Transportation Improvement Program

FFYS 2026–30

Appendix A—Project Prioritization and Scoring

1.1 INTRODUCTION

As described in Chapter 2, the Transportation Improvement Program (TIP) development and project prioritization and funding process consists of numerous phases and is supported by several different funding sources. This appendix includes information about transportation projects that the Boston Region Metropolitan Planning Organization (MPO) considered for funding through the Highway Discretionary (Regional Target) Program in the federal fiscal years (FFYs) 2026–30 TIP. To be considered for funding by the MPO, a project must fulfill certain basic criteria. Projects evaluated through the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, and Intersection Improvements investment programs must meet these criteria:

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

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

The project proponent must be a municipality, regional transit authority (RTA), or state agency.

The RTA that serves the project area or would operate the facility must have approved the project or plan to review it.

The project proponent must identify the source of 20 percent matching funding for the project and demonstrate that the project will have a positive impact on air quality

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

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

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

Once a proponent provides sufficient design documentation for a project that is in the Universe and the municipality or state is actively prioritizing the project for funding, the project can be evaluated by MPO staff . The evaluation criteria used to score projects are based on the MPO's goals and objectives. After the projects are evaluated, the scores are shared with project proponents, posted on the MPO's website, and presented to the MPO board for review and discussion. The scores for projects evaluated during development of the FFYs 2026–30 TIP for programming in the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, and Intersection Improvements programs are summarized in Table A-3. Scores for projects that applied for funding through the MPO's Community Connections Program during the FFYs 2026–30 TIP cycle are summarized in Table A-4.

Following the adoption of Destination 2050 in July 2023, the MPO revised the TIP evaluation criteria to better align with the MPO's updated goals, objectives, and investment programs. These criteria were employed during the project selection process for the FFYs 2026–30 TIP. The final criteria were informed by

robust public engagement conducted during the development of Destination 2050 and developed through an update process that engaged MPO members, staff, and external stakeholders. This update also created separate criteria for different project types within the Community Connections program given the diverse array of first-and-last mile projects that can be funded through the program. The project selection criteria for each investment program are shown in separate tables in this appendix as follows: Bicycle Network and Pedestrian Connections (Table A-5); Complete Streets (Table A-6); Intersection Improvements (Table A-7); and Transit Transformation (Table A-8).

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

In addition to project scores, several other factors are taken into consideration by the MPO when selecting projects for funding. Table A-2 describes many of these elements, including the relationships between the MPO's FFYs 2026–30 Regional Target projects and the MPO's Long-Range Transportation Plan (LRTP), studies and technical assistance conducted by MPO staff through the Unified Planning Work Program (UPWP), the federally required performance measures discussed in Chapter 4, and Massachusetts' modal plans. These projects are listed by MPO investment program. More details about each of these projects are available in the funding tables and project descriptions included in Chapter 3. Performance-related information for the FFYs 2026–30 Regional Target projects is included in Chapter 4, and information about greenhouse gas (GHG) emissions for these projects is available in Appendix B

Table A-1
FFYs 2026–30 TIP Universe of Projects

Projects grouped by MAPC subregion and by MPO Investment Program
This table contains unprogrammed projects in the Boston region that may be considered for evaluation in the FFYs 2026-30 TIP cycle. Not all projects listed in this table will be evaluated for funding in the FFYs 2026-30 TIP, as projects must be PRC approved and submit sufficient project documentation prior to scoring. The MPO has also established a policy to prioritize projects that have reached the 25% design submission stage for funding. This list is subject to change as more project information is received.

Virtual Universe Link

Key

	Evaluated for FFYs 2025-29 TIP
	New project in TIP universe for FFYs 2026-30 TIP
	In FFYs 2025-29 universe, not evaluated

Municipality	Project Proponent	Project Name	Project Number	Design Status (as of 9/6/24)	Year Added to Universe	Cost Estimate	Highway District	Notes
Inner Core								
Complete Streets								
Boston	Boston	Reconstruction of Albany Street	S13016	Preliminary Design	2021	N/A	6	
Boston	MassDOT	Reconstruction on Gallivan Boulevard (Route 203), from Neponset Circle to East of Morton Street Intersection	S13015	PRC approved (2012)	2018	Outdated (Formerly $11,500,000)	6	Resulted from FFY 2012 Addressing Priority Corridors MPO Study. Entirety of Gallivan. A portion of this corridor is included in project 610650 for Safety Improvements, and is funded in FFY 2027 of the Statewide Highway Program.
Boston	MassDOT	Improvements on Morton Street (Route 203), from West of Gallivan Boulevard to Shea Circle	606897 (Former)	PRC approved (2012)	2018	Outdated (Formerly $11,500,000)	6	Resulted from FFY 2012 Addressing Priority Corridors MPO Study. Entirety of Morton from Gallivan to Arborway. Nearer term safety improvements proposed in 2027.
Boston	Boston	Roadway Improvements along Commonwealth Avenue (Route 30), from Alcorn Street to Warren/Kelton Streets (Phase 3 and Phase 4)	608449	25% submitted (9/28/2017)	2017 or earlier	$31,036,006	6	Last scored for FFYs 2020-24 TIP.
Boston	MassDOT	Intersection and Signal Improvements at VFW Parkway and Spring Street	613282	PRC Approved (6/1/2023)	2022	$5,357,253	6	Project had previously submitted a 25% design with revisions to account for some comments by City of Boston in 2022. Project was re-initiated in April 2023.
Brookline	Brookline	Boylston Street (High Street to Brington Road) Complete Streets Improvements	S13019	Preliminary Design	2022	$3,500,000	6	Pedestrian crossings, bike lanes, street trees. Design through Toole with some facilitation from MassDOT. Three options were pushed through and endorsed by the Select Board. Town met with District 6 to run through this. Should be in PRC soon.
Brookline	Brookline	Brookline- Pedestrian Bridge Replacement, B-27-017, Davis Path over MBTA	613683	PRC Approved (5/31/2024)	2022	$12,898,928	6	Town considering discretionary grant funding. Potential for bundling with Boylston Street work above.
Chelsea	Chelsea	Chelsea- Intersection Improvements at Everett Avenue and 3rd Street	613259	PRC Approved (6/1/2023)	2020	$2,078,680	6	
Chelsea	Chelsea	Hawthorne Street Redesign (Park Street to Bellingham Street)	S13020	Preliminary Design	2023	N/A	6	Seeking funding for project design.
Chelsea	Chelsea	Reconstruction of Marginal Street	S13021	Preliminary Design	2019	N/A	6	Potential PROTECT grant candidate based on discussion between MPO staff and City in 2024. Recent issues with sidewalks collapsing due to erosion.
Chelsea, Everett	Everett	Reconstruction of Vine and Third Street, from Chelsea Street to MBTA Station	613585	PRC Approved (10/12/2023)	2023	$5,654,870.15	4	Silver Line connection for pedestrian and bike. Includes sidewalk extension and ADA ramp reconstruction. Pavement reconstruction as well. Potential candidate for FFY 2026–30 TIP.
Dedham	Dedham	Pedestrian Improvements on Elm Street	613685	PRC Approved (05/31/2024)	2024	$1,534,800	6	
Lynn, Salem	MassDOT	Reconstruction of Route 107 (Route 129A to Boston Street)	608927	PRC approved (2017)	2020	$38,155,000	4	Northern follow-up to Project 609246, which is currently programmed on the TIP for FFYs 2025–29.
Malden	Malden	Broadway Reconstruction: Everett to Melrose City Line	613244	PRC Approved (6/29/2023)	2022	$21,201,688	4	
Malden	Malden	Commercial Street Reconstruction (Centre Street to Medford City Line)	S13023	Preliminary Design	2024	$7,250,000	4	Evaluated for design funding for FFYs 2025–29 TIP. Continuation of concept that Medford recently completed on Rivers Edge Drive.
Malden	Malden	Improvements on Route 60 (Phase 1) [Lynn Street to Broadway]	613816	PRC Approved (10/2/2024)	2024	$5,393,158	4	Formerly part of S13024
Malden	Malden	Improvements on Route 60 (Phase 2) [Broadway to Franklin Street]	613817	PRC Approved (10/2/2024)	2024	$5,373,715	4	Formerly part of S13024
Malden	Malden	Improvements on Route 60 (Phase 3) [Franklin to Pearl Street]	613818	PRC Approved (10/2/2024)	2024	$8,176,241	4	Formerly part of S13024
Melrose	Melrose	Reconstruction of Lebanon Street, from Lynde Street to Malden City Line	612534	PRC approved (2/10/2022)	2020	$3,742,432	4	
Newton	Newton	Reconstruction of Washington Street, from Church Street to Chestnut Street	S13025	Preliminary Design	2020	N/A	6	
Revere	Revere	Reconstruction of Ocean Avenue, Revere Street, and Revere Beach Boulevard	S13026	Preliminary Design	2020	N/A	4	Project at conceptual stage with schematics, needs full design - investigating roundabout. Key East/West connection.
Winthrop	Winthrop	Reconstruction and Improvements on Route 145 (Pleasant and Main Street Project)	609446	PRC approved (2019)	2019	$7,565,512	6	

Winthrop	Winthrop	Reconstruction on Main Street, from Winthrop Street to the Boston City Line	613712	PRC Approved (05/31/2024)	2024	$11,902,600	6	
Intersection								
Boston, Brookline	Boston, Brookline	Mountfort Street and Commonwealth Avenue Connection	608956	PRC approved (2017)	2018	$916,883	6	Interim improvement completed in the area more recently, but longer term improvement still sought by Boston.
Chelsea	Chelsea	Intersection Improvements at Everett Avenue and 3rd Street	613259	PRC Approved (7/6/2023)	2023	$2,078,681	6	Added via PRC notification email. 25% design expected within 2024, may apply for funding through FFYs 2026–30 TIP.
Lynn, Saugus	Lynn	Intersection Safety Improvements at Boston Street at Hesper and Hamilton Streets	S13046	Preliminary Design	2023	$3,000,000	4	Based on 3/3/2023 meeting with Lynn.
Quincy	MassDOT	Intersection Improvements at Route 3A (Southern Artery) and Broad Street	608569	PRC approved (2016)	2020	$2,900,000	6	Priority for District 6.
Quincy	Quincy	Merrymount Parkway Phase II	S13028	Preliminary Design	2022	N/A	6	Intersection improvement at Merrymount Parkway and Furnace Brook Parkway. Parks Department is leading the work. Will include bridge replacement.
Bicycle and Pedestrian								
Arlington	Arlington	Mystic River Path Connection to the Minuteman Bikeway	613593	PRC Approved (10/12/2023)	2023	$10,688,515	4	Design includes a $1,000,000 congressional earmark
Belmont	Belmont	Belmont Community Path Phase 2	S13029	Preliminary Design	2023	TBD	4	Consultant from Toole Design reached out 3/16/2023 to discuss initiation and funding through MassDOT
Boston	Boston	Fenway Multi-Use Path Phase III	S13030	Preliminary Design	2021	N/A	6	Project at conceptual stage. Final phase of the path contingent on 24-hour accessibility in order to fund project with federal dollars via the TIP.
Brookline	Brookline	Beacon Street Bridle Pathway	S13031	Preliminary Design	2022	N/A	6	Project in conceptual design through Toole, receipt of a MassTrails grant in 2020 for feasibility study. Limits would be Audubon Circle to Cleveland Circle, may require phased approach.
Everett, Somerville	DCR	Mystic River Bicycle and Pedestrian Crossing	612004	75% Package Received (2/6/2023)	2021	$38,218,334	4	
Medford	Medford	MacDonald Park Pedestrian Bridge	S13032	Preliminary Design	2022	$800,000	4	In DCR park, City is requesting expansion of bridge to 10-12 feet in width to coordinate with shared use pathway.
Newton	Newton	Bridge Replacement on Christina Street	613594	PRC Approved (10/12/2023)	2023	$4,785,788	6	May appear in FFYs 2026-30 TIP.
Major Infrastructure								
Boston, Chelsea	Boston	Bridge Rehabilitation and Fender Pier Replacement, Meridian Street Over Chelsea Creek (Andrew P. McArdle Bridge)	612601	PRC Approved (2/10/2022)	2021	$97,538,787	6	
Cambridge	DCR	Intersection Improvements at Fresh Pond Parkway/Gerry's Landing Road, from Brattle Street to Memorial Drive	609290	PRC approved (2018)	2019	$7,000,000	6	Short-term improvements being initiated.
Newton	MassDOT	Traffic Signal and Safety Improvements at Interchange 127 (Newton Corner)	609288	PRC approved (2018)	2019	$14,000,000	6	
Lynn	Lynn	Lynnway Multimodal Corridor	S13090	N/A	2024	$25,300,000	4	MBTA Project Number P1332. Design and construction for center-running bus lanes, separated bike lanes, enhanced bus stops, and sidewalk improvements.
Medford	Medford	Roosevelt Circle Interchange Reconfiguration	S13033	Preliminary Design	2022	TBD	4	As discussed on 11/4/2022 with the City of Medford, the City is looking to reconfigure the ramps and adjacent local roadways to improve traffic safety following the results of a RSA along this corridor. Includes improvements for bicycle, pedestrian, and transit access.
Revere	Revere	Route 1A Improvement and Reconfiguration	S13034	Preliminary Design	2022	$12,000,000	4	to reconfigure the loop ramps at the General Edwards Bridge to facilitate redevelopment of the area, for which there are already parcel developments planned. The reconfiguration will entail construction of a new roundabout and improved pedestrian crossings to improve access to the riverfront and Point of Pines area along Revere. Per the City, this reconfiguration is intended to work with the Lynnway Multimodal Corridor improvements,
Community Connections								
Belmont	Belmont	Belmont BlueBikes Expansion	S13035	N/A	2022	$250,000	4	Belmont is currently evaluating potential revenue streams to cover operational costs and match prior to submitting an application for this project.
Lynn	Lynn	Transit Signal Priority - Bus Upgrades for Lynn Route 107	S13036	N/A	2022	TBD	4	
Waltham	Waltham	Waltham BlueBikes/Bikeshare Expansion	S13037	N/A	2022	TBD	4	
Minuteman Advisory Group on Interlocal Coordination								
Complete Streets								

Acton	Acton	Reconstruction of Route 2A/119 (Great Road), from Davis Road to Harris Street	613872	PRC-Approved (10/02/2024)	2023	$12,847,235	3	Seeking pathway for design funding. Was S13038 before.
Acton-Maynard	Acton-Maynard	Route 62 Complete Streets Design (Knox Trail to Waltham Street)	S13039	Preliminary Design	2023	TBD	3	Joint application for design funding may emerge, majority of pavement is in Maynard.
Bedford	Bedford	Roadway Reconstruction of Route 4/225 (The Great Road)	612739	PRC approved (5/12/2022)	2022	$10,899,448	4	North Road to match line near Loomis Street. SRTS project completed in the area under 608000.
Bolton	Bolton	Reconstruction of Route 117 (Main Street) from 200 feet West of John Powers Lane to the Intersection of Mechanic Street	613885	PRC approved (10/2/2024)	2024	$7,490,000	3	Met with town in November 2023 to discuss, culvert is primary concern.
Intersection								
Acton	Acton	Intersection Improvements at Hayward Road and Route 27	S13041	Preliminary Design	2023	$2,000,000	3	Per discussion on 11/9/2023. Town has had significant design progress internally, still working to move forward with it.
Littleton	Littleton	Intersection Improvements at Route 119/Beaver Brook Road	610702	PRC approved (4/30/2020)	2020	$3,120,110	3	MassDOT agreed to fund design after 25% design approved. As of October 2022, the project remains in preliminary design.
Bicycle and Pedestrian								
Bedford	Bedford	Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)	607738	100% Package Received 01/18/2022	2022	$11,218,186	4	Local concerns about permitting. Previously programmed in FFYs 2023-27, dropped due to public opposition. Failed to achieve 2/3rds majority in town meeting on 11/14/2022.
Concord	Concord	Assabet River Multi-Use Trail and Bridge Construction	612870	PRC approved (8/29/2022)	2020	$8,280,000	4	Project was originally a new Pedestrian Bridge with a $2-3.6M price range. Scope has increased to include improvements for a multi-use trail alongside the bridge. Cost has increased accordingly, and is now in preliminary design. Municipality applied for Reconnecting Communities Funding for work. Project location runs between the West Concord MBTA Station and the Concord Meadows Corporate Center with a hookup to the Southern Terminus of the Bruce Freeman.
Hudson	Hudson	Mass Central Rail Trail Extension	S13048	Preliminary Design	2023	$9,000,000	3	Sought funding for FFY 2025 Project Design Pilot.
Stow	Stow	Assabet River Rail Trail Construction	613096	Scope to DE (6/16/2023)	2022	$2,232,173	3	Project Info # is being reserved for this project's construction. Recent earmark recipient for design under FFY22 House THUD bill (Rep. Lori Trahan). Design line item added to FFYs 2023-27 in AM2 and is retaining a project ID # S12749.
Major Infrastructure								
Acton	MassDOT	Intersection Improvements at Route 2 and Route 27 Ramps	610553	25% design 05/22/2024	2020	$6,689,946	3	Project not programmed in LRTP (meets MPO roadway classification requirement). Priority for District 3 and Town of Acton. Project has had surveying and MSA design contracts opened for it. MassDOT appears to be tracking as a Traffic Safety improvement.
Lexington	Lexington	Route 4/225 (Bedford Street) and Hartwell Avenue	613144	PRC approved (12/20/2022)	2019	$30,557,000	4	In 2022, the project received PRC approval for a design-only contract. The project may seek funding through the TIP. The project has expanded to be an interchange reconstruction, and the Hartwell Avenue component may emerge separately. The estimated construction cost for this project is likely to increase. Preliminary design funding for this project is programmed in FFY 2026
Lexington	Lexington	Roadway Reconstruction on Hartwell Avenue and Bedford Street	613695	PRC approved (5/31/2024)	2024	$32,255,718	4	Subset of larger LRTP project above.
Community Connections								
Concord	Concord	Concord Workforce Shuttle	S13043	N/A	2022	$369,911	4	Application in FFYs 2024-28 TIP.
Lexington	Lexington	Lexington Bikeshare Pilot Program	S13044	N/A	2023	N/A	4	Current constraint is distance from existing Bluebikes network and operating costs.
MetroWest Regional Collaborative								
Complete Streets								
Wellesley	Wellesley	Route 135 Reconstruction (Natick Town Line to Weston Road)	S13047	To be initiated	2022	TBD	6	
Holliston	Holliston	Reconstruction of Concord Street (Route 126)	S13049	Pre-PRC	2021	N/A	3	Added through subregional outreach. Project is municipal priority, as it's tied to necessary below-grade sewer work. 10/12/22: MaPIT is showing that a project was initiated back on 7/14/2020 for this stretch for resurfacing and related work, assuming $600K in total cost (likely lowball).

Intersection								
Ashland	Ashland	Intersection Improvements at Fountain and Union Street	S13050	To be initiated	2024	TBD	3	First discussed on 5/28/24 during discussion with Evan White in Ashland DPW.
Framingham	MassDOT	Roundabout Construction at Salem End Road, Badger Road and Gates Street	609280	PRC approved (12/06/2018)	2019	$2,520,000	3	
Weston	Weston	Intersection Improvements - Signalization of Route 20 at Highland Street	S13051	Pre-PRC	2021	N/A	6	Added through subregional outreach.
Weston	Weston	Intersection Improvements at Route 20 and Highland Street	613878	PRC-Approved (10/2/2024)	2024		3	HSIP Location. Investigating geometry changes and potential alternatives to current signalization.
Bicycle and Pedestrian								
Weston	MassDOT	Shared Use Path Construction on Route 30	612602	PRC Approved (2/10/2022)	2022	$1,050,000	6	Meant to connect into Project 608954. District 6 priority to ensure that the shared-use-path there ties in to the rest of the bicycle network and concludes at a logical terminus.
Major Infrastructure								
Framingham	Framingham	Intersection Improvements at Route 126/135/MBTA and CSX Railroad	606109	PRC approved (2010)	2019	$115,000,000	3	Subject of an FFY 2023 RCN design grant submission. Included in Destination 2050 LRTP. Funded in FFY 2026 for Design. To be scored in FFYs 2026-30 TIP.
North Suburban Planning Council								
Complete Streets								
Lynnfield	Lynnfield	Reconstruction of Summer Street	609381	PRC approved (2019)	2019	$21,521,921	4	Bayside Engineering handling design, Norman Brown is PM on consultant side. Culvert and turtle crossings. Town may consider descoping and phasing the project due to cost, per 12/20/2022 conversation with PM.
Reading	Reading	Reading Downtown Improvement Project	S13053	Preliminary Design	2020	$8,000,000	4	Project at conceptual stage.
Stoneham	Stoneham	Reconstruction of South Main Street, from Town Center to South Street	S13054	Preliminary Design	2021	N/A	4	
Winchester	Winchester	Town Center Complete Streets Improvements	S13055	Preliminary Design	2021	N/A	4	
Intersection								
Burlington	Burlington	Route 3A / Cambridge Street and Winn Street Intersection Improvements	613641	PRC Approved (12/19/2023)	2023	$9,557,295	4	Evaluated for Project Design funding in FFY 2025.
Stoneham	Stoneham	Intersection Improvements at Main Street (Route 28), Franklin Street, and Central Street	S13056	Preliminary Design	2020	N/A	4	Project at conceptual stage.
Wilmington	Wilmington	Intersection Improvements at Main Street (Route 38) at Richmond Street (Route 129)	613600	PRC Approved (10/19/2023)	2023	$7,190,375	4	NTP issued: 05/01/2024
Bicycle and Pedestrian								
Stoneham, Wakefield	Stoneham, Wakefield	Mystic Highlands Greenway Project	S13057	Preliminary Design	2021	N/A	4	
Community Connections								
North Reading	North Reading	North Reading Human Services Transportation	S13058	Preliminary Design	2022	$213,000	4	Significant paratransit consideration.
North Shore Task Force								
Complete Streets								
Beverly, Manchester-by-the-Sea	MassDOT	Resurfacing and Related Work on Route 127	607707	PRC approved (2013)	2018	$2,300,000	4	Still in preliminary design.
Danvers	Danvers	Reconstruction on Collins Street, from Sylvan Street to Centre and Holten Streets	602310	75% submitted (3/5/2010)	2017 or earlier	$5,183,121	4	Updated 75% design submission needed for project to move forward. Last scored for FFYs 2020-24 TIP.
Ipswich	Ipswich	Reconstruction of County Road, from South Main Street to East Street	611975	PRC approved (01/28/2021)	2020	$5,653,500	4	Ipswich DPW noted that a bridge within the project limits has had a lane closed by MassDOT. Structure IDs are I01005, main concern is Ipswich - 2PN which is an 1861-built historic stone arch mill bridge. Currently functioning as a one-way. Town had approached as a traffic safety project with the bridge as a focal point. Pier degradation and cracking. Structure is under evaluation for a statewide bridge preservation contract.
Marblehead	Marblehead	Bridge Replacement, M-04-001, Village Street over Marblehead Rail Trail (Harold B. Breare Bridge)	612947	PRC approved (9/15/2022)	2019	$4,453,950	4	
Manchester-by-the-Sea	Manchester-by-the-Sea	Pine Street - Central Street (Route 127) to Rockwood Heights Road	S13059	Preliminary Design	2017 or earlier	N/A	4	
Rockport	Rockport	Roadway Reconstruction of Route 127A (Thatcher Road)	612737	PRC Approved (1/23/2023)	2023	$12,058,173	4	

Salem	MassDOT	Reconstruction of Bridge Street (Route 107), from Flint Street to Washington Street	612990	25% Design (09/18/2024)	2017 or earlier	$12,067,500	4	Project is not programmed in Destination 2040. It is on a regionally significant roadway and would add roadway capacity. If it is programmed in the TIP, it will need to be programmed in Destination 2050.
Salem	Salem	Topsfield- Bridge Replacement, T-06-016, on Salem Road over the Ipswich River	613592	PRC Approved (10/12/2023)	2023	$5,593,494	4	Bridge replacement project only
Salem	Salem	Broad Street and Dalton Parkway Corridor Design Project	S13129	Preliminary Design	2024	$2,500,000	4	Seeking design funding.
Wenham	Wenham	Safety Improvements on Route 1A	609388	75% approved 02/08/2024	2019	$5,328,763	4	Working with Bayside Engineering as design consultant. MassDOT may fund this for construction in full, and Wenham is paying for design. Drainage for abutters is holding this up.
Wenham	Wenham	Roadway Reconstruction on Larch Row and Dodges Row	S13060	Preliminary Design	2019	$800,000	4	Project at conceptual stage.
Improvements								
Essex	Essex	Targeted Safety Improvements on Route 133 (John Wise Avenue)	609315	PRC approved (2019)	2019	$2,135,440	4	
Swampscott	Swampscott	Humphrey Street at Atlantic Avenue	S13062	Preliminary Design	2023	$4,000,000	4	Project conceptual, design candidate. Possible roundabout.
Bicycle and Pedestrian								
Peabody, Salem	Peabody, Salem	Riverwalk Project	S13063	Preliminary Design	2021	N/A	4	MVP grant issued for project design. Includes elements of the Harmony Grove Path and the Independence Greenway to the west. Gap remains between Mt Vernon Street and Endicott Street.
Marblehead	Marblehead	B2B Bikeway - Marblehead Rail Trail	S13064	Preliminary Design	2022	$140,000	4	Design earmark currently programmed, construction will follow.
Peabody, Salem	Peabody, Salem	Harmony Grove Multi-Use Path	613258	PRC Approved (6/1/2023)	2022	$1,021,556	4	Design funding is a separate line item in the TIP. This project is the Border to Boston Trail section for Salem and Peabody.
Major Infrastructure								
Beverly	Beverly	Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue (Phase II)	607727	PRC Approved (2014)	2021	$23,000,000	4	Project is not programmed in Destination 2040. Is on a regionally-significant roadway, and would expand the interchange. If this project is programmed in the TIP and adds roadway capacity, this project will need to be included in Destination 2050.
South Shore Coalition								
Complete Streets								
Braintree	Braintree	Reconstruction of Allen Street (MA285)	613727	PRC Approved (05/31/2024)	2024	$3,150,000	6	Funded with a 2023 earmark for $3,150,000
Holbrook	Holbrook	Corridor Improvements on North and South Franklin Streets (Route 37), Franklin Terrace Royal Avenue	613117	PRC approved (12/20/2022)	2023	$16,049,369	5	
Hull	Hull	Nantasket Avenue Redesign	S13089	Preliminary Design	2023	$8,000,000	5	Includes redevelopment of existing gravel squares in front of Nantasket Beach for additional facilities/recreational zones/open space.
Rockland	Rockland	Corridor Improvements on VFW Drive/Weymouth Street	612605	PRC approved (2/10/2022)	2021	$13,047,281	5	PNF entered in Jan 2022
Weymouth	MassDOT	Reconstruction on Route 3A, Including Pedestrian and Traffic Signal Improvements	608231	PRC approved (2016)	2017 or earlier	$10,780,100	6	Pre-25% package submitted in July 2021. Not recorded in PINFO.
Intersection Improvements								
Cohasset	Cohasset	Intersection Improvements at Route 3A and King Street	S13068	Preliminary Design	2021	N/A	5	Added through subregional outreach.
Hull	Hull	Intersection Improvements at George Washington Boulevard and Barnstable Road/ Logan Avenue	S13069	Preliminary Design	2021	N/A	5	Added through subregional outreach.
South West Advisory Planning Committee								
Complete Streets								
Bellingham	Bellingham	South Main Street (Route 126) - Elm Street to Douglas Drive Reconstruction	S13070	Preliminary Design; PNF submitted (3/13/17)	2017 or earlier	N/A	3	Project would dovetail ongoing project 608887, rehab on Route 126 from Douglas Drive to Route 140.

