



VIRTUAL

MEETING

Transportation Improvement Program (TIP) Process, Readiness, and Engagement Committee

March 14, 2024

Boston Region Metropolitan Planning Organization



VIRTUAL

MEETING

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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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VIRTUAL

MEETING

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 Erin Maguire via the chat box, emaguire@ctps.org or 857.702.3681.



VIRTUAL

MEETING

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March 14, 2024

AGENDA

1. Introductions
2. Public Comments
3. Action Item: Summary of December 14, 2023, meeting
4. TIP Disparate Impact and Disproportionate Burden Overview
5. TIP Scenario Development Strategies
6. Members' Items
7. Next Meeting
8. Adjourn

Agenda

- Introductions
- Public Comments
- Action Item: Approval of December 14 meeting summary
- TIP Disparate Impact and Disproportionate Burden Overview
- TIP Scenario Development Strategies
 - Readiness Recap
 - MBTA Projects
 - Discussion of Proposed Changes
- Members Items
- Adjourn (2:45 pm)



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email emaguire@ctps.org.*

March 14, 2024

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Introductions



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March 14, 2024

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Public Comments



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March 14, 2024

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Action Item: Approval of December 14, 2023 Meeting Summary

Ethan Lapointe, TIP Manager, MPO Staff

**Vote to approve meeting summary of the December 14, 2023
TIP Process, Readiness, and Engagement Committee**



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March 14, 2024

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TIP Disparate Impact and Disproportionate Burden Overview

Betsy Harvey, Equity Program Manager

An overview of the disparate impact mitigation analysis and process for the development of the TIP



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Disparate Impact and Disproportionate Burden (DI/DB) Mitigation

March 14, 2024

Betsy Harvey

Boston Region Metropolitan Planning Organization

March 14, 2024

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What is a DI/DB Analysis?

- Analyzes whether MPO-funded projects, as a group, would likely disproportionately affect minority or low-income populations
 - *Destination 2050*: three disparate impacts (minority population) and three disproportionate burdens (low-income population)
 - Mitigation of disparate impacts and disproportionate burdens is required by federal regulations



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Long-Range Transportation Plan DI/DB Findings

Disparate Impacts (Minority Population)	Disproportionate Burdens (Low-income Population)
Access to healthcare within a 25-minute transit trip	Access to jobs within a 45-minute transit trip
Average travel time by driving	Access to healthcare within a 25-minute transit trip
Average travel time by transit	Access to parks/open space within a 45-minute drive

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DI/DB Mitigation Analysis

- Used Conveyal to run analysis
- Included projects, as of December 31
 - Projects funded in the Federal Fiscal Years (FFY) 2024–28 TIP that have funding years in the FFYs 2025–29 TIP
 - New projects submitted for funding consideration
- Projects **not** included
 - Design pilot projects
 - Projects that do not change travel speed, add new links to the transportation network or change roadway geometry
 - Bikeshare projects
 - Microtransit projects

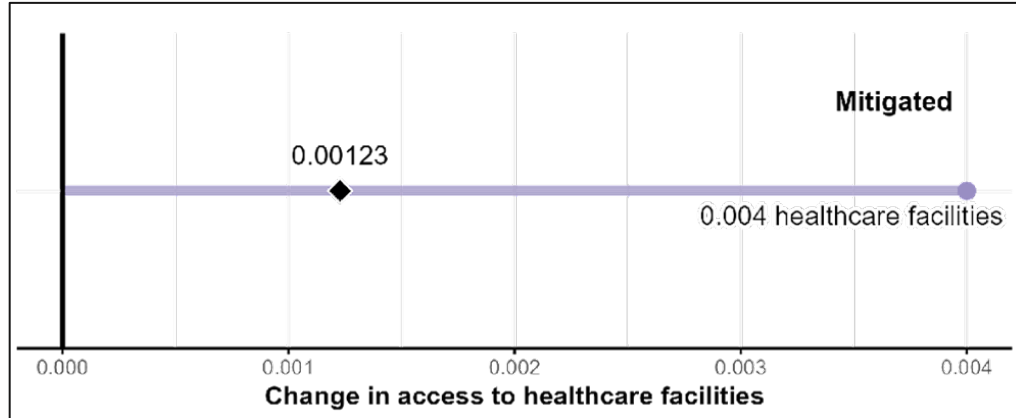


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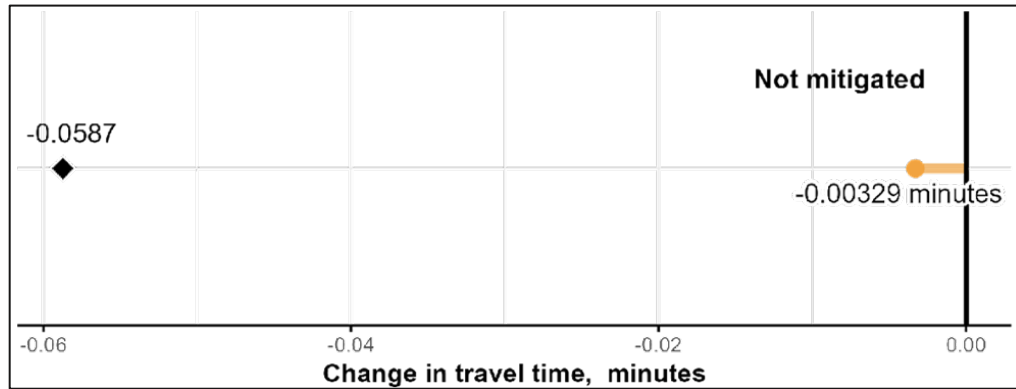
DI/DB Mitigation Goal ◆

Mitigation Result ◆ Mitigated ◆ Not mitigated

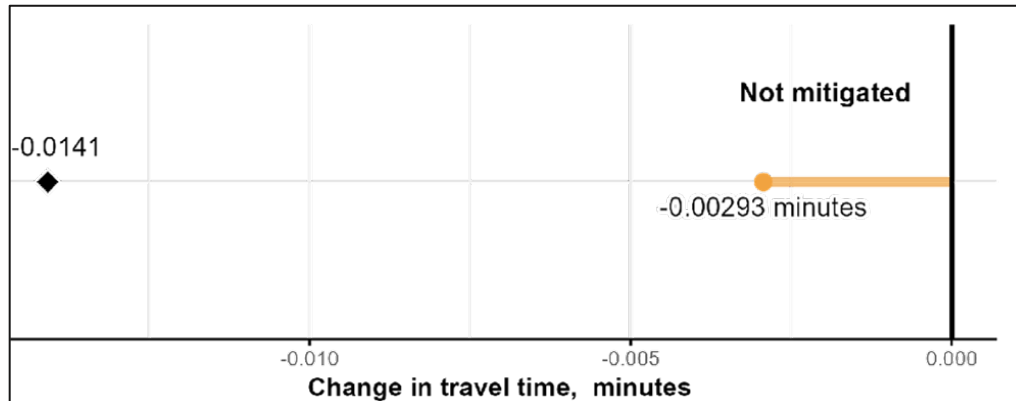
Access to healthcare within a 25-minute transit trip, by minority status



