report
4. Public Comments
5. Committee Chairs' Reports
6. Regional Transportation Advisory Council Report
7. Action Item: January 18, 2024, Meeting Minutes
8. Action Item: Transit Asset Management Performance Targets
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# Next Steps: Items for Consideration

- TIP Project Cost Changes and reevaluation of projects
  - Any project with a \$2.5 million or 25% cost increase, whichever is triggered first, must attend and explain the reason for that increase.
  - Nine projects qualify, at Board's discretion
- Scope Changes and rescoring
  - Any projects with a scope change may be subject to rescoring at the Board's discretion.
  - Three projects qualify.

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# Discussion

March 7, 2024

## AGENDA

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# Members' Items

Reports and notices by MPO members, including regional concerns and local community issues



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