Hopkinton	Hopkinton	West Main Street Reconstruction and Shared Use Path	S13071	Preliminary Design	2022	$15,000,000	3	Priority is a shared use path under I-495 along West Main Street EB to link into existing trail networks and SUP in downtown area and commercial campuses west of I-495. Includes a large roundabout at Lumber Street/Parkwood Drive and West Main Street due to frequent crashes. Some of the initial vision for this project may be altered based on revisions to the scope of work for Project 606043- Hopkinton- Signal and Intersections Improvements on Route 135.
Medway	Medway	Improvements on Route 109 West of Highland Street (Highland Street to Bellingham Line)	S13072	Preliminary Design	2021	N/A	3	Project at conceptual stage. Project #605657 recently completed near Highland Street.
Millis	Millis	Town Center Improvements	S13073	Preliminary Design	2020	N/A	3	Project at conceptual stage.
Sherborn	Sherborn	Improvements on Route 27 and Route 16, Sherborn Town Center Improvements (Village Way to Coolidge Street)	S13074	Preliminary Design	2023	$9,500,000	3	Funded through the FFY 2025 Project Design Pilot.
Wrentham	Wrentham	Resurfacing and Related Work on Route 1	608497	PRC approved (2016)	2020	N/A	5	
Wrentham	Wrentham	Route 140 and Eagle Dam	S13075	Preliminary Design	2023	N/A		MVP Project. Dam removal upstream of the bridge and culvert on Route 40. Seeking feedback from MassDOT. Strong Resilience Project candidate.
Wrentham	Wrentham	Wrentham Center Improvements	S13076	Preliminary Design	2023	N/A	5	Formerly under Intersection Improvements, the scope of this project is growing given a 300 unit development near to the proposed work area.
Intersection Improvements								
Medway	Medway	Traffic Signalization at Trotter Drive and Route 109	S13077	Preliminary Design	2021	N/A	3	Project at conceptual stage.
Sherborn	Sherborn	Intersection Improvements at Route 16 and Maple Street	S13078	Preliminary Design	2021	N/A	3	Project at conceptual stage.
Wrentham	Wrentham	Intersection Improvements on Route 1A at North and Winter Street	610676	25% Package Received (08/23/2024)	2020	$2,649,000	5	RSA done in 2022
Wrentham	Wrentham	Intersection Improvements at Randall Road and Route 1A	S13079	Preliminary Design	2020	$2,649,000	5	Project at conceptual stage.
Wrentham	Wrentham	Intersection Improvements at Route 1A Green St and High Street	S13080	Preliminary Design	2023	TBD	5	
Wrentham	Wrentham	Intersection Improvements at Route 1 and Hawes Street	S13081	Preliminary Design	2023	TBD	5	
Wrentham	Wrentham	Intersection Improvements at Route 1A and Route 121	S13082	Preliminary Design	2023	TBD	5	Closer to the I-495 1A Ramps project, south side of town. Recent RSA conducted.
Bicycle and Pedestrian								
Bellingham-Franklin	Bellingham-Franklin	Southern New England Trunkline Trail Construction	608948	25% Package Received (5/12/2020)	2021	$1,714,186	3	Project may be completed by DCR.
Hopkinton	Hopkinton	Campus Trail Connector, Shared Use Trail Construction	611932	PRC approved (9/24/2020)	2020	$1,750,700	3	
Norfolk, Walpole, and Wrentham	Norfolk	Metacomet Greenway	S13083	Preliminary Design	2021	N/A	5	Project at conceptual stage. Feasibility analysis complete. Pilot development will start with Hill to Pine Street through old rail bed ROW. Includes bridge over Route 115 due to traffic concerns. Project evaluated and selected for FFY 2025 Project Design Pilot.
Sherborn	Sherborn	Upper Charles River Trail Extension to Framingham City Line	S13084	Preliminary Design	2021	N/A	3	Project at conceptual stage.
Major Infrastructure								
Bellingham	MassDOT	Ramp Construction and Relocation, I-495 at Route 126 (Hartford Avenue)	604862	PRC approved (2006)	2017 or earlier	$13,543,400	3	High priority for District 3
Three Rivers Interlocal Council								
Complete Streets								

Canton	Canton	Lower Randolph Reconstruction (Route 138, Turnpike Avenue to Colts Crossing)	S13085	Preliminary Design	2023	TBD	6	Emerged in discussions following application of Randolph and York Street Signal Installation for FFYs 2024-28 STIP. Sidewalk installation, bike lanes, crosswalks, roadway rehabilitation, signal improvements at the Route 138 and, potentially, York Street intersection. Crosswalks near Ponkapoag Pond trailhead.
Canton	MassDOT	Canton- Roadway Reconstruction and Related Work on Route 138	612614	PRC Approved (2/10/2022)	2023	$24,687,600	6	This project reconstructs Route 138 from Randolph Street to the Stoughton Town Line. It includes sidewalks and bicycle accommodations.
Medfield	Medfield	Reconstruction of Route 109 (Millis town line to Hartford Street)	S13086	Preliminary Design	2021	N/A	3	Beta is design consultant.
Milton	MassDOT	Reconstruction on Granite Avenue, from Neponset River to Squantum Street	608406	25% submitted (2/10/2017)	2017 or earlier	$3,665,146	6	Milton also in ICC subregion.
Milton	Milton	Adams Street Improvements, from Randolph Avenue to Eliot Street	610820	PRC approved (4/30/2020)	2020	$1,799,330	6	Milton also in ICC subregion. Preliminary design.
Needham	Needham	Reconstruction of Highland Avenue, from Webster Street to Great Plains Avenue	612536	PRC approved (10/21/2021)	2021	$10,402,402	6	Strong likelihood of FFYs 2026-30 TIP submission.
Dover, Needham	Dover, Needham	Centre Street Bridge Replacement	612978	PRC Approved (9/15/2022)	2022	$12,953,780	6	Historic-eligible, needs replacement as it is 1850's era. Dover awarded an earmark to design.
Westwood	Westwood	Reconstruction of Canton Street (East Street Rotary and University Avenue)	608158	25% Design Public Hearing (09/28/2023)	2017 or earlier	$20,406,113	6	Priority for municipality. MassDOT expresses concerns regarding project readiness due to scope fluctuations. PINFO includes bridge rehab work. Application submitted for FFYs 2024-28.
Intersection								
Canton	Canton	Signal Installation at Randolph Street and York Street	S13087	Preliminary Design	2022	$500,000	6	Application submitted for FFYs 2024-28 TIP. Municipality requested $50,000 against a total estimate of $500,000. Significant funding in local mitigation fund for match.
Foxborough	Foxborough	Intersection Signalization at Route 140/Walnut Street and Route 140/I-95 (SB Ramp)	612740	PRC Approved (5/12/2022)	2021	$11,902,600	5	Added through subregional outreach. Town has advanced design outside of TIP process. District supports project. Budget has increased from original $5M estimate in 2021.
Medfield	Medfield	Intersection Improvements at Route 27 and West Street	612807	PRC Approved (5/12/2022)	2021	$3,987,500	3	Added through subregional outreach.
Randolph	Randolph	Intersection Improvements at Route 28, Route 139, and North Street	613704	PRC Approved (05/31/2024)	2024	$6,183,000	6	
Bicycle and Pedestrian								
Canton	Canton	Warner Trail Extension, from Sharon to Blue Hills Reservation	S13088	Preliminary Design	2021	N/A	6	Added through subregional outreach. Feasibility study currently underway.
Major Infrastructure								
Canton, Westwood	MassDOT	Interchange Improvements at I-95 / I-93 / University Avenue / I-95 Widening	87790	25% submitted (7/25/2014)	2017 or earlier	$202,205,994	6	Project not programmed in *Destination 2040*. It is on a regionally-significant roadway and adds roadway capacity. If programmed in the TIP, this project would also need to be included in Destination *2050*. Last scored for FFYs 2020-24 TIP.

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

Abbreviations: DCR = Massachusetts Department of Conservation and Recreation. FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = metropolitan planning organization. N/A = not applicable. NTP = notice to proceed. PNF = Project Need Form. PRC = MassDOT's Project Review Committee. RSA = Road Safety Audit. SB = southbound. TBD = to be determined.

Table A-2
FFYs 2026–30 Regional Target Projects and Their Relationships to Plans and Performance Measures

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
609211	Peabody–Independence Greenway Extension	Bicycle and Pedestrian	Extend the Independence Greenway from the North Shore Mall to central Peabody.	Peabody	2024	This project will extend the MassDOT Off-Street High Comfort Bike Network, as identified in the 2019 Massachusetts Bicycle Plan.	This project is expected to improve safety for bicyclists and pedestrians. It will create more than a mile of bike trail network and bring the Independence Greenway's total length to eight miles. By extending the region's bicycle network, this project is expected to increase non-SOV travel. It is also expected to reduce CO2 and other transportation-related emissions.
610544	Peabody–Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1	Bicycle and Pedestrian	Construct a new multi-use paved path along the abandoned railbed between two existing segments of the Independence Greenway in Peabody and create a connection to the existing Border to Boston trailhead at Lowell Street.	Peabody	2025	This project will extend the MassDOT Off-Street High Comfort Bike Network, as identified in the 2019 Massachusetts Bicycle Plan.	This project will create nearly two miles of multi-use trail, connect other segments of the Independence Greenway, and create a link to the Border to Boston trail. By connecting these sections of the regional bike network, this project is expected to increase non-SOV travel. Improved signalization near ramps to Route 1 may help facilitate motorized and nonmotorized traffic flow and reduce PHED on this NHS corridor. This project is also expected to improve safety for bicyclists and pedestrians and to reduce CO2 and other transportation-related emissions.
S12114	Canton–Royall Street Shuttle	Community Connections	Establish a shuttle service connecting Canton's Royall Street employment cluster with the MBTA Route 128 commuter rail station and Ashmont, Mattapan Trolley, and Quincy Adams rapid transit stations.	Canton	2023–24	N/A	This project may increase non-SOV travel by providing a new transit option. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Canton. It is expected to reduce CO2 and other transportation-related emissions.
S12700	Cape Ann Transportation Authority (CATA)–CATA On Demand Microtransit Service Expansion	Community Connections	Expand existing CATA On Demand microtransit service to Rockport and to an additional neighborhood in Gloucester, and to help customers reach a wider array of essential destinations.	Gloucester, Rockport	2023–25	N/A	This project may increase non-SOV travel by expanding CATA's microtransit service to new areas and supporting its ability to serve customers beyond those commuting to transit or specific employment centers. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Gloucester and Rockport. This project is expected to reduce CO2 and other transportation-related emissions.

S12701	MetroWest Regional Transit Authority (MWRTA) –CatchConnect Microtransit Service Expansion	Community Connections	Expand MWRTA's CatchConnect microtransit service to Hudson and Marlborough, which will support connections to MWRTA's fixed-route network.	Hudson, Marlborough	2023–25	N/A	This project may increase non-SOV travel by expanding microtransit service to new areas. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Hudson and Marlborough. This project is expected to help reduce CO2 emissions.
S12703	Montachusett Regional Transit Authority (MART) –MART Microtransit Service	Community Connections	Establish an on-demand microtransit service that will serve Bolton, Boxborough, Littleton, and Stow.	Bolton, Boxborough, Littleton, and Stow	2023–25	N/A	This project may increase non-SOV travel by providing a new transit option. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Boxborough, Bolton, Littleton, and Stow. It is expected to reduce CO2 and other transportation-related emissions.
S12694	Newton–NewMo Microtransit Service Expansion	Community Connections	Expand an existing Newton-wide microtransit service (see project S12125) to include stops in six neighboring municipalities.	Newton [adding service to Boston, Needham, Waltham Watertown, Wellesley, and Weston]	2023–25	N/A	This project may increase non-SOV travel by expanding the reach of Newton's existing microtransit service. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in multiple MPO communities. This project is expected to reduce CO2 and other transportation-related emissions.
606453	Boston–Improvements on Boylston Street	Complete Streets	Improve the roadway cross section, signals, and bicycle and pedestrian accommodations in the project corridor.	Boston	2025	N/A	The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than two lane miles of substandard NHS pavement, will address reliability needs on an unreliable NHS segment, and may also reduce PHED on that segment. It will improve substandard sidewalks and add bicycle lanes in the project corridor; these features are expected to increase non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.

610932	Brookline–Rehabilitation of Washington Street	Complete Streets	Replace signals, reconstruct sidewalks and pavement, and provide protected bicycle facilities and dedicated bus pull-out spaces in the Washington Street corridor between Washington Square and Brookline Village.	Brookline	2027	N/A	The project area overlaps two 2010–19 HSIP bicycle crash cluster locations and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve substandard sidewalks, implement bicycle lanes, upgrade signals to include TSP, and add bus shelters to the corridor; these features are expected to increase non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
611983	Chelsea–Park and Pearl Street Reconstruction	Complete Streets	Improve safety and mobility on Park and Pearl Street by improving signals and roadway geometry, reconstructing sidewalks, and adding bicycle facilities.	Chelsea	2027	N/A	The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and two 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. The project will reconstruct sidewalks, improve bicycle amenities, and implement TSP; these features are expected to increase non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
608007	Cohasset, Scituate– Corridor Improvements and Related Work on Justice Cushing Highway (Route 3A) from Beechwood Street to Henry Turner Bailey Road	Complete Streets	Improve the corridor from the Beechwood Street intersection to the Cohasset/Scituate town line. Upgrade traffic signal equipment, make geometric modifications at intersections, and provide bicycle and pedestrian accommodations.	Cohasset, Scituate	2024	This project location was studied in “Route 3A Subregional Priority Roadway Study in Cohasset and Scituate” (CTPS, 2014).	The project area overlaps a 2017–19 HSIP all-mode crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to add sidewalks and bicycle lanes in the project corridor, which may encourage non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
609257	Everett– Rehabilitation of Beacham Street, from Route 99 to Chelsea City Line	Complete Streets	Reconstruct Beacham Street to reduce vehicular collisions and improve bicycle and pedestrian travel.	Everett	2025	N/A	This project is expected to improve transportation safety, including for bicyclists and pedestrians. It will improve substandard sidewalks and include a shared-use path—both features may encourage non-SOV travel and improve safety performance. The project is expected to reduce CO2 and other transportation-related emissions.

605168	Hingham–Intersection Improvements at Route 3A/Summer Street Rotary	Complete Streets	Improve multimodal access between Hingham Center, residential areas, and Hingham Harbor and make safety improvements, including by establishing a small roundabout at the intersection of Route 3A and Summer Street.	Hingham	2025	This project location was studied in “Summer Street/George Washington Boulevard Subregional Priority Roadway Study in Hingham and Hull” (CTPS, 2016).	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS, and the geometric improvements included in the project are expected to help reduce delay and potentially PHED on the NHS. The project is expected to improve substandard sidewalks, add new sidewalks, and add bicycle accommodations, including a shared-use path. These features may support increases in non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.
605743	Ipswich–Resurfacing and Related Work on Central and South Main Streets	Complete Streets	Reconstruct the roadway between Mineral Street and Poplar Street to improve the roadway surface. Make minor geometric improvements at intersections, include pedestrian crossings, and improve sidewalks.	Ipswich	2026	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS. It will upgrade substandard sidewalks, and it is expected to add bicycle lanes; both features may encourage non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.
609054	Littleton–Reconstruction of Foster Street	Complete Streets	Add turning lanes, consolidate curb cuts, and improve bicycle, pedestrian, and vehicular accommodations in the project corridor.	Littleton	2024	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will include a shared-use path, which is expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.

609252	Lynn–Rehabilitation of Essex Street	Complete Streets	Make key bicycle and pedestrian safety improvements and operational improvements, such as signal upgrades, in the project corridor.	Lynn	2025	N/A	The project area overlaps five 2017–19 all-mode HSIP crash cluster locations and three 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. Planned improvements to signals and roadway geometry in the corridor may help improve reliability on nearby unreliable NHS segments and may also reduce PHED on those segments. It is expected to reconstruct substandard sidewalks and add bicycle lanes; these features are expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.
609246	Lynn– Reconstruction of Western Avenue	Complete Streets	Reconstruct Western Avenue between Centre Street and Eastern Avenue. Improve signal timing, intersection design, and bus stop locations. Implement bicycle and ADA-compliant pedestrian improvements.	Lynn	2027-2028	N/A	The project area overlaps five 2017–19 all-mode HSIP crash cluster locations, two 2010–19 HSIP pedestrian crash cluster locations and one 2010–19 HSIP bicycle crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians, and it will improve nearly 4 lane miles of substandard pavement on the NHS. The signal improvements included in the project are expected reduce delay and may help reduce PHED and improve reliability on the NHS. It will reconstruct sidewalks and add bike lanes, TSP, and bus amenities; these features are expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.
608045	Milford–Rehabilitation on Route 16, from Route 109 to Beaver Street	Complete Streets	Improve vehicular safety and traffic flow through the implementation of a road diet, additional roadway reconstruction, bicycle and pedestrian accommodations, and enhanced signalization on Route 16 (East Main Street) from Route 109 (Medway Road) to Beaver Street.	Milford	2026	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. The project is also expected to upgrade substandard sidewalks, add new sidewalks, and add shared-use paths; these features are expected to increase non-SOV travel.

110980	Newton, Weston–Commonwealth Avenue (Route 30) over the Charles River	Complete Streets	Replace a deteriorated bridge over the Charles River. Reconstruct the Route 30 corridor in the vicinity of the I-95 and I-90 interchange, including several I-95 on-ramps. Improve sidewalks and pedestrian amenities, add a bike lane, and develop a segment of shared-use path along the Charles River.	Newton, Weston	2024	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster locations and the project is expected to improve safety performance, including for bicyclists and pedestrians. It will replace a deteriorated NHS bridge structure and will improve one lane mile of substandard pavement on the NHS. Signal and geometric improvements on Route 30 and reconfiguration of the I-95 ramps may reduce PHED and improve reliability on the NHS. The shared-use path, sidewalk improvements, and bike lane included in the project are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.
609432	Salem–Boston Street Improvements	Complete Streets	Incorporate complete streets elements and a separated bicycle path into the corridor. Add a new signal at Boston Street and Aborn Street and upgrade existing signals at other intersections along the corridor.	Salem	2026	N/A	The project area overlaps a 2010–19 HSIP pedestrian crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve more than a lane mile of substandard NHS pavement. The project includes signal and geometry improvements and is expected to reduce delay, which may reduce PHED and improve reliability on the NHS. It will implement sidewalks on both sides of the corridor and add separated bicycle facilities; these features are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.

609437	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	Complete Streets	Incorporate complete streets elements and a separated bicycle path into the corridor. Add a new signal at Boston Street and Aborn Street and upgrade existing signals at other intersections along the corridor.	Salem	2026	N/A	The project area overlaps a 2010–19 HSIP pedestrian crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve more than a lane mile of substandard NHS pavement. The project includes signal and geometry improvements and is expected to reduce delay, which may reduce PHED and improve reliability on the NHS. It will implement sidewalks on both sides of the corridor and add separated bicycle facilities; these features are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.
610662	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue	Complete Streets	Improve safety and congestion within the Woburn Common area by making safety and operational improvements, reconfiguring the Woburn Common rotary, and reconstructing and realigning roadways. The project will also reconstruct sidewalks, add bike lanes, and upgrade or add signals in the area.	Woburn	2026	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly two lane miles of substandard pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will reconstruct sidewalks to support pedestrian safety and mobility. It is also expected to include bicycle accommodations and to reduce CO2 and other transportation-related emissions.
603739	Wrentham (MassDOT)–Construction of Interstate 495/Route 1A Ramps	Complete Streets	Construct ramps at the interchange of Route 1A and Interstate 495 to accommodate increased traffic volumes resulting from nearby development.	Wrentham	2024	This project area was studied as part of "Route 1A Corridor Study in Wrentham" (CTPS, 2017).	The project area overlaps two 2017–19 all-mode HSIP crash cluster locations and the project is expected to improve safety performance, including for bicyclists and pedestrians. The project is expected to reduce vehicle delay and may support reductions of PHED on nearby NHS roadways. It will add sidewalks and bicycle lanes, which may support non-SOV travel. It is also expected to reduce CO2 and other transportation-related emissions.

608436	Ashland–Rehabilitation and Rail Crossing Improvements on Cherry Street	Intersection Improvements	Improve the safety features on Cherry Street and Main Street to establish a Federal Railroad Administration Quiet Zone surrounding the railroad crossings on those two roadways. Install roadway medians, enhance existing railroad crossing signals and gates, reconstruct pavement, construct sidewalks, and improve drainage in the project area.	Ashland	2025	N/A	The project is expected to improve safety performance at a railroad crossing location, including for bicyclists and pedestrians.
608067	Woburn–Intersection Reconstruction at Route 3 (Cambridge Road) and Bedford Road and South Bedford Street	Intersection Improvements	Reconstruct the intersection and all traffic signal equipment. Enhance roadway geometry to provide exclusive turn lanes for intersection approaches. Reconstruct existing sidewalks, construct new sidewalks, and add bicycle lanes and ADA-compliant bus stops, where feasible.	Woburn	2025	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. The project is expected to improve existing sidewalks and add new sidewalks at the intersection, as well as add new bike lanes; all of these features may encourage non-SOV travel. The geometric improvements included in the project are expected to help reduce delay and potentially PHED on nearby NHS routes. The project is expected to reduce CO2 and other transportation-related emissions.
605857	Norwood–Intersection Improvements at Route 1 and University Avenue/Everett Street	Intersection Improvements	Upgrade traffic signals and make associated geometric improvements at the intersection of Route 1, University Avenue and Everett Street. Construct an additional travel lane in each direction on Route 1, lengthen left-turn lanes, upgrade pedestrian crossings and bicycle amenities, and rehabilitate sidewalks.	Norwood, Westwood	2026-2027	The Route 1 corridor in Norwood is identified as a priority bottleneck in the Destination 2040 Needs Assessment. This location was studied in “Route 1 at Everett Street and University Avenue” (CTPS, 2014).	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly three lane miles of pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve substandard sidewalks and add new sidewalks and bicycle accommodations, all of which may encourage non-SOV travel. It is expected to reduce CO2 and other transportation-related emissions.

608940	Weston–Intersection Improvements at Boston Post Road (Route 20) at Wellesley Street	Intersection Improvements	Address safety, congestion, and connectivity concerns at the intersection of Route 20, Boston Post Road, and Wellesley Street by installing a new signal system, implementing geometric improvements, replacing and adding sidewalks, and adding bicycle lanes.	Weston	2026	This project intersects a priority bottleneck location identified in the Destination 2040 Needs Assessment.	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve and add sidewalks and add bicycle lanes; these features may encourage non-SOV travel. It is expected to reduce CO2 and other transportation-related emissions.
607981	Somerville–McGrath Boulevard Reconstruction	Major Infrastructure: Roadway	Remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard. Rationalize intersections, improve signalization, and create off-street pedestrian and bicycle facilities. Improve bus operations by installing floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections.	Somerville	2027-2028	This project is included in Destination 2040, the MPO's LRTP. This project changes network capacity and is considered regionally significant for air quality modeling.	The project area overlaps a 2017–19 all-mode HSIP crash cluster location, a 2010–19 HSIP pedestrian crash cluster location, and a 2010–19 HSIP bicycle crash cluster location. It is expected to improve safety performance, including for bicyclists and pedestrians. It will improve one NHS bridge and improve more than four lane miles of substandard pavement on the NHS. The geometric and signal improvements included in the project may reduce PHED and improve reliability on this portion of the NHS network. The project will improve bus operations and amenities, reconstruct and reconfigure sidewalks, and add off-street bicycle and pedestrian facilities; these features are expected to increase non-SOV travel. It was analyzed as part of a set of recommended LRTP projects, and MPO staff estimate that this set will decrease CO2 emissions in the region compared to a no-build scenario.

613088	MALDEN - SPOT POND BROOK GREENWAY	Bicycle Network and Pedes	The Spot Pond Brook Greenway is a proposed shared-use path connecting Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden. The 1.1 mile, 11 foot wide shared-use path will replace existing sidewalk infrastructure and narrow roadway widths to accommodate the new bicycle/pedestrian facility on existing right-of-way. The project will also install wayfinding signage on existing roadway facilities to connect the northern terminus of the path at Coytemore Lea Park with the Oak Grove MBTA station.	MALDEN	2027	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project includes a 2017-19 bicycle HSIP crash cluster location and will improve the safety of bicyclists and pedestrians throughout the project area. The project will also improve connectivity to MBTA bus and rail transit facilities.
610691	NATICK- COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	Bicycle Network and Pedes	Construction of a shared-use bridge to connect the Cochituate Rail Trail to Route 27. Improvements to multimodal connectivity at Natick Center commuter rail station. Project would be the final extension of the Cochituate Rail Trail.	NATICK	2028	This project finalizes the Cochituate Rail Trail with a direct connection into a new MBTA Natick Center Commuter Rail Station. The development of the project coordinated with the MBTA and with MassDOT, which at the time of project evaluation was implementing additional bicycle network enhancements as part of its Route 27 reconstruction.	This project constructs a new grade-separated facility as part of the Cochituate Rail Trail to establish safe pedestriana nd bicycle connections between MBTA Commuter Rail facilities and downtown Natick into the Cochituate Rail Trail.