Average travel time by transit, by minority status



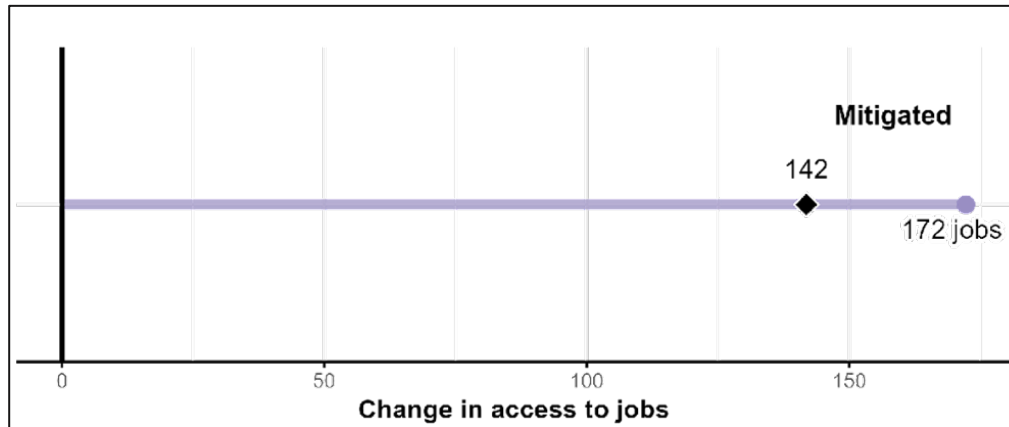
Average travel time by driving, by minority status



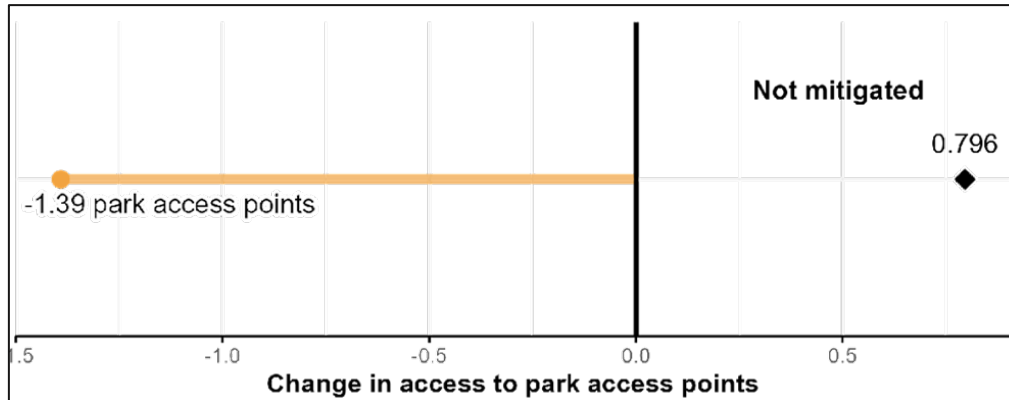
DI/DB Mitigation Goal ◆

Mitigation Result ● Mitigated ● Not mitigated

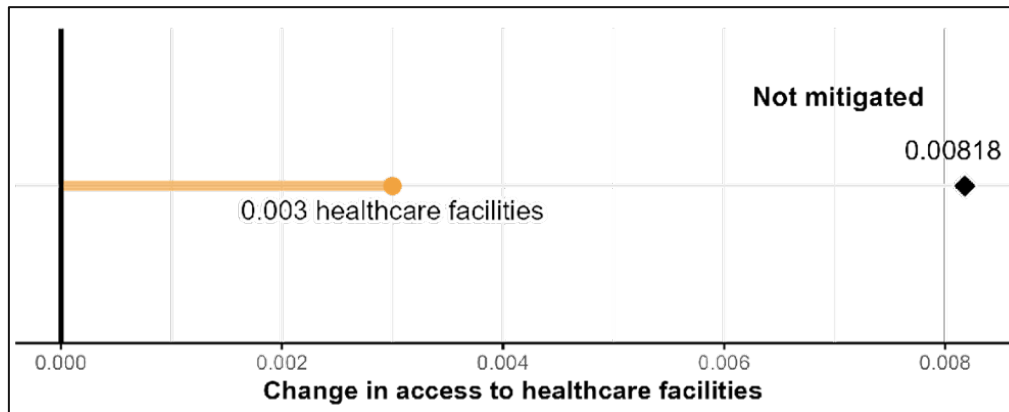
Access to jobs within a 45-minute transit trip, by income status



Access to parks/open space within a 45-minute drive, by income status



Access to healthcare within a 45-minute transit trip, by income status



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Next Steps

- Run a final DI/DB Mitigation Analysis on the final TIP scenario
- Over the next year
 - Finalize our methodology
 - Develop a process for establishing when and how mitigation is accomplished
 - Update the MPO's DI/DB Policy
- Evaluate projects individually for destination access impacts in future TIPs



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Discussion

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TIP Scenario Development Strategies

Ethan Lapointe, TIP Manager

Presentation and discussion of proposed project changes for the development of the Federal Fiscal Year (FFY) 2025–29 TIP with a focus on design project prioritization, funding availability in FFY 2027, and new projects in FFY 2029



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TIP Scenario Development Strategies

March 14, 2024

Ethan Lapointe
TIP Manager, MPO Activities

Boston Region Metropolitan Planning Organization

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Readiness Review

- **Delays:** Sixteen projects recommended for delay of 28 overall
 - Predominantly in FFY 2025 and FFY 2026
 - Eight projects at risk for further delay.
- **Cost Increases:** Thirteen projects saw cost increases above 10%



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Readiness Update

Current Year(s)	New Year(s)	Proponent	Project Name	Current Budget	Revised Budget	Notes
2025	2025	MassDOT	608051 – Wilmington– Reconstruction on Route 38 (Main Street), from Route 62 to the Woburn City Line	\$23,731,429	\$37,978,347 +60%	The project reached 100% design in January 2024 after reaching 75% design in 2021 and 25% design in 2018. The project was initially programmed in the FFY 2021–25 TIP.

- Major drivers:
 - \$5.1M in Verizon Duct Bank work
 - Additional \$2M for contaminated soil (\$3.6M total)

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Comment Opportunity

- Committee members requested that project proponents attend the meeting to answer questions on changes to project cost, scope, and/or readiness.
- Purpose is to provide municipalities with a forum to both answer questions and provide their perspective on their ability to meet project readiness.



