Transportation Improvement Program

FFYS 2026–30

Chapter 1

3C Transportation Planning in the Boston Region

Metropolitan Planning Organizations (MPO) were first given the authority to approve the use of federal funds for transportation planning and capital projects in a region through 1970s federal legislation. MPOs are established based on an agreement between the governor of a state and at least 75 percent of the local representation in a metropolitan area (typically representation through local elected officials) to provide a forum that engages state, regional, and local stakeholders in the transportation planning process. Each metropolitan area in the United States with a population of 50,000 or more is required by federal legislation to have an MPO.

MPOs establish regional transportation visions that are the overarching framework for the decision-making about how to allocate federal transportation funds in a metropolitan area. This vision is based on the input and needs of the full range of stakeholders in a region, including elected officials, municipal planners and engineers, transportation advocates, and residents.

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

THE TRANSPORTATION PLANNING PROCESS

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

The most recent reauthorization of the federal surface transportation law is the Bipartisan Infrastructure Law (BIL). The BIL sets policies related to metropolitan transportation planning and requires that all MPOs carry out a continuing, comprehensive, and cooperative (3C) transportation planning process. This process must result in plans and programs that support

metropolitan community development and social goals and lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

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

- A comprehensive, continuing, and cooperative transportation planning process resulting in plans, programs and operations consistent with the planning objectives of the metropolitan area.
    - Comprehensive, including the effective integration of the various stages and levels of transportation planning and programming for the entire region and examining all modes to ensure a balanced planning effort. There is simultaneous analyses of various related non-transportation elements, such as land use, economic and residential development, demographics, sustainability, and community impact within an integrated planning and programming process.
    - Continuing, affirming the necessity to plan for the short- and long-range needs of the regional transportation system, emphasizing the iterative character of the progression from systems planning to project planning, programming, operations, and implementation. Frequent updating and reevaluation of data and plans is necessary.
    - Cooperative, requiring effective coordination among public officials at all levels of government, and inviting the wide participation of all parties, public or private, at all stages of the transportation planning process. A key objective of the process is to resolve issues and controversies by providing a forum for negotiation and consensus building. At the same time, the process is not intended to operate, and cannot operate, to dilute the ultimate authority or responsibility of those state, regional, or local public officials who, pursuant to statute or under contract, review and/or implement transportation plans, programs, and projects.
- Compliance with the requirements of the BIL, the Americans with Disabilities Act of 1990, the Clean Air Act of 1990, the Civil Rights Act of 1964, and Executive Order 13330 (regarding the coordination of human-services transportation)

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

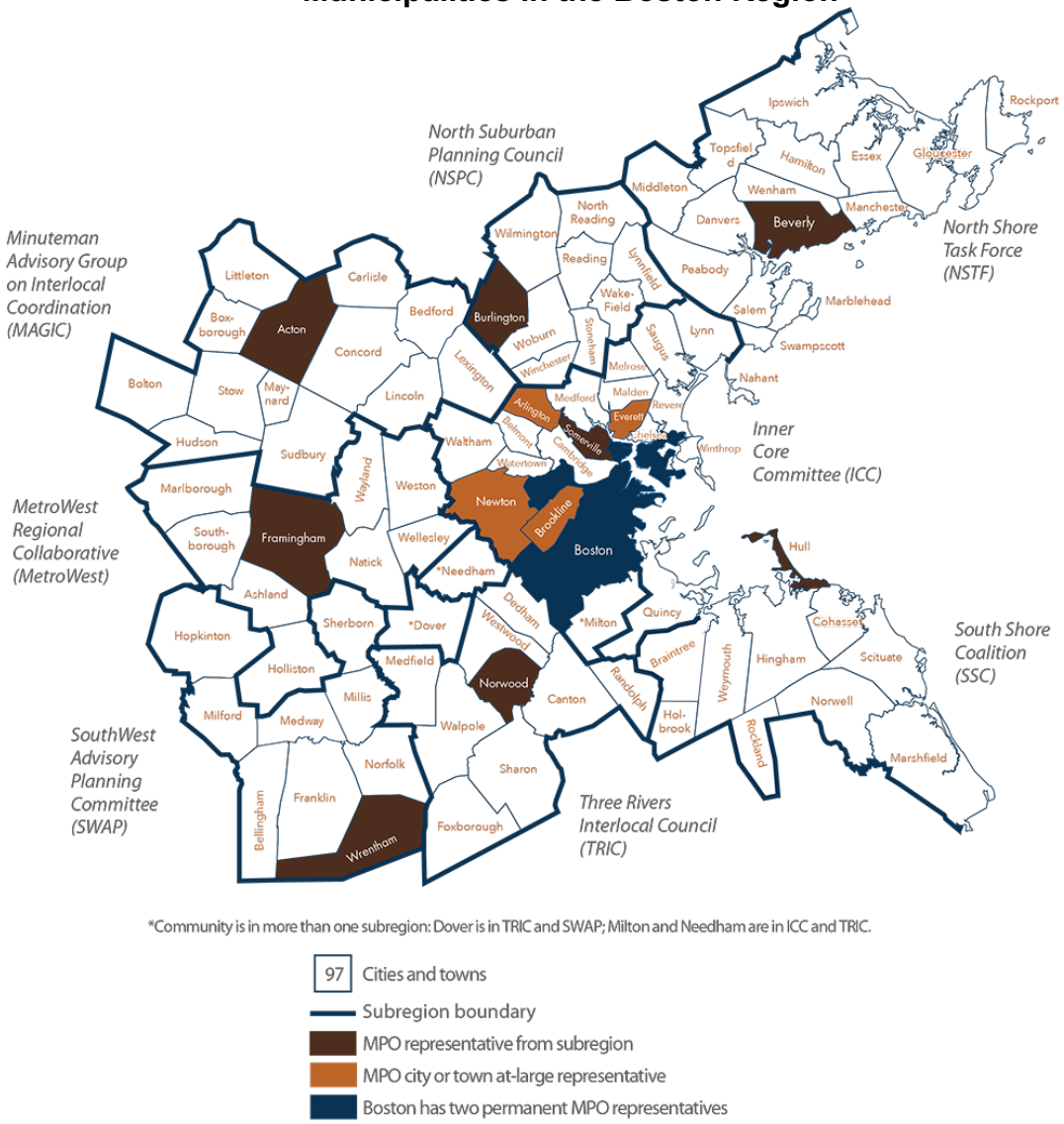
THE BOSTON REGION MPO

Planning Area

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

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

Figure 1-1
Municipalities in the Boston Region



MPO Board Members and Staff

MPO decision-making is carried out by a board comprising 23 voting members, supported by staff work. Several state agencies, regional organizations, and the City of Boston are permanent voting members, while 12 municipalities are elected as voting members for three-year terms. Eight municipal members represent each of the eight subregions of the Boston region, and there are four at-large municipal seats. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) participate on the MPO board as advisory (nonvoting) members. More details about the MPO's permanent members can be found in Appendix F.

Figure 1-2 shows Boston Region MPO membership.

Figure 1-2
Boston Region MPO Membership

MEMBERSHIP OF THE BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

FEDERAL AGENCIES

- FEDERAL HIGHWAY ADMINISTRATION *(nonvoting)*
- FEDERAL TRANSIT ADMINISTRATION *(nonvoting)*

AGENCIES

- MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT)
- MASSDOT Chair
- MASSDOT Highway Division
- MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA)
- MASSACHUSETTS PORT AUTHORITY
- METROPOLITAN AREA PLANNING COUNCIL
- REGIONAL TRANSPORTATION AUTHORITIES MWRTA CATA

ADVISORY

- MBTA ADVISORY BOARD
- REGIONAL TRANSPORTATION ADVISORY COUNCIL

PERMANENT MEMBERS

- CITY OF BOSTON
- CITY OF BOSTON

AT-LARGE

- AT-LARGE CITY Everett
- AT-LARGE CITY Newton
- AT-LARGE TOWN Arlington
- AT-LARGE TOWN Brookline

SUBREGIONAL REPRESENTATIVE

- METROWEST REGIONAL COLLABORATIVE Framingham
- NORTH SHORE TASK FORCE Beverly
- NORTH SUBURBAN PLANNING COUNCIL Burlington
- SOUTH SHORE COALITION Hull
- SOUTH WEST ADVISORY PLANNING COMMITTEE Wrentham
- THREE RIVERS INTERLOCAL COUNCIL Norwood
- INNER CORE COMMITTEE Somerville
- MINUTEMAN ADVISORY GROUP ON INTERLOCAL COORDINATION Acton

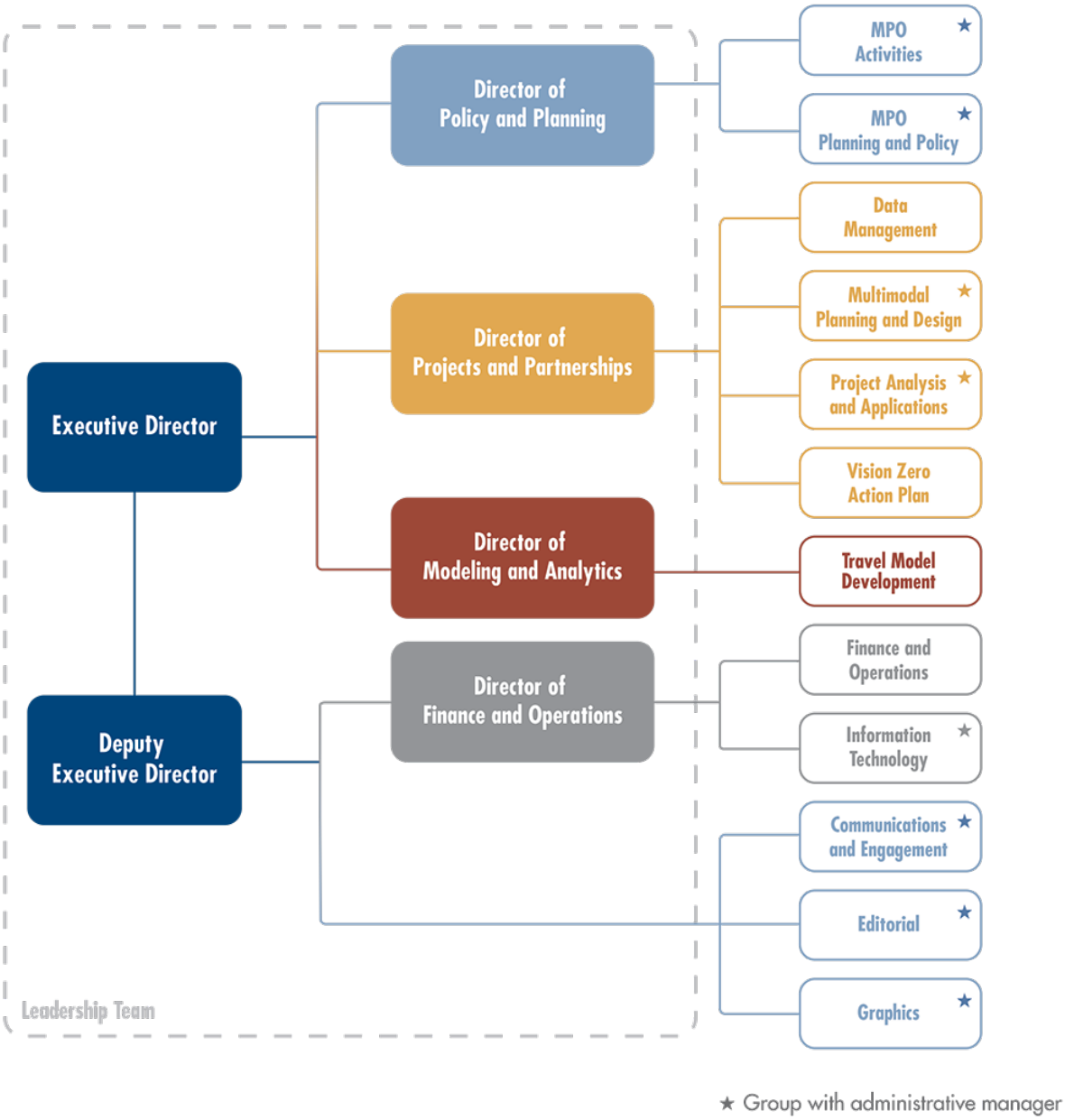
CENTRAL TRANSPORTATION PLANNING STAFF

November 2024

The Boston Region MPO staff is comprised of transportation planners, data analysts, data scientists, engagement and communications experts, graphic designers, editors, and administrative support staff. The MPO also employs part-time data collectors to support its planning work. These staff are organized into a number of teams that reflect the type of planning work that the agency does.

Figure 1-3 shows the organization of the Central Transportation Planning Staff, which serves as staff to the Boston Region MPO.

Figure 1-3
Boston Region MPO Organizational Chart



A Vision for the Region

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

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

When developing this vision statement, the MPO members considered the significant public input received during the drafting of the Needs Assessment for *Destination 2050*.

More information on the MPO's vision, goals, and objectives for the transportation system resulting from the long-range plan development process is available in Figure 1-4.

Figure 1-4
LRTP Goals and Objective

GOALS	OBJECTIVES
EQUITY	
Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.	• Facilitate an inclusive and transparent engagement process with a focus on involving people in disadvantaged communities.* • Ensure that people have meaningful opportunities to share needs and priorities in a way that influences MPO decisions. • Eliminate harmful environmental, health, and safety effects of the transportation system on people in disadvantaged communities. • Invest in high-quality transportation options in disadvantaged communities to fully meet residents' transportation needs. * Disadvantaged communities are those in which a significant portion of the population identifies as an MPO equity population—people who identify as minority, have limited English proficiency, are 75 years old or older or 17 years old or younger, or have a disability—or has low income.
SAFETY	
Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.	• Eliminate fatalities, injuries, and safety incidents experienced by people who walk, bike, roll, use assistive mobility devices, travel by car, or take transit. • Prioritize investments that improve safety for the most vulnerable roadway users: people who walk, bike, roll, or use assistive mobility devices. • Prioritize investments that eliminate disparities in safety outcomes for people in disadvantaged communities.
MOBILITY AND RELIABILITY	
Support easy and reliable movement of people and freight.	• Enable people and goods to travel reliably on the region's transit and roadway networks. • Prioritize investments that address disparities in transit reliability and frequency for people in disadvantaged

	communities. • Reduce delay on the region's roadway network, emphasizing solutions that reduce single-occupancy-vehicle trips, such as travel demand management. • Prioritize investments that reduce delay on the region's transit network. • Support reliable, safe travel by keeping roadways, bridges, transit assets, and other infrastructure in a state of good repair, and prioritize these investments in disadvantaged communities. • Modernize transit systems and roadway facilities, including by incorporating new technology that supports the MPO's goals, such as electric-vehicle technologies.
ACCESS AND CONNECTIVITY	
Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.	• Improve multimodal access to jobs, affordable housing, essential services, education, logistics sites, open space, and other key destinations. • Prioritizing transportation investments that support the region's and the Commonwealth's goals for housing production, land use, and economic growth. • Increase people's access to transit, biking, walking, and other non-single-occupancy-vehicle transportation options to expand their travel choices and opportunities. • Prioritize investments that improve access to high quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go. • Close gaps in walking, biking, and transit networks and support interorganizational coordination for seamless travel. • Remove barriers to make it easy for people of all abilities to use the transportation system, regardless of whether they walk, bike, roll, use assistive mobility devices, or take transit.
RESILIENCY	

Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.	• Prioritize investments to make the region's roadway and transit infrastructure more resilient and responsive to current and future climate hazards, particularly within areas vulnerable to increased heat and precipitation, extreme storms, winter weather, and sea level rise. • Prioritize resiliency investments in disadvantaged communities and in areas that bear disproportionate climate and environmental burdens. • Prioritize investments in transportation resiliency that improve emergency access and protect evacuation routes. • Prioritize investments that include nature-based strategies such as low-impact design, pavement reduction, and landscape buffers to reduce runoff and negative impacts to water resources, open space, and environmentally sensitive areas.
CLEAN AIR AND HEALTHY COMMUNITIES	
Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.	• Reduce transportation-related greenhouse gases, other air pollutants, and growth in vehicle-miles traveled by encouraging people and goods to move by non-single-occupancy-vehicle modes. • Support transit vehicle electrification and use of electric vehicles throughout the transportation system to reduce greenhouse gases and other air pollutants. • Prioritize investments that address air pollution and environmental burdens experienced by disadvantaged and vulnerable communities. • Support public health through investments in transit and active transportation options and by improving access to outdoor space and healthcare.

Source: Boston Region Metropolitan Planning Organization.

Certification Documents

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

The Long-Range Transportation Plan

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

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

The Transportation Improvement Program

The TIP is a multimodal program of transportation improvements, consistent with the LRTP, that describes and prioritizes transportation projects that are expected to be implemented during a five-year period. The types of transportation projects funded include major highway reconstruction and maintenance, arterial and intersection improvements, public transit expansion and maintenance, paths and other facilities designated for people walking, biking, and rolling, and first- and last-mile connections to transit or other key destinations.

The TIP contains a financial plan that shows the current or proposed revenue sources for each project.

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

The Unified Planning Work Program

The UPWP describes the transportation planning work that will be conducted by MPO staff during the course of a federal fiscal year, which runs from October 1 through September 30. The document includes ongoing planning work as it will be advanced in the federal fiscal year, supportive planning activities undertaken by MPO staff to enable that work, such as information technology management, and discrete, single-year initiatives all as approved by the MPO Board. The UPWP also describes work undertaken by MPO staff with partner agencies or to carry out grant-funded activities.

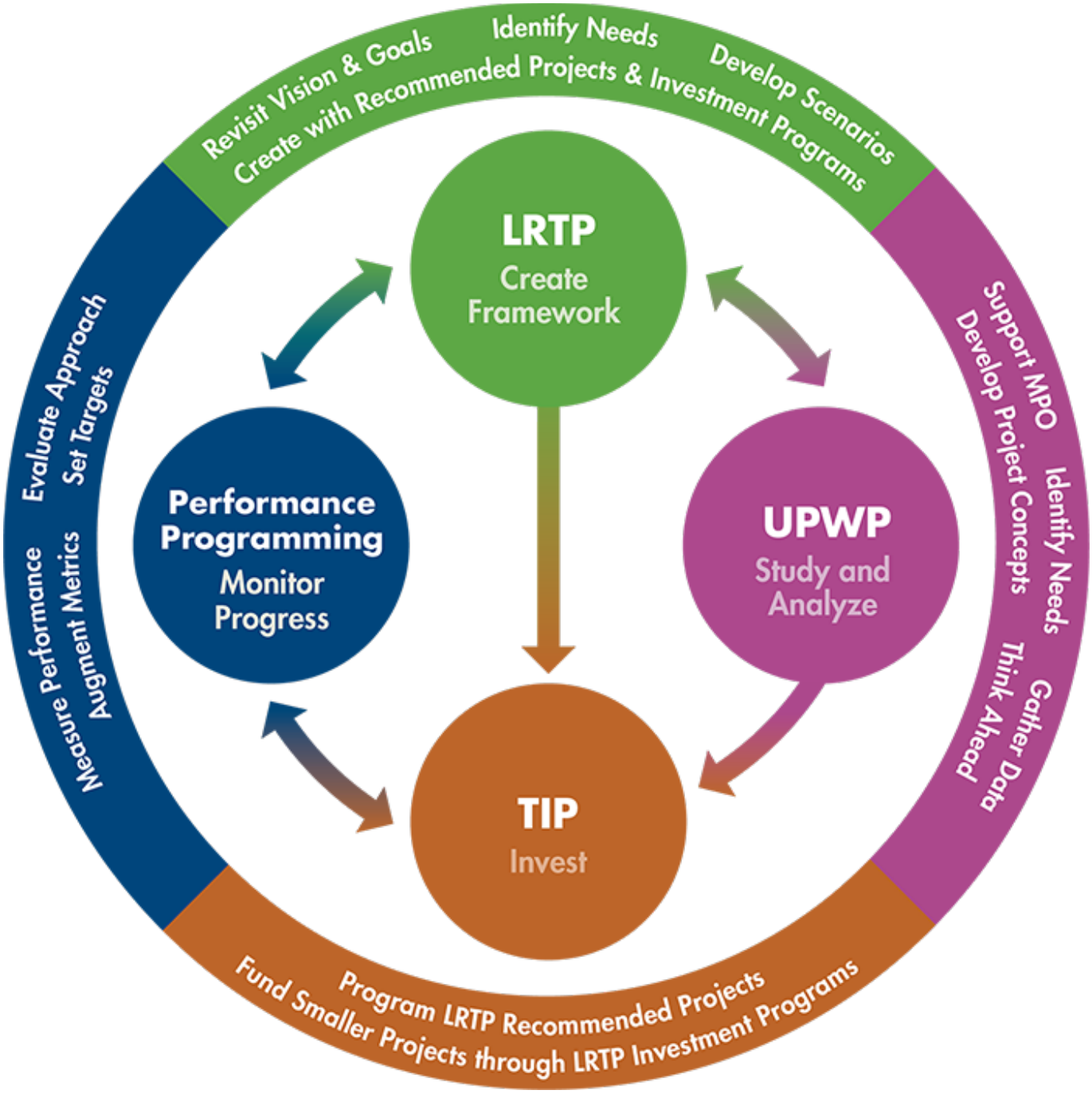
The UPWP documents the collaborative metropolitan transportation planning process by describing all regionally significant, federally funded transportation planning work in the region. This information, incorporated into the appendix of the document, includes work carried out by Metropolitan Area Planning Council (MAPC), Massachusetts Department of Transportation (MassDOT), Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), Cape Ann Transportation Authority (CATA), and municipalities and other partners in the Boston Region.

Performance-Based Planning

The three certification documents are intrinsically interconnected. The Long-Range Plan sets the vision, goals, and objectives framework to guide the ongoing work of the MPO captured in the UPWP and the investment decisions programmed in the TIP. Much of the planning work included in the UPWP is a means to study transportation issues and alternatives before advancing to further design, construction, and possible future programming through the TIP. Finally, performance-based planning processes ensure that the MPO's planning and capital investments are resulting in progress towards the MPO's goals.

Figure 1-5 depicts the relationship between the three certification documents and the MPO's performance-based planning and programming process.

Figure 1-5
Relationship between the LRTP, TIP, UPWP, and Performance-Based Planning Process



Chapter 2—The TIP Process

2.1 INTRODUCTION TO THE TIP PROCESS

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

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

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

2.2 FUNDING THE TIP

2.2.1 Federal Funding Framework

The first step in allocating federal transportation funds is the passage by the United States Congress of a multiyear act that establishes a maximum level of federal transportation funding per federal fiscal year (FFY). The establishment of this level of funding is referred to as an *authorization*. The most recent authorization act, the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The BIL governed the development of the FFYs 2026–30 TIP by establishing new formula funding levels, reauthorizing existing discretionary grant programs and creating new ones, and setting policy priorities. (More information on the impacts of the BIL on the development of the FFYs 2026–30 TIP is available throughout this report. Specific guidance on new BIL Planning Emphasis Areas is available in Appendix E.)

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

2.2.2 Federal Highway Program

The TIP Highway Program was developed with the assumption that funding for Massachusetts from the Federal-Aid Highway Program would range between $858 million and $918 million annually over the next five years. These figures do not include matching funds provided for projects by the state or local entities. Projects are typically funded with 80 percent federal dollars and 20 percent state dollars, but the share may vary depending on the funding program. Costs for project design are often borne by the proponent of the project. With the addition of matching funds, approximately $1.07 billion to $1.15 billion was available statewide for projects in FFYs 2026–30.

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

Regional Targets

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

Each MPO in the state can decide how to prioritize its Regional Target funding. The Boston Region MPO does this by engaging its 97 cities and towns in an annual TIP development process. Given that the Regional Target funding originates from the Federal-Aid Highway Program, the Boston Region MPO board typically programs the majority of its target funding on roadway projects; however, the MPO board has flexed portions of its TIP Highway Program funding

to the TIP's Transit Program, most notably when the MPO board provided funding in support of the Green Line Extension transit expansion project.

In addition, this FFYs 2026–30 TIP includes an annual allotment of funding to the MPO's Transit Transformation program. This commitment to flex Federal-Aid Highway funds to transit projects on a yearly basis is an affirmation of the MPO's goals to meaningfully support multimodal transportation options. More information on the MPO's investment strategy is discussed later in this chapter.

During the next five years, the Boston Region MPO's total Regional Target funding will be approximately $754.2 million, an average of $150.83 million per year. The MPO's Regional Target funds increased 3.6 percent per year in the FFYs 2026–30 TIP relative to the levels planned for in the development of the FFYs 2025–29 TIP. The continued absence of GANs funding in FFY 2030 drove this increase. Funding levels in FFYs 2026 through 2030 remain largely the same from the previous TIP outside of small adjustments made as a result of population changes for the MARPA formula.

Federal Highway Administration Programs

The Federal-Aid Highway Program dollars discussed in this chapter are delivered through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements. Table 2-1 lists the programs in the BIL that fund projects in the FFYs 2026–30 TIP.

Table 2-1
Federal Highway Administration Programs Applicable to the FFYs 2026–30 Transportation Improvement Program

Bipartisan Infrastructure Law Program	Eligible Uses
Bridge Formula Program (BFP)	Efforts to replace, rehabilitate, preserve, protect, and construct highway bridges
Carbon Reduction Program (CARBON)	Projects that reduce transportation emissions or develop carbon reduction strategies.
Congestion Mitigation and Air Quality Improvement (CMAQ)	A wide range of projects to reduce congestion and improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter
Highway Safety Improvement Program (HSIP)	Implementation of infrastructure-related highway safety improvements
Metropolitan Planning	Facilities that contribute to an intermodal transportation system, including intercity bus, pedestrian, and bicycle facilities
National Electric Vehicle Infrastructure (NEVI) Program	Projects that support the strategic deployment of electric vehicle (EV) charging infrastructure and establish an interconnected EV network to facilitate data collection, access, and reliability
National Highway Freight Program (NHFP)	Projects that improve the efficient movement of freight on the National Highway Freight Network
National Highway Performance Program (NHPP)	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network; replacement or rehabilitation of any public bridge; and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Resiliency improvements, including improvements to community resilience and evacuation routes, and at risk coastal infrastructure. Highway, transit, and port projects are also eligible.
Surface Transportation Block Grant Program (STBGP)	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities
Transportation Alternatives Program (TAP)	A set-aside from the STBGP that funds the construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements)

Source: Federal Highway Administration.

2.2.3 Federal Transit Program

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

The Federal Transit Administration (FTA) distributes funding to transit agencies through several different programs. As previously noted, the MPO converts some of its FHWA funding to FTA to support transit investments. Table 2-2 shows FTA programs in the BIL that support transit investments in the FFYs 2026–30 TIP.

Table 2-2
Federal Transit Administration Programs Applicable to the FFYs 2026–30 Transportation Improvement Program

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

Source: Federal Transit Administration.

2.3 INVESTMENT FRAMEWORKS

2.3.1 MPO Investment Framework

Each MPO in the state prioritizes the Regional Target funding it receives through the processes established by FHWA and MassDOT. The Boston Region MPO's LRTP defines the investment framework that informs the specific investment decisions made in the TIP by establishing

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

MPO Goals and Objectives

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

MPO Investment Programs

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

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

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

The MPO continued to fund multiple Transit Transformation projects in FFY 2026 to make use of funding surpluses. The MPO has also continued to reserve funding for allocation in future TIP years. The MPO will continue to work with municipalities and transit providers in the region to identify transit needs and determine the most effective use of this funding; the FFYs 2026–30 TIP invested in five projects from regional transit authorities. More transit projects were added to the FFYs 2026–30 timeframe as a result of Amendment 10 to the FFYs 2025–29 TIP, which the MPO approved to address project delays.

In this FFYs 2026–30 TIP, the MPO funded seven Community Connections projects in addition to the 44 projects funded in the previous five TIP cycles. Funding for the Community Connections, Transit Transformation, and Bikeshare Support Programs continues to be reserved in FFYs 2027–30 for allocation in future TIP cycles.

In FFY 2025 of the FFYs 2025–29 TIP, the MPO selected six projects to fund in a Project Design Pilot, where the MPO would allocate federal funding to design projects that would eventually seek construction funding on the TIP. Projects selected for design funding are categorized within existing MPO investment programs, typically Complete Streets, Intersection Improvements, Bicycle Network and Pedestrian Connections, and Major Infrastructure.

The objective of the Project Design Pilot was two-fold: to increase resources for municipalities to advance high-scoring TIP projects and increase project application volumes, and to ensure that access to a steady source of design funding would lead to fewer delays and cost increases. In the FFYs 2026–30 TIP, the MPO selected another five projects for FFY 2026 design funds, including two projects listed in the MPO's LRTP: the Route 4/225 Hartwell Avenue Interchange at Route 128 in Lexington and the Route 126/135 Grade Crossing in Framingham. The MPO also set-aside $2 million in FFY 2027 and $3 million in FFY 2028 and beyond for allocation to future applications.

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

Other Funding Guidelines

Major Infrastructure Projects

The MPO classifies Major Infrastructure projects as follows:

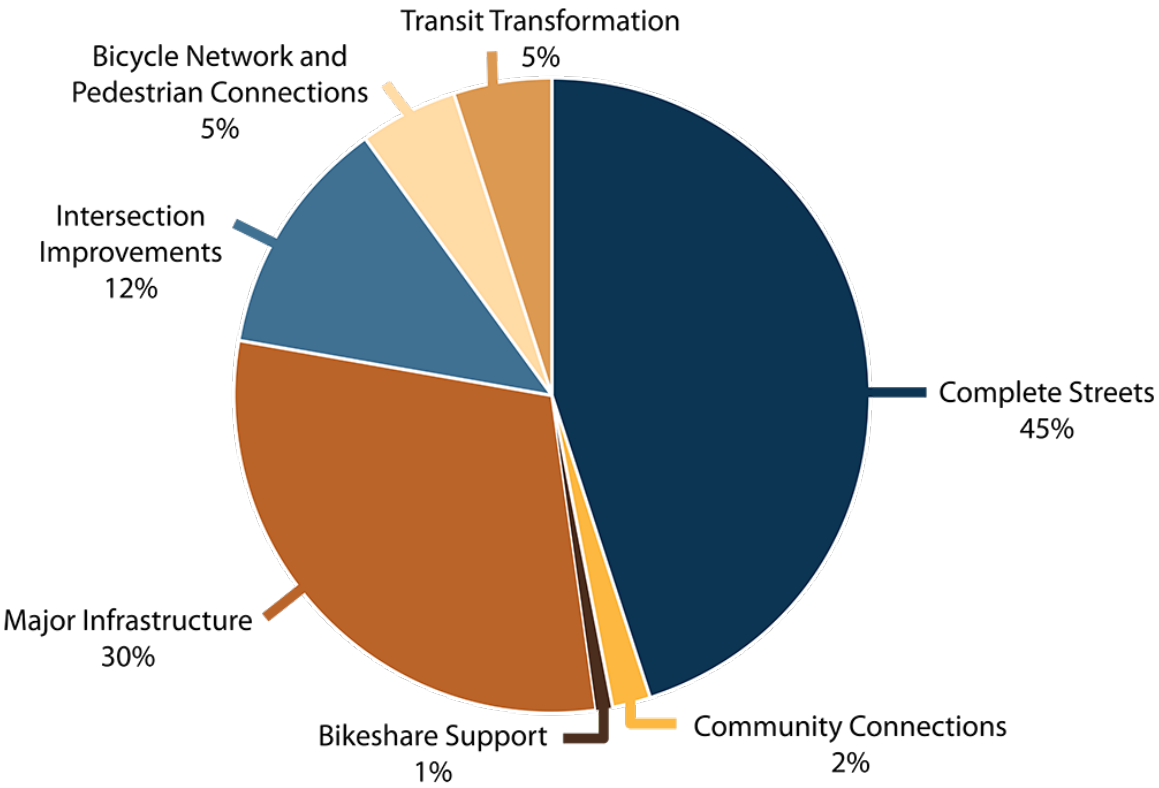
- Roadway projects:
  - Capital projects that improve facilities that are important to regional travel, which include
    - interstate highways
    - principal arterial freeways and expressways
    - all sections of roadways classified as principal arterial "other" that have fully or partially controlled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

This definition is intended to focus the Major Infrastructure investment program on those projects that are of significant scale or that are truly important for the broader region.

Categorizing Projects

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

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



Source: Boston Region MPO.

Project Cost Estimates

The MPO strongly prefers that project proponents submit 25 percent designs and obtain an updated cost estimate for their projects before the projects are programmed in the TIP. This standard was set by the MPO as part of a multi-pronged effort to reduce the prevalence of cost increases and delays for projects that have already been selected for funding in the TIP. The MPO also prefers that project proponents continue to demonstrate steady and consistent design progress after their projects are programmed on the TIP by regularly conveying design milestones and statuses to the MPO board via MPO staff.

2.3.2 MassDOT and Transit Agency Investment Frameworks

MassDOT and the MBTA each update their rolling five-year Capital Investment Plans (CIPs) on an annual basis. MassDOT's CIP identifies priority roadway, bridge, and statewide infrastructure projects for the five MassDOT divisions and includes funding for specific transit projects such as the South Coast Rail. The MBTA's CIP outlines the agency's five-year investment strategy for transit projects in its service area. Both CIP processes use a similar framework that prioritizes funding according to statewide strategic goals for the transportation

system. Reliability is the top priority for MassDOT and the MBTA, followed by modernization and then expansion. Both agencies have created investment programs for their respective CIPs that relate to these strategic goals and allocate funding to these programs in ways that emphasize their priority. These goals and investment programs are as follows:

- **Reliability:** These investments are oriented toward maintaining and improving the overall condition and reliability of the transportation system. They include capital maintenance projects, state-of-good-repair projects, and other asset management and system preservation projects. The MassDOT Highway Division programs in this area include the Bridge Program—including inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program. MBTA reliability programs include its Revenue Vehicles Program; Track, Signals, and Power Program; Bridge and Tunnel Program; Stations Program; Facilities Program; and Systems Upgrade/Other investments.

- **Modernization:** These investments enhance the transportation system to make it safer and more accessible and to accommodate growth. These projects address compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements; exceed state-of-good-repair thresholds to modernize existing assets; and provide expanded capacity to accommodate current or anticipated demand on transportation systems. The MassDOT Highway Division programs in this area include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation System (ITS) Program, and the Roadway Reconstruction Program. MBTA programs in this area include the Red and Orange Line Improvements Program, the Commuter Rail Safety and Resiliency Program, the Accessibility Program, the Risk Management and Mitigation Program, the Automated Fare Collection (AFC) Program, the Rail Transformation Program, and the Customer Experience and Technology Improvements Program.

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

the Red-Blue Connector extension of the Blue Line from Bowdoin Station to Charles/MGH Station.

2.4 DEVELOPING THE TIP

2.4.1 Project Selection Process

Overview

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

The MPO updates its LRTP every four years. With each LRTP update, the MPO reviews and updates the region's goals, objectives, and investment programs. Following the adoption of *Destination 2050* in July 2023, the MPO revised the TIP evaluation criteria to better align with the updated goals, objectives, and investment programs, including a new resilience goal area. The final criteria were informed by robust public engagement conducted during the development of *Destination 2050,* and developed through an update process that engaged MPO members, staff, and external stakeholders. The most significant update to the criteria for the FFYs 2025–29 TIP was the development of new and broader resilience evaluation metrics to align with the resilience goal area in *Destination 2050* and elevate resilience to equal consideration in project prioritization alongside other goal-focused TIP criteria. To develop these metrics, staff held a stakeholder workshop that engaged advocates, community-based organizations, municipalities, and environmental agencies, and also distributed a survey and held one-on-one meetings with stakeholders. The outcomes of this process are discussed further in the Project Evaluation section on the following pages. These new criteria were employed during the project selection process for the FFYs 2026–30 TIP.

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

Outreach and Data Collection (October-November)

The TIP development process begins early in the federal fiscal year when cities and towns in the region designate staff as TIP contacts and begin developing a list of priority projects to be considered for federal funding. Each fall, the MPO

staff asks these TIP contacts to identify their city or town's priority projects and then MPO staff elicits input from interested parties and members of the general public.

These discussions about municipalities' priority projects mark the start of a robust dialogue between MPO staff and project proponents that continues through the duration of the TIP cycle. The outreach for this TIP cycle began in November of 2024 when MPO staff held two virtual workshops for municipalities in the region to develop an understanding of the TIP process. In January 2025, MPO staff held inaugural Subregional Readiness Days—three meetings for municipalities to provide status updates on their projects to MPO staff. MPO staff also regularly hosted one-on-one virtual office hours throughout the year for proponents to ask more detailed questions about advancing specific projects for funding.

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

The MPO staff compiles project funding requests for projects into a *Universe of Projects* list, which consists of all identified projects being advanced for possible funding in a future TIP cycle. The *Universe* includes projects that are at advanced stages of project design, those that are undergoing preliminary engineering and design, and projects still in the conceptual planning stage. Applications for projects that are active municipal priorities and are feasibly ready to be programmed in the current TIP cycle continue forward into the MPO's project evaluation process. Projects that are not ready for programming remain in the *Universe* for consideration in future TIP cycles.

Project Evaluation (December-February)

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

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

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

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

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

- Safety criteria were revised to provide emphasis in all areas for investments that enhance usability for those at higher risk.
- The ways in which the MPO considers resiliency in project selection was broadened by adding a dedicated resiliency scoring category.
- New criteria were added to emphasize projects that provide access to existing or planned residential and mixed-use developments, with

additional points for projects sited near 40B or Section 3A MBTA Communities developments and districts.[1]

Several other changes were made to the project evaluation criteria, which are detailed in Appendix A. The point distributions by MPO investment program and LRTP goal area are also available in Figure 2-3. Some of the projects in the FFYs 2026–30 TIP were scored prior to the criteria revisions in each of these six investment programs, so both sets of criteria are referenced throughout this document.

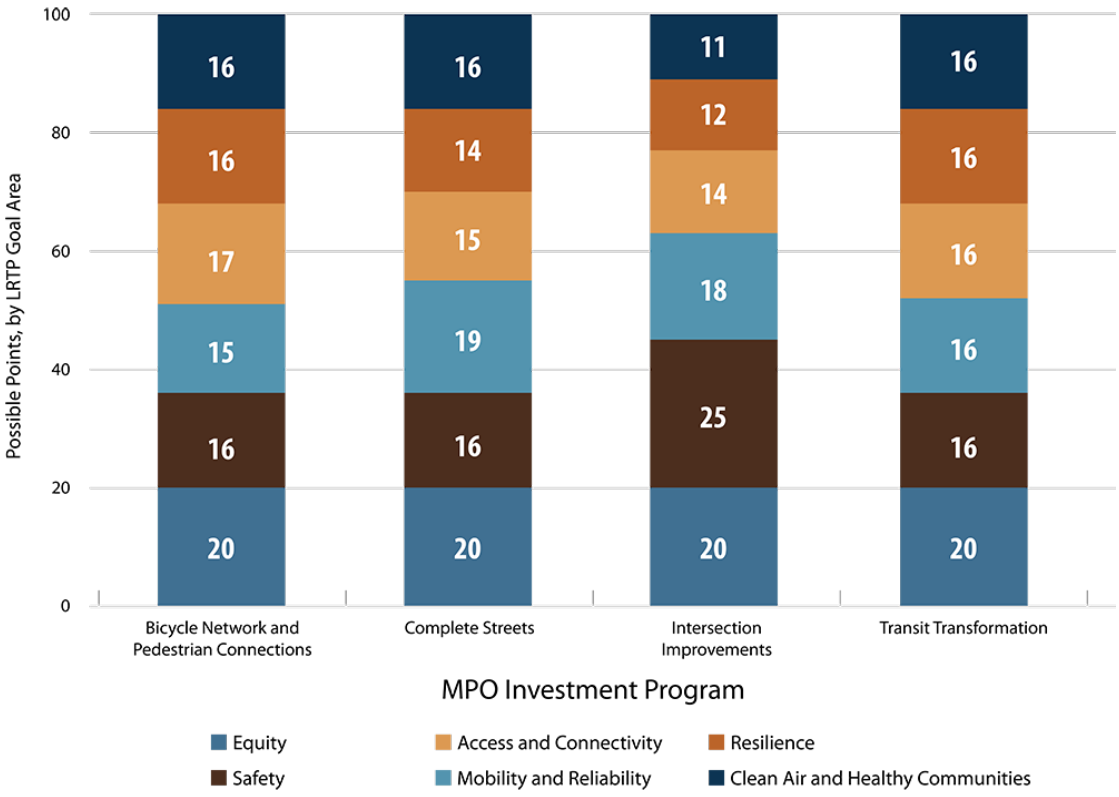
During the FFYs 2025–29 TIP cycle, the MPO also undertook a parallel process to update its evaluation criteria for the smaller-scale, first-and-last-mile projects considered for funding through the Community Connections program. These adjustments were based on the lessons learned from the past four years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

Revisions to the Community Connections criteria addressed the discrepancies between projects that serve a limited set of locations, such as small-scale purchases of bicycle racks or transit signal priority installations versus projects that serve larger areas, such as on-demand microtransit. The original criteria favored projects that had broad service areas. The new criteria are specific to each project type: Bicycle Lanes, Bicycle Racks, Bikeshare (Expansion and Replacement), Microtransit Pilots, and Wayfinding Signage.[2] These adjustments result in more balanced scores to better reflect the goals of the program. More information on the scoring areas for these criteria is provided in Figure 2-4.

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

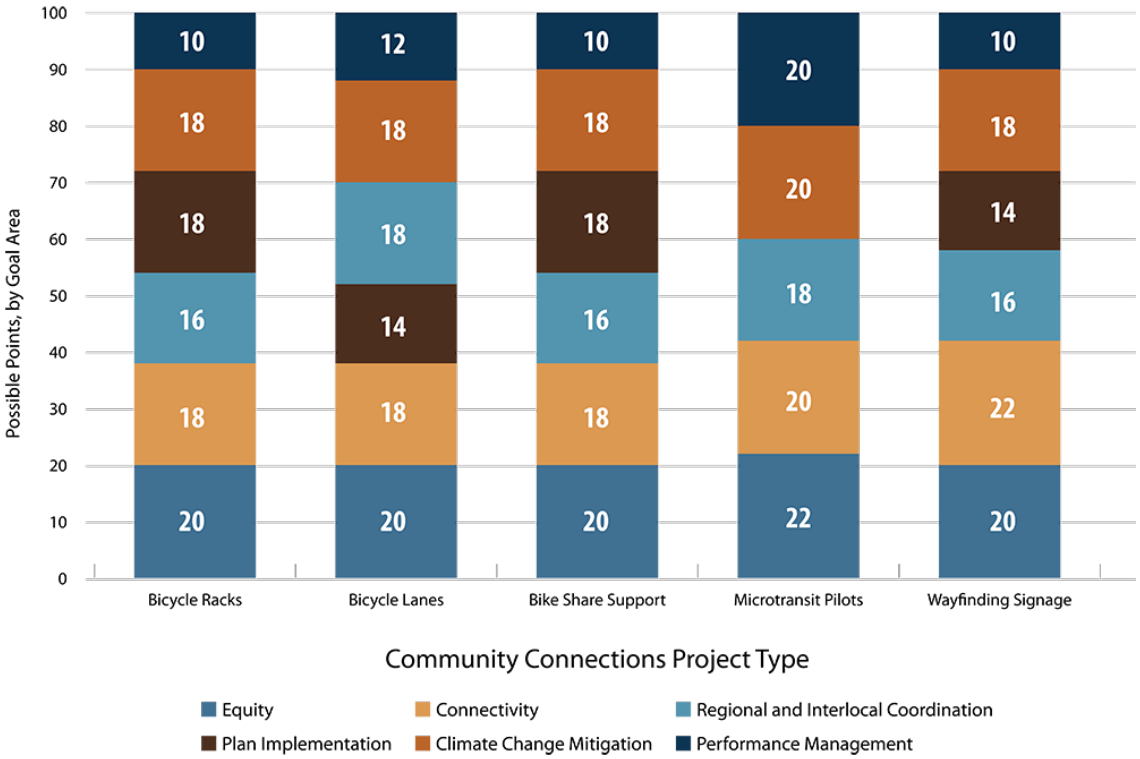
[2] Transit signal priority and bus lane projects were incorporated under the Transit Transformation scoring criteria. They were previously under the Community Connections criteria.

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



LRTP = Long-Range Transportation Plan.
Source: Boston Region MPO.

Figure 2-3
TIP Project Evaluation Criteria: Point Distributions by Community Connections Project Type



Source: Boston Region MPO.

In order for the MPO staff to conduct a complete project evaluation, each project proponent must provide enough information so that staff can meaningfully apply the evaluation criteria. Proponents of projects that are candidates for Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure funding must have submitted 25 percent design plans to MassDOT, or the plans must include the level of detail defined in a functional design report.[3]

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

[3] See MassDOT's *Project Development and Design Guide* for information about the contents of a functional design report. This guide is available at mass.gov/lists/design-guides-and-manuals.

submit an application with all relevant forms, budget sheets, and designs based on the scope of work proposed.

After MPO staff has completed an initial round of project scoring, draft scores are distributed to project proponents for their review. The MPO's goal is to assess all projects fairly and accurately, making this review a critical component of the TIP process. Proponents are encouraged to submit feedback to MPO staff on their projects' scores if they feel any criteria have been applied inaccurately. Proponents are also encouraged to submit additional supporting documentation on their projects if doing so would help clarify or correct any elements of the draft scoring. MPO staff takes all proponent feedback into consideration and makes any necessary adjustments to project scores before considering the evaluation process final and preparing the scores for presentation to the MPO.

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

TIP Readiness Day (February)

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

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

The TIP Project Cost Ad Hoc Committee began its work in June 2021 and advanced a set of policy recommendations to the full MPO board in September

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

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

Staff Recommendation and Project Selection (March-April)

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

In the FFYs 2026–30 TIP, the MPO selected and funded 13 new projects for implementation during this TIP cycle, including the following:

- 1 Complete Streets project
- 3 Transit Transformation projects
- 1 Bicycle Network and Pedestrian Connections project
- 7 Community Connections projects, including
    - 2 Bicycle Racks projects
    - 2 Bikeshare Expansion project
    - 3 Bikeshare Replacement projects
- 1 Administrative Project

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

- 3 Complete Streets projects
- 2 Bicycle Network and Pedestrian Connections projects

In total, the MPO allocated more than $44 million in this TIP cycle to projects not previously funded in the Regional Target program. More information on the projects funded in the FFYs 2026–30 TIP is available in Chapter 3.

2.4.2 Selection Process for Projects Prioritized by the State and Transit Agencies

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

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

Projects that receive the highest priority are those that meet each agency's goals for maintaining and improving the overall condition and reliability of the system; modernizing the system to make it safer and more accessible and to

accommodate growth; and expanding and diversifying transportation options for communities. These project-prioritization processes may also reflect other planning initiatives, such as *Focus40*, the MBTA's 25-year investment plan, or MassDOT's modal plans. More information on regulatory and planning guidance governing TIP project prioritization is available in Appendix E.

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

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

2.5 APPROVING THE TIP

2.5.1 Approval of the Draft TIP for Public Review

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

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

2.5.2 Approval of the Draft TIP

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

2.6 UPDATING THE TIP

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

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

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

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

2.6.1 Public Notice

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

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

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

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

Chapter 3—Highway and Transit Programming

The Transportation Improvement Program (TIP) tables included in this chapter present a listing of all the projects and programs funded with federal highway and transit aid in the Boston region during federal fiscal years (FFYs) 2026–30. These funding tables are also included as part of the State Transportation Improvement Program (STIP).

Table 3-1 presents a summary of the Boston Region Metropolitan Planning Organization's (MPO) share of Regional Target funds from the Federal-Aid Highway Program. The allocation of these funds is constrained by projections of available federal aid. As shown in Table 3-1, the MPO has programmed much of the available discretionary funds within the limits of projected funding for highway funding programs. As such, the FFYs 2026–30 TIP Regional Target Program complies with financial constraint requirements.

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

	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
Regional Target Obligation Authority	$125,285,687	$152,627,429	$158,700,879	$157,518,346	$160,037,411	**$754,169,752**
Regional Target Funds Programmed	$122,615,097	$151,147,420	$156,604,600	$155,699,104	$124,727,200	**$43,376,331**
Regional Target Funds Unprogrammed	$2,670,590	$1,480,009	$2,096,279	$1,819,242	$35,310,211	**$43,376,331**

Source: Boston Region MPO.

As discussed in Chapter 2, the signing of the Bipartisan Infrastructure Law (BIL), on November 15, 2021, increased the amount of Regional Target funding available to the Boston Region MPO beginning in the FFYs 2024–28 TIP cycle by approximately nine percent from the funding levels in the FFYs 2023–27 TIP. This funding level was sustained in the

development of the FFYs 2025–29 and FFYs 2026–30 TIPs. The projects selected by the MPO for funding for the first time in the FFYs 2026–30 TIP are listed in Table 3-2.

Table 3-2
New Regional Target Projects Funded in the FFYs 2026–30 TIP

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2026–30
Acton- Reconstruction of Route 2A/119 (Great Road), from Davis Road to Harris Street (Design Only)	Acton	Complete Streets	2026	$860,000
Boston- Bluebikes Station Replacement, 20 Stations	Boston	Community Connections	2026	$783,860
Brookline- Bluebikes Expansion, 3 Stations, 20 eBikes	Brookline	Community Connections	2026	$238,846
Cambridge- Bluebikes Station Replacement, 7 Stations	Cambridge	Community Connections	2026	$223,715
Cambridge- New Bridge and Shared-Use Path Connection over Fitchburg Line at Danehy Park Connector (Design Only)	Cambridge	Bicycle and Pedestrian	2026	$2,000,000
Chelsea- Bluebikes Expansion, 3 Stations, 28 Classic Bikes, 5 eBikes	Chelsea	Community Connections	2026	$86,228
CTPS- Procurement and Installation of Six Air Quality	Regionwide	Administrative	2026	$43,000

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2026–30
Sensors for GHG Monitoring (Performance Based Planning Program)				
Hudson- Bike Path Construction of Mass Central Rail Trail, from Felton Street to Priest Street (Design Only)	Hudson	Bicycle and Pedestrian	2026	$909,700
Lynnfield- Rail Trail Construction, from Ford Avenue to Nichols Lane (Phase 1)	Lynnfield	Bicycle and Pedestrian	2026	$6,062,695
Malden- Design of Improvements on Route 60 (Phase 1 and 2), Franklin Street to Lynn Street	Malden	Complete Streets	2026	$800,000
Marblehead- Installation of 22 Bike Racks	Marblehead	Community Connections	2026	$6,250
MBTA- Better Bus Project- Operational Safety Improvements at Bus Stops	Regionwide	Transit Transformation	2026	$3,216,897
MBTA- Bus Priority and Accessibility Improvements	Regionwide	Transit Transformation	2026	$6,000,000
MBTA- Operational Enhancement of Bus Routes 714 and 716	Boston, Canton, Hingham, Hull, and Milton	Transit Transformation	2026	$1,875,000
Newton- Installation of 67 Bike Racks, 2 Shelters, 12 RRFBs	Newton	Community Connections	2026	$473,132
Salem- Broad Street and Dalton Parkway Corridor Project (Design Only)	Salem	Complete Streets	2026	$1,068,780

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2026–30
Somerville- Bluebikes Station Replacement, 5 Stations	Somerville	Community Connections	2026	$107,417
CTPS- Project Design Set-Aside	Regionwide	Administrative	2027-30	$11,000,000
Melrose- Lebanon Street Improvement Project (Lynde Street to Malden City Line)	Melrose	Complete Streets	2030	$10,528,000
Total	N/A	N/A	N/A	$44,071,696

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

CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. GHG = greenhouse gas. MBTA = Massachusetts Bay Transportation Authority. MPO = metropolitan planning organization. N/A = not applicable. RRFB = rectangular rapid flashing beacon. TIP = Transportation Improvement Program.
Source: Boston Region MPO.

During the development of the FFYs 2026–30 TIP, the MPO had significant amounts of funding available to program in FFYs 2026 and 2030. There were significant deficits of funding in FFYs 2027, 2028, and 2029 as a result of delayed programming of nine projects and substantial cost increases across the program.

Another three projects programmed for FFY 2025 were also delayed until FFY 2026 as part of both the development of the FFYs 2026–30 TIP and an accompanying Amendment 10 to the FFYs 2025–29 TIP. The unprogrammed balance in FFY 2025 was addressed through Amendment 10 by including the following nine transit projects that had originally applied to MPO staff for FFY 2026 funding:

- Additional funding to support the Cape Ann Transportation Authority's (CATA) Gloucester Facility Modernization project ($312,500)
- Automatic Passenger Counting (APC) and Automatic Vehicle Location (AVL) deployments for CATA operations ($680,000)
- Funding to replace three buses operated by CATA ($1,800,000)

- Priority improvements for the Massachusetts Bay Transportation Authority's (MBTA) Plan for Accessible Transit Infrastructure (PATI) near bus stops ($1,000,000)
- Overhauls of two catamaran ferries for the MBTA ($2,634,000)
- Addressing a cost increase on the MBTA's Natick Center Station Accessibility Improvements Project ($2,500,000)
- Funding for accessibility improvements at the MBTA's Wellesley Square Station ($5,000,000)
- Additional funding for the procurement of six more 29-foot compressed natural gas (CNG) buses for the MetroWest Regional Transit Authority (MWRTA) ($4,200,000)
- Construction funding for the MWRTA's Blandin Hub Redesign Initiative ($6,000,000)

For FFY 2026, no programmed projects could be accelerated to utilize the balance; so, the MPO worked with former proponents from the FFY 2025 Project Design Pilot, regional transit authorities, the MBTA and the Massachusetts Department of Transportation (MassDOT) to identify projects that could be funded. The MPO selected 15 projects for funding in FFY 2026. Five of these projects were selected for design funding:

- Design of improvements to Route 2A/Route 119, Great Road in Acton ($860,000)
- Design of a new crossing over the MBTA Fitchburg Line in Cambridge between Jackson Place and Danehy Park ($2,000,000)
- Design of the Massachusetts Central Rail Trail extension through Hudson, from Felton Street to Priest Street ($909,700)
- Design of improvements to Route 60 in Malden between Franklin Street and Lynn Street ($800,000)
- Redesign of the Broad Street and Dalton Parkway Corridor in Salem ($1,068,780)

Seven projects were funded through the Community Connections program:

- Replacement of 20 Bluebikes BikeShare stations in Boston ($783,860)
- Purchase and installation of three new Bluebikes stations and 10 electric Bluebikes in south Brookline ($238,646)
- Replacement of seven Bluebikes stations and 123 docks in Cambridge ($268,458)
- Replacement of 40 Bluebikes, 40 docks, and 10 concrete slab station platforms in Somerville ($107,417)
- Purchase and installation of three new Bluebikes stations, 28 bikes, and three electric Bluebikes in Chelsea ($86,228)
- Procurement of 22 bicycle racks with 117 spaces in Marblehead ($6,250)
- Purchasing and installing 67 bicycle racks, two bike shelters, and 12 Rectangular Rapid Flashing Beacons (RRFBs) in Newton ($473,132).

Three projects were selected through the Transit Transformation program:

- Bus priority and accessibility improvements implemented as part of the MBTA Better Bus Project ($6,000,000)
- Operational safety improvements at bus stops to improve accessibility implemented as part of the MBTA Plan for Accessible Transit Infrastructure ($3,216,897)
- Funding to support frequency upgrades, extended service hours, and new service to commuter rail stations for MBTA Bus Routes 714 and 716 in Boston, Canton, Hingham, Hull, and Milton ($1,875,000)

Lastly, the MPO funded the initial phase of the construction of the Lynnfield Rail Trail from Ford Avenue to Nichols Lane in FFY 2026 for $6,062,695. This project was previously programmed in the FFY 2029 Statewide Highway Program, with phasing of the project enabling acceleration of one component in FFY 2026.

A small number of these projects could not be scored in time, but they align well with MPO goals, including enhancing connectivity between regional trails and improving the state of good repair for the regional transit system. The FFYs 2026–30 TIP demonstrates a key improvement in the MPO's processes to better address the emergence of unprogrammed balances across all years of the TIP. In prior TIPs, projects that could potentially be programmed to use these balances were often identified later in the project evaluation life cycle and could not be scored in time for programming scenarios. MPO staff have since worked closely with project proponents to ensure that the majority of these projects were evaluated using the MPO's scoring criteria.

In addition to the project selection, several other key decisions were made by the MPO in the drafting of the FFYs 2026–30 Regional Target Program:

- Based on the foundation set by projects funded in the FFY 2025 Project Design Pilot, the MPO not only programmed further design funding in FFY 2026 for five new projects but also allocated $11 million between FFYs 2027 and 2030 to support project designs in future TIPs.
- The MPO affirmed a programming allocation of $3.05 million to design two Long-Range Transportation Plan projects in FFY 2026: the Route 4/225 Interchange project in Lexington and Intersection Improvements at Route 126/135/MBTA and CSX Railroad in Framingham.
- Regional transit authorities proposed redirecting $5.5 million set aside in FFY 2027 for Transit Transformation program projects to address fiscal constraints in that year.

In the City of Chelsea, Project 609532, Targeted Safety Improvements and Related Work on Broadway, from Williams Street to City Hall Avenue, and Project 611983, Park and Pearl Street Reconstruction, were removed from the FFY 2027 Regional Target Program. The Broadway project was returned to the Statewide Highway Program due to fiscal constraint concerns in FFY 2027. The project was formerly programmed in the Statewide Highway Program until it was proposed as a Regional Target fill-in project for FFY 2025 of the FFYs 2024–28 TIP.

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

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

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

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

3.1 INVESTMENT SUMMARY

This section summarizes the investments made by the Boston Region MPO, MassDOT, MBTA, CATA, and MWRTA that are documented in the FFYs 2026–30 TIP. Table 3-3 shows the Boston Region MPO's investments of Regional Target funding—including both the number of projects and the dollar amount—by investment program. These investments are aimed at making progress towards the MPO's goals for the region, including enhancing safety for all users, preserving and modernizing the transportation system, promoting mobility and reducing congestion, supporting clean air and sustainability, ensuring all have equitable access to the transportation system, and fostering economic vitality in the region through investments in transportation.

The MPO's Regional Target Program increased in size by approximately $26.3 million between the FFYs 2025–29 TIP and the FFYs 2026–30 TIP to a total program size of approximately $754.2 million.

Table 3-3
FFYs 2026–30 Boston Region MPO Regional Target Investment Summary

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MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	8	$80,376,280
Community Connections (allocated to projects)	9	$2,995,833
Community Connections (not yet allocated to projects)*	2	$17,036,193
Complete Streets	23	$328,605,870
Intersection Improvements	3	$12,550,882
Major Infrastructure—Roadway	5	$226,071,909
Transit Transformation (allocated to projects)	5	$12,591,897
Transit Transformation (not yet allocated to projects)	1	$19,500,000
Administrative	2	$11,043,000
Unprogrammed	N/A	$43,376,331
Total	**58**	**$754,169,752**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.
* This figure includes $8 million in BikeShare Support funding.
FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.
Source: Boston Region MPO.

Table 3-4 shows MassDOT's FFYs 2026–30 TIP investments—including both the number of projects or programs and the dollar amount—organized by MassDOT program. MassDOT's investments are distributed across a variety of programs and will support bridge and pavement improvements, roadway improvements and reconstruction, new bicycle and pedestrian infrastructure, and safety improvements. More details on these investments are available on the project description pages in the second section of this chapter.

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

Like the ABP, the NGBP leverages state bonding capacity to accelerate the rehabilitation and replacement of critical or structurally deficient bridges in Massachusetts.

Continued funding from the BIL supports increased investment across MassDOT's other programs represented in the FFYs 2026–30 TIP, including the Bicycle and Pedestrian Program, the Intersection Improvements Program, the Interstate and Non-Interstate Pavement Programs, the Roadway Reconstruction Program, and the Safety Improvements Program. MassDOT's Highway Program grew by over $160 million between the FFYs 2025–29 TIP and FFYs 2026–30 TIP, driven in large part by increased funding allocations to the Bridge Program. The total number of projects in the Highway Program decreased from 113 projects in the FFYs 2025–29 TIP to 89 projects in the FFYs 2026–30 TIP.

Table 3-4
FFYs 2026–30 MassDOT Highway Program Investment Summary

MassDOT Program	Number of Projects	MassDOT Dollars Programmed
Accessibility Improvements	1	$1,349,161
Bicycle and Pedestrian	9	$59,751,474
Bridge Off-System	2	$17,280,769
Bridge On-System	18	$1,249,415,139
Bridge Systematic Maintenance	7	$95,601,149
Freight	3	$20,010,798
Highway Resiliency Improvement Program	2	$14,500,806
Intersection Improvements	7	$63,669,086
Interstate Pavement	5	$67,013,203
Non-Interstate Pavement	8	$44,051,771
Roadway Reconstruction	5	$101,576,170
Safe Routes to School	12	$23,984,686
Safety Improvements	10	$49,965,684
Total	**89**	**$1,808,169,896**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.
FFY = Federal Fiscal Year. MassDOT = Massachusetts Department of Transportation.

Table 3-5 shows the MBTA's programs and associated FFYs 2026–30 TIP funding amounts. Additional details on the MBTA's programs and projects are in Tables 3-8 and 3-9. The MBTA's capital program grew substantially between the FFYs 2025–29 TIP and the FFYs 2026–30 TIP, increasing from a total program size of $3.85 billion to $7.61 billion. This increase is almost entirely accounted for by $3.8 billion of anticipated funding through the Federal Transit Administration's Capital Investment Grant Program, Core Capacity projects. Investments made through these programs allow the MBTA to continue to maintain and modernize its infrastructure in support of the agency's role as the largest transit provider in the Commonwealth of Massachusetts.

The MBTA caters to a wide range of needs, serving the Boston region with commuter rail, light rail, subway, fixed-route bus, and paratransit services. The MBTA prioritizes projects that keep the existing transit system in a state of good repair, including the purchase of new rolling stock, accessibility and resiliency improvements to stations, the rehabilitation of bridges and tunnels, and the replacement of tracks and signals to support system-wide reliability. Limited system

expansion projects are also undertaken through the MBTA's federal capital program. Further information on how the MBTA's investments support system safety and condition is available in Chapter 4.