608158	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	Complete Streets	The project will install new pedestrian sidewalks on the west side of the roadway and a shared-use path on the east side of the roadway. These facilities are being constructed where no dedicated facilities currently exist to improve multimodal accessibility to area residences, employment centers, and open space. Bridge N25032 will be replaced for improved multimodal access and freight rail clearance beneath. The project improves roadway geometry for all vehicles, including visibility improvements on five curves for stopping sight distance, the addition of truck apron turn lanes, and median installation. High-visibility crosswalks and rectangular rapid flashing beacons (RRFBs) will be added in seven locations. New medians will function as pedestrian refuges. New or relocated street lighting will be mounted on utility poles. Reflective signing and markers will be improved.	WESTWOOD	2027	N/A	This project replaces the deck of an NHS bridge structure and improves the clearance of the superstructure to facilitate freight movement. The project creates safe pedestrian and bicycle facilities along Canton Street, which lacks any facilities at the time of project programming. These multimodal facilities improve access to nearby transit facilities at the Route 128 / University Park MBTA and Amtrak station.
612989	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	Complete Streets	Replace superstructure of a major bridge over the MBTA Orange Line, commuter rail, Amtrak lines, and Interstate 93. Pursue state-of-good-repair investments to avoid closures and limit impacts to nearby projects (for example, projects on Mystic Avenue, Maffa Way, Rutherford Avenue, and McGrath Highway). Enhance multimodal accessibility for a key link to Sullivan Square MBTA station, including expanding bus facility access.	BOSTON	2026	This project is consistent with the City of Boston's Sullivan Square Design Project.	This project replaces the deck and superstructure of an NHS bridge structure over MBTA, Amtrak, and freight rail and beneath Interstate 93. The new bridge will support a westbound bus lane to facilitate improved transit connectivity between Boston's Charlestown neighborhood and Somerville.

613145	WAKEFIELD-COMPREHENSIVE DOWNTOWN MAIN STREET RECONSTRUCTION	Complete Streets	Complete Streets enhancements to improve pedestrian and bicycle safety along a major local economic generator. Traffic signal upgrade at the intersection of Church and Salem Streets with geometry adjustments to improve turn radii and reduce emergency response times. Pedestrian signal upgrades, new crosswalks, pedestrian refuge islands, installation of a shared-use-path, and new pedestrian lighting. Partial closure of Common Street to thru-traffic to improve pedestrian accessibility for Upper and Lower Common open space.	WAKEFIELD	2028	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project implements complete streets enhancements and traffic calming measures along a section of NHS roadway to complement investments in transit-oriented-development in Wakefield. These investments are also part of a larger regional investment in trails and bicycle paths for the Mystic Highlands Greenway, and the project provides for connectivity into the future Wakefield-Lynnfield Rail Trail.
S12807	MWRTA CATCHCONNECT MICTROTRANSIT SERVICE EXPANSION PHASE 2	Community Connections	Expansion of the CatchConnect microtransit program within the municipalities of Framingham and Natick on weeknights during evening hours. CatchConnect would be available within these communities between approximately 7:30 PM and 10:30 PM Monday through Friday, providing a supplemental public transportation resource following the conclusion of traditional fixed-route service.	MWRTA	2024-2026	Expansion of microtransit services in underserved transit areas is highlighted in the MPO's Coordinated Public Transit and Human Services Transportation (HST) Plan. CTPS has also conducted studies regarding MicroTransit with favorable recommendations for MWRTA in the past.	This project will reduce CO2 emissions by reducing SOV travel by providing for expanded service hours and area for microtransit.

S12802	LYNN- BROAD STREET CORRIDOR TRANSIT SIGNAL PRIORITY	Community Connections	Upgrade traffic signal equipment at seven signalized intersections to improve safety and efficiency for all modes of transportation along one of the busiest corridors in Lynn.	LYNN	2024	Destination 2040 cites Downtown Lynn as a priority area for reducing pedestrian crash-cluster incidents (Page 4). Parts of Broad Street are included in the ongoing MBTA North Shore Busway Study, programmed in FFY 2023 of the UPWP.	This project will reduce SOV travel and CO2 emissions by making transit improvements that improve the reliability and operability of multiple MBTA bus routes along a high-priority bus transit corridor in Lynn.
S12803	MEDFORD BICYCLE PARKING - TIER 1	Community Connections	Purchase and install 40 bicycle racks to create 80 additional bicycle parking spaces	MEDFORD	2024	Destination 2040 Vision, Goals, and Objectives cities supporting funding bicycle networks with the aim to create a connected network of bicycle facilities to achieve the goal of Capacity Management and Mobility. (Needs Assesment 6-83)	This project implements additional bicycle parking at numerous areas throughout Medford to facilitate active transportation usage at key public spaces and commercial centers.
S12804	MEDFORD BLUEBIKES EXPANSION	Community Connections	Purchase and installation of four Bluebikes docks and 25 Bluebikes for the City of Medford’s Bluebikes network	MEDFORD	2024	N/A	This project invests in the expansion of the regional bikeshare network, including additional expansion of Medford's Bluebikes facilities to provide for additional connections in MBTA rapid transit facilities.
S12805	CANTON PUBLIC SCHOOLS BIKE PROGRAM	Community Connections	Installation of bidirectional bicycle lanes on Dedham Street. Purchase and installation of bicycle racks at three elementary schools, one middle school, and one high school.	CANTON	2024	N/A	This project will reduce CO2 emissions by providing for new bicycle storage facilities for students of Canton's public schools to encourage mode shift and complement additional municipal investments in the bicycle network to provide for safe travel for vulnerable roadway users.

S12806	CANTON CENTER BICYCLE RACKS	Community Connections	Purchase and installation of bicycle racks in downtown Canton and at the Canton Center MBTA station.	CANTON	2024	Destination 2040 Vision, Goals, and Objectives cities supporting funding bicycle networks with the aim to create a connected network of bicycle facilities to achieve the goal of Capacity Management and Mobility. Bicycle Parking Capacity and Utilization: 2009-10 Inventory, Boston Region MPO/CTPS noted that bicycle parking is provided at both commuter rail stations. At Canton Center the small bicycle parking is at full utilization, while at Canton Junction the large bicycle parking is not utilized.	This project reduces CO2 emissions by adding new bicycle parking facilities at key commuter rail facilities in downtowon Canton to better accomodate intermodal connectivity.
S12823	BOSTON ELECTRIC BLUEBIKES ADOPTION	Community Connections	Purchase of 272 electric bikes (e-bikes) and 136 spare batteries for the City of Boston's Bluebikes network	Boston	2024	N/A	This project is part of a larger regional investment in modernizing and expanding the regional Bluebikes bikeshare system and network, in addition to integrating electric vehicles to improve the accessibility and versatility of the network for all users.
S12824	CAMBRIDGE ELECTRIC BLUEBIKES ADOPTION	Community Connections	Purchase of 90 new e-bikes and 45 spare batteries for the City of Cambridge's Bluebikes network.	Cambridge	2024	N/A	This project is part of a larger regional investment in modernizing and expanding the regional Bluebikes bikeshare system and network, in addition to integrating electric vehicles to improve the accessibility and versatility of the network for all users.
613121	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16	Intersection Improvements	This project will make targeted safety enhancements along Route 16 in Everett with a focus on enhanced multimodal accessibility along the corridor.	MassDOT	2027	N/A	This project makes specific and targeted investments in multimodal accessibility along a major NHS facility with significant usage for the Inner Core of the region.
S12818	ACTON PARKING MANAGEMENT SYSTEM	Community Connections	This project will implement digital parking management products to improve the efficiency of permitting and	Acton	2024	N/A	This project leverages intelligent transportation systems to better utilize and manage the existing capacity of parking facilities in Acton to better connect

609532	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	Intersection Improvements	The project will include corridor wide safety improvements targeted at reducing incidents for all users. Standard safety countermeasures such as improved signage, lighting, traffic calming streetscape elements, curb extensions, signal upgrades (where applicable) and other countermeasures may be incorporated. In addition, it is expected that the corridor's pavement, sidewalks and bus transit amenities will be improved or replaced.	MassDOT	2025	N/A	This project is located at a Top 200 crash location and will implement safety improvements for all users of the roadway. The project will reduce CO2 emissions.
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Transit Modernization	Includes construction of new elevator, modernization of existing elevator, lighting improvements, and various state of good repair improvements to the station.	MBTA	2024-2025	This project is part of the MBTA's larger System-Wide Accessibility project portfolio.	This project provides for the maintenance and modernization of existing rapid transit facilities to encourage mode shift and support system reliability for the MBTA's Orange Line.
S12821	RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING	Transit Modernization	Addition of a turn track at Reading Station and improvements to the siding at Wilbur Interlocking on the Lowell Line to enable 30 minute headways in the short term and higher frequencies with electrified rolling stock. • Improvements would reduce conflicts with freight and the Amtrak Downeaster while facilitating bus integration.	MBTA	2024	This project implements early term action items for a new program in the MBTA's 2024-2028 Capital Investment Plan.	This project maintains commuter rail facilities and provides for additional signal and track improvements to increase the capacity of rail infrastructure. These capacity enhancements allow for reductions in headways and establish a foundation for future electrification efforts for the rail network.
S12822	COLUMBUS AVE BUS LANE PHASE II	Transit Modernization	Building on Phase 1, Phase 2 of the project includes bus-only lanes, transit signal priority, improvements to bus stops and shelters along Columbus Ave. and Tremont St., and enhanced pedestrian and bicycle connections. • New project elements include green infrastructure to promote traffic calming and reduce impervious surfaces.	MBTA	2024	This project builds upon completed Phase 1 work along Columbus Avenue that was performed by the MBTA and City of Boston.	The project improves bus transit along Columbus Avenue in Boston to provide for rapid and reliable connectivity for bus routes running parralel to the MBTA's Orange Line facilities. This project also establishes connections into those facilities for buses, and improves bicycle and pedestrian safety along the route.

S12820	BIKESHARE STATE OF GOOD REPAIR SET-ASIDE	Community Connections	This line item sets aside funding to support Bikeshare investments within the Community Connections program. Example uses of this set-aside include bikeshare system expansion, as well as replacement and upgrades to existing stations.	CTPS	2025-2028	This funding implements a recommendation that will be made in the MPO's upcoming LRTP, Destination 2050, regarding the establishment of dedicated funding to support Bikeshare investment throughout the region.	This line item will ensure the maintenance and modernization of existing bikeshare infrastructure within the Boston Region while providing additional funding resources for expansion into neighboring municipalities.
S12825	PROJECT DESIGN SUPPORT PILOT	Project Design Support Pilot	Set-aside funding to support the Project Design Support Pilot program, which is planned to launch in the FFY 202529 TIP.	CTPS	2025	In tandem with previous MPO discussions, namely the TIP Project Cost Ad Hoc Committee, this line item will empower municipalities to reach the 25% design threshold for projects by allocating additional resources to fund project design.	This line item will ensure the readiness and sustainability of project delivery by providing municipalities with a competitive opportunity to utilize additional resources to fund project design and development.

Notes: HSIP cluster locations are identified by MassDOT. Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponents and on MPO assessments conducted for TIP eva

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

AAB = Architectural Access Board. ADA = Americans with Disabilities Act. CO2 = carbon dioxide. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. HSIP = Highway Safety Improvement Program. IRI = Ir

Source: Boston Region MPO staff.

Table A-3
FFYs 2026–30 TIP Project Evaluation Results: Multiple MPO Investment Programs

Network and																			
Proponent	**Project Number**	**Project Name**	**MAPC Subregion**	**MassDOT District**	**Project Status**	**Readiness Year (Planned)**	**Project Cost (Adjusted)**	**Total Score**	**Total Base Score**	**Total Scaled Equity Score**	**Safety**	**Safety Equity Score**	**Mobility and Reliability**	**Mobility and Reliability Equity Score**	**Access and Connectivity**	**Access and Connectivity Equity Score**	**Resilience**	**Resilience Equity Score**	**Clean Air and Healthy Communities**	**Clean Air and Healthy Communities Equity Score**
Cambridge	613568	Cambridge- New Bridge and Shared-Use Path Construction over Fitchburg Line at Danehy Park Connector	ICC	6	PRC-Approved (5/31/2024)	2030	$18,238,535	**79.4**	73.5	5.9	**14.5**	**3.75**	**15**	**3**	**13**	**2.5**	**17**	**3**	**14**	**2.5**
Concord	612870	Concord- Assabet River Multi-Use Trail and Bridge Construction	MAGIC	4	PRC-Approved (8/29/2022)	2030	$9,604,800	**55.1**	51	4.1	**14**	**3.5**	**10**	**2**	**11**	**1.25**	**9**	**2**	**7**	**1.5**
Newton	613594	Needham-Newton- Bridge Replacement on Christina Street	ICC/TRIC	6	PRC-Approved (10/12/2023)	2030	$5,551,514	**65.6**	61	4.6	**13**	**3.5**	**12**	**2.5**	**9**	**1**	**12**	**1.5**	**15**	**3**
								100	80	20	16		15		17		16		16	
Complete Streets Program																			
Proponent	**Project Number**	**Project Name**	**MAPC Subregion**	**MassDOT District**	**Project Status**	**Readiness Year (Planned)**	**Project Cost (Adjusted)**	**Total Score**	**Total Base Score**	**Total Scaled Equity Score**	**Safety**	**Safety Equity Score**	**Mobility and Reliability**	**Mobility and Reliability Equity Score**	**Access and Connectivity**	**Access and Connectivity Equity Score**	**Resilience**	**Resilience Equity Score**	**Clean Air and Healthy Communities**	**Clean Air and Healthy Communities Equity Score**
Bolton	613885	Bolton- Reconstruction of Route 117 (Main Street) from 200 feet west of John Powers Lane to the Intersection of Mechanic Street including Culvert Replacement	MAGIC	3	PRC-Approved (10/2/2024)	2030	$8,698,405	**45.8**	41	4.8	**8**	**3**	**8**	**2.5**	**6**	**2**	**10**	**2**	**9**	**2.5**
Chelsea, Everett	613585	Chelsea-Everett- Reconstruction of Vine Street and Third Street from Chelsea Street to 2nd Street	ICC	4	PRC-Approved (10/12/2023)	2030	$13,119,298	**67.1**	59	8.1	**14**	**6**	**12**	**5.25**	**12**	**3**	**12**	**2.25**	**9**	**3.75**
Framingham	S12977	Framingham- Preliminary Design of Intersection Improvements at Route 126/135/MBTA & CSX Railroad	MWRC	3	Preliminary Design	2026	$1,400,000	**TBD**	0	0	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**
Lexington	613695	Lexington- Roadway Reconstruction on Hartwell Avenue and Bedford Street	MAGIC	4	PRC-Approved (5/31/2024)	2030-2032	$46,195,840	**72.6**	67	5.6	**12**	**4**	**13**	**4**	**11**	**1**	**16**	**2**	**15**	**3**
Lexington	S12978	Lexington- Design of Safety Improvements at the Interstate 95 and Route 4/225 Interchange	MAGIC	4	PRC-Approved (Design Only)	2026	$1,650,000	**TBD**	0	0	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**
Marblehead	612947	Marblehead- Village Street Bridge Replacement M-04-001	NSTF	4	PRC-Approved	2030	$5,166,582	**37.4**	34	3.4	**6**	**2**	**11**	**3.5**	**0**	**1.5**	**6**	**-1**	**11**	**2.5**
Melrose	612534	Melrose- Lebanon Street Improvement Project (Lynde Street to Malden City Line)	ICC	4	25% Design Submitted	2028(?)	$10,528,000	**56.4**	52	4.4	**12**	**3**	**13**	**4**	**12**	**2.5**	**6**	**-0.5**	**9**	**2**
Needham	612536	Needham- Reconstruction of Highland Avenue, from Webster Street to Great Plain Avenue	ICC/TRIC	6	PRC-Approved	2030	$15,776,000	**58.9**	52.5	6.4	**9.5**	**4**	**11**	**3.5**	**12.5**	**2.5**	**5.5**	**2**	**14**	**4**
								100	80	20	16		19		15		14		16	
Intersection Improvements Program																			
Proponent	**Project Number**	**Project Name**	**MAPC Subregion**	**MassDOT District**	**Project Status**	**Readiness Year (Planned)**	**Project Cost (Adjusted)**	**Total Score**	**Total Base Score**	**Total Scaled Equity Score**	**Safety**	**Safety Equity Score**	**Mobility and Reliability**	**Mobility and Reliability Equity Score**	**Access and Connectivity**	**Access and Connectivity Equity Score**	**Resilience**	**Resilience Equity Score**	**Clean Air and Healthy Communities**	**Clean Air and Healthy Communities Equity Score**
Wenham	609388	Wenham- Safety Improvements on Route 1A	NSTF	4	75% Package Received (2/8/2024)	2028(?)	$5,337,157	**34.4**	32	2.4	**17**	**4.5**	**9**	**2.5**	**7.5**	**1**	**-4**	**-2.5**	**2.5**	**0.5**
								100	80	20	25		18		14		12		11	
Transit Transformation Program																			
Proponent	**Project Number**	**Project Name**	**MAPC Subregion**	**MassDOT District**	**Project Status**	**Readiness Year (Planned)**	**Project Cost (Adjusted)**	**Total Score**	**Total Base Score**	**Total Scaled Equity Score**	**Safety**	**Safety Equity Score**	**Mobility and Reliability**	**Mobility and Reliability Equity Score**	**Access and Connectivity**	**Access and Connectivity Equity Score**	**Resilience**	**Resilience Equity Score**	**Clean Air and Healthy Communities**	**Clean Air and Healthy Communities Equity Score**
CATA	S12969	CATA- Gloucester Facility Modernization	NSTF	4	N/A	2026	$312,500	**TBD**	0	0	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**
CATA	S13202	CATA- Automatic Passenger Counting and Automatic Vehicle Location Deployment (Transit Project ID CATA011695)	NSTF	4	N/A	2026	$680,000	**29.4**	26	3.4	**0**	**0**	**11**	**4.5**	**9**	**2.5**	**4**	**0.5**	**2**	**1**
CATA	S12970	CATA- FFY 2026 Revenue Vehicle Replacement (Bus 1001, 1002, 1201) [Transit Project ID RTD0010591]	NSTF	4	N/A	2026	$1,800,000	**TBD**	0	0	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**	**TBD**
MBTA	S13152	MBTA- Better Bus Project - Operational Safety Improvements at Bus Stops	ICC, SSC, TRIC	4, 5, 6	N/A	2026	$3,216,897	**44.6**	39	5.6	**10**	**1**	**12**	**4**	**11**	**7.5**	**3**	**0**	**3**	**1.5**
MBTA	S13153	MBTA- Bus Priority and Accessibility Improvements (PATI)	Regionwide	4, 5, 6	N/A	2026	$7,000,000	**48**	42	6	**11**	**1**	**13**	**5**	**13**	**8**	**3**	**0**	**2**	**1**
MBTA	S13207	MBTA- Natick Center Station Accessibility Improvements (Natick)	MWRC	3	Underway	2026	$2,500,000	**53.6**	47	6.6	**11**	**1**	**12**	**5**	**19**	**9**	**2**	**0**	**3**	**1.5**
MBTA	N/A	MBTA- Rail Modernization - Early Action Items: Beverly Depot Grade Crossing Elimination	NSTF	4	N/A	2026	$10,000,000	**38**	34	4	**8**	**1**	**8**	**4**	**6**	**1.5**	**8**	**1.5**	**4**	**2**
MBTA	S13208	MBTA- Wellesley Station Upgrades	MWRC	6	N/A	2026	$5,000,000	**43.6**	38	5.6	**10**	**1**	**7**	**3**	**17**	**9**	**2**	**0**	**2**	**1**
MBTA	S13201	MBTA- West Broadway Ductbank Replacement	ICC	6	N/A	2026	$25,000,000	**23.8**	21	2.8	**3**	**0.5**	**9**	**3.5**	**6**	**1.5**	**1**	**0.5**	**2**	**1**
MBTA	S13206	MBTA- Catamaran Overhaul	ICC, NSTF, SSC	4, 5, 6	N/A	2026	$2,634,000	**25**	22	3	**6**	**1**	**8**	**3**	**5**	**2**	**1**	**0.5**	**2**	**1**
MWRTA	S12972	MWRTA- CNG Vehicle Procurement Project (6 29 foot Gillig buses)	MWRC	3	N/A	2026	$4,200,000	**52.6**	47	5.6	**8**	**1**	**12**	**4**	**14**	**5**	**5**	**0.5**	**8**	**3.5**
MWRTA	S12971	MWRTA- Blandin Hub Accessible Redesign	MWRC	3	N/A	2026	$7,750,000	**64**	52	12	**8**	**2**	**13**	**9**	**16**	**10**	**9**	**3**	**6**	**6**
								100	79	21	16		16		16		16		15	

Abbreviations
CATA = Cape Ann Transportation Authority. CNG = Compressed Natural Gas. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. PRC = MassDOT's Project Review Committee. RRFB = Rapid Reflective Flashing Beacon. TBD = To be determined.
Metropolitan Area Planning Council (MAPC) Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Table A-4
FFYs 2026–30 TIP Project Evaluation Results: Community Connections Program

Community Connections Program													
Proponent	**Project Name**	**MAPC Subregion**	**MassDOT District**	**Project Cost**	**Readiness Year(s)**	**Cost/Point**	**Total Score**	**Connectivity**	**Regional and Interlocal Coordination**	**Plan Implementation**	**Transportation Equity**	**Climate Change Mitigation**	**Performance Management**
Boston	Boston-BikeShare Replacement (20 Stations, 380 Docks)	ICC	6	$783,860	2026	$11,119	**70.5**	14	10	10	13.5	13	10
Brookline	BikeShare Expansion (3	ICC	6	$238,646	2026	$3,536	**67.5**	11.5	10	14	11	15	6
Cambridge	FFY 2026 BikeShare	ICC	6	$268,458	2026	$4,099	**65.5**	12.5	6	14	10	16	7
Marblehead	Bicycle Rack Procurement	NSTF	4	$6,250	2026	$102	**61**	10	10	13	7	12	9
Newton	Bicycle Rack, Shelter, and	ICC	6	$473,132	2026	$7,393	**64**	12	7	16	9	11	9
Somerville	Somerville - FFY 2026 BikeShare Replacement (40 Bikes, 40 Docks, 10 Slabs)	ICC	4	$107,417	2026	$1,591	**67.5**	11.5	10	14	11	15	6
Chelsea	Chelsea-BikeShare Expansion (3 Stations, 28 Bikes, 3 eBikes)	NSTF	4	$107,785	2026	$1,633	**66**	14	10	12	10	13	7

Abbreviations

CATA = Cape Ann Transportation Authority. CNG = Compressed Natural Gas. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. PRC = MassDOT's Project Review Committee. RRFB = Rapid Reflective Flashing Beacon. TBD = To be determined.

Metropolitan Area Planning Council (MAPC) Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council.

NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Table A-5
FFYs 2026–30 TIP Evaluation Criteria: Bicycle Network and Pedestrian Connections Program

Table A-5: FFYs 2022–26 and 2023–27 TIP Evaluation Criteria: Bicycle Network and Pedestrian Connections Program

MPO Goal Area	**Safety: Transportation by all modes will be safe. (Up to 20 points)**			
Criterion	**Project improves bicycle safety (up to 5 points)** +5 High total effectiveness of bicycle safety improvements +3 Medium total effectiveness of bicycle safety improvements +1 Low total effectiveness of bicycle safety improvements +0 Project does not implement bicycle safety improvements	**Project improves pedestrian safety (up to 5 points)** +5 High total effectiveness of pedestrian safety improvements +3 Medium total effectiveness of pedestrian safety improvements +1 Low total effectiveness of pedestrian safety improvements +0 Project does not implement pedestrian safety improvements	**Project improves safety for all users (up to 3 points)** +3 Project includes three or more eligible multimodal safety improvements +2 Project includes two eligible multimodal safety improvements +1 Project includes one eligible multimodal safety improvement +0 Project does not include any eligible multimodal safety improvements	
Bonus/Penalty (if applicable)	**Bonus (up to 2 points)** +2 Improves bicycle safety at bicycle HSIP cluster	**Bonus (up to 2 points)** +2 Improves pedestrian safety at pedestrian HSIP cluster	**Bonus (up to 3 points)** +3 Addresses safety at multiple all-mode HSIP clusters OR a top-200 crash location +2 Addresses safety at one all-mode HSIP cluster	
Equity Multiplier?	Yes	Yes	No	
MPO Goal Area	**System Preservation: Maintain and modernize the transportation system and plan for its resiliency. (Up to 14 points)**			
Criterion	**Project incorporates resiliency elements into its design (up to 5 points)** +1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan --- +1 Project improves stormwater infrastructure --- +1 Project implements innovative resiliency solutions --- +1 Project designed to meet a range of future climate projections --- +1 Project demonstrates regional coordination on resiliency	**Project improves connectivity to critical facilities (up to 2 points)** +2 Project improves access to critical facilities	**Project improves existing pedestrian facilities (up to 5 points)** +5 Existing pedestrian facilities are in poor condition and improvements are included in the project +3 Existing pedestrian facilities are in fair condition and improvements are included in the project +1 Existing pedestrian facilities are in good condition and improvements are included in the project +0 Project does not improve existing pedestrian facilities	**Project improves other existing assets (up to 2 points)** +2 Project improves three or more other assets +1 Project improves one or two other assets +0 Project does not meet or address criteria
Bonus/Penalty (if applicable)	**Penalty** -1 Project is located in an existing or projected flood zone and doesn't specify how the project will address future flooding	N/A	N/A	N/A
Equity Multiplier?	Yes	Yes	Yes	No
MPO Goal Area	**Capacity Management/Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.**			
Criterion	**Project improves pedestrian network and ADA accessibility (up to 5 points)** +5 Project adds new shared-use path +3 Project adds new high-quality sidewalks +1 Project adds new standard sidewalks +0 Project does not improve pedestrian network	**Project improves bicycle network (up to 5 points)** +5 Project adds new separated bicycle facility (including shared-use paths) +3 Project adds new buffered bicycle facility +1 Project adds new standard bicycle facility +0 Project does not improve bicycle network		
Bonus/Penalty (if applicable)	**Bonus (up to 4 points)** +4 Project closes a gap in the pedestrian network +3 Project improves ADA accessibility beyond minimum required standards +2 Project creates or improves a pedestrian connection to transit +1 Project extends existing pedestrian network	**Bonus (up to 4 points)** +4 Project closes a gap in the bicycle network +2 Project creates or improves a bicycle connection to transit +2 Project extends existing bicycle network +1 Project makes accommodations for bicycle parking or a bicycle share station		
Equity Multiplier?	Yes	Yes		
MPO Goal Area	**Clean Air/Sustainable Communities: Create an environmentally friendly transportation system. (Up to 14 points)**			
Criterion	**Project reduces CO2 (up to 4 points)** +4 300 or more annual tons of CO2 reduced +3 100–299 annual tons of CO2 reduced +2 50–99 annual tons of CO2 reduced +1 Less than 50 annual tons of CO2 reduced 0 No expected impact -1 Less than 50 annual tons of CO2 increased -4 50 or more annual tons of CO2 increased	**Project reduces other transportation-related emissions (up to 4 points)** +4 1,500 or more total annual kilograms of other emissions reduced +3 750–1499 total annual kilograms of other emissions reduced +2 250–749 total annual kilograms of other emissions reduced +1 Less than 250 total annual kilograms of other emissions reduced 0 No impact -1 Less than 250 total annual kilograms of other emissions increased -4 250 or more total annual kilograms of other emissions increased	**Enhances Natural Environment (up to 4 points)** +1 Project improves water quality --- +1 Project selects a design alternative that avoids impacts to sensitive natural areas --- +1 Project reduces urban heat island effect --- +1 Project increases access to parks, open space, or other natural assets	
Bonus/Penalty (if applicable)	N/A	**Bonus/Penalty (up to 2 points)** +2 Project reduces NOx emissions in area in top 20% of regional NOx levels -2 Project increases NOx emissions in area in top 20% of regional NOx levels	**Penalty** -1 Project is anticipated to lead to negative environmental outcomes	