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Projects of Interest

Current Year(s)	New Year(s)	Municipality	Project Name	Current Budget	Revised Budget	Notes
2025	2026	Hingham	605168- Hingham- Improvements on Route 3A from Otis Street/Cole Road Including Summer Street and Rotary; Rockland Street to George Washington Boulevard	\$15,018,900	\$33,754,352 +125%	The project has been delayed due to lagging design progress towards a 75% submission deadline in February 2024. Project scale increased the difficulty of obtaining ROW plans. The cost increased as the previous figure used a 2019 estimate.
2025	2027	Everett	609257- Everett- Reconstruction of Beacham Street	\$10,548,928	\$11,392,842 +8%	Coordination with freight rail and other ROW issues in the project area are the main causes of delay.
2025	2028	Ashland	605168- Ashland- Rehabilitation and Rail Crossing Improvements on Cherry Street	\$1,222,315	\$1,316,340 +8%	Progress on design has not been made over the past year and MassDOT has difficulty contacting town. Last contact May 2023. Project still requires Town Meeting approval and coordination with MBTA over federal quiet zone requirements.

Projects of Interest

Current Year(s)	New Year(s)	Municipality	Project Name	Current Budget	Revised Budget	Notes
2025	2026	Lynn	609252- Lynn- Rehabilitation of Essex Street	\$19,698,640	\$21,274,531 +8%	The project has been delayed as design progress has been slow to account for abundant ROW concerns and intersection control issues.
2026	2027	Belmont	609204- Belmont- Community Path, Belmont Component of the MCRT (Phase I)	\$21,288,202	\$22,139,730 +4%	The project continues to advance towards a design public hearing. The underpass for the MBTA Fitchburg Line has complicated ROW permitting.
2026	2027	Salem, Peabody	609437- Salem-Peabody- Boston Street Improvements	\$14,172,868	\$26,122,722 +84%	Progress to 75% design remains underway and has highlighted the need to revise the cost estimate beyond the 25% design estimate from 2019. There are 150 easements in the project area requiring extensive ROW coordination.

Projects of Interest

Current Year(s)	New Year(s)	Municipality	Project Name	Current Budget	Revised Budget	Notes
2026	2027	Weston	608954- Weston- Reconstruction on Route 30	\$16,420,119	\$20,740,442 +26%	The project still requires Town Meeting approval and revised ROW plans. Submission of a 75% was delayed from November 2023 due to contractual issues and is now expected November 2024.
2026	2027	Woburn	610662- Woburn- Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street and Montvale Avenue	\$17,382,600	\$18,077,904 +4%	ICE for the project have not yet been completed, and revised ROW plans are required for the project to advance.
2026-27	2027-28	Ipswich	605743- Ipswich- Resurfacing and Related Work on Central and South Main Streets	\$11,728,698	\$12,197,846 +4%	Progress towards approved ROW plans has been slowed by impacts at the historic town common and a potential Article 97 Public Lands Preservation permit need.

Discussion

MBTA Projects

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MBTA Projects: Preface

- The Draft Scenario has surplus funding in FFYs 2025 and 2026 *after* accounting for:
 - Assumed commitments to existing MPO-supported MBTA projects.
 - \$8.3 million to CATA and MWRTA projects
 - \$10.8 million in design funding
 - \$2.7 million to all Community Connections projects
- MPO members asked the MBTA to create a list of projects to utilize this surplus to advance MPO goals.



**Massachusetts Bay
Transportation Authority**

MBTA Projects For Consideration

*Boston MPO TIP Committee
March 2024*

FY25-29 MBTA Projects for Consideration

- In response to a **request from the MPO at the March 7 meeting**, MBTA staff have pulled together a list of projects that are next-up priorities for the Authority and not currently funded in the MBTA's Capital Investment Program (CIP), for MPO TIP funding consideration.
- This list begins with **fully funding projects with previous MPO commitments**
- **Potential new projects** were identified through the FY25-29 CIP development process and are presented in three categories:
 - Bus priority improvements
 - “No-regrets” early action Commuter/Regional Rail Modernization investments
 - Accessibility and station access improvements
- These projects are candidates for MPO Regional Target Funding because they are: federally eligible investments, currently advancing through design, and located within the MPO region.
- We have organized these projects into **two different scenarios** that capture varying MBTA and MPO priorities



Cost Increases on Previous MPO Project Commitments

Project Name	Investment Category	Federal Share (80%)	MBTA Match (20%)	MPO funding request (millions)
Tremont/Columbus	Bus Priority	\$6.0	\$1.5	\$7.5
Jackson Square	Accessibility & Station Access	\$4.8	\$1.2	\$7.25
Haverhill Line 30-min headways (Reading turn track)	Rail Modernization	\$5.8	\$1.45	\$6M
Total		\$16.6	\$4.15	\$20.75



New Project Scenario 1

Project Name	Investment Category	Federal Share (80%)	MBTA Match (20%)	MPO funding request (millions)
Nubian Sq Bus Circulation	Bus Priority	\$4.0	\$1.0	\$5
Pedal & Park Modernization	Accessibility & Station Access	\$2.0	\$0.5	\$2.50*
Inner Fitchburg 30-minute headways	Rail Modernization	\$11.2	\$2.8	\$14
Central Station Accessibility	Accessibility & Station Access	\$4.0	\$1.0	\$5.00**
Total		\$21.2	\$5.3	\$26.5

*Project is scalable. \$2.5m estimate includes \$1m for modernizing control systems that can be handled separately.

**Total need is \$10m. MBTA is seeking funding from multiple sources.



New Project Scenario 2

Project Name	Investment Category	Federal Share (80%)	MBTA Match (20%)	MPO funding request (millions)
Mattapan Square	Transit Priority	\$16.0	\$4.0	\$20.0
Central Station Accessibility	Accessibility & Station Access	\$4.0	\$1.0	\$5*
Pedal & Park Modernization	Accessibility & Station Access	\$1.2	\$0.3	\$1.5
Total		\$21.2	\$5.3	\$26.5

Proposed additional project for additional funding if available, or application to the FFY 2026 Transit Transformation Program:

Nubian Sq Bus Circulation	Transit Priority	\$4.0	\$1.0	\$5
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*Total need is \$10m. MBTA is seeking funding from multiple sources.



MBTA Potential Project List: Bus Priority Category



Transit Priority: Tremont/Columbus



Type of project: Programmed/cost increase

Project description:

Funding for Phase 2 of the Columbus Avenue center-running bus lane in Boston. This phase of the project extends the bus lane north one mile from Jackson Square to Ruggles Station.

Funding request (estimated costs):

- Total Request: \$7.5M in addition to previously programmed funding
 - 80% federal share: \$6m
 - 20% match: \$1.5m

Purpose of funding:

Cover additional costs identified during the design and engineering stage such as moving MBTA duct banks.