Table 3-5
FFYs 2026–30 MBTA Transit Program Investment Summary

Federal Transit Administration Program	MBTA Program	MBTA Dollars Programmed
Section 5307: Urbanized Area Formula Grants	Bridge and Tunnel Program	$39,000,000
Section 5307: Urbanized Area Formula Grants	Revenue Vehicle Program	$404,142,509
Section 5307: Urbanized Area Formula Grants	Signals/Systems Upgrade Program	$395,331,005
Section 5307: Urbanized Area Formula Grants	Stations and Facilities Program	$389,337,630
Section 5337: Fixed Guideway/Bus Funds	Bridge and Tunnel Program	$405,609,433
Section 5337: Fixed Guideway/Bus Funds	Revenue Vehicle Program	$589,481,405
Section 5337: Fixed Guideway/Bus Funds	Signals/Systems Upgrade Program	$301,212,951
Section 5337: Fixed Guideway/Bus Funds	Stations and Facilities Program	$204,542,949
Section 5339: Bus and Bus Facilities Funds	Bus Program	$40,303,276
Other Federal Funds	Green Line CIG-Core Capacity (Proposed Funding)*	$3,800,580,887
Other Federal Funds	RRIF/TIFIA Financing Program†	$797,500,000
Other Federal Funds	North Station Draw 1 Bridge Replacement (FFY 26 MEGA)	$236,330,911
Other Federal Funds	Fairmount Line Decarbonization (CRP)	$8,710,079
Total	**N/A**	**$7,612,083,035**

Note: Federal Transit Administration formula funds (Sections 5307, 5337 and 5339) are based on estimated apportionments for FFYs 2026–30. TIP programs and projects are based on a preliminary draft Capital Investment Plan (CIP) as of April 2025. Adjustments will be made to federal projects and budgets as the CIP process is finalized. Funding amounts in this table include both federal and non-federal funds, including matching funds.
*The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10 percent. Each project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591, P1010, P0921, P1102, P1105, P0920, P1011, P1103, P1101, P1336, P0923, P1334, P0922, P1337, P1338, and P0924 are approved in the transit element of the endorsed FFYs 2025-29 Boston Region TIP and the Transit Investment Report of the FFYs 2025-29 Massachusetts STIP. These projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of $370,308,314 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, projects, budgets, and funding sources will be amended as required.

† RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.
CRP = Carbon Reduction Program. FFY = federal fiscal year. MBTA = Massachusetts Bay Transportation Authority. N/A = not applicable. RRIF = Railroad Rehabilitation and Improvement Financing. STIP = State Transportation Improvement Program. TIFIA = Transportation Infrastructure Finance and Innovation Act. TIP = Transportation Improvement Program. UZA = urbanized area.
Sources: MBTA and the Boston Region MPO.

Table 3-6 summarizes CATA and MWRTA investments included in the FFYs 2026–30 TIP, and more information is available on each agency's investments in Tables 3-10 and 3-11. While the MBTA provides commuter rail service to the Cape Ann communities of Rockport and Gloucester, CATA provides additional paratransit and fixed-route bus services to these communities and to Danvers, Peabody, Ipswich, Essex, and Beverly.[1] CATA's federal capital program supports its role in providing critical transportation alternatives to residents and visitors of the area, including through the replacement of buses, the modernization of facilities, and the maintenance of assets.

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

[1] In early 2025, the town of Manchester-by-the-Sea began the process of joining the CATA service area, a process that remained underway at the time of drafting the FFYs 2026–30 TIP

include the electrification of the agency's paratransit fleet and investments in technology to support travel training and customer service efforts.

The program sizes for CATA and MWRTA increased greatly between the FFYs 2025–29 TIP and FFYs 2026–30. These agencies collectively received an approximate $38.04 million increase in funding levels in this TIP, increasing from $106.88 million to a total program size of $144.92 million. This increase was primarily driven by anticipated federal discretionary funding, the use of flexed MPO Regional Target funding by the MWRTA, and a concomitant increase in state matching funding

Table 3-6
FFYs 2026–30 CATA and MWRTA Transit Program Investment Summary

Regional Transit Authority	Federal Transit Administration Program	RTA Dollars Programmed
CATA	Section 5307: Urbanized Area Formula Funding	$2,850,000
CATA	State Transportation Bond Capital Assistance	$9,670,000
CATA	Municipal and Local Assessments	$400,000
MWRTA	Section 5307: Urbanized Area Formula Funding	$33,010,000
MWRTA	Section 5339: Bus and Bus Facilities	$42,000,000
MWRTA	State Transportation Bond Capital Assistance	$29,990,000
MWRTA	Other Federal	$27,000,000
Total	**N/A**	**$144,920,000**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.
CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MWRTA = Metro West Regional Transit Authority. N/A = not applicable. RTA = regional transit authority.
Sources: CATA, MWRTA, and the Boston Region MPO.

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

Table 3-7
FFYs 2026–30 TIP Highway Table

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STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2026								$339,081,998	$223,432,679	$115,649,319
Section 1A / Regionally Prioritized Projects								$122,615,097	$98,977,111	$23,637,986
Roadway Reconstruction								$34,864,246	$27,891,397	$6,972,849
2026	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	NHPP	$31,949,531	$13,949,531	$11,159,625	$2,789,906
2026	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	STBG	$31,949,531	$6,000,000	$4,800,000	$1,200,000
2026	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	TAP	$31,949,531	$2,000,000	$1,600,000	$400,000
2026	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	CMAQ	$8,331,781	$3,000,000	$2,400,000	$600,000
2026	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	STBG	$8,331,781	$6,000,000	$4,800,000	$1,200,000
2026	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	TAP	$8,331,781	$1,185,935	$948,748	$237,187
2026	S13129	Boston Region	Salem	SALEM- BROAD STREET AND DALTON PARKWAY CORRIDOR PROJECT (DESIGN ONLY)	4	STBG	$1,068,780	$1,068,780	$855,024	$213,756
2026	S13293	Boston Region	Acton	ACTON- RECONSTRUCTION OF ROUTE 2A/119 (GREAT ROAD), FROM DAVIS ROAD TO HARRIS STREET	3	NHPP	$860,000	$860,000	$688,000	$172,000
2026	S13294	Boston Region	Malden	MALDEN- IMPROVEMENTS ON EASTERN AVENUE (ROUTE 60), FROM FRANKLIN STREET TO LYNN STREET (DESIGN ONLY)	4	NHPP	$800,000	$800,000	$640,000	$160,000
Intersection Improvements								$8,850,336	$7,965,302	$885,034
2026	608067	Boston Region	Multiple	WOBURN- BURLINGTON- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET	4	HSIP	$4,883,749	$4,883,750	$4,395,375	$488,375
2026	608940	Boston Region	Weston	WESTON- INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET	6	HSIP	$3,966,586	$3,966,586	$3,569,927	$396,659
Bicycle and Pedestrian								$62,495,055	$49,996,044	$12,499,011
2026	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	CMAQ	$32,556,266	$6,499,750	$5,199,800	$1,299,950
2026	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	STBG	$32,556,266	$13,306,516	$10,645,213	$2,661,303
2026	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	TAP	$32,556,266	$7,500,000	$6,000,000	$1,500,000
2026	610544	Boston Region	Peabody	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	4	CMAQ	$19,127,610	$10,000,000	$8,000,000	$2,000,000

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										STIP: 2026 - 2030 (D)
2026	610544	Boston Region	Peabody	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	4	STBG	$19,127,610	$5,127,610	$4,102,088	$1,025,522
2026	610544	Boston Region	Peabody	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	4	TAP	$19,127,610	$4,000,000	$3,200,000	$800,000
2026	611982	Boston Region	Medford	MEDFORD- SHARED USE PATH CONNECTION AT THE ROUTE 28/WELLINGTON UNDERPASS	4	CMAQ	$5,488,945	$5,488,945	$4,391,156	$1,097,789
2026	613163	Boston Region	Multiple	LYNNFIELD- PEABODY- RAIL TRAIL CONSTRUCTION, FROM FORD AVENUE TO NICHOLS LANE (PHASE 1)	4	STBG	$5,829,514	$5,829,514	$4,663,611	$1,165,903
2026	S13048	Boston Region	Hudson	HUDSON- BIKE PATH CONSTRUCTION OF MASS CENTRAL RAIL TRAIL, FROM FELTON STREET TO PRIEST STREET (DESIGN ONLY)	3	STBG	$909,700	$909,700	$727,760	$181,940
2026	S13179	Boston Region	Brookline	BROOKLINE- BLUEBIKES EXPANSION, 3 STATIONS AND 20 ELECTRIC BIKES	6	CMAQ	$238,646	$238,646	$190,917	$47,729
2026	S13180	Boston Region	Boston	BOSTON- BLUEBIKES STATION REPLACEMENT, 20 STATIONS	6	STBG	$783,860	$783,860	$627,088	$156,772
2026	S13181	Boston Region	Somerville	SOMERVILLE- BLUEBIKES STATION REPLACEMENT, 5 STATIONS	4	STBG	$107,417	$107,417	$85,934	$21,483
2026	S13182	Boston Region	Cambridge	CAMBRIDGE- BLUEBIKES STATION REPLACEMENT, 7 STATIONS	6	STBG	$223,715	$223,715	$178,972	$44,743
2026	S13183	Boston Region	Newton	NEWTON- INSTALLATION OF 67 BIKE RACKS, 2 SHELTERS, AND 12 RRFBS	6	CMAQ	$473,132	$473,132	$378,506	$94,626
2026	S13184	Boston Region	Marblehead	MARBLEHEAD- INSTALLATION OF 22 BIKE RACKS	4	CMAQ	$6,250	$6,250	$5,000	$1,250
2026	S13295	Boston Region	Cambridge	CAMBRIDGE- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER FITCHBURG LINE AT DANEHY PARK CONNECTOR (DESIGN ONLY)		TAP	$2,000,000	$2,000,000	$1,600,000	$400,000
Flex to FTA								$11,254,397	$9,003,518	$2,250,879
2026	S12807	Boston Region	Multiple	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	3	CMAQ	$468,125	$162,500	$130,000	$32,500
2026	S13152	Boston Region		Better Bus Project - Operational Safety Improvements at Bus Stops		CMAQ	$3,216,897	$3,216,897	$2,573,518	$643,379
2026	S13153	Boston Region		MBTA- BUS PRIORITY AND ACCESSIBILITY IMPROVEMENTS		CMAQ	$6,000,000	$6,000,000	$4,800,000	$1,200,000
2026	S13292	Boston Region	Multiple	MBTA- OPERATIONAL ENHANCEMENT OF BUS ROUTES 714 AND 716	6	CMAQ	$1,875,000	$1,875,000	$1,500,000	$375,000
Transit Grant Program								$2,058,063	$1,646,450	$411,613
2026	S12963	Boston Region	Multiple	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT		CMAQ	$1,413,734	$450,278	$360,222	$90,056
2026	S12970	Boston Region		CATA– VEHICLE REPLACEMENT (4 VEHICLES)	4	CMAQ	$2,460,000	$750,000	$600,000	$150,000
2026	S12971	Boston Region	Framingham	MWRTA– BLANDIN HUB EQUITABLE REDESIGN INITIATIVE	3	CMAQ	$2,500,000	$750,000	$600,000	$150,000
2026	S13194	Boston Region	Chelsea	CHELSEA- BLUEBIKES EXPANSION, 3 STATIONS, 28 CLASSIC BIKES, AND 5 ELECTRIC BIKES	6	CMAQ	$107,785	$107,785	$86,228	$21,557
Safety Improvements								$1,650,000	$1,320,000	$330,000
2026	S13146	Boston Region	Lexington	LEXINGTON- DESIGN OF SAFETY IMPROVEMENTS AT THE INTERSTATE 95 AND ROUTE 4/225 INTERCHANGE	4	NHPP	$1,650,000	$1,650,000	$1,320,000	$330,000
Railroad Grade Crossings								$1,400,000	$1,120,000	$280,000

										STIP: 2026 - 2030 (D)
2026	S13147	Boston Region	Framingham	FRAMINGHAM- PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/MBTA & CSX RAILROAD	3	STBG	$1,400,000	$1,400,000	$1,120,000	$280,000
Metropolitan Planning								$43,000	$34,400	$8,600
2026	S13291	Boston Region		CTPS- PROCUREMENT AND INSTALLATION OF SIX AIR QUALITY SENSORS FOR GHG MONITORING (PERFORMANCE BASED PLANNING PROGRAM)		STBG	$43,000	$43,000	$34,400	$8,600
Section 1B / Earmark or Discretionary Grant Funded Projects								$48,069,116	$38,455,293	$9,613,823
Bridge On-system Non-NHS NB								$10,338,718	$8,270,974	$2,067,744
2026	608197	Boston Region	Boston	BOSTON- BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD	6	HIP-BR	$10,338,718	$10,338,718	$8,270,974	$2,067,744
Bridge Systematic Maintenance NB								$37,730,398	$30,184,318	$7,546,080
2026	613182	Boston Region	Milford	MILFORD- BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD	3	HIP-BR	$3,744,000	$3,744,000	$2,995,200	$748,800
2026	613196	Boston Region	Burlington	BURLINGTON- LYNNFIELD- WAKEFIELD- WOBURN- BRIDGE PRESERVATION OF 10 BRIDGES CARRYING I-95	4	HIP-BR	$13,171,481	$13,171,481	$10,537,185	$2,634,296
2026	613274	Boston Region	Foxborough	FOXBORO- BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR	5	HIP-BR	$5,278,000	$5,278,000	$4,222,400	$1,055,600
2026	613276	Boston Region	Multiple	READING- WILMINGTON- BRIDGE PRESERVATION, W-38-028 (2HR, 2HT) AND R-03-011 (2HK), I-93 (NB/SB) OVER MBTA/B&M RAILROAD AND I-95/STATE ROUTE 128	4	HIP-BR	$18,601,526	$10,000,000	$8,000,000	$2,000,000
2026	613921	Boston Region	Boston	BOSTON- BRIDGE DECK PRESERVATION OF B-16-259 AND B-16-260 ON I-93	6	HIP-BR	$21,000,000	$5,536,917	$4,429,534	$1,107,383
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$36,344,846	$31,049,588	$5,295,258
Safety Improvements								$6,794,152	$6,114,737	$679,415
2026	609388	Boston Region	Wenham	WENHAM- SAFETY IMPROVEMENTS ON ROUTE 1A	4	HSIP	$4,941,812	$4,941,812	$4,447,631	$494,181
2026	613994	Boston Region	Multiple	LEXINGTON TO READING- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF I-95/128	4	HSIP	$1,852,340	$1,852,340	$1,667,106	$185,234
Non-Interstate Pavement								$16,607,731	$13,286,185	$3,321,546
2026	609399	Boston Region	Randolph	RANDOLPH- RESURFACING AND RELATED WORK ON ROUTE 28	6	NHPP	$6,321,315	$6,321,315	$5,057,052	$1,264,263
2026	612050	Boston Region	Multiple	BRAINTREE- WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3	6	NHPP	$10,286,416	$10,286,416	$8,229,133	$2,057,283
Interstate Pavement								$12,942,963	$11,648,667	$1,294,296
2026	613383	Boston Region	Multiple	LYNNFIELD- WAKEFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	$12,942,963	$12,942,963	$11,648,667	$1,294,296
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$61,487,731	$54,950,687	$6,537,044
Intersection Improvements								$21,901,129	$19,711,016	$2,190,113
2026	607342	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD	6	HSIP	$11,597,752	$11,597,752	$10,437,977	$1,159,775
2026	611974	Boston Region	Medford	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS AND MAIN STREET/MYSTIC AVENUE	4	VUS	$10,303,377	$2,325,483	$2,092,935	$232,548
2026	611974	Boston Region	Medford	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS AND MAIN STREET/MYSTIC AVENUE	4	HSIP	$10,303,377	$7,977,894	$7,180,105	$797,789
Roadway Reconstruction								$35,703,894	$32,133,505	$3,570,389

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2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NHPP-I	$300,942,837	$29,229,180	$26,306,262	$2,922,918
2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	$300,942,837	$6,474,714	$5,827,243	$647,471
Safe Routes to School								$3,882,708	$3,106,166	$776,542
2026	610537	Boston Region	Boston	BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	6	TAP	$2,363,537	$2,363,537	$1,890,830	$472,707
2026	611997	Boston Region	Newton	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	6	TAP	$1,519,171	$1,519,171	$1,215,337	$303,834
Section 3B / Non-Federal Aid Funded								$70,565,208	$0	$70,565,208
Bridge On-system Non-NHS								$27,791,674	$0	$27,791,674
2026	607420	Boston Region	Natick	NATICK- SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA	3	NGBP	$10,562,329	$10,562,329	$0	$10,562,329
2026	611940	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-016 (3GF), WEBSTER AVENUE OVER MBTA & BMRR	4	NGBP	$18,753,007	$17,229,345	$0	$17,229,345
NFA								$26,680,000	$0	$26,680,000
2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFA	$300,942,837	$26,680,000	$0	$26,680,000
Bridge On-system NHS								$16,093,534	$0	$16,093,534
2026	612184	Boston Region	Revere	REVERE- BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY	4	NGBP	$15,592,505	$16,093,534	$0	$16,093,534
Federal Fiscal Year 2027								$508,411,137	$295,583,926	$212,827,211
Section 1A / Regionally Prioritized Projects								$151,147,420	$121,801,624	$29,345,796
Roadway Reconstruction								$98,778,802	$79,273,042	$19,505,760
2027	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	NHPP	$31,949,531	$9,000,000	$7,200,000	$1,800,000
2027	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	TAP	$31,949,531	$1,000,000	$800,000	$200,000
2027	605743	Boston Region	Ipswich	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	4	STBG	$14,456,975	$6,000,000	$4,800,000	$1,200,000
2027	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	STBG	$128,385,573	$25,000,000	$20,000,000	$5,000,000
2027	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	$128,385,573	$5,000,000	$4,000,000	$1,000,000
2027	608045	Boston Region	Milford	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	3	HSIP	$13,548,565	$1,500,000	$1,350,000	$150,000
2027	608045	Boston Region	Milford	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	3	STBG	$13,548,565	$12,048,565	$9,638,852	$2,409,713
2027	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	HSIP	$12,075,024	$1,000,000	$900,000	$100,000
2027	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	STBG	$12,075,024	$9,175,024	$7,340,019	$1,835,005
2027	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	TAP	$12,075,024	$1,900,000	$1,520,000	$380,000
2027	609437	Boston Region	Multiple	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	4	STBG	$25,155,213	$19,220,197	$15,376,158	$3,844,039
2027	609437	Boston Region	Multiple	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	4	TAP	$25,155,213	$5,935,016	$4,748,013	$1,187,003
2027	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$8,000,000	$2,000,000	$1,600,000	$400,000
Intersection Improvements								$27,636,336	$22,372,702	$5,263,634

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2027	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	CMAQ	$26,573,400	$5,000,000	$4,000,000	$1,000,000
2027	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	HSIP	$26,573,400	$2,636,336	$2,372,702	$263,634
2027	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	NHPP	$26,573,400	$10,000,000	$8,000,000	$2,000,000
2027	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	STBG	$26,573,400	$10,000,000	$8,000,000	$2,000,000
Safety Improvements								$3,700,546	$3,330,491	$370,055
2027	610823	Boston Region	Quincy	QUINCY- INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	6	HSIP	$3,700,546	$3,700,546	$3,330,491	$370,055
Bridge On-system NHS								$16,531,736	$13,225,389	$3,306,347
2027	612989	Boston Region	Boston	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	6	NHPP	$16,531,736	$16,531,736	$13,225,389	$3,306,347
Transit Grant Program								$2,500,000	$2,000,000	$500,000
2027	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$9,036,193	$2,036,193	$1,628,954	$407,239
2027	S12963	Boston Region	Multiple	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT		CMAQ	$1,413,734	$463,807	$371,046	$92,761
Roadway Improvements								$2,000,000	$1,600,000	$400,000
2027	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	$11,000,000	$2,000,000	$1,600,000	$400,000
Section 1B / Earmark or Discretionary Grant Funded Projects								$82,965,615	$69,828,646	$13,136,969
Bridge On-system Non-NHS NB								$14,935,415	$11,948,332	$2,987,083
2027	608522	Boston Region	Middleton	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER	4	HIP-BR	$10,486,061	$10,486,061	$8,388,849	$2,097,212
2027	612099	Boston Region	Ashland	ASHLAND- BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER	3	HIP-BR	$7,203,664	$4,449,354	$3,559,483	$889,871
Bridge Off-system								$11,384,206	$11,384,206	$0
2027	609467	Boston Region	Multiple	HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	4	BROFF	$11,384,206	$11,384,206	$11,384,206	$0
Bridge Off-system Local NB								$5,896,563	$5,896,563	$0
2027	612076	Boston Region	Topsfield	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	4	BROFF	$5,896,563	$5,896,563	$5,896,563	$0
Bridge On-system NHS								$20,000,000	$16,000,000	$4,000,000
2027	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	$217,509,198	$20,000,000	$16,000,000	$4,000,000
Bridge Systematic Maintenance NB								$30,749,431	$24,599,545	$6,149,886
2027	613184	Boston Region	Gloucester	GLOUCESTER- BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER	4	HIP-BR	$15,684,822	$15,684,822	$12,547,858	$3,136,964
2027	613276	Boston Region	Multiple	READING- WILMINGTON- BRIDGE PRESERVATION, W-38-028 (2HR, 2HT) AND R-03-011 (2HK), I-93 (NB/SB) OVER MBTA/B&M RAILROAD AND I-95/STATE ROUTE 128	4	HIP-BR	$18,601,526	$8,601,526	$6,881,221	$1,720,305

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2027	613921	Boston Region	Boston	BOSTON- BRIDGE DECK PRESERVATION OF B-16-259 AND B-16-260 ON I-93	6	HIP-BR	$21,000,000	$6,463,083	$5,170,466	$1,292,617
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$62,227,612	$55,680,052	$6,547,560
Safety Improvements								$21,138,181	$19,024,363	$2,113,818
2027	609532	Boston Region	Chelsea	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	6	HSIP	$10,804,213	$10,804,213	$9,723,792	$1,080,421
2027	611954	Boston Region	Boston	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM	6	HSIP	$2,333,968	$2,333,968	$2,100,571	$233,397
2027	612599	Boston Region	Lynn	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	4	VUS	$16,729,418	$1,000,000	$900,000	$100,000
2027	612599	Boston Region	Lynn	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	4	HSIP	$16,729,418	$7,000,000	$6,300,000	$700,000
Highway Resiliency Improvement Program								$3,247,991	$2,598,393	$649,598
2027	613099	Boston Region	Boston	BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	6	PRCT	$3,247,991	$3,247,991	$2,598,393	$649,598
Interstate Pavement								$37,841,440	$34,057,296	$3,784,144
2027	613318	Boston Region	Multiple	BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	$8,790,600	$8,790,600	$7,911,540	$879,060
2027	613343	Boston Region	Foxborough	FOXBOROUGH - INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	$14,399,840	$14,399,840	$12,959,856	$1,439,984
2027	613382	Boston Region	Multiple	DEDHAM- NEEDHAM- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	6	NHPP-I	$14,651,000	$14,651,000	$13,185,900	$1,465,100
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$43,530,679	$37,039,809	$6,490,870
Roadway Reconstruction								$26,094,999	$22,318,740	$3,776,259
2027	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	$300,942,837	$14,427,409	$12,984,668	$1,442,741
2027	612990	Boston Region	Salem	SALEM- RECONSTRUCTION OF BRIDGE STREET (ROUTE 107), FROM FLINT STREET TO 150 FEET WEST OF WASHINGTON STREET	4	NHPP	$11,667,590	$11,667,590	$9,334,072	$2,333,518
Safe Routes to School								$7,273,098	$5,818,478	$1,454,620
2027	612001	Boston Region	Medford	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	4	TAP	$1,186,065	$1,186,065	$948,852	$237,213
2027	612100	Boston Region	Revere	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	4	TAP	$801,656	$801,656	$641,325	$160,331
2027	612804	Boston Region	Dedham	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	6	TAP	$2,566,884	$2,566,884	$2,053,507	$513,377
2027	612816	Boston Region	Brookline	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	6	TAP	$1,066,511	$1,066,511	$853,209	$213,302
2027	612894	Boston Region	Framingham	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	3	TAP	$1,651,983	$1,651,982	$1,321,586	$330,396
Intersection Improvements								$6,225,252	$5,602,727	$622,525
2027	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	HSIP	$10,139,293	$6,225,252	$5,602,727	$622,525
Freight								$3,937,330	$3,299,864	$637,466
2027	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	NFP	$10,139,293	$2,437,330	$1,949,864	$487,466

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2027	S13209	Boston Region		DESIGN WORK ON I-95 IMPROVEMENT WITHIN READING AND LYNNFIELD	4	NFP-I	$1,500,000	$1,500,000	$1,350,000	$150,000
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$14,042,244	$11,233,795	$2,808,449
Bicycle and Pedestrian								$14,042,244	$11,233,795	$2,808,449
2027	610680	Boston Region	Natick	NATICK- LAKE COCHITUATE PATH	3	CMAQ	$6,084,913	$6,084,913	$4,867,930	$1,216,983
2027	612523	Boston Region	Revere	REVERE- STATE ROAD BEACHMONT CONNECTOR	4	CMAQ	$7,957,331	$7,957,331	$6,365,865	$1,591,466
Section 3B / Non-Federal Aid Funded								$154,497,567	$0	$154,497,567
Bridge On-system Non-NHS								$73,250,859	$0	$73,250,859
2027	606901	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	6	NGBP	$15,711,888	$15,711,888	$0	$15,711,888
2027	608952	Boston Region	Chelsea	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1	6	NGBP	$17,099,395	$22,217,165	$0	$22,217,165
2027	612173	Boston Region	Bellingham	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	3	NGBP	$12,562,146	$12,562,146	$0	$12,562,146
2027	612178	Boston Region	Natick	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX	3	NGBP	$10,188,872	$10,188,872	$0	$10,188,872
2027	612196	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER	6	NGBP	$12,570,788	$12,570,788	$0	$12,570,788
Bridge On-system NHS								$81,246,708	$0	$81,246,708
2027	607684	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	6	NGBP	$28,564,767	$26,818,168	$0	$26,818,168
2027	612028	Boston Region	Stoneham	STONEHAM- BRIDGE REPLACEMENT, S-27-006 (2L2), (ST 28) FELLSWAY WEST OVER I-93	4	NGBP	$39,221,761	$39,221,761	$0	$39,221,761
2027	612182	Boston Region	Newton	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	6	NGBP	$15,206,778	$15,206,778	$0	$15,206,778
2027	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	NGBP	$217,509,198	$1	$0	$1
Federal Fiscal Year 2028								$776,082,023	$623,607,249	$152,474,774
Section 1A / Regionally Prioritized Projects								$156,604,600	$126,441,573	$30,163,027
Roadway Reconstruction								$130,709,255	$105,217,404	$25,491,851
2028	605743	Boston Region	Ipswich	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	4	STBG	$14,456,975	$7,837,408	$6,269,926	$1,567,482
2028	605743	Boston Region	Ipswich	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	4	TAP	$14,456,975	$1,197,846	$958,277	$239,569
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	$128,385,573	$28,075,573	$22,460,458	$5,615,115
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	$128,385,573	$5,000,000	$4,000,000	$1,000,000
2028	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	6	CMAQ	$22,038,602	$4,000,000	$3,200,000	$800,000
2028	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	6	STBG	$22,038,602	$8,038,602	$6,430,882	$1,607,720
2028	608954	Boston Region	Weston	WESTON- RECONSTRUCTION ON ROUTE 30	6	STBG	$19,999,712	$14,999,712	$11,999,770	$2,999,942
2028	608954	Boston Region	Weston	WESTON- RECONSTRUCTION ON ROUTE 30	6	TAP	$19,999,712	$5,000,000	$4,000,000	$1,000,000

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2028	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	CMAQ	$23,567,554	$5,000,000	$4,000,000	$1,000,000
2028	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	HSIP	$23,567,554	$4,000,000	$3,600,000	$400,000
2028	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	STBG	$23,567,554	$4,567,554	$3,654,043	$913,511
2028	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	NHPP	$28,492,560	$9,492,560	$7,594,048	$1,898,512
2028	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	STBG	$28,492,560	$15,000,000	$12,000,000	$3,000,000
2028	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	TAP	$28,492,560	$4,000,000	$3,200,000	$800,000
2028	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	HSIP	$27,959,721	$2,500,000	$2,250,000	$250,000
2028	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	STBG	$27,959,721	$10,000,000	$8,000,000	$2,000,000
2028	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$8,000,000	$2,000,000	$1,600,000	$400,000
Railroad Crossings								$1,269,327	$1,269,327	$0
2028	608436	Boston Region	Ashland	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	3	RRHE	$1,269,327	$1,269,327	$1,269,327	$0
Bicycle and Pedestrian								$11,085,739	$8,868,591	$2,217,148
2028	610691	Boston Region	Natick	NATICK- COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	3	STBG	$11,085,739	$11,085,739	$8,868,591	$2,217,148
Safety Improvements								$2,540,279	$2,286,251	$254,028
2028	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	VUS	$27,959,721	$2,540,279	$2,286,251	$254,028
Flex to FTA								$6,000,000	$4,800,000	$1,200,000
2028	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$19,500,000	$6,000,000	$4,800,000	$1,200,000
Transit Grant Program								$2,000,000	$1,600,000	$400,000
2028	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$9,036,193	$2,000,000	$1,600,000	$400,000
Roadway Improvements								$3,000,000	$2,400,000	$600,000
2028	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	$11,000,000	$3,000,000	$2,400,000	$600,000
Section 1B / Earmark or Discretionary Grant Funded Projects								$412,809,081	$330,247,265	$82,561,816
Bridge On-system NHS								$347,600,558	$278,080,446	$69,520,112
2028	604564	Boston Region	Maynard	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	3	HIP-BR	$8,410,036	$8,410,036	$6,728,029	$1,682,007
2028	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	HIP-BR	$108,054,000	$108,054,000	$86,443,200	$21,610,800
2028	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	HIP-BR	$151,853,184	$111,853,184	$89,482,547	$22,370,637
2028	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	HIP-BR	$49,283,338	$49,283,338	$39,426,670	$9,856,668
2028	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	$217,509,198	$70,000,000	$56,000,000	$14,000,000
Bridge On-System NHS NB								$38,087,203	$30,469,762	$7,617,441
2028	612075	Boston Region	Salem	SALEM- BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET	4	HIP-BR	$4,562,806	$4,562,806	$3,650,245	$912,561
2028	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	HIP-BR	$76,704,381	$33,524,397	$26,819,518	$6,704,879
Bridge Systematic Maintenance NB								$27,121,320	$21,697,056	$5,424,264

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2028	613275	Boston Region	Multiple	BEVERLY- BURLINGTON- DANVERS- GLOUCESTER- WOBURN- BRIDGE PRESERVATION AT 9 BRIDGES CARRYING STATE ROUTE 128	4	HIP-BR	$18,121,320	$18,121,320	$14,497,056	$3,624,264
2028	613921	Boston Region	Boston	BOSTON- BRIDGE DECK PRESERVATION OF B-16-259 AND B-16-260 ON I-93	6	HIP-BR	$21,000,000	$9,000,000	$7,200,000	$1,800,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$171,629,061	$137,553,809	$34,075,252
Bridge On-system Non-NHS								$40,000,000	$32,000,000	$8,000,000
2028	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	NHPP	$438,752,268	$40,000,000	$32,000,000	$8,000,000
Bridge On-system NHS								$117,870,646	$94,296,517	$23,574,129
2028	606449	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET AND C-01-040, LAND BOULEVARD OVER BROAD CANAL	6	NHPP-PEN	$38,727,023	$24,817,222	$19,853,778	$4,963,444
2028	610782	Boston Region	Multiple	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER	4	NHPP	$25,953,750	$25,953,750	$20,763,000	$5,190,750
2028	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP-PEN	$39,378,666	$39,378,666	$31,502,933	$7,875,733
2028	613125	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	6	NHPP-PEN	$27,721,008	$27,721,008	$22,176,806	$5,544,202
Highway Resiliency Improvement Program								$11,252,815	$9,002,252	$2,250,563
2028	613154	Boston Region	Wellesley	WELLESLEY- DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION	6	PRCT	$11,252,815	$11,252,815	$9,002,252	$2,250,563
Safety Improvements								$2,505,600	$2,255,040	$250,560
2028	613166	Boston Region	Acton	ACTON- SAFETY IMPROVEMENTS AT ROUTE 2A/119 (GREAT ROAD)	3	HSIP	$2,140,991	$2,505,600	$2,255,040	$250,560
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$20,354,591	$17,616,852	$2,737,739
Intersection Improvements								$13,331,795	$11,998,616	$1,333,180
2028	610665	Boston Region	Stoneham	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET	4	HSIP	$6,618,858	$6,618,858	$5,956,972	$661,886
2028	610676	Boston Region	Wrentham	WRENTHAM- INTERSECTION IMPROVEMENTS ON ROUTE 1A AT NORTH AND WINTER STREET	5	HSIP	$6,712,937	$6,712,937	$6,041,643	$671,294
Safe Routes to School								$7,022,796	$5,618,237	$1,404,559
2028	612884	Boston Region	Chelsea	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	6	TAP	$3,524,272	$3,524,272	$2,819,418	$704,854
2028	613477	Boston Region	Holliston	HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)	3	TAP	$1,012,500	$1,012,500	$810,000	$202,500
2028	613564	Boston Region	Reading	READING- OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)	4	TAP	$2,486,024	$2,486,024	$1,988,819	$497,205
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$14,684,687	$11,747,750	$2,936,937
Bicycle and Pedestrian								$14,684,687	$11,747,750	$2,936,937

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2028	610660	Boston Region	Multiple	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	3	CMAQ	$6,583,786	$3,916,363	$3,133,090	$783,273
2028	612607	Boston Region	Danvers	DANVERS- RAIL TRAIL WEST EXTENSION (PHASE 3)	4	CMAQ	$3,711,150	$3,711,150	$2,968,920	$742,230
2028	613082	Boston Region	Medford	MEDFORD- WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)	4	CMAQ	$2,091,712	$2,091,712	$1,673,370	$418,342
2028	613164	Boston Region	Multiple	BOSTON- MILTON- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET	6	CMAQ	$4,965,462	$4,965,462	$3,972,370	$993,092
Section 3B / Non-Federal Aid Funded								$3	$0	$3
Bridge On-system NHS								$1	$0	$1
2028	604564	Boston Region	Maynard	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	3	NGBP	$8,410,036	$1	$0	$1
Bridge On-system Non-NHS								$2	$0	$2
2028	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	NGBP	$438,752,268	$1	$0	$1
2028	608397	Boston Region	Gloucester	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	4	NGBP	$60,480,000	$1	$0	$1
Federal Fiscal Year 2029								$599,225,191	$486,065,261	$113,159,931
Section 1A / Regionally Prioritized Projects								$155,699,104	$125,788,477	$29,910,627
Roadway Reconstruction								$117,296,536	$94,637,229	$22,659,307
2029	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	NHPP	$176,570,937	$15,500,000	$12,400,000	$3,100,000
2029	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	STBG	$176,570,937	$5,000,000	$4,000,000	$1,000,000
2029	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TAP	$176,570,937	$3,000,000	$2,400,000	$600,000
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	$128,385,573	$20,000,000	$16,000,000	$4,000,000
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	$128,385,573	$8,518,065	$6,814,452	$1,703,613
2029	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	6	STBG	$22,038,602	$10,000,000	$8,000,000	$2,000,000
2029	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	NHPP	$45,897,600	$10,000,000	$8,000,000	$2,000,000
2029	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	CMAQ	$23,567,554	$5,000,000	$4,000,000	$1,000,000
2029	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	HSIP	$23,567,554	$1,500,000	$1,350,000	$150,000
2029	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	STBG	$23,567,554	$3,500,000	$2,800,000	$700,000
2029	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	HSIP	$18,026,400	$4,000,000	$3,600,000	$400,000
2029	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	STBG	$18,026,400	$5,335,200	$4,268,160	$1,067,040
2029	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	HSIP	$27,959,721	$2,500,000	$2,250,000	$250,000

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2029	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	STBG	$27,959,721	$7,919,442	$6,335,554	$1,583,888
2029	612738	Boston Region	Ipswich	IPSWICH- ARGILLA ROAD ROADWAY RECONSTRUCTION	4	STBG	$5,183,829	$5,183,829	$4,147,063	$1,036,766
2029	612963	Boston Region	Bellingham	BELLINGHAM- ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017	3	NHPP	$15,848,000	$8,340,000	$6,672,000	$1,668,000
2029	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$8,000,000	$2,000,000	$1,600,000	$400,000
Safety Improvements								$4,291,935	$3,862,742	$429,194
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	HSIP	$128,385,573	$1,791,935	$1,612,742	$179,194
2029	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	VUS	$27,959,721	$2,500,000	$2,250,000	$250,000
Bicycle and Pedestrian								$22,110,633	$17,688,506	$4,422,127
2029	610666	Boston Region	Swampscott	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	4	CMAQ	$8,624,000	$6,992,000	$5,593,600	$1,398,400
2029	610666	Boston Region	Swampscott	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	4	TAP	$8,624,000	$1,632,000	$1,305,600	$326,400
2029	613088	Boston Region	Malden	MALDEN- SPOT POND BROOK GREENWAY	4	CMAQ	$4,858,127	$3,000,000	$2,400,000	$600,000
2029	613088	Boston Region	Malden	MALDEN- SPOT POND BROOK GREENWAY	4	TAP	$4,858,127	$1,858,127	$1,486,502	$371,625
2029	613319	Boston Region	Multiple	SUDBURY- FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST	3	CMAQ	$8,628,506	$8,628,506	$6,902,805	$1,725,701
Flex to FTA								$6,500,000	$5,200,000	$1,300,000
2029	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$19,500,000	$6,500,000	$5,200,000	$1,300,000
Transit Grant Program								$2,500,000	$2,000,000	$500,000
2029	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$9,036,193	$2,500,000	$2,000,000	$500,000
Roadway Improvements								$3,000,000	$2,400,000	$600,000
2029	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	$11,000,000	$3,000,000	$2,400,000	$600,000
Section 1B / Earmark or Discretionary Grant Funded Projects								$164,618,125	$131,694,500	$32,923,625
Bridge On-system NHS								$164,618,125	$131,694,500	$32,923,625
2029	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	HIP-BR	$151,853,184	$40,000,000	$32,000,000	$8,000,000
2029	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	$217,509,198	$70,000,000	$56,000,000	$14,000,000
2029	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	HIP-BR	$174,618,125	$54,618,125	$43,694,500	$10,923,625
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$200,924,785	$163,493,908	$37,430,877
Bridge On-system Non-NHS								$100,000,000	$80,000,000	$20,000,000
2029	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	NHPP	$438,752,268	$100,000,000	$80,000,000	$20,000,000
Bridge On-system NHS								$63,068,169	$50,454,535	$12,613,634
2029	606449	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET AND C-01-040, LAND BOULEVARD OVER BROAD CANAL	6	NHPP-PEN	$38,727,023	$13,909,801	$11,127,841	$2,781,960
2029	612634	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	4	NHPP-PEN	$93,854,208	$49,158,368	$39,326,694	$9,831,674

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Safety Improvements								$11,312,000	$10,180,800	$1,131,200
2029	610650	Boston Region	Boston	BOSTON- SAFETY IMPROVEMENTS ON GALLIVAN BOULEVARD (ROUTE 203), FROM WASHINGTON STREET TO GRANITE AVENUE	6	HSIP	$6,440,000	$6,440,000	$5,796,000	$644,000
2029	612613	Boston Region	Newton	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	6	HSIP	$4,872,000	$4,872,000	$4,384,800	$487,200
Non-Interstate Pavement								$10,315,816	$8,252,653	$2,063,163
2029	612026	Boston Region	Stoneham	STONEHAM- RESURFACING ON ROUTE 28	4	NHPP	$1,896,496	$1,896,496	$1,517,197	$379,299
2029	612046	Boston Region	Gloucester	GLOUCESTER- RESURFACING ON ROUTE 128	4	NHPP	$4,399,920	$4,399,920	$3,519,936	$879,984
2029	613640	Boston Region	Natick	NATICK- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	$4,019,400	$4,019,400	$3,215,520	$803,880
Interstate Pavement								$16,228,800	$14,605,920	$1,622,880
2029	613356	Boston Region	Sharon	SHARON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	$16,228,800	$16,228,800	$14,605,920	$1,622,880
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$61,690,634	$52,054,341	$9,636,293
Intersection Improvements								$17,170,126	$15,453,113	$1,717,013
2029	608052	Boston Region	Norwood	NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	5	HSIP	$14,087,774	$14,087,774	$12,678,997	$1,408,777
2029	612616	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD	6	HSIP	$3,082,352	$3,082,352	$2,774,117	$308,235
Freight								$9,848,216	$8,863,394	$984,822
2029	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NFP-I	$9,848,216	$9,848,216	$8,863,394	$984,822
Roadway Reconstruction								$28,866,208	$23,092,966	$5,773,242
2029	610543	Boston Region	Multiple	REVERE- MALDEN- IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)	4	NHPP	$9,430,400	$9,430,400	$7,544,320	$1,886,080
2029	612615	Boston Region	Multiple	CANTON- MILTON- ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE	6	NHPP	$19,435,808	$19,435,808	$15,548,646	$3,887,162
Safe Routes to School								$5,806,084	$4,644,867	$1,161,217
2029	612889	Boston Region	Sharon	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	5	TAP	$4,258,649	$4,258,649	$3,406,919	$851,730
2029	613468	Boston Region	Newton	NEWTON- IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)	6	TAP	$1,547,435	$1,547,435	$1,237,948	$309,487
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$16,292,543	$13,034,034	$3,258,509
Bicycle and Pedestrian								$16,292,543	$13,034,034	$3,258,509
2029	612499	Boston Region	Medford	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	4	CMAQ	$7,903,743	$7,903,743	$6,322,994	$1,580,749
2029	613654	Boston Region	Framingham	FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM EATON ROAD WEST TO FROST STREET	3	CMAQ	$8,388,800	$8,388,800	$6,711,040	$1,677,760
Federal Fiscal Year 2030								$521,225,746	$419,428,776	$101,796,971
Section 1A / Regionally Prioritized Projects								$124,727,200	$100,281,760	$24,445,440
Roadway Reconstruction								$112,227,200	$90,281,760	$21,945,440
2030	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	NHPP	$176,570,937	$25,500,000	$20,400,000	$5,100,000
2030	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	STBG	$176,570,937	$4,000,000	$3,200,000	$800,000

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										STIP: 2026 - 2030 (D)
2030	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TAP	$176,570,937	$4,000,000	$3,200,000	$800,000
2030	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	$128,385,573	$30,000,000	$24,000,000	$6,000,000
2030	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	$128,385,573	$5,000,000	$4,000,000	$1,000,000
2030	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	HSIP	$45,897,600	$5,000,000	$4,500,000	$500,000
2030	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	STBG	$45,897,600	$10,000,000	$8,000,000	$2,000,000
2030	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	STBG	$18,026,400	$8,691,200	$6,952,960	$1,738,240
2030	612534	Boston Region	Melrose	MELROSE- LEBANON STREET IMPROVEMENT PROJECT	4	CMAQ	$4,341,221	$5,000,000	$4,000,000	$1,000,000
2030	612534	Boston Region	Melrose	MELROSE- LEBANON STREET IMPROVEMENT PROJECT	4	STBG	$4,341,221	$3,528,000	$2,822,400	$705,600
2030	612534	Boston Region	Melrose	MELROSE- LEBANON STREET IMPROVEMENT PROJECT	4	TAP	$4,341,221	$2,000,000	$1,600,000	$400,000
2030	612963	Boston Region	Bellingham	BELLINGHAM- ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017	3	NHPP	$15,848,000	$7,508,000	$6,006,400	$1,501,600
2030	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$8,000,000	$2,000,000	$1,600,000	$400,000
Flex to FTA								$7,000,000	$5,600,000	$1,400,000
2030	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$19,500,000	$7,000,000	$5,600,000	$1,400,000
Transit Grant Program								$2,500,000	$2,000,000	$500,000
2030	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$9,036,193	$2,500,000	$2,000,000	$500,000
Roadway Improvements								$3,000,000	$2,400,000	$600,000
2030	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	$11,000,000	$3,000,000	$2,400,000	$600,000
Section 1B / Earmark or Discretionary Grant Funded Projects								$188,200,465	$150,560,372	$37,640,093
Bridge On-system Non-NHS NB								$20,691,268	$16,553,014	$4,138,254
2030	608397	Boston Region	Gloucester	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	4	HIP-BR	$64,960,000	$20,691,268	$16,553,014	$4,138,254
Bridge On-system NHS								$167,509,197	$134,007,358	$33,501,839
2030	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	$217,509,198	$57,509,197	$46,007,358	$11,501,839
2030	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	HIP-BR	$174,618,125	$110,000,000	$88,000,000	$22,000,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$170,039,815	$136,853,427	$33,186,388
Bridge On-system Non-NHS								$100,000,000	$80,000,000	$20,000,000
2030	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	NHPP	$438,752,268	$100,000,000	$80,000,000	$20,000,000
Non-Interstate Pavement								$17,128,224	$13,702,579	$3,425,645
2030	608495	Boston Region	Multiple	CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A	4	NHPP	$5,067,399	$5,067,399	$4,053,919	$1,013,480
2030	612027	Boston Region	Ipswich	IPSWICH- RESURFACING OF ROUTE 1A	4	NHPP	$2,195,025	$2,195,025	$1,756,020	$439,005

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2030	613639	Boston Region	Framingham	FRAMINGHAM- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	$9,865,800	$9,865,800	$7,892,640	$1,973,160
Safety Improvements								$8,215,751	$7,394,176	$821,575
2030	608498	Boston Region	Multiple	QUINCY- BRAINTREE- RESURFACING AND RELATED WORK ON ROUTE 53	6	HSIP	$11,911,069	$1,000,000	$900,000	$100,000
2030	610675	Boston Region	Chelsea	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET	6	HSIP	$7,215,751	$7,215,751	$6,494,176	$721,575
Bridge On-system NHS								$44,695,840	$35,756,672	$8,939,168
2030	612634	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	4	NHPP-PEN	$93,854,208	$44,695,840	$35,756,672	$8,939,168
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$23,526,266	$19,947,616	$3,578,650
Intersection Improvements								$11,266,036	$10,139,432	$1,126,604
2030	607748	Boston Region	Acton	ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	3	HSIP	$11,266,036	$11,266,036	$10,139,432	$1,126,604
Roadway Reconstruction								$10,911,069	$8,728,855	$2,182,214
2030	608498	Boston Region	Multiple	QUINCY- BRAINTREE- RESURFACING AND RELATED WORK ON ROUTE 53	6	NHPP	$11,911,069	$10,911,069	$8,728,855	$2,182,214
Accessibility Improvements								$1,349,161	$1,079,329	$269,832
2030	613882	Boston Region	Multiple	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	4	STBG	$1,349,161	$1,349,161	$1,079,329	$269,832
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$14,732,000	$11,785,600	$2,946,400
Bicycle and Pedestrian								$14,732,000	$11,785,600	$2,946,400
2030	S13230	Boston Region		WAKEFIELD - RAIL TRAIL CONSTRUCTION NORTHERN SEGMENT		CMAQ	$14,732,000	$14,732,000	$11,785,600	$2,946,400

Table 3-8
FFYs 2026–30 TIP Transit Table (MBTA Federal Capital Program)

MBTA Capital Program - Federal Funding
FFY 2026-2030 Transportation Improvement Program (TIP) - April 2025

Federal Funding Program	ALI	2026	2027	2028	2029	2030	FFY26-30 Total (Federal)	FFY26-30 Total (Incl. Match)
5307		**$196,449,783**	**$196,449,784**	**$196,449,784**	**$196,449,781**	**$196,449,783**	**$982,248,915**	**$1,227,811,144**
Bridge & Tunnel Program	12.24.05	$0	$7,800,000	$7,800,000	$7,800,000	$7,800,000	$31,200,000	$39,000,000
Revenue Vehicle Program	12.12.00	$22,501,120	$75,203,222	$75,203,222	$75,203,221	$75,203,222	$323,314,007	$404,142,509
Signals/Systems Upgrade Program	12.63.01	$137,358,437	$44,726,592	$44,726,592	$44,726,591	$44,726,592	$316,264,804	$395,331,005
Stations and Facilities Program	12.34.00	$36,590,226	$68,719,970	$68,719,970	$68,719,969	$68,719,969	$311,470,104	$389,337,630
5337		**$240,135,478**	**$240,135,478**	**$240,135,478**	**$240,135,478**	**$240,135,478**	**$1,200,677,390**	**$1,500,846,738**
Bridge & Tunnel Program	12.24.05	$9,678,482	$78,702,266	$78,702,266	$78,702,266	$78,702,266	$324,487,546	$405,609,433
Revenue Vehicle Program	12.12.00	$76,218,736	$98,841,597	$98,841,597	$98,841,597	$98,841,597	$471,585,124	$589,481,405
Signals/Systems Upgrade Program	12.63.01	$84,793,869	$39,044,123	$39,044,123	$39,044,123	$39,044,123	$240,970,361	$301,212,951
Stations and Facilities Program	12.34.00	$69,444,391	$23,547,492	$23,547,492	$23,547,492	$23,547,492	$163,634,359	$204,542,949
5339		**$6,448,524**	**$6,448,524**	**$6,448,524**	**$6,448,525**	**$6,448,524**	**$32,242,621**	**$40,303,276**
Bus Program	11.14.00	$6,448,524	$6,448,524	$6,448,524	$6,448,525	$6,448,524	$32,242,621	$40,303,276
FFY26-30 FTA Formula Funding		**$443,033,785**	**$443,033,786**	**$443,033,786**	**$443,033,784**	**$443,033,785**	**$2,215,168,926**	**$2,768,961,158**
Other Federal		**$2,258,823,235**	**$162,500,000**	**$162,500,000**	**$162,500,000**	**$147,500,000**	**$2,893,823,235**	**$4,843,121,877**
RRIF/TIFIA Financing Program (Potential)	12.24.05	$162,500,000	$162,500,000	$162,500,000	$162,500,000	$147,500,000	$797,500,000	$797,500,000
Green Line CIG-Core Capacity (Proposed Funding)	12.23.03	$1,900,290,443	$0	$0	$0	$0	$1,900,290,443	$3,800,580,887
North Station Draw 1 Bridge Repl. (FFY26 MEGA)	12.23.05	$189,064,729	$0	$0	$0	$0	$189,064,729	$236,330,911
Fairmount Line Decarbonization (CRP)	12.23.03	$6,968,063	$0	$0	$0	$0	$6,968,063	$8,710,079
FFY26-30 Total Federal Funding		**$2,701,857,020**	**$605,533,786**	**$605,533,786**	**$605,533,784**	**$590,533,785**	**$5,108,992,161**	**$7,612,083,035**

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY26-30.

TIP programs and projects are based on the draft FY26-30 CIP and planned federal obligations as of Apr-25. Adjustments may be made to federal projects and budgets as the FY26-30 CIP is finalized.

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

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

The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591, P1010, P0921, P1102, P1105, P0920, P1011, P1103, P1101, P1336, P0923, P1334, P0922, P1337, P1338, and P0924 are approved in the transit element of the endorsed FFY25-29 Boston Region TIP and the Transit Investment Report of the FFY25-29 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of $370,308,314 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

Table 3-9
FFYs 2026–30 TIP Transit Table (MBTA Federal Capital Program – Project List and Descriptions [80% Federal Share])

MBTA Federal Capital Program - FTA Formula Funds

FFY 2025-2029 TIP Amendment and FFY 2026-2030 TIP - Project List and Descriptions (80% Federal Share) - April 2025

Funds	TIP Program	CIP ID#	Project Name	FFY25	FFY26-30	Total (Federal)	Project Description
5307 - Bridge and Tunnel							
5307	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	$0	$31,200,000	$31,200,000	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.
				$0	$31,200,000	$31,200,000	
5307 - Revenue Vehicles							
5307	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	$89,455,444	$148,737,666	$238,193,111	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.
5307	Revenue Vehicles	P0618	Procurement of 40ft Enhanced Electric Hybrid Buses	$16,638,809	$65,254,827	$81,893,636	Procurement of up to 160 40ft Enhanced Electric Hybrid (EEH) buses to initiate the replacement of the 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle testing, warranty, and inspection.
5307	Revenue Vehicles	P0633	MBTA Catamaran Overhauls	$784,800	$0	$784,800	Overhaul of two 149-passenger MBTA ferries, including spare parts, manuals, diagnostic equipment, tools, training, training aids, warranty, and all associated materials, equipment, and services to ensure reliability and operational efficiency.
5307	Revenue Vehicles	P0649	Option Order Procurement of New Flyer Hybrid 40ft Buses	$0	$0	$0	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.
5307	Revenue Vehicles	P0652	Procurement of 100 Bi-Level Commuter Rail Coaches	$0	$1,021,532	$1,021,532	Procurement of 100 Bi-Level Commuter Rail coaches to replace aging single-level coaches, expand capacity from 120 to 180 passengers per coach, reduce the number of coaches required, and mitigate operational bottlenecks.
5307	Revenue Vehicles	P0653	Procurement of 40ft Battery Electric Buses and Related Infrastructure	$0	$4,635,295	$4,635,295	Procurement of up to 460 40ft battery electric buses (BEBs), including an initial purchase of 80 buses, to support bus electrification and replace fleets currently running diesel bus service.
5307	Revenue Vehicles	P0860	Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881)	$0	$1,440,000	$1,440,000	Midlife overhaul of major systems and components (engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	$38,094,961	$0	$38,094,961	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.
5307	Revenue Vehicles	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	$0	$43,386,458	$43,386,458	Midlife overhaul of 175 40-foot New Flyer CNG buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1155	Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011)	$800,000	$30,518,228	$31,318,228	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1162	Reliability Centered Maintenance - Blue, Orange and Red Line	$0	$28,320,000	$28,320,000	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.
				$145,774,014	$323,314,007	$469,088,021	
5307 - Signals and Systems							

5307	Signals and Systems	P0285	Signal Program - Red/Orange Line	$40,820,968	$2,800,000	$43,620,968	Replacement and upgrade of signal equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.
5307	Signals and Systems	P0591	Green Line Central Tunnel Track, Power, and Signal Replacement	$6,587,432	$88,801,175	$95,388,607	Rehabilitation and upgrades to signal, track and power infrastructure within the Green Line Central Tunnel. Includes central instrumentation houses and signal, track, and power systems at Copley, Park Street, and Government Center.
5307	Signals and Systems	P0857	Mattapan High-Speed Line Transformation	$12,411,960	$79,216,536	$91,628,495	This project provides repairs, accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.
5307	Signals and Systems	P0912	Systemwide Tunnel Flood Mitigation Program	$0	$24,256,000	$24,256,000	This project provides planning, training, and infrastructure improvements for MBTA tunnels to improve their resiliency to flooding.
5307	Signals and Systems	P0912c	Silver Line Tunnel Flood Mitigation	$0	$5,600,000	$5,600,000	Flood mitigation to protect identified vulnerabilities along the Silver Line agaisnt future flood events.
5307	Signals and Systems	P0921	Green Line Type 10 Dedicated High-Speed Test Track	$0	$8,875,194	$8,875,194	Design and construction of signal controlled crossovers on the Green Line D Branch between Chestnut Hill and Newton Centre Stations. These changes will accelerate the high-speed testing and limit impacts to revenue service.
5307	Signals and Systems	P0922	Green Line Traction Power Upgrades for Increased Capacity (D Branch)	$0	$8,000,000	$8,000,000	Traction power upgrades on Green Line D-Branch to address DC power system requirements for the future Type 10 trains.
5307	Signals and Systems	P0940	Rail Modernization - Early Action Items	$0	$12,000,000	$12,000,000	Design and construction of early action upgrades for power, track, stations, and accessibility on the Fairmount, Providence/Stoughton, Newburyport/Rockport, Haverhill, Fitchburg, and Lowell Lines to enhance service reliability, capacity, and accessibility.
5307	Signals and Systems	P1102	Overhead Contact System Relocation for Type 10 Vehicles	$0	$14,980,493	$14,980,493	Assessment of the overhead contact system (OCS) on the Green Line to identify areas out of compliance with the future Type 10 trains. This project will also establish systemwide standards for the location of the OCS and realign the OCS as necessary.
5307	Signals and Systems	P1105	Type 10 Operator Simulator Installation	$0	$5,125,598	$5,125,598	Construction of the space and infrastructure necessary to accommodate two Type 10 operator training simulators.
5307	Signals and Systems	P1210	PILC-EPR Medium Voltage Cable Replacement Program	$0	$11,800,000	$11,800,000	Replacement of medium voltage AC cables that are beyond their useful life between traction power substations to maintain a state of good repair and reduce lead exposure risk to employees.
5307	Signals and Systems	P1212	Systemwide 15kV Feeder and Duct Bank Replacement	$0	$22,809,809	$22,809,809	This project provides for the design and systemwide replacement of paper insulated lead-covered (PILC) power feeder cables with new cables containing Ethylene Propylene Rubber (EPR) to increase employee safety and power system resiliency.
5307	Signals and Systems	P1213	Systemwide Power Control Equipment Upgrade	$0	$12,000,000	$12,000,000	This project will provide equipment and fiber optic network upgrades to the MBTA power control system.
5307	Signals and Systems	P1418	Transit Priority Plan Implementation	$0	$12,000,000	$12,000,000	This program will construct transit priority infrastructure in support of the Bus Network Redesign High Frequency Network.
5307	Signals and Systems	P1433	Rail Modernization - Newburyport/Rockport Line Electrification	$0	$8,000,000	$8,000,000	Develop infrastructure for new battery-electric twenty-minute service on the Newburyport/Rockport Line, including a Traction Power Substation (TPSS) at North Station to provide a redundant subway feed and power a new electric ferry.
				$59,820,360	$316,264,804	$376,085,164	

5307 - Stations and Facilities

5307	Stations and Facilities	P0066a	Quincy Adams Accessibility Improvements	$374,633	$0	$374,633	Replacement of three existing elevators and addition of new elevator at Quincy Adams, according to ADA/BCIL requirements. Also includes upgrades to mechanical, communication, and safety systems, as well as wayfinding signage.
5307	Stations and Facilities	P0066e	Harvard/Central Elevator	$400,000	$0	$400,000	Replacement of existing station elevator No. 821 at Harvard Square and No. 861 at Central Square on the Red Line, per ADA/BCIL requirements. Also includes replacement of central escalator No. 360.

5307	Stations and Facilities	P0066g	Downtown Crossing Elevator Phase 1	$72,000	$0	$72,000	Installation of two new elevators at Downtown Crossing to meet ADA and BCIL requirements. Includes exit gate improvements, creation of 'points of safety' with fire/smoke rated wall and door assemblies, and a new fire alarm system.
5307	Stations and Facilities	P0075	Elevator Program Multiple Location Design	$0	$6,222,034	$6,222,034	Design and some construction work for the replacement of elevators and/or addition of new, redundant elevators and related wayfinding amenities at transit stations.
5307	Stations and Facilities	P0104	Charlestown Bus - Seawall Rehabilitation	$2,000,000	$0	$2,000,000	Stabilization of the Mystic River shoreline and replacement of existing seawall to protect Charlestown Bus Facility from flooding. Includes a collaboration with Massachusetts DCR to build a multi-use public path along the seawall.
5307	Stations and Facilities	P0671a	Quincy Bus Facility Modernization	$34,746,701	$5,292,521	$40,039,222	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
5307	Stations and Facilities	P0671b	Arborway Bus Facility - Design Funding	$0	$6,800,000	$6,800,000	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.
5307	Stations and Facilities	P0912a	Airport Tunnel Portal Flood Protection	$0	$16,398,322	$16,398,322	This project provides floodgates to the entrance of the Blue Line tunnel at the Airport portal to prevent flooding and includes upgrades to pump rooms and traction power systems.
5307	Stations and Facilities	P0912b	Systemwide Pump Room Upgrades	$0	$1,920,000	$1,920,000	This project provides design services for improvements to rapid transit and Silver Line tunnel pump rooms, including State of Good Repair and control system upgrades.
5307	Stations and Facilities	P0920	Green Line Maintenance Facilities and Yards	$0	$8,000,000	$8,000,000	Assessment and design of improvements to the Reservoir, Riverside, Lake Street, and Inner Belt maintenance facilities and yards. These are needed to support the future Type 10 trains.
5307	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	$0	$44,817,443	$44,817,443	Accessibility improvements to stations and right-of-way upgrades on the E Branch of the Green Line from Brigham Circle to Heath Street Station. These improvements are needed to support future Type 10 trains.
5307	Stations and Facilities	P0924	B Branch Accessibility & Infrastructure Improvements	$0	$68,815,069	$68,815,069	This project will upgrade B Branch stations to accommodate 2-car Type 10 vehicles by adjusting track alignment, building accessible platforms, and enhancing traction power from Blandford Portal to Boston College.
5307	Stations and Facilities	P1010	Riverside Vehicle Maintenance Facility Modifications and Upgrades	$0	$53,900,556	$53,900,556	Upgrading of the Riverside Vehicle Maintenance Facility to support the future Type 10 trains. This project will improve maintenance efficiency, safety, and reliability.
5307	Stations and Facilities	P1011	Inner Belt Vehicle Maintenance Facility Modifications & Upgrades	$0	$4,220,360	$4,220,360	Design and installation of a new hoist at the Inner Belt Vehicle Maintenance Facility to accommodate the future Type 10 trains. This upgrade will enhance the facility's maintenance capabilities and improve efficiency.
5307	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	$0	$23,446,916	$23,446,916	Demolition of the Lake Street facility and reconfiguration into an expanded yard. The site will be designed to maximize train storage, streamline yard operations, and eliminate a sharp curve in anticipation of the larger Type 10 light rail trains.
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	$0	$24,424,868	$24,424,868	Reconfiguration of various track elements in the vicinity of Reservoir Yard, including the lower West yard, East/West Wye, Chestnut Hill Avenue connection, B Branch connection, and the non-revenue track around Cleveland Circle.
5307	Stations and Facilities	P1216	Everett Building Floor Repairs	$0	$15,031,457	$15,031,457	Floor repairs in the Everett Commuter Rail Maintenance Facility building.
5307	Stations and Facilities	P1225	Systemwide Escalator and Elevator Replacement	$0	$12,000,000	$12,000,000	This project provides for the systemwide replacement of escalators and elevators in poor condition with limited replacement part availability.
5307	Stations and Facilities	P1225a	Escalator Replacement and Maintenance - On Call Systemwide	$0	$8,000,000	$8,000,000	Systemwide replacement of escalators to maintain a State of Good Repair. Escalators identified for replacement include those at Broadway and Andrew Stations.
5307	Stations and Facilities	P1232	Green Line D Branch Enhanced Accessibility Improvements	$0	$1,867,347	$1,867,347	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.