Equity Multiplier?	No	Yes	No	
MPO Goal Area	**Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality. (Up to 14 points)**			
Criterion	**Project serves sites targeted for future development (up to 4 points)** +2 Project improves bicycle access to or within a site --- +2 Project improves pedestrian access to or within a site	**Project serves existing employment and population centers (up to 4 points)** +4 Project mostly serves an existing area of concentrated development +2 Project partly serves an existing area of concentrated development +0 Project does not serve an existing area of concentrated development	**Project demonstrates proponent investment (up to 2 points)** +2 20 percent or more of the project cost is provided +1 Less than 20 percent of the project cost is provided +0 No non-TIP funding is provided by the project proponent	**Project promotes access to affordable housing opportunities (up to 3 points)** +3 10.4% or more of housing units are affordable in project area +2 6.6-10.3% of housing units are affordable in project area +1 1-6.5% of housing units are affordable in project area +0 Less than 1% of housing units are affordable in project area
Bonus/Penalty (if applicable)	N/A	N/A	**Bonus (up to 1 point)** +1 Project proponent supports design process through pilot project OR robust community outreach process	N/A
Equity Multiplier?	No	No	No	No

Total Base Points Possible	**80**			
Total Equity Points Possible	**20**			
MPO Goal Area	**Safety: Transportation by all modes will be safe. (Up to 20 points)**			

Table A-6
FFYs 2026–30 TIP Evaluation Criteria: Complete Streets Program

Table A-6: Evaluation Criteria for FFYs 2024 (CY2023) Community Connections Program

OBJECTIVE	CRITERIA	DATA TO USE	SUBCRITERIA/SCORING
SCORING CRITERIA (90 possible points)			
NETWORK OR CONNECTIVITY VALUE (18 points)			
The primary purpose of the Community Connections Program is to close gaps in the transportation network, especially those in the first or last mile between transit and a destination. Projects will be awarded points based on how effectively a proposed project closes different types of gaps and makes travel easier or more efficient.	**Connection to existing activity hubs and residential developments (9/6 points)**	Application materials, CTPS GIS layers reflecting relevant destinations and employment and population density	*Projects can earn points for any combination of conditions, up to the noted overall maximum.* **Area projects (up to 9 points)** 0 If the project area includes* no dense employment concentrations, or dense residential concentrations, or Major Civic Destinations. +2 for each dense employment concentration OR dense residential concentration included in the project area, up to a maximum of 6 points +1 if the project targets a specific dense employment concentration, OR dense residential concentration, or Major Civic Destination +.25 points for each Major Civic Destination included in the project area, up to a maximum of 2 points **Point projects (up to 6 points)** 0 points if the project has no locations/stops within** ½ mile of a dense employment concentration OR a dense residential concentration +1 point for each location/stop within ½ mile of a dense employment concentration OR a dense residential concentration, up to a maximum of 4 points +2 points for each location/stop within ¼ mile of a dense employment concentration OR a dense residential concentration, up to a maximum of 4 points +.25 points for each location/stop within a ½ mile of a Major Civic Destination, up to a maximum of 1 point +.5 points for each location/stop within a ¼ mile of a Major Civic Destination, up to a maximum of 1 point *A project area includes a dense employment or residential concentration if it contains more than 50% of a transportation analysis zone (TAZ) that meets employment or residential density thresholds **For dense employment or residential concentrations, ”Within” is defined as the location being within the specified distance of the centroid of the relevant TAZs

	Connection to existing transit hubs (6 points)	Application materials, CTPS GIS layers reflecting transit stops and routes	*Projects can earn points for any combination of conditions, up to the noted overall maximum.* **Area Projects (up to 9 points)** 0 if the project area does not include any transit stops for any mode +1 for each bus stop with infrequent service in the project area, up to a maximum of 4 points +2 for each commuter rail station in the project area, up to a maximum of 4 points +3 for each bus stop with frequent service in the project area, up to a maximum of 6 points +4 for each rapid transit stop in the project area, up to a maximum of 8 points **Point Projects (up to 6 points)** 0 If none of the project locations are within 1/2 mile of any transit stations/routes +1 if there is one bus stop with infrequent service within ½ mile of a project location +2 if there are multiple instances of a bus stop with infrequent service within ½ mile of a project location +3 if there is a commuter rail station within ½ mile of a project location +4 if there is a bus stop with frequent service within ¼ mile of a project location +5 if there are multiple instances of bus stops with frequent service within ¼ mile of a project location +6 if there is at least one rapid transit stop within ¼ mile of a project location
	Connection to other transportation infrastructure (6 points)	Application materials, CTPS GIS layers including bicycle infrastructure (derived from MAPC trailmap and other sources) and MassDOT road inventory with enhanced sidewalk data	**Area Projects (not eligible for points in this subcriterion)** n/a **Point Projects (up to 6 points)** 0 if none of the project locations are within 250 feet of sidewalks or protected bicycle infrastructure +1 for each project location within 250 feet of a sidewalk, up to a maximum of 2 points +1 for each project location within 250 feet of protected bicycle infrastructure, up to a maximum of 2 points +2 if any project location is within 250 feet of BOTH a sidewalk and protected bicycle infrastructure
Coordination or cooperation between multiple entities (15 points)			
The MPO prioritizes collaboration among different entities in the transportation planning process. Cooperative project planning and execution is particularly important for first-mile and last-mile connections of the type that the Community Connections Program is intended to facilitate. The cooperation can involve actors from both the public and private sectors.	**Number of collaborating entities (15 points)**	Application materials	+3 for each collaborating entity beyond the sponsor, up to a maximum of 9 points -15 for Bus Lane, TSP, or E-Ink projects that do not have a letter of support from the MBTA Additionally +3 If the project consists of collaborators from multiple sectors (i.e., public and private, or public and nonprofit) +3 If each listed collaborator has provided a formal letter of support to the MPO
Inclusion in and consistency with local and regional plans (15 points)			
A comprehensive planning process is important to ensure that projects occur in an environment of collaboration and careful consideration rather than independently. This criterion proposes to award points based on the extent to which a proposed project has been included in prior plans at both the local and regional levels, and whether it meets the goals of those plans.	**Inclusion in local plans (6 points)**	Application materials, local plans	Project is scored based on the best condition it meets. +3 if the project supports a theme, idea, or concept in a local comprehensive plan or equivalent document. +6 If the project is specifically included as a need or priority in a local comprehensive plan or equivalent document

	Inclusion in MPO plans (6 points)	Application materials, LRTP Needs Assessment, UPWP Database, MAPC plans	Project earns points for each condition met. +3 If the project is identified as a need in a current or previous LRTP Needs Assessment or another regional plan +3 if the project or a large element thereof is recommended in MPO/MAPC technical studies
	Inclusion in statewide plans (3 point)	Application materials, LRTP Needs Assessment	+3 If the project is included as a need or priority in MassDOT or other statewide planning studies
TRANSPORTATION EQUITY (18 points)			
The MPO seeks to prioritize investments that benefit equity populations, while minimizing any burdens associated with MPO-funded projects for these populations.	**Serves one or more transportation equity demographics, as identified by the MPO (18 points)**	Application materials, CTPS GIS layers	See detailed scoring criteria handout: https://docs.google.com/document/d/1YXBvJoj2FM2UJp0qd88Ew_n_KR5OscyS/edit?usp=sharing&ouid=110620465990841651473&rtpof=true&sd=true
GENERATION OF MODE SHIFT (12 points)			
Another primary purpose of the Community Connection Program is to enable modal shift from SOV to transit or other modes. This criterion awards points based on the project's effectiveness at creating mode shift and/or enabling trips that were previously impossible by non-SOV modes.	**Allow new trips that would not be otherwise possible without a car (12 points)**	Application materials	This criterion will be scored by MPO staff based on materials and narrative provided in the project application, considering factors such as: •Whether the project competes with or complements existing transit service •If the project brings non-SOV transportation options to an area that previously had few or none •Whether the project provides complementary connections to existing non-SOV transportation services and infrastructure •Whether the project serves a particular, identified transportation purpose that includes or facilitates mode shift •If relevant, whether the project shows it has a viable path to fiscal independence at the end of the MPO grant period •Reliability of projected local or other non-MPO financial contributions •If the project serves a population that travels through the project area but does not live adjacent to or within it •The quality and innovation of the project's marketing plan, when relevant
DEMAND PROJECTION (12 points)			
Gaining an understanding of how many transportation network users a project will reach is crucial for understanding its cost-effectiveness.	**Overall demand estimate (6 points)**	Application materials	0 If the application contains no estimates of demand or usage +3 If the application contains estimates of demand or usage, but no documentation of methods used to create them or background information +6 If the application contains estimates of demand or usage that are backed by extensive documentation of methods used to create the estimates and/or other relevant background information
	Staff evaluation of demand estimate (6 points)	Application materials	0 If staff judge that demand/usage projections are unrealistic or not present +3 if staff judge that demand/usage projections are somewhat realistic +6 If staff judge that demand/usage projections are realistic
BUDGET SHEET (10 points)			
	Quality of information provided (10 points)	Application materials	0 if there is no budget sheet present or the budget sheet does not contain useful information +5 if the budget sheet is incomplete or inaccurate, but usable with work +10 if the budget sheet is completed with all necessary information

Definitions

ADA = Americans with Disabilities Act. CMAQ = Congestion Mitigation and Air Quality Improvement Program. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. GIS = geographic information systems. GTFS = general transit feed

Table A-7
FFYs 2026–30 TIP Evaluation Criteria: Intersection Improvements Program

Table A-7: FFYs 2022–26 and 2023–27 TIP Evaluation Criteria: Complete Streets Program

MPO Goal Area	**Safety: Transportation by all modes will be safe. (Up to 18 points)**							
Criterion	**Project addresses severe-crash location (up to 3 points)** +3 EPDO value of 1000 or more +2 EPDO value of 250 to 999 +1 EPDO value of less than 250 +0 No EPDO value	**Project addresses high-crash location (up to 3 points)** +3 Crash rate of 6.45 or greater +2 Crash rate between 4.25 and 6.45 +1 Crash rate between 2.05 and 4.25 +0 Crash rate below 2.05	**Project addresses truck-related safety issue (up to 2 points)** +2 High total effectiveness of truck safety improvements +1 Medium total effectiveness of truck safety improvements +0 Low total effectiveness or no implementation of truck safety improvements	**Project improves bicycle safety (up to 2 points)** +2 High total effectiveness of bicycle safety improvements +1 Medium total effectiveness of bicycle safety improvements +0 Low total effectiveness or no inclusion of bicycle safety improvements	**Project improves pedestrian safety (up to 2 points)** +2 High total effectiveness of pedestrian safety improvements +1 Medium total effectiveness of pedestrian safety improvements +0 Low total effectiveness or no inclusion of pedestrian safety improvements	**Project improves safety for all users (up to 2 points)** +2 Project includes three or more eligible multimodal safety improvements +1 Project includes one or two eligible multimodal safety improvements +0 Project does not include any eligible multimodal safety improvements		
Bonus/Penalty (if applicable)	N/A	N/A	N/A	**Bonus (up to 1 point)** +1 Improves bicycle safety at bicycle HSIP cluster	**Bonus (up to 1 point)** +1 Improves pedestrian safety at pedestrian HSIP cluster	**Bonus (up to 2 points)** +2 Addresses safety at multiple all-mode HSIP clusters OR a top-200 crash location +1 Addresses safety at one all-mode HSIP cluster		
Equity Multiplier?	Yes	No	No	Yes	Yes	No		
MPO Goal Area	**System Preservation: Maintain and modernize the transportation system and plan for its resiliency. (Up to 20 points)**							
Criterion	**Project incorporates resiliency elements into its design (up to 5 points)** +1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan --- +1 Project improves stormwater infrastructure --- +1 Project implements innovative resiliency solutions --- +1 Project designed to meet a range of future climate projections --- +1 Project demonstrates regional coordination on resiliency	**Improves evacuation route (up to 1 point)** +1 Project improves an evacuation route, diversion route, or alternate diversion route	**Improves connectivity to critical facilities (up to 1 point)** +1 Project improves access to critical facilities	**Project improves existing transit assets (up to 2 points)** +2 Project makes significant improvements to existing transit assets +1 Project makes moderate improvements to existing transit assets +0 Project does not modernize or improve the condition of existing transit assets	**Project improves existing pedestrian facilities (up to 3 points)** +3 Existing pedestrian facilities are in poor condition and improvements are included in the project +2 Existing pedestrian facilities are in fair condition and improvements are included in the project +1 Existing pedestrian facilities are in good condition and improvements are included in the project +0 Project does not improve existing pedestrian facilities	**Project improves existing bridges (up to 2 points)** +2 Project improves existing bridge(s) from poor to good condition through rehabilitation or replacement +1 Project improves existing bridge(s) from fair to good condition through rehabilitation or replacement 0 Project does not include bridge improvements	**Project improves existing pavement condition (up to 2 points)** +2 Current roadway condition is poor and pavement improvements are included in the project +1 Current roadway condition is fair and pavement improvements are included in the project +0 Current roadway condition is good	**Project improves other existing assets (up to 2 points)** +2 Project improves three or more other assets +1 Project improves one or two other assets +0 Project does not meet or address criteria
Bonus/Penalty (if applicable)	**Penalty** -1 Project is located in an existing or projected flood zone and doesn't specify how the project will address future flooding	N/A	N/A	N/A		**Bonus (up to 1 point)** +1 Project reduces or removes vehicle weight/height restrictions OR improves bridge on a key roadway	**Bonus (up to 1 point)** +1 Project improves pavement on a key corridor OR improves roadway substructure	N/A
Equity Multiplier?	Yes	No	Yes	Yes	Yes	No	No	No
MPO Goal Area	**Capacity Management/Mobility: Use existing facility capacity more efficiently and increase healthy transportation options**							
Criterion	**Project reduces transit passenger delay (up to 3 points)** +3 Project results in significant passenger delay reductions +2 Project results in moderate passenger delay reductions +1 Project results in limited passenger delay reductions +0 Project does not make meaningful reductions in passenger delay	**Project invests in New Transit Assets (up to 2 points)** +2 Project makes significant investments in new transit assets +1 Project makes moderate investments in new transit assets +0 Project does not invest in new transit assets	**Project improves pedestrian network and ADA accessibility (up to 3 points)** +3 Project adds new sidewalks on high-utility link +2 Project adds new sidewalks on medium-utility link +1 Project adds new sidewalks on low-utility link +0 Project does not improve pedestrian network	**Project improves bicycle network (up to 3 points)** +3 Project adds new separated bicycle facility (including shared-use paths) +2 Project adds new buffered bicycle facility +1 Project adds new standard bicycle facility +0 Project does not improve bicycle network	**Project improves truck movement (up to 2 points)** +2 Project significantly improves truck movement +1 Project somewhat improves truck movement +0 Project makes minimal improvements to truck movement or does not address criteria	**Project addresses unreliable corridor (up to 1 point)** +1 Project addresses a corridor with a level of travel time reliability above 1.25 +0 Project does not meet or address criteria		
Bonus/Penalty (if applicable)	**Bonus/Penalty (+/- up to 1 point)** +1 Project invests in bus-priority infrastructure on MPO-identified priority corridor -1 Project increases transit vehicle delays or negatively impacts transit vehicle movement	N/A	**Bonus (up to 1 point)** +1 Project closes a gap in the pedestrian network +1 Project enhances ADA accessibility beyond minimum required standards +1 Project creates or improves pedestrian connection to transit	**Bonus (up to 1 point)** +1 Project closes a gap in the bicycle network +1 Project creates or improves a bicycle connection to transit +1 Project makes accommodations for bicycle parking or bicycle share station +1 Project is on a high-utility link	**Bonus (up to 1 point)** +1 Project addresses key freight corridor or makes accommodations for freight deliveries	N/A		
Equity Multiplier?	Yes	Yes	Yes	Yes	No	No		
MPO Goal Area	**Clean Air/Sustainable Communities: Create an environmentally friendly transportation system. (Up to 12 points)**							
Criterion	**Project reduces CO2 (up to 3 points)** +3 750 or more annual tons of CO2 reduced +2 250-749 annual tons of CO2 reduced +1 Less than 250 annual tons of CO2 reduced 0 No impact -1 Less than 250 annual tons of CO2 increased -3 250 or more annual tons of CO2 increased	**Project reduces other transportation-related emissions (up to 3 points)** +3 1,000 or more total kilograms of VOC, NOx, CO reduced +2 250-999 total kilograms of VOC, NOx, CO reduced +1 Less than 250 total kilograms of VOC, NOx, CO reduced 0 No impact -1 Less than 250 total kilograms of VOC, NOx, CO increased -3 250 or more total kilograms of VOC, NOx, CO increased	**Enhances Natural Environment (up to 4 points)** +1 Project improves water quality --- +1 Project selects a design alternative that avoids impacts to sensitive natural areas --- +1 Project reduces urban heat island effect --- +1 Project increases access to parks, open space, or other natural assets					
Bonus/Penalty (if applicable)	N/A	**Bonus/Penalty (up to 2 points)** +2 Project reduces NOx emissions in area in top 20% of regional NOx levels -2 Project increases NOx emissions in area in top 20% of regional NOx levels	**Penalty** -1 Project is anticipated to lead to negative environmental outcomes					
Equity Multiplier?	No	Yes	No					
MPO Goal Area	**Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality. (Up to 12 points)**							
Criterion	**Project serves sites targeted for future development (up to 3 points)** +1 Project improves bicycle access to or within a site --- +1 Project improves pedestrian access to or within a site --- +1 Project improves transit access to or within a site	**Project serves existing employment and population centers (up to 3 points)** +3 Project mostly serves an existing area of concentrated development +1 Project partly serves an existing area of concentrated development +0 Project does not serve an existing area of concentrated development	**Project demonstrates proponent investment (up to 2 points)** +2 20 percent or more of the project cost is provided +1 Less than 20 percent of the project cost is provided +0 No non-TIP funding is provided by the project proponent	**Project promotes access to affordable housing opportunities (up to 3 points)** +3 10.4% or more of housing units are affordable in project area +2 6.6-10.3% of housing units are affordable in project area +1 1-6.5% of housing units are affordable in project area +0 Less than 1% of housing units are affordable in project area				
Bonus/Penalty (if applicable)	N/A	N/A	**Bonus (up to 1 point)** +1 Project proponent supports design process through pilot project OR robust community outreach process	N/A				
Equity Multiplier?	No	No	No	No				
Total Base Points Possible	**80**							
Total Equity Points Possible	**20**							
Total Possible Points	**100**							

Table A-8
FFYs 2026–30 TIP Evaluation Criteria: Transit Transformation Program

Table A-8: FFYs 2022–26 and 2023–27 TIP Evaluation Criteria: Complete Streets Program

MPO Goal Area	**Safety: Transportation by all modes will be safe. (Up to 21 points)**						
Criterion	**Project addresses severe-crash location (up to 3 points)** +3 EPDO value of 300 or more +2 EPDO value of 100 to 299 +1 EPDO value of less than 100 +0 No EPDO value	**Project addresses high-crash location (up to 3 points)** **Signalized Intersection:** +3 Crash rate of 1.69 or greater +2 Crash rate between 1.02 and 1.69 +1 Crash rate between 0.35 and 1.02 +0 Crash rate below 0.35 **Unsignalized Intersection:** +3 Crash rate of 1.36 or greater +2 Crash rate between 0.78 and 1.36 +1 Crash rate between 0.20 and 0.78	**Project addresses truck-related safety issue (up to 2 points)** +2 High total effectiveness of truck safety improvements +1 Medium total effectiveness of truck safety improvements +0 Low total effectiveness or no implementation of truck safety improvements	**Project improves bicycle safety (up to 3 points)** +3 High total effectiveness of bicycle safety improvements +2 Medium total effectiveness of bicycle safety improvements +1 Low total effectiveness of bicycle safety improvements +0 Project does not include bicycle safety improvements	**Project improves pedestrian safety (up to 3 points)** +3 High total effectiveness of pedestrian safety improvements +2 Medium total effectiveness of pedestrian safety improvements +1 Low total effectiveness of pedestrian safety improvements +0 Project does not include pedestrian safety improvements	**Project improves safety for all users (up to 3 points)** +3 Project includes three or more eligible multimodal safety improvements +2 Project includes two eligible multimodal safety improvements +1 Project includes one eligible multimodal safety improvement +0 Project does not include any eligible multimodal safety improvements	
Bonus/Penalty (if applicable)	N/A	N/A	N/A	**Bonus (up to 1 point)** +1 Improves bicycle safety at bicycle HSIP cluster	**Bonus (up to 1 point)** +1 Improves pedestrian safety at pedestrian HSIP cluster	**Bonus (up to 2 points)** +2 Addresses safety at multiple all-mode HSIP clusters OR a top-200 crash location +1 Addresses safety at one all-mode HSIP cluster	
Equity Multiplier?	Yes	No	No	Yes	Yes	No	
MPO Goal Area	**System Preservation: Maintain and modernize the transportation system and plan for its resiliency. (Up to 17 points)**						
Criterion	**Project incorporates resiliency elements into its design (up to 5 points)** +1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan --- +1 Project improves stormwater infrastructure --- +1 Project implements innovative resiliency solutions --- +1 Project designed to meet a range of future climate projections --- +1 Project demonstrates regional coordination on resiliency	**Improves evacuation route (up to 1 point)** +1 Project improves an evacuation route, diversion route, or alternate diversion route	**Improves connectivity to critical facilities (up to 1 point)** +1 Project improves access to critical facilities	**Project improves existing transit assets (up to 2 points)** +2 Project makes significant improvements to existing transit assets +1 Project makes moderate improvements to existing transit assets +0 Project does not modernize or improve the condition of existing transit assets	**Project improves existing pedestrian facilities (up to 3 points)** +3 Existing pedestrian facilities are in poor condition and improvements are included in the project +2 Existing pedestrian facilities are in fair condition and improvements are included in the project +1 Existing pedestrian facilities are in good condition and improvements are included in the project +0 Project does not improve existing pedestrian facilities	**Project improves existing pavement condition (up to 2 points)** +2 Current roadway condition is poor and pavement improvements are included in the project +1 Current roadway condition is fair and pavement improvements are included in the project +0 Current roadway condition is good	**Project improves other existing assets (up to 2 points)** +2 Project improves three or more other assets +1 Project improves one or two other assets +0 Project does not meet or address criteria
Bonus/Penalty (if applicable)	**Penalty** -1 Project is located in an existing or projected flood zone and doesn't specify how the project will address future flooding	N/A	N/A	N/A		**Bonus (up to 1 point)** +1 Project improves pavement on a key corridor OR improves roadway substructure	N/A
Equity Multiplier?	Yes	No	Yes	Yes	Yes	No	No
MPO Goal Area	**Capacity Management/Mobility: Use existing facility capacity more efficiently and increase healthy transportation options. (Up to 17 points)**						
Criterion	**Project reduces transit passenger delay (up to 3 points)** +3 Project results in significant passenger delay reductions +2 Project results in moderate passenger delay reductions +1 Project results in limited passenger delay reductions +0 Project does not make meaningful reductions in passenger delay	**Project invests in New Transit Assets (up to 2 points)** +2 Project makes significant investments in new transit assets +1 Project makes moderate investments in new transit assets +0 Project does not invest in new transit assets	**Project improves pedestrian network and ADA accessibility (up to 3 points)** +3 Project adds new sidewalks on high-utility link +2 Project adds new sidewalks on medium-utility link +1 Project adds new sidewalks on low-utility link +0 Project does not improve pedestrian network	**Project improves bicycle network (up to 3 points)** +3 Project adds new separated bicycle facility (including shared-use paths) +2 Project adds new buffered bicycle facility +1 Project adds new standard bicycle facility +0 Project does not improve bicycle network	**Project improves truck movement (up to 2 points)** +2 Project significantly improves truck movement +1 Project somewhat improves truck movement +0 Project makes minimal improvements to truck movement or does not address criteria	**Project addresses unreliable corridor (up to 1 point)** +1 Project addresses a corridor with a level of travel time reliability above 1.25 +0 Project does not meet or address criteria	
Bonus/Penalty (if applicable)	**Bonus/Penalty (+/- up to 1 point)** +1 Project invests in bus-priority infrastructure on MPO-identified priority corridor -1 Project increases transit vehicle delays or negatively impacts transit vehicle movement	N/A	**Bonus (up to 1 point)** +1 Project closes a gap in the pedestrian network +1 Project enhances ADA accessibility beyond minimum required standards +1 Project creates or improves pedestrian connection to transit	**Bonus (up to 1 point)** +1 Project closes a gap in the bicycle network +1 Project creates or improves a bicycle connection to transit +1 Project makes accommodations for bicycle parking or bicycle share station +1 Project is on a high-utility link	**Bonus (up to 1 point)** +1 Project addresses key freight corridor or makes accommodations for freight deliveries	N/A	
Equity Multiplier?	Yes	Yes	Yes	Yes	No	No	
MPO Goal Area	**Clean Air/Sustainable Communities: Create an environmentally friendly transportation system. (Up to 12 points)**						
Criterion	**Project reduces CO2 (up to 3 points)** +3 750 or more annual tons of CO2 reduced +2 250-749 annual tons of CO2 reduced +1 Less than 250 annual tons of CO2 reduced 0 No impact -1 Less than 250 annual tons of CO2 increased -3 250 or more annual tons of CO2 increased	**Project reduces other transportation-related emissions (up to 3 points)** +3 1,000 or more total kilograms of VOC, NOx, CO reduced +2 250-999 total kilograms of VOC, NOx, CO reduced +1 Less than 250 total kilograms of VOC, NOx, CO reduced 0 No impact -1 Less than 250 total kilograms of VOC, NOx, CO increased -3 250 or more total kilograms of VOC, NOx, CO increased	**Enhances Natural Environment (up to 4 points)** +1 Project improves water quality --- +1 Project selects a design alternative that avoids impacts to sensitive natural areas --- +1 Project reduces urban heat island effect --- +1 Project increases access to parks, open space, or other natural assets				
Bonus/Penalty (if applicable)	N/A	**Bonus/Penalty (up to 2 points)** +2 Project reduces NOx emissions in area in top 20% of regional NOx levels -2 Project increases NOx emissions in area in top 20% of regional NOx levels	**Penalty** -1 Project is anticipated to lead to negative environmental outcomes				
Equity Multiplier?	No	Yes	No				
MPO Goal Area	**Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality. (Up to 12 points)**						
Criterion	**Project serves sites targeted for future development (up to 3 points)** +1 Project improves bicycle access to or within a site --- +1 Project improves pedestrian access to or within a site --- +1 Project improves transit access to or within a site	**Project serves existing employment and population centers (up to 3 points)** +3 Project mostly serves an existing area of concentrated development +1 Project partly serves an existing area of concentrated development +0 Project does not serve an existing area of concentrated development	**Project demonstrates proponent investment (up to 2 points)** +2 20 percent or more of the project cost is provided +1 Less than 20 percent of the project cost is provided +0 No non-TIP funding is provided by the project proponent	**Project promotes access to affordable housing opportunities (up to 3 points)** +3 10.4% or more of housing units are affordable in project area +2 6.6-10.3% of housing units are affordable in project area +1 1-6.5% of housing units are affordable in project area +0 Less than 1% of housing units are affordable in project area			
Bonus/Penalty (if applicable)	N/A	N/A	**Bonus (up to 1 point)** +1 Project proponent supports design process through pilot project OR robust community outreach process	N/A			
Equity Multiplier?	No	No	No	No			
Total Base Points Possible	**80**						
Total Equity Points Possible	**20**						
Total Possible Points	**100**						