Transit Priority: Nubian Square Accessibility and Operational Improvements



Type of project: New

Project description:

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

Funding request (estimated costs):

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

Purpose of funding:

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



Transit Priority: Mattapan Square Reconfiguration



Type of project: New

Project description:

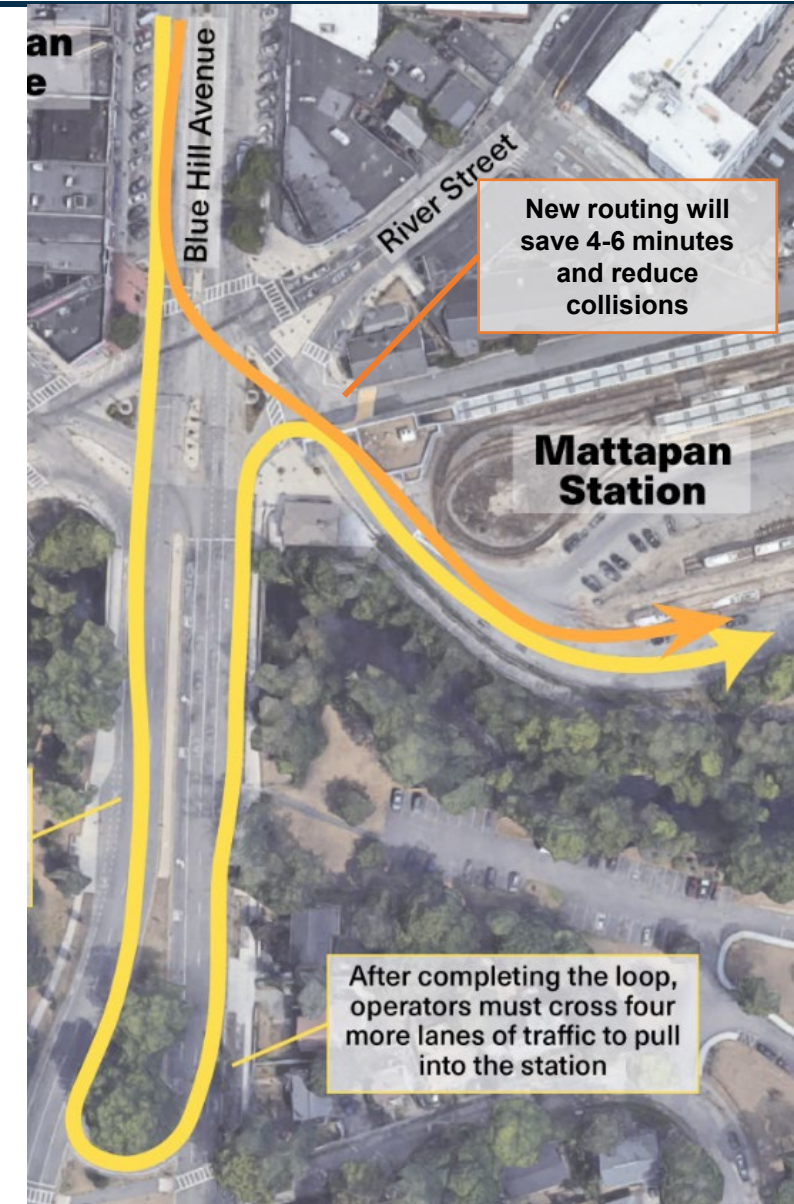
Reconfiguration of Mattapan Square in the southern extent of the Blue Hill Ave project to update bus routing to/from station, reduce travel times by 4-6 mins, and improve safety for riders and pedestrians.

Funding request (estimated costs):

- Total request: \$20m. City of Boston and MBTA are working to lower costs.
 - 80% federal share: \$16m
 - 20% match: \$4m

Purpose of funding:

Advance concept to full design and construction.





MBTA Potential Projects: Rail Modernization Category



Rail Modernization: Reading Turn Track



Type of project: Programmed/Cost Increase

Project description:

Delivery of turn track and signal improvements to deliver 30-minute weekday service as far as Reading on the Commuter Rail's Haverhill Line.

Funding request (estimated costs):

- Total request: \$6M in addition to previously programmed funding
 - 80% federal share: \$4.8m
 - 20% match: \$1.2m

Purpose of funding:

Cover cost increase and take the project to completion.



Rail Modernization: Fitchburg Line 30-min Service



Type of project: New

Project description:

Infrastructure improvements to deliver 30-minute weekday service to the inner half of the Fitchburg Line, as far as Kendal Green Station. In accordance with the goals of the Rail Vision plan, this would allow service every 30 minutes to Boston, Cambridge, Belmont, Waltham, and Weston.

Funding request (estimated costs):

- Total Request: \$14M
 - 80% federal share: \$11.2m
 - 20% match: \$3.8m

Purpose of funding:

Fully fund turn track in vicinity of Kendal Green Station.





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MBTA Potential Project List: Accessibility and Station Access Category





Accessibility Improvements: Jackson Sq.



Type of project: Programmed/Cost increase

Project description:

Accessibility improvements at Jackson Square Station on the Orange Line, including construction of a new elevator and modernization of existing elevator.

Funding request (estimated costs):

- Total Request: \$7.25m in addition to previously programmed funding
 - 80% federal share: \$5.8m
 - 20% match: \$1.45m

Purpose of funding:

Cover budget gap and take the project to completion.





Accessibility Improvements: Central Station



Type of project: New

Project description:

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

Funding request (estimated costs):

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

Purpose of funding:

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



Station Access and Accessibility Improvements: Pedal & Park Modernization



Type of Project: New

Project description:

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

Funding request (estimated costs):

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

Purpose of funding: Design and construction



New Project Scenario 1

Project Name	Investment Category	Federal Share (80%)	MBTA Match (20%)	MPO funding request (millions)
Nubian Sq Bus Circulation	Bus Priority	\$4.0	\$1.0	\$5
Pedal & Park Modernization	Accessibility & Station Access	\$2.0	\$0.5	\$2.50*
Inner Fitchburg 30-minute headways	Rail Modernization	\$11.2	\$2.8	\$14
Central Accessibility	Accessibility & Station Access	\$4.0	\$1.0	\$5.00**
Total		\$21.2	\$5.3	\$26.5

*Project is scalable. \$2.5m estimate includes \$1m for modernizing control systems that can be handled separately.

**Total need is \$10m. MBTA is seeking funding from multiple sources.



New Project Scenario 2

Project Name	Investment Category	Federal Share (80%)	MBTA Match (20%)	MPO funding request (millions)
Mattapan Square	Transit Priority	\$16.0	\$4.0	\$20.0
Central Accessibility	Accessibility & Station Access	\$4.0	\$1.0	\$5*
Pedal & Park Modernization	Accessibility & Station Access	\$1.2	\$0.3	\$1.5
Total		\$21.2	\$5.3	\$26.5

Proposed additional project for additional funding if available, or application to the FFY 2026 Transit Transformation Program:

Nubian Sq Bus Circulation	Transit Priority	\$4.0	\$1.0	\$5
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*Total need is \$10m. MBTA is seeking funding from multiple sources.