5307	Stations and Facilities	P1334	Riverside Yard Optimization Design	$0	$3,200,000	$3,200,000	Reconfiguration of Riverside Yard to optimize storage capacity to accommodate the new Type 10 trains.
5307	Stations and Facilities	P1336	Inner Belt Yard Expansion	$0	$7,113,212	$7,113,212	Expansion of the Green Line Extension (GLX) Yard and adjacent construction of a new yard and Engineering & Maintenance building.
				$37,593,335	$311,470,104	$349,063,439	

5337 - Bridge and Tunnel

5337	Bridge and Tunnel	P0006	Gloucester Drawbridge Replacement	$2,650,223	$0	$2,650,223	Replacement of Gloucester Drawbridge on the Rockport Line. The new bridge will consist of a moveable bascule span with two independent barrels, two spans of precast concrete box beams, a new steel superstructure, and a new micro-pile abutment.
5337	Bridge and Tunnel	P0008	Emergency Bridge Design / Inspection & Rating	$1,393,050	$28,282	$1,421,332	Funding to support as-needed emergency design, inspection, and rating of bridges.
5337	Bridge and Tunnel	P0009	Bridges - Design	$7,106,499	$0	$7,106,499	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.
5337	Bridge and Tunnel	P0018	North Station Draw 1 Bridge Replacement	$26,445,100	$220,897,536	$247,342,636	Replacement of North Station Draw 1 moveable bridge structures and control tower. Includes construction of three new vertical lift bridges, extending an existing station platform to accommodate new station tracks 11 and 12, and track & signal improvements extending 1.5 miles from North
5337	Bridge and Tunnel	P0495	Bridge Bundling Contract	$7,200,000	$0	$7,200,000	Replacement of six Commuter Rail bridges at Intervale Rd. in Weston; Bacon St. in Wellesley; High Line Bridge in Somerville; Lynn Fells Parkway in Melrose; Parker St. in Lawrence; and Commercial St. in Lynn
5337	Bridge and Tunnel	P0551	Longfellow Approach	$7,970,206	$33,932,242	$41,902,448	Rehabilitation of Longfellow Approach viaduct, Span 1 of the Longfellow Bridge, and station platforms at Charles/MGH Station. Includes new track, power, communication and signal systems, and additional emergency egress and redundant elevators.
5337	Bridge and Tunnel	P0627	Systemwide Bridge Inspection and Rating	$13,858,000	$28,524,120	$42,382,120	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals.
5337	Bridge and Tunnel	P0892	Saugus Drawbridge Replacement	$2,411,623	$5,588,378	$8,000,000	Rehabilitation and maintenance of Saugus Drawbridge on the Newburyport/Rockport Line.
5337	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	$7,429,627	$7,610,373	$15,040,000	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.
5337	Bridge and Tunnel	P1116	Systemwide Culvert Inspection and Load Rating	$2,088,187	$5,120,000	$7,208,187	Inventory, inspection, and load rating of the MBTA's approx. 1,300 culverts supporting in-service structures systemwide.
5337	Bridge and Tunnel	R0074	Tunnel Inspection Systemwide	$4,503,971	$22,786,617	$27,290,588	Ongoing inspection and rating of Commuter Rail, Red Line, Orange Line, Green Line, and Blue Line tunnels.
				$83,056,486	$324,487,546	$407,544,031	

5337 - Revenue Vehicles

5337	Revenue Vehicles	P0239	F40 Commuter Rail Locomotive Overhaul	$0	$13,052,716	$13,052,716	Overhaul of thirty-seven F40 Commuter Rail locomotives to enhance reliability and reduce the risk of unplanned maintenance.
5337	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	$0	$175,148,906	$175,148,906	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.
5337	Revenue Vehicles	P0370	Green Line Train Protection	$3,666,809	$32,470,500	$36,137,309	Installation of equipment for a train protection and information system across the whole Green Line system. These improvements will enhance safety and reliability by mitigating red signal violations, train-to-train collisions, derailments, and intrusions into work zones.

5337	Revenue Vehicles	P0370a	Green Line Train Protection 2 (GLTPS2)	$55,821,183	$0	$55,821,183	Implementation of a Train Protection System that will provide an auditable alarm and indicator light for collision avoidance, red signal violation protection, and speed enforcement for all Green Line cars. Type 9 and Type 10 cars will also include brake activation in the event of a violation.
5337	Revenue Vehicles	P0918	Procurement of Passenger Locomotives - Future Fleet	$545,235	$121,975,445	$122,520,680	Procurement of new Commuter Rail locomotives to replace the oldest vehicles in the fleet and ensure the reliability of service.
5337	Revenue Vehicles	P0927	Rolling Stock - Locomotive and Coach State of Good Repair and Resilience	$0	$19,120,000	$19,120,000	Programmatic mechanical improvements to increase reliability, correct system deficiencies, standardize maintenance systems, and improve equipment availability for Commuter Rail rolling stock, ensuring a State of Good Repair.
5337	Revenue Vehicles	P1173	HSP46 Locomotive Overhaul	$13,454,701	$109,817,557	$123,272,258	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.
				$73,487,927	$471,585,124	$545,073,052	

5337 - Signals and Systems

5337	Signals and Systems	P0139	Orange Line Traction Power Upgrade	$0	$7,840,000	$7,840,000	Major renovation of four aging Orange Line traction power substations at Oak Grove, Malden Center, Sullivan and Wellington. Work includes total replacement of the traction power electrical systems, as well as minor repairs to other systems.
5337	Signals and Systems	P0146	SCADA Upgrades	$0	$1,600,000	$1,600,000	Upgrades to the Power Supervisory Control and Data Acquisition (SCADA) communication network from leased lines to the Security Wide Area Network (SWAN) to provide high-speed ethernet connection at 24 traction power substations and unit substations.
5337	Signals and Systems	P0261	Worcester Line Track and Station Accessibility Improvements	$7,883,530	$16,282,809	$24,166,339	New third track and realignment of existing tracks on the Framingham and Worcester Commuter Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.
5337	Signals and Systems	P0283	Green Line Central Tunnel Signal - 25 Cycle	$3,840,000	$0	$3,840,000	Replacement of 25Hz track circuits with 100Hz track circuits in the Green Line central tunnel. Includes replacement of track circuit cable, trough, messenger, cases, relays, rectifiers, and signal power equipment.
5337	Signals and Systems	P0285	Signal Program - Red/Orange Line	$33,333,334	$34,666,666	$68,000,000	Replacement and upgrade of signal equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.
5337	Signals and Systems	P0301	Systemwide Radio	$0	$54,894,533	$54,894,533	Upgrade of the MBTA's existing two-way radio system used by MBTA Transit Police and operations personnel. This project includes mobile radios for heavy rail, light rail, and bus vehicles.
5337	Signals and Systems	P0675	Orange Line Southwest Corridor Modernization	$0	$16,960,000	$16,960,000	This project will design and reconstruct track and support systems on the Southwest Corridor of the Orange Line between Chinatown and Forest Hills Stations. Initial work will include construction of truck pads at Cedar Street and Green Street.
5337	Signals and Systems	P1117	Systemwide Fire Suppression Systems Repairs	$0	$16,000,000	$16,000,000	Replacement and upgrade of fire-suppression systems. Includes replacement of standpipe system at Braintree Station, and replacement of sprinkler systems at Albany Bus garage, Andrew Station and Charlestown Building No. 14.
5337	Signals and Systems	P1132	Ashmont Branch Track Replacement	$0	$4,000,000	$4,000,000	Design and construction for partial reconstruction of track and track support systems on the Ashmont Branch of the Red Line.
5337	Signals and Systems	P1139	Asset Management Program	$3,047,474	$31,269,322	$34,316,795	Continued implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.
5337	Signals and Systems	P1315	Fairmount Line Infrastructure for Decarbonized Service	$8,160,000	$39,788,800	$47,948,800	Infrastructure upgrades to support decarbonized 20-minute service on the Fairmount Line, enhancing sustainability, frequency, and reliability.
5337	Signals and Systems	P1404	Blue Line Auxiliary Power Supply Units Replacement	$0	$12,868,232	$12,868,232	Replacement of obsolete Auxillary Power Supply (APS) units on Blue Line vehicles to reduce the risk of failure and extend the useful life of these vehicles.

5337	Signals and Systems	P1419	Kendall Crossover	$0	$4,800,000	$4,800,000	Replacement of the existing hand-throw crossover north of Kendall Station with a fully signalized universal crossover south of Kendall Station to improve operational flexibility, shorten diversion limits, and reduce construction costs on the northern Red Line right-of-way.
				$56,264,338	$240,970,361	$297,234,699	

5337 - Stations and Facilities

5337	Stations and Facilities	P0003	Green Line B Branch Consolidation	$0	$295,716	$295,716	Consolidation of four Green Line B-Branch stops into two new, fully accessible stations: Babcock Street and Amory Street. Features include accessible boarding and exits, security and lighting upgrades, and longer platforms to accommodate the new Type 10 trains.
5337	Stations and Facilities	P0066	Elevator Program	$1,218,320	$0	$1,218,320	Design and construction funding for elevator improvements on the rapid transit system. Individual elevator projects are separated into unique projects once construction stage is reached.
5337	Stations and Facilities	P0076	Oak Grove Station Vertical Transportation Improvements	$1,028,000	$0	$1,028,000	Accessibility upgrades at Oak Grove station, including three elevators, replacement of one existing elevator, sidewalk repairs, and wayfinding and station-brightening improvements.
5337	Stations and Facilities	P0087	Braintree and Quincy Adams Garage Rehabilitation	$3,424,745	$0	$3,424,745	Full rehabilitation of the Red Line's Braintree Station and Quincy Adams Station parking garages to extend the operable service life of each facility by forty years.
5337	Stations and Facilities	P0097	45 High Street - Data Center Upgrades	$0	$800,000	$800,000	Upgrades to data servers and renovations of the 4th floor at 45 High St. and the fire command center located in the building's lobby, including additional life-safety improvements.
5337	Stations and Facilities	P0129	Newton Highlands Green Line Station Accessibility Project	$5,578,201	$47,194,634	$52,772,835	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelter, and covered bike racks.
5337	Stations and Facilities	P0163	Forest Hills Improvement Project	$4,965,762	$21,124,002	$26,089,764	Design and construction of of various upgrades at Forest Hills Station to deliver improved accessibility, safety, and comfort for riders.
5337	Stations and Facilities	P0168	Symphony Station Improvements	$13,200,000	$10,339,619	$23,539,619	Upgrade Symphony Station to a modern and fully accessible passenger facility. Includes construction of four new elevators, raised platforms, accessible restrooms, installation of egress stairs, and upgraded fire alarm systems.
5337	Stations and Facilities	P0174	Natick Center Station Accessibility Improvements	$8,047,998	$0	$8,047,998	Reconstruction and modernization of Natick Center Station, including new fully accessible high-level side platforms,elevators, ramps, stairs, lighting, wayfinding, streetscape, upgraded tracks, and a connection to the Cochituate Rail Trail.
5337	Stations and Facilities	P0395	Worcester Union Station Accessibility and Infrastructure Improvements	$2,841,410	$0	$2,841,410	Includes high-level center platform with elevators, ramps, and stairs; replacement and realignment of station tracks; and construction of a new rail crossover (CP-44) to improve accessibility, operations, and service capacity at Worcester Union Station.
5337	Stations and Facilities	P0631b	Blue Line Comm Rooms & Suffolk Downs Platform-Stair Repair	$1,667,917	$13,666,249	$15,334,166	Rehabilitation of communications rooms along the Blue Line to bring them into a state of good repair and support the implementation of Fare Transformation.
5337	Stations and Facilities	P0679	Codman Yard Expansion and Improvements	$29,103,412	$18,919,744	$48,023,156	Improvements to Codman Yard, including in-kind replacement of existing infrastructure and the expansion of storage capacity to support the new Red Line trains.
5337	Stations and Facilities	P0970	Attleboro Station Improvements (GATRA)	$736,489	$0	$736,489	This project includes platform reconstruction, stair and ramp repairs, and path-of-travel improvements at the Attleboro Station and includes collaboration with GATRA on improvements to the station area.
5337	Stations and Facilities	P1009a	B Branch Short Term Accessibility Improvements	$0	$15,315,806	$15,315,806	This project will upgrade all inaccessible station platforms along Commonwealth Avenue on the B Branch. It includes design and construction for Blandford St., Packard's Corner, Warren St., Griggs St., Allston St., Sutherland Rd., Chiswick Rd., Chestnut Hill Ave., and South St.
5337	Stations and Facilities	P1025	Lynn Station Parking Garage Deconstruction	$633,455	$17,716,781	$18,350,236	Decommissioning of the partially closed Lynn Station parking garage.
5337	Stations and Facilities	P1144b	BET Roof and HVAC Replacement	$0	$6,240,000	$6,240,000	Replacement of a 400-square-foot roof at the Boston Engine Terminal (BET) maintenance facility in Somerville with a new 25-year roofing system to ensure long-term durability and protection.

5337	Stations and Facilities	P1171	Billerica MOW Repair and Storage Facility	$0	$880,000	$880,000	Funds to design and construct a new, fully accessible Commuter Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.
5337	Stations and Facilities	P1249	Jackson Square Station Accessibility Improvements	$0	$1,600,000	$1,600,000	Accessibility improvements at Jackson Square Station on the Orange Line, including construction of a new elevator and modernization of existing elevator.
5337	Stations and Facilities	P1339	Waverley Station Accessibility Improvements Assessment	$249,600	$0	$249,600	Accessibility upgrades to the Fitchburg Line's Waverly Station in Belmont.
5337	Stations and Facilities	P1409	Temporary Station Platform Procurement and Installation	$0	$6,960,000	$6,960,000	Procurement and installation of temporary platforms and ramps at Foxboro Station for special events. Temporary platforms and ramps will be re-deployed across the Commuter Rail system for other special events, as needed.
5337	Stations and Facilities	R0069	Park Street Station Wayfinding Improvements	$1,650,033	$0	$1,650,033	Various improvements to lighting, CCTV placement, wayfinding and illuminated exit signage, Braille signage, floor finishes, benches, and 24 staircases at Park Street. Includes artwork restoration and reopening of Tremont Street's Temple Place stairs.
5337	Stations and Facilities	R0071	Lynn Station Phase 2	$0	$2,581,808	$2,581,808	Design funding for new elevators, stairs, platform, canopy, and architectural improvements to the station and the intent to acquire and demolish structures under station's viaduct. Existing parking garage will also be replaced by surface parking.
				$74,345,341	$163,634,359	$237,979,700	

5339 - Bus Program

5339	Bus Program	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	$11,803,343	$32,242,621	$44,045,964	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.
5339	Bus Program	P1155	Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011)	$6,636,074	$0	$6,636,074	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
				$18,439,417	$32,242,621	$50,682,038	

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

Capital Investment Grant / Core Capacity Program

FTA 5307 Formula Funds Currently in the TIP (80% Federal Share) - April 2025

CC ID	TIP Program	CIP #	Project Name	FFY25	FFY26-30	Total (Federal)	Core Capacity ID#
5307	Signals and Systems	P0591	Green Line Central Tunnel Track, Power, and Signal Replacement	$6,587,432	$88,801,175	$95,388,607	1, 17
5307	Stations and Facilities	P1010	Riverside Vehicle Maintenance Facility Modifications and Upgrades	$0	$53,900,556	$53,900,556	2, 18
5307	Signals and Systems	P0921	Green Line Type 10 Dedicated High-Speed Test Track	$0	$8,875,194	$8,875,194	3
5307	Signals and Systems	P1102	Overhead Contact System Relocation for Type 10 Vehicles	$0	$14,980,493	$14,980,493	4

5307	Signals and Systems	P1105	Type 10 Operator Simulator Installation	$0	$5,125,598	$5,125,598	5
5307	Stations and Facilities	P0920	Green Line Maintenance Facilities and Yards	$0	$8,000,000	$8,000,000	N/A
5307	Stations and Facilities	P1011	Inner Belt Vehicle Maintenance Facility Modifications & Upgrades	$0	$4,220,360	$4,220,360	7
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	$0	$24,424,868	$24,424,868	8
5307	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	$0	$23,446,916	$23,446,916	9
5307	Stations and Facilities	P1336	Inner Belt Yard Expansion	$0	$7,113,212	$7,113,212	10
5307	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	$0	$44,817,443	$44,817,443	11
5307	Stations and Facilities	P1334	Riverside Yard Optimization Design	$0	$3,200,000	$3,200,000	12
5307	Signals and Systems	P0922	Green Line Traction Power Upgrades for Increased Capacity (D Branch)	$0	$8,000,000	$8,000,000	13
		P1337	GL Type 10 Light Rail Fleet Replacement - Option Cars (58 Cars)	$0	$0	$0	14
		P1338	Reservoir VMF Modifications & Upgrades	$0	$0	$0	15
5307	Stations and Facilities	P0924	B Branch Accessibility & Infrastructure Improvements	$0	$68,815,069	$68,815,069	16a, b, c
				$6,587,432	$363,720,882	$370,308,314	

Note: The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591, P1010, P0921, P1102, P1105, P0920, P1011, P1103, P1101, P1336, P0923, P1334, P0922, P1337, P1338, and P0924 are approved in the transit element of the endorsed FFY25-29 Boston Region TIP and the Transit Investment Report of the FFY25-29 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of $370,308,314 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

RRIF/TIFIA Financing Program

Projects Potentially Funded by Federal RRIF/TIFIA Loans

TIP Program	CIP ID#	Project Name	Loan Amount and Timing - TBD	Project Description
RRIF/TIFIA Financing	P0671a	Quincy Bus Facility Modernization	Potential RRIF/TIFIA loan - amount and timing to be determined	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.

RRIF/TIFIA Financing	P0952	Widett Layover and Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.
RRIF/TIFIA Financing	P0170	Newtonville Station	Potential RRIF/TIFIA loan - amount and timing to be determined	Design and construction of a fully accessible Newtonville Commuter Rail Station with 400 ft. high-level double-sided platforms.
RRIF/TIFIA Financing	P0178	South Attleboro Station Improvements	Potential RRIF/TIFIA loan - amount and timing to be determined	Design for the construction of a new South Attleboro station, to include 800-ft. high-level platforms, three elevators, platform access ramps, a bus bay, egress to Newport Ave., additional parking, improved vehicular circulation, updated lighting.
RRIF/TIFIA Financing	P0863	South-Side Commuter Rail Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Assessment and design for a new Commuter Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.

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

Table 3-10
FFYs 2026–30 TIP Transit Table (MWRTA)

STIP Investments Report

Program Activity: Transit, MetroWest Regional Transit Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026						$12,500,000	$7,720,000	$4,780,000	
MetroWest Regional Transit Authority						$12,500,000	$7,720,000	$4,780,000	
2026	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	5307	$12,500,000	$500,000	$500,000		
2026	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	RTACAP	$12,500,000	$500,000		$500,000	
2026	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - DESIGN	5307	$3,000,000	$750,000	$750,000		
2026	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - DESIGN	TDC	$3,000,000	$150,000		$150,000	
2026	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	$12,600,000	$2,100,000	$2,100,000		
2026	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	$12,600,000	$2,100,000		$2,100,000	
2026	RTD0011117	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	$1,200,000	$960,000	$960,000		
2026	RTD0011117	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	$1,200,000	$240,000		$240,000	
2026	RTD0011118	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$300,000	$150,000	$150,000		
2026	RTD0011118	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$300,000	$150,000		$150,000	
2026	RTD0011119	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$450,000	$360,000	$360,000		
2026	RTD0011119	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$450,000	$90,000		$90,000	
2026	RTD0011125	RTA Facility & System Modernization	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	5307	$1,000,000	$500,000	$500,000		
2026	RTD0011125	RTA Facility & System Modernization	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	RTACAP	$1,000,000	$500,000		$500,000	
2026	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - RESTROOMS AT BLANDIN & FCRS HUBS - 5307	5307	$500,000	$200,000	$200,000		
2026	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - RESTROOMS AT BLANDIN & FCRS HUBS - 5307	DRTACAP	$500,000	$50,000		$50,000	
2026	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	$6,800,000	$600,000	$600,000		
2026	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	$6,800,000	$600,000		$600,000	
2026	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000		
2026	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000	
Federal Fiscal Year 2027						$25,350,000	$16,385,000	$8,965,000	
MetroWest Regional Transit Authority						$25,350,000	$16,385,000	$8,965,000	

STIP Investments Report

Program Activity: Transit, MetroWest Regional Transit Authority

STIP: 2026 - 2030 (D)

2027	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT PHASE TWO	DOF	$18,750,000	$8,000,000	$8,000,000		
2027	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT PHASE TWO	DRTACAP	$18,750,000	$2,000,000		$2,000,000	
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	5307	$12,500,000	$3,500,000	$3,500,000		
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	RTACAP	$12,500,000	$3,500,000		$3,500,000	
2027	MWRTA011708	RTA Facility & System Modernization	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	RTACAP	$1,000,000	$500,000		$500,000	
2027	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	$12,600,000	$1,050,000	$1,050,000		
2027	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	$12,600,000	$1,050,000		$1,050,000	
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	$6,800,000	$600,000	$600,000		
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	$6,800,000	$600,000		$600,000	
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000		
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000	
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	$3,000,000	$600,000	$600,000		
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	$3,000,000	$150,000		$150,000	
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$1,400,000	$175,000	$175,000		
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$1,400,000	$175,000		$175,000	
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,800,000	$360,000	$360,000		
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,800,000	$90,000		$90,000	
2027	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	5307	$4,000,000	$500,000	$500,000		
2027	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	RTACAP	$4,000,000	$500,000		$500,000	
Federal Fiscal Year 2028						$33,600,000	$26,135,000	$7,465,000	
MetroWest Regional Transit Authority						$33,600,000	$26,135,000	$7,465,000	
2028	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT PHASE TWO	DOF	$18,750,000	$7,000,000	$7,000,000		
2028	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT PHASE TWO	DRTACAP	$18,750,000	$1,750,000		$1,750,000	
2028	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	5339D	$30,000,000	$12,000,000	$12,000,000		

STIP Investments Report

Program Activity: Transit, MetroWest Regional Transit Authority

									STIP: 2026 - 2030 (D)
2028	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	5307	$12,500,000	$2,250,000	$2,250,000		
2028	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	RTACAP	$12,500,000	$2,250,000		$2,250,000	
2028	MWRTA011708	RTA Facility & System Modernization	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	RTACAP	$1,000,000	$500,000		$500,000	
2028	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	$12,600,000	$1,050,000	$1,050,000		
2028	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	$12,600,000	$1,050,000		$1,050,000	
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	$6,800,000	$600,000	$600,000		
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	$6,800,000	$600,000		$600,000	
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000		
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000	
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	$3,000,000	$600,000	$600,000		
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	$3,000,000	$150,000		$150,000	
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$1,400,000	$175,000	$175,000		
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$1,400,000	$175,000		$175,000	
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,800,000	$360,000	$360,000		
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,800,000	$90,000		$90,000	
2028	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	5307	$4,000,000	$500,000	$500,000		
2028	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	RTACAP	$4,000,000	$500,000		$500,000	
Federal Fiscal Year 2029						$37,850,000	$34,885,000	$2,965,000	
MetroWest Regional Transit Authority						$37,850,000	$34,885,000	$2,965,000	
2029	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Hydrogen Fuel Generation and Dispensing Depot	5339D	$30,000,000	$30,000,000	$30,000,000		
2029	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	$12,600,000	$1,050,000	$1,050,000		
2029	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	$12,600,000	$1,050,000		$1,050,000	
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	$6,800,000	$600,000	$600,000		

STIP Investments Report

Program Activity: Transit, MetroWest Regional Transit Authority

									STIP: 2026 - 2030 (D)
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	$6,800,000	$600,000		$600,000	
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000		
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000	
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	$3,000,000	$600,000	$600,000		
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	$3,000,000	$150,000		$150,000	
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$1,400,000	$175,000	$175,000		
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$1,400,000	$175,000		$175,000	
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,800,000	$360,000	$360,000		
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,800,000	$90,000		$90,000	
2029	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	5307	$4,000,000	$500,000	$500,000		
2029	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	RTACAP	$4,000,000	$500,000		$500,000	
Federal Fiscal Year 2030						$22,850,000	$16,885,000	$5,965,000	
MetroWest Regional Transit Authority						$22,850,000	$16,885,000	$5,965,000	
2030	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	$12,600,000	$1,050,000	$1,050,000		
2030	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	$12,600,000	$1,050,000		$1,050,000	
2030	MWRTA011964	RTA Vehicle Replacement	MetroWest RTA - Hydrogen Vehicle Procurement	DOF	$15,000,000	$12,000,000	$12,000,000		
2030	MWRTA011964	RTA Vehicle Replacement	MetroWest RTA - Hydrogen Vehicle Procurement	DRTACAP	$15,000,000	$3,000,000		$3,000,000	
2030	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	$6,800,000	$600,000	$600,000		
2030	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	$6,800,000	$600,000		$600,000	
2030	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000		
2030	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000	
2030	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	$3,000,000	$600,000	$600,000		
2030	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	$3,000,000	$150,000		$150,000	
2030	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$1,400,000	$175,000	$175,000		
2030	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$1,400,000	$175,000		$175,000	

STIP Investments Report

Program Activity: Transit, MetroWest Regional Transit Authority

									STIP: 2026 - 2030 (D)
2030	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,800,000	$360,000	$360,000		
2030	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,800,000	$90,000		$90,000	
2030	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	5307	$4,000,000	$500,000	$500,000		
2030	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - EV - Additional Electrification Infrastructure	RTACAP	$4,000,000	$500,000		$500,000	

Table 3-11
FFYs 2026–30 TIP Transit Table (CATA)

STIP Investments Report

Program Activity: Transit, Cape Ann Transportation Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							$4,350,000	$1,250,000	$3,000,000	$100,000
Cape Ann Transportation Authority							$4,350,000	$1,250,000	$3,000,000	$100,000
2026	CATA011694		RTA Facility & Vehicle Maintenance	CATA - Rehab/renovation of existing facility	5307	$1,793,000	$250,000	$250,000		
2026	CATA011694		RTA Facility & Vehicle Maintenance	CATA - Rehab/renovation of existing facility	RTACAP	$1,793,000	$250,000		$250,000	
2026	CATA011695		RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$680,000		$680,000	
2026	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2026	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2026	RTD0010583		RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$170,000		$170,000	
2026	RTD0010591		RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	5307	$600,000	$600,000	$600,000		
2026	RTD0010591		RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$1,800,000		$1,800,000	
2026	T00073		RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2027							$3,130,000	$400,000	$2,630,000	$100,000
Cape Ann Transportation Authority							$3,130,000	$400,000	$2,630,000	$100,000
2027	CATA011694		RTA Facility & Vehicle Maintenance	CATA - Rehab/renovation of existing facility	RTACAP	$1,793,000	$230,000		$230,000	
2027	CATA011695		RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$180,000		$180,000	
2027	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2027	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2027	RTD0010583		RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$170,000		$170,000	
2027	RTD0010591		RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$1,950,000		$1,950,000	
2027	T00073		RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2028							$1,300,000	$400,000	$800,000	$100,000
Cape Ann Transportation Authority							$1,300,000	$400,000	$800,000	$100,000
2028	CATA011694		RTA Facility & Vehicle Maintenance	CATA - Rehab/renovation of existing facility	RTACAP	$1,793,000	$430,000		$430,000	
2028	CATA011695		RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$100,000		$100,000	
2028	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2028	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000

STIP Investments Report

Program Activity: Transit, Cape Ann Transportation Authority

										STIP: 2026 - 2030 (D)
2028	RTD0010583		RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$170,000		$170,000	
2028	T00073		RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2029							$870,000	$400,000	$370,000	$100,000
Cape Ann Transportation Authority							$870,000	$400,000	$370,000	$100,000
2029	CATA011695		RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$100,000		$100,000	
2029	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2029	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2029	RTD0010583		RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$170,000		$170,000	
2029	T00073		RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2030							$3,270,000	$400,000	$2,870,000	
Cape Ann Transportation Authority							$3,270,000	$400,000	$2,870,000	
2030	CATA011695		RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$100,000		$100,000	
2030	RTD0010579		RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2030	RTD0010583		RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$170,000		$170,000	
2030	RTD0010591		RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$2,500,000		$2,500,000	
2030	T00073		RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	

3.2 DETAILED PROJECT DESCRIPTIONS

3.2.1 Field Definitions

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

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

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

Cost: This figure is the total project cost as programmed in the TIP across all fiscal years, including years outside of FFYs 2026–30.

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

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

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

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

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

As mentioned in Chapter 2, the MPO adopted a revised set of project selection criteria in October 2023, which were in use for new projects under consideration for the FFYs 2026–30 TIP cycle. For this reason, the scoring criteria and point allocations vary based on when a project was evaluated for funding and programmed in the TIP. MPO staff will work with the TIP Process, Engagement, and Readiness Committee to limit this variance through rescoring of select currently programmed TIP projects scored prior to the FFYs 2022–26 TIP, which used a 134-point scoring scale.

Point allocations are specified for each project, and some project pages feature additional information in this section to provide context for how projects were evaluated. Further details on all of the MPO's project selection criteria are available in Appendix A.

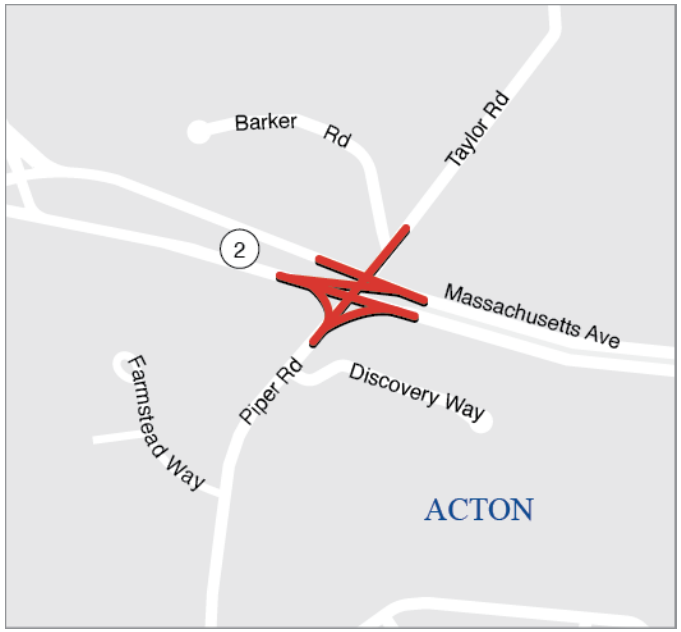
Project Description: The description of the project is based, in part, on the written description of the project on MassDOT's Project Information website. In some cases, these descriptions have been modified to clarify the details of the projects. Projects evaluated by the MPO tend to have more detailed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

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

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

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

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



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

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$9,012,829	$9,012,829
Non-Federal Funds	–	–	–	–	$2,253,207	$2,253,207
Total Funds	—	—	—	—	$11,266,036	$11,266,036

ACTON: RECONSTRUCTION OF ROUTE 2A/119 (GREAT ROAD), FROM DAVIS ROAD TO HARRIS STREET (DESIGN ONLY)

Proponent:	Acton
ID Number:	S13293
Project Type:	Complete Streets
Cost:	$860,000
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 16	8 out of 16	7.75 out of 15	1 out of 14	4.6 out of 20	8 out of 16	41.4 out of 100

Project Description

This line item will support design for a project to resurface Great Road and implement a five-foot sidewalk and 10-foot shared-use path along the corridor. The project area features a large number of multifamily dwellings and currently lacks safe bicycle or pedestrian infrastructure. The project also would make significant improvements to safety for all roadway users at the intersections of Great Road and Harris Street, and Great Road and Davis Road near the Bruce Freeman Rail Trail.

Source	(FFY) 206	2027	2028	2029	2030	Total
Federal Funds	$688,000	–	–	–	–	$688,000
Non-Federal Funds	$172,000	–	–	–	–	$172,000
Total Funds	$860,000	—	—	—	—	$860,000

ACTON-SAFETY IMPROVEMENTS AT ROUTE 2A/119 (GREAT ROAD)

Proponent:	MassDOT
ID Number:	613166
Project Type:	Intersection Improvements
Cost:	$2,505,600
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project addresses safety concerns at several intersections along Great Road in Acton.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$2,004,480	–	–	$2,004,480
Non-Federal Funds	–	–	$501,120	–	–	$501,120
Total Funds	—	—	$2,505,600	–	–	$2,505,600

ASHLAND: REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET

Proponent:	Ashland
ID Number:	608436
Project Type:	Intersection Improvements
Cost:	$1,269,327
Funding Source:	Regional Target Funds

Scoring Summary

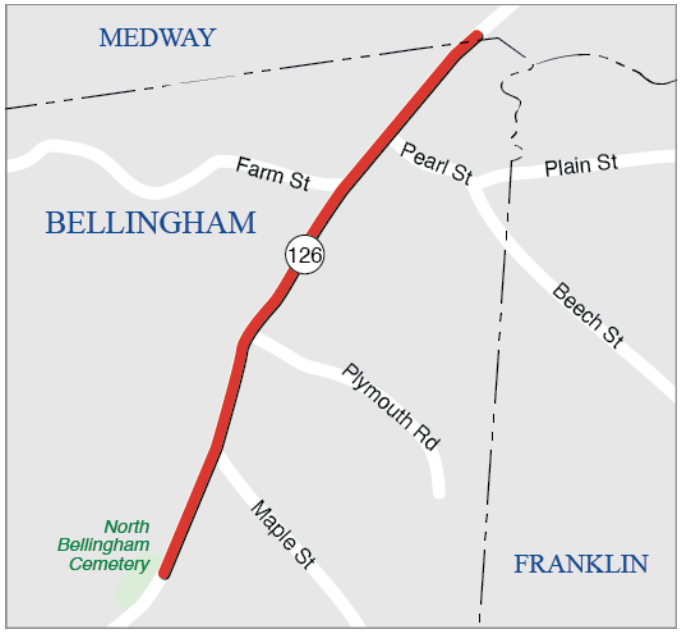
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 30	10 out of 29	5 out of 29	2 out of 16	1 out of 12	8 out of 18	38 out of 134

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$1,015,462	–	–	$1,015,462
Non-Federal Funds	–	–	$253,865	–	–	$253,865
Total Funds	—	—	$1,269,327	—	—	$1,269,327

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



Proponent:	Bellingham
ID Number:	612963
Project Type:	Complete Streets
Cost:	$15,848,000
Funding Source:	Regional Target Funds

Scoring Summary

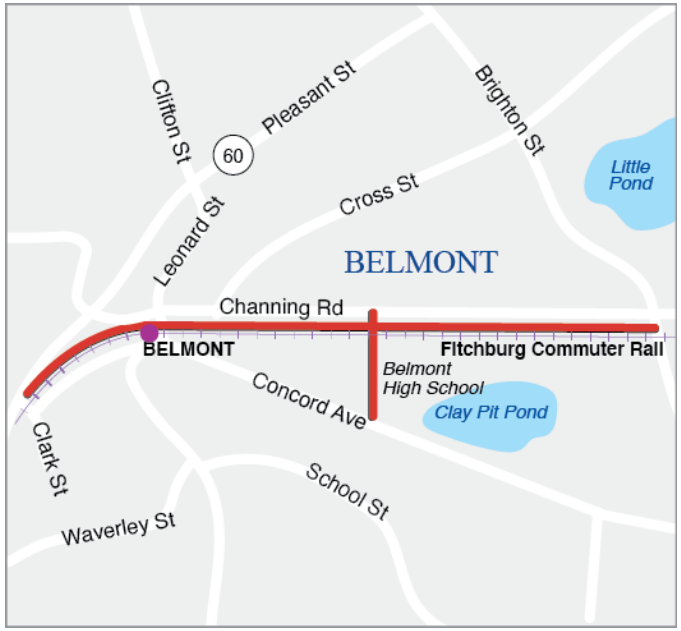
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	7.5 out of 16	12.5 out of 19	14 out of 15	7 out of 14	4.3 out of 20	9 out of 16	54.3 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$6,672,000	$6,006,400	$12,678,400
Non-Federal Funds	–	–	–	$1,668,000	$1,501,600	$3,169,600
Total Funds	—	—	—	$8,340,000	$7,508,000	$15,848,000

BELMONT: COMMUNITY PATH, BELMONT COMPONENT OF THE MASS CENTRAL RAIL TRAIL (PHASE 1)



Proponent:	Belmont
ID Number:	609204
Project Type:	Bicycle and Pedestrian
Cost:	$27,306,266
Funding Source:	Regional Target Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$21,845,013	–	–	–	–	$21,845,013
Non-Federal Funds	$5,461,253	–	–	–	–	$5,461,253
Total Funds	$27,306,266	—	—	—	—	$27,306,266

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

Proponent:	MassDOT
ID Number:	605276
Project Type:	Bridge
Cost:	$438,752,269
Funding Source:	State Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$32,000,000	$80,000,000	$80,000,000	$48,000,000
Non-Federal Funds	–	–	$8,000,000	$20,000,000	$20,000,000	$192,000,000
Total Funds	—	—	$40,000,000	$100,000,000	$100,000,000	$240,000,000

BIKESHARE STATE OF GOOD REPAIR SET-ASIDE

Proponent:	CTPS
ID Number:	S12820
Project Type:	Community Connections
Cost:	$8,000,000
Funding Source:	Regional Target Funds

Scoring Summary

This line item sets aside funding to be programmed for projects that will be scored separately using the Bikeshare Support criteria of the MPO's Community Connections program.

Project Description

This line item sets aside funding to support Bikeshare investments within the Community Connections program. Example uses of this set-aside include bikeshare system expansion, as well as replacement and upgrades to existing stations. FFY 2025 was the inaugural year of funding projects through this set-aside, and four bikeshare replacement projects were funded to replace 127 bicycles and 36 docks. The four projects funded by this effort are listed in this TIP.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$1,600,000	$1,600,000	$1,600,000	$1,600,000	$6,400,000
Non-Federal Funds	–	$400,000	$400,000	$400,000	$400,000	$1,600,000
Total Funds	—	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$8,000,000

BOSTON-BLUEBIKES STATION REPLACEMENT, 20 STATIONS

Proponent:	Boston
ID Number:	S13180
Project Type:	Community Connections
Cost:	$783,860
Funding Source:	Regional Target Funds

Scoring Summary

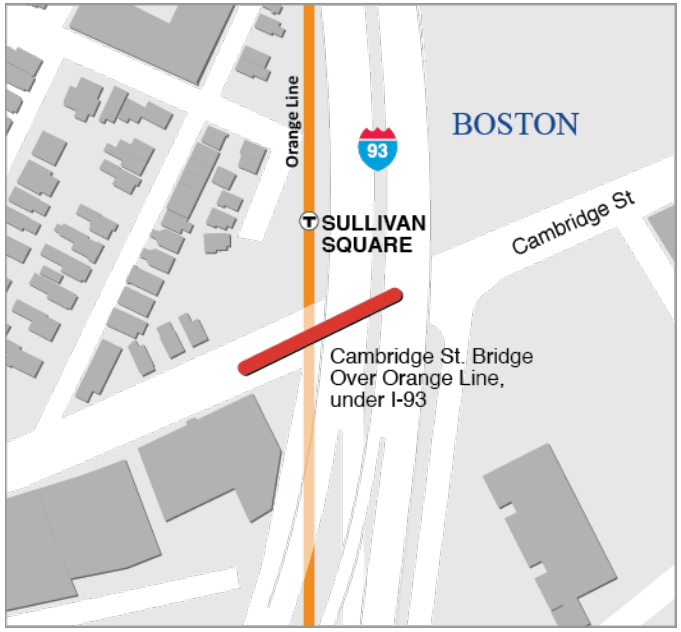
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	14 out of 18	10 out of 15	10 out of 15	13.5 out of 18	13 out of 24	10 out of 10	70.5 out of 100

Project Description

This project will replace 20 Bluebikes Stations with 380 total docks across several neighborhoods in Boston, including Allston/Brighton, Charlestown, East Boston, Fenway, Roxbury, and Seaport.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$627,088	–	–	–	–	$627,088
Non-Federal Funds	$156,772	–	–	–	–	$156,772
Total Funds	$783,860	—	—	—	—	$783,860

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



Proponent:	Boston
ID Number:	612989
Project Type:	Complete Streets
Cost:	$16,531,736
Funding Source:	Regional Target Funds

Scoring Summary

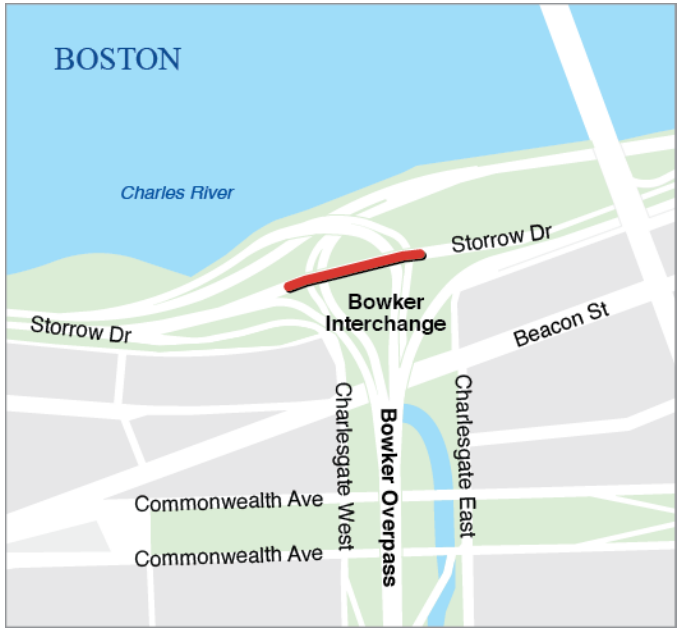
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	5 out of 18	15 out of 20	12.5 out of 18	4.5 out of 12	5.9 out of 20	10.25 out of 12	53.2 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$13,225,389	–	–	–	$13,225,389
Non-Federal Funds	–	$3,306,347	–	–	–	$3,306,347
Total Funds	—	$16,531,736	—	—	—	$16,531,736

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



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

Scoring Summary

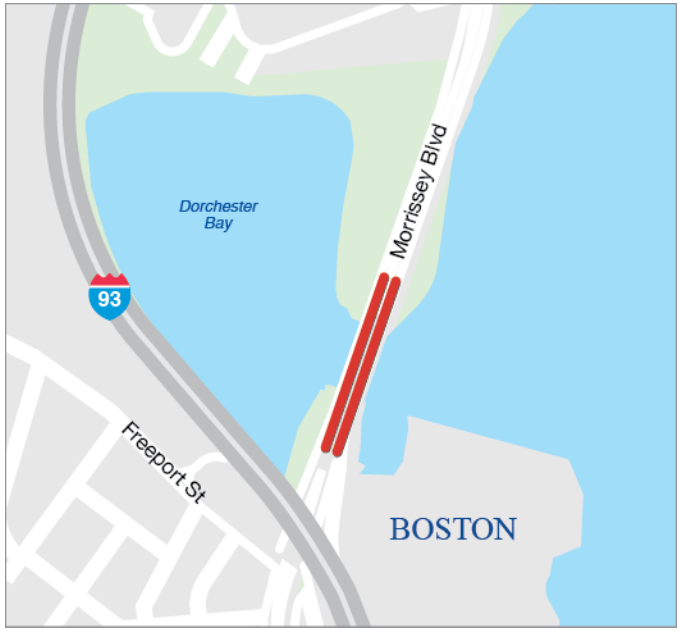
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$86,443,200	–	–	$86,443,200
Non-Federal Funds	–	–	$21,610,800	–	–	$21,610,800
Total Funds	—	—	$108,054,000	—	—	$108,054,000

BOSTON-BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY



Proponent:	MassDOT
ID Number:	613130
Project Type:	Bridge
Cost:	$174,618,125
Funding Source:	Statewide Highway Funds

Scoring Summary

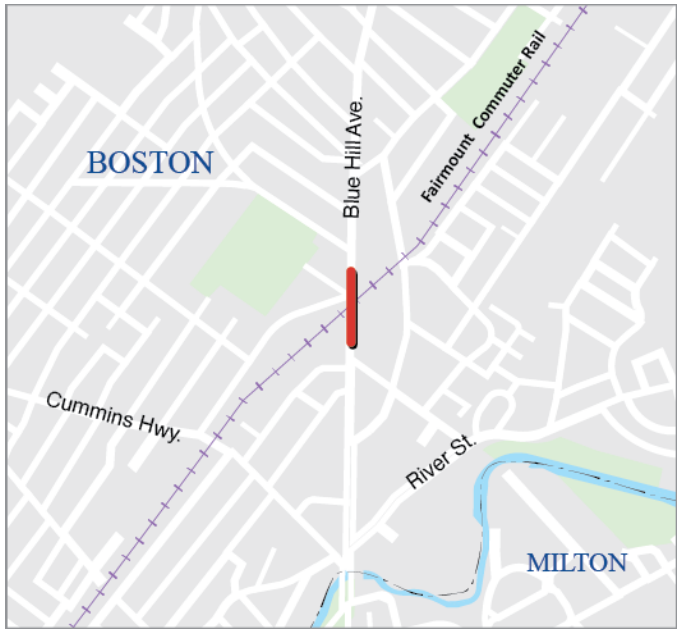
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$43,694,500	$88,000,000	$131,694,500
Non-Federal Funds	–	–	–	$10,923,625	$22,000,000	$32,923,625
Total Funds	—	—	—	$54,618,125	$110,000,000	$164,618,125

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



Proponent:	MassDOT
ID Number:	612519
Project Type:	Bridge
Cost:	$76,704,381
Funding Source:	Statewide Highway Funds

Scoring Summary

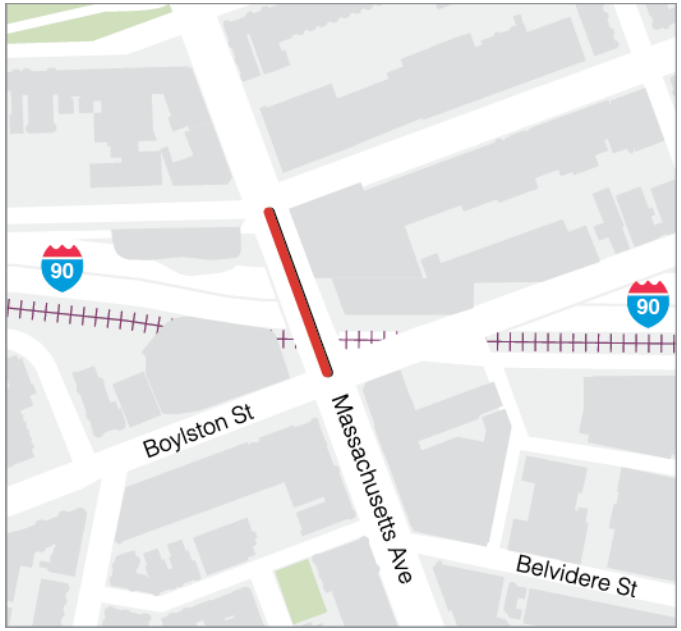
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$26,819,518	–	–	$26,819,518
Non-Federal Funds	–	–	$6,704,879	–	–	$6,704,879
Total Funds	—	—	$33,524,397	—	—	$33,524,397

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



Proponent:	MassDOT
ID Number:	613125
Project Type:	Bridge
Cost:	$27,721,008
Funding Source:	Statewide Highway Funds

Scoring Summary

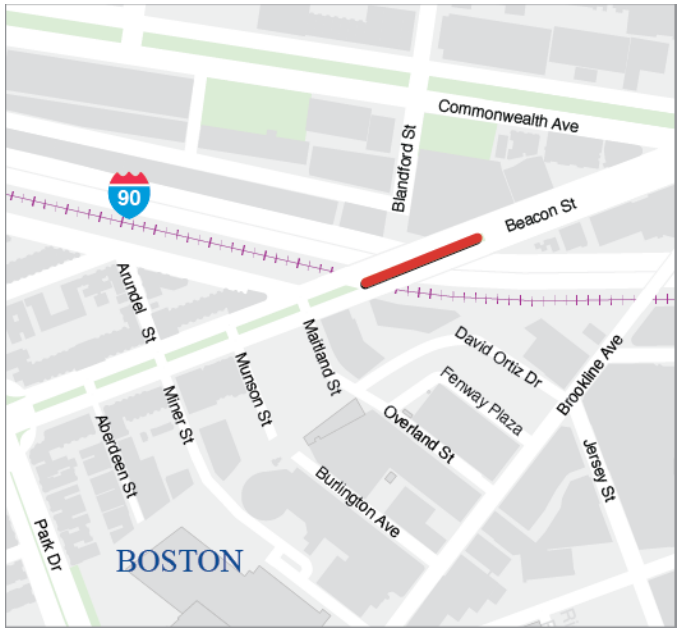
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$22,176,806	–	–	$22,176,806
Non-Federal Funds	–	–	$5,544,202	–	–	$5,544,202
Total Funds	—	—	$27,721,008	—	—	$27,721,008

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



Proponent:	MassDOT
ID Number:	613124
Project Type:	Bridge
Cost:	$39,378,666
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$31,502,933	–	–	$31,502,933
Non-Federal Funds	–	–	$7,875,733	–	–	$7,875,733
Total Funds	—	—	$39,378,666	—	—	$39,378,666

BOSTON: ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)

Proponent:	MassDOT
ID Number:	610537
Project Type:	Safe Routes to School
Cost:	$2,363,537
Funding Source:	Statewide Highway Funds

Scoring Summary

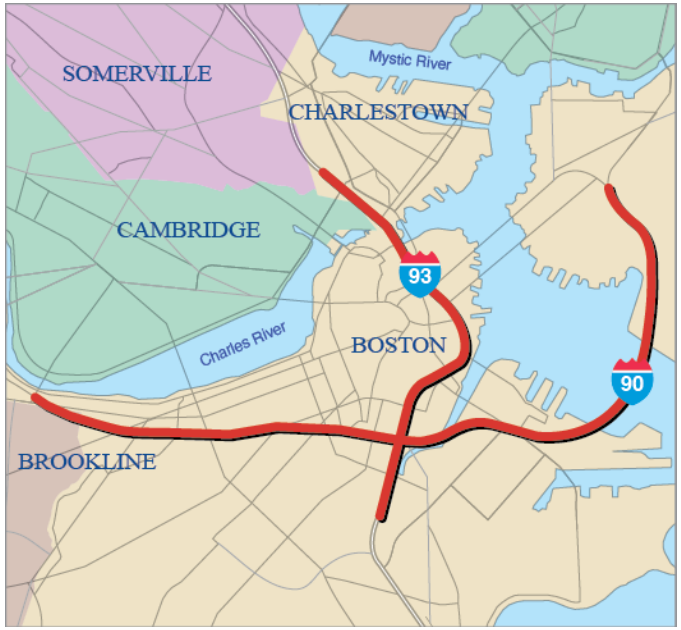
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,890,830	–	–	–	–	$1,890,830
Non-Federal Funds	$472,707	–	–	–	–	$472,707
Total Funds	$2,363,537	—	—	—	—	$2,363,537

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



Proponent:	MassDOT
ID Number:	611954
Project Type:	Safety Improvements
Cost:	$2,333,968
Funding Source:	Statewide Highway Funds

Scoring Summary

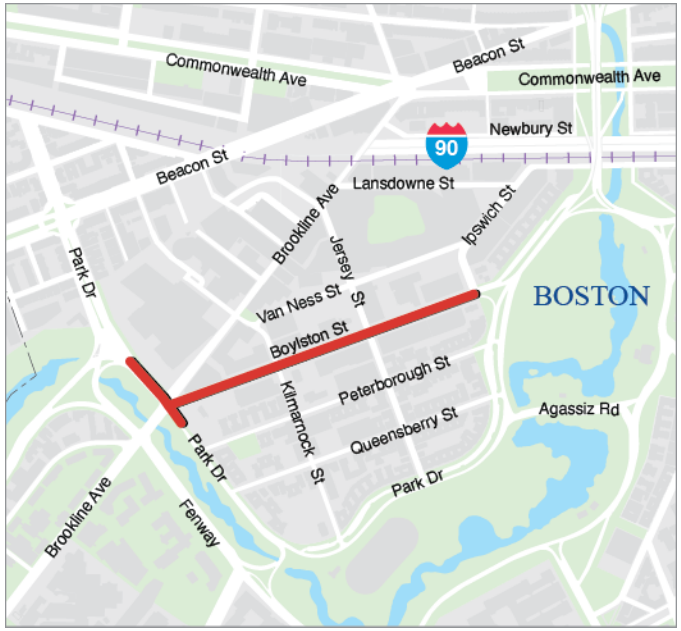
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$1,867,174	–	–	–	$1,867,174
Non-Federal Funds	–	$466,794	–	–	–	$466,794
Total Funds	—	$2,333,968	—	—	—	$2,333,968

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



Proponent:	Boston
ID Number:	606453
Project Type:	Complete Streets
Cost:	$10,185,935
Funding Source:	Regional Target Funds

Scoring Summary

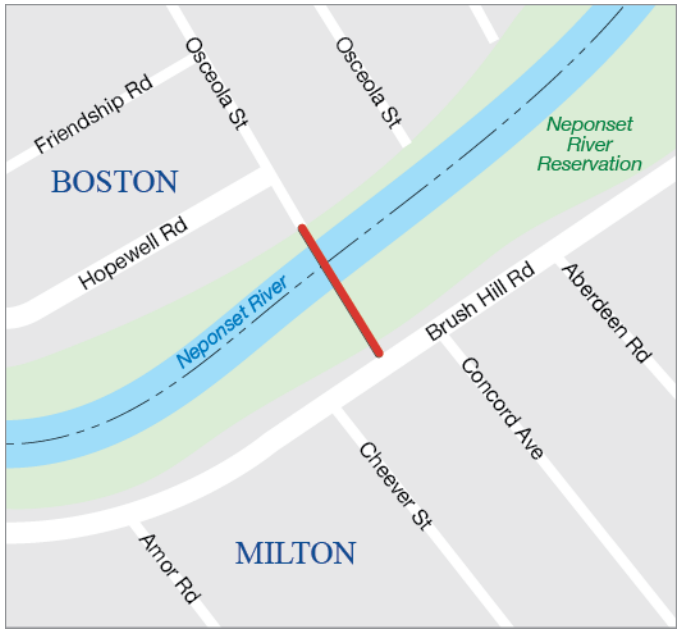
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 20	8 out of 14	18 out of 18	7 out of 14	7.6 out of 20	9 out of 14	64.6 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$8,148,748	–	–	–	–	$8,148,748
Non-Federal Funds	$2,037,187	–	–	–	–	$2,037,187
Total Funds	$10,185,935	—	—	—	—	$10,185,935

BOSTON-MILTON-NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET



Proponent:	MassDOT
ID Number:	613164
Project Type:	Bicycle and Pedestrian
Cost:	$4,965,462
Funding Source:	Statewide Highway Funds

Scoring Summary

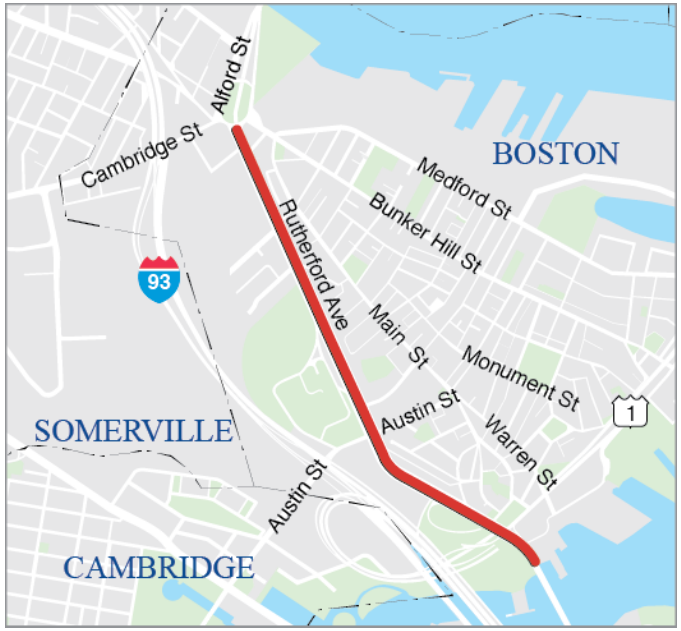
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will construct a new bridge over the Neponset River at Osceola Street, connecting to the Neponset River Greenway at Brush Hill Road.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$3,972,370	–	–	$3,972,370
Non-Federal Funds	–	–	$993,092	–	–	$993,092
Total Funds	—	—	$4,965,462	—	—	$4,965,462

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



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

Scoring Summary

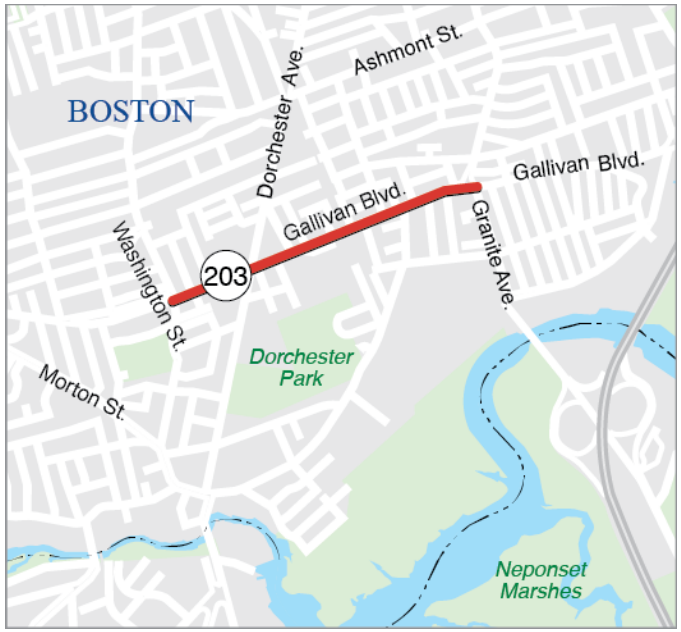
This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

The reconstruction of Rutherford Avenue from City Square to Sullivan Square will make the road a multimodal urban boulevard corridor. This project will be funded over five years, starting in FFY 2028. The total project cost is estimated to be $197,759,449 and the total funding in the FFYs 2026-30 TIP is $57,000,000. The City of Boston will contribute $25,000,000 in local matching funding towards the project.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$18,800,000	$26,800,000	$45,600,000
Non-Federal Funds	–	–	–	$4,700,000	$6,700,000	$11,400,000
Total Funds	—	—	—	$23,500,000	$33,500,000	$57,000,000

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



Proponent:	MassDOT
ID Number:	610650
Project Type:	Safety Improvements
Cost:	$6,440,000
Funding Source:	Statewide Highway Funds

Scoring Summary

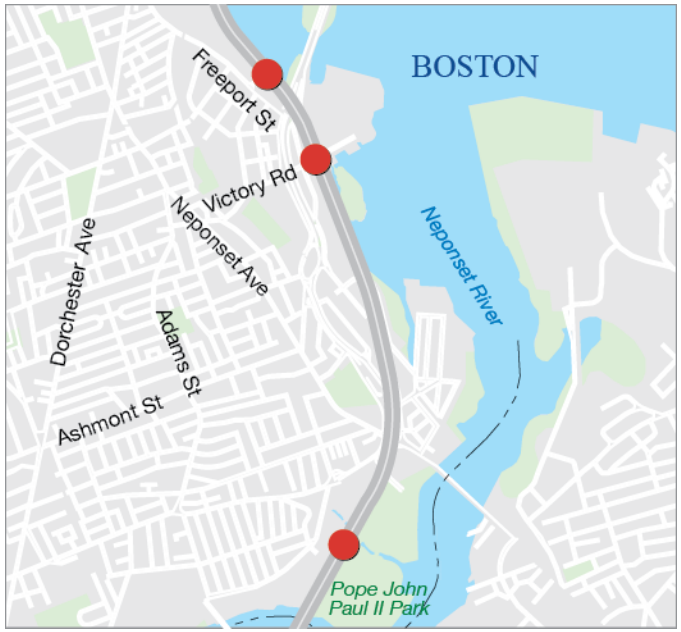
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

MassDOT is proposing to improve safety between the intersection of Gallivan Boulevard at Washington Street and Gallivan Boulevard at Granite Avenue/Adams Street. The design will be based on the future road safety audit (RSA) to take place throughout the project limits. These recommendations will likely improve curb ramps, cross walks, traffic signals, pavement markings, signage, etc. The project will aim to improve safety for all modes of transportation, through recommendations from the RSA.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$5,152,000	–	$5,152,000
Non-Federal Funds	–	–	–	$1,288,000	–	$1,288,000
Total Funds	—	—	—	$6,440,000	—	$6,440,000

BOSTON-SLOPE STABILIZATION AND RELATED WORK ON I-93



Proponent:	MassDOT
ID Number:	613099
Project Type:	Roadway Reconstruction
Cost:	$3,247,991
Funding Source:	Statewide Highway Funds

Scoring Summary

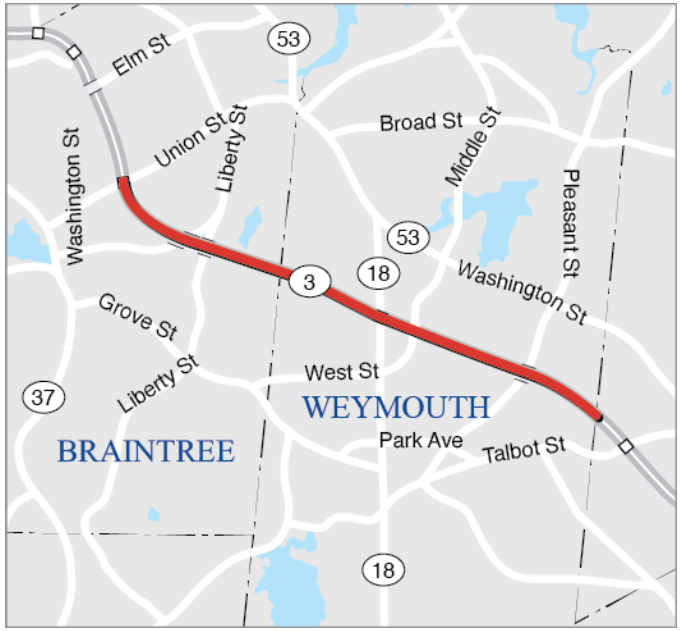
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will maintain unstable slopes along three sections of I-93 in Boston: one section along Pope John Paul II Park, another over Victory Road, and a third adjacent to the southbound on-ramp from Freeport Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$2,598,393	–	–	–	$2,598,393
Non-Federal Funds	–	$649,598	–	–	–	$649,598
Total Funds	—	$3,247,991	—	—	—	$3,247,991

BRAINTREE-WEYMOUTH: RESURFACING AND RELATED WORK ON ROUTE 3



Proponent:	MassDOT
ID Number:	612050
Project Type:	Non-Interstate Pavement
Cost:	$10,286,416
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$8,229,133	–	–	–	–	$8,229,133
Non-Federal Funds	$2,057,283	–	–	–	–	$2,057,283
Total Funds	$10,286,416	—	—	—	—	$10,286,416

BROOKLINE-BLUEBIKES EXPANSION, 3 STATIONS, 20 EBIKES

Proponent:	Brookline
ID Number:	S13179
Project Type:	Community Connections
Cost:	$238,646
Funding Source:	Regional Target Funds