Table A-9
FFYs 2026–30 TIP Evaluation Criteria: Community Connections–Bicycle Lanes

MPO Goal Area	Safety: Transportation by all modes will be safe. (Up to 18 points)	
Criterion	**Project addresses severe-crash location (up to 3 points)** +3 EPDO value of 1000 or more +2 EPDO value of 250 to 999 +1 EPDO value of less than 250 +0 No EPDO value	**Project addresses high-crash location (up to 3 points)** **For corridor projects:** +3 Crash rate of 6.45 or greater +2 Crash rate between 4.25 and 6.45 +1 Crash rate between 2.05 and 4.25 +0 Crash rate below 2.05 --- **For intersection and interchange projects:** **Signalized Intersection:** +3 Crash rate of 1.69 or greater +2 Crash rate between 1.02 and 1.69 +1 Crash rate between 0.35 and 1.02 +0 Crash rate below 0.35 **Unsignalized Intersection:** +3 Crash rate of 1.36 or greater +2 Crash rate between 0.78 and 1.36 +1 Crash rate between 0.20 and 0.78
Bonus/Penalty (if applicable)	N/A	N/A
Equity Multiplier?	Yes	No
MPO Goal Area	**System Preservation: Maintain and modernize the transportation system and plan for its resiliency. (Up to 20**	
Criterion	**Project incorporates resiliency elements into its design (up to 5 points)** +1 Project implements recommendation(s) as identified in a Hazard Mitigation Plan, Municipal Vulnerability Plan, or climate adaptation plan --- +1 Project improves stormwater infrastructure --- +1 Project implements innovative resiliency solutions --- +1 Project designed to meet a range of future climate projections --- +1 Project demonstrates regional coordination on resiliency	**Improves evacuation route (up to 1 point)** +1 Project improves an evacuation route, diversion route, or alternate diversion route
Bonus/Penalty (if applicable)	**Penalty** -1 Project is located in an existing or projected flood zone and doesn't specify how the project will address future flooding	N/A

Equity Multiplier?	Yes	No
MPO Goal Area	**Capacity Management/Mobility: Use existing facility capacity more efficiently and increase healthy transportation options.**	
Criterion	**Project reduces transit passenger delay (up to 3 points)** +3 Project results in significant passenger delay reductions +2 Project results in moderate passenger delay reductions +1 Project results in limited passenger delay reductions +0 Project does not make meaningful reductions in passenger delay	**Project invests in New Transit Assets (up to 2 points)** +2 Project makes significant investments in new transit assets +1 Project makes moderate investments in new transit assets +0 Project does not invest in new transit assets
Bonus/Penalty (if applicable)	**Bonus/Penalty (+/- up to 1 point)** +1 Project invests in bus-priority infrastructure on MPO-identified priority corridor -1 Project increases transit vehicle delays or negatively impacts transit vehicle movement	N/A
Equity Multiplier?	Yes	Yes
MPO Goal Area	**Clean Air/Sustainable Communities: Create an environmentally friendly transportation system. (Up to 12 points)**	
Criterion	**Project reduces CO2 (up to 3 points)** +3 750 or more annual tons of CO2 reduced +2 250-749 annual tons of CO2 reduced +1 Less than 250 annual tons of CO2 reduced 0 No impact -1 Less than 250 annual tons of CO2 increased -3 250 or more annual tons of CO2 increased	**Project reduces other transportation-related emissions (up to 3 points)** +3 1,000 or more total kilograms of VOC, NOx, CO reduced +2 250-999 total kilograms of VOC, NOx, CO reduced +1 Less than 250 total kilograms of VOC, NOx, CO reduced 0 No impact -1 Less than 250 total kilograms of VOC, NOx, CO increased -3 250 or more total kilograms of VOC, NOx, CO increased
Bonus/Penalty (if applicable)	N/A	**Bonus/Penalty (up to 2 points)** +2 Project reduces NOx emissions in area in top 20% of regional NOx levels -2 Project increases NOx emissions in area in top 20% of regional NOx levels
Equity Multiplier?	No	Yes
MPO Goal Area	**Economic Vitality: Ensure our transportation network provides a strong foundation for economic vitality. (Up to 12 points)**	

Criterion	Project serves sites targeted for future development (up to 3 points) +1 Project improves bicycle access to or within a site --- +1 Project improves pedestrian access to or within a site --- +1 Project improves transit access to or within a site	Project serves existing employment and population centers (up to 3 points) +3 Project mostly serves an existing area of concentrated development +1 Project partly serves an existing area of concentrated development +0 Project does not serve an existing area of concentrated development
Bonus/Penalty (if applicable)	N/A	N/A
Equity Multiplier?	No	No
Total Base Points Possible	**80**	
Total Equity Points Possible	**20**	
Total Possible Points	**100**	

Table A-9: FFYs 2022–26 and 2023–27 TIP Evaluation Criteria: Major Infrastructure Program

Project addresses truck-related safety issue (up to 2 points) +2 High total effectiveness of truck safety improvements +1 Medium total effectiveness of truck safety improvements +0 Low total effectiveness or no implementation of truck safety improvements	**Project improves bicycle safety (up to 2 points)** +2 High total effectiveness of bicycle safety improvements +1 Medium total effectiveness of bicycle safety improvements +0 Low total effectiveness or no inclusion of bicycle safety improvements	**Project improves pedestrian safety (up to 2 points)** +2 High total effectiveness of pedestrian safety improvements +1 Medium total effectiveness of pedestrian safety improvements +0 Low total effectiveness or no inclusion of pedestrian safety improvements
N/A	**Bonus (up to 1 point)** +1 Improves bicycle safety at bicycle HSIP cluster	**Bonus (up to 1 point)** +1 Improves pedestrian safety at pedestrian HSIP cluster
No	Yes	Yes
Improves connectivity to critical facilities (up to 1 point) +1 Project improves access to critical facilities	**Project improves existing transit assets (up to 2 points)** +2 Project makes significant improvements to existing transit assets +1 Project makes moderate improvements to existing transit assets +0 Project does not modernize or improve the condition of existing transit assets	**Project improves existing pedestrian facilities (up to 3 points)** +3 Existing pedestrian facilities are in poor condition and improvements are included in the project +2 Existing pedestrian facilities are in fair condition and improvements are included in the project +1 Existing pedestrian facilities are in good condition and improvements are included in the project +0 Project does not improve existing pedestrian facilities
N/A	N/A	

Yes	Yes	Yes
Project improves pedestrian network and ADA accessibility (up to 3 points) +3 Project adds new sidewalks on high-utility link +2 Project adds new sidewalks on medium-utility link +1 Project adds new sidewalks on low-utility link +0 Project does not improve pedestrian network	**Project improves bicycle network (up to 3 points)** +3 Project adds new separated bicycle facility (including shared-use paths) +2 Project adds new buffered bicycle facility +1 Project adds new standard bicycle facility +0 Project does not improve bicycle network	**Project improves truck movement (up to 2 points)** +2 Project significantly improves truck movement +1 Project somewhat improves truck movement +0 Project makes minimal improvements to truck movement or does not address criteria
Bonus (up to 1 point) +1 Project closes a gap in the pedestrian network +1 Project enhances ADA accessibility beyond minimum required standards +1 Project creates or improves pedestrian connection to transit	**Bonus (up to 1 point)** +1 Project closes a gap in the bicycle network +1 Project creates or improves a bicycle connection to transit +1 Project makes accommodations for bicycle parking or bicycle share station +1 Project is on a high-utility link	**Bonus (up to 1 point)** +1 Project addresses key freight corridor or makes accommodations for freight deliveries
Yes	Yes	No
Enhances Natural Environment (up to 4 points) +1 Project improves water quality --- +1 Project selects a design alternative that avoids impacts to sensitive natural areas --- +1 Project reduces urban heat island effect --- +1 Project increases access to parks, open space, or other natural assets		
Penalty -1 Project is anticipated to lead to negative environmental outcomes		
No		

Project demonstrates proponent investment (up to 2 points) +2 20 percent or more of the project cost is provided +1 Less than 20 percent of the project cost is provided +0 No non-TIP funding is provided by the project proponent	**Project promotes access to affordable housing opportunities (up to 3 points)** +3 10.4% or more of housing units are affordable in project area +2 6.6-10.3% of housing units are affordable in project area +1 1-6.5% of housing units are affordable in project area +0 Less than 1% of housing units are affordable in project area	
Bonus (up to 1 point) +1 Project proponent supports design process through pilot project OR robust community outreach process	N/A	
No	No	

Project improves safety for all users (up to 2 points) +2 Project includes three or more eligible multimodal safety improvements +1 Project includes one or two eligible multimodal safety improvements +0 Project does not include any eligible multimodal safety improvements		
Bonus (up to 2 points) +2 Addresses safety at multiple all-mode HSIP clusters OR a top-200 crash location +1 Addresses safety at one all-mode HSIP cluster		
No		
Project improves existing bridges (up to 2 points) +2 Project improves existing bridge(s) from poor to good condition through rehabilitation or replacement +1 Project improves existing bridge(s) from fair to good condition through rehabilitation or replacement 0 Project does not include bridge improvements	**Project improves existing pavement condition (up to 2 points)** +2 Current roadway condition is poor and pavement improvements are included in the project +1 Current roadway condition is fair and pavement improvements are included in the project +0 Current roadway condition is good	**Project improves other existing assets (up to 2 points)** +2 Project improves three or more other assets +1 Project improves one or two other assets +0 Project does not meet or address criteria
Bonus (up to 1 point) +1 Project reduces or removes vehicle weight/height restrictions OR improves bridge on a key roadway	**Bonus (up to 1 point)** +1 Project improves pavement on a key corridor OR improves roadway substructure	N/A

No	No	No
Project addresses unreliable corridor (up to 1 point) +1 Project addresses a corridor with a level of travel time reliability above 1.25 +0 Project does not meet or address criteria		
N/A		
No		

Table A-10
FFYs 2026–30 TIP Evaluation Criteria: Community Connections–Bicycle Racks

Bicycle Racks Applications

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

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

Project acts as an 'anchor' for development of a sustainable bicycle network.	0 - The project does not add racks to an area of at least low-moderate utility. 1 - The project expands into an area of low-moderate utility, or add racks where none currently exist to an area of low utility. 2 - The project expands into an area of moderate or greater utility.	2
Plan Implementation Score		**18**
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index. **Equity Score Look-up Table** **If the sum of the Indices Greater than… / …And Less Than… / The Project Score is…** 0 / 1 / 0 0.99 / 6 / 3 5.99 / 11 / 6 10.99 / 16 / 9 15.99 / 21 / 12 20.99 / 27 / 18	18
The project expands or maintains direct access to a safe bicycle facility.	0 - Work locations for the project are not near to a safe bicycle facility. 1 - Work locations for the project are near to a safe bicycle facility.	1
The project serves a community with a low rate of automobile ownership.	0 - The project does not install bicycle racks in an area with low rates of automobile ownership. 1 - The project installs bicycle racks in an area with a low rate of automobile ownership.	1
Transportation Equity Score		**20**
Climate Change Mitigation		
For new racks, does the project further promote mode shift? For repair/replacement projects, how many users utilize the facility?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For rack repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For rack repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For rack repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments. 4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.	4
Estimates for project demand are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4
The rack investment is complementary to an ongoing or planned surface transportation investment.	0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.	6
The rack investment reinforces access to an existing surface transportation facility.	0 - The investment does not complement any nearby bicycle facilities. 2 - The investment complements an existing low to moderate utility link for biking. 4 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail).	4
Climate Change Mitigation		**18**
Performance Management		

The project application includes a budget worksheet that outlines the sources and uses of the project.	Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type.	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	0 - No description of maintenance activities are provided. 3 - An anticipated maintenance schedule is provided.	3
The estimates for the usage rates on the bicycle racks are sound.	0 - The applicant does not describe how demand was estimated. 2 - The process for estimating demand for the bicycle racks is vague. 4 - The demand estimates for the bicycle racks are sound.	4
Performance Management		10
Total Score		**100**

Table A-11
FFYs 2026–30 TIP Evaluation Criteria: Community Connections–Bikeshare Support

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

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

Project demonstrates collaboration between multiple entities within the municipality or municipalities.	0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process. 2 - The municipality or municipalities have engaged entities within their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.) 3 - The project is a joint effort between one or more municipalities (minimum score for joint applications). 4 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to securing any local support for ROW. 6 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level, including direct involvement from community based organizations to help shape the scope of the project.	6
Project demonstrates collaboration between multiple municipalities.	0 - No direct support from other municipalities is provided. 2 - The application refers to the Bluebikes Council as providing support, but there is no written documentation. 4 - The project has the written approval of the Bluebikes Council, or letters of support from neighboring communities, or involves work spread across multiple municipalities.	4
Project demonstrates collaboration across multiple sectors	0 - No direct support from private entities is listed, or the applicant refers to private collaboration that is within the existing scope of the Bluebikes contract (ex: vendor, sponsorships) 2 - The project proponent coordinated with the private sector in the development of the project beyond the private stakeholders already involved in the Bluebikes contract. 4 - The project includes extensive cooperation with the private sector, including the direct contribution of local, private funding from local businesses, fundraising, etc.	4
Project collaborators submit letters of support to MPO	0 - The applicant has not attached letters of support. 2 - Letters of support are attached to demonstrate fulfillment of the above criteria.	2
Coordination Score		16
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	0 - The project is not included in any local plans or studies. 2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant. 6 - The project is explicitly called for in the contents of a local plan or study.	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	0 - The project is not included in any regional plans or studies. 2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body. 6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.	6
Project is included in statewide plans or studies	0 - The project is not included in any statewide plans or studies. 2 - The project is included in a statewide planning document, but is not cited by the applicant. 4 - The project is included in a statewide planning document cited by the applicant.	4

Project acts as an 'anchor' for development of a sustainable bikeshare network.	0 - For expansion projects, the project does not expand into an area of at least low-moderate utility, or is located in an area saturated with bikeshare. For repair projects, the project does not address an asset nearing the end of its useful life in a priority location, or in a location of at least moderate utility. 1 - For expansion projects, the project expands into an area of low-moderate utility. For repair projects, the project addresses an asset nearing the end of its useful life in a location of at least moderate utility. 2 - For expansion projects, the project expands into an entirely new part of the Boston Region, or expands into an area ranging from moderate to high utility. Alternatively, the proposed expansion seeks to link together more 'disconnected' nexuses of stations back into the larger regional system For repair projects, the project addresses an asset nearing the end of its useful life in a high utility or critical area.	2
Plan Implementation Score		**18**
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, a		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index. **Equity Score Look-up Table** **If the sum of the Indices Greater than… / …And Less Than… / The Project Score is…** 0 / 1 / 0 0.99 / 6 / 3 5.99 / 11 / 6 10.99 / 16 / 9 15.99 / 21 / 12 20.99 / 27 / 18	18
The project expands or maintains direct access to a safe bicycle facility. The bikeshare model supports access to these facilities for individuals who do not own a private bicycle	0 - Work locations for the project are not near to a safe bicycle facility. 1 - Work locations for the project are near to a safe bicycle facility.	1
The project incorporates pedal-assist or fully electric bikes in an area with a high share of older adults.	0 - The project does not incorporate any pedal-assist or fully electric bikes. 1 - The project incorporates pedal-assist or fully electric bikes.	1
Transportation Equity Score		**20**
Climate Change Mitigation		
For expansion projects, to what extent does the expanded service encourage new trips that would otherwise be taken by an automobile? For repair/replacement projects, how many trips does the existing service support?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For station repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For station repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For station repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments. 4 - The project performs all work necessary for 3 above, and does so in an area with disproportionate air quality burden.	4

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

Table A-12
FFYs 2026–30 TIP Evaluation Criteria: Community Connections–Microtransit Pilots

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

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

The project increases access to open space or other natural / recreation sites.	0 - The project does not provide for any access to open space or natural sites. 1 - The project is a demand response service that provides for access to open space or natural sites within the service area. 2 - The project is a fixed route service with connections near to open space or other recreation / natural sites. 3 - The project is a demand response or fixed route service with deliberate, priority connections to and from open space and other natural or recreation sites, with the service model intentionally aiming to increase access to those areas.	3
The proposed hours of and times of service support a variety of potential use cases.	0 - The applicant does not provide an explanation as to why their times of service were selected. 1 - The applicant provides hours and times of service, but their explanation regarding why these times were selected are vague or largely relate to fiscal and personnel constraints. 2 - The applicant provides hours and times of service with an explanation as to how the model suits the needs of a diverse array of potential users. 3 - The applicant provides an explanation of why the hours and times of service were selected, how its operations supports the needs of a diverse array of potential users, and explains the conditions under which they may expand service offerings.	3
The project expands upon an existing service or service delivery model within the Commonwealth.	0 - The project is entirely novel, and does not build upon an existing service or leverage a service delivery model implemented within the Commonwealth. 1 - The project expands the hours of service or area of service within a single municipality. 2 - The project expands the hours of service or area of service across multiple municipalities, including adding a new municipality to the service area.	2
Connectivity Score		20
Regional and Interlocal Coordination		
Project demonstrates collaboration between multiple entities	0 - The project applicant is the sole entity involved in the project. 1 - The project applicant and the operator are the only entities involved in the project. 2 - The project applicant and operator are the only entities involved in the project, but the project includes robust public outreach. 3 - The project applicant is partnering with one or more municipalities in administering the service, including providing service to adjacent municipalities, but the applicant performs most of the work. 4 - Multiple municipalities are involved in overseeing the project in tandem with the operator. 5 - The project has multiple municipalities taking an active role in administering the service in addition to a diverse array of other project partners.	5
Project demonstrates collaboration across multiple sectors	0 - The project does not demonstrate collaboration across multiple sectors. 1 - The project demonstrates some collaboration between the public and private sector in the form of letters of support, or connections to private employers. 2 - The project demonstrates moderate collaboration between the public and private sector, with private sector stakeholders involved in some supporting functions. 3 - The project demonstrates significant collaboration between the public and private sector, with private sector stakeholders making a significant financial or in-kind contribution to support the financial sustainability of the project.	3

Project collaborators submit letters of support to MPO	0 - No letters of support have been provided by the applicant. 1 - The applicant provides letters of support, but the letters only include support from municipal entities. 2 - The applicant provides letters of support, including letters from a variety of non-governmental and/or community based organizations.	2
The Regional Transit Authority (RTA), including the MBTA, that provides service to or near the municipality or municipalities involved in the proposed service has been made aware of the application by the applicant.	0 - The applicant has not discussed their proposed service with their local RTA or RTAs. 1 - The applicant has discussed their proposed service with their local RTA or RTAs. If the applicant is an RTA, it has discussed the proposed service with MassDOT's Rail and Transit Division (RTD). 2 - The applicant has discussed their proposed service with their local RTA or RTAs, and the RTA has provided written support for the project. If the applicant is an RTA, MassDOT Rail and Transit Division (RTD) is aware of and has provided written support for the project.	2
The project is included in statewide or regional plans and/or studies, including the Boston Region MPO's Coordinated Public Transit-Human Services Transportation Plan (CPTHST)	0 - The applicant does not cite, or the project is not consistent with the themes or explicit needs identified in any statewide or regional planning documents or studies. 3 - The project is consistent with the broad themes or recommendations laid out for the municipality or region in the CPTHST. 6 - The project is explicitly called for in a statewide, regional, or municipal planning document, or is the direct result of a study conducted by an independent federal, state, or regional entity.	6
Coordination Score		18
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index. **Equity Score Look-up Table** **If the sum of the Indices Greater than… / …And Less Than… / The Project Score is…** 0 / 1 / 0 0.99 / 6 / 3 5.99 / 11 / 6 10.99 / 16 / 9 15.99 / 21 / 12 20.99 / 27 / 18	20
The project supports a fare structure that does not hinder access from disadvantaged groups.	0 - The proposed service operates on a uniform fare structure. 1 - The proposed service subsidizes fares for disadvantaged groups, including means-based fares and fare-free service for seniors and persons with disabilities. 2 - The proposed service is entirely fare-free.	1

The project prioritizes service to disadvantaged groups or areas.	0 - The project does not prioritize service to disadvantaged groups or areas, and the applicant does not offer any information as to how they would provide services to a person with disabilities. 1 - The project serves all individuals regardless of ability, but there are restrictions in terms of eligibility (ex: residence) 2 - The project effectively prioritizes service for disadvantaged groups or areas and balances the needs of other users as well. The service is accessible to and may be used by all.	1
Transportation Equity Score		24
Climate Change Mitigation		
Is the proposed service an effective substitute for current trips conducted by private single occupancy vehicles?	Disqualifying: The project is not anticipated to have any significant impact on encouraging shifts from single occupancy vehicles to the proposed service. 1 - According to the figures provided by the applicant, the project is anticipated to have a small impact on encouraging shifts from single occupancy vehicles. 2- The project is anticipated to have a small impact on directly encouraging shifts from single occupancy vehicle, but is also complementary to other alternative modes of transportation (transit facilities, active transportation, etc.) 3 - The project is expected to have an at least moderate impact in encouraging shifts from single occupancy vehicle trips. 4 - The project is expected to have a moderate impact in encouraging shifts from single occupancy vehicles, and reinforces or expands access to additional alternative modes of transportation (transit facilities, active transportation, etc.)	4
Does the proposed service create new connections or trips that could not otherwise be fulfilled without an automobile?	0 - The project is redundant to existing transit services in the project area, and the applicant has not sufficiently detailed how their service is meant to be complementary to it. 1 - The service creates new connections, but the efficacy of the service in substituting automobile trips is unclear. 2 - The project is complementary to existing transit services in the project area, specifically services that may have gaps in times of service, capacity to serve, or headways. 3 - The project creates entirely new connections in areas not otherwise served by a regional transit authority or other transit operator with a moderate likelihood of substitution. 4 - The project creates entirely new connections in areas not otherwise directly served by a regional transit authority or other transit operator, and these connections include other intermodal facilities (Commuter Rail stations, trails, etc.)	4
Does the proposed service operate with low or no emission vehicles?	0 - The project utilizes standard internal combustion engine vehicles for its fleet. 4 - The project utilizes low emission fuel source vehicles, including diesel electric hybrids or compressed natural gas (CNG). 5 - The project utilizes fully electric vehicles. 6 - The project utilizes fully electric vehicles, and planned or existing charging facilities utilize renewable energy sources.	6

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

The applicant lists their performance measures and the intervals at which they evaluate their success against those metrics.	0 - The applicant does not provide any performance measures, or is vague in their description of how those measures are to be evaluated. 2 - The performance of the proposed shuttle is evaluated against the minimum necessary parameters for the shuttle service, including average daily passenger trips, number of unique riders, total number of trips, and spending to date at monthly intervals. The monthly reporting also includes the aforementioned information at a total level for the month. Demand response services provide passenger trip time for a given month. 4 - The monthly reporting listed above will be utilized to evaluate, in a qualitative fashion, whether or not the data gathered is expected to remain steady or change in the future. The project proponent also intends to survey riders with questions including how riders would have made their trip without the service, the number of times a given rider uses the service at a weekly or monthly interval, the number of passengers that have a private vehicle available, and the purposes of that passenger trip. 6 - The project proponent exceeds the minimum requirements set in the previous thresholds for performance evaluation, reporting, and passenger surveys, and is proposing the employment of innovative strategies or technologies to gather and analyze this data. The proponent may also achieve this parameter if they are pursuing a robust community engagement strategy that emphasizes regional connections, including engaging adjacent municipalities.	6
Performance Management Score		20
Total Score		100

Table A-13
FFYs 2026–30 TIP Evaluation Criteria: Community Connections–Wayfinding Signage

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

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

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

<table>
<tr><td>Project is included in local economic development plans or strategies.</td><td>0 - The project does not support any local economic developments.
1 - The project indirectly supports local economic development strategies.
2 - The project directly supports local economic development strategies, including improving access to specific planned sites or destinations.
3 - The project highlights key areas and destinations for travel, and is consistent with a broader strategy for economic development in the community.</td><td>3</td></tr>
<tr><td>Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council</td><td>0 - The project is not included in any regional plans or studies.
1 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents.
2 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body.
3 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.</td><td>3</td></tr>
<tr><td>Project is included in statewide plans or studies</td><td>0 - The project is not included in or consistent with any statewide plans or studies.
1 - The project is supportive of a statewide study, such as a vulnerable road user safety assessment, but this is not cited by the applicant.
2 - The project is supportive of a statewide study, but locations are not in priority corridors highlighted by that study.
3 - The applicant is leveraging a state study or plan to guide this investment, and investments are being made in key priority areas as determined by the study.</td><td>3</td></tr>
<tr><td>Project supports the development of a connected multimodal transportation network.</td><td>0 - The project primarily installs signage in seemingly disconnected areas for a single mode.
1 - The project installs signage to support connections for a single mode.
2 - The project installs signage that supports connections to and from multiple transportation modes.</td><td>2</td></tr>
<tr><td>Plan Implementation Score</td><td></td><td>14</td></tr>
<tr><td>Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.</td><td></td><td></td></tr>
<tr><td>Project serves one or more transportation equity populations, as identified by the Boston Region MPO</td><td>Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.