TIP Scenario Strategy

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Resources for Today

Initial TIP Scenario

TIP ID	Proponent(s)	Project Name	Investment Category	MAPC Subregion	Programmed Year(s)	Design Status	FFY 2024	FFY 2025	FFY 2025 (New)	FFY 2026	FFY 2026 (New)	FFY 2027	FFY 2027 (New)	FFY 2028	FFY 2028 (New)	FFY 2029 (New)	Other Non-Target Funds	Adjusted TFP (FFYs 2024-26)	Adjusted TFP (FFYs 2025-29)	Cost Increase (%)
S12818	Axon	Axon PARKING MANAGEMENT SYSTEM	CC	MAGIC	2024	Approved	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000
608436	Ashland	ASHLAND: REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	CS	MWRC	2028	25% Comments	\$0	\$742,315	\$0	\$0	\$0	\$0	\$0	\$0	\$831,393	\$0	\$480,000	\$1,222,315	\$1,316,340	8%
609204	Belmont	BELMONT: COMMUNITY PATH, BELMONT COMPONENT OF THE NEXT PHASE B	BP	ICC	2027	25% Received	\$0	\$0	\$0	\$21,288,202	\$0	\$0	\$21,288,201	\$0	\$0	\$0	\$0	\$21,288,202	\$21,288,202	0%
606453	Boston	BOSTON: IMPROVEMENTS ON BOYLSTON STREET FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO PINKNEY STREET	CS	ICC	2026	25% Received #1	\$0	\$8,665,932	\$0	\$0	\$9,011,854	\$0	\$0	\$0	\$0	\$0	\$0	\$8,665,932	\$9,011,854	4%
606226	Boston	BOSTON: RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	MR	ICC	2027-29	25% Received #1	\$0	\$0	\$0	\$0	\$8,600,000	\$8,600,000	\$33,500,000	\$33,500,000	\$45,000,000	\$0	\$0	\$197,759,449	\$197,759,449	0%
S12823	Boston	BOSTON ELECTRIC BLUEBIKES ADOPTION	CC	ICC	2024	NA	\$1,020,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,020,000	\$1,020,000	0%
612889	Boston	BOSTON: BRIDGE PRESERVATION @ 16-06 DRUG CAMBRIDGE STREET OVER MITA	CS	ICC	2027	Approved	\$0	\$0	\$0	\$16,632,000	\$0	\$0	\$17,297,280	\$0	\$0	\$0	\$0	\$16,632,000	\$17,297,280	4%
610932	Brookline	BROOKLINE: REHABILITATION OF WASHINGTON STREET	CS	ICC	2028	Approved	\$0	\$0	\$0	\$0	\$0	\$28,995,267	\$0	\$0	\$30,155,078	\$0	\$0	\$28,995,267	\$30,155,078	4%
S12824	Cambridge	CAMBRIDGE ELECTRIC BLUEBIKES ADOPTION	CC	ICC	2024	NA	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$315,000	0%
S12114	Canton	ROYAL STREET SHUTTLE	CC	Scale Highway	2023-24	NA	\$148,542	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,542	\$148,542	0%
S12806	Canton	CANTON CENTER BICYCLE RACKS	CC	TRIC	2024	NA	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$12,500	0%
S12805	Canton	CANTON PUBLIC SCHOOLS BIKE PROGRAM	CC	TRIC	2024	NA	\$28,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,125	\$28,125	0%
S12700	CATA	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION	CC	NSTF	2023-25	NA	\$0	\$214,376	\$214,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$214,376	\$214,376	0%
611083	Chelsea	CHELSEA: PARK STREET & PEARL STREET RECONSTRUCTION	CS	ICC	2027	Approved	\$0	\$0	\$0	\$0	\$0	\$11,705,708	\$11,705,708	\$0	\$0	\$0	\$0	\$11,705,708	\$11,705,708	0%
609257	Everett	EVERETT: RECONSTRUCTION OF BEACHAM STREET	CS	ICC	2027	Approved	\$0	\$10,548,928	\$0	\$0	\$0	\$0	\$11,392,842	\$0	\$0	\$0	\$0	\$10,548,928	\$11,392,842	8%
605168	Hingham	HINGHAM: IMPROVEMENTS ON ROUTE 3A FROM OTIS STREET/FOLE ROAD INCLUDING SUMMER STREET AND ROTARY; ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	CS	SSC	2026	25% DRH	\$0	\$15,018,900	\$0	\$0	\$13,74,352	\$0	\$0	\$0	\$0	\$0	\$0	\$15,018,900	\$33,754,352	125%
605743	Ipswich	IPSWICH: RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	CS	NSTF	2027-28	25% Received #1	\$0	\$0	\$0	\$5,702,076	\$0	\$6,026,622	\$6,000,000	\$0	\$6,197,846	\$0	\$0	\$11,728,698	\$12,197,846	4%
609054	Littleton	LITTLETON: RECONSTRUCTION OF FOSTER STREET	CS	MAGIC	2024	PS&R Received - R1	\$6,476,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,476,821	\$6,476,821	2%
609252	Lynn	LYNN: REHABILITATION OF ESSEX STREET	CS	ICC	2027	Approved	\$0	\$19,698,640	\$0	\$0	\$0	\$0	\$21,274,531	\$0	\$0	\$0	\$0	\$19,698,640	\$21,274,531	8%
609246	Lynn	LYNN: REHABILITATION OF WESTERN AVENUE (ROUTE 107)	CS	ICC	2028-29	Approved	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$0	\$20,000,000	\$15,000,000	\$20,000,000	\$0	\$40,980,000	\$45,897,600	12%
613088	Malden	MALDEN: SPOT POND BROOK (2E) DRAINAGE	BP	ICC	2027	Approved	\$0	\$0	\$0	\$0	\$0	\$4,858,127	\$4,884,822	\$0	\$0	\$0	\$0	\$4,858,127	\$4,884,822	-4%
S12703	MART	MONTACASSETT RTA MICROTRANSIT SERVICE	CC	MAGIC	2023-25	NA	\$430,354	\$406,641	\$406,641	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$836,995	\$836,995	0%
608007	MassDOT	COHASSET - SCITUATE CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE CUSHING HIGHWAY (ROUTE 3A) FROM BEECHWOOD STREET TO HENRY TURNER BAILEY ROAD	CS	SSC	2024	100% Complete	\$15,118,044	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,118,044	\$15,118,044	-2%
603739	MassDOT	WRENTHAM: CONSTRUCTION OF ROUTE 149/ROUTE 1A RAMPS	MR	SWAP	2024	100% Received #1	\$18,998,683	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,994,890	\$18,998,683	6%
110980	MassDOT	NEWTOWN WESTON BRIDGE REHABILITATION N-12-10-W-29-305, COMMONWEALTH AVENUE ROUTE 30 OVER THE CHARLES RIVER	CS	ICC	2024	75% Received	\$24,182,579	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,851,750	\$24,182,579	11%
608067	MassDOT	WOBURN INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD & BEDFORD	II	NSPC	2025	5% Approved	\$0	\$1,978,080	\$3,438,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,978,080	\$3,438,311	74%

Technical difficulties?
Call Erin Maguire at 857.702.3681 or email emaguire@ctps.org.