Scoring Summary

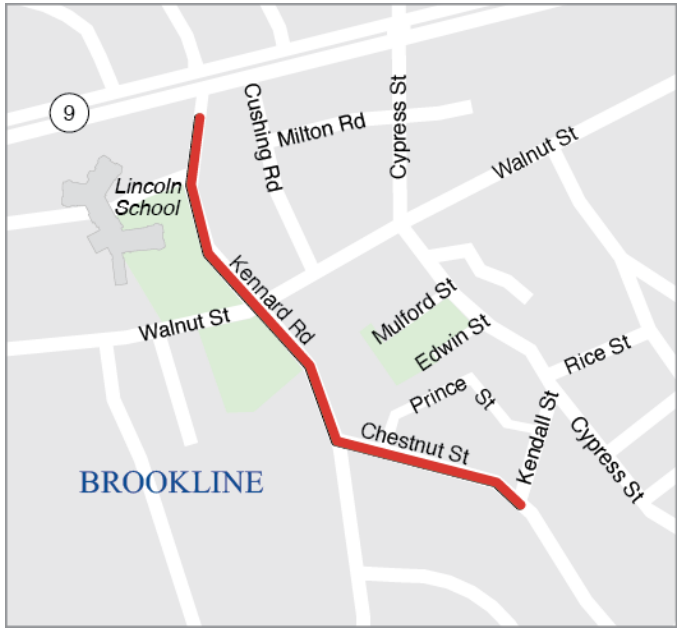
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	11.5 out of 18	10 out of 15	14 out of 15	11 out of 18	15 out of 24	6 out of 10	67.5 out of 100

Project Description

This project will construct three new Bluebike stations, two in South Brookline and one near Longwood Station on the D Branch of the Green Line, and the procurement of 10 new e-bikes.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$190,917	–	–	–	–	$190,917
Non-Federal Funds	$47,729	–	–	–	–	$47,729
Total Funds	$238,646	—	—	—	—	$238,646

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



Proponent:	MassDOT
ID Number:	612816
Project Type:	Safe Routes to School
Cost:	$1,066,511
Funding Source:	Statewide Highway Funds

Scoring Summary

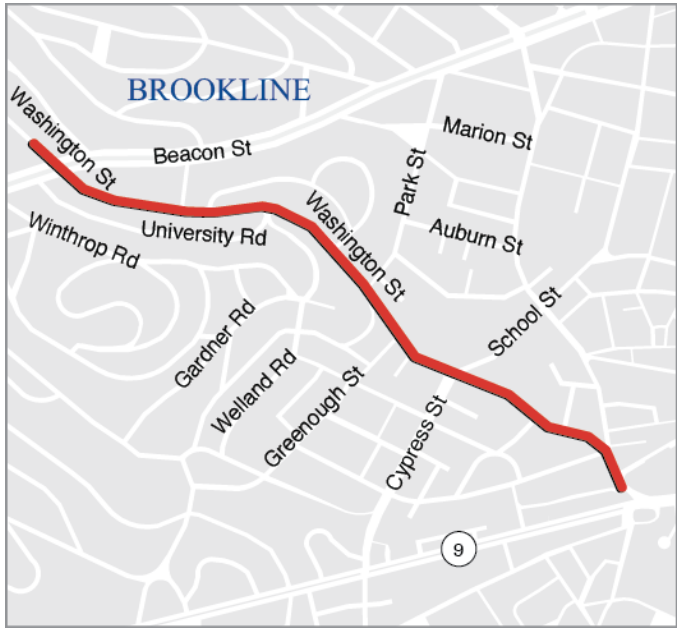
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$853,209	–	–	–	$853,209
Non-Federal Funds	–	$213,302	–	–	–	$213,302
Total Funds	—	$1,066,511	—	—	—	$1,066,511

BROOKLINE: BROOKLINE-REHABILITATION OF WASHINGTON STREET



Proponent:	Brookline
ID Number:	610932
Project Type:	Complete Streets
Cost:	$27,959,721
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	EQUITY	EV	Total
Score	14 out of 18	13 out of 20	11 out of 18	7 out of 12	7.4 out of 20	10 out of 12	62.4 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$12,032,223	$10,335,554	–	$22,367,777
Non-Federal Funds	–	–	$3,008,056	$2,583,888	–	$5,591,944
Total Funds	—	—	$15,040,279	$12,919,442	—	$27,959,721

BURLINGTON-LYNNFIELD-WAKEFIELD-WOBURN-BRIDGE PRESERVATION OF TEN BRIDGES CARRYING I-95

Proponent:	MassDOT
ID Number:	613196
Project Type:	Bridge
Cost:	$13,171,481
Funding Source:	Statewide Highway Funds

Scoring Summary

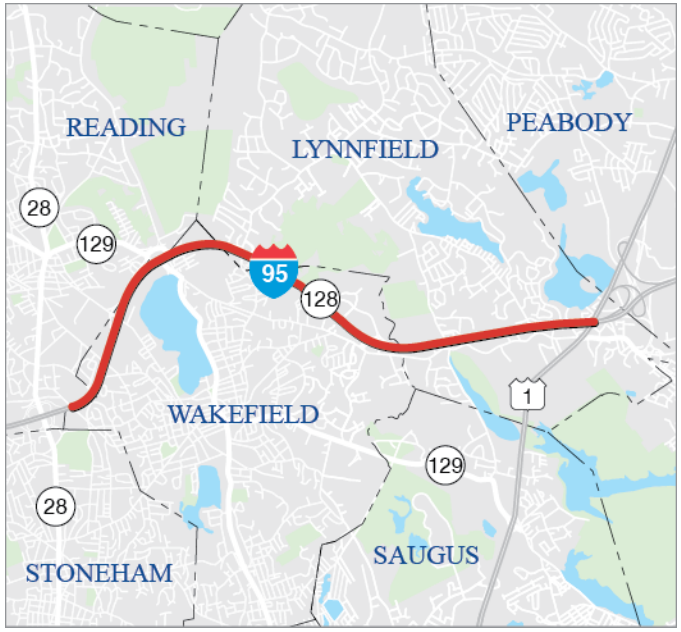
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves bridge preservation of 10 reinforced concrete frame bridges in Burlington, Lynnfield, Wakefield, and Woburn to include concrete patching and railing upgrades.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$10,537,185	–	–	–	–	$10,537,185
Non-Federal Funds	$2,634,296	–	–	–	–	$2,634,296
Total Funds	$13,171,481	—	—	—	—	$13,171,481

BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95



Proponent:	MassDOT
ID Number:	613318
Project Type:	Interstate Pavement
Cost:	$8,790,600
Funding Source:	Statewide Highway Funds

Scoring Summary

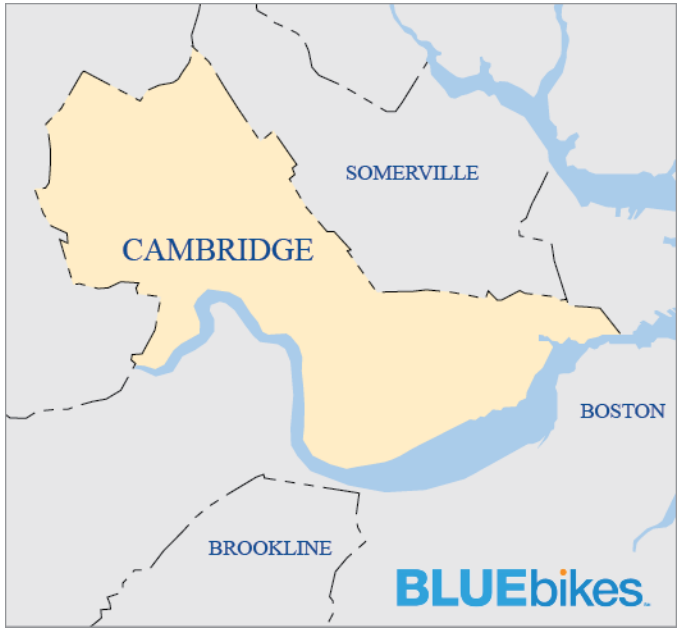
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves pavement preservation on the northbound and southbound lanes of I-95 from about 250 ft southwest of the overpass over South Bedford Street in Burlington to about 100 ft west of exit 56A on I-95 North in Woburn.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$7,032,480	–	–	–	$7,032,480
Non-Federal Funds	–	$1,758,120	–	–	–	$1,758,120
Total Funds	—	$8,790,600	—	—	—	$8,790,600

CAMBRIDGE- BLUEBIKES STATION REPLACEMENT, 7 STATIONS



Proponent:	Cambridge
ID Number:	S13182
Project Type:	Community Connections
Cost:	$223,715
Funding Source:	Regional Target Funds

Scoring Summary

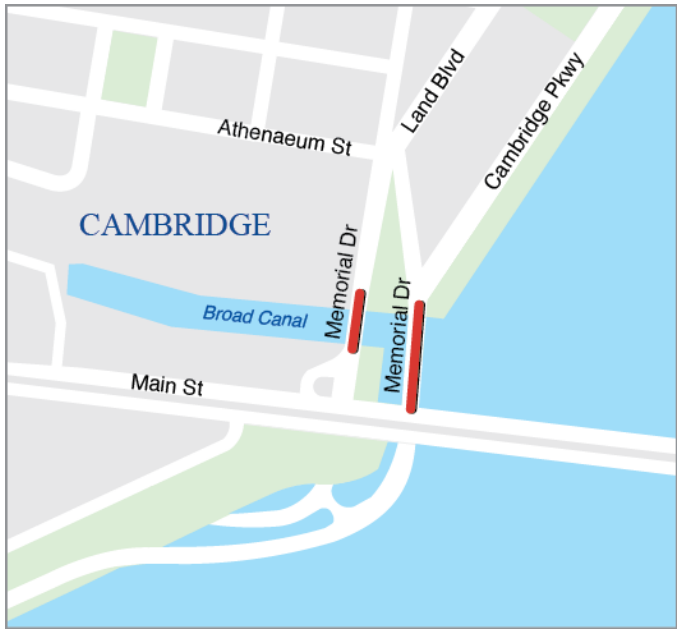
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	12.5 out of 18	6 out of 15	14 out of 15	10 out of 18	16 out of 24	7 out of 10	65.5 out of 100

Project Description

This project will replace seven stations with 123 total docks across several neighborhoods in Cambridge, including North Cambridge, Porter Square, Cambridgeport, and Kendall Square.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$178,972	–	–	–	–	$178,972
Non-Federal Funds	$44,743	–	–	–	–	$44,743
Total Funds	$223,715	—	—	—	—	$223,715

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



Proponent:	MassDOT
ID Number:	606449
Project Type:	Bridge
Cost:	$38,727,023
Funding Source:	Statewide Highway Funds

Scoring Summary

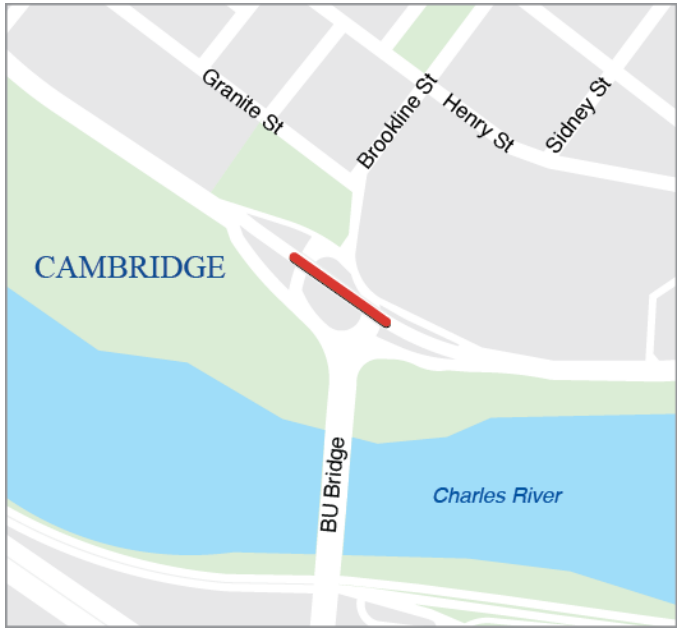
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$19,853,778	$11,127,841	–	$30,981,618
Non-Federal Funds	–	–	$4,963,444	$2,781,960	–	$7,745,405
Total Funds	—	—	$24,817,222	$13,909,801	—	$38,727,023

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



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

Scoring Summary

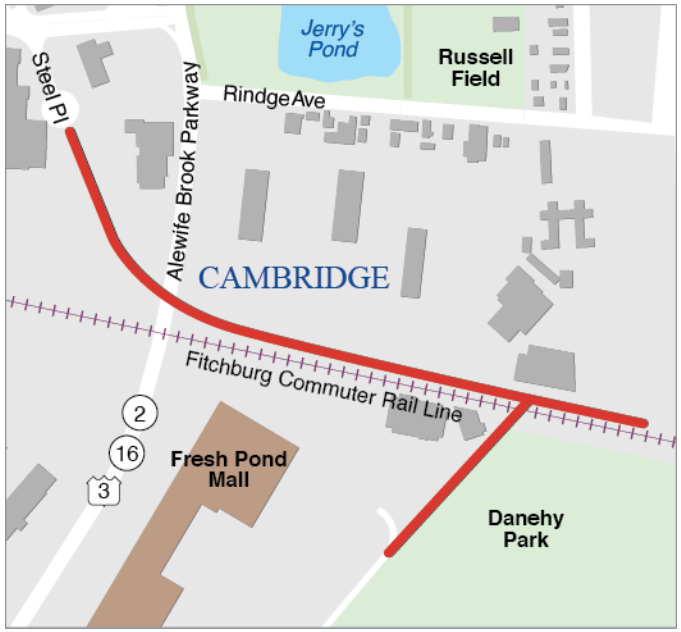
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$39,426,670	–	–	$30,981,618
Non-Federal Funds	–	–	$9,856,668	–	–	$7,745,405
Total Funds	—	—	$49,283,338	—	—	$49,283,338

CAMBRIDGE-NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER FITCHBURG LINE AT DANEHY PARK CONNECTOR [DESIGN ONLY]



Proponent:	Cambridge
ID Number:	S13295
Project Type:	Bicycle and Pedestrian
Cost:	$2,000,000
Funding Source:	Regional Target Funds

Scoring Summary

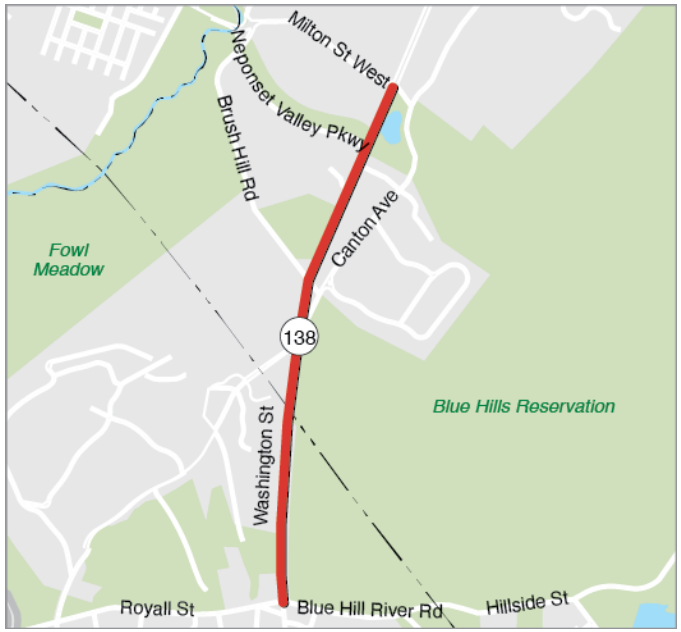
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	14 out of 16	14 out of 15	15.5 out of 17	14 out of 16	15 out of 16	5.6 out of 20	78.1 out of 100

Project Description

This project will design a new bridge carrying a shared-use path over the MBTA Fitchburg Line between New Street and Sherman Street. The path will connect to Danehy Park, Sherman Street, Alewife Station, and the North Cambridge residential neighborhoods.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,600,000	–	–	–	–	$1,600,000
Non-Federal Funds	$400,000	–	–	–	–	$400,000
Total Funds	$2,000,000	—	—	—	—	$2,000,000

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



Proponent:	MassDOT
ID Number:	612615
Project Type:	Roadway Reconstruction
Cost:	$19,435,808
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will reconstruct Route 138 between Royall Street and Dollar Lane to add a shared use path and sidewalk. Dollar Lane will have safety improvements.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$15,548,646	–	$15,548,646
Non-Federal Funds	–	–	–	$3,887,162	–	$3,887,162
Total Funds	—	—	—	$19,435,808	—	$19,435,808

CATA: VEHICLE REPLACEMENT (4 VEHICLES)

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

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2026.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$600,000	–	–	–	–	$600,000
Non-Federal Funds	$150,000	–	–	–	–	$150,000
Total Funds	$750,000	—	—	—	—	$750,000

CHELSEA-BLUEBIKES EXPANSION, 3 STATIONS, 28 CLASSIC BIKES, 5 EBIKES

Proponent:	Chelsea
ID Number:	S13194
Project Type:	Community Connections
Cost:	$107,785
Funding Source:	Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	14 out of 18	10 out of 15	12 out of 15	10 out of 18	13 out of 24	7 out of 10	66 out of 100

Project Description

This project will construct three new Bluebikes stations in Chelsea. One will be installed at the Eastern Avenue Silver Line station and entrance to the Chelsea Greenway, one adjacent to Chelsea High School, and one at Washington Park in a residential neighborhood near the border with Everett. In addition, this project will also purchase three new e-bikes and 28 new pedal bikes.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$86,228	–	–	–	–	$86,228
Non-Federal Funds	$21,557	–	–	–	–	$21,557
Total Funds	$107,785	—	—	—	—	$107,785

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

Proponent:	MassDOT
ID Number:	612884
Project Type:	Safe Routes to School
Cost:	$3,524,272
Funding Source:	Statewide Highway Funds

Scoring Summary

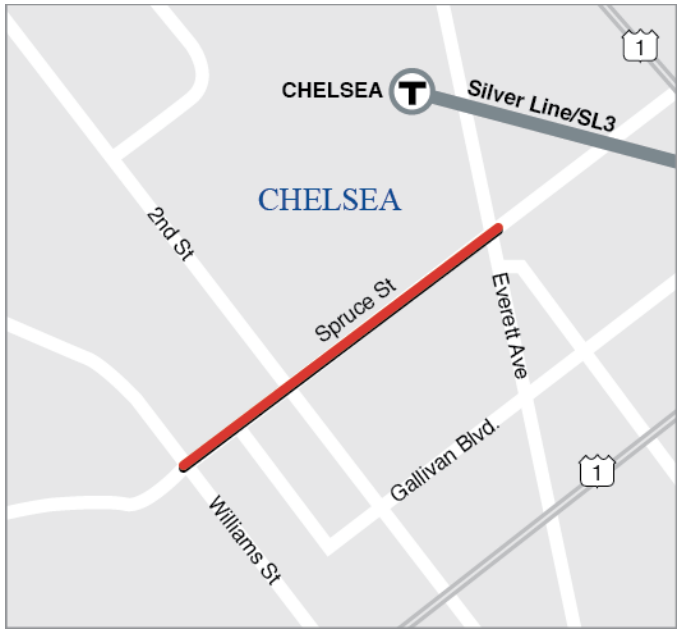
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$2,819,418	–	–	$2,819,418
Non-Federal Funds	–	–	$704,854	–	–	$704,854
Total Funds	—	—	$3,524,272	—	—	$3,524,272

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



Proponent:	MassDOT
ID Number:	610675
Project Type:	Safety Improvements
Cost:	$7,215,751
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$5,772,601	$5,772,601
Non-Federal Funds	–	–	–	–	$1,443,150	$1,443,150
Total Funds	—	—	—	—	$7,215,751	$7,215,751

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

Proponent:	MassDOT
ID Number:	609532
Project Type:	Intersection Improvements
Cost:	$10,804,213
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$8,643,370	–	–	–	–
Non-Federal Funds	–	$2,160,843	–	–	–	–
Total Funds	—	$10,804,213	—	—	—	—

CHELSEA-REVERE: REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT

Proponent:	Chelsea and Revere
ID Number:	S12963
Project Type:	Community Connections
Cost:	$1,413,375
Funding Source:	Regional Target Funds

Scoring Summary

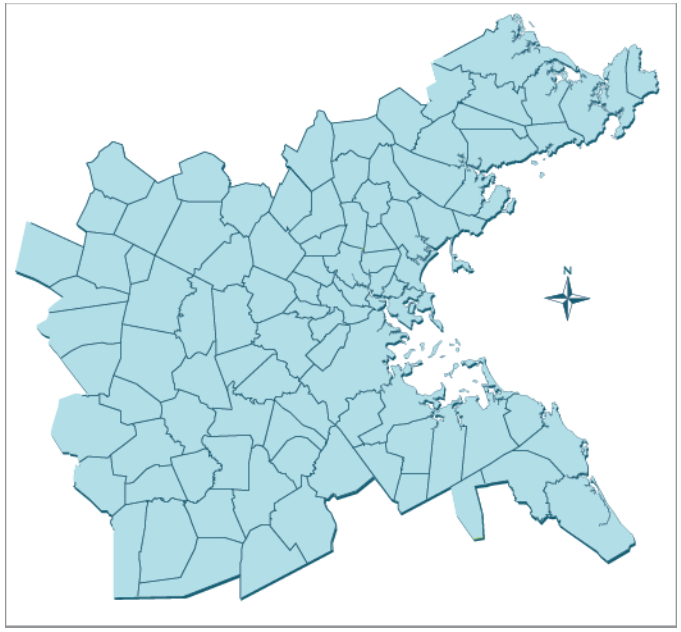
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	13 out of 18	11 out of 15	N/A	11.25 out of 18	11.5 out of 24	7 out of 10	53.75 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$360,222	$371,046	–	–	–	$731,268
Non-Federal Funds	$90,056	$92,761	–	–	–	$182,817
Total Funds	$450,278	$463,807	—	—	—	$914,085

COMMUNITY CONNECTIONS PROGRAM



Proponent:	Regionwide
ID Number:	S12124
Project Type:	Community Connections
Cost:	$9,036,193
Funding Source:	Regional Target Funds

Scoring Summary

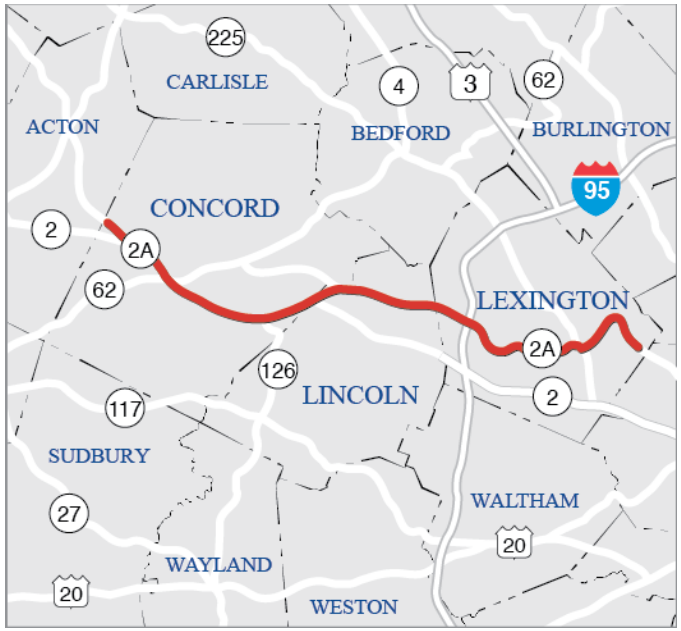
The scoring criteria for the Community Connections Program are listed in Appendix A. Scores for projects funded in the FFYs 2026–30 TIP through this program are available on those projects' pages within this chapter.

Project Description

The Community Connections Program is the MPO's funding program for first- and last-mile solutions, community transportation, and other small, nontraditional transportation projects such as those that update transit technology and improve bicycle and pedestrian facilities. The Community Connections Program is one of the investment programs included in the MPO's current Long-Range Transportation Plan, *Destination 2050*. Seven new projects were programmed in FFY 2026 during this TIP development cycle, and funding remains available to program in future TIP cycles in FFYs 2027 through 2030.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$1,628,954	$1,600,000	$2,000,000	$2,000,000	$7,228,954
Non-Federal Funds	–	$407,239	$400,000	$500,000	$500,000	$1,807,239
Total Funds	—	$2,036,193	$2,000,000	$2,500,000	$2,500,000	$9,036,193

CONCORD-LEXINGTON-LINCOLN: RESURFACING AND RELATED WORK ON ROUTE 2A



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

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$4,053,919	$4,053,919
Non-Federal Funds	–	–	–	–	$1,013,480	$1,013,480
Total Funds	—	—	—	—	$5,067,399	$5,067,399

CTPS-PROCUREMENT AND INSTALLATION OF SIX AIR QUALITY SENSORS FOR GHG MONITORING (PERFORMANCE-BASED PLANNING PROGRAM)

Proponent:	CTPS
ID Number:	S13291
Project Type:	Administrative
Cost:	$43,000
Funding Source:	Regional Target Funds

Scoring Summary

This effort will measure the outcomes of capital projects that are evaluated and funded elsewhere in the TIP. This line item is not subject to the TIP project selection criteria.

Project Description

This line item purchases six air quality sensors with additional monitoring equipment to support evaluation of the outcomes of projects funded through the TIP as part of the MPO's Performance Based Planning Program.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$34,400	–	–	–	–	$34,400
Non-Federal Funds	$8,600	–	–	–	–	$8,600
Total Funds	$43,000	—	—	—	—	$43,000

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

Proponent:	MassDOT
ID Number:	610782
Project Type:	Bridge
Cost:	$25,953,750
Funding Source:	Statewide Highway Funds

Scoring Summary

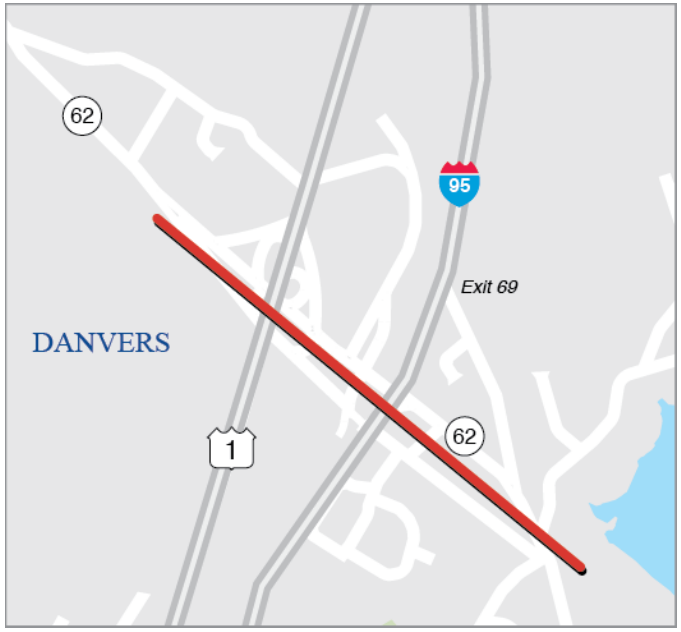
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$20,763,000	–	–	$20,763,000
Non-Federal Funds	–	–	$5,190,750	–	–	$5,190,750
Total Funds	—	—	$25,953,750	—	—	$25,953,750

DANVERS: RAIL TRAIL WEST EXTENSION (PHASE 3)



Proponent:	MassDOT
ID Number:	612607
Project Type:	Bicycle and Pedestrian
Cost:	$3,711,150
Funding Source:	Statewide Highway Funds

Scoring Summary

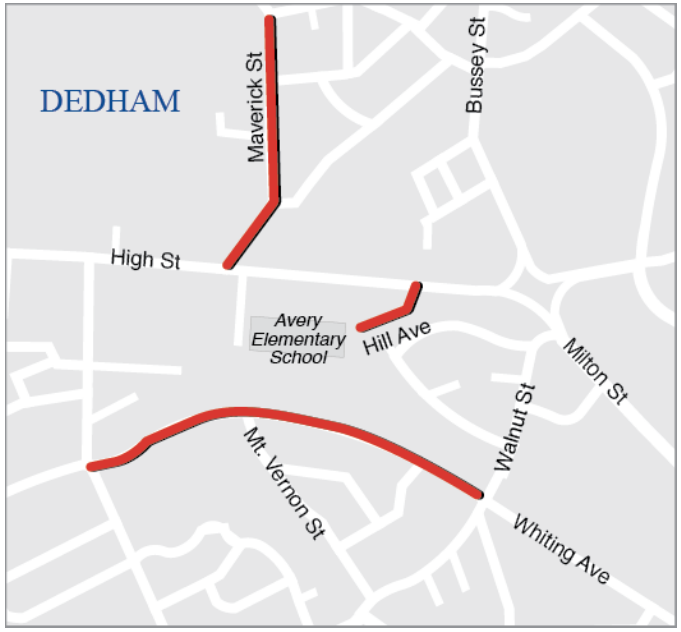
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$2,968,920	–	–	$2,968,920
Non-Federal Funds	–	–	$742,230	–	–	$742,230
Total Funds	—	—	$3,711,150	—	—	$3,711,150

DEDHAM: IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)



Proponent:	MassDOT
ID Number:	612804
Project Type:	Safe Routes to School
Cost:	$2,566,884
Funding Source:	Statewide Highway Funds

Scoring Summary

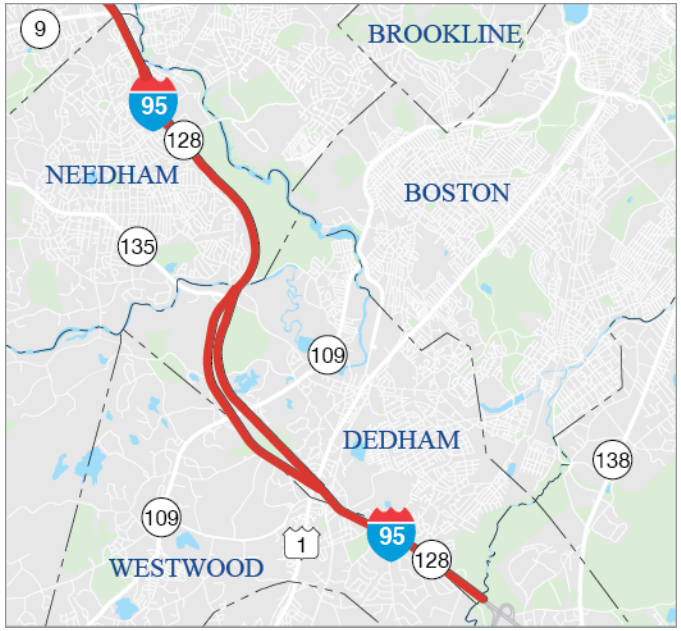
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027		2028	2029	2030	Total
Federal Funds	–	$2,053,507	–	–		–	$2,053,507
Non-Federal Funds	–	$513,377	–	–		–	$513,377
Total Funds	—	$2,566,884	—	—		—	$2,566,884

DEDHAM-NEEDHAM-INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95



Proponent:	MassDOT
ID Number:	613382
Project Type:	Interstate Pavement
Cost:	$14,651,000
Funding Source:	Statewide Highway Funds

Scoring Summary

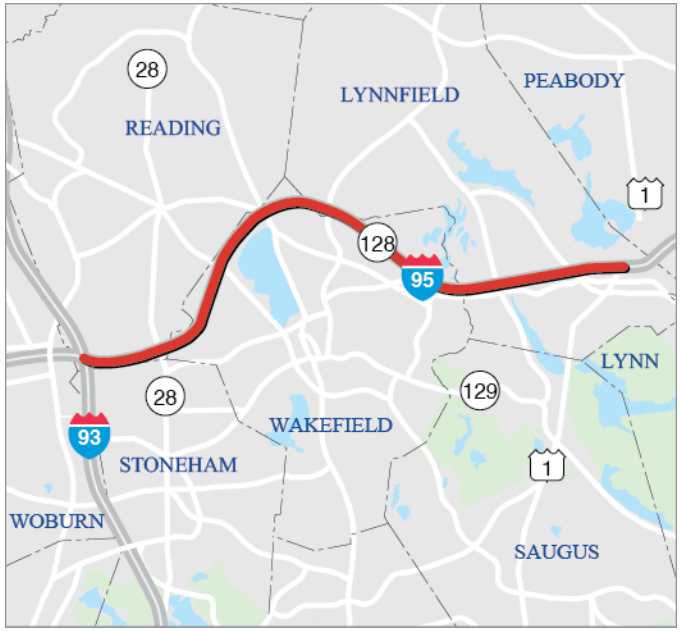
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project proposes to preserve the open-graded friction course on I-95 in Dedham and Needham.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$11,720,800	–	–	–	$11,720,800
Non-Federal Funds	–	$2,930,200	–	–	–	$2,930,200
Total Funds	—	$14,651,000	—	—	—	$14,651,000

DESIGN WORK ON I-95 IMPROVEMENT WITHIN READING AND LYNNFIELD



Proponent:	MassDOT
ID Number:	S13209
Project Type:	Freight
Cost:	$1,500,000
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This item funds design for improvements to freight infrastructure on I-95 within Reading and Lynnfield.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$1,200,000	–	–	–	$1,200,000
Non-Federal Funds	–	$300,000	–	–	–	$300,000
Total Funds	—	$1,500,000	—	—	—	$1,500,000

DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)

Proponent:	MassDOT
ID Number:	613882
Project Type:	Accessibility Improvements
Cost:	$1,852,340
Funding Source:	Statewide Highway Funds

Scoring Summary

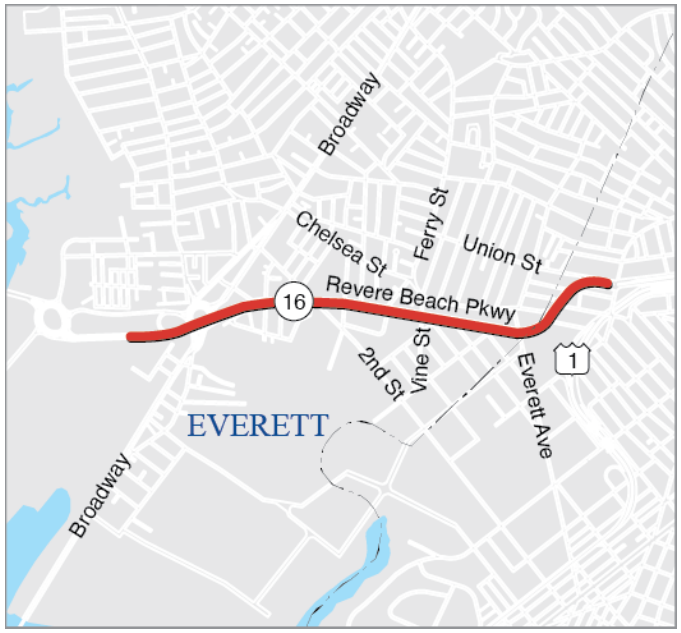
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The purpose of this project is to reconstruct and upgrade all deficient pedestrian curb ramps to full ADA compliance at three locations. Two of the locations are in Revere. The first location is at the intersection of Route 1A (North Shore Rd) and Oak Island Street. The second location is at the intersection of John Mooney Road and Beach Street. The third location is in Malden along Salem Street between Fairfield Avenue and Traverse Terrace. Additional curb ramps, sidewalk, crossings and crossing enhancements, curb extensions, and pedestrian signal upgrades will be evaluated on a location-by-location basis.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,481,872	–	–	–	–	$1,481,872
Non-Federal Funds	$370,468	–	–	–	–	$370,468
Total Funds	$1,852,340	—	—	—	—	$1,852,340

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



Proponent:	MassDOT
ID Number:	613121
Project Type:	Intersection Improvements
Cost:	$8,662,582
Funding Source:	Statewide Highway Funds

Scoring Summary

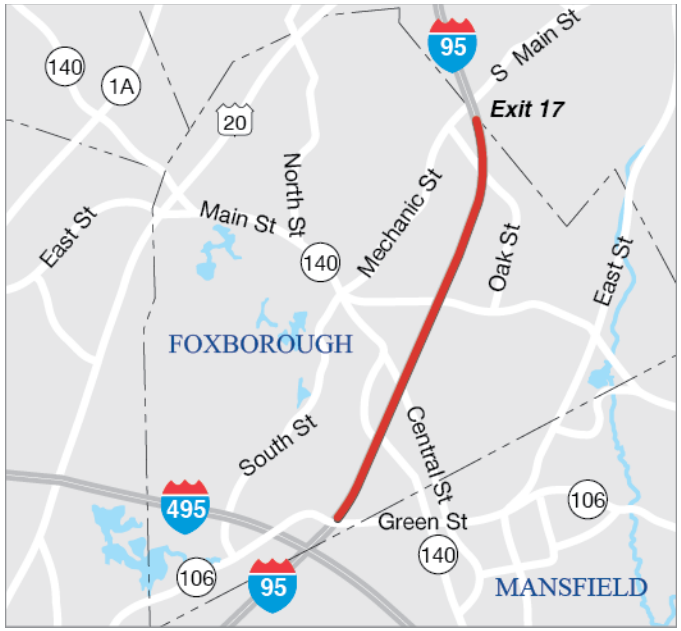
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$6,930,066	–	–	–	$6,930,066
Non-Federal Funds	–	$1,732,516	–	–	–	$1,732,516
Total Funds	—	$8,662,582	—	—	—	$8,662,582

FOXBOROUGH-INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95



Proponent:	MassDOT
ID Number:	613343
Project Type:	Interstate Pavement
Cost:	$14,399,840
Funding Source:	Statewide Highway Funds

Scoring Summary

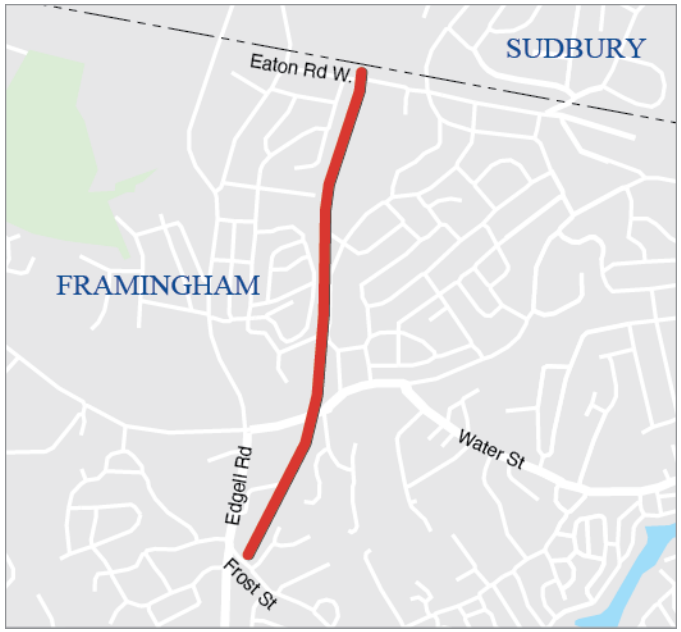
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves pavement preservation on the northbound and southbound lanes of I-95 in Foxborough from the overpass over Green Street (Route 106) to about 100 ft south of exit 17 on I-95 North.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$11,519,872	–	–	–	$11,519,872
Non-Federal Funds	–	$2,879,968	–	–	–	$2,879,968
Total Funds	—	$14,399,840	—	—	—	$14,399,840

FRAMINGHAM-BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM EATON ROAD WEST TO FROST STREET



Proponent:	MassDOT
ID Number:	613654
Project Type:	Bicycle and Pedestrian
Cost:	$8,388,800
Funding Source:	Statewide Highway Funds

Scoring Summary

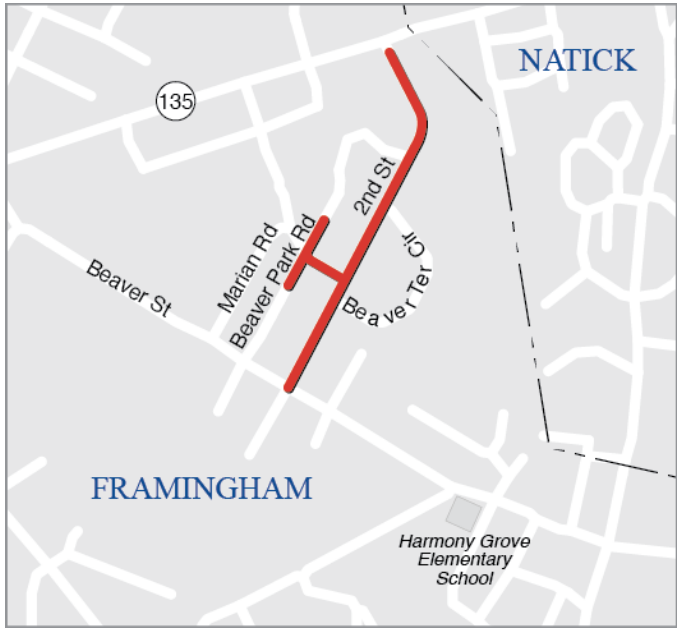
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project will consist of Phase 1 of the final phase of the Bruce Freeman Rail Trail that once complete will provide connectivity from Lowell to Framingham. Phase 1 proposes approximately 1.6 miles of shared use path with potential for boardwalk structures over critical environmental resource areas (assumed 500 LF). The trail corridor will intersect at grade with 2 roadways and crossing treatments will be evaluated.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$6,711,040	–	$6,711,040
Non-Federal Funds	–	–	–	$1,677,760	–	$1,677,760
Total Funds	—	—	—	$8,388,800	—	$8,388,800

FRAMINGHAM: IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	612894
Project Type:	Safe Routes to School
Cost:	$1,651,982
Funding Source:	Statewide Highway Funds

Scoring Summary

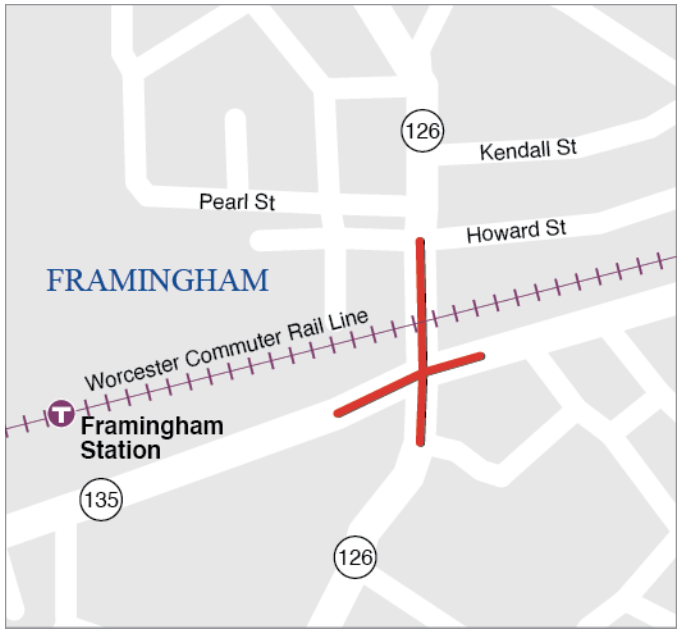
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$1,321,586	–	–	–	$1,321,586
Non-Federal Funds	–	$330,396	–	–	–	$330,396
Total Funds	—	$1,651,982	—	—	—	$1,651,982

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



Proponent:	Framingham
ID Number:	S13147
Project Type:	Major Infrastructure
Cost:	$1,400,000
Funding Source:	Statewide Highway Funds

Scoring Summary

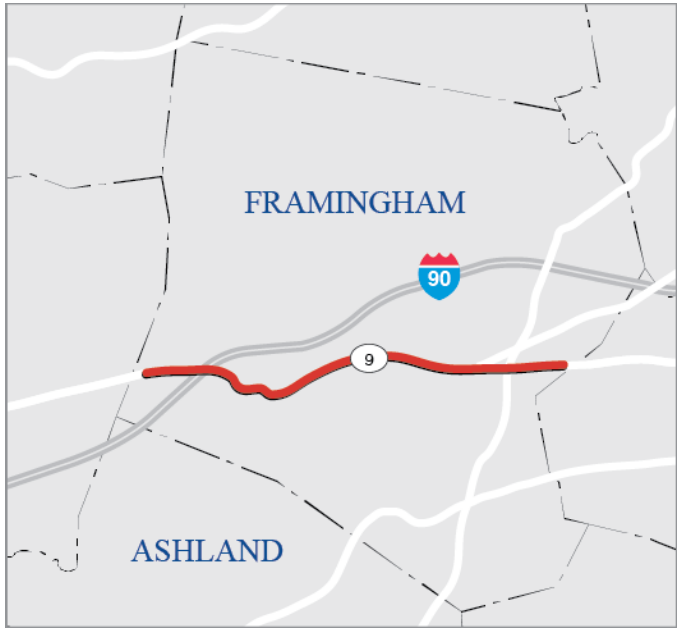
This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,120,000	–	–	–	–	$1,120,000
Non-Federal Funds	$280,000	–	–	–	–	$280,000
Total Funds	$1,400,000	—	—	—	—	$1,400,000

FRAMINGHAM: RESURFACING AND RELATED WORK ON ROUTE 9



Proponent:	MassDOT
ID Number:	613639
Project Type:	Non-Interstate Pavement
Cost:	$9,865,800
Funding Source:	Statewide Highway Funds

Scoring Summary

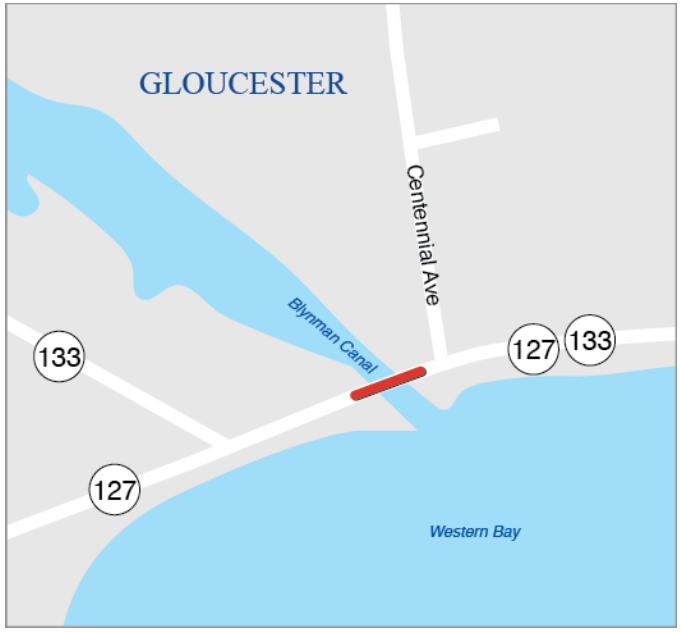
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$7,892,640	$7,892,640
Non-Federal Funds	–	–	–	–	$1,973,160	$1,973,160
Total Funds	—	—	—	—	$9,865,800	$9,865,800

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



Proponent:	MassDOT
ID Number:	608397
Project Type:	Bridge
Cost:	$60,480,000
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$16,553,014	$16,553,01
Non-Federal Funds	–	–	–	–	$4,138,254	$4,138,54
Total Funds	—	—	—	—	$20,691,268	$20,691,268

GLOUCESTER-RESURFACING ON ROUTE 128

Proponent:	MassDOT
ID Number:	612046
Project Type:	Non-Interstate Pavement
Cost:	$4,399,920
Funding Source:	Statewide Highway Funds

Scoring Summary

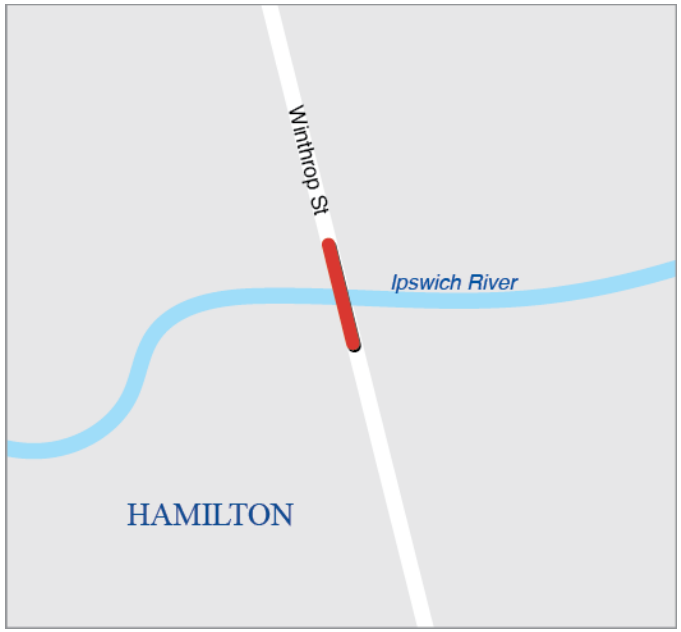
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves resurfacing on Route 128 in Gloucester from the eastern side of the Annisquam River Bridge to the intersection with Route 127A.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$3,519,936	–	$3,519,936
Non-Federal Funds	–	–	–	$879,984	–	$879,984
Total Funds	—	—	—	$4,399,920	—	$4,399,920

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



Proponent:	MassDOT
ID Number:	609467
Project Type:	Bridge
Cost:	$11,384,206
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$9,107,365	–	–	–	$9,107,365
Non-Federal Funds	–	$2,276,841	–	–	–	$2,276,841
Total Funds	—	$11,384,206	—	—	—	$11,384,206

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

Proponent:	Hingham
ID Number:	605168
Project Type:	Complete Streets
Cost:	$31,949,531
Funding Source:	Regional Target Funds

Scoring Summary

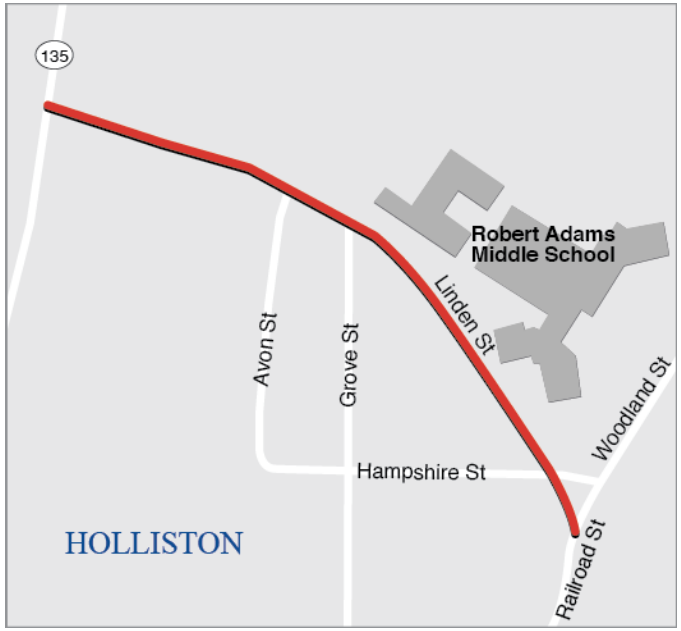
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	10 out of 30	16 out of 29	17 out of 29	10 out of 16	0 out of 12	2 out of 18	55 out of 134

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$17,559,625	$8,000,000	–	–	–	$25,559,625
Non-Federal Funds	$4,389,906	$2,000,000	–	–	–	$6,389,906
Total Funds	$21,949,531	$10,000,000	—	—	—	$31,949,531

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



Proponent:	MassDOT
ID Number:	613477
Project Type:	Safe Routes to School
Cost:	$1,012,500
Funding Source:	Statewide Highway Funds

Scoring Summary

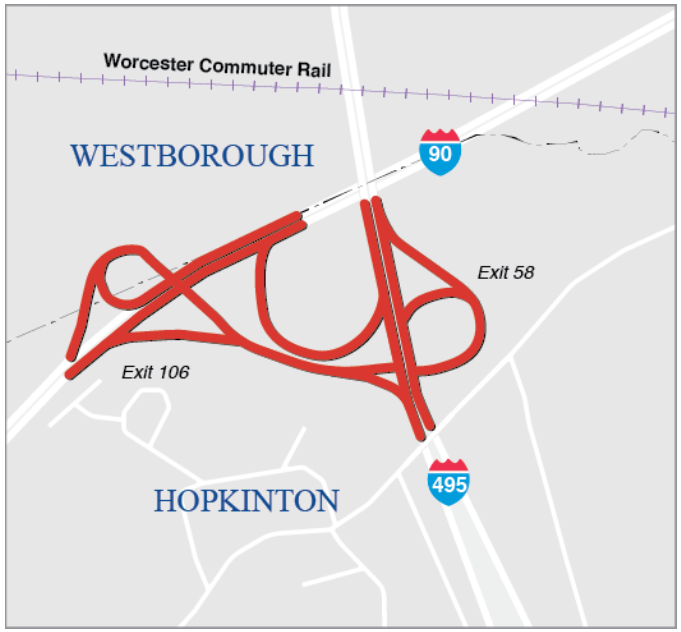
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project includes installing new and reconstructing existing sidewalks along Linden Street adding a new crosswalk constructing ADA accessible ramps and installing a pedestrian warning flasher assembly at Linden Street around Grove Street and Avon Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$810,000	–	–	$810,000
Non-Federal Funds	–	–	$202,500	–	–	$202,500
Total Funds	—	—	$1,012,500	—	—	$1,012,500

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



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

Scoring Summary

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

Project Description

The project proposes to design and construct improvements of the I-495/ I-90 interchange, located in the towns of Hopkinton and Westborough, Massachusetts, including to replace, demolish, design and construct, and/or rehabilitate 18 structures within the project limits.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$49,907,115	$11,541,927	–	–	–	$61,449,042
Non-Federal Funds	$12,476,779	$2,885,482	–	–	–	$15,362,261
Total Funds	$62,383,894	$14,427,409	—	—	—	$76,811,303

HUDSON-BIKE PATH CONSTRUCTION OF MASS CENTRAL RAIL TRAIL, FROM FELTON STREET TO PRIEST STREET (DESIGN ONLY)

Proponent:	Hudson
ID Number:	S13048
Project Type:	Bicycle and Pedestrian
Cost:	$909,700
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	11.5 out of 16	13.5 out of 15	12 out of 17	13 out of 14	5.4 out of 20	13 out of 16	68.4 out of 100

Project Description

This project will design the extension of the Massachusetts Central Rail Trail (MCRT) through Hudson, starting near Priest Street and extending westward along a former rail alignment running parallel to Route 62 to the Berlin town line. Construction of the project will likely be executed in multiple phases.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$727,760	–	–	–	–	$727,760
Non-Federal Funds	$181,940	–	–	–	–	$181,940
Total Funds	$909,700	—	—	—	—	$909,700

IPSWICH: ARGILLA ROAD ROADWAY RECONSTRUCTION

Proponent:	Ipswich
ID Number:	612738
Project Type:	Complete Streets
Cost:	$5,183,829
Funding Source:	Regional Target Funds

Scoring Summary

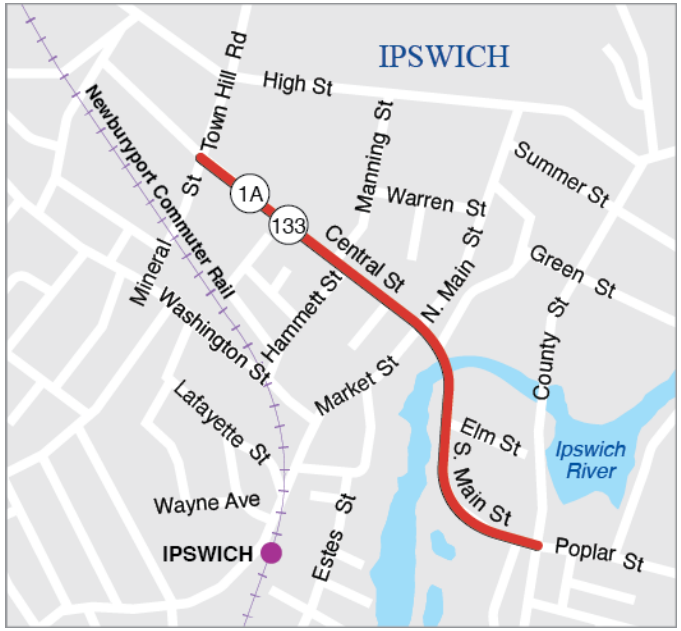
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	2.5 out of 16	7 out of 19	7 out of 15	11 out of 14	2.4 out of 20	8 out of 16	37.9 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$5,183,829	–	$5,183,829
Non-Federal Funds	–	–	–	$4,147,063	–	$4,147,063
Total Funds	—	—	—	$1,036,766	—	$1,036,766

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



Proponent:	Ipswich
ID Number:	605743
Project Type:	Complete Streets
Cost:	$15,035,254
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	11 out of 30	10 out of 29	10 out of 29	6 out of 16	2 out of 12	8 out of 18	47 out of 134

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$4,800,000	$7,228,203	–	–	$12,028,203
Non-Federal Funds	–	$1,200,000	$1,807,051	–	–	$3,007,051
Total Funds	—	$6,000,000	$9,035,254	—	—	$15,035,254

IPSWICH- RESURFACING OF ROUTE 1A

Proponent:	MassDOT
ID Number:	612027
Project Type:	Non-Interstate Pavement
Cost:	$2,195,025
Funding Source:	Statewide Highway Funds

Scoring Summary

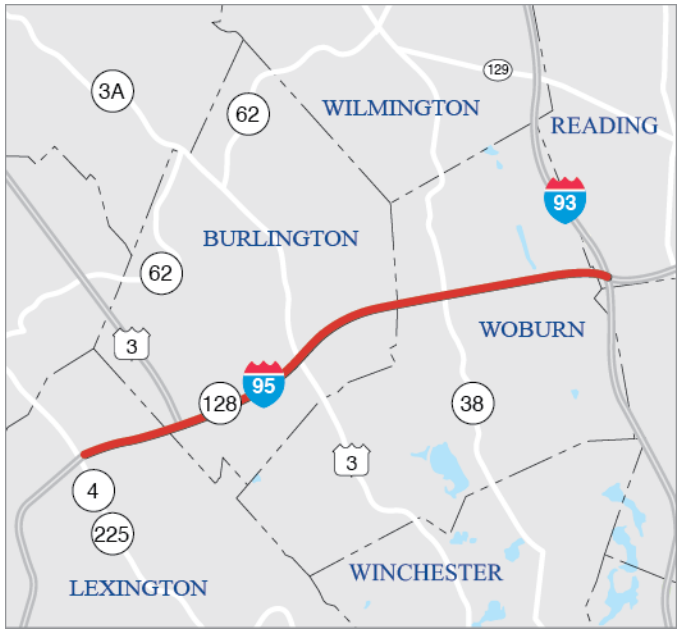
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves resurfacing on Route 1A from Long Causeway Brook to the intersection with Route 133.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$1,756,020	$1,756,020
Non-Federal Funds	–	–	–	–	$439,005	$439,005
Total Funds	—	—	—	—	$2,195,025	$2,195,025

LEXINGTON TO READING-GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF I-95/128



Proponent:	MassDOT
ID Number:	613994
Project Type:	Safety Improvements
Cost:	$1,852,340
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project is for the replacement of the existing guide and traffic signs on I-95 (Route 128) between Routes 4/225 in Lexington and I-93 in Woburn, including applicable signing on secondary roadways.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,481,872	–	–	–	–	$1,481,872
Non-Federal Funds	$370,468	–	–	–	–	$370,468
Total Funds	$1,852,340	—	—	—	—	$1,852,340

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

Proponent:	Lexington
ID Number:	S13146
Project Type:	Major Infrastructure
Cost:	$1,650,000
Funding Source:	Regional Target Funds

Scoring Summary

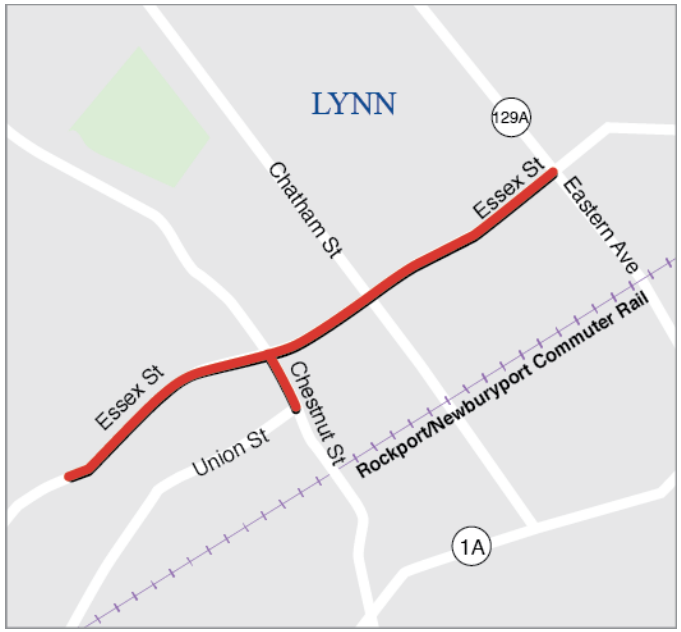
This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,320,000	–	–	–	–	$1,320,000
Non-Federal Funds	$330,000	–	–	–	–	$330,000
Total Funds	$1,650,000	—	—	—	—	$1,650,000

LYNN: REHABILITATION OF ESSEX STREET



Proponent:	Lynn
ID Number:	609252
Project Type:	Complete Streets
Cost:	$23,567,554
Funding Source:	Regional Target Funds

Scoring Summary

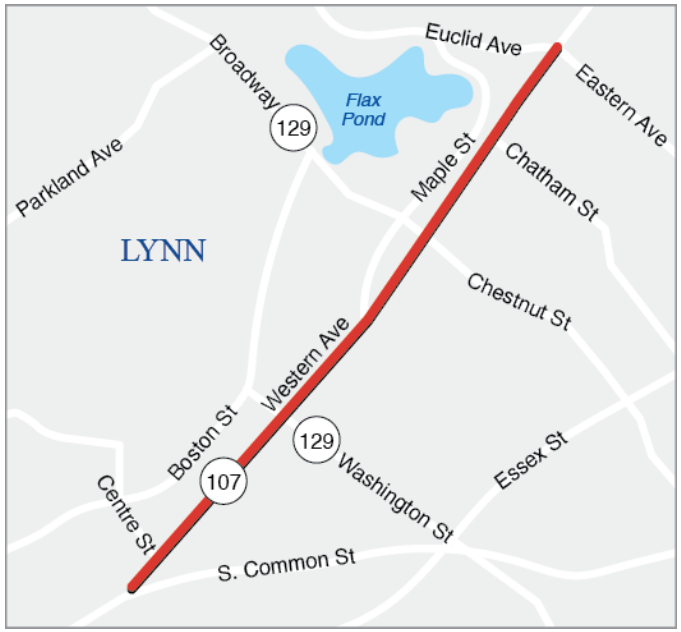
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	19 out of 30	17 out of 29	9 out of 29	8 out of 16	10 out of 12	2 out of 18	66 out of 134

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$10,854,043	$8,000,000	–	$18,854,043
Non-Federal Funds	–	–	$2,713,511	$2,000,000	–	$4,713,511
Total Funds	—	—	$13,567,554	$10,000,000	—	$23,567,554

LYNN: REHABILITATION OF WESTERN AVENUE (ROUTE 107)



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

Scoring Summary

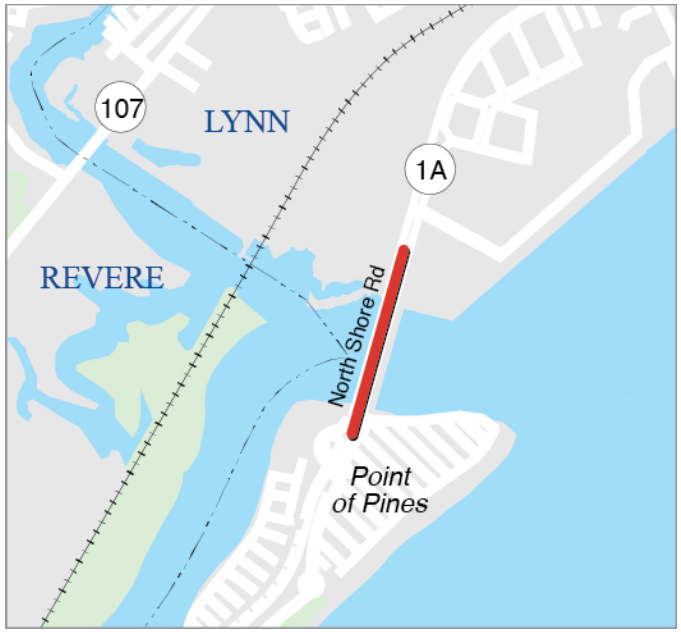
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	18 out of 18	14 out of 20	10 out of 18	11 out of 12	11.9 out of 20	10 out of 12	74.9 out of 100

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$8,000,000	$12,000,000	$20,000,000
Non-Federal Funds	–	–	–	$2,000,000	$3,000,000	$5,000,000
Total Funds	—	—	—	$10,000,000	$15,000,000	$25,000,000

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



Proponent:	MassDOT
ID Number:	608396
Project Type:	Bridge
Cost:	$151,853,184
Funding Source:	Statewide Highway Funds

Scoring Summary

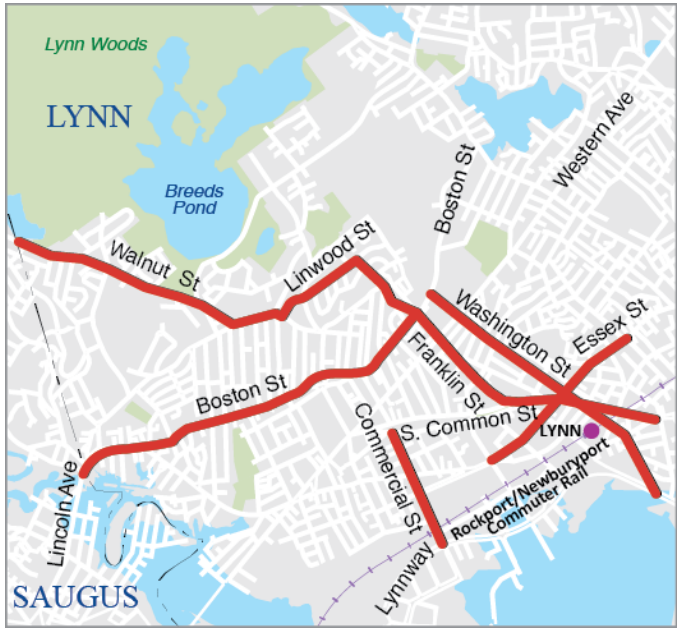
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$89,482,547	$32,000,000	–	$121,482,547
Non-Federal Funds	–	–	$22,370,637	$8,000,000	–	$30,370,637
Total Funds	—	—	$111,853,184	$40,000,000	—	$151,853,184

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



Proponent:	MassDOT
ID Number:	612599
Project Type:	Safety Improvements
Cost:	$16,729,418
Funding Source:	Statewide Highway Funds

Scoring Summary

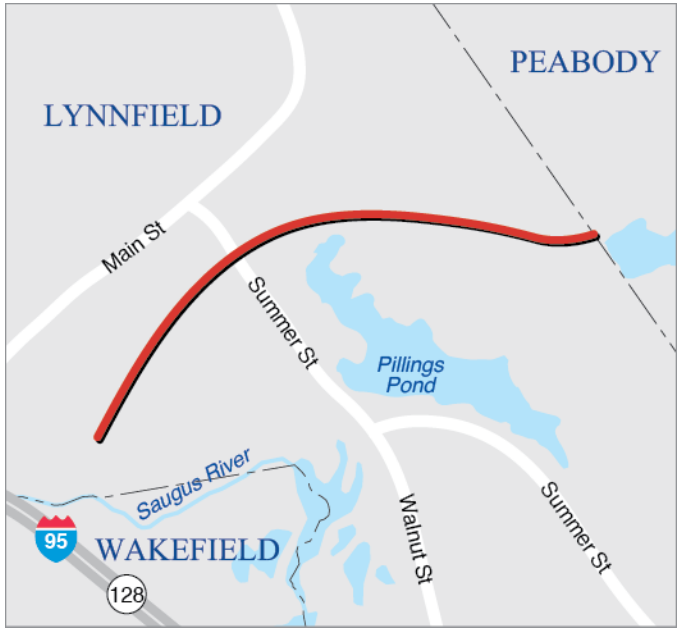
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$6,400,000	–	–	–	$6,400,000
Non-Federal Funds	–	$1,600,000	–	–	–	$1,600,000
Total Funds	—	$8,000,000	—	—		$8,000,000

LYNNFIELD-RAIL TRAIL CONSTRUCTION, FROM FORD AVENUE TO NICHOLS LANE (PHASE 1)



Proponent:	Lynnfield
ID Number:	613163
Project Type:	Bicycle and Pedestrian
Cost:	$5,829,514
Funding Source:	Regional Target Funds

Scoring Summary

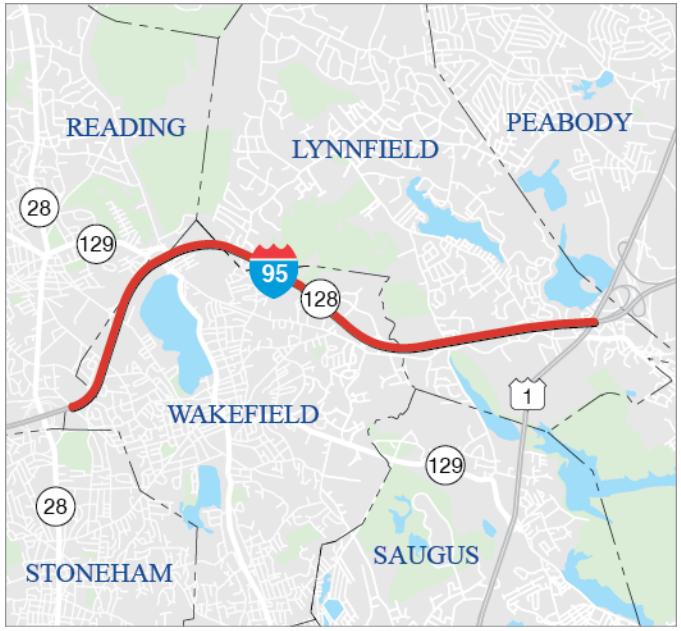
This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for the Bicycle and Pedestrian program as it was programmed after the project evaluation period to utilize available funding in FFY 2026.