Equity Score Look-up Table
If the sum of the Indices Greater than… …And Less Than… The Project Score is…
0 1 0
0.99 6 3
5.99 11 6
10.99 16 9
15.99 21 12
20.99 27 18</td><td>20</td></tr>
<tr><td>Transportation Equity Score</td><td></td><td>20</td></tr>
<tr><td>Climate Change Mitigation</td><td></td><td></td></tr>
</table>

To what extent do these lanes encourage new trips, or shift existing trips that would otherwise be taken by an automobile?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). 4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.	4
Estimates for traffic volumes through the corridor are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4
The wayfinding signage is complementary to an ongoing or planned surface transportation investment.	0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.	6
The wayfinding signage reinforces access to or informs users about an existing surface transportation facility.	0 - The investment does not complement any nearby active transportation or transit facilities. 2 - The investment complements an existing low to moderate utility link for active transportation or transit. 4 - The investment complements an existing moderate to high utility link for active transportation, including physically separated and safe pathway for all users (ex: shared use path, rail trail). Or, the investment directly highlights a transit route.	4
Climate Change Mitigation		**18**
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type.	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	0 - No description of maintenance activities are provided. 3 - An anticipated maintenance schedule is provided.	3
The estimates for average daily users for the facilities are grounded in thorough analysis.	0 - The applicant does not describe how demand was estimated. 2 - The process for estimating traffic counts is vague. 4 - The estimates of traffic counts are sound.	4
Performance Management		10
Total Score		**100**

Appendix B—Greenhouse Gas Monitoring and Evaluation

BACKGROUND

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

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

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

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

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

REGIONAL TRACKING AND EVALUATING LONG-RANGE TRANSPORTATION PLANS

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

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

TRACKING AND EVALUATING THE TRANSPORTATION IMPROVEMENT PROGRAM

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

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed approaches for identifying anticipated GHG emissions impacts of different types of projects. Since carbon dioxide (CO_2) is the largest component of GHG emissions overall and is the focus of regulation 310 CMR 60.05, CO_2 has been used to measure the GHG emissions impacts of transportation projects in the TIP and LRTP.

All TIP projects have been sorted into two categories for analysis: 1) projects with quantified CO_2 impacts and 2) projects with assumed CO_2 impacts. Projects with quantified impacts consist of capacity-adding projects from the LRTP and projects from the TIP that underwent a Congestion Mitigation and Air Quality Improvement (CMAQ) program spreadsheet analysis. Projects with assumed impacts are those that would be expected to produce a minor decrease or increase in emissions, and those that would be assumed to have no CO_2 impact.

Travel Demand Model

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

Off-Model Methods

MassDOT's Office of Transportation Planning provided spreadsheets that are used to determine projects' eligibility for funding through the CMAQ program. These spreadsheets contain emissions factors produced by the US Environmental Protection Agency's (EPA) MOtor Vehicle Emission Simulator (MOVES) model that are used to calculate emissions reduction as a result of mode shift to active or public transportation and/or reduction of single-occupancy vehicle trips. Typically, MPO staff uses data from projects' functional design reports, which are prepared at the 25 percent design phase, to conduct these calculations. Staff used these spreadsheets to calculate estimated projections of CO_2 for each project, in compliance with GWSA regulations.

These estimates are shown in Tables B-1 and B-2. A note of "to be determined" is shown for those projects for which a functional design report was not yet available. Table B-3 summarizes the GHG impact analyses of highway projects completed before FFY 2026. Table B-4 summarizes the GHG impact analyses of transit projects completed before FFY 2026. A project is considered completed when the construction contract has been awarded.

Table B-1
Greenhouse Gas Regional Highway Project Tracking: FFYs 2026–30
Programmed Projects

FFY 2026					
Project ID	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
606453	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	527,474	
607342	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	1,148,459	
607420	NATICK- SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA	Qualitative	No assumed impact/negligible impact on emissions	0	
608067	WOBURN- BURLINGTON- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	168,263	
608197	BOSTON- BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD	Qualitative	No assumed impact/negligible impact on emissions	0	
608940	WESTON- INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	818,733	
609204	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	26,347	
609388	WENHAM- SAFETY IMPROVEMENTS ON ROUTE 1A	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements.
609399	RANDOLPH- RESURFACING AND RELATED WORK ON ROUTE 28	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
610537	BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
610544	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	24,423	
611940	SOMERVILLE- BRIDGE REPLACEMENT, S-17-016 (3GF), WEBSTER AVENUE OVER MBTA & BMRR	Qualitative	No assumed impact/negligible impact on emissions	0	
611974	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS AND MAIN STREET/MYSTIC AVENUE	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	389,745	
611982	MEDFORD- SHARED USE PATH CONNECTION AT THE ROUTE 28/WELLINGTON UNDERPASS	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	4,309	
611997	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
612050	BRAINTREE- WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
612184	REVERE- BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY	Qualitative	No assumed impact/negligible impact on emissions	0	
613163	LYNNFIELD- PEABODY- RAIL TRAIL CONSTRUCTION, FROM FORD AVENUE TO NICHOLS LANE (PHASE 1)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	2,748	
613182	MILFORD- BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD	Qualitative	No assumed impact/negligible impact on emissions	0	
613196	BURLINGTON- LYNNFIELD- WAKEFIELD- WOBURN- BRIDGE PRESERVATION OF 10 BRIDGES CARRYING I-95	Qualitative	No assumed impact/negligible impact on emissions	0	

613274	FOXBORO- BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR	Qualitative	No assumed impact/negligible impact on emissions	0	
613383	LYNNFIELD- WAKEFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
613994	LEXINGTON TO READING- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF I-95/128	Qualitative	No assumed impact/negligible impact on emissions	0	
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	102,845	
S12970	CATA– VEHICLE REPLACEMENT (4 VEHICLES)	Quantified	Quantified Decrease in Emissions from Bus Replacement	6	
S12971	MWRTA– BLANDIN HUB EQUITABLE REDESIGN INITIATIVE	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease due to increased public transit accessibility.
S13048	HUDSON- BIKE PATH CONSTRUCTION OF MASS CENTRAL RAIL TRAIL, FROM FELTON STREET TO PRIEST STREET (DESIGN ONLY)	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13129	SALEM- BROAD STREET AND DALTON PARKWAY CORRIDOR PROJECT (DESIGN ONLY)	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13146	LEXINGTON- DESIGN OF SAFETY IMPROVEMENTS AT THE INTERSTATE 95 AND ROUTE 4/225 INTERCHANGE	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13147	FRAMINGHAM- PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/MBTA & CSX RAILROAD	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13152	Better Bus Project - Operational Safety Improvements at Bus Stops	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease resulting from transit operating safety improvements.
S13153	MBTA- BUS PRIORITY AND ACCESSIBILITY IMPROVEMENTS	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease due to increased public transit accessibility.
S13179	BROOKLINE- BLUEBIKES EXPANSION, 3 STATIONS AND 20 ELECTRIC BIKES	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	690	
S13180	BOSTON- BLUEBIKES STATION REPLACEMENT, 20 STATIONS	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from bike share replacement.
S13181	SOMERVILLE- BLUEBIKES STATION REPLACEMENT, 5 STATIONS	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from bike share replacement.
S13182	CAMBRIDGE- BLUEBIKES STATION REPLACEMENT, 7 STATIONS	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from bike share replacement.
S13183	NEWTON- INSTALLATION OF 67 BIKE RACKS, 2 SHELTERS, AND 12 RRFBS	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from bicycle and pedestrian infrastructure.
S13184	MARBLEHEAD- INSTALLATION OF 22 BIKE RACKS	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from bicycle and pedestrian infrastructure.
S13194	CHELSEA- BLUEBIKES EXPANSION, 3 STATIONS, 28 CLASSIC BIKES, AND 5 ELECTRIC BIKES	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	2,139	
S13291	CTPS- PROCUREMENT AND INSTALLATION OF SIX AIR QUALITY SENSORS FOR GHG MONITORING (PERFORMANCE BASED PLANNING PROGRAM)	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13292	MBTA- OPERATIONAL ENHANCEMENT OF BUS ROUTES 714 AND 716	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	188,594	
S13293	ACTON- RECONSTRUCTION OF ROUTE 2A/119 (GREAT ROAD), FROM DAVIS ROAD TO HARRIS STREET	Not Applicable	No assumed impact/negligible impact on emissions	0	

S13294	MALDEN- IMPROVEMENTS ON EASTERN AVENUE (ROUTE 60), FROM FRANKLIN STREET TO LYNN STREET (DESIGN ONLY)	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13295	CAMBRIDGE- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER FITCHBURG LINE AT DANEHY PARK CONNECTOR (DESIGN ONLY)	Not Applicable	No assumed impact/negligible impact on emissions	0	
FFY 2027					
Project ID	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
605168	[illegible] INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	Quantified	Quantified Decrease in Emissions from Complete Streets Project	284736	
605857	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	1092131	
606901	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	Qualitative	No assumed impact/negligible impact on emissions	0	
607684	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	Qualitative	No assumed impact/negligible impact on emissions	0	
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified	RTP project included in the statewide model	0	
608045	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	192.1168	
608522	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608952	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1	Qualitative	No assumed impact/negligible impact on emissions	0	
609257	EVERETT- RECONSTRUCTION OF BEACHAM STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	9707.6068	
609437	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	Quantified	Quantified Decrease in Emissions from Complete Streets Project	1758.0811	
609467	HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609532	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements.
610680	NATICK- LAKE COCHITUATE PATH	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	2624.56	
610823	QUINCY- INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	288400.9862	
611954	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM	Qualitative	No assumed impact/negligible impact on emissions	0	
612001	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
612028	STONEHAM- BRIDGE REPLACEMENT, S-27-006 (2L2), (ST 28) FELLSWAY WEST OVER I-93	Qualitative	No assumed impact/negligible impact on emissions	0	
612076	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	

612099	ASHLAND- BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612100	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
612173	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	Qualitative	No assumed impact/negligible impact on emissions	0	
612178	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX	Qualitative	No assumed impact/negligible impact on emissions	0	
612182	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	Qualitative	No assumed impact/negligible impact on emissions	0	
612196	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612523	REVERE- STATE ROAD BEACHMONT CONNECTOR	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	4140.44	
612599	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements.
612804	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
612816	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
612894	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
612989	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	Qualitative	No assumed impact/negligible impact on emissions	0	
612990	SALEM- RECONSTRUCTION OF BRIDGE STREET (ROUTE 107), FROM FLINT STREET TO 150 FEET WEST OF WASHINGTON STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from Complete Streets improvements.
613099	BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	Qualitative	No assumed impact/negligible impact on emissions	0	
613121	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	Not Applicable	No assumed impact/negligible impact on emissions	0	
613184	GLOUCESTER- BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
613276	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	Qualitative	No assumed impact/negligible impact on emissions	0	
613318	BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
613343	FOXBOROUGH - INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
613382	DEDHAM- NEEDHAM- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
S12963	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	4054.53	
S13209	DESIGN WORK ON I-95 IMPROVEMENT WITHIN READING AND LYNNFIELD	Not Applicable	No assumed impact/negligible impact on emissions	0	

FFY 2028					
Project ID	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
604564	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
605743	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	Quantified	Quantified Decrease in Emissions from Complete Streets Project	4,356	
606728	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	Qualitative	No assumed impact/negligible impact on emissions	0	
608436	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
608954	WESTON- RECONSTRUCTION ON ROUTE 30	Quantified	Quantified Decrease in Emissions from Complete Streets Project	922	
610545	WAKEFIELD- MAIN STREET RECONSTRUCTION	Quantified	Quantified Decrease in Emissions from Complete Streets Project	3,506	
610660	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian improvements.
610665	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from traffic improvements.
610676	WRENTHAM- INTERSECTION IMPROVEMENTS ON ROUTE 1A AT NORTH AND WINTER STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from traffic improvements.
610691	NATICK- COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	1,025	
610782	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
611987	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
612075	SALEM- BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
612519	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	Qualitative	No assumed impact/negligible impact on emissions	0	
612607	DANVERS- RAIL TRAIL WEST EXTENSION (PHASE 3)	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian infrastructure.
612884	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
613082	MEDFORD- WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian infrastructure.
613124	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	Qualitative	No assumed impact/negligible impact on emissions	0	
613125	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	Qualitative	No assumed impact/negligible impact on emissions	0	
613154	WELLESLEY- DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION	Qualitative	No assumed impact/negligible impact on emissions	0	

613164	BOSTON- MILTON- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian infrastructure.
613166	ACTON- SAFETY IMPROVEMENTS AT ROUTE 2A/119 (GREAT ROAD)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements.
613275	BEVERLY- BURLINGTON- DANVERS- GLOUCESTER- WOBURN- BRIDGE PRESERVATION AT 9 BRIDGES CARRYING STATE ROUTE 128	Qualitative	No assumed impact/negligible impact on emissions	0	
613477	HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
613564	READING- OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
613921	BOSTON- BRIDGE DECK PRESERVATION OF B-16-259 AND B-16-260 ON I-93	Qualitative	No assumed impact/negligible impact on emissions	0	
FFY 2029					
Project ID	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
606449	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET AND C-01-040, LAND BOULEVARD OVER BROAD CANAL	Qualitative	No assumed impact/negligible impact on emissions	0	
608052	NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from traffic improvements.
608158	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	Quantified	Quantified Decrease in Emissions from Complete Streets Project	5,693	
608396	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
609252	LYNN- REHABILITATION OF ESSEX STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	411,006	
609527	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
610543	REVERE- MALDEN- IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
610650	BOSTON- SAFETY IMPROVEMENTS ON GALLIVAN BOULEVARD (ROUTE 203), FROM WASHINGTON STREET TO GRANITE AVENUE	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from safety improvements.
610666	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	138,430	
610932	BROOKLINE- REHABILITATION OF WASHINGTON STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	36,431	
612026	STONEHAM- RESURFACING ON ROUTE 28	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
612046	GLOUCESTER- RESURFACING ON ROUTE 128	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
612499	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian infrastructure.
612613	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from traffic improvements.

612615	CANTON- MILTON- ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from Complete Streets improvements.
612616	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD		No assumed impact/negligible impact on emissions	0	
612738	IPSWICH- ARGILLA ROAD ROADWAY RECONSTRUCTION	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	306	
612889	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
613088	MALDEN- SPOT POND BROOK GREENWAY	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	77,012	
613319	SUDBURY- FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	18,348	
613356	SHARON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
613468	NEWTON- IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from Safe Routes to School improvements.
613640	NATICK- RESURFACING AND RELATED WORK ON ROUTE 9	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
613654	FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM EATON ROAD WEST TO FROST STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian infrastructure.
FFY 2030					
Project ID	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
605276	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-003 & B-11-010, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	Qualitative	No assumed impact/negligible impact on emissions	0	
606226	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	Quantified	RTP project included in the statewide model	0	
607748	ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from traffic improvements.
607981	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	Quantified	Quantified Decrease in Emissions from Complete Streets Project	136,345	
608397	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	Qualitative	No assumed impact/negligible impact on emissions	0	
608495	CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
608498	QUINCY- BRAINTREE- RESURFACING AND RELATED WORK ON ROUTE 53	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
609246	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	902,708	
610662	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	Quantified	Quantified Decrease in Emissions from Traffic Operational Improvement	736,275	
610675	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from Complete Streets improvements.

612027	IPSWICH- RESURFACING OF ROUTE 1A	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
612496	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	Qualitative	No assumed impact/negligible impact on emissions	0	
612534	MELROSE- LEBANON STREET IMPROVEMENT PROJECT	Quantified	No assumed impact/negligible impact on emissions	8,907	Quantitative decrease from improved bicycle and pedestrian infrastructure.
612634	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	Qualitative	No assumed impact/negligible impact on emissions	0	
612963	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	Quantified	Quantified Decrease in Emissions from Complete Streets Project	2,558	
613130	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	Qualitative	No assumed impact/negligible impact on emissions	0	
613639	FRAMINGHAM- RESURFACING AND RELATED WORK ON ROUTE 9	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from pavement resurfacing.
613882	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	Qualitative	Qualitative Decrease in Emissions	0	Qualitative decrease from accessibility improvements.
S12113	BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM	Qualitative	No assumed impact/negligible impact on emissions	0	
S12124	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM	Qualitative	No assumed impact/negligible impact on emissions	0	
S12820	BOSTON REGION - BIKESHARE SUPPORT SET ASIDE	Qualitative	No assumed impact/negligible impact on emissions	0	
S13145	BOSTON REGION PROJECT DESIGN SET-ASIDE	Not Applicable	No assumed impact/negligible impact on emissions	0	
S13230	WAKEFIELD - RAIL TRAIL CONSTRUCTION NORTHERN SEGMENT	Qualitative	Qualitative Decrease in Emissions	0	Not enough information yet for a quantitative analysis. Qualitative decrease from bicycle and pedestrian improvements

Table B-2
Greenhouse Gas Regional Transit Project Tracking: FFYs 2026–30
Programmed Projects

FFY 2026						
Project ID	**RTA**	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
CATA011694	Cape Ann Transportation Authority	CATA - Rehab/renovation of existing facility	Qualitative	No assumed impact/negligible impact on emissions		
CATA011695	Cape Ann Transportation Authority	CATA - APC, AVL	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010579	Cape Ann Transportation Authority	CATA - -Preventive Maintenance	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010583	Cape Ann Transportation Authority	CATA - -buy misc small capital	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010591	Cape Ann Transportation Authority	CATA - -Revenue Vehicle Replacement.	Quantified	Quantified Decrease in Emissions from Bus Replacement		
T00073	Cape Ann Transportation Authority	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011707	MetroWest Regional Transit Authority	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011815	MetroWest Regional Transit Authority	MetroWest RTA - BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - DESIGN	Not Applicable	No assumed impact/negligible impact on emissions		
MWRTA011948	MetroWest Regional Transit Authority	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from fuel-efficient bus procurement
RTD0011117	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011118	MetroWest Regional Transit Authority	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011119	MetroWest Regional Transit Authority	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011125	MetroWest Regional Transit Authority	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011134	MetroWest Regional Transit Authority	MetroWest RTA - RESTROOMS AT BLANDIN & FCRS HUBS - 5307	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011137	MetroWest Regional Transit Authority	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide	Quantified	Quantified Decrease in Emissions from Bus Replacement		

RTD0011195	MetroWest Regional Transit Authority	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative	No assumed impact/negligible impact on emissions		
MBTA041	Massachusetts Bay Transportation Authority	5307 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA042	Massachusetts Bay Transportation Authority	5307 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA043	Massachusetts Bay Transportation Authority	5307 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA044	Massachusetts Bay Transportation Authority	5337 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA045	Massachusetts Bay Transportation Authority	5337 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA046	Massachusetts Bay Transportation Authority	5337 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA047	Massachusetts Bay Transportation Authority	5337 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA048	Massachusetts Bay Transportation Authority	5339 Bus Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA050	Massachusetts Bay Transportation Authority	RRIF/TIFIA Financing Program	Qualitative	No assumed impact/negligible impact on emissions		
FFY 2027						
Project ID	**RTA**	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
CATA011694	Cape Ann Transportation Authority	CATA - Rehab/renovation of existing facility	Qualitative	No assumed impact/negligible impact on emissions		
CATA011695	Cape Ann Transportation Authority	CATA - APC, AVL	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010579	Cape Ann Transportation Authority	CATA - -Preventive Maintenance	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010583	Cape Ann Transportation Authority	CATA - -buy misc small capital	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010591	Cape Ann Transportation Authority	CATA - -Revenue Vehicle Replacement.	Quantified	Quantified Decrease in Emissions from Bus Replacement		
T00073	Cape Ann Transportation Authority	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative	No assumed impact/negligible impact on emissions		

MWRTA011701	MetroWest Regional Transit Authority	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT PHASE TWO	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011707	MetroWest Regional Transit Authority	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011708	MetroWest Regional Transit Authority	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011948	MetroWest Regional Transit Authority	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from fuel-efficient bus procurement
RTD0011137	MetroWest Regional Transit Authority	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	Quantified	Quantified Decrease in Emissions from Bus Replacement		
RTD0011195	MetroWest Regional Transit Authority	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011196	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011197	MetroWest Regional Transit Authority	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011198	MetroWest Regional Transit Authority	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011267	MetroWest Regional Transit Authority	MetroWest RTA - EV - Additional Electrification Infrastructure	Qualitative	No assumed impact/negligible impact on emissions		
MBTA053	Massachusetts Bay Transportation Authority	5307 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA054	Massachusetts Bay Transportation Authority	5307 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA055	Massachusetts Bay Transportation Authority	5307 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA056	Massachusetts Bay Transportation Authority	5307 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA057	Massachusetts Bay Transportation Authority	5337 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA058	Massachusetts Bay Transportation Authority	5337 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA059	Massachusetts Bay Transportation Authority	5337 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA060	Massachusetts Bay Transportation Authority	5337 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA061	Massachusetts Bay Transportation Authority	5339 Bus Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA063	Massachusetts Bay Transportation Authority	RRIF/TIFIA Financing Program	Qualitative	No assumed impact/negligible impact on emissions		
FFY 2028						

Project ID	RTA	Project Name	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Qualitative Decrease Justification
CATA011694	Cape Ann Transportation Authority	CATA - Rehab/renovation of existing facility	Qualitative	No assumed impact/negligible impact on emissions		
CATA011695	Cape Ann Transportation Authority	CATA - APC, AVL	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010579	Cape Ann Transportation Authority	CATA - -Preventive Maintenance	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010583	Cape Ann Transportation Authority	CATA - -buy misc small capital	Qualitative	No assumed impact/negligible impact on emissions		
T00073	Cape Ann Transportation Authority	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011701	MetroWest Regional Transit Authority	METROWEST RTA-DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT PHASE TWO	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011705	MetroWest Regional Transit Authority	METROWEST RTA - PASSENGER TRANSFER STATION	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011707	MetroWest Regional Transit Authority	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011708	MetroWest Regional Transit Authority	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011948	MetroWest Regional Transit Authority	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from fuel-efficient bus procurement
RTD0011137	MetroWest Regional Transit Authority	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	Quantified	Quantified Decrease in Emissions from Bus Replacement		
RTD0011195	MetroWest Regional Transit Authority	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011196	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011197	MetroWest Regional Transit Authority	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011198	MetroWest Regional Transit Authority	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011267	MetroWest Regional Transit Authority	MetroWest RTA - EV - Additional Electrification Infrastructure	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011475	Massachusetts Bay Transportation Authority	5307 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011476	Massachusetts Bay Transportation Authority	5307 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA011478	Massachusetts Bay Transportation Authority	5307 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011481	Massachusetts Bay Transportation Authority	5337 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		

MBTA011484	Massachusetts Bay Transportation Authority	5307 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011486	Massachusetts Bay Transportation Authority	5337 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA011487	Massachusetts Bay Transportation Authority	5337 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011488	Massachusetts Bay Transportation Authority	5337 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011489	Massachusetts Bay Transportation Authority	5339 Bus Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011490	Massachusetts Bay Transportation Authority	RRIF/TIFIA Financing Program	Qualitative	No assumed impact/negligible impact on emissions		
FFY 2029						
Project ID	**RTA**	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
CATA011695	Cape Ann Transportation Authority	CATA - APC, AVL	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010579	Cape Ann Transportation Authority	CATA - -Preventive Maintenance	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010583	Cape Ann Transportation Authority	CATA - -buy misc small capital	Qualitative	No assumed impact/negligible impact on emissions		
T00073	Cape Ann Transportation Authority	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011706	MetroWest Regional Transit Authority	METROWEST RTA- Hydrogen Fuel Generation and Dispensing Depot	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011948	MetroWest Regional Transit Authority	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from fuel-efficient bus procurement
RTD0011137	MetroWest Regional Transit Authority	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	Quantified	Quantified Decrease in Emissions from Bus Replacement		
RTD0011195	MetroWest Regional Transit Authority	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011196	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011197	MetroWest Regional Transit Authority	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011198	MetroWest Regional Transit Authority	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011267	MetroWest Regional Transit Authority	MetroWest RTA - EV - Additional Electrification Infrastructure	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011826	Massachusetts Bay Transportation Authority	5307 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011827	Massachusetts Bay Transportation Authority	5307 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA011828	Massachusetts Bay Transportation Authority	5307 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		

MBTA011829	Massachusetts Bay Transportation Authority	5307 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011830	Massachusetts Bay Transportation Authority	5337 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011831	Massachusetts Bay Transportation Authority	5337 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4,386,686	
MBTA011832	Massachusetts Bay Transportation Authority	5337 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011834	Massachusetts Bay Transportation Authority	5339 Bus Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011836	Massachusetts Bay Transportation Authority	5337 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions		
MBTA011837	Massachusetts Bay Transportation Authority	RRIF/TIFIA Financing Program	Qualitative	No assumed impact/negligible impact on emissions		
FFY 2030						
Project ID	**RTA**	**Project Name**	**GHG Analysis Type**	**GHG Impact Description**	**GHG CO2 Impact (kg/yr)**	**Qualitative Decrease Justification**
CATA011695	Cape Ann Transportation Authority	CATA - APC, AVL	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010579	Cape Ann Transportation Authority	CATA - -Preventive Maintenance	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010583	Cape Ann Transportation Authority	CATA - -buy misc small capital	Qualitative	No assumed impact/negligible impact on emissions		
RTD0010591	Cape Ann Transportation Authority	CATA - -Revenue Vehicle Replacement.	Quantified	Quantified Decrease in Emissions from Bus Replacement	6	
T00073	Cape Ann Transportation Authority	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative	No assumed impact/negligible impact on emissions		
MWRTA011948	MetroWest Regional Transit Authority	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from fuel-efficient bus procurement
MWRTA011964	MetroWest Regional Transit Authority	MetroWest RTA - Hydrogen Vehicle Procurement	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from fuel-efficient bus procurement
RTD0011137	MetroWest Regional Transit Authority	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	Quantified	Quantified Decrease in Emissions from Bus Replacement	432,335	
RTD0011195	MetroWest Regional Transit Authority	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011196	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011197	MetroWest Regional Transit Authority	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011198	MetroWest Regional Transit Authority	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative	No assumed impact/negligible impact on emissions		
RTD0011267	MetroWest Regional Transit Authority	MetroWest RTA - EV - Additional Electrification Infrastructure	Qualitative	No assumed impact/negligible impact on emissions		