March 14, 2024

AGENDA

1. Introductions
2. Public Comments
3. Action Item: Summary of December 14, 2023, meeting
4. TIP Disparate Impact and Disproportionate Burden Overview
5. TIP Scenario Development Strategies
6. Members' Items
7. Next Meeting
8. Adjourn

Today's Objectives

- Why only one TIP Scenario at this time?
- **Primary Objective:** Discuss strategies for choosing what is done for FFY 2025 design projects, how to attain constraint in FFY 2027, and how to handle new projects in FFY 2029.
- Given complexity of FFY 2025 and 2027, having staff develop multiple scenarios at this time would be premature, especially given limited and challenging options.

*Technical difficulties?
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email emaguire@ctps.org.*

Readiness Financial Outlook for FFYs 2025–29 Programming

	2025	2025 (New)	2026	2026 (New)	2027	2027 (New)	2028	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds	\$128,427,689	\$128,427,689	\$125,285,688	\$125,285,687	\$155,132,143	\$155,132,142	\$158,052,175	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$125,975,489	\$55,813,413	\$124,667,241	\$90,610,293	\$144,006,044	\$235,817,183	\$149,868,526	\$184,091,988	\$109,840,000	\$676,172,876
Regional Highway Target Funds Remaining (Unprogrammed):	\$2,452,200	\$72,614,276	\$618,447	\$34,675,394	\$11,126,099	-\$80,685,041	\$8,183,649	-\$26,039,813	\$51,190,608	\$51,755,425
Percent Unprogrammed	1.9%	56.5%	0.5%	27.7%	7.2%	-52.0%	5.2%	-16.5%	31.8%	7.1%

Note: Years shown are federal fiscal years.

Initial Scenario Financial Outlook for FFYs 2025–29 Programming

	2025	2025 (New)	2026	2026 (New)	2027	2027 (New)	2028	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds (2024-29 TIP):	\$128,427,689	\$128,427,689	\$125,285,688	\$125,285,687	\$155,132,143	\$155,132,142	\$158,052,175	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$125,975,489	\$107,828,093	\$124,667,241	\$113,519,057	\$144,006,044	\$180,366,179	\$149,868,526	\$157,830,836	\$158,771,267	\$718,315,433
Regional Highway Target Funds Remaining (Unprogrammed):	\$2,452,200	\$20,599,596	\$618,447	\$11,766,630	\$11,126,099	-\$25,234,037	\$8,183,649	\$221,339	\$2,259,341	\$9,612,868
Percent Unprogrammed	1.9%	16.0%	0.5%	9.4%	7.2%	-16.3%	5.2%	0.1%	1.4%	1.3%

Note: Years shown are federal fiscal years.

Proposed Changes by Year: 2025

- All highway cost increases accounted for, including Wilmington Route 38 increase
- MBTA cost increases accounted for:
 - **Jackson Square** (\$21.25M, +\$7.25M)
 - **Reading Station** (\$2M, +\$2M)
 - **Columbus Avenue Phase 2** (\$7.5M, +\$7.5M)
- New Regional Transit Authority projects
 - **CATA (\$3.07M)**: \$1.29M for facility modernization, \$1.71M for low emission buses, \$65,000 for fare system upgrades.
 - **MWRTA (\$3.73M)**: \$1.98M for three low emissions buses, \$1.75M for facility redesign
- Approximately \$10M of design projects
 - Total request was \$19.3M

Proposed Changes by Year: 2025

- Approximately \$10M of design projects
 - Total request was \$19.3M
- All Community Connections Projects funded (\$1.24M)
 - **Arlington:** Installation of 123 Bicycle Racks
 - **Boston:** 1,600 Bicycle Racks
 - **Scituate:** Installation of 25 Bicycle Racks
 - **Chelsea, Revere:** On-Demand Microtransit Pilot
 - **Malden:** Canal Street Bike Lanes
 - **Revere:** Northern Revere Bluebikes Expansion
- All Bikeshare Support Projects funded (\$1.45M)
 - **Boston, Brookline, Cambridge, Somerville**
 - 36 Stations, 127 bikes
- **Surplus: \$20.6M**
 - **Strategy:** Utilize for a combination of contingency and new MBTA projects.

Proposed Changes by Year: 2026

- 605857- Norwood Intersection Improvements at Route 1 & University Avenue/Everett Street
 - Formerly funded with \$11.1M in FFY26 and \$17.57M in FFY27, the project is now fully funded in FFY26 for \$27.6M.
- 609252- Lynn- Rehabilitation of Essex Street
 - MassDOT recommended a delay from FFY 25 to FFY 27, but the City of Lynn believes FFY 26 is attainable.
 - Funding split \$10M in FFY 26 and \$9.7M in FFY27 (\$19.7M total)
- New Project - 610823- Quincy Intersection Improvements at Willard Street and Ricciuti Drive
 - \$1.89M for intersection signalization and a small shared-use path.
- Transit Transformation Program
 - Reduced set-aside to \$5M to support \$750K for CATA low emission buses and \$750K for MWRTA Facility Redesign.
- Chelsea, Revere On-Demand Microtransit: \$450,278

Proposed Changes by Year: 2026

- **Surplus: \$11.76M**
 - **Strategy:** Utilize for a combination of contingency and new projects.
- **Item for Consideration: \$3.05M for Long Range Priority Project Design**
- Two projects listed on the LRTP currently lack design or construction funding.
 - Lexington's Route 4/225 Interchange and Hartwell Avenue project
 - Framingham's Route 126/135 Grade Crossing Project



Proposed Changes by Year: 2027

- 606226 - Boston Reconstruction of Rutherford Avenue
 - Removing \$8.6M of funding in FFY 27, delaying the project to an advertising year in FFY 28.
 - The City of Boston noted FFY 28 as realistic.
- 607981 - Somerville McGrath Boulevard Construction
 - We are recommending a reduction in funding from \$35M to \$30M.
- 613088 - Malden Spot Pond Brook Greenway
 - This was flagged as high risk at MassDOT's Readiness Days but no delay was suggested.
 - We are recommending a delay to FFY 2028 as the project is not at 25% design.

Proposed Changes by Year: 2027

- 613121 - Everett Targeted Multimodal and Safety Improvements on Route 16
 - Introduced to FFY 26 as a MassDOT fill-in in the FFY 2024–28 TIP.
 - Initially recommended for a delay to FFY 2027, we are considering deprogramming.
 - However, deprogramming of this project may lead to issues for a larger Everett project in the statewide highway program.
- Reiterating changes from other years:
 - Lynn Essex Street continues to have \$9,698,640 programmed.
 - There is no longer any funding programmed in FFY 27 for Norwood Intersection Improvements at Route 1 and University Avenue.
- Chelsea, Revere On-Demand Microtransit: \$450,278
- **Deficit: -\$25.23M**
 - **Strategy:** Select one or more projects to deprogram or reduce funding for in FFY 27.