Project Description

This project constructs the first section of the Wakefield/Lynnfield Rail Trail, starting from Ford Avenue to Nichols Lane in Lynnfield. The entire Wakefield/Lynnfield Rail Trail extends from the Galvin Middle School in Wakefield north to the Lynnfield/Peabody town line, a distance of approximately 4.4 miles. Approximately 1.9 miles of the trail is located within Wakefield and 2.5 miles in Lynnfield. The corridor is the southern section of the former Newburyport Railroad and will connect to Peabody and the regional Border to Boston Trail. This project was previously programmed under the Statewide Highway Program until the FFYs 2026-30 TIP.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$4,663,611	–	–	–	–	$4,663,611
Non-Federal Funds	$1,165,903	–	–	–	–	$1,165,903
Total Funds	$5,829,514	—	—	—		$5,829,514

LYNNFIELD-WAKEFIELD-INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95



Proponent:	MassDOT
ID Number:	613383
Project Type:	Interstate Pavement
Cost:	$12,942,963
Funding Source:	Statewide Highway Funds

Scoring Summary

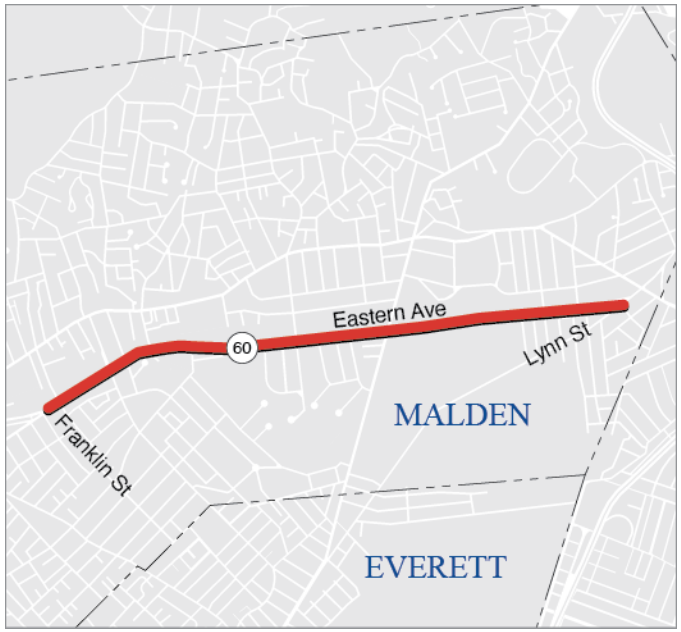
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project proposes to preserve the open-graded friction course on I-95 in Lynnfield and Wakefield.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$10,354,370	–	–	–	–	$10,354,370
Non-Federal Funds	$2,588,593	–	–	–	–	$2,588,593
Total Funds	$12,942,963	—	—	—		$12,942,963

MALDEN-DESIGN OF IMPROVEMENTS ON ROUTE 60 (PHASE 1 AND 2), FRANKLIN STREET TO LYNN STREET



Proponent:	Malden
ID Number:	S13294
Project Type:	Complete Streets
Cost:	$800,000
Funding Source:	Regional Target Funds

Scoring Summary

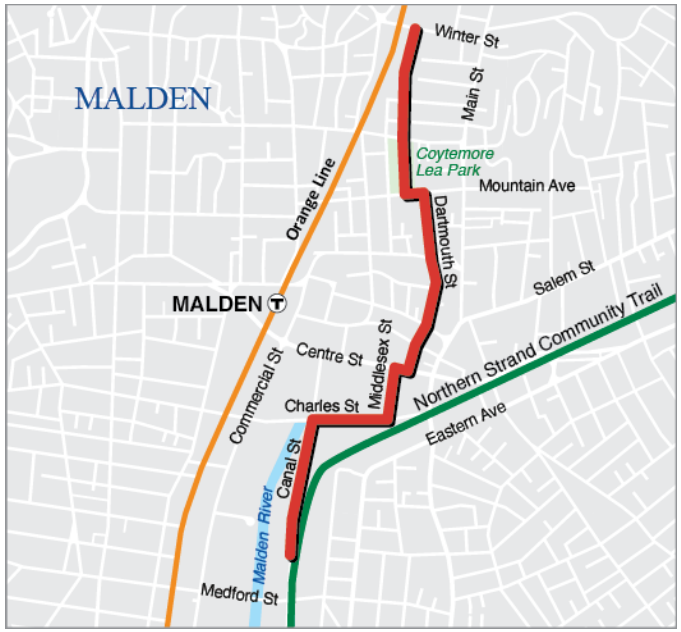
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	14.5 out of 16	17 out of 19	10.5 out of 15	10 out of 14	9.5 out of 20	8 out of 16	69.1 out of 100

Project Description

This project will design improvements to resurface Commercial Street in Malden. Sidewalks may be widened, and 9,000 feet of linear buffered bicycle facilities may be added. The project also aims to improve transit user experience for riders of MBTA buses, with roadway geometry improved for safer bus and commercial vehicle navigation. This design will include Phase 1 (Lynn Street to Broadway) and Phase 2 (Broadway to Franklin Street).

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$640,000	–	–	–	–	$640,000
Non-Federal Funds	$160,000	–	–	–	–	$160,000
Total Funds	$800,000	—	—	—		$800,000

MALDEN: SPOT POND BROOK GREENWAY



Proponent:	Malden
ID Number:	613088
Project Type:	Bicycle and Pedestrian
Cost:	$4,858,127
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	16.5 out of 30	10 out of 29	18 out of 29	5 out of 16	12 out of 12	11.5 out of 18	73 out of 134

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$3,886,502	–	$3,886,502
Non-Federal Funds	–	–	–	$971,625	–	$971,625
Total Funds	—	—	—	$4,858,127	—	$4,858,127

MARBLEHEAD: INSTALLATION OF 22 BIKE RACKS

Proponent:	Marblehead
ID Number:	S13184
Project Type:	Community Connections
Cost:	$6,250
Funding Source:	Regional Target Funds

Scoring Summary

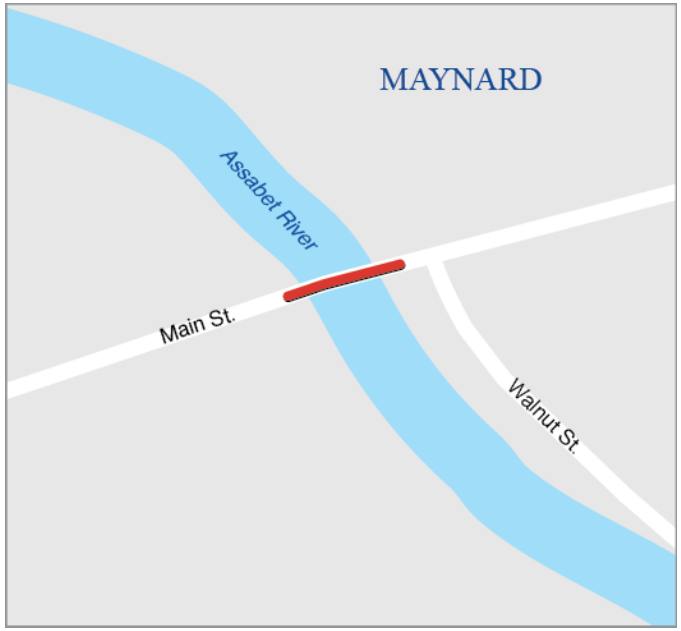
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	10 out of 18	10 out of 16	13 out of 18	7 out of 20	12 out of 18	9 out of 10	61 out of 100

Project Description

This line item will procure and support installation of 22 bicycle racks with 117 total spaces across the Town of Marblehead.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$5,000	–	–	–	–	$5,000
Non-Federal Funds	$1,250	–	–	–	–	$1,250
Total Funds	$6,250	—	—	—	—	$6,250

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



Proponent:	MassDOT
ID Number:	604564
Project Type:	Bridge
Cost:	$8,410,036
Funding Source:	Statewide Highway Funds

Scoring Summary

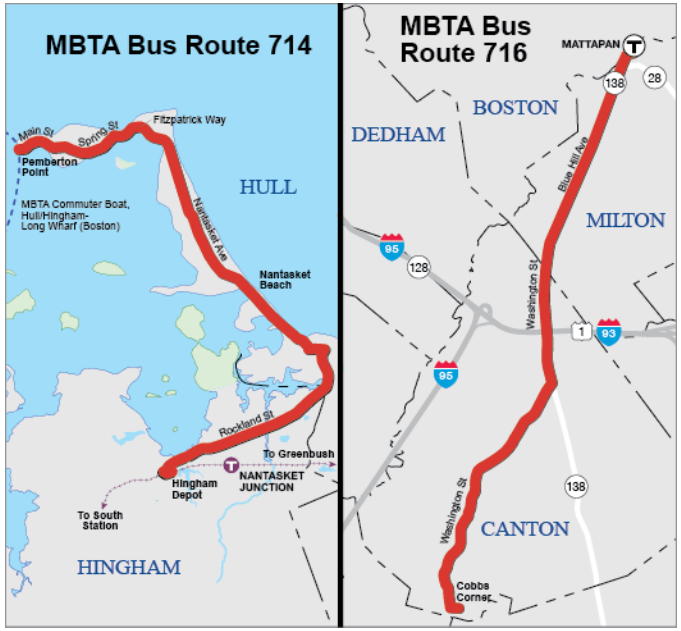
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$6,728,029	–	–	$6,728,029
Non-Federal Funds	–	–	$1,682,007	–	–	$1,682,007
Total Funds	—	—	$8,410,036	—	—	$8,410,036

MBTA: BETTER BUS PROJECT-OPERATIONAL SAFETY IMPROVEMENTS AT BUS STOPS



Proponent:	MBTA
ID Number:	S13152
Project Type:	Transit Transformation
Cost:	$3,216,897
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	10 out of 16	12 out of 16	11 out of 16	3 out of 16	5.6 out of 20	3 out of 15	44.6 out of 100

Project Description

As part of the MBTA Better Bus Project, this project will make operational safety improvements at bus stops along the 714 and 716 bus routes. The MBTA will build or improve bus stop curbs, sidewalks, signage, markings, and shelters, accessibility and customer experience where conditions are unsafe, inaccessible, in poor state of operation or repair, or where bus stops do not exist at all.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$2,573,518	–	–	–	–	$2,573,518
Non-Federal Funds	$643,379	–	–	–	–	$643,379
Total Funds	$3,216,897	—	—	—	—	$3,216,897

MBTA: BUS PRIORITY AND ACCESSIBILITY IMPROVEMENTS

Proponent:	MBTA
ID Number:	S13153
Project Type:	Transit Transformation
Cost:	$7,000,000
Funding Source:	Regional Target Funds

Scoring Summary

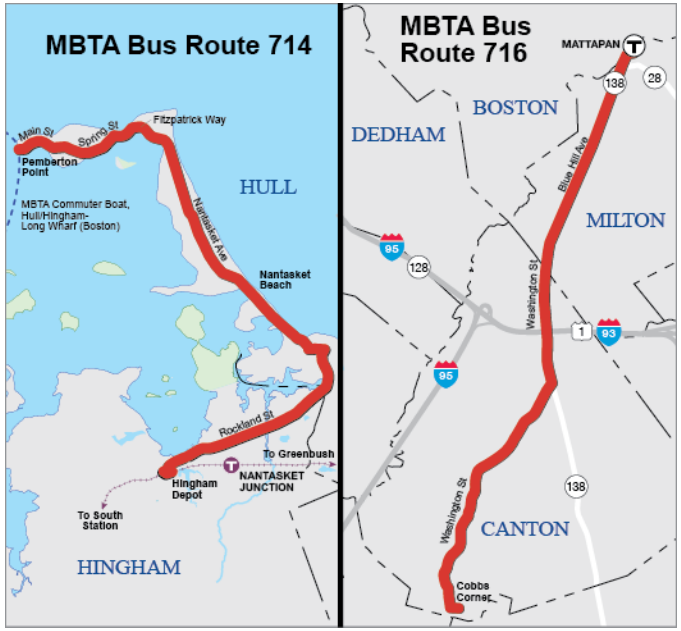
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	11 out of 16	13 out of 16	13 out of 16	3 out of 16	6 out of 20	3 out of 15	48 out of 100

Project Description

This project will address key priority areas for improving the accessibility and safety of the MBTA bus network. This project was funded with and additional $1,000,000 in FFY 2025.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$4,800,000	–	–	–	–	$4,800,000
Non-Federal Funds	$1,200,000	–	–	–	–	$1,200,000
Total Funds	$6,000,000	—	—	—	—	$6,000,000

MBTA: OPERATIONAL ENHANCEMENT OF BUS ROUTES 714 AND 716



Proponent:	MBTA
ID Number:	S13292
Project Type:	Transit Transformation
Cost:	$1,875,000
Funding Source:	Regional Target Funds

Scoring Summary

This project was submitted for consideration following completion of the scoring process for Transit Transformation projects in the FFYs 2026–30 TIP.

Project Description

This project will enable expanded service hours and frequency for MBTA bus routes 714 and 716, serving the communities of Boston (Mattapan), Canton, Hingham, Hull, and Milton. Improvements include reduced headways, Sunday service for the 716 bus, and improved first-and-last-mile connections to Commuter Rail Stations (Nantasket Junction, Canton Center, Route 128) and state parks.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,500,000	–	–	–	–	$1,500,000
Non-Federal Funds	$375,000	–	–	–	–	$375,000
Total Funds	$1,875,000	—	—	—	—	$1,875,000

MEDFORD: INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE

Proponent:	MassDOT
ID Number:	611974
Project Type:	Intersection Improvements
Cost:	$10,303,377
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will make safety improvements to the intersection of Main Street and South Street in Medford. This location has a 2010–19 pedestrian crash cluster and a 2017–19 top-200 crash location (statewide), making it a high-priority safety improvement location. The scope of this project involves reconstruction of the intersection either by constructing a roundabout or reconstructing and updating the signal control system and lane assignments. A detailed alternatives analysis will be conducted to identify the preferred traffic control for the intersection, in addition to improvements to accessibility, and bicycle and pedestrian accommodations. This project will build upon the analysis done in the Medford Square Priority Roadways Improvement Study published by the Boston Region MPO in December 2018.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$8,242,702	–	–	–	–	$8,242,702
Non-Federal Funds	$2,060,675	–	–	–	–	$2,060,675
Total Funds	$10,303,377	—	—	—	—	$10,303,377

MEDFORD: MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)

Proponent:	MassDOT
ID Number:	612001
Project Type:	Safe Routes to School
Cost:	$1,186,065
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project includes pedestrian improvements at three key intersections for students approaching Roberts Elementary School. Improvements include the following: a full pedestrian signal, curb extensions, and improved lighting at the intersection of the Fellsway with Paris Street and Fern Road, and sidewalk improvements from this intersection to the Roberts School along Park Street; pedestrian realignment, curb bump-outs, and pedestrian rapid-flashing beacons at the intersection of Salem Street and Hadley Place; and pedestrian rapid-flashing beacons, curb extensions, and improved lighting at the intersection of the Fellsway and Grant Avenue.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$948,852	–	–	–	$948,852
Non-Federal Funds	–	$237,213	–	–	–	$237,213
Total Funds	—	$1,186,065	—	—	—	$1,186,065

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

Proponent:	MassDOT
ID Number:	611982
Project Type:	Bicycle and Pedestrian
Cost:	$5,488,945
Funding Source:	Regional Target Funds

Scoring Summary

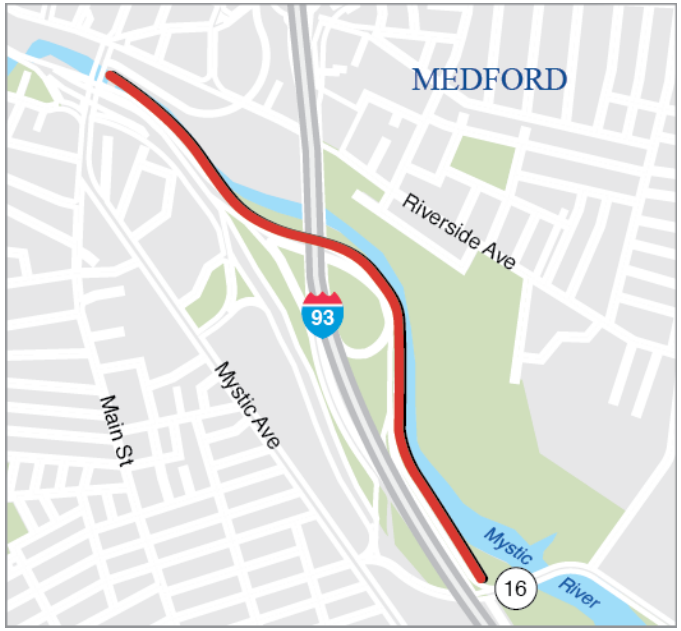
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

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

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$4,391,156	–	–	–	–	$4,391,156
Non-Federal Funds	$1,097,789	–	–	–	–	$1,097,789
Total Funds	$5,488,945	—	—	—	—	$5,488,945

MEDFORD: SOUTH MEDFORD CONNECTOR BIKE PATH



Proponent:	MassDOT
ID Number:	612499
Project Type:	Bicycle and Pedestrian
Cost:	$7,903,743
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will enhance bicycle and pedestrian connectivity in Medford by creating a shared-use path along the south side of the Mystic River. This project aims to provide a critical link in the regional transportation network by connecting two existing Department of Conservation and Recreation paths and supporting bicycle commuter access throughout the region. This project will construct an 8- to 10-foot wide pathway approximately one mile long primarily within the existing right-of-way of Route 16.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$6,322,994	–	$6,322,994
Non-Federal Funds	–	–	–	$1,580,749	–	$1,580,749
Total Funds	—	—	—	$7,903,743	—	$7,903,743

MEDFORD: WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)

Proponent:	MassDOT
ID Number:	613082
Project Type:	Bicycle and Pedestrian
Cost:	$2,091,712
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will construct the last phase of the Wellington Greenway, a 0.3-mile path along the Malden River connecting Wellington Station to existing trails such as the Northern Strand.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$1,673,370	–	–	$1,673,370
Non-Federal Funds	–	–	$418,342	–	–	$418,342
Total Funds	—	—	$2,091,712	—	—	$2,091,712

MELROSE-LEBANON STREET IMPROVEMENT PROJECT (LYNDE STREET TO MALDEN CITY LINE)

Proponent:	Melrose
ID Number:	612534
Project Type:	Complete Streets
Cost:	$10,528,000
Funding Source:	Regional Target Funds

Scoring Summary

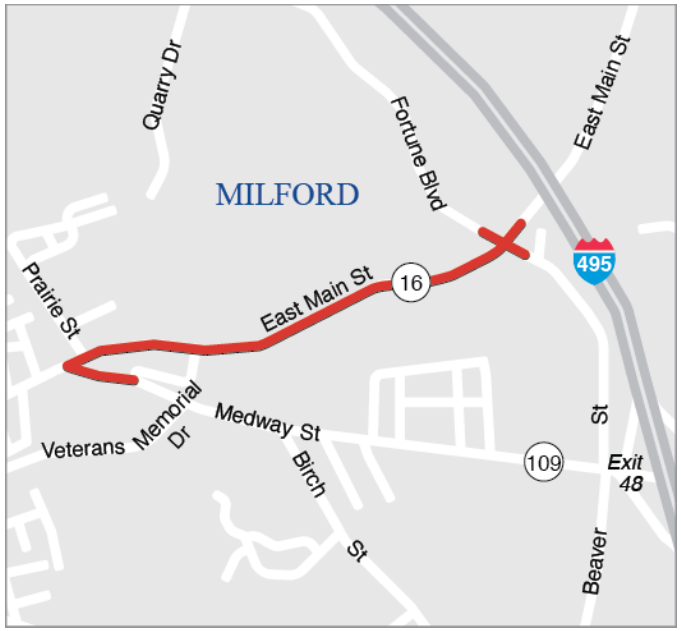
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 16	13 out of 19	12 out of 15	6 out of 14	4.4 out of 20	9 out of 16	56.4 out of 100

Project Description

This project will improve roadway condition, ADA accessibility, and pedestrian and bicycle infrastructure on Lebanon Street from Lynde Street to the Malden City Line.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$8,422,400	$8,422,400
Non-Federal Funds	–	–	–	–	$2,105,600	$2,105,600
Total Funds	—	—	—	—	$10,528,000	$10,528,000

MILFORD: REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET



Proponent:	MassDOT
ID Number:	608045
Project Type:	Complete Streets
Cost:	$13,548,565
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	20 out of 20	7 out of 29	9 out of 29	-1 out of 16	3 out of 12	5 out of 18	43 out of 134

Project Description

This project supports enhanced vehicular safety and traffic flow through the implementation of a road diet, additional roadway reconstruction, and enhanced signalization on the Route 16 (East Main Street) corridor from Route 109 (Medway Road) to Beaver Street. In addition, the project also addresses pedestrian and bicyclist safety through the addition of pavement markings for shared-use bike lanes and the construction of new six-foot sidewalks along both sides of the roadway.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$10,838,852	–	–	–	$10,838,852
Non-Federal Funds	–	$2,709,713	–	–	–	$2,709,713
Total Funds	—	$13,548,565	—	—	—	$13,548,565

MILTON: INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD

Proponent:	MassDOT
ID Number:	612616
Project Type:	Intersection Improvements
Cost:	$3,082,352
Funding Source:	Statewide Highway Funds

Scoring Summary

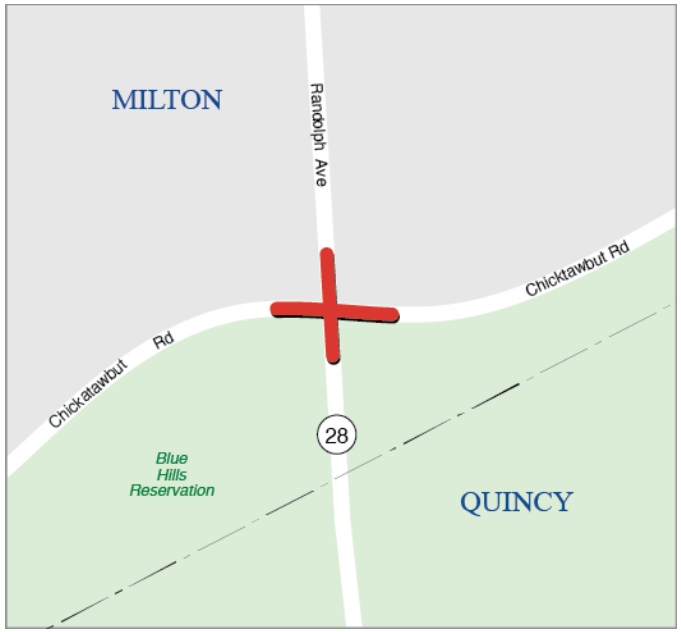
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will reconstruct the five-legged intersection at Route 138 and Bradlee Road into a roundabout.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$2,465,882	–	$2,465,882
Non-Federal Funds	–	–	–	$616,470	–	$616,470
Total Funds	—	—	—	$3,082,352	—	$3,082,352

MILTON: INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) AND CHICKATAWBUT ROAD



Proponent:	MassDOT
ID Number:	607342
Project Type:	Intersection Improvements
Cost:	$11,597,752
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

The purpose of this project is to improve the existing signalized intersection by proposing a roundabout. Additional improvements include reducing the vertical curves along Randolph Avenue to improve sight distance, providing improved pedestrian accommodations to provide better connectivity to the surrounding neighborhoods and Blue Hills reservation parking lot, reducing impacts to sensitive parkland, and improving existing utilities in the project's footprint.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$9,278,202	–	–	–	–	$9,278,202
Non-Federal Funds	$2,319,550	–	–	–	–	$2,319,550
Total Funds	$11,597,752	—	—	—	—	$11,597,752

MWRTA: CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2 – FRAMINGHAM AND NATICK EXTENDED HOURS

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

Scoring Summary

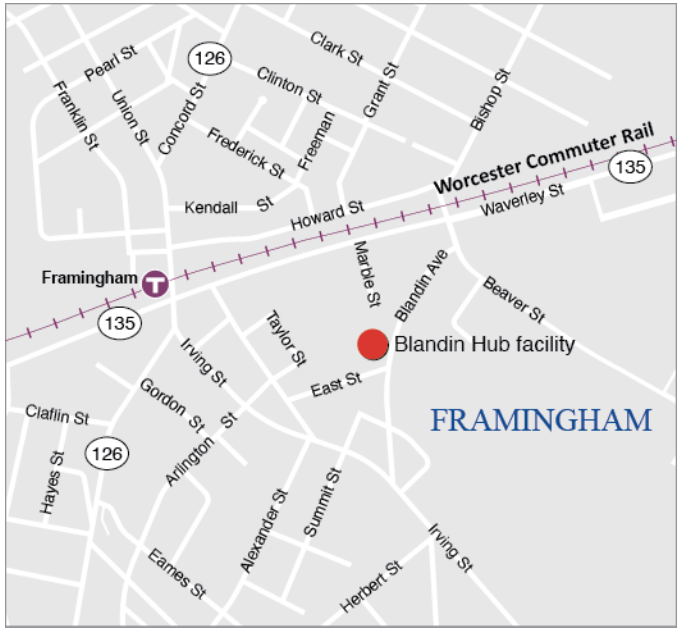
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	6 out of 18	2 out of 15	9 out of 15	9 out of 18	22 out of 24	10 out of 10	58 out of 100

Project Description

This project will expand the MetroWest Regional Transit Authority's (MWRTA) CatchConnect mictrotransit program within the municipalities of Framingham and Natick. The expanded service will improve weeknight mobility in evening hours between 7:30 PM and 10:30 PM Monday through Friday to provide a supplemental public transportation resource following the conclusion of traditional fixed-route service. This project is funded between FFYs 2024 and 2026.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$130,000	–	–	–	–	$130,000
Non-Federal Funds	$32,500	–	–	–	–	$32,500
Total Funds	$162,500	—	—	—	—	$162,500

MWRTA: BLANDIN HUB ACCESSIBLE REDESIGN INITIATIVE



Proponent:	MWRTA
ID Number:	S12971
Project Type:	Transit Transformation
Cost:	$8,500,000
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	8 out of 16	13 out of 16	16 out of 16	9 out of 16	12 out of 20	6 out of 15	64 out of 100

Project Description

This project will design and engineer improvements to the MetroWest Regional Transit Authority's Blandin Hub facility, the MWRTA's primary operations and maintenance building and a key passenger transportation hub. The Blandin Hub may be upgraded to feature an ADA-accessible driver dispatch and driver area within the operations facility. The project includes upgrades to electrical systems and HVAC energy recovery, restrooms, and driver amenities for a new training facility and expanded vehicle bays. The design will expand the customer waiting and transfer area to include a weather-enclosed waiting space in addition to other rider amenities. This project was funded with $7,750,000 in FFY 2025 to support design and construction work.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$600,000	–	–	–	–	$600,000
Non-Federal Funds	$150,000	–	–	–	–	$150,000
Total Funds	$750,000	—	—	—	—	$750,000

NATICK: COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET

Proponent:	Natick
ID Number:	610691
Project Type:	Bicycle Network and Pedestrian Connections
Cost:	$11,085,739
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 20	11 out of 14	18 out of 18	5 out of 14	8 out of 20	13 out of 14	67 out of 100

Project Description

This project will extend the Cochituate Rail Trail in Natick from its current terminus at Mechanic Street southward via a shared-use bridge to connect to the Natick Center Commuter Rail Station and Route 27.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$8,868,591	–	–	$8,868,591
Non-Federal Funds	–	–	$2,217,148	–	–	$2,217,148
Total Funds	—	—	$11,085,739	—	—	$11,085,739

NATICK: LAKE COCHITUATE PATH

Proponent:	MassDOT
ID Number:	610680
Project Type:	Bicycle and Pedestrian
Cost:	$6,084,913
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project includes a 0.4-mile segment of shared-used path along Route 9 in Natick. The project limits are from Archer Drive to the Cochituate Rail Trail. No roadway crossings are proposed, and the shared-use path will provide a bicycle and pedestrian connection between the Cochituate Rail Trail and the robust residential and commercial area that is located in close proximity to the project's western terminus, filling a critical gap in the multimodal network.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$4,867,930	–	–	–	$4,867,930
Non-Federal Funds	–	$1,216,983	–	–	–	$1,216,983
Total Funds	—	$6,084,913	—	—	—	$6,084,913

NATICK: RESURFACING AND RELATED WORK ON ROUTE 9

Proponent:	MassDOT
ID Number:	613640
Project Type:	Roadway Reconstruction
Cost:	$4,019,400
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project proposes to rehabilitate a section of the pavement on Route 9 in Natick. The project will also address some safety and ADA issues within the scope of a pavement resurfacing project. The project was formerly consolidated into one project under Project ID 609402 in the FFYs 2024–28 TIP, which also included sections of Route 9 in Framingham. Please refer to Project #613639 for the section of Route 9 in Framingham.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$3,215,520	–	$3,215,520
Non-Federal Funds	–	–	–	$803,880	–	$803,880
Total Funds	—	—	—	$4,019,400	—	$4,019,400

NEWTON: HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)

Proponent:	MassDOT
ID Number:	611997
Project Type:	Safe Routes to School
Cost:	$1,519,171
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will upgrade the intersections of Crafts Street and Albemarle Road and Albemarle Road and North Street, to improve bicycle and pedestrian accommodations near the Horace Mann Elementary School, FA Day Middle School, and the Newton Early Childhood Program. The project as proposed includes installing a fully actuated traffic signal at the Crafts Street and Albemarle Road intersection and a rapid-flashing-beacon crosswalk system at the Albemarle Road and North Street intersection. It will also require signal modifications to the existing traffic signal at Crafts Street at North Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$1,215,337	–	–	–	–	$1,215,337
Non-Federal Funds	$303,834	–	–	–	–	$303,834
Total Funds	$1,519,171	—	—	—	—	$1,519,171

NEWTON: IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)

Proponent:	MassDOT
ID Number:	613468
Project Type:	Safe Routes to School
Cost:	$1,547,435
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will implement bike and pedestrian safety improvements at the Parker Road and Route 9 intersection in support of students at the Oak Hill and Brown Middle Schools, Bowen Elementary School, and Newton South High School.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$1,237,948	–	$1,237,948
Non-Federal Funds	–	–	–	$309,487	–	$309,487
Total Funds	—	—	—	$1,547,435	—	$1,547,435

NEWTON: INSTALLATION OF 67 BIKE RACKS, 2 SHELTERS, 12 RRFBS

Proponent:	Newton
ID Number:	S13183
Project Type:	Community Connections
Cost:	$473,132
Funding Source:	Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	12 out of 18	7 out of 16	16 out of 18	9 out of 20	11 out of 18	9 out of 10	64 out of 100

Project Description

This project will purchase and install 67 bicycle racks, two bicycle shelters, and 12 Rectangular Rapid Flashing Beacons (RRFBs) for locations across the City of Newton.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$378,506	–	–	–	–	$378,506
Non-Federal Funds	$94,626	–	–	–	–	$94,626
Total Funds	$473,132	—	—	—	—	$473,132

NEWTON: INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD

Proponent:	MassDOT
ID Number:	612613
Project Type:	Intersection Improvements
Cost:	$4,872,000
Funding Source:	Statewide Highway Funds

Scoring Summary

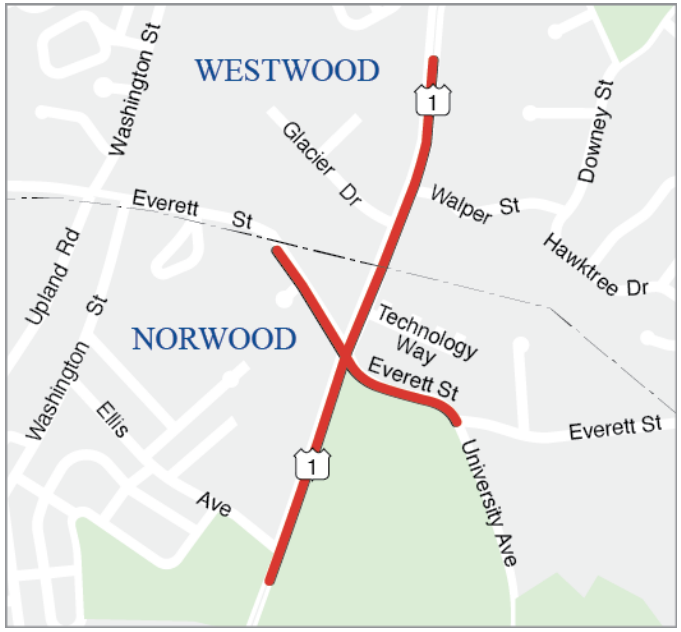
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Project will improve safety and pedestrian and bicycle access at the intersection of Route 16, Washington St, and Quinobequin Road.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$3,897,600	–	$3,897,600
Non-Federal Funds	–	–	–	$974,400	–	$974,400
Total Funds	—	—	—	$4,872,000	—	$4,872,000

NORWOOD: INTERSECTION IMPROVEMENTS AT ROUTE 1 AND UNIVERSITY AVENUE/EVERETT STREET



Proponent:	Norwood
ID Number:	605857
Project Type:	Major Infrastructure
Cost:	$27,636,336
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	11 out of 30	12 out of 29	15 out of 29	11 out of 16	2 out of 12	4 out of 18	55 out of 134

Project Description

This project includes traffic signal upgrades and associated geometric improvements at the intersection of Route 1 with University Avenue and Everett Street. Related improvements include constructing an additional travel lane in each direction on Route 1, upgrading of traffic signals, lengthening of left-turn lanes on Route 1, upgrading of pedestrian crossings at each leg of the intersection, and upgrading of bicycle amenities (loop detectors) at the intersection. The project also includes the addition of a twin culvert underneath Route 1. Rehabilitation of sidewalks, curbing, median structures, lighting, and guard rails are also proposed.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$22,109,069	–	–	–	$22,109,069
Non-Federal Funds	–	$5,527,267	–	–	–	$5,527,267
Total Funds	—	$27,636,336	—	—	—	$27,636,336

NORWOOD: INTERSECTION AND SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) AND MORSE STREET

Proponent:	MassDOT
ID Number:	608052
Project Type:	Intersection Improvements
Cost:	$14,087,774
Funding Source:	Statewide Highway Funds

Scoring Summary

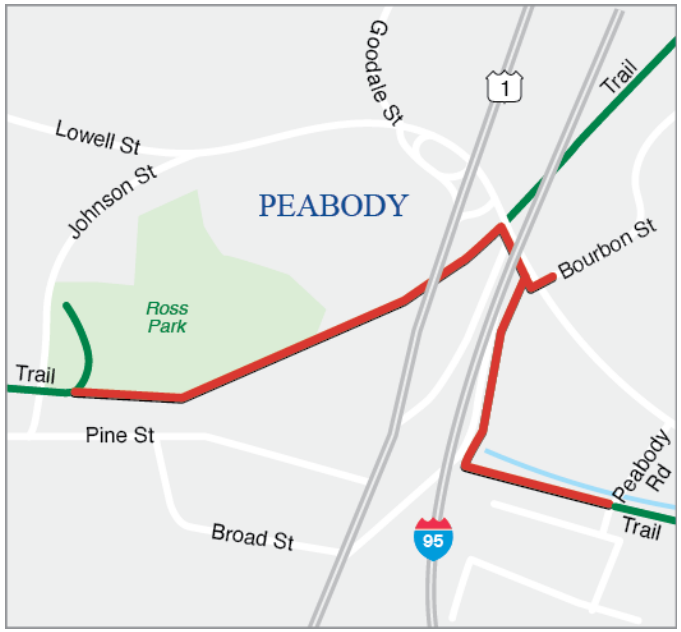
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Work will consist of improving the intersection and signals at US Route 1 (Providence Highway) and Morse Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$11,270,219	–	$11,270,219
Non-Federal Funds	–	–	–	$2,817,555	–	$2,817,555
Total Funds	—	—	—	$14,087,774	—	$14,087,774

PEABODY: MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT INTERSTATE 95 AND ROUTE 1



Proponent:	Peabody
ID Number:	610544
Project Type:	Bicycle and Pedestrian
Cost:	$19,127,610
Funding Source:	Regional Target Funds

Scoring Summary

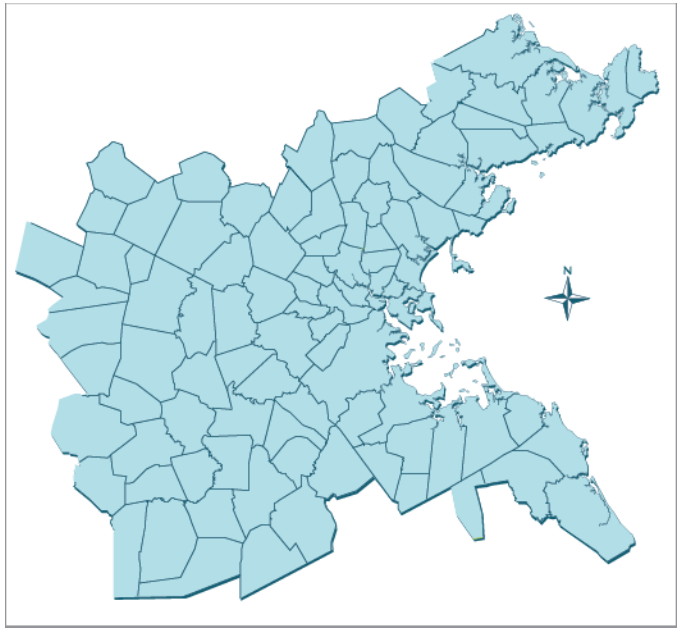
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 30	14 out of 29	11 out of 29	4 out of 16	4 out of 12	6 out of 18	53 out of 134

Project Description

The project includes construction of a new 12-foot-wide multi-use paved path along the abandoned railbed between two existing segments of the Independence Greenway in Peabody. The project also includes a connection to the existing Border to Boston trailhead at Lowell Street. The work includes full-depth pavement construction, minor drainage improvements, vegetative privacy screening, new and reset granite curb, new cement concrete sidewalk and hot mix asphalt, signal upgrades at the intersections of Lowell and Bourbon Streets and Route 1 northbound and Lowell Street, a new two-span steel pedestrian bridge, and various curb, walking, and parking improvements to the existing parking lot at 215 Newbury Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$11,172,879	–	–	–	–	$11,172,879
Non-Federal Funds	$3,825,522	–	–	–	–	$3,825,522
Total Funds	$19,127,610	—	—	—	—	$19,127,610

PROJECT DESIGN SET-ASIDE



Proponent:	Regionwide
ID Number:	S13145
Project Type:	Administrative
Cost:	$11,000,000
Funding Source:	Regional Target Funds

Scoring Summary

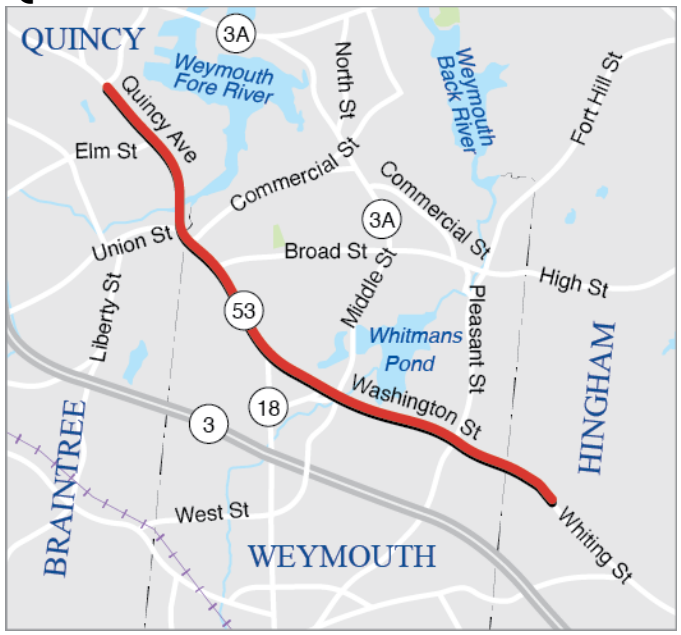
This line item sets aside funding to be programmed for projects that will be scored separately using the relevant criteria for the project type.

Project Description

This line item programs funding to be utilized in future TIPs for municipalities to conduct design work on projects. Municipalities will provide the 20% matching funding for the projects. Projects funded through this set-aside will be included in the TIP as separate line items.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$1,600,000	$2,400,000	$2,400,000	$2,400,000	$8,800,000
Non-Federal Funds	–	$400,000	$600,000	$600,000	$600,000	$2,200,000
Total Funds	—	$2,000,000	$3,000,000	$3,000,000	$3,000,000	$11,000,000

QUINCY-BRAINTREE: RESURFACING AND RELATED WORK ON ROUTE 53



Proponent:	MassDOT
ID Number:	608498
Project Type:	Roadway Reconstruction
Cost:	$11,911,069
Funding Source:	Statewide Highway Funds

Scoring Summary

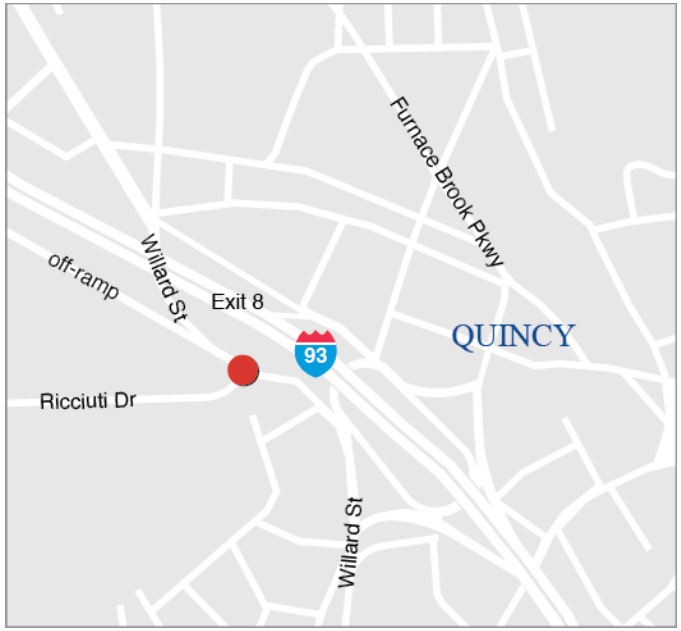
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves resurfacing on Route 53 from 500 feet northwest of the intersection with East Howard and West Howard Streets in Quincy to 100 feet northwest of the intersection with Linden Ponds Way in Weymouth.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$9,528,855	$9,528,855
Non-Federal Funds	–	–	–	–	$2,382,214	$2,382,214
Total Funds	—	—	—	—	$11,911,069	$11,911,069

QUINCY: INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE



Proponent:	Quincy
ID Number:	610823
Project Type:	Intersection Improvements
Cost:	$3,700,546
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	16.5 out of 25	11 out of 18	4.5 out of 14	-1 out of 12	5.1 out of 12	5 out of 11	41.1 out of 100

Project Description

This project will signalize the off-ramps for Interstate 93 at Willard Street and Ricciuti Drive to improve safety for all roadway users. The design of the project is currently at 75 percent. Construction of a small shared-use path connection is proposed on Willard Street to connect to future bicycle accommodations planned by the City of Quincy along Ricciuti Drive to provide connections to Quincy Quarries and multifamily residential developments. In addition to the shared-use path, the project will also upgrade all sidewalks to meet current ADA standards and improve the safety of pedestrian crossings.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$2,960,437	–	–	–	$2,960,437
Non-Federal Funds	–	$740,109	–	–	–	$740,109
Total Funds	—	$3,700,546	—	—	—	$3,700,546

RANDOLPH: RESURFACING AND RELATED WORK ON ROUTE 28

Proponent:	MassDOT
ID Number:	609399
Project Type:	Non-Interstate Pavement
Cost:	$6,231,315
Funding Source:	Statewide Highway Funds

Scoring Summary

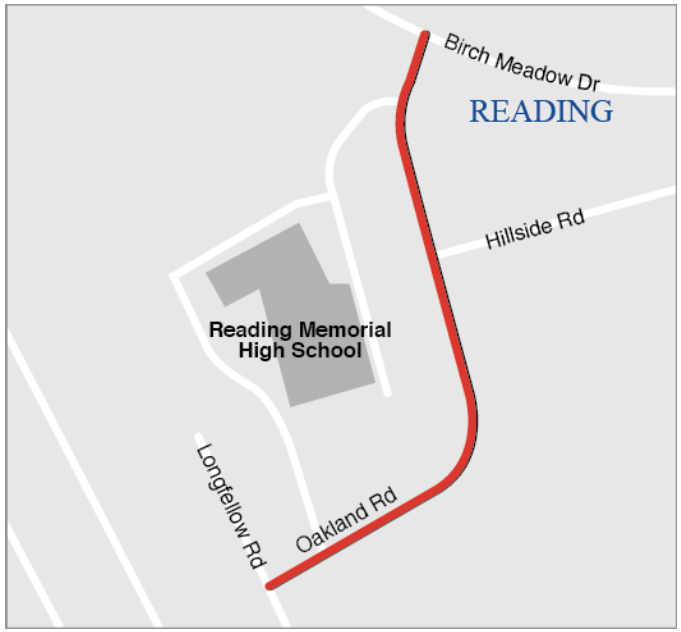
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will provide no significant expansion of bike/pedestrian facilities and is being advanced as a pavement preservation project. If needed, accessible pedestrian ramps should be provided at existing sidewalk infrastructure, existing sidewalks should be repaired if necessary, and cross-sectional distribution should be investigated through pavement marking changes for crosswalks/bicycle accommodations.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$4,985,052	–	–	–	–	$4,985,052
Non-Federal Funds	$1,246,263	–	–	–	–	$1,246,263
Total Funds	$6,321,315	—	—	—	—	$6,321,315

READING: OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)



Proponent:	MassDOT
ID Number:	613564
Project Type:	Safe Routes to School
Cost:	$2,486,024
Funding Source:	Statewide Highway Funds

Scoring Summary

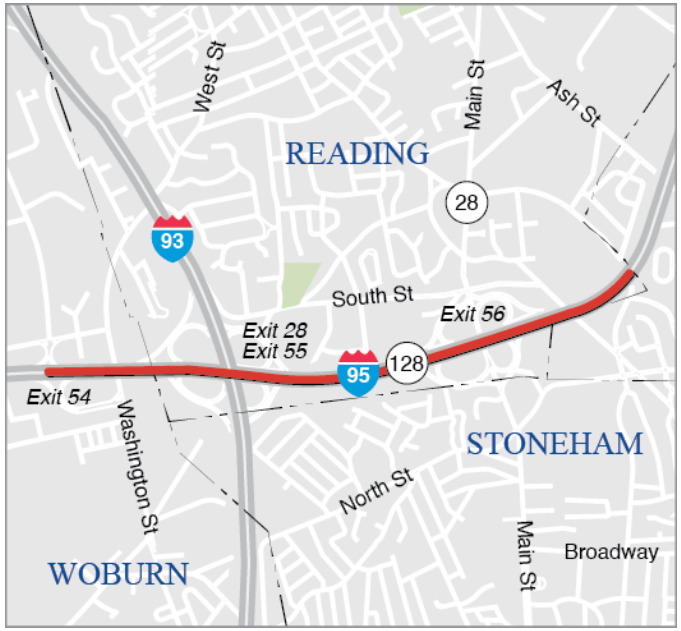
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The proposed project implements a road diet on Oakland Road by reducing the width of the existing travel lanes and creating space for a shared use path with hardscape buffer as well as intersection safety improvements at Hillside Road and Birch Meadow Drive, including but not limited to, new sidewalks, curbing, curb extensions, roadway resurfacing, signage, crosswalk improvements, and pavement markings.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$1,988,819	–	–	$1,988,819
Non-Federal Funds	–	–	$497,205	–	–	$497,205
Total Funds	—	—	$2,486,024	—	—	$2,486,024

READING-STONEHAM-WAKEFIELD: IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE



Proponent:	MassDOT
ID Number:	609527
Project Type:	Freight
Cost:	$9,848,216
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

The project consists of adding a 5th lane on I-95 Northbound between the on-ramp from I 93 NB and the off-ramp to Route 28 NB, and a 4th lane between Route 28 and the (I-95) off-ramp to North Avenue, a total distance of approximately 1.85 miles.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$7,878,573	–	$7,878,573
Non-Federal Funds	–	–	–	$1,969,643	–	$1,969,643
Total Funds	—	—	—	$9,848,216	—	$9,848,216

READING-WILMINGTON: BRIDGE PRESERVATION, W-38-028 (2HR, 2HT) AND R-03-011 (2HK), I-93 (NB/SB) OVER MBTA B&M RAILROAD AND I-95/STATE ROUTE 128

Proponent:	MassDOT
ID Number:	613276
Project Type:	Bridge
Cost:	$18,601,526
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will do preservation of the deck, superstructure, and substructure of the bridges carrying I-93 (NB/SB) over the MBTA railroad and I-95/Route 128.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$8,000,000	$6,881,221	–	–	–	$14,881,221
Non-Federal Funds	$2,000,000	$1,720,305	–	–	–	$3,720,305
Total Funds	$10,000,000	$8,601,526	—	—	—	$18,601,526

REVERE: IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)

Proponent:	MassDOT
ID Number:	612100
Project Type:	Safe Routes to School
Cost:	$801,656
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This Safe Routes to School project proposes pedestrian improvements at several intersections surrounding Beachmont Veterans Elementary School in Revere. This project will reconstruct sections of sidewalk and curbing, improve markings at several crosswalks, and add tactile warning panels at some locations.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$641,325	–	–	–	$641,325
Non-Federal Funds	–	$160,331	–	–	–	$160,331
Total Funds	—	$801,656	—	—	—	$801,656

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

Proponent:	MassDOT
ID Number:	610543
Project Type:	Roadway Reconstruction
Cost:	$9,430,400
Funding Source:	Statewide Highway Funds

Scoring Summary

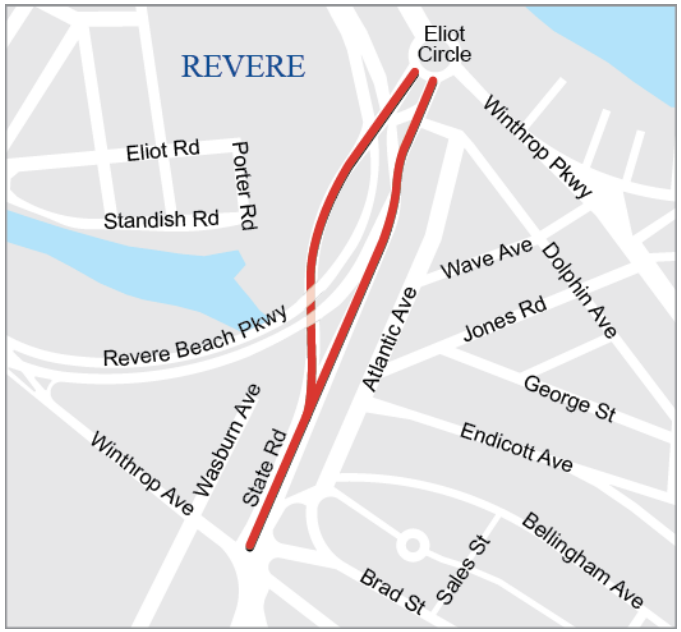
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The purpose of this project is to add-a-lane on Route 1 north bound between Copeland Circle and Salem Street offramp to improve the traffic operations and safety at this bottleneck.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$7,544,320	–	$7,544,320
Non-Federal Funds	–	–	–	$1,886,080	–	$1,886,080
Total Funds	—	—	—	$9,430,400	—	$9,430,400

REVERE: STATE ROAD BEACHMONT CONNECTOR



Proponent:	MassDOT
ID Number:	612523
Project Type:	Bicycle and Pedestrian
Cost:	$7,957,331
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

The primary goal of this project is to provide a safe path for bicyclists and improve pedestrian and vehicular safety along State Road between Donnelly Square and Eliot Circle in Revere. The proposed scope will reduce both northbound and southbound travel on State Road from two lanes to a single lane to provide bicycle and pedestrian facilities, including a two-way, separated bicycle lane on the west side of the corridor and a one-way, parking-protected bicycle lane along the east side of the corridor. This project will improve the sidewalk along both sides of State Road, providing a direct connection for pedestrians to the Beachmont MBTA Blue Line station that is comfortable, safe, and accessible. Crosswalks with accessible ramps are proposed across all side streets and there is a proposed crossing of State Road just south of Ocean Avenue that will connect proposed facilities to the existing sidewalk on Revere Beach Parkway.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$6,365,865	–	–	–	$6,365,865
Non-Federal Funds	–	$1,591,466	–	–	–	$1,591,466
Total Funds	—	$7,957,331	—	—	—	$7,957,331

SALEM: BROAD STREET AND DALTON PARKWAY CORRIDOR PROJECT (DESIGN ONLY)

Proponent:	Salem
ID Number:	S13129
Project Type:	Complete Streets
Cost:	$1,068,780
Funding Source:	Regional Target Funds

Scoring Summary

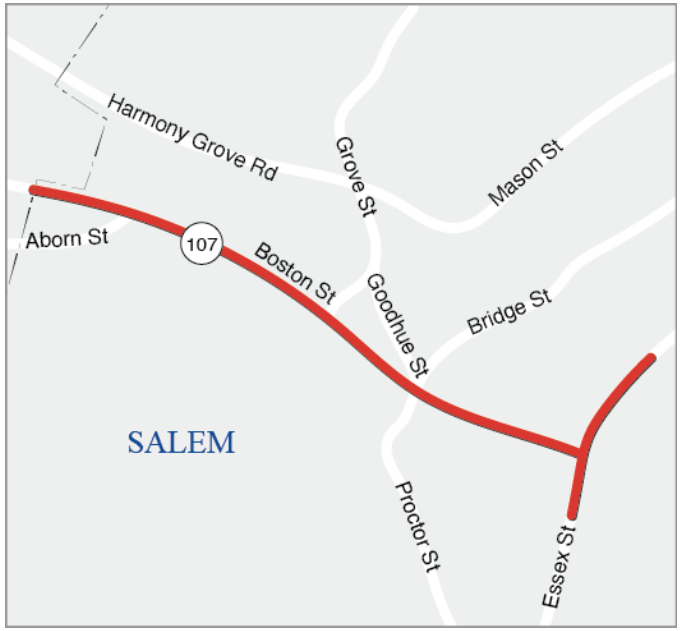
Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12.5 out of 16	15 out of 19	13 out of 15	10 out of 14	6.2 out of 20	8 out of 16	68.1 out of 100

Project Description

The proposed design for the project would right-size 2,065 linear feet of roadway to improve multimodal accommodations, including the addition of bicycle facilities where none currently exist. The intersections of Broad and Flint Streets and Broad and Jackson Streets will also be improved for better accessibility and safety for vulnerable users near Collins Middle School.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$855,024	–	–	–	–	$855,024
Non-Federal Funds	$213,756	–	–	–	–	$213,756
Total Funds	$1,068,780	—	—	—	—	$1,068,780

SALEM-PEABODY: BOSTON STREET IMPROVEMENTS



Proponent:	Salem
ID Number:	609437
Project Type:	Complete Streets
Cost:	$25,155,213
Funding Source:	Regional Target Funds