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

Project ID	Project Name	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Qualitative Decrease Justification
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified	RTP project included in the statewide model		
608051	WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN C.L.	Quantified	Quantified Decrease in Emissions from Complete Streets Project	492,167	Consultation committee: 03/06/2019
608703	WILMINGTON- BRIDGE REPLACEMENT, W-38-029 (2KV), ST 129 LOWELL STREET OVER I-93	Qualitative	No assumed impact/negligible impact on emissions		
609211	PEABODY- INDEPENDENCE GREENWAY EXTENSION	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	36,612	Consultation committee: 03/06/2019
609516	BURLINGTON- IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE		No assumed impact/negligible impact on emissions		
609531	ARLINGTON- STRATTON SCHOOL IMPROVEMENTS (SRTS)	Qualitative	Qualitative Decrease in Emissions		
610776	CAMBRIDGE- SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ROUTE 16/ROUTE 2 OVER MBTA REDLINE	Qualitative	No assumed impact/negligible impact on emissions		
612044	BROOKLINE- NEWTON- RESURFACING AND RELATED WORK ON ROUTE 9	Qualitative	Qualitative Decrease in Emissions		
612073	SHARON- BRIDGE PRESERVATION OF S-09-015 AND S-09-016 ALONG THE I-95 CORRIDOR	Qualitative	No assumed impact/negligible impact on emissions		
612094	RANDOLPH- CANTON- DEDHAM- MILTON- WESTWOOD- PAVEMENT AND BRIDGE PRESERVATION ON I-95 AND I-93	Qualitative	Qualitative Decrease in Emissions		
613181	BOSTON- NEWTON- BRIDGE PRESERVATION OF 3 BRIDGES ALONG STATE ROUTE 9/BOYLSTON STREET	Qualitative	No assumed impact/negligible impact on emissions		
613216	MARLBOROUGH- BRIDGE PRESERVATION, M-06-010, ELM STREET OVER I-495	Qualitative	No assumed impact/negligible impact on emissions		
613357	CAMBRIDGE- SEPARATED BICYCLE LANES ON CAMBRIDGE STREET	Qualitative	No assumed impact/negligible impact on emissions		
86461	LINCOLN- SUPERSTRUCTURE REPLACEMENT, L-12-002, CONCORD ROAD (ROUTE 126) OVER MBTA/CSX RAILROAD	Qualitative	No assumed impact/negligible impact on emissions		
S12697	PLEASANT STREET SHUTTLE SERVICE EXPANSION	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	183,575	Funding programmed in 2024 and 2025.
S12699	STONEHAM SHUTTLE SERVICE	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	41,707	Funding programmed in 2024 and 2025. Consultation Committee: 04/27/2022
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION - HUDSON AND MARLBOROUGH	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	11,936	Funding programmed in 2024 and 2025.
S12703	MONTACHUSETT RTA MICROTRANSIT SERVICE – ON-DEMAND SERVICE FOR BOLTON, BOXBOROUGH, LITTLETON,	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	24,602	Funding programmed in 2024 and 2025.
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	102,845	The project adds complementary transit service to existing MWRTA bus connections in Framingham and Natick, and extends service hours for the existing CatchConnect service. Funding programmed in 2024, 2025, and 2026.Consultation Committee: 03/13/2023
S12819	MBTA - JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Qualitative	No assumed impact/negligible impact on emissions		
S12907	Framingham - Chris Walsh Aqueduct Trail Connectivity Project (Design Earmark MA275)	Qualitative	No assumed impact/negligible impact on emissions		
S12958	BOSTON- BLUEBIKES STATION REPLACEMENT AND ELECTRIFICATION, 12 STATIONS	Qualitative	Qualitative Decrease in Emissions		
S12959	BOSTON- REPURPOSING SINGLE SPACE PARKING METER POLES FOR 1600 BICYCLE RACKS	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from bicycle rack investment.
S12960	CAMBRIDGE- BLUEBIKES STATE OF GOOD REPAIR, 8 STATIONS AND 65 PEDAL BIKES	Qualitative	Qualitative Decrease in Emissions		
S12961	BROOKLINE- BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES	Qualitative	Qualitative Decrease in Emissions		
S12962	SOMERVILLE- BLUEBIKES STATE OF GOOD REPAIR, 13 STATIONS	Qualitative	Qualitative Decrease in Emissions		
S12963	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT	Quantified	Quantified Decrease in Emissions from New/Additional Transit Service	4,055	Estimated 58 passenger trips per day, vendor would use electric vehicles.
S12964	REVERE- BLUEBIKES EXPANSION TO NORTHERN STRAND (SALEM STREET AT NORTH MARSHALL STREET) AND	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	1,518	Quantified decrease in emissions from bikeshare expansion investment.
S12965	ARLINGTON- INSTALLATION OF 123 BICYCLE RACKS AND RELATED MATERIALS	Qualitative	Qualitative Decrease in Emissions		Decrease of emissions form bicycle rack investment.
S12966	MALDEN- CANAL STREET BICYCLE LANES	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	33,312	Quantified decrease from creation of a new bicycle facility.
S12967	SCITUATE- INSTALLATION OF 25 BICYCLE RACKS	Qualitative	Qualitative Decrease in Emissions		New bicycle rack installation.
S12968	CATA– FARE UPGRADES FOR ADA AND DIAL-A-RIDE CUSTOMERS	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		Qualitative improvement resulting from fare system modernization for cashless payments.
S12969	CATA– GLOUCESTER FACILITY MODERNIZATION	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		Air quality benefit from transit facility modernization, weatherization, and energy retrofit work.
S12970	CATA– VEHICLE REPLACEMENT (7 VEHICLES), INCLUDING TRANSIT PROJECT ID RTD0010591	Qualitative	Quantified Decrease in Emissions from Bus Replacement		Bus replacement of seven vehicles past their useful life. Corresponds with RTD0010591 in CATA's
S12971	MWRTA– BLANDIN HUB REDESIGN INITIATIVE	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		Design of modernized transit facility including passenger facility upgrades.
S12972	MWRTA– PROCUREMENT OF NINE 29 FOOT BUSES (CNG)	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		Qualitative improvement from procurement of new low emission fleet vehicles.
S12974	MBTA– CENTRAL SQUARE STATION ACCESSIBILITY IMPROVEMENTS (CAMBRIDGE)	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		
S12975	MBTA– SYSTEMWIDE PEDAL AND PARK MODERNIZATION (ALEWIFE, ASHMONT, BRAINTREE, DAVIS SQUARE,	Qualitative	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		Qualitative improvements from bicycle rack installations near transit stations.
S12976	MBTA– NUBIAN SQUARE ACCESSIBILITY AND OPERATIONAL IMPROVEMENTS (BOSTON)	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		Emissions reductions from circulation improvements at Nubian Station (MBTA bus facility).
S12979	ARLINGTON– BROADWAY COMPLETE STREETS DESIGN	Not Applicable	No assumed impact/negligible impact on emissions		
S12980	MARLBOROUGH– RECONSTRUCTION OF GRANGER BOULEVARD [DESIGN ONLY]	Not Applicable	No assumed impact/negligible impact on emissions		
S12981	NORFOLK-WRENTHAM-WALPOLE- SHARED-USE PATH INSTALLATION (METACOMET GREENWAY) [DESIGN ONLY]	Not Applicable	No assumed impact/negligible impact on emissions		
S12982	FRAMINGHAM– CHRIS WALSH TRAIL PHASE 2 [DESIGN ONLY]	Not Applicable	No assumed impact/negligible impact on emissions		
S12983	SHERBORN– RECONSTRUCTION OF ROUTE 27 AND ROUTE 16 [DESIGN ONLY]	Not Applicable	No assumed impact/negligible impact on emissions		
S12984	HOLLISTON– INTERSECTION IMPROVEMENTS AT ROUTE 16 AND WHITNEY STREET [DESIGN ONLY]	Not Applicable	No assumed impact/negligible impact on emissions		
S12985	MBTA– COLUMBUS AVENUE BUS LANES PHASE II (BOSTON)	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		
S12986	MBTA– RAIL TRANSFORMATION EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING	Qualitative	Quantified Decrease in Emissions from New/Additional Transit Service		
S12989	CAMBRIDGE- SEPARATED BICYCLE LANE ON STEEL PLACE (MA272)	Qualitative	No assumed impact/negligible impact on emissions		Design project
S12992	Cambridge - Neighborhood Electric Vehicle Charging Infrastructure for Cambridge Residents (Federal Earmark, Demo ID MA	Qualitative	No assumed impact/negligible impact on emissions		
S12998	METROWEST RTA 5307 CARBON REDUCTION - ACQUIRE EV BUS	Qualitative	Qualitative Decrease in Emissions		
S13091	Belmont Community Path (Federal Earmark for Design)	Not Applicable	No assumed impact/negligible impact on emissions		
S13092	MARBLEHEAD - BORDER TO BOSTON TRAIL DESIGN	Qualitative	No assumed impact/negligible impact on emissions		
S13093	PEABODY - BORDER TO BOSTON TRAIL DESIGN	Qualitative	No assumed impact/negligible impact on emissions		
S13094	SALEM - BORDER TO BOSTON TRAIL DESIGN	Qualitative	No assumed impact/negligible impact on emissions		
S13095	DOVER-NEEDHAM - CENTRE STREET / CENTRAL AVENUE BRIDGE ENGINEERING AND DESIGN	Qualitative	No assumed impact/negligible impact on emissions		
S13096	ARLINGTON- MYSTIC RIVER PATH TO MINUTEMAN BIKEWAY CONNECTION DESIGN	Qualitative	No assumed impact/negligible impact on emissions		
S13099	LYNN - BROAD STREET CORRIDOR TRANSIT SIGNAL PRIORITY	Not Applicable	No assumed impact/negligible impact on emissions		
S13100	BOSTON- CFI ELECTRIC VEHICLE INFRASTRUCTURE DISCRETIONARY GRANT PROGRAM	Qualitative	No assumed impact/negligible impact on emissions		
S13103	Cambridge - Pedestrian/Bicycle Crossing of the Fitchburg MBTA Commuter Rail Line (Reconnecting Communities and	Not Applicable	No assumed impact/negligible impact on emissions		
S13106	BOSTON-REPLACEMENT OF ALLSTON I-90 ELEVATED VIADUCT B-16-359, INCLUDING INTERCHANGE	Qualitative	No assumed impact/negligible impact on emissions		
S13107	BOSTON-EAST BOSTON SAFE STREETS AND ROADS FOR ALL (SS4A) IMPROVEMENTS	Not Applicable	No assumed impact/negligible impact on emissions		
S13108	LYNN: LYNN SAFE STREETS PROJECTS (SS4A)	Not Applicable	No assumed impact/negligible impact on emissions		
S13109	PEABODY: LYNNFIELD STREET CORRIDOR SAFETY DEMONSTRATION PROJECT (SS4A)	Not Applicable	No assumed impact/negligible impact on emissions		
S13110	BOSTON- RECONNECTING CHINATOWN PLANNING (FFY 2022 RCN)	Not Applicable	No assumed impact/negligible impact on emissions		
S13111	BOSTON- CHELSEA- GREENING CHELSEA CREEK WATERFRONT (FFY 2023 NAE)	Not Applicable	No assumed impact/negligible impact on emissions		
S13112	Temporary Quick-build Treatments on Broadway (SS4A Demonstration Grant)	Not Applicable	No assumed impact/negligible impact on emissions		
S13113	Boston - Safety at Nine Key Intersections (SS4A Implementation Grant)	Not Applicable	No assumed impact/negligible impact on emissions		
S13114	Somerville - Quick Build Protected Bike Lanes Pilot (FY 2023 SS4A Supp/Demo Grant)	Not Applicable	No assumed impact/negligible impact on emissions		
S13115	Boston - New Traffic Signal Operations (FY 23 SS4A Implementation Grant)	Not Applicable	No assumed impact/negligible impact on emissions		
S13116	Everett - Planning and Demonstration Activities (FY 2023 SS4A Demonstration Grant)	Not Applicable	No assumed impact/negligible impact on emissions		
S13117	Norwood - Update Four EV Charging Ports (EVC-RAA Grant)	Not Applicable	No assumed impact/negligible impact on emissions		
S13120	EVERETT- UNITING NEIGHBORHOODS AND TRANSIT OPPORTUNITIES IN EVERETT (FFY 2023 RCN)	Qualitative	No assumed impact/negligible impact on emissions		
S13121	LYNN- RIVER WORKS REIMAGINED (FFY 2023 NAE)	Not Applicable	No assumed impact/negligible impact on emissions		
S13122	BOSTON REGION MPO- SS4A SUPPLEMENTAL PLANNING AND DEMONSTRATION GRANT FOR THE BOSTON REGION	Not Applicable	No assumed impact/negligible impact on emissions		
S13148	SALEM- SOUTH SALEM COMMUTER RAIL STOP PROJECT (FFY 2024 RAISE/APP)	Not Applicable	No assumed impact/negligible impact on emissions		
S13149	BOSTON- ROXBURY RESILIENT CORRIDORS (FFY 2022 RAISE)	Not Applicable	No assumed impact/negligible impact on emissions		
S13160	MAPC- LEVERAGING INNOVATIVE NETWORKS TO KEEP URBAN PATHWAYS UNCONGESTED (LINKUP) IN GREATER	Not Applicable	No assumed impact/negligible impact on emissions		

S13161	FY24 EPA Clean Heavy-Duty Vehicles (CHDV) Grant: Achieving Annual Replacement/Deployment Parity: 125 Heavy-Duty	Qualitative	Qualitative Decrease in Emissions		
S13162	FY24 EPA Clean Heavy-Duty Vehicles (CHDV) Grant: Hamilton-Wenham Regional School District - 17 school buses	Qualitative	No assumed impact/negligible impact on emissions		
S13163	FY24 EPA Clean Heavy-Duty Vehicles (CHDV) Grant:	Qualitative	No assumed impact/negligible impact on emissions		
S13169	Quincy SS4A - Pedestrian Crossing Safety Improvements in Senior and School Zones Demonstration Program	Not Applicable	No assumed impact/negligible impact on emissions		
S13170	Watertown SS4A - Watertown Safe Streets Initiative	Not Applicable	No assumed impact/negligible impact on emissions		
S13174	Needham SS4A - Great Plain Avenue Multimodal Corridor Demonstration Project	Not Applicable	No assumed impact/negligible impact on emissions		
S13175	PPPP - Prioritization Improvement Program for the Greater Boston Region	Not Applicable	No assumed impact/negligible impact on emissions		
S13189	Revere RCP Grant - Walking to Wonderland- Removing the transportation barriers of the MBTA commuter rail, RT 1A and RT	Not Applicable	No assumed impact/negligible impact on emissions		
S13192	MBTA Reconnecting Communities Grant - JFK/UMass Station Redesign & Replacement Project (Planning)	Not Applicable	No assumed impact/negligible impact on emissions		
S13197	City of Boston - RCP Grant - Centering the RISE: Connecting People to a Healthy, Vibrant Mattapan Square	Not Applicable	No assumed impact/negligible impact on emissions		
S13198	Design of the Wakefield Broadway Commuter Rail Crossing (Federal Earmark MA270)	Not Applicable	No assumed impact/negligible impact on emissions		
S13199	Construction of the Wakefield Broadway Commuter Rail Crossing (Federal Earmark MA270)	Not Applicable	No assumed impact/negligible impact on emissions		
S13202	CATA- AUTOMATIC PASSENGER COUNTING AND AUTOMATIC VEHICLE LOCATION DEPLOYMENT (TRANSIT PROJECT	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from transit operational improvements.
S13206	MBTA- FFY 2025 CATAMARAN OVERHAUL	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease resulting from fleet improvements.
S13207	MBTA- NATICK CENTER STATION ACCESSIBILITY IMPROVEMENTS	Qualitative	Qualitative Decrease in Emissions		Qualitative improvement in air quality resulting from improved station access, including multimodal
S13208	MBTA- WELLESLEY SQUARE STATION UPGRADES	Qualitative	Qualitative Decrease in Emissions		Qualitative decrease from station accessibility improvements
S13212	MBTA- BUS PRIORITY AND ACCESSIBILITY IMPROVEMENTS (PATI)	Qualitative	Qualitative Decrease in Emissions		Quantitative evaluation of improvements to transit service to follow.
S13299	MBTA - Quincy Bus Maintenance Facility (CRP)	Not Applicable	No assumed impact/negligible impact on emissions		
S13300	MBTA - Procurement of 40ft BEBs (CRP)	Not Applicable	No assumed impact/negligible impact on emissions		

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

Project ID	RTA	Project Name	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)
CATA011694	Cape Ann Transportation Authority	CATA - Rehab/renovation of existing facility	Qualitative	No assumed impact/negligible impact on emissions	
CATA011695	Cape Ann Transportation Authority	CATA - APC, AVL	Qualitative	No assumed impact/negligible impact on emissions	
CATA011816	Cape Ann Transportation Authority	CATA - Acquisition of Support Vehicles	Not Applicable	No assumed impact/negligible impact on emissions	
CATA011817	Cape Ann Transportation Authority	CATA - Fare Collection System for ADA and DAR customers	Not Applicable	No assumed impact/negligible impact on emissions	
CATA011818	Cape Ann Transportation Authority	CATA - Replacement vans	Not Applicable	No assumed impact/negligible impact on emissions	
CATA012016	Cape Ann Transportation Authority	CATA - Transportation to Dialysis Services (Community Transit Grant Program)	Not Applicable	No assumed impact/negligible impact on emissions	
RTD0010579	Cape Ann Transportation Authority	CATA - -Preventive Maintenance	Qualitative	No assumed impact/negligible impact on emissions	
RTD0010583	Cape Ann Transportation Authority	CATA - -buy misc small capital	Qualitative	No assumed impact/negligible impact on emissions	
RTD0010591	Cape Ann Transportation Authority	CATA - -Revenue Vehicle Replacement.	Quantified	Quantified Decrease in Emissions from Bus Replacement	
T00073	Cape Ann Transportation Authority	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative	No assumed impact/negligible impact on emissions	
MWRTA011699	MetroWest Regional Transit Authority	5307 FORMULA- ACQUIRE REVENUE VEHICLE - BUS QTY 4		No assumed impact/negligible impact on emissions	
MWRTA011700	MetroWest Regional Transit Authority	METROWEST RTA 5307 CARBON REDUCTION - ACQUIRE EV BUS		No assumed impact/negligible impact on emissions	
MWRTA011709	MetroWest Regional Transit Authority	METROWEST RTA- ACQUIRE HEAVY DUTY CNG 30FT TRANSIT BUS		No assumed impact/negligible impact on emissions	
MWRTA011814	MetroWest Regional Transit Authority	MetroWest RTA - Procurement of 3 30-Foot Buses	Not Applicable	No assumed impact/negligible impact on emissions	
MWRTA011815	MetroWest Regional Transit Authority	MetroWest RTA - Blandin Hub Operations and Maintenance Expansion	Not Applicable	No assumed impact/negligible impact on emissions	
MWRTA011926	MetroWest Regional Transit Authority	MetroWest RTA - 5307 Formula 2025 - Acquire Revenue Vehicles - Bus Qty 5 Type D Gas		No assumed impact/negligible impact on emissions	
RTD0011109	MetroWest Regional Transit Authority	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative	No assumed impact/negligible impact on emissions	
RTD0011110	MetroWest Regional Transit Authority	MetroWest RTA - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative	No assumed impact/negligible impact on emissions	
RTD0011111	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative	No assumed impact/negligible impact on emissions	
RTD0011121	MetroWest Regional Transit Authority	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station (FCRS)	Qualitative	No assumed impact/negligible impact on emissions	
RTD0011134	MetroWest Regional Transit Authority	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	Qualitative	No assumed impact/negligible impact on emissions	
RTD0011137	MetroWest Regional Transit Authority	MetroWest RTA - VEHICLE REPLACEMENT - ACQUIRE REVENUE CUTAWAYS	Quantified	Quantified Decrease in Emissions from Bus Replacement	432335.305
RTD0011195	MetroWest Regional Transit Authority	MetroWest RTA - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative	No assumed impact/negligible impact on emissions	
MBTA011474	Massachusetts Bay Transportation Authority	Jackson Sq. Station Access Impr. (CMAQ)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011821	Massachusetts Bay Transportation Authority	Columbus Ave. Bus Lane Ph. II (CMAQ)	Not Applicable	Quantified Decrease in Emissions from Traffic Operational Improvement	
MBTA011822	Massachusetts Bay Transportation Authority	Rail Transformation - Early Action CMAQ)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011823	Massachusetts Bay Transportation Authority	Central Station Accessibility Project	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011824	Massachusetts Bay Transportation Authority	Nubian Square Bus Circulation Improv.	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011825	Massachusetts Bay Transportation Authority	Pedal & Park System Modernization	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011929	Massachusetts Bay Transportation Authority	Ashmont Station BEB Charger Design (FFY 2023 APP)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011930	Massachusetts Bay Transportation Authority	Lower Broadway Everett Corridor (FFY 2024 RAISE)	Not Applicable	No assumed impact/negligible impact on emissions	

MBTA011931	Massachusetts Bay Transportation Authority	Green Line B/C Branch Accessibility (FFY 2024 ASAP)		No assumed impact/negligible impact on emissions	
MBTA011932	Massachusetts Bay Transportation Authority	Mobileye Shield and Bus Collision Avoidance Demonstration System (FFY 2024 SS4A)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011933	Massachusetts Bay Transportation Authority	Quincy Squantum Pier Modernization (FFY 2024 FTA Passenger Ferry)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011937	Massachusetts Bay Transportation Authority	Systemwide Flood Mitigation (PROTECT)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011938	Massachusetts Bay Transportation Authority	Fairmount Line Decarbonization (CRP)	Quantified	No assumed impact/negligible impact on emissions	
MBTA011939	Massachusetts Bay Transportation Authority	Lynn Broad Street Corridor TSP (CPF)		No assumed impact/negligible impact on emissions	
MBTA011940	Massachusetts Bay Transportation Authority	Lynn Station Improvements (STP)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011942	Massachusetts Bay Transportation Authority	Wonderland Multimodal Connector (CPF)		No assumed impact/negligible impact on emissions	
MBTA011943	Massachusetts Bay Transportation Authority	Lynnway Multimodal Corridor (RAISE)		No assumed impact/negligible impact on emissions	
MBTA011944	Massachusetts Bay Transportation Authority	Attleboro Station Improvements (GATRA)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA011945	Massachusetts Bay Transportation Authority	Worcester Union Station (WRTA)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012022	Massachusetts Bay Transportation Authority	Greater Lynn Senior Services - MoveSafe/MobilityLinks (MS/ML) (Community Transit Grant Program)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012023	Massachusetts Bay Transportation Authority	Mystic Valley Elder Services - Mobility Management (Community Transit Grant Program)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012031	Massachusetts Bay Transportation Authority	Brookline Council on Aging - Senior Transportation Service (Community Transit Grant Program)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012036	Massachusetts Bay Transportation Authority	JFK/UMass Station Improvement - Planning (RCP)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012037	Massachusetts Bay Transportation Authority	MBTA- Procurement of 40ft BEBs (CRP)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012038	Massachusetts Bay Transportation Authority	Bus Priority and Accessibility - PATI (CMAQ)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012039	Massachusetts Bay Transportation Authority	MBTA Catamaran Overhaul (CMAQ, FBP)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012040	Massachusetts Bay Transportation Authority	Natick Center Station Accessibility (CMAQ)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012041	Massachusetts Bay Transportation Authority	Wellesley Station Upgrades (CMAQ)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012055	Massachusetts Bay Transportation Authority	MBTA- Quincy Bus Maintenance Facility (CRP)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA012067	Massachusetts Bay Transportation Authority	Lynn Broad Street Corridor TSP (CMAQ)	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA028	Massachusetts Bay Transportation Authority	5307 Revenue Vehicle Program	Quantified	Quantified Decrease in Emissions from Bus Replacement	4386686
MBTA029	Massachusetts Bay Transportation Authority	5307 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions	
MBTA030	Massachusetts Bay Transportation Authority	5307 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions	
MBTA031	Massachusetts Bay Transportation Authority	5337 Bridge & Tunnel Program	Qualitative	No assumed impact/negligible impact on emissions	
MBTA032	Massachusetts Bay Transportation Authority	5337 Revenue Vehicle Program	Qualitative	No assumed impact/negligible impact on emissions	
MBTA033	Massachusetts Bay Transportation Authority	5337 Signals/Systems Upgrade Program	Qualitative	No assumed impact/negligible impact on emissions	
MBTA034	Massachusetts Bay Transportation Authority	5337 Stations and Facilities Program	Qualitative	No assumed impact/negligible impact on emissions	
MBTA035	Massachusetts Bay Transportation Authority	5339 Bus Program	Not Applicable	No assumed impact/negligible impact on emissions	
MBTA036	Massachusetts Bay Transportation Authority	RRIF Financing - PTC/ATC/Fiber	Qualitative	No assumed impact/negligible impact on emissions	
MBTA037	Massachusetts Bay Transportation Authority	RRIF/TIFIA Financing Program	Qualitative	No assumed impact/negligible impact on emissions	

Analyses

As part of the development of the FFYs 2026–30 TIP, analyses were done for the types of projects described below. A summary of steps performed in the analyses is provided.

Traffic Operational Improvement

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

- Step 1: Calculate the AM peak hour total intersection delay (seconds)
- Step 2: Calculate the PM peak hour total intersection delay (seconds)
- Step 3: Select the peak hour with the longer intersection delay
- Step 4: Calculate the selected peak hour total intersection delay with improvements
- Step 5: Calculate the vehicle delay in hours per day (assumes peak hour delay is 10 percent of daily delay)
- Step 6: Input the emissions factors for arterial idling speed from the EPA's MOVES model
- Step 7: Calculate the net emissions change in kilograms per day
- Step 8: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 9: Calculate the cost effectiveness (first year cost per kilogram of emissions reduced)

Pedestrian and Bicycle Infrastructure

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

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

Bus Replacement

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

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

Other Types of Projects

Calculations may be performed on the project types listed below:

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

ANALYZING PROJECTS WITH ASSUMED IMPACTS

Qualitative Decrease or Increase in Carbon Dioxide Emissions

Projects with assumed CO_2 impacts are those that could produce a minor decrease or increase in emissions, but the change in emissions cannot be calculated with any precision. Examples include a bicycle rack installation, Safe Routes to School projects, or transit marketing or customer service improvements. These projects are categorized as producing an assumed nominal increase or decrease in emissions.

No Carbon Dioxide Impact

Projects that do not change the capacity or use of a facility—for example, a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation or replacement that restores the bridge to its previous condition—are assumed to have no CO_2 impact.

Appendix C—Public Engagement and Public Comments

1.1 PUBLIC ENGAGEMENT

In the course of developing the Transportation Improvement Program (TIP), the staff of the Boston Region Metropolitan Planning Organization (MPO) regularly engages with municipalities, community-based organizations, and the general public to provide information and solicit feedback around milestones and key decision points. MPO staff publishes materials and information used by the MPO board for decision-making via the TIP development web page, bostonmpo.org/tip-dev, and shares updates via email and social media communication channels. This process affords interested stakeholders and members of the public opportunities to provide input to the MPO board during the development of the TIP and prior to the release of the draft TIP for the official public review period. This appendix documents the input received during the development of the Federal Fiscal Years (FFYs) 2026–30 TIP and comments received during the public review period.

MPO staff initiated public engagement activities for the FFYs 2026–30 TIP in October 2024. Staff held and participated in a variety of events, including MPO board and committee meetings, public information sessions and workshops, in-person pop-up engagement activities, and meetings with municipalities and organizations. Staff made particular efforts to encourage community-based organizations and members of the public to advocate for their communities' priorities by providing feedback to the MPO about proposed TIP projects and engaging directly with municipalities and project proponents to support project development.