Proposed Changes by Year: 2028

- 610932 - Brookline Rehabilitation of Washington Street
 - Instead of delaying all project funding to FFY 28, the funding is now split with \$10M in FFY 28 and \$18.99M in FFY 29.
- 608158 - Westwood-Norwood Reconstruction of Canton Street
 - Instead of keeping all funding in FFY 28, the funding is now split with \$12.85M in FFY 28 and \$10M in FFY 29.
 - We are recommending a delay to FFY 2028 as the project is not at 25% design.
- 613088 - Malden Spot Pond Brook Greenway
 - This project is now programmed for \$4.86M in FFY28.
- Community Connections Set-Aside reduced to \$2M from \$2.5M in FFY28
- **Outcome:** This resolves the \$26M deficit in FFY 28. If changes to find constraint in FFY 27 are made, we may move AC funding around to provide additional contingency in this year and re-fill the Community Connections line item.

Proposed Changes by Year: 2029

- 606226 - Boston Reconstruction of Rutherford Avenue
 - Recommending \$45M programmed.
 - Leaves approximately \$120M to be programmed across future TIP cycles.

- 607981 - Somerville McGrath Boulevard Construction
 - Recommending \$30.31M programmed.
 - Strong chance of full funding by FFY 26–30 TIP.

- 609246 - Lynn Rehabilitation of Western Avenue
 - Recommending \$20M programmed.
 - May be fully funded by FFY 26–30 TIP cycle.

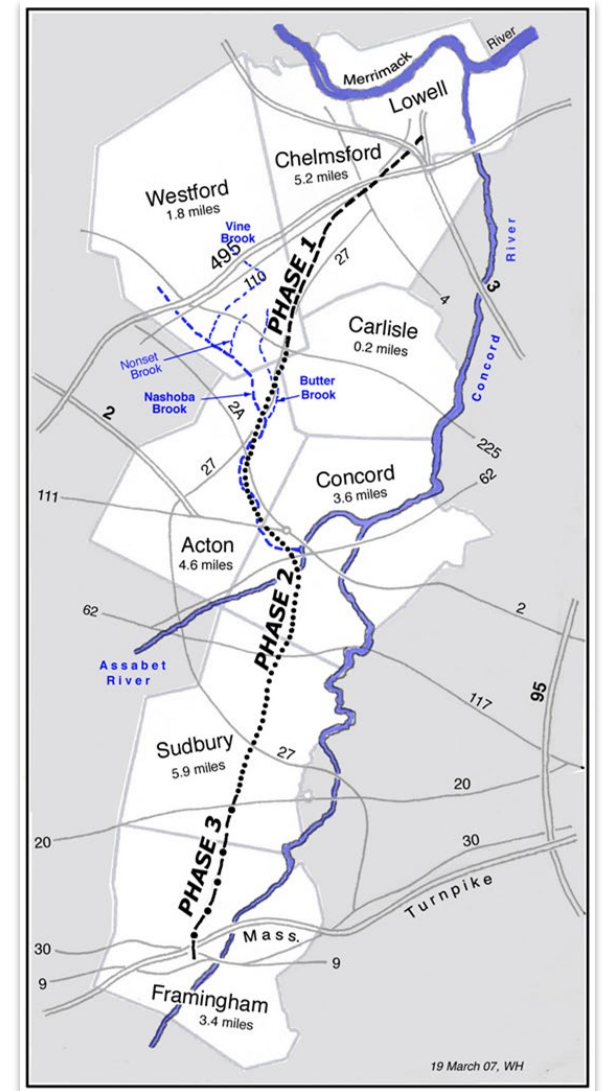
- Additional Advance Construction from FFY 2028:
 - \$18.99M for Brookline’s Washington Street project
 - \$10M for Westwood’s Canton Street project

2028	2029	2030	2031	2032	>	Total
12,000,000	24,000,000	12,000,000	40,000,000	35,759,449		\$123,759,449
19,500,000	18,000,000	19,500,000	0	0		\$57,000,000
2,000,000	3,000,000	4,000,000	4,000,000	4,000,000		\$17,000,000
\$33,500,000	\$45,000,000	\$35,500,000	\$44,000,000	\$39,759,449		\$197,759,449

Advance Construction or “AC” is the mechanism used to fund projects across multiple years, and even set-aside funding in future TIPs, to support projects that cannot be funded in one year.

New Projects for 2029

- 612963 - Bellingham Roadway Rehabilitation of Route 126 (Hartford Road)
 - Total cost of \$16.68M
 - Funded \$8.34M in FFY 29 with remainder planned for FFY 30.
- 612738 - Ipswich Argilla Road Project
 - Recommend programming \$6.6M in FFY 29.
 - We anticipate cost increases on this project once MassDOT receives a 25% design submission due to emerging MassDEP permitting needs.
 - Major cost increases may be addressed in FFY 30 through AC in a future TIP.
- 613319 - Sudbury-Framingham Bike Path Construction of Bruce Freeman Rail Trail (Phase 3)
 - Recommend programming \$8.53M in FFY 29.
 - Given the project is about to be at 25%, there is a possibility for acceleration in future TIP cycles.



Initial Scenario Financial Outlook for FFYs 2025–29 Programming

	2025	2025 (New)	2026	2026 (New)	2027	2027 (New)	2028	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds (2024-29 TIP):	\$128,427,689	\$128,427,689	\$125,285,688	\$125,285,687	\$155,132,143	\$155,132,142	\$158,052,175	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$125,975,489	\$107,828,093	\$124,667,241	\$113,519,057	\$144,006,044	\$180,366,179	\$149,868,526	\$157,830,836	\$158,771,267	\$718,315,433
Regional Highway Target Funds Remaining (Unprogrammed):	\$2,452,200	\$20,599,596	\$618,447	\$11,766,630	\$11,126,099	-\$25,234,037	\$8,183,649	\$221,339	\$2,259,341	\$9,612,868
Percent Unprogrammed	1.9%	16.0%	0.5%	9.4%	7.2%	-16.3%	5.2%	0.1%	1.4%	1.3%

Note: Years shown are federal fiscal years.

Key Issue #1: Deficit in 2027

- Two options remain to address the \$25.23M deficit in FFY 27.

Option 1: Rebalance Advance Construction

- With Western Avenue in Lynn and Rutherford Avenue in Boston delayed by one year, the only project remaining in FFY 27 is McGrath Highway in Somerville.
- Shifting \$30M for McGrath is highly risky
 - Could adversely impact the project's readiness and discretionary funding opportunities.
 - Increases cost borne by later TIPs.