Scoring Summary

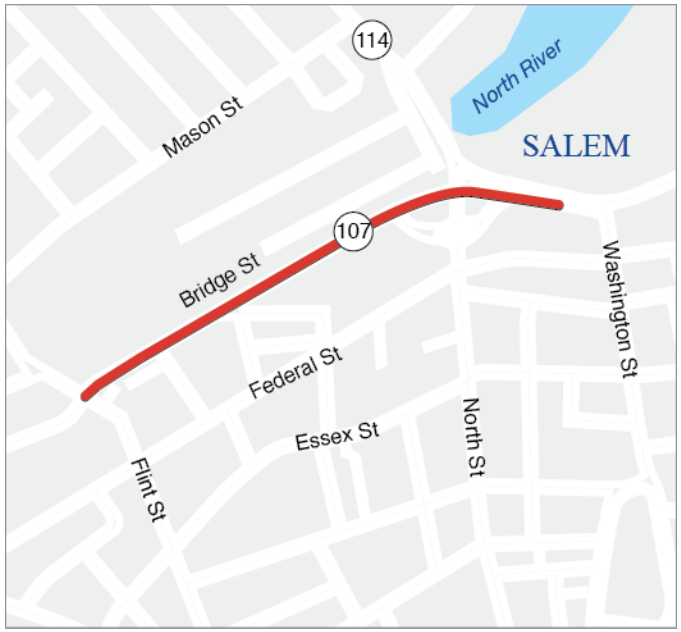
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 18	15 out of 20	11 out of 18	8 out of 12	11 out of 20	11 out of 12	68 out of 100

Project Description

This project aims to improve mobility for vehicles, bicycles, and pedestrians between Salem and Peabody and create separated bicycle facilities between the two municipalities. In addition to off-street bicycle facilities, major improvements to the corridor include incorporating Complete Streets design elements such as ADA/AAB-compliant sidewalks, pedestrian ramps, and crosswalks. This project will add a new traffic signal at the intersection of Boston Street and Aborn Street and will upgrade existing traffic signals at the intersections of Boston Street and Essex Street, Boston Street and Bridge Street/Proctor Street/Goodhue Street, and Boston Street and Grove Street/Nichols Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$20,124,170	–	–	–	$20,124,170
Non-Federal Funds	–	$5,031,043	–	–	–	$5,031,043
Total Funds	—	$25,155,213	—	—	—	$25,155,213

SALEM: RECONSTRUCTION OF BRIDGE STREET (ROUTE 107), FROM FLINT STREET TO 150 FEET WEST OF WASHINGTON STREET



Proponent:	MassDOT
ID Number:	612990
Project Type:	Roadway Reconstruction
Cost:	$11,667,590
Funding Source:	Statewide Highway Funds

Scoring Summary

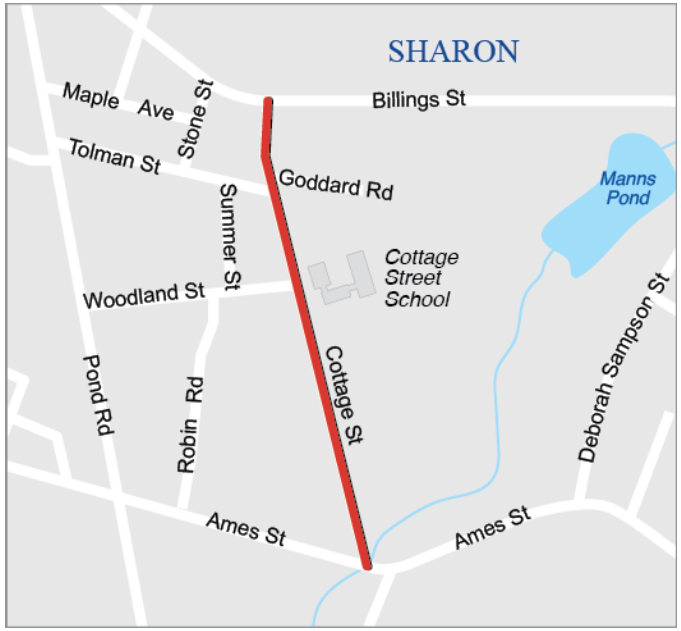
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The proposed project consists of a Complete Street design that is context-sensitive and compatible with local planning initiatives. A separated shared-use-path is proposed on the northerly side of Bridge Street and full pedestrian and bicycle accommodations along the southerly side, providing a valuable multimodal connection within the community, including to the MBTA garage.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$9,334,072	–	–	–	$9,334,072
Non-Federal Funds	–	$2,333,518	–	–	–	$2,333,518
Total Funds	—	$11,667,590	—	—	—	$11,667,590

SHARON: COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)



Proponent:	MassDOT
ID Number:	612889
Project Type:	Safe Routes to School
Cost:	$4,258,649
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will make upgrades to promote safety along the roadways surrounding Cottage Street Elementary School in Sharon through the Safe Routes to School program. This project proposes to create continuous sidewalks along the entirety of Cottage Street, from Billings Street to Ames Street. Work will involve reconstructing all existing sidewalks and adding new sidewalks where none exist today. The project also proposes the addition of rectangular rapid-flashing beacons at five crosswalks along Cottage Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$3,406,919	–	$3,406,919
Non-Federal Funds	–	–	–	$851,730	–	$851,730
Total Funds	—	—	—	$4,258,649	—	$4,258,649

SHARON: INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95

Proponent:	MassDOT
ID Number:	613356
Project Type:	Interstate Pavement
Cost:	$16,228,800
Funding Source:	Statewide Highway Funds

Scoring Summary

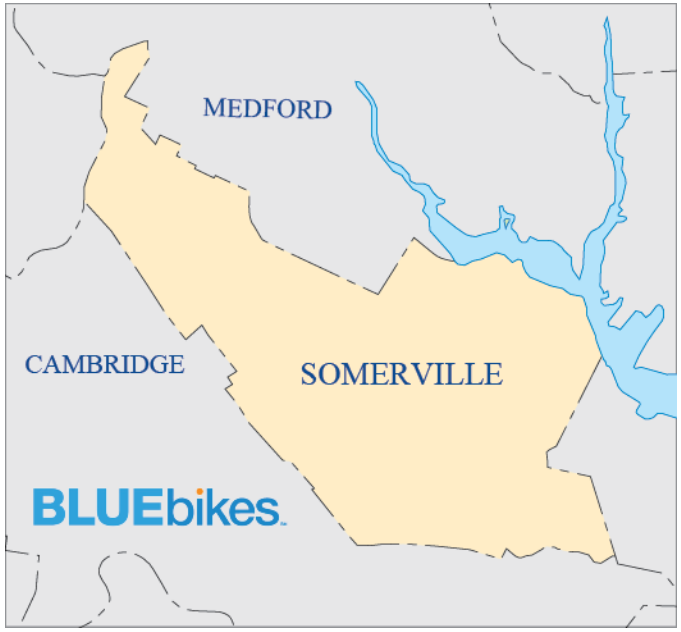
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves resurfacing on I-95 in Sharon from the exit 17 on-ramp on I-95 North (the northern terminus of the project limits of project 613343) to about a quarter-mile southwest of the Coney Street overpass.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$12,983,040	–	$12,983,040
Non-Federal Funds	–	–	–	$3,245,760	–	$3,245,760
Total Funds	—	—	—	$16,228,800	—	$16,228,800

SOMERVILLE: BLUEBIKES STATION REPLACEMENT, 5 STATIONS



Proponent:	Somerville
ID Number:	S13181
Project Type:	Community Connections
Cost:	$107,417
Funding Source:	Regional Target Funds

Scoring Summary

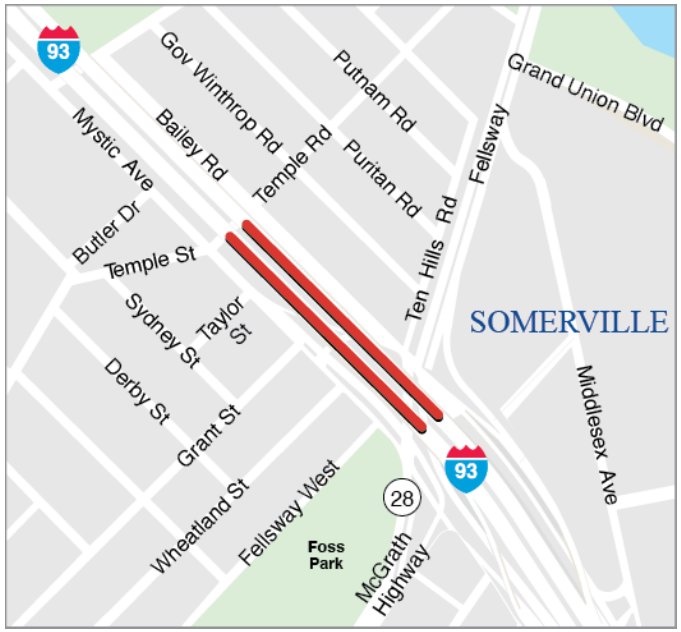
Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	11.5 out of 18	10 out of 16	14 out of 18	11 out of 16	15 out of 18	6 out of 10	67.5 out of 100

Project Description

This project will replace five stations in Somerville, including stations in the neighborhoods of Magoun Square, Winter Hill, Spring Hill, Union Square, and Davis Square.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$85,934	–	–	–	–	$222,502
Non-Federal Funds	$21,483	–	–	–	–	$55,625
Total Funds	$107,417	—	—	—	—	$278,127

SOMERVILLE: BRIDGE PRESERVATION, S-17-031, I-93 (NB and SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)



Proponent:	MassDOT
ID Number:	612496
Project Type:	Bridge
Cost:	$217,509,197
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

This project will rehabilitate bridge S-17-031, which carries an elevated portion of Interstate 93 between Route 28 and Temple Street in Somerville. This is a continuation of a bridge preservation project on the same portion of Interstate 93 (Project #606528), which began construction in late 2021.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$16,000,000	$56,000,000	$56,000,000	$46,007,358	$174,007,358
Non-Federal Funds	–	$4,000,000	$14,000,000	$14,000,000	$11,501,839	$43,501,839
Total Funds	—	$20,000,000	$70,000,000	$70,000,000	$57,509,197	$217,509,197

SOMERVILLE: BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA

Proponent:	MassDOT
ID Number:	612634
Project Type:	Bridge
Cost:	$93,854,208
Funding Source:	Statewide Highway Funds

Scoring Summary

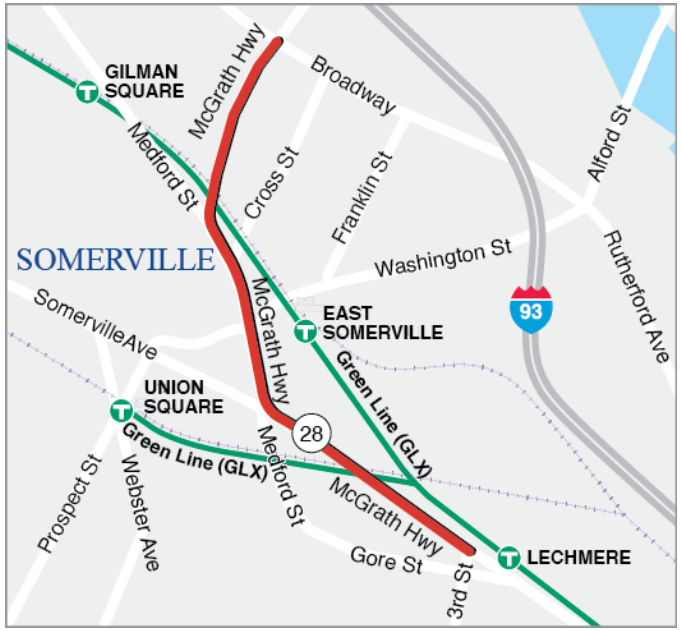
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project is to replace the Squire's Bridge carrying McGrath Hwy (Route 28) over Somerville Ave Extension & MBTA in Somerville, MA. The bridge will be replaced with a functional equivalent that also incorporates multi-modal accommodations. The project includes approach work along McGrath Hwy on either side of the bridge, including vaults, median barrier, curb, sidewalk, lighting, guardrail, curb ramps, stairways and/or pedestrian ramps, and other related work.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$39,326,694	$35,756,672	$75,083,366
Non-Federal Funds	–	–	–	$9,831,674	$8,939,168	$18,770,842
Total Funds	—	—	—	$49,158,368	$44,695,840	$93,854,208

SOMERVILLE: MCGRATH BOULEVARD CONSTRUCTION



Proponent:	MassDOT
ID Number:	607981
Project Type:	Major Infrastructure
Cost:	$128,385,573
Funding Source:	Regional Target Funds

Scoring Summary

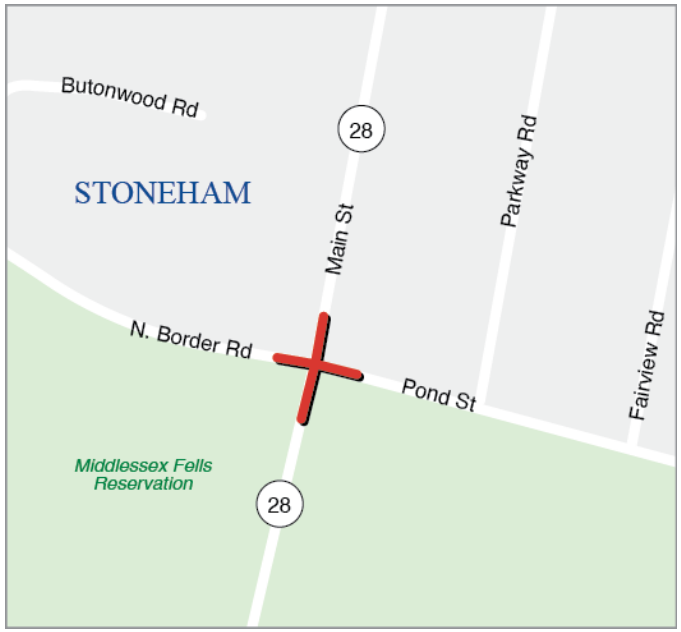
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 18	19 out of 20	13 out of 18	8 out of 12	9.2 out of 20	10 out of 12	72.2 out of 100

Project Description

This project will remove the existing McCarthy Viaduct along McGrath Boulevard in Somerville and replace it with an at-grade urban boulevard, approximately 1.5 miles long, from Broadway in the north to Third Street in the south. The project will result in more conventional intersection configurations at Washington Street and Somerville Avenue, which are currently under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks. The project will enhance transit access along the corridor, improving bus operations and the bus rider experience with the installation of floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections. New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Somerville Community Path, creating access to the regional bicycle network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line station in East Somerville. This project is anticipated to be funded over four fiscal years, with the first year of funding in FFY 2027.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$24,000,000	$26,460,568	$24,248,000	$28,000,000	$102,708,458
Non-Federal Funds	–	$6,000,000	$6,615,115	$6,062,000	$7,000,000	$25,677,115
Total Funds	—	$30,000,000	$33,075,753	$30,310,000	$35,000,000	$128,385,573

STONEHAM: INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET



Proponent:	MassDOT
ID Number:	610665
Project Type:	Intersection Improvements
Cost:	$6,618,858
Funding Source:	Statewide Highway Funds

Scoring Summary

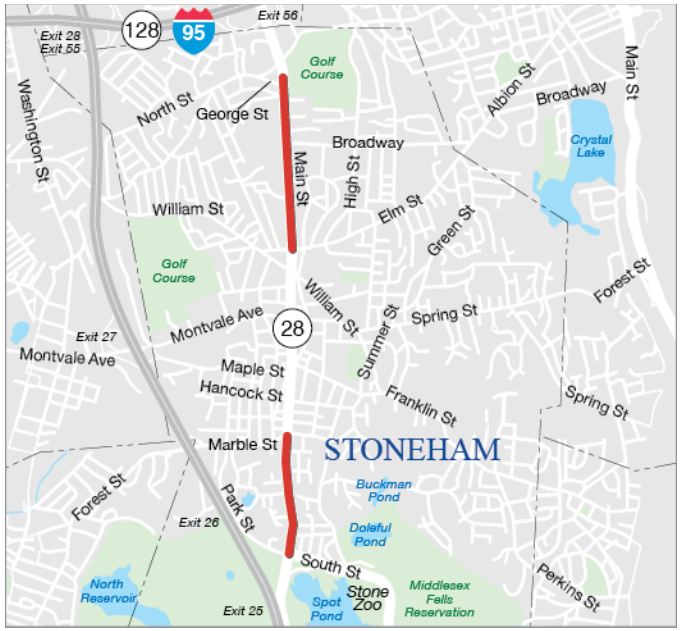
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project will include intersection improvements that will increase operational efficiency while enhancing safety and reducing crashes at the intersection of Route 28 (Main Street), North Border Road, and Pond Street in Stoneham.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$5,295,086	–	–	$5,295,086
Non-Federal Funds	–	–	$1,323,772	–	–	$1,323,772
Total Funds	—	—	$6,618,858	—	—	$6,618,858

STONEHAM: RESURFACING ON ROUTE 28



Proponent:	MassDOT
ID Number:	612026
Project Type:	Non-Interstate Pavement
Cost:	$1,896,496
Funding Source:	Statewide Highway Funds

Scoring Summary

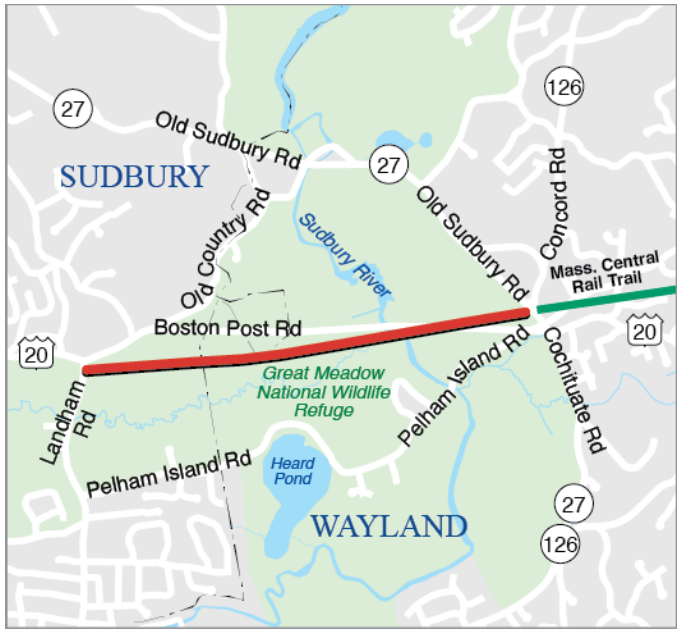
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves resurfacing on two sections of Route 28 in Stoneham: from North Border Road/South Street to Marble Street and from Elm Street to about 50 feet north of George Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$1,517,197	–	$1,517,197
Non-Federal Funds	–	–	–	$379,299	–	$379,299
Total Funds	—	—	—	$1,896,496	—	$1,896,496

SUDBURY-WAYLAND: MASS CENTRAL RAIL TRAIL (MCRT)



Proponent:	MassDOT
ID Number:	610660
Project Type:	Bicycle and Pedestrian
Cost:	$6,583,786
Funding Source:	Statewide Highway Funds

Scoring Summary

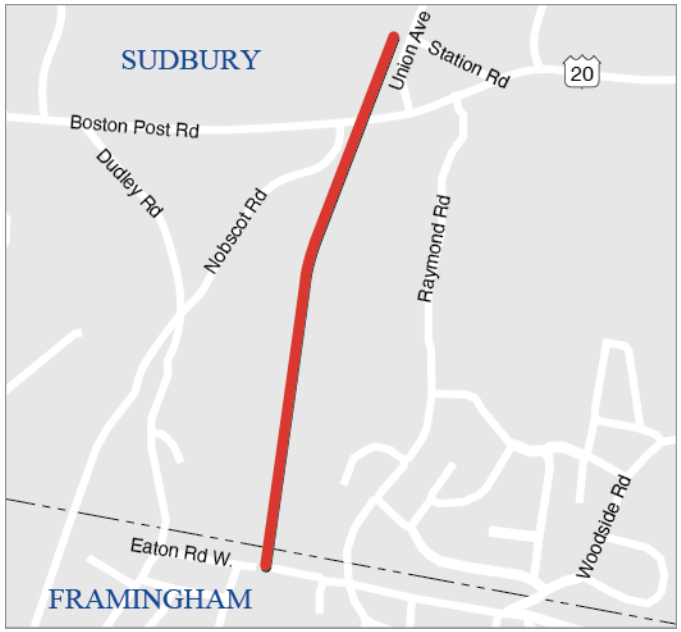
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will extend the Mass Central Rail Trail from its existing terminus at Andrew Road in Wayland to Landham Road in Sudbury, a distance of approximately 1.6 miles.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$3,133,090	–	–	$3,133,090
Non-Federal Funds	–	–	$783,273	–	–	$783,273
Total Funds	—	—	$3,916,363	—	—	$3,916,363

SUDBURY-FRAMINGHAM: BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST



Proponent:	MassDOT
ID Number:	613319
Project Type:	Bicycle and Pedestrian
Cost:	$8,628,506
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 16	8.5 out of 15	10.5 out of 17	7 out of 16	3.5 out of 20	9 out of 16	50.5 out of 100

Project Description

Phase 3 of the Bruce Freeman Rail Trail (BFRT) spans approximately 1.3 miles from Eaton Road W in Framingham to the Sudbury Diamond Railroad Crossing. The proposed trail will be a 10-foot, paved shared-use path along the former railroad corridor with two-foot-dense graded crushed stone shoulders. Sidewalks and pedestrian curb ramps at the at-grade intersection of the trail and Route 20 are proposed to be updated to create an ADA compliant and accessible crossing at the existing signalized intersection of Nobscot Road/Route 20. A parking lot is also being proposed along Nobscot Road, approximately 550 feet south of Route 20. Other work includes fixing or replacing culverts and stream crossings where necessary and implementing safety fencing along the trail where necessary. This project is funded across two federal fiscal years starting in FFY 2029.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$6,902,805	–	$6,902,805
Non-Federal Funds	–	–	–	$1,725,701	–	$1,725,701
Total Funds	—	—	—	$8,628,506	—	$8,628,506

SWAMPSCOTT: RAIL TRAIL CONSTRUCTION

Proponent:	Swampscott
ID Number:	610666
Project Type:	Bicycle and Pedestrian
Cost:	$8,624,000
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 20	5 out of 14	18 out of 18	12 out of 14	7.4 out of 20	11 out of 14	66.4 out of 100

Project Description

This project will construct a new 2.1-mile-long multi-use linear park running the length of Swampscott and connecting with the existing Marblehead Rail Trail and the larger East Coast Greenway. This project will provide safe, accessible connections to the Town's schools, recreation areas, MBTA commuter rail station, and natural resources for people walking and bicycling. The project will feature a 10-foot-wide trail with a two-foot sloping shoulder on each side. The trail will cross Paradise Road (Route 1A) with a pedestrian bridge using the existing railroad abutments from the former rail line. Trail amenities will be located at the Swampscott Middle School, including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$6,899,200	–	$6,899,200
Non-Federal Funds	–	–	–	$1,724,800	–	$1,724,800
Total Funds	—	—	—	$8,624,000	—	$8,624,000

TOPSFIELD: BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK

Proponent:	MassDOT
ID Number:	612076
Project Type:	Bridge
Cost:	$5,896,563
Funding Source:	Statewide Highway Funds

Scoring Summary

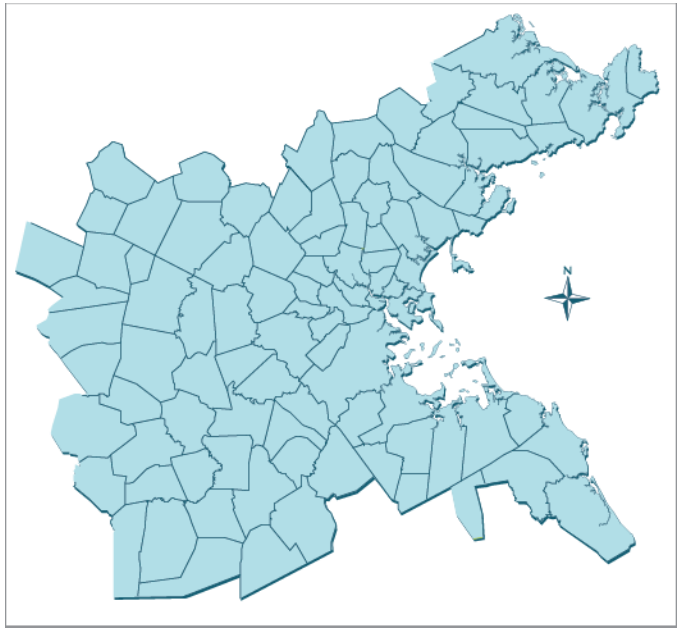
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace T-06-013, which carries Perkins Row over Mile Brook in Topsfield.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	$4,717,250	–	–	–	$4,717,250
Non-Federal Funds	–	$1,179,313	–	–	–	$1,179,313
Total Funds	—	$5,896,563	—	—	—	$5,896,563

TRANSIT TRANSFORMATION PROGRAM



Proponent:	Regionwide
ID Number:	S12113
Project Type:	Community Connections
Cost:	$19,500,000
Funding Source:	Regional Target Funds

Scoring Summary

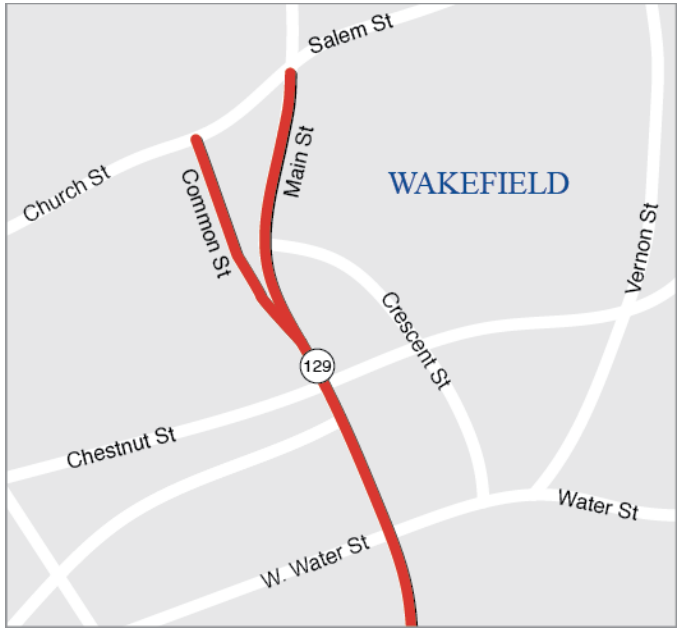
The scoring criteria for the Transit Transformation Program are listed in Appendix A. Scores for projects funded in the FFYs 2026-30 TIP through this program are available on those projects' pages within this chapter.

Project Description

The MPO's Transit Transformation Program was established in *Destination 2050*, the MPO's current Long-Range Transportation Plan. This program will allocate a portion of the MPO's Regional Target Highway funds to transit projects that advance the MPO's goals in the region, including upgrades to stations and facilities and the purchase of vehicles for transit providers. Specific projects will be funded using these reserved funds in future TIP cycles.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$4,800,000	$5,200,000	$5,600,000	$15,600,000
Non-Federal Funds	–	–	$1,200,000	$1,300,000	$1,400,000	$3,900,000
Total Funds	—	—	$6,000,000	$6,500,000	$7,000,000	$19,500,000

WAKEFIELD: MAIN STREET CORRIDOR IMPROVEMENT PROJECT



Proponent:	Wakefield
ID Number:	610545
Project Type:	Complete Streets
Cost:	$28,492,560
Funding Source:	Regional Target Funds

Scoring Summary

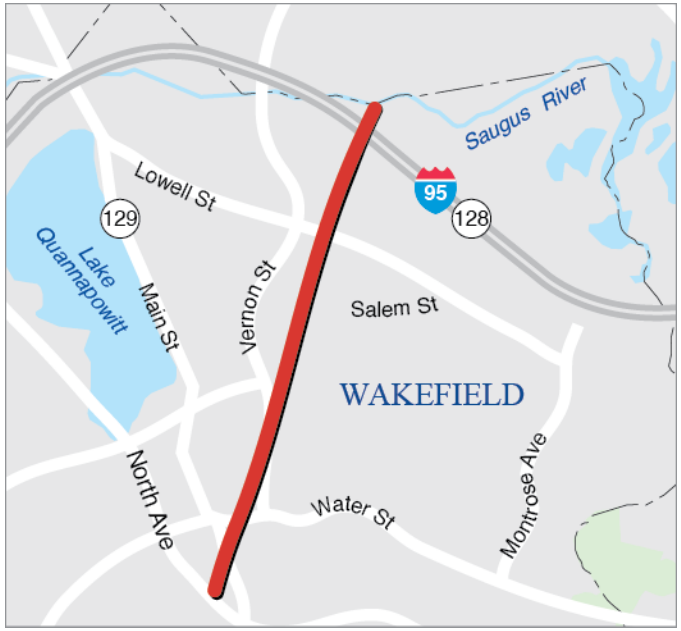
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 18	14.5 out of 20	9 out of 18	6 out of 12	8.8 out of 20	11 out of 12	61.8 out of 100

Project Description

This Complete Streets project redesigns Route 129 (Main Street) in downtown Wakefield to integrate comprehensive multimodal facilities through the addition of shared-use-paths, median refuges, curb bump outs, and other geometric improvements. The project improves safety for all users with upgrades to lighting and turn radii, including for emergency response vehicles. This project may be coordinated for additional improvements to the Wakefield-Lynnfield Rail Trail Extension in MassDOT's Statewide Highway program.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$22,794,048	–	–	$22,794,048
Non-Federal Funds	–	–	$5,698,512	–	–	$5,698,512
Total Funds	—	—	$28,492,560	–	–	$28,492,560

WAKEFIELD: RAIL TRAIL CONSTRUCTION, NORTHERN SEGMENT



Proponent:	MassDOT
ID Number:	S13230
Project Type:	Bicycle and Pedestrian
Cost:	$14,732,000
Funding Source:	Statewide Highway Funds

Scoring Summary

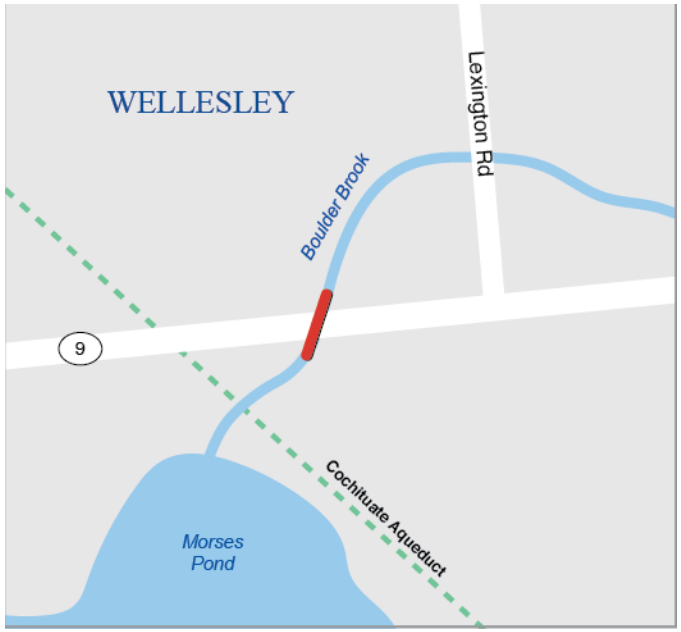
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will construct the northern section of the Wakefield Rail Trail, which will eventually connect to the Lynnfield Rail Trail.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	–	$11,785,600	$11,785,600
Non-Federal Funds	–	–	–	–	$2,946,400	$2,946,400
Total Funds	—	—	—	—	$14,732,000	$14,732,000

WELLESLEY: DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION



Proponent:	MassDOT
ID Number:	613154
Project Type:	Roadway Reconstruction
Cost:	$11,252,815
Funding Source:	Statewide Highway Funds

Scoring Summary

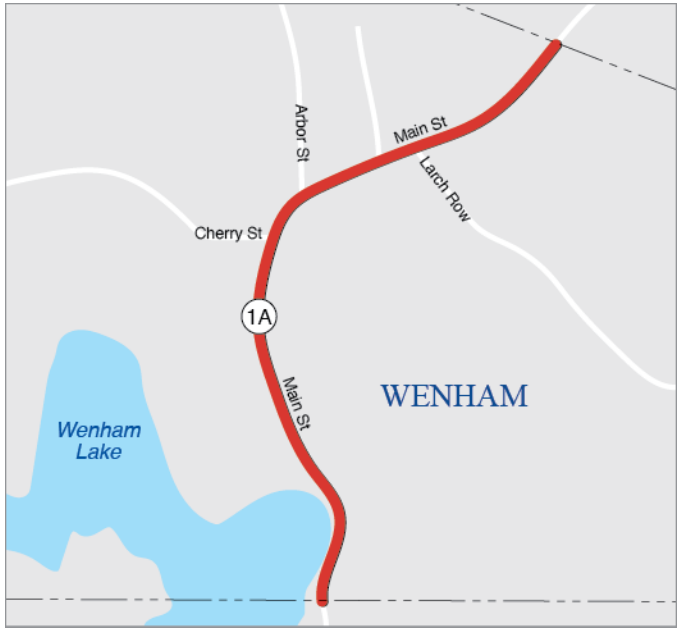
This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project aims to replace an existing 42" reinforced concrete culvert under Route 9 and assess alternatives on the culvert replacement within Cochituate Aqueduct. Additionally, the project will assess drainage improvements. The culvert under Route 9 that spans over Boulder Brook in Cochituate Aqueduct is owned by the Town of Wellesley. MassDOT has jurisdiction on Route 9 along with the culvert under Route 9.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$9,002,252	–	–	$9,002,252
Non-Federal Funds	–	–	$2,250,563	–	–	$2,250,563
Total Funds	—	—	$11,252,815	—	–	$11,252,815

WENHAM: SAFETY IMPROVEMENTS ON 1A



Proponent:	Wenham
ID Number:	609388
Project Type:	Intersection Improvements
Cost:	$4,941,812
Funding Source:	Statewide Highway Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	17 out of 25	9 out of 18	7.5 out of 14	-4 out of 12	2.4 out of 20	2.5 out of 11	34.4 out of 100

Project Description

The project will include a redesign of the existing roadway by installing signage designated turning lanes at key locations and two fully signalized intersections This project will also include improvements to the existing sidewalks, the installation of new sidewalks and the redesign and relocation of existing pedestrian crosswalks.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$3,953,450	–	–	–	–	$183,151
Non-Federal Funds	$988,362	–	–	–	–	$45,788
Total Funds	$4,941,812	—	—	—	—	$4,941,812

WESTON: INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET

Proponent:	Weston
ID Number:	608940
Project Type:	Intersection Improvements
Cost:	$3,966,586
Funding Source:	Regional Target Funds

Scoring Summary

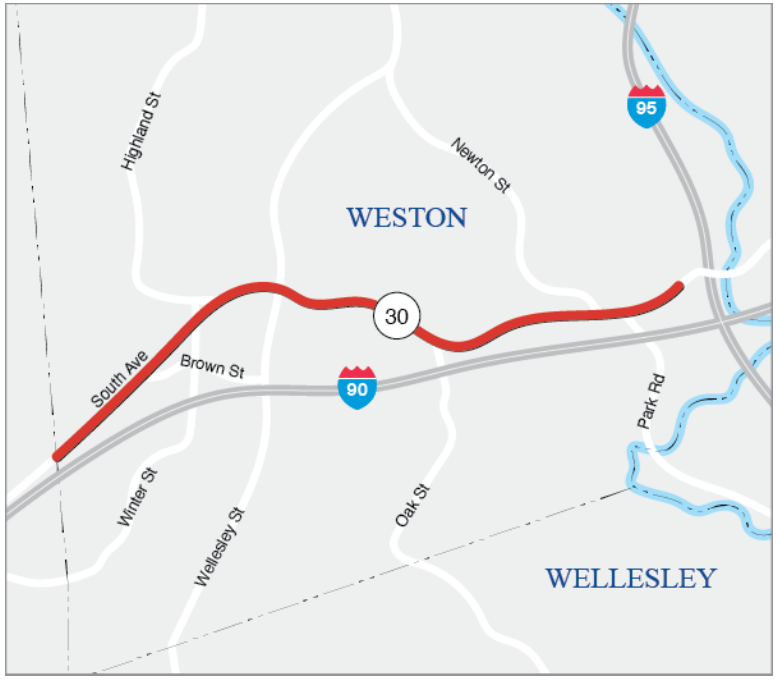
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 20	5 out of 14	18 out of 18	12 out of 14	7.4 out of 20	11 out of 14	66.4 out of 100

Project Description

This project aims to address the safety concerns and crash incidents that contribute to the intersection's inclusion on the state's HSIP eligibility list as a high-crash location while also seeking to alleviate traffic congestion in the area. The project scope includes the installation of a new traffic signal system, reconfiguring the intersection to address documented safety issues, consolidating pavement area, and the simplification of turning movements. Proposed pedestrian improvements include replacement of sidewalks along the north side of Route 20 and the east side of Boston Post Road. New sidewalk is proposed on the south side of Route 20, the west side of Boston Post Road, and on both sides of Wellesley Street within the immediate intersection limits. The proposed traffic signal system includes protected pedestrian crossings and crosswalks are proposed on all approaches to the intersection. The project also includes the addition of bicycle lanes and improvements to a school bus stop on adjacent Windsor Way.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$3,173,269	–	–	–	–	$3,173,269
Non-Federal Funds	$793,317	–	–	–	–	$793,317
Total Funds	$3,966,586	—	—	—	—	$3,966,586

WESTON: RECONSTRUCTION ON ROUTE 30



Proponent:	Weston
ID Number:	608954
Project Type:	Complete Streets
Cost:	$19,999,712
Funding Source:	Regional Target Funds

Scoring Summary

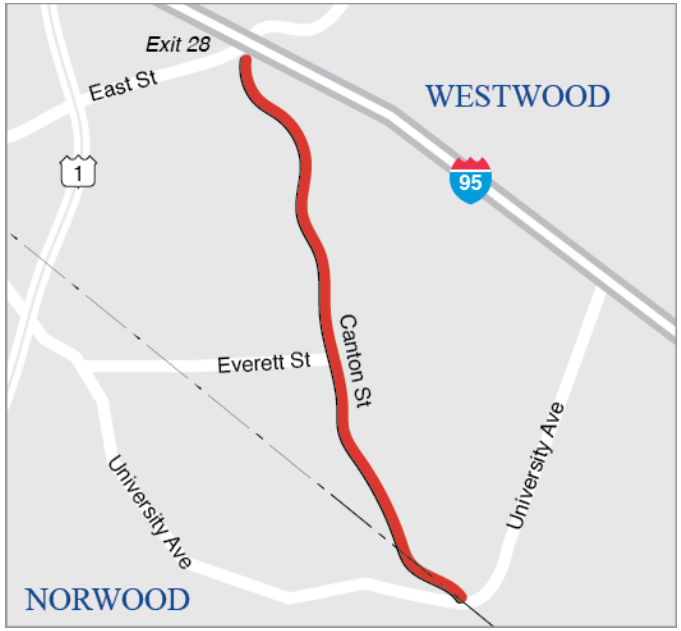
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	11 out of 18	10 out of 10	0 out of 18	9 out of 12	6.2 out of 20	3 out of 12	49.2 out of 100

Project Description

This project will improve pavement and roadway conditions along a 3.7-mile segment of Route 30 and make geometric and safety improvements at intersections along the corridor. A key goal of the project is to create a corridor that better serves all users, especially those who are walking and bicycling. To that end, this project will construct a 10-foot off-road shared-use path along the full length of the project. The path will run along the south side of the roadway from the Natick town line to the intersection at Newton Street, crossing to the north side at Newton Street to continue to the end of the project limits. This path will connect with other proposed bicycle and pedestrian accommodations in the area, including on the Route 30 bridge over the Charles River (Project# 110980, funded by the MPO in FFY 2024) and on Route 30 in Newton (Project# 610674, funded by MassDOT in FFY 2023).

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$15,999,770	–	–	$15,999,770
Non-Federal Funds	–	–	$3,999,942	–	–	$3,999,942
Total Funds	—	—	$19,999,712	—	—	$19,999,712

WESTWOOD, NORWOOD: RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE



Proponent:	Westwood
ID Number:	608158
Project Type:	Complete Streets
Cost:	$22,038,602
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 18	14.5 out of 20	9 out of 18	3.75 out of 16	5 out of 20	9 out of 12	53.3 out of 100

Project Description

This project will reconstruct Canton Street and install pedestrian and bicycle facilities where none currently exist. A sidewalk will be constructed along the southbound side of the roadway and a shared-use path along along the northbound side. The project will improve visibility at five curves along the corridor to improve stopping sight distances, and it includes the addition of apron turn lanes and medians for improved navigation. High visibility crosswalks and beacons will be added at seven locations.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$9,630,882	$8,000,000	–	$17,630,881
Non-Federal Funds	–	–	$2,407,720	$2,000,000	–	$4,407,721
Total Funds	—	—	$12,038,602	$10,000,000	–	$22,038,602

WOBURN AND BURLINGTON: INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) AND BEDFORD ROAD AND SOUTH BEDFORD STREET

Proponent:	MassDOT
ID Number:	608067
Project Type:	Intersection Improvements
Cost:	$4,883,750
Funding Source:	Regional Target Funds

Scoring Summary

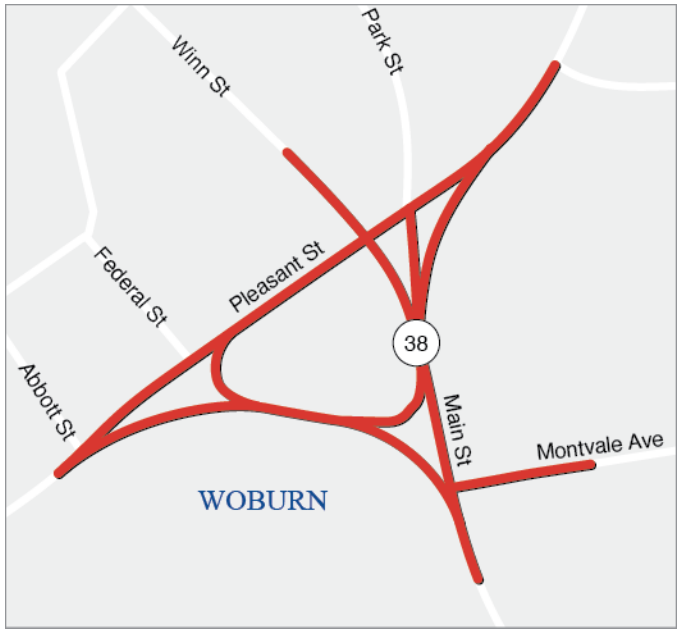
Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	9 out of 30	11 out of 29	19 out of 29	7 out of 16	2 out of 12	4 out of 18	52 out of 134

Project Description

The intersection of U.S. Route 3 (Cambridge Street) at South Bedford Street and Bedford Road has been identified as a high-crash location in the Boston region. The existing geometry and traffic operations can often present challenges for motorists, pedestrians, and bicyclists. This project will reconstruct the intersection and all traffic signal equipment. Geometry enhancements will be made to accommodate exclusive turn lanes for all approaches to the intersection. The project will include reconstruction of the sidewalk along the east side of Cambridge Street and both sides of the Bedford Road westbound approach, and new sidewalk will be constructed on the south side of South Bedford Street. Bicycle accommodations consisting of five-foot wide bicycle lanes (with two-foot wide buffers where feasible) will be provided, as will ADA-compliant MBTA bus stops on Cambridge Street.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	$3,907,000	–	–	–	–	$3,907,000
Non-Federal Funds	$976,750	–	–	–	–	$976,750
Total Funds	$4,883,750	—	—	—	—	$4,883,750

WOBURN: ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET, AND MONTVALE AVENUE



Proponent:	Woburn
ID Number:	610662
Project Type:	Complete Streets
Cost:	$18,026,400
Funding Source:	Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	22 out of 30	15 out of 29	16 out of 29	10 out of 16	4 out of 12	8 out of 18	75 out of 134

Project Description

This project will improve safety and congestion within the Woburn Common area by making safety and operational improvements on Pleasant Street, reconfiguring the Woburn Common rotary, and reconstructing and realigning roadways. The project will also reconstruct sidewalks, add bike lanes, and upgrade or add signals in the area.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	–	$7,468,160	$6,952,960	$14,421,120
Non-Federal Funds	–	–	–	$1,867,040	$1,738,240	$3,605,280
Total Funds	—	—	—	$9,335,200	$8,691,200	$18,026,400

WRENTHAM: INTERSECTION IMPROVEMENTS ON ROUTE 1A AT NORTH AND WINTER STREET

Proponent:	MassDOT
ID Number:	610676
Project Type:	Intersection Improvements
Cost:	$6,712,937
Funding Source:	Statewide Highway Funds

Scoring Summary

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

Project Description

The project will construct improvements at the intersection of Route 1A at North and Winter Street. Improvements will include providing adequate signage and pavement markings.

Source	(FFY) 2026	2027	2028	2029	2030	Total
Federal Funds	–	–	$5,370,350	–	–	$5,370,350
Non-Federal Funds	–	–	$1,342,587	–	–	$1,342,587
Total Funds	—	—	$6,712,937	—	–	$6,712,937

Chapter 4—Performance Analysis

4.1 PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-based planning and programming (PBPP) applies data and performance management principles to inform transportation decision-making. The purpose of PBPP is to ensure that transportation investment decisions are oriented toward meeting established goals. PBPP activities include the following:

- Setting goals and objectives for the transportation system
- Selecting performance measures and setting performance targets
- Gathering data and information to monitor and analyze trends
- Using performance measures and data to make investment decisions
- Monitoring, analyzing, and reporting performance outcomes

The Boston Region Metropolitan Planning Organization's (MPO) PBPP process is shaped by both federal transportation performance management requirements and the MPO's goals and objectives, which are established as part of the MPO's Long-Range Transportation Plan (LRTP). This chapter discusses how these two frameworks shape the MPO's PBPP process and describes the MPO's current set of performance measures and targets. It also explains how the MPO anticipates the projects funded in the Federal Fiscal Years (FFYs) 2026–30 Transportation Improvement Program (TIP) will support improvements in various performance areas and make progress toward performance targets.

4.1.1 Federal Performance Management Requirements

PBPP requirements originated with the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. MAP-21 directed states, MPOs, and public transportation providers to carry out a performance and outcome-based surface transportation program. (MAP-21 identified seven national goals for the nation's highway system, which are described in Appendix E.) Table 4-1 shows the relationship between these national goal areas and the MPO's goal areas. The MPO's goals and related objectives, which help shape the MPO's PBPP process, are listed in Chapter 1 and Figure 1-3.

Table 4-1
National and Boston Region MPO Goal Areas

National Goal Area	Boston Region MPO Goal Areas
Safety	Safety
Infrastructure Condition	Mobility and Reliability
System Reliability	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Clean Air and Healthy Communities, Mobility and Reliability
Environmental Sustainability	Clean Air and Healthy Communities, Resiliency
Freight Movement/Economic Vitality	Access and Connectivity, Clean Air and Healthy Communities
Reduced Project Delivery Delays	Not Applicable

Sources: Boston Region MPO staff and Federal Highway Administration.

The US Department of Transportation (USDOT) has established performance measures in areas relevant to the national goals. Table 4-2 lists these measures for the transit system. Table 4-3 lists measures for the roadway system.

Table 4-2
Federally Required Transit Performance Measures

National Goal Area	Transit Performance Area or Asset Category	Performance Measures	Relevant MPO Goal Area
Safety	Fatalities	● Total number of reportable fatalities ● Fatality rate per VRM	Safety
Safety	Injuries	● Total number of reportable injuries ● Injury rate per VRM	Safety
Safety	Safety Events	● Collision rate ● Pedestrian collision rate ● Vehicular collision rate ● Total number of reportable safety events ● Safety event rate per VRM	Safety
Safety	System Reliability	Mean distance between major mechanical failures	Safety
Safety	Transit Workers	● Transit worker fatality rate ● Transit worker injury rate ● Assaults on transit workers ● Rate of assaults on transit workers	
Infrastructure Condition	Equipment	Percent of vehicles that have met or exceeded their ULB	Mobility and Reliability
Infrastructure Condition	Rolling Stock	Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB	Mobility and Reliability
Infrastructure Condition	Infrastructure	Percent of track segments with performance restrictions	Accessibility and Connectivity, Mobility and Reliability
Infrastructure Condition	Facilities	Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale	Mobility and Reliability

FTA = Federal Transit Administration. MPO = metropolitan planning organization. ULB = useful life benchmark. VRM = vehicle-revenue miles.
Sources: National Public Transportation Safety Plan (January 2017), the Public Transportation Agency Safety Plan Rule (49 CFR Part 673), and the Transit Asset Management Rule (49 CFR Part 625)

Table 4-3
Federally Required Roadway Performance Measures

National Goal Area	Roadway Performance Area	Performance Measures	Relevant MPO Goal Area
Safety	Injuries and Fatalities	• Number of fatalities • Fatality rate per 100 million vehicle-miles traveled • Number of serious injuries • Serious injury rate per 100 million vehicle-miles traveled • Number of non-motorized fatalities and non-motorized serious injuries	Safety
Infrastructure Condition	Pavement Condition	• Percent of pavements on the Interstate System in good condition • Percent of pavements on the Interstate System in poor condition • Percent of pavements on the non-Interstate NHS in good condition • Percent of pavements on the non-Interstate NHS in poor condition	Mobility and Reliability
Infrastructure Condition	Bridge Condition	• Percent of NHS bridges by deck area classified as in good condition • Percent of NHS bridges by deck area classified as in poor condition	Mobility and Reliability
System Reliability	Performance of the National Highway System	• Percent of the person-miles traveled on the Interstate System that are reliable • Percent of the person-miles traveled on the non-Interstate NHS that are reliable	Access and Connectivity, Mobility and Reliability
System Reliability, Freight Movement and Economic Vitality	Freight Movement on the Interstate System	• Truck Travel Time Reliability Index (for truck travel on Interstate highways)	Access and Connectivity, Mobility and Reliability

National Goal Area	Roadway Performance Area	Performance Measures	Relevant MPO Goal Area
Congestion Reduction	Congestion Mitigation and Air Quality	• Annual hours of peak hour excessive delay per capita (for travel on NHS roadways) • Percentage of non-single-occupancy-vehicle travel	Clean Air and Healthy Communities
Environmental Sustainability	Congestion Mitigation and Air Quality	• Total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in designated nonattainment and maintenance areas	Clean Air and Healthy Communities, Resiliency

CMAQ = Congestion Mitigation and Air Quality Improvement Program. MPO = metropolitan planning organization. NHS = National Highway System.
Sources: Highway Safety Improvement Program Rule (23 CFR 924), National Performance Management Measures Rule (23 CFR 490), and the Boston Region MPO staff.

4.1.2 Other Performance-Based Planning and Programming Activities

The MPO's PBPP framework is also used to inform decision-making in other areas that relate to its federally mandated responsibilities, or to the MPO's goals and objectives. For example, the MPO goals include facilitating an inclusive and transparent transportation-planning process and making investments that eliminate transportation-related disparities.

The MPO's work in this area includes assessing the community level implications of each project proposed for funding in the TIP as well as analyzing the impacts of regionally prioritized projects, as a group. Regular performance monitoring enables the MPO to better understand how local stakeholders may be affected by transportation investment decisions, so that it can decide whether and how to refine its investment approach. These activities for the FFYs 2026−30 TIP are described in Chapter 6.

4.2 PERFORMANCE-BASED PLANNING AND PROGRAMMING PHASES

Setting federally required performance measures involves three phases: (1) planning, (2) investing, and (3) monitoring and evaluating performance outcomes.

4.2.1 Planning Phase

In the planning phase, agencies set goals and objectives for the transportation system, identify performance measures, and set performance targets. They identify and acquire data and conduct analyses needed to support these processes. They also outline the frameworks they will use to make decisions in key planning documents.

The Commonwealth of Massachusetts creates performance-based plans, such as the Strategic Highway Safety Plan (SHSP) for improving roadway safety and the Transportation Asset Management Plan (TAMP) for improving infrastructure condition, particularly for roads and bridges on the National Highway System (NHS). Similarly, transit providers create Transit Asset Management (TAM) plans and Public Transportation Agency Safety Plans (PTASPs) that describe the data and processes these agencies will use to address transit state-of-good repair and safety needs. The Commonwealth is responsible for setting performance targets for the federally required roadway performance measures described in Table 4-3, while transit agencies must set targets for the measures described in Table 4-2.

The MPO's activities in the planning phase include creating a goals-and-objectives framework in its LRTP and other performance-based plans—such as the Congestion Management Process Plan—as necessary. The MPO also establishes targets for federally required performance measures. It may support performance targets set by the Massachusetts Department of Transportation (MassDOT) or public transit providers, or it may set separate targets for the MPO's planning area.

Table 4-4
MPO Performance Targets by Lead Target-Setting Agency

National Goal Area	MPO Performance Area	Lead Target Setting Agency
Safety	Roadway Safety	MassDOT
Safety	Transit Safety	RTAs: CATA, MBTA, MWRTA
Infrastructure Condition	Bridge Condition	MassDOT
Infrastructure Condition	Pavement Condition	MassDOT
Infrastructure Condition	Transit Asset Management	RTAs: CATA, MBTA, MWRTA
System Reliability, Freight Movement and Economic Vitality	Truck Travel Time Reliability	MassDOT
System Reliability, Freight Movement and Economic Vitality	Travel Time Reliability	MassDOT
Congestion Reduction	Congestion Mitigation and Air Quality	Boston Region MPO
Environmental Sustainability	Congestion Mitigation and Air Quality	Boston Region MPO

CATA = Cape Ann Transportation Authority. MPO = metropolitan planning organization. MWRTA = MetroWest Regional Transit Authority. RTA = regional transit authority.
Source: Boston Region MPO staff.

4.2.2 Investing Phase

In the investing phase, agencies use the framework established in the planning phase to create strategies for investing transportation funds. When updating the LRTP, the MPO creates investment programs and funding guidelines to help direct project investments to meet the MPO's goals. In each TIP cycle, the MPO selects projects to fund in these programs. MPO members rely on several sets of information when selecting projects:

- **TIP Project Evaluation Criteria:** Project evaluations help the MPO understand the potential benefits and performance of projects that are candidates for funding.
- **Supporting Performance Information:** Other information includes how projects relate to federally required performance measures, how the MPO has distributed Regional Target funds to MPO municipalities in prior TIPs, and how projects address location-specific issues, such as those identified in the MPO's LRTP Needs Assessment.

Meanwhile, MassDOT, the Massachusetts Bay Transportation Authority (MBTA), Cape Ann Transportation Authority (CATA), and MetroWest Regional Transit Authority (MWRTA) follow their respective processes to select projects and programs for inclusion in the MassDOT Capital Investment Plan (CIP). The

federally funded investments that are included in the CIP are also documented in the MPO's TIP.

4.2.3 Monitoring and Evaluating Phase

After making plans and investments, state DOTs, MPOs, and regional transit authorities (RTAs) report on performance outcomes. This reporting includes tracking trends, collecting data to understand the results of investment decisions, and comparing targets to actual performance. A before-and-after study comparing TIP project expectations to actual outcomes was released during state fiscal year (SFY) 2024 and laid the foundation for future efforts to incorporate this into the PBPP as a regular process.

In addition, the MPO describes performance on various transportation metrics through its Congestion Management Process and tools such as the MPO's Performance Dashboard. MassDOT reports on performance targets and progress to the Federal Highway Administration (FHWA) and posts the information on the MassDOT Performance Management Tracker website. Public transit providers report their targets and performance progress to the Federal Transit Administration (FTA).

4.2.4 Coordination

Federal transportation agencies require states, public transit operators, and MPOs to share information to ensure processes are consistent. In Massachusetts, these coordination responsibilities are outlined in the 2019 Performance-Based Planning and Programming Agreement between MassDOT, Massachusetts MPOs and transportation planning organizations, the MBTA, and RTAs operating in Massachusetts.

Staff from Massachusetts MPOs, MassDOT staff, and other stakeholders coordinate on PBPP implementation through the Transportation Program Managers Group (TMG), including through its subcommittee on performance measures. For performance measures that state and MPOs track at the urbanized area (UZA) level, coordination responsibilities are documented in the 2024 Boston MA-NH Metropolitan Area Memorandum of Understanding (MOU).[1] The Boston Region MPO is also a signatory to the Providence RI-MA UZA MOU and the Worcester MA-CT UZA MOU. These agreements define

[1] Urbanized areas are defined by the US Census Bureau to represent the urban cores of metropolitan areas. The Boston MA-NH-RI UZA includes the 97 municipalities in the Boston Region MPO area and includes portions of neighboring MPOs in eastern Massachusetts and New Hampshire.

intergovernmental coordination responsibilities and activities that may support PBPP.

4.3 FFYS 2026–30 PERFORMANCE ANALYSIS

This section discusses investments in the FFYs 2026–30 TIP and how they relate to elements of the MPO's PBPP framework.[2]

4.3.1 Safety Performance

Relevant Goals, Policies, and Plans

Through its Safety goal area, the MPO has committed to investing in projects and programs that aim to reduce the number and severity of crashes for all modes, and the number of serious injuries and fatalities occurring on the transportation system. Similarly, the Massachusetts SHSP and National Roadway Safety Strategy include a long-term "Vision Zero" goal to move "towards zero deaths" by eliminating fatalities and serious injuries, and they provide a comprehensive framework for improving safety on all public roads in the Commonwealth.[3] The Commonwealth's Bicycle Transportation and Pedestrian Transportation Plans also include initiatives and actions intended to make walking and biking safer.[4] And to complement the Commonwealth's efforts, the MPO is drafting a grant-funded Comprehensive Safety Action Plan to help boost roadway safety performance in the region.

The MBTA, MWRTA, and CATA produce PTASPs that describe how they will implement safety management systems (SMS). Transit providers support SMS through safety management policies, safety risk management strategies, safety assurance methods (which include performance monitoring), and safety promotion. PTASPs also describe the performance targets these agencies set for measures outlined in the National Public Transportation Safety Plan.

Roadway Safety Performance Measures and Targets

For each calendar year (CY), as required by FHWA, the Commonwealth and the MPO must set targets for five federally required roadway safety performance measures:

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[2] MPO memoranda describing the Commonwealth's safety targets from prior years are available at http://www.bostonmpo.org/performance-archive, accessed March 21, 2025.

[3] Massachusetts Department of Transportation, *Massachusetts Strategic Highway Safety Plan* (2023), pg. I, accessed March 21, 2025. https://www.mass.gov/doc/massachusetts-shsp-2023/download.

[4] The Commonwealth of Massachusetts' *Bicycle and Pedestrian Update – 2021* is available at https://storymaps.arcgis.com/stories/446e35bc40614e5aaced4a62ff7343b2, accessed March 21, 2025.

- Number of fatalities
- Fatality rate per 100 million vehicle-miles traveled (VMT)
- Number of serious injuries
- Serious injury rate per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries

Values are expressed as five-year rolling annual averages and are tracked using information from the Massachusetts Crash Data System and the National Highway Traffic Safety Administration's (NHTSA's) Fatality Analysis and Reporting System (FARS).

The Commonwealth adopted targets in August 2024 for CY 2025 based on data that were available in summer 2024, when the Commonwealth was setting CY 2025 targets. Table 4-5 shows the Commonwealth's CY 2025 roadway safety performance targets for 2021–25 and 2023–27, and long-term targets, all of which were adopted by the MPO. All values are written as five-year averages.

Table 4-5
Massachusetts Safety Performance Targets

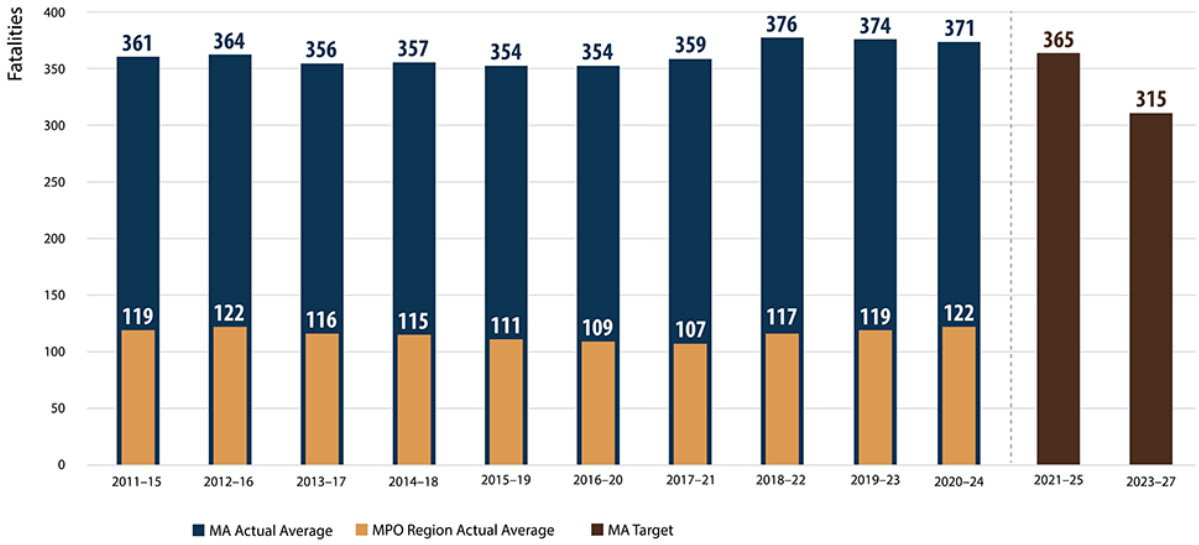
Performance Measure	CY 2021–25 Target*	CY 2023–27 Target)	Massachusetts Long-Term Target
Number of Fatalities	365.00	315.00	0.00
Fatality Rate (per 100M VMT)	0.58	0.48	0.00
Number of Serious Injuries	2,622.00	2,258.00	0.00
Serious Injury Rate (per 100M VMT)	4.17	3.48	0.00
Number of Nonmotorized Fatalities and Serious Injuries	497.00	445.00	0.00

* These targets are expressed as five-year rolling annual averages.
CY = calendar year. M = million. VMT = vehicle-miles traveled.
Sources: Federal Highway Administration, Commonwealth of Massachusetts, Boston Region MPO staff.

Figures 4-1 through 4-5 display past performance data and CY 2025 and 2027 targets for Massachusetts for each roadway safety performance measure. In February 2025, the MPO endorsed the Commonwealth's CY 2025 roadway safety performance targets as the targets for the Boston region. This approach reflects the way the MPO collaborates with the Commonwealth on safety strategies to reduce fatalities and injuries in the Boston region.

Figure 4-1 shows five-year rolling averages for fatalities for past years as well as past and future five-year rolling average targets for Massachusetts, as adopted by the Commonwealth and MPO. Both the Commonwealth and MPO continue to have a long-term goal of zero fatalities and injuries on Massachusetts' roadways.