Option 2: Deprogram Projects

- Deprogramming entails temporary removal from the TIP
- Projects selected for deprogramming could reapply to return if more progress for readiness is made.
- Likely that two projects will need to be selected among eight potential options identified by staff.

Options for Deprogramming

Municipality	Project Name	Current Budget	Revised Budget	Notes
Belmont	609204- Belmont- Community Path, Belmont Component of the MCRT (Phase I)	\$21,288,202	\$21,288,202	<ul style="list-style-type: none"> • Delayed into FFY 2027 from 2026. • Project is at 25% design and making progress, but ROW is difficult. • Mixed public feedback, mostly support. • Town Meeting vote expected Spring 2024.
Boston	612989- Boston- Bridge Preservation, Cambridge Street over MBTA	\$16,632,000	\$16,632,000	<ul style="list-style-type: none"> • Delayed from 2026 to 2027 due to CSX issues. • City had a 100% design before going to PRC with MassDOT. Still working on 25% revisions. • Keeping bridge in good repair critical to traffic control for Rutherford and McGrath.
Everett	605168- Everett- Reconstruction of Beacham Street	\$10,548,928	\$10,954,656 +4%	<ul style="list-style-type: none"> • Pre-25% plans submitted in December 2023 and 25% expected in March. 75-100% submission may be expedited. • Delay prompted by ROW for railroad crossings from FFY 25 to 27.
Ipswich	605743- Ipswich- Resurfacing and Related work on Central and South Main Streets	\$11,728,698	\$11,728,698	<ul style="list-style-type: none"> • Project is making design progress. • Delay would not only have a small impact on FFY 27 constraint but create issues for FFY 28 constraint. Only \$6M is in FFY 27.

Options for Deprogramming

Municipality	Project Name	Current Budget	Revised Budget	Notes
Salem	609437- Salem-Peabody- Boston Street Improvements	\$14,172,868	\$26,122,722 +84%	<ul style="list-style-type: none"> Project reached 75% in January 2024, prompting cost increase. Main challenges are in easements, but City is responsive and is at a later design stage than most FFY 27 projects.
Somerville	607981- Somerville- McGrath Boulevard Construction	\$95,310,000	\$95,310,000	<ul style="list-style-type: none"> Project is on track, advance construction could be reduced further for fiscal constraint. Currently recommending \$30M in FFY 27. Short term benefit for this TIP, but long term adverse consequences for fiscal constraint in FFY 2026–30 TIP and beyond.
Weston	608954- Weston- Reconstruction on Route 30	\$16,420,119	\$19,999,712 +26%	<ul style="list-style-type: none"> 75% was due in November 2023 but delayed due to contractual issues with designer. Scope has changed to remove several signals from the project, and shared use path is proposed for alteration given vocal opposition. Requires Town Meeting Approval, but FFY 26 could be attainable with great effort.
Woburn	610662- Woburn- Roadway and Intersection Improvements at Woburn Common, Route 38, Winn Street, Pleasant Street, and Montvale Avenue.	\$17,382,600	\$17,382,600	<ul style="list-style-type: none"> Project not yet at 25% design but was due September 2022. A pre-25% checklist was uploaded October 2022. Cost estimate is several years old. Project cost has not changed significantly since FFY 21–25 TIP. Delayed from FFY 26 to 27 as ICE and ROW have yet to begin.

Key Issue #2: Design Funding Amount

- The set-aside in FFY 2025 of the FFY 2024–28 TIP of \$4M was meant to fund a test sample of design projects.
- Funding surpluses in FFY 2025 enable more projects to be funded and to later design stages.
- Staff currently recommend approximately \$10M in funding.
- There are some additional considerations...

Proponent(s)	Request (\$M)	Score	Project Name
Acton	\$0.86	45.4	Great Road: Harris to Davis Intersections and Complete Streets
Arlington	\$1.40	80.1	Broadway Complete Streets 100% Design
Boston	\$1.50	76.2	Reconstruction of Bennington Street and Meridian Street
Burlington	\$1.70	62.6	Intersection Improvements at Route 3A and Winn Street
Cambridge	\$3.00	78.1	Shared Use Path and Bridge at Danehy Park over Fitchburg Line
Framingham	\$0.85	79.9	Chris Walsh Trail Phase 2
Holliston	\$0.25	42.8	Intersection Improvements at Route 16 and Whitney Street
Hudson	\$0.91	62.7	Hudson Massachusetts Central Rail Trail Extension
Malden	\$2.60	71.15	Route 60 Improvements
Malden	\$0.94	62.25	Commercial Street Reconstruction
Marlborough	\$1.22	79.9	Reconstruction of Granger Boulevard
Norfolk, Wrentham, Walpole	\$1.55	65	Metacomet Greenway Connection
Salem	\$1.40	60.1	Broad and Dalton Parkway Corridor Project
Sherborn	\$0.9	81.8	Reconstruction of Route 27 and Route 16
Southborough	\$1.32	52.5	Reclamation of Marlborough Road (Route 85) and Framingham Road
TOTAL (\$M)	\$20.38		

Considerations for Design Pilot Scale

- 1) \$10M is insufficient to cover all requests, and most applications will not be able to be funded.
- 2) Funding a large number of applications may prove unwieldy to manage and hamper the long term viability of the program.
- 3) MassDOT's capacity to manage these projects is still to be determined, and municipal capacity may also vary.
- 4) Demand for MPO funding will increase in future TIP cycles with our AC projects and new projects on the MPO's long range plan.
 - The return of GANs in the FFY 2028–32 TIP will constrain funding further.



Next Gen Bridge Program and GANs:

Grant Anticipation Notes, or GANs, are utilized to fund bundled contracts of preservation work for smaller bridges. They are initially funded with state funds, but repaid with debt that uses federal funds. Before federal Regional Target funds are allocated to MPOs, payments on the debt are made first. The Next Generation Bridge Program relies on this funding to significantly reduce the number of structurally deficient bridges in the Commonwealth.

Image Source: SPS New England

Discussion

March 14, 2024

AGENDA

1. Introductions
2. Public Comments
3. Action Item: Summary of December 14, 2023, meeting
4. TIP Disparate Impact and Disproportionate Burden Overview
5. TIP Scenario Development Strategies
- 6. Members' Items**
7. Next Meeting
8. Adjourn

Members' Items

Reports and notices by TIP Process, Engagement, and Readiness members, including regional concerns and local community issues



*Technical difficulties?
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March 14, 2024

AGENDA

1. Introductions
2. Public Comments
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- 7. Next Meeting**
8. Adjourn

Next Meeting

March 28, 2024 at 1:00 PM

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March 14, 2024

AGENDA

1. Introductions
2. Public Comments
3. Action Item: Summary of December 14, 2023, meeting
4. TIP Disparate Impact and Disproportionate Burden Overview
5. TIP Scenario Development Strategies
6. Members' Items
7. Next Meeting
- 8. Adjourn**

Adjourn



*Technical difficulties?
Call Erin Maguire at 857.702.3681 or
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