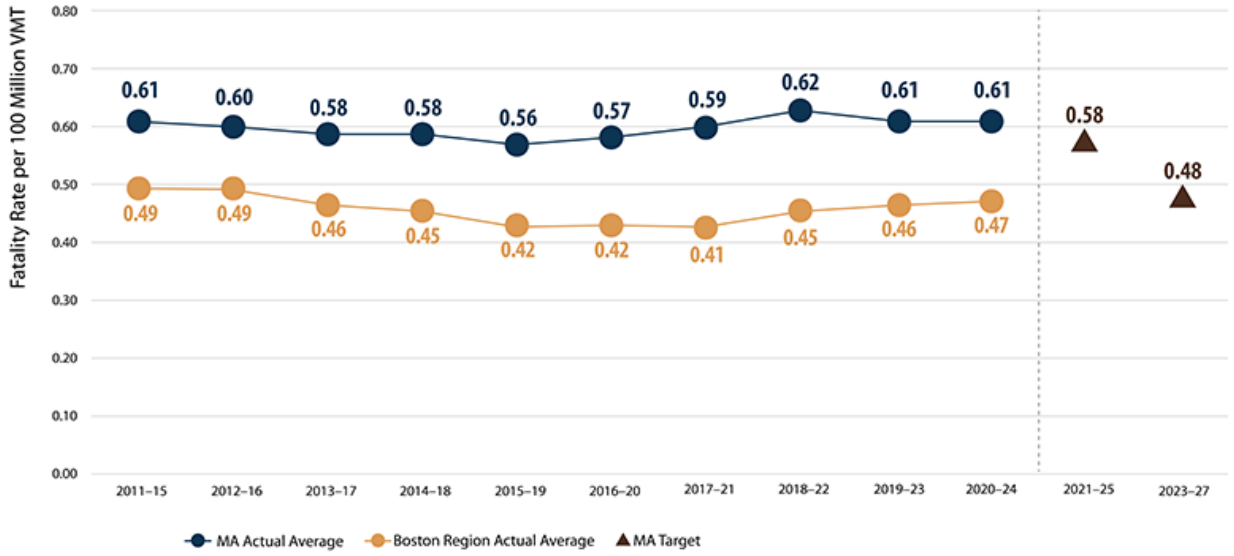
Figure 4-1
Number of Fatalities



MA = Massachusetts. MPO = Metropolitan Planning Organization.
Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, and Boston Region MPO staff.

Figure 4-2 shows rolling five-year averages of the fatality rate per 100 million VMT for past performance and past and future performance targets, as adopted by the Commonwealth and MPO.

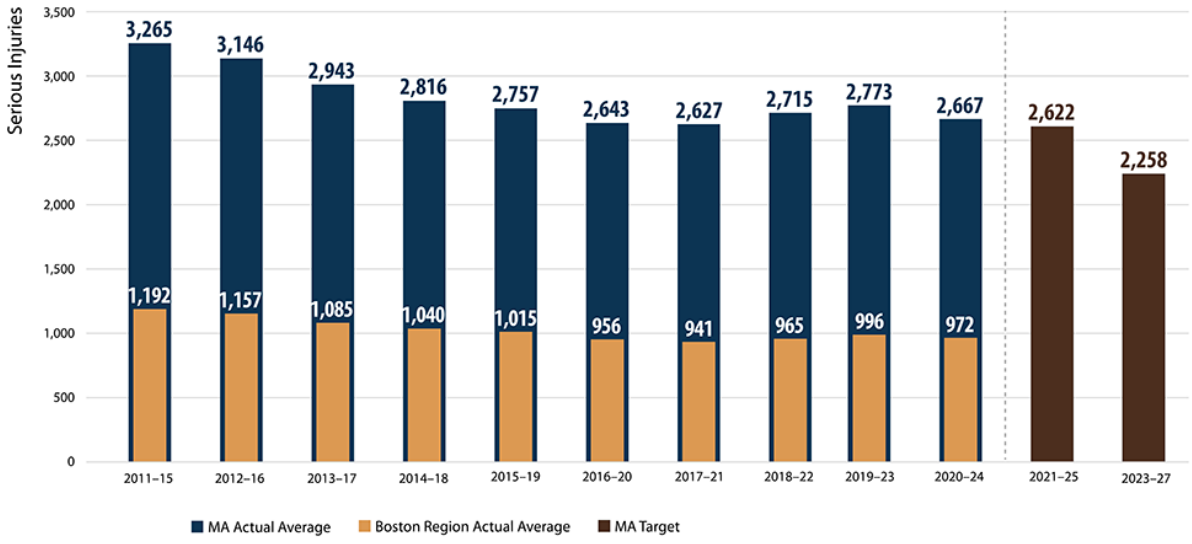
Figure 4-2
Fatality Rate per 100 Million VMT



MA = Massachusetts. MPO = Metropolitan Planning Organization. VMT = vehicle-miles traveled.
Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, and Boston Region MPO staff.

Figure 4-3 shows rolling five-year averages of past performance and past and future performance targets for the number of serious injuries, as adopted by the Commonwealth and MPO.

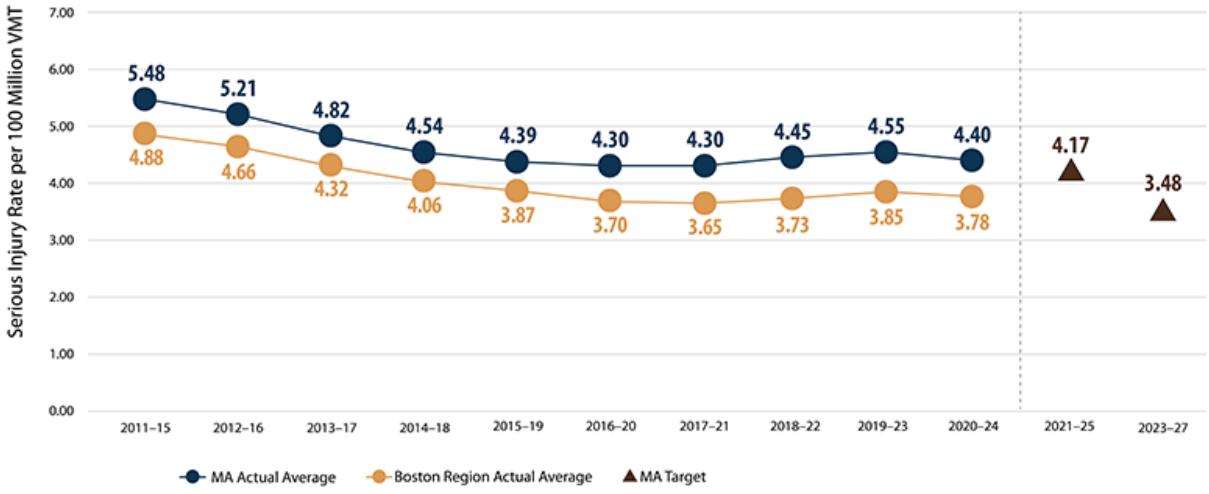
Figure 4-3
Number of Serious Injuries



MA = Massachusetts. MPO = Metropolitan Planning Organization.
Sources: Massachusetts Department of Transportation and Boston Region MPO Staff.

Figure 4-4 shows rolling five-year averages of past performance and past and future performance targets for the rate of serious injuries per 100 million VMT, as adopted by the Commonwealth and MPO.

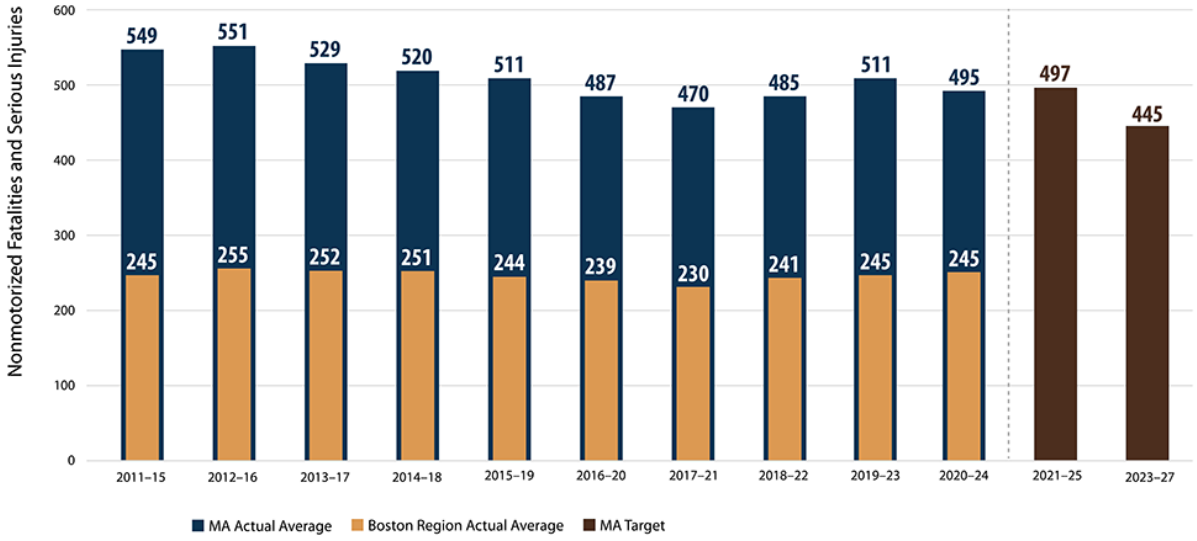
Figure 4-4
Serious Injury Rate per 100 Million VMT



MA = Massachusetts. MPO = Metropolitan Planning Organization. VMT = vehicle-miles traveled.
Sources: Massachusetts Department of Transportation and Boston Region MPO staff.

Figure 4-5 shows rolling five-year averages of past performance and past and future performance targets for the combined number of nonmotorized fatalities and serious injuries, as adopted by the Commonwealth and MPO.

Figure 4-5
Number of Nonmotorized Fatalities and Serious Injuries



MA = Massachusetts. MPO = Metropolitan Planning Organization.
Sources: Massachusetts Department of Transportation and Boston Region MPO staff.

TIP Investments Supporting Roadway Safety Performance

By endorsing the Commonwealth's roadway safety targets for the Boston region, the MPO agreed to program projects that help achieve those targets. When selecting projects to fund, the MPO identifies projects likely to improve safety outcomes through its TIP project selection criteria. Criteria account for crash activity within the project area and the types of safety countermeasures included in the proposed project.

All projects funded by the MPO include safety countermeasures or features that are expected to improve safety for people traveling by motor vehicle, bicycle, and walking or rolling. Projects in the Intersection Improvement, Complete Streets, and Major Infrastructure programs are expected to improve safety on roadways for multiple travel modes, while Bicycle Network and Pedestrian Connections and Transit Transformation projects will improve safety for those traveling by nonmotorized means.

Table 4-6 lists performance metrics that assess how FFYs 2026–30 corridor, intersection, and bicycle and pedestrian projects may improve safety.[5] The information shown indicates the number of projects that have safety countermeasures and improvements focused on high-crash locations. Table A-2 in Appendix A summarizes the impacts each Regional Target project is expected to have on performance areas discussed throughout this chapter, including safety performance.

Table 4-6
FFYs 2026–30 Projects: Roadway Safety Performance Metrics

Metric	Value
Regional Target projects that address all-mode HSIP clusters	8 projects
Regional Target projects that address HSIP Pedestrian clusters	8 projects
Regional Target projects that address HSIP bicycle clusters	2 projects
Project areas where fatal crashes have occurred	2 areas
Project areas where injury crashes have occurred	4 areas

Note: The group of projects reflected in this table does not include Community Connections investments or Transit Transformation investments. All types of HSIP clusters and project areas are based on data available at the time of project scoring.
HSIP = Highway Safety Improvement Program.
Sources: Massachusetts Crash Data System, Massachusetts Department of Transportation, and the Boston Region MPO.

Other MassDOT-funded TIP projects in the FFYs 2026–30 TIP will also improve safety and reduce fatalities and serious injuries on the region's roadways. MassDOT's Intersection Improvements, Roadway Improvements, Roadway Reconstruction, Safe Routes to School, and Safety Improvements programs most directly address safety considerations. The Commonwealth conducted a Vulnerable Road Users assessment in 2023 to focus on reducing nonmotorized fatalities and serious injuries. This led to the development and upcoming deployment of improvements near local-priority locations with high incidences of these injuries, such as bus stops.

At the MPO level, the Reliability and Modernization programs focus on maintaining and upgrading infrastructure, which help make roadway travel safer. The various bridge and pavement improvement programs may also improve safety by supporting asset maintenance and state of good repair. The Bicycle

[5] The content of Table 4-6 is based on the project design information that was available to MPO staff when the FFYs 2026–30 TIP document was developed. Project extents and features may change as projects advance through the design development and review process.

and Pedestrian projects may reduce nonmotorized fatalities and injuries by improving separated facilities for people bicycling, walking, and rolling.

Transit System Safety Performance Measures and Targets

The National Public Transportation Safety Plan details performance measures for which transit agencies subject to the PTASP rule must set targets. Transit agencies revisit their performance targets when updating their PTASPs each year. Required performance measures are shown in Table 4-7.[6]

Table 4-7
Number of Nonmotorized Fatalities and Serious Injuries

Measure Category	Measure	Desired Direction
Safety Events	Total number of reportable safety events by mode	Decrease
Safety Events	Rate of safety events per total VRM by mode	Decrease
Safety Events	Collision Rate by mode (new)	Decrease
Safety Events	Pedestrian Collision Rate by mode (new)	Decrease
Safety Events	Vehicular Collision Rate by mode (new)	Decrease
Fatalities	Total number of reportable fatalities by mode	Decrease
Fatalities	Fatality rate per total VRM by mode	Decrease
Injuries	Total number of reportable injuries by mode	Decrease
Injuries	Injury rate per total VRM by mode	Decrease
Transit Worker Safety	Transit Worker Fatality Rate by mode (new)	Decrease
Transit Worker Safety	Transit Worker Injury Rate by mode (new)	Decrease
Transit Worker Safety	Assaults on Transit Workers by mode (new)	Decrease
Transit Worker Safety	Rate of Assaults on Transit Workers by mode (new)	Decrease
System Reliability	Mean distance between major mechanical failures by mode	Increase

VRM = vehicle revenue-miles.
Source: Federal Transit Administration, "Safety Performance Targets Guide," accessed February 4, 2025, https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-11/SPTs-Guide-v3-11-06-2024.pdf.

MPOs have their own responsibilities pertaining to transit safety measures. MPOs must set regional targets for these transit safety performance measures in coordination with transit agencies and states. MPOs document these targets in the LRTPs and TIPs and consider proposed transit investments in the context of how they may improve transit safety. The Boston Region MPO updated its set of transit safety performance targets on February 20, 2025. This update includes

[6] For more information about the definitions of these performance measures—including deaths, injuries, or events that may be excluded from totals—see Boston Region MPO staff, "Transit Safety Performance Requirements and Targets" (February 20, 2025). https://ctps.org/data/calendar/pdfs/2025/0220_MPO_Transit_Safety_Targets.pdf.

the MBTA's, MWRTA's, and CATA's safety targets. Each agency's targets are presented separately to reflect the local context, including the characteristics of the local operating environments and planned investments, policies, and safety-management activities.

MBTA Safety Targets

The MBTA sets targets for four modes: heavy rail (Red, Orange, and Blue Lines), light rail (Green Line and the Mattapan High Speed Line), bus, and The RIDE paratransit system. The MBTA's commuter rail network and ferry service are not subject to these FTA requirements and are addressed outside of the PTASP process. For data display purposes in this chapter, the 14 measures are divided into three categories: fatalities and injuries, transit worker safety, and safety events and reliability.

Table 4-8 shows averages for fatalities and injuries for CYs 2021 to 2023, which were the most recent data available at the time of performance target development.

Table 4-8
MBTA Performance on Fatalities and Injuries
(CYs 2021–23 Averages)

MBTA Mode	Average Fatalities	Average Fatality Rate	Average Injuries	Average Injury Rate
Heavy Rail	0.67	0.03	184	9.5
Light Rail	0.33	0.06	97	17.0
Bus	0	0	309	14.3
The RIDE	0	0	26	3.0

Notes: All rates are expressed per one million vehicle revenue-miles.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and the Boston Region MPO staff.

The MBTA's safety performance targets on fatalities and injuries for CY 2025 are shown in Table 4-9. When setting targets, the MBTA varied its approach by measure:

- **Fatalities and Fatality Rates:** The MBTA notes that fatality rates vary across modes due to the distinct operating environments and the inherent safety risk exposure associated with each mode. The MBTA is committed to reducing the number of fatalities across its system to zero and continues to invest in proactive solutions to achieve this goal.

- **Injuries and Injury Rates:** The MBTA set its targets for these two injury measures using a two percent decrease in the average rate of injuries per revenue-miles traveled.

Table 4-9
MBTA CY 2025 Performance Targets on Fatalities and Injuries

MBTA Mode	Fatalities Target	Fatality Rate Target	Injuries Target	Injury Rate Target
Heavy Rail	0	0	180	9.31
Light Rail	0	0	95	16.7
Bus	0	0	303	14.0
The RIDE	0	0	25	3

Notes: All rates are expressed per one million vehicle revenue-miles.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and the Boston Region MPO staff.

Table 4-10 shows averages for transit worker safety measures for CYs 2021 to 2023, which were the most recent data available at the time of performance target development.

Table 4-10
MBTA Performance on Transit Worker Safety
(CYs 2021–23 Averages)

MBTA Mode	Average Fatality Rate	Average Injury Rate	Average Assaults on Transit Workers	Assault on Transit Worker Rate
Heavy Rail	0	3.09	47	1.52
Light Rail	0	10.8	27	5.26
Bus	0	10.1	239	4.85
The RIDE	0	1	4	0

Notes: All rates are expressed per one million vehicle revenue-miles.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and the Boston Region MPO staff.

The MBTA's safety performance targets for CY 2024 are shown in Table 4-11. When setting targets, the MBTA varied its approach by measure:

- **Transit Worker Fatality Rate:** The MBTA set this target at zero, which is the same as average performance between 2021 and 2023.
- **Transit Worker Injury Rate:** The MBTA set targets of a two percent decrease, by mode, in the average rate of transit worker injuries per revenue-miles traveled.

- **Average Assaults on Transit Workers:** The MBTA set targets of a two percent decrease, by mode, in the number of assaults on transit workers.
- **Rate of Assaults on Transit Workers:** The MBTA set targets of a two percent decrease, by mode, in the rate of assaults on transit workers per one million VRM.

Table 4-11
MBTA CY 2025 Transit Worker Safety Performance Targets

MBTA Mode	Average Fatality Rate	Average Injury Rate	Average Assaults on Transit Workers	Assault on Transit Worker Rate
Heavy Rail	0	3.03	28	1.49
Light Rail	0	10.6	29	5.15
Bus	0	9.94	103	4.75
The RIDE	0	1	1	0

Notes: All rates are expressed per one million vehicle revenue-miles.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and the Boston Region MPO staff.

Table 4-12 shows averages for safety events and reliability for CYs 2021 to 2023, which were the most recent data available at the time of performance target development.

Table 4-12
MBTA Performance on Safety Events and Reliability
(CYs 2021–23 Averages)

MBTA Mode	Average Collision Rate	Average Pedestrian Collision Rate	Average Vehicular Collision Rate	Average Safety Events	Average Safety Event Rate	Average System Reliability (miles)
Heavy Rail	0.52	0.38	0	29	1.52	N/A
Light Rail	2.81	0.94	3.27	30	5.26	N/A
Bus	4.45	1.65	59	105	4.85	N/A
The RIDE	3	0	2	29	3.23	N/A

Notes: All rates are expressed per one million vehicle revenue-miles.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and the Boston Region MPO staff.

The MBTA's safety performance targets for CY 2025 are shown in Table 4-13. When setting targets, the MBTA varied its approach by measure:

- **Collision Rate, Pedestrian Collision Rate, and Vehicular Collision Rate:** The MBTA set CY 2025 targets for collision-related measures for

bus, light rail, and The Ride, at a two percent decrease from CY 2021–23 performance. The heavy rail collision-related targets are set to zero, which is equal to CY 2021–23 performance.

- **Safety Events and Safety Event Rate:** The MBTA set CY 2025 targets for the number of safety events and safety events per one million VRM, by mode, at a two percent decrease from CY 2021–23 performance.
- **System Reliability:** The MBTA set CY 2025 targets identical to its CY 2024 targets for bus, heavy rail, and The Ride. For light rail, the MBTA set a CY 2025 target that is two percent greater than its CY 2024 target.

Table 4-13
MBTA CY 2025 Safety Events and Reliability Performance Targets

MBTA Mode	Average Collision Rate	Average Pedestrian Collision Rate	Average Vehicular Collision Rate	Average Safety Events	Average Safety Event Rate	Average System Reliability (miles)
Heavy Rail	0.51	0.37	0	28	1.49	49,000
Light Rail	2.75	0.92	3.2	29	5.15	8,216
Bus	4.36	1.62	57.8	103	4.75	28,500
The RIDE	3	0	2	28	3	25,900

Notes: All rates are expressed per one million vehicle revenue-miles.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and the Boston Region MPO staff.

CATA Safety Targets

CATA monitors safety performance and sets targets for its fixed-route bus service and its demand response service. For data display purposes in this chapter, the 14 measures are divided into three categories: fatalities and injuries, transit worker safety, and safety events and reliability.

Table 4-14 shows averages for fatalities and injuries for CYs 2020 to 2024, which were the most recent data available at the time of performance target development.

Table 4-14
CATA Performance on Fatalities and Injuries
(CY 2020–24 Averages)

CATA Mode	Average Fatalities	Average Fatality Rate	Average Injuries	Average Injury Rate
Fixed- Route Bus	0	0	0	0
Demand Response	0	0	0	0

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CATA = Cape Ann Transportation Authority. CY = calendar year.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

Table 4-15 provides a summary of CATA's CY 2025 performance targets. Having no reportable fatalities nor injuries from 2020 to 2024, CATA set CY 2025 targets of zero for all transit worker safety measures.

Table 4-15
CATA CY 2025 Performance Targets on Fatalities and Injuries

CATA Mode	Average Fatalities	Average Fatality Rate	Average Injuries	Average Injury Rate
Fixed- Route Bus	0	0	0	0
Demand Response	0	0	0	0

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CATA = Cape Ann Transportation Authority. CY = calendar year.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

Table 4-16 shows averages for transit worker safety measures for CYs 2020 to 2024, which were the most recent data available at the time of performance target development.

Table 4-16
CATA Performance on Transit Worker Safety
(CY 2020–24 Averages)

CATA Mode	Average Fatality Rate	Average Injury Rate	Average Assaults on Transit Workers	Assault on Transit Worker Rate
Fixed- Route Bus	0	0	0	0
Demand Response	0	0	0	0

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CATA = Cape Ann Transportation Authority. CY = calendar year.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

CATA's transit worker safety performance targets for CY 2025 are shown in Table 4-17. Having no reportable transit worker fatalities nor injuries from 2020 to 2024, CATA set CY 2025 targets of zero for all transit worker safety measures.

Table 4-17
CATA CY 2025 Performance Targets on Transit Worker Safety

CATA Mode	Average Fatality Rate	Average Injury Rate	Average Assaults on Transit Workers	Assault on Transit Worker Rate
Fixed- Route Bus	0	0	0	0
Demand Response	0	0	0	0

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CATA = Cape Ann Transportation Authority. CY = calendar year.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

Table 4-18 shows averages for safety events and reliability for CYs 2020 to 2024, which were the most recent data available at the time of performance target development.

Table 4-18
CATA Performance on Safety Events and Reliability
(CYs 2020–24 Averages)

CATA Mode	Average Collision Rate	Average Pedestrian Collision Rate	Average Vehicular Collision Rate	Average Safety Events	Average Safety Event Rate	Average System Reliability (miles)
Fixed-Route Bus	2.36	0	2.36	2.2	0.61	117,129
Demand Response	2.41	0	2.41	1	0.58	156,199

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CATA = Cape Ann Transportation Authority. CY = calendar year.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

CATA's safety performance targets for safety events and reliability for CY 2025 are shown in Table 4-19. When setting targets, CATA varied its approach by measure:

- **Collision Rate:** CATA set CY 2025 targets of two collisions per 100,000 VRM for both modes, a modest improvement from its CY 2020–24 performance.
- **Pedestrian Collision Rate:** Having no reportable pedestrian collisions from 2020 to 2024, CATA set CY 2025 targets of zero for all transit worker safety measures.

- **Vehicular Collision Rate:** CATA set CY 2025 targets of two vehicular collisions per 100,000 VRM for both modes, a modest improvement from its CY 2020–24 performance.
- **Safety Events:** CATA set CY 2025 targets for safety events for fixed-route service at a 10 percent decrease from CY 2020–24 performance, and CY 2025 targets for demand response service equal to its average CY 2020–24 performance.
- **Safety Event Rate:** CATA set CY 2025 targets of 0.5 safety events per 100,000 VRM for both modes of service, a modest improvement for both modes compared to CY 2020–24 performance.
- **System Reliability:** CATA set CY 2025 targets for fixed-route service that account for improvement compared to CY 2020–24 performance, and CY 2025 targets for demand response that account for some regression from CY 2020–24 performance.

Table 4-19
CATA CY 2025 Safety Events and Reliability Performance Targets

CATA Mode	Average Collision Rate	Average Pedestrian Collision Rate	Average Vehicular Collision Rate	Average Safety Events	Average Safety Event Rate	Average System Reliability (miles)
Fixed-Route Bus	2.0	0	2.0	2.0	0.5	96,775
Demand Response	2.0	0	2.0	1.0	0.5	203,908

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CATA = Cape Ann Transportation Authority. CY = calendar year.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

MWRTA Safety Targets

MWRTA monitors safety performance and sets targets for its fixed-route bus service and its demand response service. For data display purposes in this chapter, the 14 measures are divided into three categories: fatalities and injuries, transit worker safety, and safety events and reliability.

Table 4-20 shows averages for fatalities and injuries for CYs 2020 to 2024, which were the most recent data available at the time of performance target development.

Table 4-20
MWRTA Performance on Fatalities and Injuries
(CY 2020–24 Averages)

MWRTA Mode	Average Fatalities	Average Fatality Rate	Average Injuries	Average Injury Rate
Fixed- Route Bus	0	0	1.0	0.09
Demand Response	0	0	0.6	0.07

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

Table 4-21 provides a summary of MWRTA's CY 2025 performance targets. Targets are expressed per 100,000 VRM.

- **Fatalities and Fatality Rates:** Having no reportable fatalities nor injuries from 2020 to 2024, MWRTA set CY 2025 targets of zero for all transit worker safety measures.
- **Injuries and Injury Rates:** MWRTA set more conservative injury targets for CY 2025 than its CY 2020-24 performance to account for a policy of increased encouragement to report injuries.

Table 4-21
MWRTA CY 2025 Performance Targets on Fatalities and Injuries

MWRTA Mode	Average Fatalities	Average Fatality Rate	Average Injuries	Average Injury Rate
Fixed- Route Bus	0	0	9	0.8
Demand Response	0	0	7	0.7

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

Table 4-22 shows averages for transit worker safety measures for CYs 2020 to 2024, which were the most recent data available at the time of performance target development.

Table 4-22
MWRTA Performance on Transit Workers Safety
(CY 2020–24 Averages)

MWRTA Mode	Average Fatality Rate	Average Injury Rate	Average Assaults on Transit Workers	Assault on Transit Worker Rate
Fixed- Route Bus	0	0.02	0	0
Demand Response	0	0	0	0

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

MWRTA's safety performance targets for CY 2025 are shown in Table 4-23. With the exception of transit worker fatality rate, MWRTA set more conservative transit worker injury and transit worker assault targets for CY 2025 than CY 2020–24 performance to account for increased encouragement to report incidents.

Table 4-23
MWRTA CY 2025 Performance Targets on Transit Workers Safety

MWRTA Mode	Average Fatality Rate	Average Injury Rate	Average Assaults on Transit Workers	Assault on Transit Worker Rate
Fixed- Route Bus	0	0.44	6	0.53
Demand Response	0	0.5	5	0.5

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

Table 4-24 shows averages for safety events and reliability for CYs 2020 to 2024, which were the most recent data available at the time of performance target development.

Table 4-24
MWRTA Performance on Safety Events and Reliability
(CYs 2020–24 Averages)

MWRTA Mode	Average Collision Rate	Average Pedestrian Collision Rate	Average Vehicular Collision Rate	Average Safety Events	Average Safety Event Rate	Average System Reliability (miles)
Fixed-Route Bus	0.07	0	0.07	1.2	0.11	171,428
Demand Response	0.02	0	0.02	0.8	0.10	112,346

Note: All rates are expressed per one hundred thousand vehicle revenue miles. Average system reliability includes data from CY 2020–23 only.
CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

MWRTA's safety performance targets for safety events and reliability for CY 2025 are shown in Table 4-25. When setting targets, the MWRTA varied its approach by measure. MWRTA set CY 2025 targets for pedestrian and vehicular collision rates for both modes to less than 0.5 collisions per 100,000 VRM for both fixed-route and demand response service. MWRTA set CY 2025 targets on collision-related and safety events that are more conservative than past performance to account for increased encouragement to report incidents. For system reliability, MWRTA set CY 2025 targets to 75,000 per mechanical failure for both modes, which is a significant improvement compared to CY 2020–24 performance.

Table 4-25
MWRTA CY 2025 Safety Events and Reliability Performance Targets

MWRTA Mode	Average Collision Rate	Average Pedestrian Collision Rate	Average Vehicular Collision Rate	Average Safety Events	Average Safety Event Rate	Average System Reliability (miles)
Fixed-Route Bus	6	0.08	0.44	9	0.8	75,000
Demand Response	4	0.1	0.5	7	0.7	75,000

Note: All rates are expressed per one hundred thousand vehicle revenue-miles.
CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

TIP Investments Supporting Transit Safety Performance

MassDOT and the transit agencies in the Boston region account for safety when selecting transit projects for capital investment programs, including the TIP. Safety is part of MassDOT's Reliability priority area and investment programs are sized to support MBTA and RTA asset condition. Safety issues are also considered at the level of individual investments. For example, members of the

MBTA Safety team review all candidate projects to determine whether they may address documented existing or potential safety hazards.

MPO-funded corridor and intersection projects can also help improve safety outcomes for bus and paratransit services by making the region's roadways safer. Also, the MPO will spend $30 million on its Transit Transformation Program in the FFY 2026-30 TIP. In October 2020, the MPO established baseline transit safety evaluation criteria for this program, which mirror the evaluation criteria used by the MBTA. The MPO continues to work with MassDOT and the region's transit agencies to define the scope of this program.

The MBTA's planned capital investments are intended to improve safety outcomes, asset condition, and system reliability. The MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems.

CATA and MWRTA also plan to make investments that will support safety. CATA will continue to use its federal and state dollars to fund preventative maintenance activities, improve its administration and maintenance facility, and purchase new revenue vehicles to replace those that have reached the end of their useful life. Similarly, MWRTA will continue to purchase replacement vehicles and invest in facility modernization and expansion to its Blandin terminal facility and the intermodal center at the commuter rail station in Framingham. In addition, MWRTA is expanding its vehicle fleet to include larger 29-foot, low-floor buses. Transit agency investments are also discussed in the Mobility and Reliability Performance section of this chapter and additional details about these investments are available in Chapter 3.

Future Activities to Improve and Monitor Safety Performance

In 2023, the MPO was awarded a federal Safe Streets and Roads for All discretionary grant of $2.1 million. The MPO is using this grant money to create an action plan, and the MPO will continue to work with its planning partners and other stakeholders to better understand roadway and transit risk, measure safety outcomes, and invest in projects that will reduce fatalities and injuries. As part of the planning process, the MPO board is required to adopt a resolution committing to the eventual goal of zero roadway fatalities and serious injuries that is associated with either (1) a target date for achieving zero roadway fatalities and serious injuries, or (2) an ambitious reduction of fatalities and serious injuries by a specific date with an eventual goal of zero deaths and serious injuries. The goals and targets will be based upon the planning efforts and recommendations from the Regional Comprehensive Safety Action Plan study efforts. The action plan is expected to be complete during FFY 2025.

4.3.2 Mobility and Reliability Performance

Relevant Goals, Policies, and Plans

Aligned with the national goal of System Reliability, the MPO goal of Mobility and Reliability aims to maintain and modernize the transportation system in addition to planning for its resiliency. There is a need to address existing maintenance and state-of-good-repair needs for roads, sidewalks, and transit assets, update infrastructure to meet traveler needs, and prepare for existing and future extreme conditions such as sea level rise and flooding.

Projects funded in the FFYs 2026–30 TIP support asset condition improvements, which complement MassDOT's and transit agencies' more extensive state-of-good-repair and modernization projects. MassDOT uses information from its asset management systems to guide decisions about asset maintenance and modernization to boost mobility and reliability, and considers roadway investment priorities from its Transportation Asset Management Plan.[7] Similarly, transit agencies that receive FTA funding must produce Transit Asset Management plans that describe transit system assets and their condition, along with the tools and investment strategies these agencies will use to improve these assets. Additionally, MassDOT's Freight Plan guides its vision for moving goods around the Commonwealth.[8]

Roadway Asset Condition Performance Measures and Targets

Bridge Condition Measures and Targets

To meet federal performance monitoring requirements, states and MPOs must track and set performance targets for the condition of bridges on the National Highway System. Bridge condition performance measures include the following:

- Percent of NHS bridges by deck area classified as in *good* condition
- Percent of NHS bridges by deck area classified as in *poor* condition

[7] The Transportation Asset Management Plan is a federally required risk-based asset management plan that includes asset inventories, condition assessments, and investment strategies to improve the condition and performance of the NHS, particularly its bridges and pavements.

Massachusetts Department of Transportation, Transportation Asset Management Plan (Fall 2023), accessed March 21, 2025. https://www.mass.gov/doc/2023-transportation-asset-management-plan/download.

[8] Massachusetts Department of Transportation, 2023 Massachusetts Freight Plan, accessed March 21, 2025. https://www.mass.gov/doc/2023-massachusetts-freight-plan/download.

NHS bridge condition is classified based on the condition ratings of three bridge components: the deck, the superstructure, substructure, and culvert. The lowest rating of the three components determines the overall bridge condition. The measures express the share of NHS bridges in a certain condition by deck area, divided by the total deck area of NHS bridges in the MPO region or state.

Table 4-26 shows the performance baselines for NHS bridge condition in Massachusetts and the Boston region. MassDOT determined that Massachusetts has 2,246 NHS bridges and analyzed those bridges to understand their current condition with respect to the federal bridge-condition performance measures. In 2022, MassDOT analyzed the 844 NHS bridges in the region. According to these baseline values, the Boston region had a smaller share of NHS bridge deck area considered to be in good condition and a slightly larger share of NHS bridge deck area considered to be in poor condition, compared to Massachusetts overall.

Table 4-26
NHS Bridge Condition Baselines for Massachusetts and the Boston Region

Geographic Area	Total NHS Bridges	Total NHS Bridge Deck Area (square feet)	Percent of NHS Bridge Deck Area in Good Condition	Percent of NHS Bridge Deck Area in Poor Condition
Massachusetts[1]	2,246	28,689,888	16.9%	11.2%
Boston Region	844	13,916,199	15.7%	12.9%

[1]Massachusetts baseline data is based on a MassDOT analysis conducted in 2022.
NHS = National Highway System.
Source: Massachusetts Department of Transportation.

States must set performance targets for NHS bridge and pavement condition measures at two-year and four-year intervals. Table 4-27 shows the baseline Massachusetts value calculated in 2022 and MassDOT's current NHS bridge performance targets established in 2023. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. These targets reflect the bridge condition MassDOT anticipated based on historic trends and planned bridge investments. As shown in the table, MassDOT anticipated that the share of NHS bridge deck area in good condition and poor condition would be nearly identical to the baseline.

Table 4-27
Massachusetts NHS Bridge Condition Targets

Federally Required Bridge Condition Performance Measure	Baseline (CY 2022)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)	MA Long Term Target
Percent of NHS Bridges [by deck area] that are in good condition	16%	16%	16%	>18%
Percent of NHS Bridges [by deck area] that are in poor condition	12%	16%	12%	< 10%

CY = calendar year. MA = Massachusetts. NHS = National Highway System.
Sources: Massachusetts Department of Transportation and the Boston Region MPO staff.

The Boston Region MPO elected to support MassDOT's four-year bridge performance targets in February 2023. This approach reflects the ways that each entity supports bridge improvements in the Boston region. The MPO's Regional Target program typically makes modest contributions to bridge improvements in the Boston region, while the MassDOT Bridge Program remains the region's primary funding source for the replacement or rehabilitation of substandard bridges.

Pavement Condition Performance and Targets
As with NHS bridges, USDOT's framework for performance management requires states and MPOs to monitor and set targets for the condition of pavement on NHS roadways. According to the 2024 Massachusetts' Road Inventory Year End Report, 10,445 lane-miles (about 14 percent of statewide lane mileage) are part of the NHS.[9] This includes 3,186 lane-miles on the Interstate System and 7,259 lane miles of non-Interstate NHS roadways. All Interstate roadways in Massachusetts are owned by MassDOT.

Within the Boston region, 3,692 lane-miles (16 percent all of roadway lane miles) are part of the NHS. Of these, there are 1,160 lane miles (37 percent) on the Interstate System, which is owned by MassDOT, and 2,532 non-Interstate NHS roadway lane miles.

Federal NHS pavement performance measures include the following:

- Percent of pavements on the Interstate System in *good* condition
- Percent of pavements on the Interstate System in *poor* condition
- Percent of pavements on the non-Interstate NHS in *good* condition
- Percent of pavements on the non-Interstate NHS in *poor* condition

[9] Massachusetts Department of Transportation, "2024 Road Inventory Year End Report" March 2025.

Interstate pavement is classified as in good or poor condition using the International Roughness Index (IRI) and one or more pavement distress metrics (cracking and/or rutting and faulting) depending on the pavement type (asphalt, jointed concrete, or continuous concrete). FHWA sets thresholds for each metric that determine whether the metric value is good, fair, or poor, along with thresholds that determine whether the pavement segment as a whole is in good or poor condition.

In 2023, MassDOT established performance targets for NHS pavement condition performance measures. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. The other types of distress data have not previously been required as part of MassDOT's pavement-monitoring programs.[10] At the time of target setting, MassDOT noted that setting targets for these pavement-condition measures is challenging given the lack of complete historical data. MassDOT's approach when setting targets was to use past pavement indicators to identify trends and to set conservative targets. Table 4-28 shows MassDOT's performance targets for these measures along with baseline data as of 2021.

Table 4-28
Massachusetts NHS Pavement Condition Targets

Federally Required Pavement Condition Performance Measure[1]	Baseline	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Percent of Interstate Highway System pavements that are in good condition[2]	72%	70%	70%
Percent of Interstate Highway System pavements that are in poor condition	0%	2%	2%
Percent of non-Interstate NHS pavements that are in good condition	33.9%	30%	30%
Percent of non-Interstate NHS pavements that are in poor condition	2.9%	5%	5%

[1] The 2021 values for pavement condition are as of January 1, 2021.

[2] These values reflect the International Roughness Index only.

CY = calendar year. NHS = National Highway System.
Source: Massachusetts Department of Transportation.

[10] MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which is a different index than IRI.

MPOs are required to set four-year Interstate and non-Interstate NHS pavement-condition performance targets by either supporting state targets or setting separate quantitative targets for the region. The Boston Region MPO elected to support MassDOT's four-year targets for these NHS pavement-condition measures in March 2023. This approach reflects the ways that each entity supports NHS and other pavement improvements in the Boston region. MassDOT's pavement-improvement programs, along with its other corridor and intersection improvement programs, provide the majority of funding for pavement improvements in the Boston region. While the MPO's policy has been to not use Regional Target funds for projects that only resurface pavement, the MPO does fund roadway reconstruction projects that include pavement improvements in addition to other design elements. Through this process the MPO will work with MassDOT to make progress towards these NHS pavement-condition targets.

TIP Investments Supporting Roadway Asset Condition

When prioritizing capital investments for the TIP, the MPO uses its project evaluation criteria to assess how well each project funded with Regional Target dollars may help maintain or prevent damage to the Boston region's roadway infrastructure. The MPO's criteria prioritize projects that improve poor condition bridges, pavement, sidewalks, and signals, and projects that improve the network's ability to support emergency response, continue functioning during extreme weather events, enhance the natural environment, and improve regional coordination, among other resilience elements. In October 2020, the MPO adopted an updated set of project selection criteria that

- are tailored to each of the MPO's investment programs;
- use refined subcriteria to award points to projects that incorporate resiliency elements or that improve transit-supporting infrastructure at intersections or along corridors;
- award points to projects that improve NHS bridges or pavements; and
- award one or more points to projects that improve signage, lighting, guardrails, pavement markings, or structures, in addition to signals.

More information about the MPO's current TIP criteria is available in Appendix A.

Table 4-29 displays metrics and information about how the MPO's FFYs 2026–30 Regional Target projects are expected to improve infrastructure on the region's roadways. MPO staff developed estimated values for these metrics using available data from MassDOT's Bridge Inventory and Road Inventory files; project proponent information such as functional design reports; results from TIP project evaluations; and other sources. The MPO expects that these FFYs 2026–30 investments will help make progress towards statewide NHS bridge and

pavement condition targets, help improve the overall condition of the region's roadways and bridges, and address resiliency needs.

Table 4-29
Regional Target Projects: Roadway Asset Condition Performance Metrics

Metric	Value
Bridge structures improved	4 structures
NHS bridge structures improved	2 structures
New bridge structures to be constructed	7 structures
Lane miles of substandard pavement improved[1]	62.4 lane miles
Lane miles of substandard NHS pavement improved[1]	34.0 lane miles
Miles of substandard sidewalk improved	25.7 miles

Note: Community Connections projects do not include system preservation and modernization elements and are not included in this table.
[1] Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponents and on MPO assessments conducted for TIP evaluations. The estimated lane miles of substandard NHS pavement improved is based on the pavement condition assessment for the project and the MPO's assessment of the portion of the project on the NHS. The IRI thresholds used to classify pavement are based on TIP criteria approved in October 2020: less than 95 (good), 95 to 170 (fair or substandard), greater than 170 (poor or substandard).
NHS = National Highway System.
Source: Massachusetts Department of Transportation and the Boston Region MPO staff.

Travel Time Reliability Targets

Travel Time Reliability
FHWA requires states and MPOs to monitor and set targets for two performance measures that pertain to all travelers on NHS roadways:

- Percent of the person-miles traveled on the Interstate System that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable

These measures capture (1) whether travel times on an NHS segment are consistent (reliability); and (2) the extent to which NHS users' travel may be affected by those conditions (percent of person miles). Several component metrics make up this measure:

- *Level of Travel Time Ratio (LOTTR)*. This ratio compares longer (80th percentile) travel times to average (50th percentile) travel times on an NHS segment. FHWA has determined that LOTTR values less than 1.5 indicate reliable travel on the NHS for a particular time period. Larger LOTTR values indicate greater differences between the 80th and 50th percentiles and, thus, less reliable travel times. An NHS segment must

have LOTTR values of less than 1.5 for four designated day-and-time periods to be considered reliable.[11]
- *Annual Number of Travelers.* States and MPOs calculate this figure using vehicle volumes and average vehicle-occupancy factors.
- *NHS segment length.* States and MPOs use this value and data on the annual number of travelers to estimate person-miles traveled on the NHS.

States and MPOs identify the person-miles of travel for each NHS segment and divide the total person-miles on the relevant NHS network that are reliable by the total person-miles on the relevant NHS network. To support this analysis, FHWA provides travel-time and traffic-volume data as part of the National Performance Management Research Data Set (NPMRDS), in which travel-time data are reported by traffic messaging channel (TMC) segments. These data, along with a set of analysis tools, are available through the Regional Integrated Transportation Information System (RITIS), which is developed and maintained by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. MassDOT has obtained access to the RITIS platform and grants access to MPOs and transportation planning organizations in the Commonwealth.

States are required to set two-year and four-year targets for these measures. In 2022, MassDOT calculated baselines and established targets for these measures for the Massachusetts Interstate and non-Interstate NHS networks. MassDOT considered FHWA guidance and recommendations for establishing initial targets with this limited historic data, and it set initial targets for Massachusetts equal to CY 2021 baseline values.[12]

Table 4-30 shows MassDOT's CY 2021 baselines and two-year and four-year targets for these measures. The Boston Region MPO was required to establish four-year targets for these measures by either supporting state targets or setting its own quantitative targets for the Boston region. In 2023, the MPO board voted to support the state's four-year targets. As noted in previous sections, MassDOT owns and manages the Interstate network in Massachusetts and implements strategies to improve its performance. As with the roadway safety performance targets previously discussed, this approach reflects the way MassDOT and the MPO will need to collaborate to make and keep the non-interstate NHS in the region reliable. Relevant strategies may include designing and funding roadway

[11] States and MPOs must calculate LOTTR values for four time periods: weekdays from 6:00 AM to 10:00 AM, weekdays from 10:00 AM to 4:00 PM, weekdays from 4:00 PM to 8:00 PM, and weekend days from 6:00 AM to 8:00 PM.

[12] FHWA, "Frequently Asked Questions: Target Setting," accessed March 21, 2025. www.fhwa.dot.gov/tpm/faq.cfm#targ.

infrastructure improvements and supporting signal retiming, which are the purview of both the MPO and MassDOT. Others include regulating vehicle volumes using approaches such as ramp metering or managed lanes, which are MassDOT's purview.

Table 4-30 also shows CY 2021 baselines for the Boston region's Interstate and non-Interstate NHS networks for comparison. As the table shows, the Boston region's share of reliable person-miles traveled on its Interstate and non-Interstate NHS networks was lower than statewide values for Massachusetts in 2021.

Table 4-30
Baseline Values and Targets for Travel Time Reliability

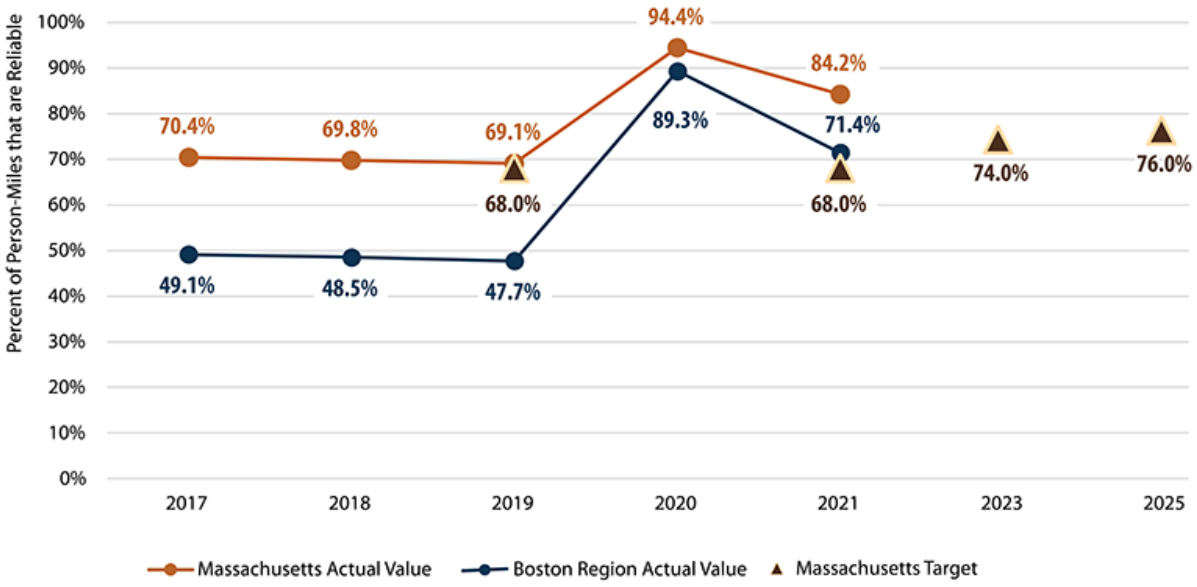
Network	Measure	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Massachusetts—Interstate Highway System	Percent of person-miles on the Interstate Highway System that are reliable	84.2%	74.0%	76.0%
Massachusetts—Non-Interstate NHS System	Percent of person-miles on the non-Interstate NHS that are reliable	87.9%	85.0%	87.0%
Boston Region—Interstate Highway System[1]	Percent of person-miles on the Interstate Highway System that are reliable	71.4%	N/A[2]	N/A[2]
Boston Region—Non-Interstate NHS System[1]	Percent of person-miles on the non-Interstate NHS that are reliable	81.7%	N/A[2]	N/A[2]

Note: The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.
[1] The baseline values for the Boston region that are shown in this table were calculated in 2022.
[2] The N/A values indicate that the MPO adopted state, not regional targets.
CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. NHS = National Highway System.
Sources: National Performance Management Research Data Set, Cambridge Systematics, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Actual travel time reliability values for the Interstate Highway System and the non-Interstate NHS in Massachusetts were better than the Commonwealth's two-year and four-year targets, as shown in the following figures. Figures 4-6 and 4-7 show the change in the percent of person-miles on the Interstate Highway System and non-Interstate NHS, respectively, that were reliable for both Massachusetts and the Boston region between 2017 and 2022.

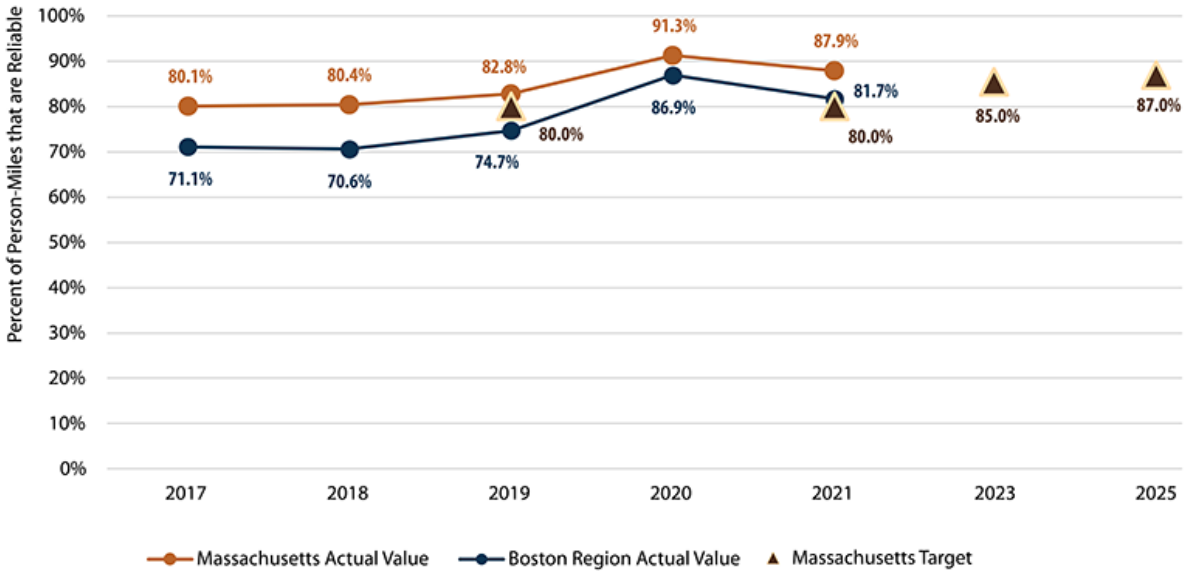
The share of reliable person-miles on the NHS network increased significantly in 2020 for both the Boston region and Massachusetts as a whole, primarily because of reduced travel in response to the COVID-19 pandemic, though the percentage of reliable person-miles decreased for both geographies in 2021 and 2022 as travel increased. As the region and the Commonwealth adjust to post-pandemic travel patterns and levels of demand, the MPO will work with the Commonwealth, municipalities, and other stakeholders to support reliable travel on the NHS and other roadways. The Commonwealth and MPO will adopt new targets and release new performance data in FFY 2027.

Figure 4-6
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.
MPO = metropolitan planning organization. RITIS = Regional Integrated Transportation Information System.
Sources: National Performance Management Research Data Set and the Boston Region MPO staff.

Figure 4-7
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Non-Interstate NHS



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.
MPO = metropolitan planning organization. NHS = National Highway System. RITIS = Regional Integrated Transportation Information System.
Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Truck Travel Time Reliability

FHWA requires states and MPOs to track truck travel time reliability on the Interstate System to better understand the performance of the nation's freight system. The applicable measure in this case is the Truck Travel Time Reliability Index (TTTR). This measure compares longer (95th percentile) truck travel times to average (50th percentile) truck travel times. The greater the difference between these two travel times on an Interstate segment, the less reliable truck travel on that segment is considered to be.

For each Interstate segment, states and MPOs calculate TTTR values for different day-and-time periods and weight the segment length by the maximum applicable TTTR value.[13] They then sum these weighted segment lengths for all Interstate segments and divide that total value by the length of the full Interstate network for the applicable geographic area. Like segment-specific TTTR values,

[13] States and MPOs must calculate TTTR Index values for five time periods: weekdays from 6:00 AM to 10:00 AM, weekdays from 10:00 AM to 4:00 PM, weekdays from 4:00 PM to 8:00 PM, weekend days from 6:00 AM to 8:00 PM, and all days from 8:00 PM to 6:00 AM.

the greater this aggregate value is, the more unreliable the network is with respect to truck travel.

In 2022, MassDOT calculated baseline TTTR Index values and established performance targets using CY 2021 truck travel-time data included in the NPMRDS. MassDOT staff considered past travel time reliability measure values, as well as uncertain future travel demand following the COVID-19 pandemic and related public and private sector responses, when setting its two-year and four-year targets. MPOs also are required to set four-year targets for this measure, and the Boston Region MPO board voted to support MassDOT's two-year and four-year TTTR targets in January 2023.

As shown in Table 4-31, the Boston region's TTTR baseline value is higher than the one for Massachusetts, indicating that truck travel times on the region's Interstate highway network have been generally less reliable than on Massachusetts's full Interstate network.

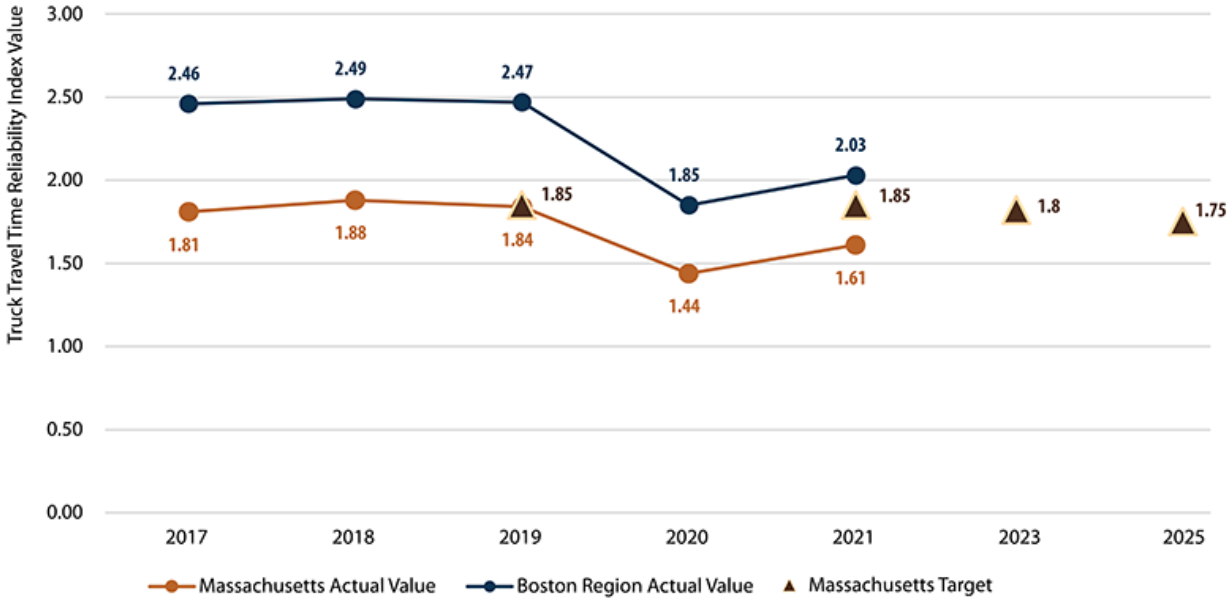
Table 4-31
Baseline Values and Targets for Truck Travel Time Reliability

Network	Measure	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Massachusetts—Interstate Highway System	Truck Travel Time Reliability Index	1.61	1.80	1.75
Boston Region—Interstate Highway System[1]	Truck Travel Time Reliability Index	2.03	N/A[2]	N/A[2]

Note: The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.
[1] The baseline values for the Boston region that are shown in this table were calculated in 2022.
[2] The N/A values indicate that the MPO adopted state, not regional targets.
CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. RITIS = Regional Integrated Transportation Information System.
Sources: National Performance Management Research Data Set, RITIS, the Massachusetts Department of Transportation, and the Boston Region MPO staff.

TTTR Index values for the Interstate Highway System in Massachusetts were better than the Commonwealth's two-year and four-year targets between 2017 and 2022, as shown in Figure 4-8. TTTR values improved for both Massachusetts and the Boston region in 2020, although reliability worsened for both geographies in 2021 and 2022. Performance monitoring will enable the Commonwealth, the MPO, and other stakeholders to respond to post-pandemic changes in truck travel time reliability. The Commonwealth and MPO will adopt new targets and release new performance data in FFY 2027.

Figure 4-8
Performance Values and Targets for Truck Travel Time Reliability on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.
MPO = metropolitan planning organization. RITIS = Regional Integrated Transportation Information System.
Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

TIP Projects Supporting Freight and Travel Time Reliability Performance

The MPO seeks to make investments that help manage capacity on the transportation network and improve mobility options for travelers in a variety of ways, including the following:

- Providing alternatives to single-occupancy-vehicle (SOV) travel, such as by expanding transit service or adding new bicycle and pedestrian facilities
- Improving roadway design or adding capacity at bottleneck locations
- Implementing traffic and operational improvements along congested or unreliable corridors

When prioritizing projects for funding with Regional Target dollars, the MPO uses evaluation criteria to assess how well each project expands transportation options and mode choice and how it supports mobility. These sets of criteria include items that award points to projects that enhance bicycle and pedestrian accommodations and connections to transit, and that support truck movement.

The MPO's criteria prior to October 2020 granted points to projects that reduced vehicle congestion and delay for transit vehicles. In October 2020, the MPO adopted an updated set of project selection criteria that

- includes criteria tailored to each of the MPO's investment programs;
- transitions from an emphasis on reducing vehicle congestion to supporting reliability, which is measured using travel-time information available in the RITIS platform; and
- awards points for reducing transit passenger delay, as opposed to transit vehicle delay.

The MPO's Community Connections investment program, which funds first- and last-mile solutions, community transportation, and other related projects, has its own set of evaluation criteria. These criteria focus on connectivity to transit and key destinations and supporting shifts in travel to non-SOV modes.

By electing to support the Commonwealth's targets for federally required reliability measures and agreeing to the Boston MA-NH UZA targets for the federally required *annual hours of peak hour excessive delay (PHED) per capita* and non-SOV travel measures, the MPO agrees to plan and program projects so that they contribute to achieving those targets. It can be challenging to anticipate how transportation projects may affect these performance measures, as they track outcomes that are not only affected by transportation investments but also traveler choices and demand, among other factors.

Table 4-32 summarizes these metrics and expected results for Regional Target-funded corridor, intersection, bicycle and pedestrian, and Community Connections projects. MPO staff developed estimated values for these metrics using available data from functional design reports and other materials provided by project proponents; results from the MPO's TIP evaluations; NPMRDS data available in the RITIS platform; and other sources. These estimates aggregate changes in vehicle hours of delay using project-level information on vehicle volumes and changes in delay times at intersections from project improvements.

Table 4-32
Regional Target Projects: Freight and Travel Time Performance Metrics

Metric	Value
The project addresses an unreliable corridor with significant travel time delay	3 projects
The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips	19 projects
Projects near to or on a primary thoroughfare for regional freight travel	8 projects

Source: Boston Region MPO staff.

MassDOT, MBTA, and RTA projects, which are described in Chapter 3, also address capacity management and mobility in the Boston region and may also support improvements on federally required reliability, congestion, and non-SOV travel performance measures.

Transit System Asset Condition Performance Measures and Targets

Transit agencies must update performance targets for federally required TAM performance measures. These targets relate to transit rolling stock, nonrevenue service vehicles, facilities, and rail fixed-guideway infrastructure. They are developed based on the agencies' most recent asset inventories and condition assessments, and capital investment and procurement expectations, which are informed by the agencies' TAM plans. MBTA, MWRTA, and CATA share their asset inventory and condition data and their performance targets with the Boston Region MPO so that the MPO can monitor and set TAM targets for the Boston region. The MPO revisits its targets in these performance areas each year when updating its TIP.

The following sections discuss the MPO's current performance targets for each of the TAM performance measures. They reflect fiscal year (FY) 2025 targets: the MBTA's targets are for SFY 2025 and CATA's and MWRTA's targets are for FFY 2025. The MPO adopted these targets on March 6, 2025. When compared to FY 2024 performance, the FY 2025 TAM targets described in Tables 4-33, 4-34, 4-36, and 4-37 may reflect changes in the overall number of assets in each transit category, past or planned asset replacement or repair, other factors depending on the asset type, or a combination of these factors.

Rolling Stock and Equipment Vehicles

FTA's TAM performance measure for evaluating whether rolling stock and equipment vehicles are in a state of good repair is the percentage of vehicles that meet or exceed their useful life benchmark (ULB). This measure uses vehicle

age as a proxy for its state of good repair, and the goal is to bring this value as close to zero as possible. FTA defines ULB as "the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment."[14]

For its FY 2025 targets, the MBTA used FTA default ULBs for all vehicle types except for paratransit autos and vans, and some articulated buses, which are measured using MBTA-defined ULBs. The MWRTA uses FTA default ULBs for vans and equipment vehicles (excluding automobiles) and ULBs from MassDOT's Fully Accessible Vehicle Guide for its cutaway vehicles and automobiles.[15] CATA uses useful life criteria as defined in FTA Circular 5010.1F for ULB values for its vehicles.[16]

Table 4-33 describes past performance and the MPO's FY 2025 targets for rolling stock. The MBTA, CATA, and MWRTA are improving performance for a variety of rolling-stock-vehicle classes. Transit agencies can make improvements on this measure by expanding their rolling-stock fleets or replacing vehicles within those fleets.

[14] Federal Transit Administration, "Performance Management" (March 2024), accessed March 21, 2025. http://www.transit.dot.gov/PerformanceManagement

[15] Massachusetts Department of Transportation, *MassDOT Fully Accessible Vehicle Guide: An Overview of Accessible Vehicle Specifications* (September 2023), accessed March 21, 2025. https://www.mass.gov/doc/massdot-fully-accessible-vehicle-guide-0/download

[16] FTA, FTA Circular 5010.F "Award Management Requirements" (November 1, 2024), accessed March 21, 2025. https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C5010.1F-Circular-11-01-2024_0.pdf

Table 4-33
FY 2024 Performance and FY 2025 Targets for Transit Rolling Stock

		FY 2024 Performance	FY 2025 Targets
Agency	Asset Type	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	Articulated Buses	21%	21%
MBTA	Buses	16%	16%
MBTA	Light Rail Vehicles	39%	39%
MBTA	Vintage Trolleys	100%	100%
MBTA	Heavy Rail Vehicles	29%	46%
MBTA	Commuter Rail Locomotives	22%	22%
MBTA	Commuter Rail Coaches	8%	7%
MBTA	Ferry Boats	0%	0%
MBTA	Paratransit Automobiles	0%	27%
MBTA	Paratransit Vans	25%	25%
CATA	Buses	19%	18%
CATA	Cutaway Vehicles	65%	0%
MWRTA	Automobiles	100%	100%
MWRTA	Cutaway Vehicles	27%	29%
MWRTA	Vans	0%	0%

Note: CATA and MWRTA follow the federal fiscal year of October 1 to September 30. MBTA figures follow the state fiscal year of July 1 to June 30.
CATA = Cape Ann Transportation Authority. FY = fiscal year. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. NTD = National Transit Database. ULB = Useful Life Benchmark.
Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The MBTA continues to implement several major revenue-vehicle capital programs in FY 2025, including the ongoing replacement and modernization of the Red and Orange Line heavy rail fleets. CATA improved its cutaway vehicle fleet by adding new vehicles that had been delayed due to supply chain issues. Additionally, the MPO has programmed funds for CATA bus replacements as well as funds for MWRTA to purchase two buses for use where cutaway vehicles are currently used.

Table 4-34 shows FY 2024 performance and the MPO's FY 2025 targets for transit equipment vehicles. Transit agencies can make progress toward these targets by expanding their fleets or replacing vehicles within those fleets. The MBTA and MWRTA continue to monitor equipment vehicle needs across the system by investing in the maintenance and replacement of nonrevenue

equipment. CATA has set an improved target of 25 percent of equipment vehicles exceeding ULB, due to expected acquisitions of vehicles in FFY 2025.

Table 4-34
FY 2024 Performance and FY 2025 Targets for Equipment (Nonrevenue Vehicles)

		FY 2024 Performance	FY 2025 Targets
Agency	Asset Type	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	All Equipment	25%	22%
CATA	All Equipment	100%	25%
MWRTA	All Equipment	40%	40%

Note: CATA and MWRTA follow the federal fiscal year of October 1 to September 30. MBTA figures follow the state fiscal year of July 1 to June 30.
CATA = Cape Ann Transportation Authority. FY = Fiscal year. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. ULB = Useful Life Benchmark.
Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

Facilities

FTA assesses the condition of passenger stations, parking facilities, and administrative and maintenance facilities to determine if they are in a state of good repair by using the FTA Transit Economic Requirements Model (TERM) scale, which generates a composite score based on assessments of facility components. Facilities with scores below three are considered to be in marginal or poor condition (though this score is not a measure of facility safety or operational performance). The goal is to bring the share of facilities that meet this criterion to zero. Infrastructure projects focused on individual systems may improve performance gradually, while more extensive facility improvement projects may have a more dramatic effect on a facility's TERM scale score.

Table 4-35
FTA TERM Condition Assessment Scale

Rating	Condition	Description
		No visible defects
		New or newer condition
5	Excellent	May still be under warranty, if applicable
		Good condition, but no longer new
4	Good	May be slightly defective or deteriorated but is overall functional
3	Adequate	Moderately deteriorated or defective but has not exceeded useful life
		Defective or deteriorated, in need of replacement
2	Marginal	Exceeded useful life
		Critically damaged or in need of immediate repair
1	Poor	Well past useful life

FTA TERM = Federal Transit Administration's Transit Economic Requirements Model.
Source: Federal Transit Administration.

Table 4-36 shows FY 2024 performance and the MPO's FY 2025 targets for MBTA, CATA, and MWRTA facilities.

Table 4-36
FY 2024 Performance and FY 2025 Targets for Facilities

		FY 2024 Performance	FY 2025 Targets
Agency	Asset Type	Percent of Facilities Rated Less Than 3.0 on the FTA's TERM Scale	Target Percent of Facilities Rated Less Than 3.0 on the FTA's TERM Scale
MBTA	Passenger/ Parking Facilities	3%	3%
MBTA	Administrative/ Maintenance Facilities	21%	21%
CATA	Administrative/Maintenance Facilities	0%	0%
MWRTA	Administrative/Maintenance Facilities	0%	0%

Note: CATA and MWRTA follow the federal fiscal year of October 1 to September 30. MBTA figures follow the state fiscal year of July 1 to June 30.
CATA = Cape Ann Transportation Authority. FTA TERM = Federal Transit Administration's Transit Economic Requirements Model. FY = fiscal year. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority.
Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The MBTA expects no change to its facility ratings in 2025, and so it set FY 2025 targets equivalent to its FY 2024 performance. However, per FTA guidance, given the large number of MBTA's facility assets, MBTA facility inspections are completed on four-year cycles. Due to the four-year assessment cycle, recent capital investments that have significantly improved the condition of facility assessments may not yet be reflected in the condition assessment data for FY 2025.

Fixed-Guideway Infrastructure

Table 4-37 describes FY 2024 performance and FY 2025 targets for rail fixed-guideway condition. The MBTA is the only transit agency in the Boston region with this asset type. Rail fixed-guideway condition is measured by the percentage of track that is subject to performance or speed restrictions. Performance restrictions reflect the condition of track, signal, and other supporting systems, which the MBTA can improve through maintenance, upgrades, and replacement and renewal projects. The MBTA is pursuing an aggressive program, as mandated by FTA, to improve track condition and reduce performance restrictions across the transit system. The work on track improvements, which aims to improve long-term performance, has negatively impacted fixed-guideway performance during the past couple of years.

Table 4-37
FY 2024 Performance and FY 2025 MBTA Targets for Infrastructure (Fixed Guideway)

	FY 2024 Performance	FY 2025 Targets
Asset Type	Percent of Miles with Performance Restrictions	Target Percent of Miles with Performance Restrictions
Light Rail	9.4%	7.0%
Heavy Rail	17.8%	13.0%
Commuter Rail	1.2%	4.0%

Note: For this performance measure, the term "miles" refers to "directional route miles," which represents the miles managed and maintained by the MBTA with respect to each direction of travel (for example, northbound and southbound), and excludes nonrevenue tracks such as yards, turnarounds, and storage tracks. The baseline and target percentages represent the percentage of annual average revenue track miles with performance restrictions from the total revenue miles.
MBTA figures follow the state fiscal year of July 1 to June 30.
FY = Fiscal Year. MBTA = Massachusetts Bay Transportation Authority.
Source: MBTA and Boston Region MPO staff.

TIP Investments Supporting Transit System Asset Condition

Many types of transit investments may affect the TAM vehicle, facility, and fixed-guideway performance measures described in the previous section because these investments may either improve or replace assets already included in transit agency inventories, or because they may expand those inventories. These investments may improve assets gradually over time by upgrading specific asset subsystems, or they may generate more dramatic changes in performance by overhauling or replacing assets.

The FFYs 2026–30 TIP includes a variety of transit infrastructure improvement initiatives, funded both by the MPO's Regional Targets and dollars that the MBTA, MWRTA, and CATA program in coordination with MassDOT. Many of the MBTA and CATA investments appear in the priority investment lists these agencies include in their TAM plans.

Vehicles

During FFYs 2026 to 2030, the MBTA will be investing in vehicles to replace or expand its fleets through its Vehicles program. These procurements will support more efficient, reliable, and sustainable operations and include the following:

- Type 10 Green Line light-rail vehicles to replace existing Type 7 and Type 8 fleets
- Replacement and modernization of Orange and Red Line cars
- Buses, including hybrid and battery electric models, and supporting infrastructure

Meanwhile, CATA plans to purchase four low-floor buses to replace those that have reached the end of their useful life. The MPO has programmed funds for MWRTA to acquire three new 29-foot buses to replace cutaway vehicles that have reached the end of their useful life. Expected purchases include compressed-natural-gas-powered vehicles and electric vehicles. MWRTA will also continue pursuing opportunities to migrate its fleet to fully electric vehicles. Collectively, these investments will help improve the condition of the fleets and make progress with respect to the TAM rolling stock performance measure.

Equipment

While funding for equipment vehicles is not expressly part of the FFYs 2026–30 TIP, the MBTA continues to monitor needs for support vehicles across the system and invest in the maintenance and replacement of nonrevenue equipment. This includes the procurement of first response vehicles, service cars, service trucks, tow trucks, spot tampers, swing masters, crane cars, and other support vehicles. Meanwhile, CATA and MWRTA are continuously

evaluating their service fleets, and CATA expects major improvements in FFY 2025.

Facilities

Funding for MBTA facility improvements is not expressly part of the FFY 2026–30 TIP. In FFY 2025, the MPO programmed funding for accessibility improvements at Jackson Square Station and the Nubian Square bus facility. While CATA's and MWRTA's administration and maintenance facilities are currently in a state of good repair, these agencies will continue to maintain and upgrade those facilities during FFYs 2026 to 2030. And while both facilities have scored 3.0 or above on the FTA TERM scale for several years, the MPO programmed funds for facility modernization at both CATA and MWRTA facilities in FFY 2025.

Fixed-Guideway Infrastructure

The MBTA is making continued investments in track signals and systems during FFYs 2026 to 2030 to help reduce the need for performance restrictions on fixed guideways. On track-related infrastructure, the MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems that will likely extend into FFY 2026, and possibly beyond. Track segment improvements on heavy and light rail track will allow the MBTA to remove designated slow zone areas.

MPO Investment in Transit Asset Improvements

During the development of the FFYs 2026–30 TIP, the MPO formally solicited transit projects as candidates for funding. The MPO programmed funding for six transit projects in FFYs 2026, and continued to set aside funding for future application cycles with $5.5 million in FFY 2027, $6 million in FFY 2028, $6.5 million in FFY 2029, and $7 million in FFY 2030. The MPO will continue to work with MassDOT and the region's transit agencies to support this transit program in order to

- bring assets (including those covered by the TAM performance measures) into a state of good repair;
- modernize transit system assets;
- improve safety-critical, operations-critical, or climate-sensitive assets;
- incorporate resilience elements into transit projects; and
- improve pedestrian elements at transit stations.

Table 4-38
TIP Projects Supporting Transit Asset Condition

Total	Type	Impact
3	Rolling Stock	Bus and van replacements, expansion of microtransit services
n/a	Equipment	n/a
3	Facilities	Improve conditions and accessibility at bus stops, MWRTA vehicle hub facilities
n/a	Fixed Guideway Infrastructure	n/a

CATA = Cape Ann Transportation Authority. MWRTA = MetroWest Regional Transit Authority. TIP = Transportation Improvement Program.
Source: Boston Region MPO.

Future Activities to Improve and Monitor Mobility and Reliability Performance

The MPO will continue to make investments to improve mobility and reliability of the transportation system. The MPO will coordinate with MassDOT, the MBTA, MWRTA, CATA, and other stakeholders on that process. This work may include the following activities:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to system preservation and modernization, and further integrate these criteria into the MPO's performance-monitoring activities.
- Continue to refine the MPO's Transit Transformation investment program and to identify links between this program and improvements in the condition of the region's transit assets.
- Explore other mobility performance measures, including measures specific to destination access, travel by non-SOV modes, or freight movement.
- Work with MassDOT and the region's transit agencies to better estimate the impacts of TIP investments on federally required and other performance measures and targets.

4.3.3 Access and Connectivity Performance

Relevant Goals, Policies, and Plans

The MPO's access and connectivity goal includes providing transportation options and improving access to key destinations to support economic vitality and high quality of life. The MPO's objectives in this area encompass providing

people with access to jobs, affordable housing, essential services, and other key destinations. Accessibility also depends on providing transportation options, improving connectivity between modes and systems, and removing barriers to make it easy for people of all abilities to walk, bike, roll, use assistive mobility devices, or take transit.

Several different planning processes come together to address access and connectivity performance, issues, and needs. The MPO combines this planning work with ongoing system-level analyses that support its long-range planning. These analyses are documented in its LRTP Needs Assessment, which was last released in July 2023. MassDOT conducts its own analyses of access and connectivity performance and needs, which it documents in modal plans such as its Bicycle Transportation Plan, Pedestrian Transportation Plan, and MassDOT Performance Management Tracker tool.[17] Meanwhile, the MBTA tracks and analyzes metrics and uses these to support planning processes, such as its current long-term investment plan *Focus40*.[18] The exchange and integration of these plans help agencies in the Boston region coordinate to improve access and connectivity across modes.

Access and Connectivity Performance Measures

Several federally required performance measures are related to access and connectivity, and those are discussed in the sections of this chapter on Mobility and Reliability Performance and Clean Air and Healthy Communities Performance. However, in the LRTP Needs Assessment the MPO published several measures more directly related to access and connectivity.

The Needs Assessment includes a range of access and connectivity analyses focused on the availability of accessible transit, frequent transit, car share, bike share, and bicycle infrastructure, and travel patterns of transportation network companies (TNC) provided by companies such as Lyft and Uber. Additionally, the Needs Assessment's Access and Connectivity chapter features a Destination Access and Transportation Cost Analysis tool, which compares travel time, costs, and accessibility of types of locations in the region.

TIP Investments Supporting Access and Connectivity

Many types of investments affect access and connectivity in the region. The TIP's Community Connections program invests in projects that connect residents to key destinations and transit transfer points. Similarly, projects in the Active

[17] Massachusetts Department of Transportation, *Tracker - Annual Performance Management Reports,* accessed March 21, 2025. https://www.mass.gov/lists/tracker-annual-performance-management-reports.

[18] The MBTA's *Focus40* plan is available at http://www.mbtafocus40.com.

Mobility Transportation program close gaps in the transportation network for those walking, biking, and rolling. Table 4-39 summarizes projects by the objectives of the MPO's access and connectivity goal.

Table 4-39
Regional Target Projects: Access and Connectivity Performance Metrics

Metric	Value
Projects that improve multi-modal access to jobs, affordable housing, and other key destinations	17 projects
Projects that support the Commonwealth's goals for housing production, land use, and economic growth	9 projects
Projects that increase people's access to transit, biking, walking, and other non-single-occupancy-vehicle transportation options	30 projects
Projects that improve access to high-quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go	7 projects
Projects that close gaps in walking, biking, and transit networks	24 projects
Project that remove barriers to make it easy for people of all abilities to use the transportation system, regardless of whether they walk, bike, roll, or use assistive mobility devices	8 projects

Source: Boston Region MPO staff.

Future Activities to Improve and Monitor Access and Connectivity Performance

The MPO will continue to work with MassDOT, the MBTA, the region's RTAs, other transit service providers, and other stakeholders in the region to improve access and connectivity performance. These activities may include the following:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to access and connectivity, and further integrate these criteria into the MPO's performance-monitoring activities.
- Continue to seek out and improve data to help the MPO better analyze access and connectivity issues for all modes.
- Continue to refine the MPO's Community Connections and Transit Transformation programs and strengthen links between these programs and the region's performance in various access and connectivity areas.
- Explore ways to integrate the monitoring of federally required performance measures more fully into the MPO's Congestion Management Process.

4.3.4 Clean Air and Healthy Communities Performance

Relevant Goals, Policies, and Plans

The MPO aims to support clean air and healthy communities in the Boston region by creating an environmentally friendly transportation system. It pursues this goal

by investing in projects that reduce greenhouse gases (GHGs) and other pollutants generated by the transportation sector and minimizing negative environmental impacts from the system.

The MPO recognizes that GHG emissions contribute to climate change. If climate change trends continue as projected, the conditions in the Boston region will include a rise in sea level coupled with storm-induced flooding and warmer temperatures that would affect the region's infrastructure, economy, human health, and natural resources. The Commonwealth of Massachusetts is responding to this challenge by taking action to reduce the GHGs produced in the state, including those generated by the transportation sector. In accordance with a Final Rule published in December 2023, MassDOT adopted a four-year GHG Emissions target that aims to reduce carbon dioxide (CO_2) on the NHS in Massachusetts. MassDOT's GHG emissions reduction target is shown in Table 4-40.

Massachusetts passed its Global Warming Solutions Act (GWSA), which requires reductions of GHGs by 2020 and further reductions by 2050, relative to 1990 baseline conditions. To meet GWSA requirements, the MPO works with MassDOT and other stakeholders to anticipate the GHG impacts of projects included in the TIP, specifically by examining additions or reductions in CO_2. More details on the MPO's GHG tracking and evaluation processes are included in Appendix B.

Table 4-40
Statewide Baseline Value and Targets for GHG Emissions Reductions of CO_2 on the NHS

Performance Measure	CY 2022 Measure Value (Baseline)	Four-Year Target (CYs 2022–25)
Percent reduction in CO_2 emissions on the NHS	0	7.9

CY = calendar year. CO_2 = carbon dioxide. GHG = greenhouse gas emissions. NHS = National Highway System
Source: MassDOT.

In addition to supporting reductions in CO_2, transportation projects may also help reduce other air pollutants and precursors, volatile organic compounds (VOCs), nitrogen oxides (NO_x) and carbon monoxide (CO), by improving traffic flow and bicycle and pedestrian travel. More detailed information about the MPO's air quality status and related requirements is available in Chapter 5.

The MPO tracks the air quality benefits of transportation projects to identify projects that may be eligible for CMAQ funds. These CMAQ-funded projects are described in the MPO's CMAQ Performance plans and progress reports; these

documents include performance targets for the annual PHED per capita and share of non-SOV travel measures described previously, along with targets for the amount of applicable emissions the MPO expects will be reduced because of CMAQ-funded projects in air quality nonattainment or maintenance areas in the region. The MPO must note how it expects its CMAQ-funded projects to support improvements with respect to relevant performance measures, which reinforces the connection between planning, investments, and expected performance outcomes.

Emissions Reduction Performance Measures and Targets

The federally required CMAQ emissions reduction measure, identified in Table 4-41, is the total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in locations designated as nonattainment or maintenance areas because they do not meet the US Environmental Protection Agency (EPA) standards for criteria air pollutants and precursors from mobile sources.[19]

The FHWA required states and MPOs to establish a baseline value for this measure by identifying the emissions reductions for applicable pollutants and precursors that were associated with CMAQ-funded projects obligated for funding in nonattainment or maintenance areas between FFYs 2018 and 2021. The Boston Region MPO and MassDOT did not program any CMAQ-funded projects in maintenance or nonattainment areas in the TIP and State Transportation Improvement Program (STIP), respectively, between FFYs 2018 and 2021. As a result, the baseline amount of carbon monoxide reduced by CMAQ-funded projects in this limited maintenance area during this period is zero kilograms per day.

As part of the CMAQ Performance Plan for the second federal performance period of FFY 2022 to 2025, MPO staff set targets by identifying projects that would be partially or fully funded with CMAQ dollars and that were expected to be obligated between FFYs 2022 and 2025. MPO staff identified one project that met these criteria: the NewMo Microtransit Service Expansion Project, which is funded through the MPO's Community Connections program.

NewMo used on-demand, dynamically routed microtransit technology to serve seniors, low-income riders, and people with disabilities in Newton. The City of Newton's first application to the Community Connections program focused on building on an existing microtransit service for seniors to provide shared first- and last-mile rides between the Wells Avenue Business District and three MBTA lines (including access to the Needham Heights commuter rail station in Needham),

[19] A precursor is a chemical compound that reacts with other chemical compounds in the presence of solar radiation to form pollutants.

before expanding citywide. The MPO board adopted a value of 0.354 kilograms of carbon monoxide reduced per day for both its two-year and four-year emissions reduction target, as shown in Table 4-41.

NewMo service was provided during FFYs 2022 and 2023. Based on a formula with factors for ridership of NewMo vehicles, carbon monoxide emissions were reduced by 0.053 kilograms per day during FFYs 2022 and 2023. While ridership fell below the estimates made before the program's implementation, the program's addition of electric vehicles in FFY 2023 resulted in greater reductions in carbon monoxide than were projected based on the use of hybrid vehicles. NewMo shuttle service ended in July 2024.

Table 4-41
Emissions Reduction Values and Targets from CMAQ Projects in the Boston Region

Performance Measure	FFYs 2018–21 Measure Value (Baseline)	Two-Year Target (FFYs 2022–23)	Two-Year Value (FFYs 2022–23)	Four-Year Target (FFYs 2022–25)
Daily kilograms of carbon monoxide emissions reduction from CMAQ projects in Boston region nonattainment or maintenance areas	0	0.354	0.053	0.354

CMAQ = Congestion Mitigation and Air Quality Improvement. FFY = federal fiscal year.
Source: Boston Region MPO staff.

Excessive Roadway Delay Targets

MassDOT and the Boston Region MPO examine mobility using measures they must monitor to meet CMAQ requirements. These measures are designed to help FHWA, states, and MPOs better understand the impacts of CMAQ investments, which are intended to contribute to air quality improvements and provide congestion relief. CMAQ performance measures related to traffic congestion apply to urbanized areas (UZAs) that contain geographic areas designated by the EPA as nonattainment areas. The measures also apply to designated maintenance areas that have a history of being in nonattainment and, thus, are required to maintain air quality monitoring and standard conformity processes.

States must be involved in setting targets for CMAQ traffic performance measures if (1) they have mainline highways on the NHS that cross part of a

UZA with a population of more than one million; and (2) that UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Similarly, MPOs must participate in target setting for the traffic congestion measures if (1) the region contains mainline highways on the NHS that cross part of a UZA with a population of more than one million; and (2) the part of the MPO area that overlaps the UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Massachusetts and the Boston Region MPO each meet these respective criteria and, therefore, must be involved in monitoring and setting targets for traffic congestion performance measures for the Boston MA-NH UZA, which encompasses several MPO areas in eastern Massachusetts and New Hampshire. Agencies that are responsible for these traffic congestion measures set two-year and four-year targets.

The first of these CMAQ traffic congestion measures is *annual hours of peak hour excessive delay (PHED) per capita*, which estimates the excessive delay experienced by a UZA's population from travel on the NHS during peak periods. States and MPOs calculate this measure using several component metrics:

- *Hours of excessive delay during peak periods*. For each NHS segment, states and MPOs determine a threshold speed and use this value and the segment length to establish an *excessive delay threshold travel time* (EDTTT).[20] They determine the amount of travel time for all vehicles that exceeded the EDTTT during weekday peak periods.[21] This remainder is the excessive delay for that NHS segment. Travel-time data for NHS segments must be derived by this calculation; these data are provided by the NPMRDS. This excessive delay value is calculated for peak periods for all NHS segments for a full year.
- *Number of travelers during peak periods.* To calculate this figure, states and MPOs use *average annual daily traffic* (AADT) estimates for NHS segments and then apply factors to adjust these estimates to reflect weekday peak hours and average vehicle occupancies.
- *UZA Population.* Population figures are provided by the US Census Bureau.

[20] FHWA requires state DOTs and MPOs to use 60 percent of the posted speed limit for the segment or 20 miles per hour, whichever is greater, for the threshold speed.

[21] FHWA requires states and MPOs to use the period from 6:00 AM to 10:00 AM to represent the morning peak period, but it allows these agencies to choose either 3:00 PM to 7:00 PM or 4:00 PM to 8:00 PM to represent the evening peak period. MassDOT and NH DOT selected the period from 3:00 PM to 7:00 PM to represent the evening peak period for the Boston MA-NH UZA.

The PHED per capita measure is calculated at the Boston MA-NH UZA level by multiplying the *hours of excessive delay during peak periods* by the *number of travelers during peak periods*, and then dividing that total by the *UZA population*.

When proposing targets, MassDOT and NHDOT created projections for this measure with an initial trend line based on a five percent growth rate; this growth rate reflects half of the rate of increase in PHED per capita between 2018 and 2019 (prior to the COVID-19 pandemic). This five percent growth rate accounts for the fact that traffic had not yet returned to pre-pandemic levels. However, MassDOT and NH DOT acknowledge the large degree of uncertainty surrounding future demand for travel, including on the NHS. Travel activity for 2021, the most recent full year of data, is still heavily influenced by the pandemic and public and private sector responses, and the future growth rate of PHED per capita may be larger than anticipated.

Given the uncertainty in terms of travel demand, particularly in the near term, MassDOT and NH DOT proposed a target of 24 annual hours of PHED per capita for the end of CY 2023 and a target of 22 hours of PHED per capita for the end of CY 2025, which assumes that strategies and policies are implemented to mitigate growth in congestion during this four-year period. The Boston Region MPO board voted to adopt these targets in October 2022. Table 4-42 summarizes the proposed target values.

In 2024, MPO staff calculated PHED values for 2022, and the value was 14.8 hours per capita.

Table 4-42
Baseline Value and Targets for Annual Hours of Peak Hour Excessive Delay Per Capita in the Boston MA-NH UZA

Geographic Area	2021 Measure Value (Baseline)	Two-Year Target (CY 2022–23)	One-Year Value (CY 2022)	Four-Year Target (CY 2022–25)
Boston Urbanized Area	18.0	24.0	14.8	22.0

CY = calendar year. MA = Massachusetts. NH = New Hampshire. UZA = urbanized area.
Sources: National Performance Management Research Data Set, US Census Bureau, Federal Highway Administration, the Massachusetts Department of Transportation, the New Hampshire Department of Transportation, Cambridge Systematics, and the Boston Region MPO staff.

Non-Single-Occupancy-Vehicle Travel Targets

States and MPOs that meet applicability criteria for CMAQ performance requirements must also monitor and set targets for the share of non-single-occupancy-vehicle travel. This measure is calculated at the UZA level. The percent of non-SOV travel performance measure describes the extent to which people are using alternatives to single-occupancy vehicles to travel and, thus,

helping to reduce traffic congestion and air pollution from mobile sources. Non-SOV travel is measured as part of the American Community Survey in five-year period estimates, which are updated each year.

In 2018, MassDOT, NH DOT, the Boston Region MPO, and NMCOG (the Northern Middlesex MPO) worked collaboratively to set initial targets for 2019 and 2021 for this performance measure. This target-setting effort was conducted as the part of the CMAQ Performance Plan for the first performance period of 2018–21.

In 2022, MassDOT, NH DOT, and the MPOs submitted a report on the first performance period. In addition, the agencies submitted a CMAQ Performance Plan for the second performance period of 2022–25 and, as part of that effort, they set targets for 2023 and 2025.

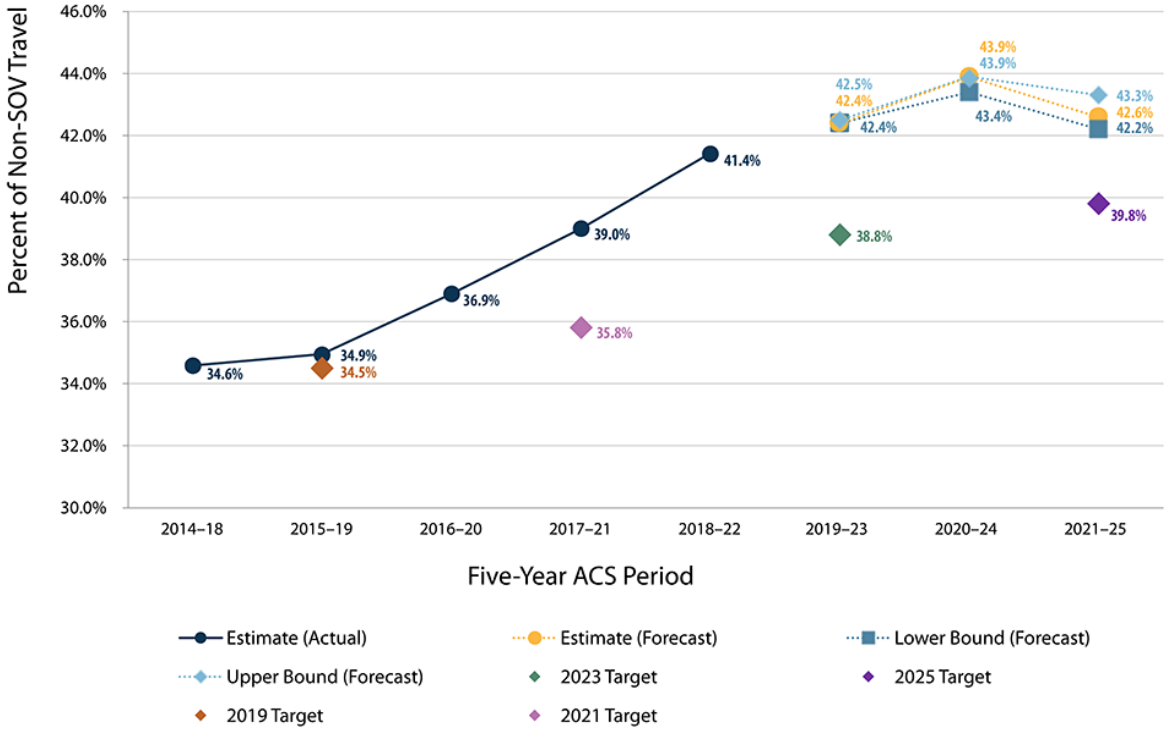
In 2024, the Boston Region MPO submitted a mid-performance period report. During this analysis, it became evident that the COVID-19 pandemic had noticeable impacts on travel patterns beginning in 2020. Performance for 2021 and 2022 exceeded the levels of 2023 and 2025 targets for non-SOV travel. For this reason, in September 2024, the MPO board voted to adjust the 2025 target set in 2022. Table 4-43 shows all the initial and updated targets for the second performance period of 2022 to 2025. Figure 4-9 shows performance through 2022 and projections through 2025.

Table 4-43
Initial and Adjusted Targets for the Percent of Non-SOV Travel in the Boston MA-NH UZA, submitted September 2024

Geographic Area	Baseline Value (CYs 2016–20 average)	Initial Two-Year Target (CYs 2019–23 average)	Initial Four-Year Target (CYs 2021–25 average)	Adjusted Four-Year Target (CYs 2021-2025 average)
Boston UZA	36.9%	38.8%	39.8%	42.6%

Note: Values in this table reflect five-year rolling averages for the percent of non-SOV travel to work.
CY = calendar year. MA = Massachusetts. NH = New Hampshire. Non-SOV = non-single-occupancy vehicle. UZA = urbanized area.
Sources: US Census Bureau, American Community Survey Five-Year Estimates (Table DP03, “Selected Economic Characteristics”); the Massachusetts Department of Transportation; the New Hampshire Department of Transportation; and the Boston Region MPO staff.

Figure 4-9
Performance, Projections, and Initial Targets for the Percent of Non-SOV Travel in the Boston MA-NH UZA, submitted September 2024



MA = Massachusetts. NH = New Hampshire. Non-SOV = non-single-occupancy vehicle. UZA = urbanized area.
Source: Boston Region MPO.

TIP Projects Supporting Clean Air and Healthy Communities Performance

The MPO uses evaluation criteria to assess the projected transportation-related emissions from each project that is a candidate for Regional Target funding, both for CO_2 and other air quality pollutants and precursors, among other environmental considerations. Transportation projects can support reductions in CO_2, VOCs, NO_x, and CO by improving traffic flow and providing alternatives to SOV travel, including bicycle, walking, and transit options.

Table 4-44 displays the CO_2 and other emissions reductions the MPO expects from projects it has programmed using its Regional Target funds. MPO staff estimates emissions for projects using MassDOT's air quality analysis worksheets for each project type and the EPA's Motor Vehicle Emission Simulator (MOVES) emission factors.

MPO staff-identified project-related metrics to determine how its Regional Target-funded roadway projects could improve the transportation system in ways that contribute to more reliable, less congested travel on the NHS or that encourage more non-SOV travel. The following project types are recognized:

- Projects that improve roadway geometry or signalization on the NHS, particularly on segments considered to be unreliable, might improve overall travel time reliability on that system.
- Projects that reduce vehicle hours of delay, particularly on the NHS, may also reduce annual hours of PHED per capita.
- Projects that add to the region's sidewalk or bicycle and pedestrian facility networks, that support access to transit, or that provide new non-SOV options might encourage use of non-SOV modes. These projects also help to create connectivity in the bicycle and pedestrian networks identified in the Massachusetts Bicycle Transportation and Pedestrian Transportation Plans.

Table 4-44
Regional Target Projects: Clean Air and Healthy Communities Performance Metrics

Metric	Value
Projects aimed at increasing non-SOV travel	18
Projects aimed at reducing excessive congestion delays	18
Projects aimed at emission reductions	30
Annual kilograms of CO_2 reduced	6,962,385 kilograms
Annual kilograms of other emissions (VOCs, NO_x, and CO) reduced	8,478 kilograms

CO = carbon monoxide. CO_2 = carbon dioxide. NO_x = nitrogen oxide. SOV = single-occupancy vehicle. VOC = volatile organic compounds.
Source: Boston Region MPO staff.

The Transit Transformation program began in FFY 2025 and includes projects that help reduce emissions by encouraging non-SOV travel or by changing the amount or type of energy these assets use. Similarly, future projects in the Community Connections program will encourage non-SOV travel and emissions reductions by addressing first- and last-mile needs.

MassDOT, MBTA, and RTA projects and programs also support improvements to air quality and the environment. For example, as described in Chapter 3, both the MBTA and MWRTA's capital programs include capital investments in fleet electrification and electric-vehicle-charging facilities. Appendix B provides more detailed information and assessments of the GHG impacts of MassDOT, MBTA, CATA, and MWRTA projects and programs. MassDOT sets separate CMAQ

emissions reduction performance targets and tracks the relationship between its projects and those targets.[22]

Future Activities to Improve and Monitor Clean Air and Healthy Communities Performance

The GWSA and FHWA's CMAQ performance management requirements create frameworks that reinforce coordination between the MPO, MassDOT, and the region's transit providers as they make investments to support clean air and sustainable communities. Future performance activities in this area may include the following:

- Improve methods for understanding how transportation projects may improve air quality and other environment-related outcomes.
- Continue to implement the MPO's updated TIP project selection criteria pertaining to clean air and sustainable communities, and further integrate these criteria into the MPO's performance-monitoring activities.
- Explore other performance measures related to air quality and the environment.

4.3.5 Resiliency Performance

Relevant Goals, Policies, and Plans

The MPO seeks to provide transportation that supports sustainable environments and enables communities in the region to adapt to, and withstand, the potential adverse impacts of severe weather events. There are several objectives that the MPO is working toward:

- Prioritizing investments that make the region's infrastructure more adaptive and responsive to current and future climate hazards
- Making investments in disadvantaged communities and areas that bear disproportionate climate and environmental burdens
- Investing in transportation that improves emergency access and protects evacuation routes
- Using nature-based solutions that reduce negative impacts, such as runoff, and impacts to water sources, open space, and environmentally sensitive areas

MAPC's regional plan, *MetroCommon 2050*, helps shape environmental planning efforts in the region and informs the MPO's approach to setting risk mitigation objectives. The plan aims to reduce environmental harm in communities

[22] An On-Road Mobile Source Emissions Reductions Report for Massachusetts is available at http://www.fhwa.dot.gov/tpm/reporting/state/emissions.cfm?state=Massachusetts.

impacted by environmental burdens, boost emergency response contingencies, and invest in critical systems and infrastructure, including transportation. Similarly, the Commonwealth has several initiatives, toolkits, and emergency preparedness guidelines for protecting vulnerable populations and infrastructure. More specific to transportation, MassDOT's Flood Risk Assessment identifies flood exposure to the in-state NHS roads and bridges, rail lines, MassDOT facilities, and public airports.

Resiliency Performance Measures

In the LRTP Needs Assessment, the MPO published several measures on Resiliency. The Needs Assessment contains data on flood risk to key infrastructure in the transportation system, including critical facilities and MBTA catchment areas, and to communities with limited transportation access. Additionally, the Needs Assessment shows risks related to heat impacts. The report also shows a survey of municipal efforts from the Commonwealth's Municipal Vulnerability Preparedness (MVP) program. All of this information contributes to planning for short-term and long-term risks to the region's transportation system.

TIP Projects Supporting Resiliency

When evaluating projects that are candidates for Regional Target funding, adaptation and mitigation are important considerations. Many TIP projects have adaptation and mitigation components, including the reconstruction of Argilla Road in Ipswich. Table 4-45 provides some highlights of how Regional Target-funded projects in this TIP address resiliency.

Table 4-45
Regional Target Projects: Resiliency Performance Metrics

Metric	Value
Projects that make infrastructure more resilient and responsive to current and future climate hazards	15 projects
Projects that invest in resiliency in vulnerable communities and areas that bear disproportionate climate and environmental burdens	3 projects
Projects that improve emergency access and evacuation routes	6 projects
Projects that use nature-based strategies to reduce runoff, negative impacts to water resources, open space, and environmentally sensitive areas	12 projects

Source: Boston Region MPO staff.

Future Activities to Improve and Monitor Resiliency Performance

The MPO has several avenues for assessing and mitigating the risk posed by severe weather events to transportation assets. The MPO considers risk and

adaptive capacity when assessing projects for the TIP's investment programs—Complete Streets, Intersection Improvements, Major Infrastructure, and Transit Transformation. The ongoing MPO programs, including the Transportation Impact Mitigation Program and Community Transportation Access Program, move risk mitigation and adaptation efforts forward on a rolling basis. Additionally, the MPO plans to use studies to improve engagement on environmental planning and outreach, and study travel patterns in relation to flooding and emergencies.

4.3.6 Summary: Regional Target-Funded Projects Supporting MPO Goal Areas

Table 4-46 highlights some of the ways that the MPO's FFYs 2026–30 Regional Target-funded projects support improved performance in the MPO's various goal areas.

Table 4-46
FFYs 2026–30 TIP Target Program: Projects by the Numbers

Total	Type	Impact
58	Regional target projects	Improve performance in MPO goal areas including safety, mobility, congestion, and bridge and pavement conditions
5	New design projects	Design funding sets up projects for future success in the construction planning phase
6	Project areas that address locations of fatal and injury crashes	Improved safety for people walking, biking, rolling, and driving
62.4	Lane miles of substandard pavement improved	Improve pavement condition
4	Bridge structures	Improve bridge conditions
37	Projects that improve intermodal connections or access to transit	Improve mobility for transit riders
2	Projects that expand transit service	Increase mobility for transit riders
42.9	New lane miles to bike and shared use path network	Improve mobility for people bicycling
6	New bikeshare stations	Increase mobility access
25.7	New miles to sidewalk network	Improve mobility for people walking
17	Projects that improve multi-modal access to jobs, affordable housing, and other key destinations	Increase access to economic opportunity
18	Projects aimed at reducing excessive congestion delay	Decrease congestion
6.96 million kg	CO_2 reduced per year	Improve air quality
15	Projects that make infrastructure more resilient and responsive to current and future climate hazards	Increase resiliency to climate hazards in vulnerable areas
35	These projects will occur in 45 cities and towns	Shared benefits throughout the region

CO_2 = carbon dioxide. kg = kilograms.
Source: Boston Region MPO staff.

4.4 PERFORMANCE MONITORING, REPORTING, AND EVALUATION

The three key phases in the MPO's PBPP process—planning, investing, and monitoring and evaluating—were discussed earlier in this chapter. Within this framework, the MPO's TIP relates primarily to the first two phases, focusing on the relationship between the goals and objectives and performance requirements in the MPO's planning framework and ways the MPO will invest its capital dollars in upcoming federal fiscal years. Other MPO activities relate more directly to the monitoring and evaluation phase of PBPP:

- The MPO's current LRTP, *Destination 2050*, contains a Needs Assessment report that describes the MPO's performance measures and targets as of July 2023. This report includes an assessment of the Boston region's current performance with respect to baseline data and, where feasible, past performance targets.
- The MPO will also report on its progress through federally required performance plans and reports, such as its CMAQ performance plans and progress reports.
- The MPO also describes progress on its PBPP web page (bostonmpo.org/performance). This web page provides ongoing updates about the MPO's target-setting activities for federally required performance measures, as well as a link to the MPO's Performance Dashboard, which provides visualizations of the performance of the Boston region's transportation system on a variety of transportation-related metrics.
- The MPO supplements these monitoring and reporting activities with specific evaluation studies—such as TIP Before-and-After studies—that it conducts through its Unified Planning Work Program to better understand the outcomes of MPO investments.

The Commonwealth and the region's transit agencies also have reporting and evaluation responsibilities. MassDOT and the Commonwealth's Executive Office of Public Safety and Security report roadway safety target information annually to FHWA and NHTSA. MassDOT reports other statewide performance targets and related information to FHWA on a biennial basis via FHWA's Performance Management Form. The MBTA, MWRTA, and CATA must report their asset inventory and condition data to the FTA's National Transit Database (NTD) and provide information about the progress that has been made with respect to performance measures and targets as compared to previous reports. These transit agencies also regularly report data about safety outcomes to the NTD. Their annual reviews of their PTASPs and safety targets also create opportunities for them to evaluate their performance.

Going forward, the MPO will incorporate the results of these reports and evaluations to use in its future planning and investment activities. These activities may include identifying new ways to bring information about performance into the MPO's LRTP and TIP development processes, such as by updating project selection criteria or providing information through other means. This work would help the MPO develop scenarios to explore how various transportation investments made through the LRTP could support various goals and performance areas. Over time, activities like these will help ensure that the MPO's investments are helping to meet its vision and goals for the region's transportation system.

Chapter 5—Determination of Air Quality Conformity

5.1 INTRODUCTION

This chapter documents the latest Transportation Improvement Program (TIP) air quality conformity determination for the 1997 Ozone National Ambient Air Quality Standards (NAAQS) and carbon monoxide (CO) NAAQS in the Boston Region Metropolitan Planning Organization (MPO) area. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance.

5.1.1 Legislative and Regulatory Background

The 1990 Clean Air Act Amendments (CAAA) require MPOs within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and TIPs, and at such other times as required by regulation. CAAA Section 176(c) (Title 42, United States Code [USC], Section 7506 [c]) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that

- will not cause or contribute to new air quality violations;
- worsen existing violations; or
- delay the timely attainment of the relevant NAAQS or any interim milestones (42 USC 7506[c][1]).

The United States Environmental Protection Agency's (EPA) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP (Title 40, Code of Federal Regulations [CFR], Parts 51.390 and 93).

A nonattainment area is one that the EPA has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been redesignated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the SIP for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

5.1.2 Conformity in Massachusetts

The Commonwealth of Massachusetts was previously classified as a nonattainment area for ozone and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. The Western Massachusetts ozone nonattainment area included Berkshire, Franklin, Hampden, and Hampshire counties. With these classifications, the 1990 CAAA required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation, to attain the ozone standard.

The 1970 Clean Air Act defined a one-hour NAAQS for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The Commonwealth of Massachusetts was classified as being in serious nonattainment of the one-hour ozone standard and was required to achieve attainment by 1999. The attainment date was later extended, first to 2003, and a second time to 2007.

In 1997, the EPA proposed a new eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific research showed that ozone could affect human health at lower levels and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle the courts upheld it. The new standard was finalized in June 2004. The new eight-hour standard is 0.08 parts per million (ppm) averaged over eight hours, and this level is not to be exceeded more than once per year. With this new standard, nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts was classified as being in moderate nonattainment for the eight-hour standard and again was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, the EPA published revisions to the eight-hour ozone NAAQS, establishing a level of 0.075 ppm (Volume 73, Federal Register [FR], page 16438; March 27, 2008). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration, keeping the standard as 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, the EPA sent a letter on December 16, 2011, proposing that only Dukes County be designated as a nonattainment area for the new proposed 0.075 ppm ozone standard. The Commonwealth of Massachusetts concurred with these findings.

On May 21, 2012, the final rule (77 FR 30088) was published in the Federal Register. This rule defined the 2008 NAAQS as 0.075 ppm, the standard that was promulgated in March 2008. A second rule (77 FR 30160) published on May 21, 2012, revoked the 1997 ozone NAAQS effective one year after the July 20, 2012, effective date of the 2008 NAAQS.

Also, on May 21, 2012, the Federal Register published the air quality designation areas for the 2008 NAAQS. Dukes County was the only area in Massachusetts designated as a nonattainment area. All other Massachusetts counties were designated as attainment/unclassifiable for the 2008 standard.

On March 6, 2015, the EPA published the final rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule" (80 FR 12264), effective April 6, 2015. This rulemaking confirmed the removal of transportation conformity to the 1997 ozone NAAQS and the replacement with the 2008 ozone NAAQS, which actually set a stricter level of allowable ozone concentration than the 1997 standards and designated Massachusetts (except for Dukes County) as attainment/unclassifiable.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Management District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were designated either as nonattainment or maintenance areas for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.

On November 29, 2018, the EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA420-B-18-050, November 2018), which addressed how transportation conformity determinations could be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, were defined as orphan nonattainment areas—areas that were designated as nonattainment areas for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and as attainment areas for the 2008 ozone NAAQS in EPA's original designation rule for this NAAQS (77 FR 30160, May 21, 2012). As of February 16, 2019, conformity determinations are required in these areas.

5.2 CONFORMITY DETERMINATION

5.2.1 Ozone

After February 16, 2019, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS—intended as an anti-backsliding measure—now applies to both Massachusetts orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS in all of the Massachusetts MPOs' FFYs 2024–50 LRTPs. The latest conformity

determination was finalized in July 2023, following all of the MPOs' endorsements of their LRTPs, and approved by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the Boston Region MPO's FFYs 2026–30 TIP, and Massachusetts' 2025–29 State Transportation Improvement Program, as each is developed from the conforming FFYs 2024–50 LRTPs.

The transportation conformity regulation in 40 CFR § 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include a demonstration of fiscal constraint (§ 93.108), a basis on the latest planning assumptions (§ 93.110), use of the latest emissions model (§ 93.111), consultation (§ 93.112), provision for the timely implementation of transportation control measures (TCMs) (§ 93.113[b] and [c]), and consistency with an emissions budget and/or interim emissions tests (§ 93.118 and/or § 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR § 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of the EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the court for South Coast II upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, budget, or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Boston Region MPO's FFYs 2026–30 TIP can be demonstrated by showing that the remaining requirements in 40 CFR § 93.109 have been met. The following requirements regarding the use of the latest planning assumptions, consultation, timely implementation of TCMs, and fiscal constraint are defined in Section 2.4 of that guidance and addressed in the following sections.

Latest Planning Assumptions

The requirement to use the latest planning assumptions in 40 CFR § 93.110 generally applies to regional emissions analyses. In the areas subject to the 1997 ozone NAAQS, the requirement to use the latest planning assumptions applies to assumptions about TCMs in an approved SIP. (See the section titled Timely Implementation of Transportation Control Measures below).

Consultation

The consultation requirements in 40 CFR § 93.112 for interagency consultation and public consultation were addressed. Interagency consultation was conducted with FHWA, FTA, EPA Region 1, the Massachusetts Department of Environmental Protection (DEP), and the other Massachusetts MPOs on March

6, 2019, when the latest conformity-related court rulings and resulting federal guidance was discussed. Regular and recurring interagency consultations have been held on (at least) an annual schedule. The most recent conformity consultation was held on March 13, 2023. Ongoing consultation is conducted in accordance with the following items:

- The Commonwealth of Massachusetts' Air Pollution Control Regulations 310 CMR 60.03, "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded, or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts' Memorandum of Understanding (MOU) between DEP, the Massachusetts Department of Transportation (MassDOT), and Massachusetts MPOs, and Regional Transit Authorities, titled "The Conduct of Air Quality Planning and Coordination for Transportation Conformity" (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR § 450. Title 23 CFR § 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPOs' public engagement programs.

The Boston Region MPO's current Public Engagement Plan was endorsed by the MPO board in October 2021 and amended in September 2022. The Public Engagement Plan ensures that the public will have access to the TIP and LRTP and all supporting documentation, provides for public notification of the availability of the TIP and LRTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and LRTP and related certification documents. The plan is available at https://www.bostonmpo.org/public-engagement.

The public comment period for this conformity determination will commence on or about April 21, 2025. During the 21-day public comment period, any comments received will be incorporated into this TIP. This process will allow sufficient opportunity for public comment and for the MPO board to review the draft document. The public comment period will close on or about May 12, 2025, and the Boston Region MPO is expected to endorse this air quality conformity determination on or about June 5, 2025. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures

Transportation control measures were required in the SIP in revisions submitted to EPA in 1979 and 1982. All of these TCMs have been accomplished through construction projects or through implementation of ongoing programs. All of the projects have been included in the Boston Region MPO's TIPs (present and past)

as recommended projects or projects requiring further study. Information on the Green Line Extension to Somerville and Medford, which was completed in 2022, is as follows.

Green Line Extension to Somerville and Medford Project—SIP Required Completion by December 2014

The Green Line Extension is a 4.7-mile light rail line, which extended the current Green Line service from a relocated Lechmere Station in East Cambridge to a terminus at College Avenue in Medford, with a spur to Union Square in Somerville. This project had a cost estimate of $2.289 billion. Funding came from a combined $1.99 billion in federal and state funds and pledged contributions totaling approximately $296 million from the Cities of Cambridge and Somerville ($75 million), the Boston Region MPO ($157.1 million), and MassDOT ($64.3 million through Special Obligation Bonds). Cambridge and Somerville were refunded their full $75 million in November 2021.

In early 2017, the MBTA initiated a procurement process for a design-build entity to design and construct the project. In November 2017, approval was received to execute a design-build contract with Green Line Extension contractors. The notice to proceed under the contract was issued in December 2017. The FTA obligated an initial portion ($100 million) of the Capital Investment Grant funds for the project in December 2017, under the 2015 Full Funding Grant Agreement. Additional funds followed. The contract with Green Line Extension contractors was in the amount of $999.7 million.

The primary goals of the project were to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development in Cambridge, Somerville, and Medford. In addition to the light rail service on two new branches extending from Lechmere Station to Union Square Station and College Avenue Station, the project included the construction of a vehicle maintenance facility and a multi-use path.

SIP Requirement Status

By filing an Expanded Environmental Notification Form, procuring multiple design consultants, and publishing both Draft and Final Environmental Impact Reports, MassDOT met the first four interim milestones associated with the Green Line Extension project. Since those filings, MassDOT committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades. The project then transitioned from the planning and environmental review phases to the design, engineering, and construction phases, and the tasks associated with programming federal funding began.

The timeline for overall project completion, however, was substantially delayed. In the 2011 SIP Status Report, MassDOT reported that the Green Line Extension

project would not meet the legal deadline for completion by December 31, 2014. The delay triggered the requirement to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA calculated the value for reductions of non-methane hydrocarbons, carbon monoxide, and nitrogen oxides that would be equal to or greater than the reductions projected to result from the operation of the Green Line Extension during the period of the delay, as specified in the SIP regulation.

In June 2012, MassDOT released a list of potential mitigation ideas received from the public that could be used as offset measures. In the summer and fall of 2012, MassDOT elicited public comments on these potential measures. Then the MBTA created an internal working group to determine a final portfolio of interim mitigation measures for implementation by December 31, 2014, the legal deadline for the implementation of the Green Line Extension.

This work resulted in a recommendation to implement the following three interim mitigation measures, which collectively would meet the emissions reduction target for the project:

- Additional off-peak service along existing routes serving the corridor, including the Green Line, and MBTA bus Routes 80, 88, 91, 94, and 96
- Purchase of 142 new hybrid-electric vehicles for the MBTA's paratransit service, The RIDE
- Additional park-and-ride spaces at the Salem and Beverly intermodal facilities

The Petition to Delay was submitted to the DEP on July 22, 2014, and expanded further on the analysis and determination of the interim offset measures. In a letter dated July 16, 2015, the DEP conditionally approved MassDOT's request to delay the Green Line Extension project and the implementation of the above interim mitigation measures. Both the 2014 Petition to Delay and the July 2015 Conditional Approval are available on MassDOT's website.

The Green Line Extension to Union Square opened for service on March 21, 2022, and the extension to Medford opened on December 12, 2022.

Fiscal Constraint

Transportation conformity requirements in 40 CFR § 93.108 state that TIPs and LRTPs must be fiscally constrained so as to be consistent with the United States Department of Transportation's metropolitan planning regulations (23 CFR part 450). The Boston Region MPO's FFYs 2026–30 TIP is consistent with the required fiscal constraints, as demonstrated in this document.

5.2.2 Carbon Monoxide

The requirement to perform a conformity determination for carbon monoxide for the city of Waltham has expired. On April 22, 2002, the EPA classified Waltham as being in attainment for CO emissions. Subsequently, an EPA-approved CO limited maintenance plan was set up through the Massachusetts SIP to ensure that emission levels did not increase. While the maintenance plan was in effect, past TIPs and LRTPs included an air quality conformity determination against a "budget test" (using "hot spot" analyses as needed at the project level) for Waltham. As of April 22, 2022, however, the 20-year maintenance period for this CO area expired and transportation conformity is no longer required for this pollutant in this municipality. This ruling is documented in a letter from EPA dated April 26, 2022.

5.3 CONCLUSION

In summary and based on the entire process described above, the Boston Region MPO has prepared this conformity determination for the 1997 ozone NAAQS in accordance with EPA's and the Commonwealth of Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFYs 2026–30 TIP meets the Clean Air Act and Transportation Conformity Rule requirements for the 1997 ozone NAAQS and has been prepared following all the guidelines and requirements of these rules during this period.

Therefore, the implementation of the Boston Region MPO's FFYs 2026–30 TIP is consistent with the air quality goals of, and in conformity with, the Massachusetts SIP.

Chapter 6—Community Transportation Access Performance Report

The Boston Region Metropolitan Planning Organization (MPO) monitors how its transportation investments impact communities throughout the Boston region to ensure the MPO's investments meet the needs of all residents. This chapter discusses the results of analyses that assess how benefits of MPO-funded projects are distributed throughout the region's communities and their impact on Title VI populations. These analyses are guided by the goal of ensuring that all people have access to important destinations that increase quality of life and economic vitality.[1]

COMMUNITY TRANSPORTATION IMPACT ANALYSES

The MPO assesses the impacts of MPO-funded projects, as a group, on areas of priority transportation investment (PTI). These are census tracts where there has been underinvestment in the transportation system and where Title VI populations reside that are generally in need of transportation service. These census tracts are categorized into tracts of highest need (with five to six of these populations), moderate need (with three to four of these populations), and lower need (with one or two of these populations).

Analyses on PTI areas help the MPO to better understand the extent to which investments address local community needs, comply with Title VI, and meet the MPO's goal of ensuring the region's transportation system meets the needs of all residents. The analyses reported in this chapter include only MPO-funded projects and, in some cases, a subset of these projects (depending on data availability, as noted). Projects that are not included are as follows:

- Projects funded by other entities, such as the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA)
- Investment program funds reserved for funding in the later years of the TIP and not yet committed to specific projects ($9 million for Community Connections, $19.5 million for Transit Transformation, and $8 million for a Bikeshare State-of-Good-Repair.

[1] The analyses for this TIP were based on demographic data from the 2020 Decennial Census and the 2019–23 American Community Survey (ACS). Census block groups or tracts were the geographic unit of analysis. See the notes at the end of this chapter for a list of data sources that were used to conduct the analyses.

The impacts of projects funded by other entities were assessed independent of the MPO's processes.

Areas of Priority Transportation Investment in the Boston Region

Figure 6-1 shows the PTI areas within census tracts in the Boston region. These areas include populations that are federally protected based on race, national origin, sex, age, disability, and income. (Data sources can be found at the end of the chapter.) [TO BE UPDATED]

Figure 6-1
PTI Areas in the Boston Region

PTI Areas Served or Impacted by MPO-Funded Projects

Staff analyzed which PTI tracts are likely to be served or impacted by MPO-funded projects. Table 6-1 shows the number of PTI tracts and the population within the tracts in the Boston region.

Table 6-1
PTI Areas Served or Impacted by MPO-Funded Projects

PTI = priority transportation investment.
Note: People served or impacted may be double counted if they live in more than one project area.
Source: US Census Bureau.

Table 6-2 shows the number of PTI tracts likely to be served or impacted by MPO-funded projects, as well as the population within those tracts, compared to the total number of tracts and people served.

Table 6-2
Population in PTI Areas Served or Impacted by MPO-Funded Projects

Note: People served or impacted may be double counted if they live in more than one project area.
FFY = federal fiscal year. PTI = priority transportation investment. TIP = Transportation Improvement Program.
Source: US Census Bureau.

Figure 6-2 shows the percentage of PTI tracts and the population within these tracts likely to be served or impacted for each investment program. [TO BE UPDATED]

Figure 6-2
Population in PTI Tracts Served or Impacted by MPO-Funded Projects by Investment Program

PTI = priority transportation investment.

Note: People served or impacted may be double counted if they live in more than one project area.
Sources: US Census Bureau and Boston Region MPO.

Air Quality Analysis

Table 6-3 shows projected emissions reductions for PTI tracts and non-PTI tracts expected to result from MPO-funded projects in the TIP. Reductions are reported in kilograms per 1,000 people. Emissions—carbon monoxide, nitrogen oxide, and volatile organic compounds—reported in this table were calculated using Congestion Mitigation and Air Quality (CMAQ) spreadsheets. Note that not all MPO-funded projects were included in the analysis; only those for which CMAQ analyses could be conducted were included. Projects initiated by MassDOT and the MBTA, bikeshare projects, and project design support were excluded.

Table 6-3
Changes in Carbon Monoxide, Volatile Organic Compounds, and Nitrogen Oxides Emissions per 1,000 People

CO = carbon monoxide. FFY = federal fiscal year. N/A = not applicable. NOx = Nitrogen oxides. PTI = priority transportation investment. TIP = Transportation Improvement Program. VOC = volatile organic compounds.
Sources: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Funding Distribution Analyses

Staff analyzed how MPO funds are distributed to projects serving PTI tracts based on the percentage of the population served or impacted by MPO-funded projects. The MPO has programmed approximately $710 million in MPO funds in the FFYs 2026–30 TIP, approximately $640 million of which was included in this analysis.[2] Table 6-4 shows the percentage of funding allocated in the FFYs 2026–30 TIP to MPO-funded projects, in the aggregate, that are expected to serve or impact PTI areas compared to the entirety of the population served or impacted. [TO BE UPDATED]

Table 6-4
Percent of Funding Allocated to PTI Areas

PTI = priority transportation investment. TIP = Transportation Improvement Program.
Sources: US Census Bureau and Boston Region MPO.

[2] The funding distribution analyses in this section exclude the following projects:
- MassDOT-initiated projects for which demographics were not available
- Investment program funds reserved for later-year funding:
  - Community Connections Program
  - Transit Transformation Program
  - Bikeshare State-of-Good-Repair Set-Aside

Figure 6-3 shows the percentage of MPO funds allocated that are expected to serve or impact PTI areas, by investment program. These data are shown relative to the entirety of the population served or impacted. [TO BE UPDATED]

Figure 6-3
Percent of Funding Allocated to PTI Areas by Investment Program

PTI = priority transportation investment.
Sources: US Census Bureau and Boston Region MPO.

Destination Access and Travel Time Impacts

Staff used Conveyal, a destination access tool, to analyze the number of destinations people can reach within a given travel time and to analyze changes in travel times. The analyses were conducted on all MPO-funded projects in the TIP that would directly change travel speeds and/or the ability of a person to reach a destination. These projects include those that consist of one or more of the following improvements:

- Addition of entirely new transportation infrastructure (such as building a shared-use path) or service (such a new bus route)
- Change in roadway geometry (such as the removal of a travel lane)
- Addition of traffic-calming elements (such as speed tables)

At this time, bikeshare expansion projects cannot be modeled. MPO staff continue to work on representing bikeshare projects in Conveyal. Staff also continue to expand their understanding of the impacts of various project elements on travel speeds so that more projects can be included in future analyses.

Figure 6-4 shows the change in access expected from the projects included in the FFYs 2026–30 TIP for the following metrics:

- Access to jobs within a 45-minute transit or drive trip
- Access to healthcare within a 25-minute transit or drive trip
- Access to parks and open space within a 45-minute drive or transit trip
- Average travel times for drive and transit trips

Results are based on current project design information—actual impacts may differ if designs change. Results show that [TO BE UPDATED]

Figure 6-4
Percent Change in Access to Jobs, Healthcare, and Parks and Open Space by Transit and Driving and Travel Times

TITLE VI ANALYSIS

These analyses show the locations of MPO-funded projects relative to Title VI populations. These analyses reflect the MPO's compliance with Title VI requirements. Figure 6-5 is a map that shows the location of MPO-funded projects relative to Title VI populations. [TO BE UPDATED]

Figure 6-5
TIP Projects and Title VI Populations

Table 6-5 shows the percent of various Title VI populations likely served or impacted by MPO-funded projects in the FFYs 2026–30 TIP. [TO BE UPDATED]

Table 6-5
Percent of Title VI Populations Served or Impacted by MPO-Funded Projects

Table 6-6 shows the percentage of funding allocated to MPO-funded projects that likely serve or impact Title VI populations in the FFYs 2026–30 TIP. [TO BE UPDATED]

Table 6-6
Percent of Funding to Projects Serving or Impacting Title VI Populations

FUTURE ACTIVITIES

MPO staff will continue to explore more sophisticated methods of identifying specific impacts of MPO-funded projects and evaluating, as a group, their impacts, especially in PTI areas, with a focus on access to opportunities. The results of a recent study, *Applying Conveyal to TIP Project Scoring*, will allow staff to develop project evaluation criteria to assess how well projects provide access to various opportunities. This new methodology will give the MPO a better understanding of which projects could help with mitigation prior to the MPO finalizing TIP projects that are selected for funding.

NOTES

The following demographic data sources were used in this chapter:

- Minority population: US Census Bureau; 2020 Decennial Census Redistricting Data (P.L. 94-171), Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race; https://data.census.gov/table/DECENNIALPL2020.P2?q=P2:+HISPANIC+OR+LATINO,+AND+NOT+HISPANIC+OR+LATINO+BY+RACE.
- Low-income population: US Census Bureau; 2019–23 American Community Survey, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months; https://data.census.gov/table/ACSDT5Y2023.C17002?q=c17002.
- People with limited English proficiency: US Census Bureau; 2019–23American Community Survey, Table B16004: Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older; https://data.census.gov/table/ACSDT5Y2023.B16004?q=B16004:+Age+by+Language+Spoken+at+Home+by+Ability+to+Speak+English+for+the+Population+5+Years+and+Over.
- People with disabilities: US Census Bureau; 2019–23 American Community Survey, Table B18101: Sex by Age by Disability Status; https://data.census.gov/table/ACSDT5Y2023.B18101?q=B18101:+Sex+by+Age+by+Disability+Status.
- Older adult and youth populations: US Census Bureau; 2020 Decennial Census Redistricting Data (P.L. 94-171), TableP12: Sex by Age for Selected Categories; https://data.census.gov/table/DECENNIALCD1182020.P12?q=P12:+SEX+BY+AGE+FOR+SELECTED+AGE+CATEGORIES.