The following are highlights from public engagement during the development of the FFYs 2026–30 TIP:

- At the MPO's Annual Meeting on November 14, 2024, staff highlighted the impact of TIP investments throughout the region and encouraged municipalities to apply for project funding in the FFYs 2026–30 TIP.
- Staff shared information about the TIP process and discussed ways for advocates to be involved in TIP development at a virtual WalkMassachusetts Network call on February 19, 2025.
- Staff attended several in-person events, including farmers' markets and open streets events, throughout the year to engage members of the public directly, discuss local priorities, and share information about current and proposed TIP projects. Local priorities for transportation infrastructure

improvements collected through interactive polling activities conducted at these events during the development of the FFYs 2026–30 TIP are reflected in Figure C-1.

- In September 2024 (immediately preceding the official kickoff of public engagement for the development of the FFYs 2026–30 TIP), staff facilitated the pilot Community Planning Lab, an interactive civic education program designed to build capacity for community-based organizations to more effectively participate in the MPO's planning process. MPO staff facilitated an activity to build understanding of the MPO's process for programming funding to local projects. Upon completion of the pilot Community Planning Lab, participants reported a deeper understanding of the TIP process and the trade-offs associated with TIP decision-making and expressed interest in engaging directly with and elevating their communities' priorities into the development of future TIPs.
- Throughout the TIP development process, MPO staff connected with municipal stakeholders in each of the Boston region's eight subregions by attending subregional group meetings hosted by the Metropolitan Area Planning Council (MAPC) and by hosting Inner Core Committee Transportation group meetings to discuss the TIP. Staff also attended meetings of other locally and regionally focused transportation stakeholder groups to discuss the TIP, including the 495-MetroWest Partnership. These events offered municipal and elected officials and other interested stakeholders the opportunity to directly engage with staff to ask questions, voice concerns, provide suggestions, and propose new projects for funding.
- Prior to the deadline for TIP project application submissions, staff hosted two virtual public information sessions in November 2024 to provide additional support to project proponents and interested stakeholders.
- Staff helped facilitate discussions about the TIP and solicited feedback from MPO board members, municipal project proponents, members of the public, and other interested stakeholders at meetings of the TIP Process, Engagement, and Readiness Committee throughout the development of the FFYs 2026–30 TIP. Staff introduced TIP Office Hours to help support this effort.
- For the first time, MPO staff hosted three virtual public subregional TIP readiness meetings in January 2025. These meetings provided opportunities for municipalities with projects currently programmed for funding to provide direct updates about the status of their projects and for other interested stakeholders to learn about projects and participate in TIP development.

In addition to the specific meetings and engagement activities listed above, staff held numerous one-on-one and small group meetings with municipal

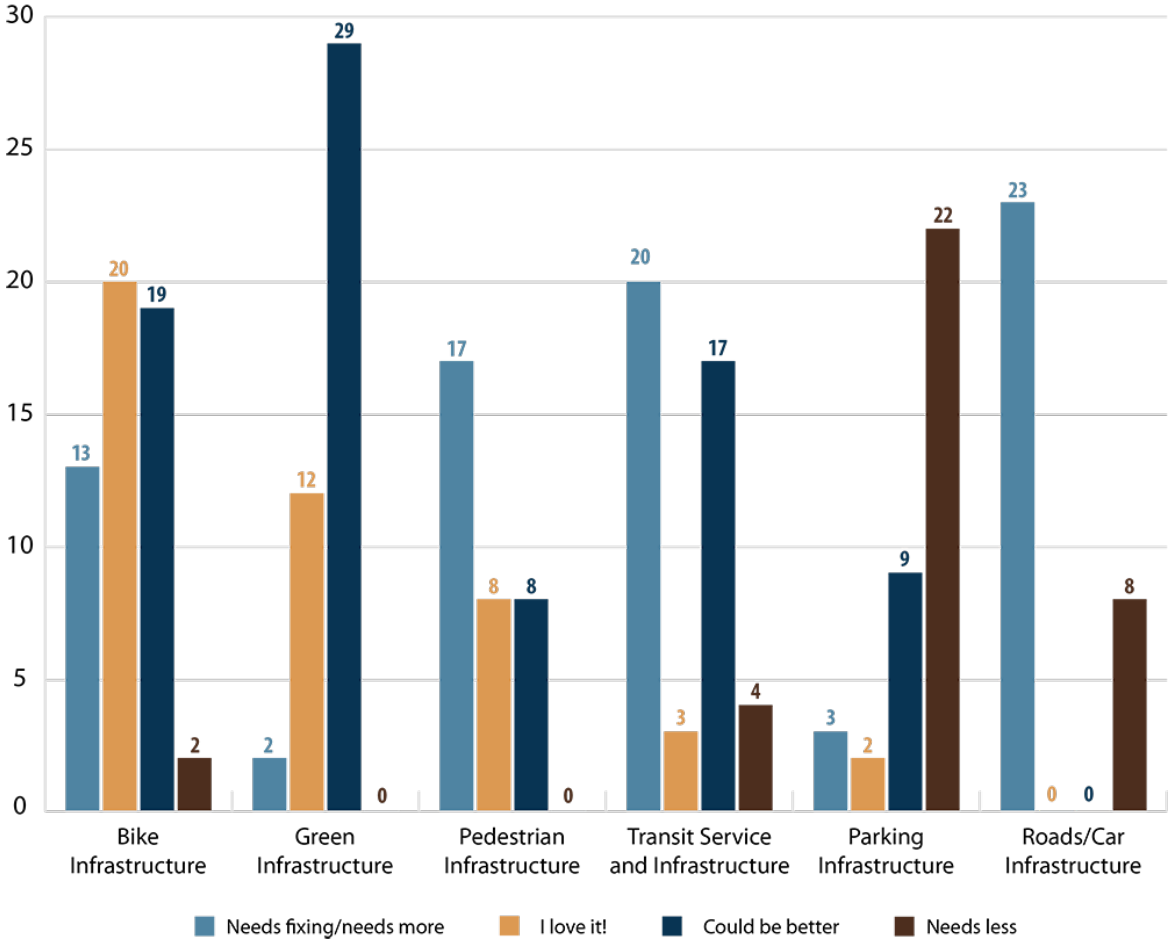
stakeholders and community-based organizations to share detailed information about the TIP development process, solicit input and discuss priorities, and provide opportunities for deeper engagement on specific projects currently programmed on the TIP or proposed for funding in future years. These conversations also helped inform the development of additional engagement materials, strategies, and activities to effectively address local needs expressed by stakeholders.

Moreover, the MPO board held a series of discussions at its regular meetings as the TIP was developed in stages that focused on project solicitation, project evaluation, and programming of funds. Staff informed the public at each stage via its standard communication channels (email, social media, and the MPO website) and solicited public comment at each meeting. Staff regularly shared comment letters and emails received from members of the public, municipal and elected officials, advocates, and other stakeholders with the MPO board during meetings to help inform TIP planning and programming decisions.

1.2 PUBLIC COMMENTS RECEIVED DURING TIP DEVELOPMENT

During in-person engagement events conducted during the development of the FFYs 2026–30 TIP, staff collected information about public priorities for project funding and for transportation infrastructure improvements in general. Figure 1 represents an aggregate analysis of an interactive polling activity conducted at multiple community events with more than 200 responses.

Figure C- 1
Public Priorities for Transportation Infrastructure Improvement Collected at In-Person Engagement Events



Source: Boston Region MPO staff.

Staff also conducted continuous analyses and presented regular updates to the MPO board on key themes and topics that emerged from input collected from stakeholders through all engagement and communications channels and activities. At the January 16, 2025, MPO board meeting, staff presented a published interactive StoryMap containing further data and analyses. The most prevalent themes from public comments during the initial phases of the development of the FFY 2026–30 TIP were safety for all users and modes of transportation, and public transit access, connectivity, and reliability.

In addition to these higher-level thematic analyses, the MPO received a number of specific oral and written comments while developing the draft TIP. These comments are summarized below in Table C-1. In addition to these comments, the MPO also received XX formal comment letters from stakeholders; the

commenters and subjects of the letters are listed below in Table C-1, and the letters are available on the MPO's website, www.ctps.org/data/calendar/pdfs/2024/0404_MPO_LettersofSupport.

Table C-1
Public Comments Received During Development of the FFYs 2026-30 TIP

TABLE C-1

PUBLIC COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FFYS 2026-30 TIP

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
613357: Cambridge-Cambridge Street improvements	Andreas Wolfe	City of Cambridge	Support	Spoke in support of the Cambridge Street improvement project. Discussed the sustainability and mobility benefirts of the project.
613357: Cambridge-Cambridge Street improvements	Bill Deignan	City of Cambridge	Support	Spoke in support of the Cambridge Street improvement project. Advocated for the project to be funded in FFY26 to replace an expiring congressional earmark. Also discussed Cambridge's Fitchburg Crossing Bicycle and Pedestrian Bridge project which Cambridge was awarded a USDOT
612947: Marblehead–Village Street Bridge Replacement	Logan Casey	Town of Marblehead Sustainability Coordinator	Support	Letter in support of Marblehead Village Street Bridge replacement project
610666: Swampscott—Swampscott Rail Trail	Emily Andreano	Swampscott resident	Support	Letter in support of the Swampscott Rail Trail
610666: Swampscott—Swampscott Rail Trail	Jennifer Honig and Christopher Muntiu	Swampscott Residents	Support	Letter in support of the Swampscott Rail Trail
610666: Swampscott—Swampscott Rail Trail	Marc Barden	Swampscott Resident	Support	Letter in support of the Swampscott Rail Trail
613594: Newton--Christina Street Bridge	Ruthanne Fuller	City of Newton (mayor)	Support	Letter in support of TIP Scenario 2a and Project 613594: Newton--Christina Street Bridge
605168 - Hingham - Improvements on Route 3A	JR Frey	Higham Town Engineer	Support	Spoke in support of the Hingham Route 3A improvement project (#605168). Discussed the local support for the project and its safety benefits for the corridor.
605168- Hingham - Improvements on Route 3A	Joseph Fisher	Hingham Select Board Chair	Support	Letter in support of Hingham Route 3A project
606226-Reconstruction of Rutherford Avenue from City Square to Sullivan Square	Jascha Franklin-Hodge	City of Boston Chief of Streets	Support	Letter of support for funding the Reconstruction of Rutherford Avenue from City Square to Sullivan Square from the City of Boston.
608954: Weston--Reconstruction on Route 30	Lou and Rebecca Mercuri	Not provided	Oppose	We have corresponded a number of times in the past few years regarding the Route 30 reconstruction project in Weston (#608954), usually as part of the preparation of the annual TIP. Going back at least three years, we have forwarded to you a number of letters for inclusion as part
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Holly Muson	Chair, Belmont Community Path Project Committee	Support	Spoke in support of the Belmont Community Path project (#609204) and its safety, mobility, and connectivity benefits for residents of the town. Discussed the progression of design for the project.
609204 - Belmont - Community Path, Belmont Component of	Matt Taylor	Vice Chair, Belmont Select Board	Support	Spoke in support of the Belmont Community Path project (#609204) and its safety, mobility, and connectivity benefits for residents of the town. Discussed the progression of design for the project.

609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	William Brownsberger	State Senator	Support	Spoke in support of the Belmont Community Path project (#609204) and its safety, mobility, and connectivity benefits for residents of the town. Discussed the progression of design for the project.
609204-Belmont--Community Path, Component of the MCRT (Phase 1)	Everett Tatelbaum	Belmont resident	Support	I wanted to share my support for the Belmont Community Path. It will be a tremendous benefit to the area. [illegible] will allow kids walking to the Belmont Middle and Belmont High schools (grades 7th-12th) to have safe passage underneath the train tracks is especially important. Right now kids who live just on the other side of the school jump a fence and cut across the active tracks, which is unsafe but much quicker than the longer road route that's available now. My son bikes to school several days a week and the new community path will be a much safer option than the congested roads. This path and tunnel will have a huge impact not just on the students, but also on parents who can leave their cars at home and walk to events at the schools, and on community members who would like to go from one part of Belmont to the other. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. I can't wait to have it started and completed. Thank you for your work to create new, vital infrastructure like this.
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Amanda Lubarsky	Belmont Resident	Support	
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Catherine Rockwood	Belmont resident	Support	I'm a resident of Belmont, MA where we deal (like most inner Boston suburbs) with a heavy automotive-traffic burden, which reduces the safety of our streets for pedestrians and people on bikes and scooters -- including a lot of school-age kids who travel to school that way -- and contributes to atmospheric pollution, accelerates the harm of climate-change, etc., etc., etc. We truly do need to complete the Belmont Community Path, so people have increased access to safe travel-ways for bike traffic. Belmont has a lot of committed bike-commuters, and people really are looking for methods of reducing their dependence on cars: but they need to not be penalized for this effort via consistent risk to life and limb. I'm grateful we have funding thus far for the construction of Phase I, and hope we will continue to be supported via the Transportation Improvement Program.
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Ciara Glenmullen	Belmont Resident	Support	I am writing in support of the Belmont Community Path project. I am excited at the prospect of my kids having a way to walk from the Winn Brook neighborhood directly to the Belmont Middle/High School via the underpass, as well as safer access to Alewife via bike/walking. Additionally, our family very much prefers to get around on our bikes, rather than with by car, and this will make it easier to do so. I am very pleased that the project is slated to begin construction in 2026. The project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. Thank you for your work to create new infrastructure like this in the greater Boston area.
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Corinne Foster	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for safely commuting through Belmont and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. Having a safe route for my children to travel to school and other town activities on foot or bike is good for my family and the town and is incredibly important to me. Thank you for your work to create new infrastructure like this in the greater Boston area.
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Dan Eldridge	Belmont Resident	Support	I understand that the the Boston Area Metropolitan Planning Organization will be gauging community support for the first phase of the Belmont Community Path project. I would like to express my wholehearted support for this project! This path represents a critical missing piece of infrastructure for the town of Belmont and to connect through to Cambridge and Boston from points west of the city. Having a dedicated mixed-use path would benefit residents in a number ways. Personally I would use it for transportation, exercise and recreation (all with and without my kids). It would also help reduce traffic and provide a much safer way for many students to get to the middle and high schools in town.

609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Ed Barker	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for l walking and cycling and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. This project has deep support within town residents as evidenced by the multiple votes of Town Meeting to allocate Community Preservation Funds for the design of the path. I like to get around town on bicycle and this will make it easier to do so. Thank you for your work to create new infrastructure like this in the
609204 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)			Support	I'm writing in support of the Belmont community path project, which will be a significant improvement in quality of life, non vehicular transportation, and safety for a wide range of people in Belmont and beyond. This path will make it possible for bikers to avoid the busy and dangerous Concord Avenue bridge intersection when traveling to and from Cambridge. It will allow students to walk to school more quickly and safely from the neighborhoods north and east of the tracks, and it will encourage greater use of alternative modes of transportation to reach important public infrastructure like the library, hockey rink and high/middle school. Please help to ensure that the funding and political support for this project continues.
609205 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Erika Roberts	Belmont Resident	Support	purchased our Belmont home in 2008 specifically so my husband could bike to work in Cambridge every day and I could bike to Alewife and take the redline to work in Boston. (In fact, we first looked to buy in Arlington along their Minuteman Bikeway for this purpose but lost out on a number of competitive bids there and turned to the Belmont housing market instead.) We were so happy when the bike path was improved/extended from Alewife Station to Brighton Street in Belmont along the active railroad track and use it regularly with the family for commuting, exercise, and pleasure. We have been anxious to see the rest of the Belmont Community Path come to fruition! We will have innumerable uses for the Belmont Community Path project when complete. We would walk and cycle even more than we do currently which will in turn reduce traffic congestion, emissions, and parking issues in our local community. Due to our prime location just off Channing Road where it intersects Alexander Avenue, our family would especially take advantage of the proposed Alexander Avenue Tunnel underneath the railroad that connects our Winn Brook neighborhood with new Belmont Middle and High School (BMHS) campus as well as other desirable amenities on Concord Avenue. We can't wait to have safe and convenient access by foot and by bike to: the brand new Belmont Library (under construction) the brand new skating rink (under construction) the post office Underwood Pool where we are members in the summer Higginbottom Pool within BMHS where our children have Dolphins Swim Team practice and meets Countless events at BMHS (concerts, art shows, plays, musicals, dances, etc.) Countless events at Harris Field and Stadium (Belmont Soccer Night, BHMS sporting events, charity runs, etc.). Every day we see students and residents cut cross the live railroad tracks to access BMHS and know the tunnel will provide a safe and much needed alternative. Just like we have for years with the Minuteman Trail, we will regularly use the new off-road Belmont Community Path for exercising, dog walking, cycling, meeting up with friends, and commuting. This will give our children more autonomy getting to friends' homes in other parts of town safely and help them avoid the congested and dangerous intersection under the Belmont Center bridge where Leonard Street meets Concord Ave. We understand construction is slated to begin in 2026 and support any and all efforts to stay on or ahead of schedule. Thank you for your work to create new infrastructure like this in the greater Boston area, it really is life-changing and quality-of-life-changing. We commit to being good neighbors and stewards of the project once built, use it safely, and take care of this wonderful addition to our town for all our years.
609206 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Erin Lynch	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for [pick one or more: exercise/socializing/walking/running/cycling/commuting] and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. Other possible comments to add if desired: This path will fill a missing link in the Massachusetts Central Rail Trail. Having a safe route for my children to travel to [school/sports activities/the public library/town pool] on foot or bike is good for my family and the town. This project has deep support within town residents as evidenced by the multiple votes of Town Meeting to allocate Community Preservation Funds for the design of the path. I like to get [around town/to work/my exercise] without using my car and this will make it easier to do so. Thank you for your work to create new infrastructure like this in the greater Boston area.

609207 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Georgina Lamont	Belmont Resident	Support	in bringing this long-awaited project to life. My 10 and 8 year-old daughters will need a safer walking/bike route to the Middle/High School via the planned underpass to avoid dangerous roads (a cyclist competing with cars on busy Brighton St is no joke - for a child cyclist it is unthinkable). My husband and I already use the existing Minuteman bike path almost daily for cycling, running, walking, socializing, and accessing Alewife & Davis. My group of Winn Brook Elementary friends who walk together as a parenting sanity-break each morning can't wait for this extension to vary our exercise routine :) Belmont needs this path to ease traffic congestion and bring more footfall to local businesses from surrounding towns. I appreciated discussing the Path Project with helpful representatives at the last Town Day - I am one of many (perhaps quiet, unheard) voices who think construction can't start soon enough.
609208 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Gi Yoon-Huang, Ambrose Huang, Children	Belmont Resident	Support	I have lived in Belmont for 12 years with my 2 children and husband. We all support the Belmont Community Path project. We look forward to using the underpass so that my daughters can safely walk to school, my husband can bike off-road to work, and that I can jog off road. We are thrilled that Phase 1 is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. When a town becomes more walkable, it not only improves the traffic, decreases car emissions and improves air quality, but it also makes it a more of a hometown where people can see each other and talk. What a great way to help build relationships and help address the epidemic of loneliness and mental health issues. Thank you for your work to create new infrastructure like this in the greater Boston area.
609209 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	John and Ann Verrilli	Belmont resident	Support	I want to express our support for the Belmont Community Path, construction scheduled to start in 2026. Thank you.
609210 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Julie Lemay	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for safe commuting options for families and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. Having a safe route for my children to travel to school and other local activities on foot or bike is good for my family and the town. This community path will also alleviate high school-related traffic on Brighton St in Belmont, which is important to commuters in our region. Thank you for your work to create new infrastructure like this in the greater Boston area.
609211 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Lucia Sullivan	Belmont Resident	Support	I write in support of the Belmont Community Path project. I write as a resident and also am the Assistant Superintendent of schools, and can't help but consider my professional capacity as well as my personal desire for a more walkable community. We currently have a situation where the train tracks create significant bottlenecks as there are only two congested routes (through Belmont center on Leonard St or Brighton ST) that allow access from a large section of town to the middle and high school campus. It creates tremendous traffic at peak times, but even more distressing, it leads to students illegally (perilously!) crossing the train tracks at the location where the pedestrian access is slated to be so they can get to school without adding 20 minutes (walking and traffic are fairly similar timing). I look forward to using this new off-road path for my own personal access to this part of town and am very pleased that it is slated to begin construction in 2026. It can't come quickly enough!! This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. But most importantly, it will create safe ACCESS to schools for thousands of students. My husband served on this bike path committee more than a decade ago. I am amazed it has taken so long to get this final leg completed. It will be transformational in terms of community access through town and traffic reduction, because this safe and legal cut through will dramatically reduce the distance kids are now going to get to school. We all realize that walkability (bike access etc) creates a higher quality of life and I am so eager to see this well supported project enter its final phase. Please know the whole community would like to see this come to fruition!! Thank you for your work to create new infrastructure like this in the greater Boston area.

609212 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Lydia Kogler	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for walking and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. I live in a neighborhood that will directly benefit from this improvement. My children will be able to use the path and the tunnel to walk to Belmont Middle and High Schools. As a family that currently walks to our local elementary school, I am thrilled that my children will continue to have a convenient and safe way to get to their future schools on foot. As a Town Meeting member, I am well aware of the deep support for this project across the town as evidenced by the multiple votes we have had to allocate Community Preservation Funds for the design of the path. Thank you for your work to create new infrastructure like this in the greater Boston area. I am deeply appreciative of your work to make our community a
609213 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Marcy Franck	Belmont resident	Support	I'm a resident of Belmont, MA where I'm nervous about the safety of our streets for pedestrians and others traveling not in cars. I'm especially nervous about the paths kids take to and from school, as there are way too many incidents of pedestrians being struck by cars. I am horrified to be among the drivers who did not see a kid in time to stop fully. The child was not hurt seriously, but we both came away with emotional scars. I know too well that being an attentive driver doesn't prohibit these accidents from happening. We need to complete the Belmont Community Path, so people have increased access to safe travel in town. We have a lot folks who commute on bikes in addition to so many pedestrians. I am writing to express my deep desire and support to complete this project.
609214 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Martha Pickett	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for [pick one or more: exercise/socializing/walking/running/cycling/commuting] and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. Other possible comments to add if desired: This path will fill a missing link in the Massachusetts Central Rail Trail. Having a safe route for my children to travel to [school/sports activities/the public library/town pool] on foot or bike is good for my family and the town. This project has deep support within town residents as evidenced by the multiple votes of Town Meeting to allocate Community Preservation Funds for the design of the path. I like to get [around town/to work/my exercise] without using my car and this will make it easier to do so. Thank you for your work to create new infrastructure like this in the greater Boston area.
609215 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Meenal Bagla	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for commuting and having my kids commute as well. I am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. Having a safe route for my children (and us grown-ups) to travel to school, the town pool, and the public library on foot or bike will be wonderful for my family. It would also be so beneficial for the town to enable independence for our children, in a safe manner, and also hopefully reduce cars on the roads. Thank you for your work to create new infrastructure like this in the greater Boston area.
609216 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Rebecca Benson	Belmont resident	Support	I continue to strongly support the development of the community path for Belmont.
609217 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Sarah Sanderson Meade	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for walking, running, and cycling with my kids and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses.

609218 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Taylor Yates	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for getting around town and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. This path will fill a missing link in the Massachusetts Central Rail Trail. This project has deep support within town residents as evidenced by the multiple votes of Town Meeting to allocate Community Preservation Funds for the design of the path. Thank you for your work to create new infrastructure like this in the greater Boston area.
609219 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Tom Lynch	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to having this new off-road path as a safe route for my kids to travel to school, sports, and the library on foot or bike. I am also excited to use the path for running, walking, and biking and just to get around Belmont without having to use my car. This project will help to ease car traffic congestion on our local roads,
609220 - Belmont - Community Path, Belmont Component of the MCRT (Phase 1)	Trisha Kahn	Belmont Resident	Support	I write in support of the Belmont Community Path project. I look forward to using this new off-road path for walking, cycling & commuting and am very pleased that it is slated to begin construction in 2026. This project will help to ease car traffic congestion on our local roads, improve safety for all users, and support the economy in this area by increasing access to businesses. This path will fill a missing link in the Massachusetts Central Rail Trail. Having a safe route for my children to travel to school/sports activities/the public library/town pool on foot or bike is good for my family and the town. This project has deep support within town residents as evidenced by the multiple votes of Town Meeting to allocate Community Preservation Funds for the design of the path. I like to get around town without using my car and this will make it easier to do so. Thank you for your work to create new infrastructure like this in the greater Boston area.
609246- LYNN - Rehabilitation of Western Ave &				
609252- LYNN -	Jared Nicholson	City of Lynn Mayor	Support	Letter in support of Lynn roadway rehabilitation projects on Western Avenue and on Essex Street
610666: Swampscott—Swampscott Rail Trail	Alexis Runstadler	Friends of the Swampscott Rail Trail President	Support	Letter in support of the Swampscott Rail Trail I moved to Swampscott about three years ago. I live a few houses down from where the rail trail crosses Walker Road. I was curious about this empty and overgrown space and learned that it is an unfinished portion of the Swampscott Rail Trail. I quickly became involved with Friends of the Swampscott Rail Trail because I see it as a potential asset to our wonderful community. The road where I live is very busy and we have no driveway. My kids don't have a safe place nearby to ride their bikes or scooters. If the trail were finished, they would have easy access to a safe place to walk and ride. Additionally, they would be able to take the trail all the way to the elementary school and middle school (a little more than a mile) without having to cross any streets. It would be a great option for my kids and my neighbors' kids so they don't have to deal with traffic. In the other direction, we would be able to walk to the commuter train stop without having to cross any streets, including the very busy Paradise Road/Route 1A. (I've almost been hit by cars running the crosswalk light there a few times.) The rail trail bridge there would make it much safer for all pedestrians. I have a native plant nursery and I have donated plants and spent time removing invasive plants on the finished portion of the trail. Every single time I am there working, the trail is busy with walkers and bike riders. Many people have stopped to talk to me about my work on the trail and tell me how much they appreciate having the trail finished. They also ask when the rest of the trail will be done because they can't wait to use it. A few people have expressed frustration that the unfinished portion in Swampscott keeps the trail system from being connected from Lynn to Marblehead and Salem.
610666: Swampscott—Swampscott Rail Trail	Erin Pierce	Swampscott resident	Support	Please continue to fund this project which would be so beneficial to the community. I look forward to being able to walk the finished trail with my kids.

610666: Swampscott—Swampscott Rail Trail	Irene and Jonathan Leamon	Swampscott residents	Support	Letter in support of the Swampscott Rail Trail Rail trails are awesome for everyone. Swampscott is in desperate need of more and better bike trails in general. I don't know how anyone could be against a rail trail unless they have never seen a rail trail. We have enjoyed the rail trails throughout Massachusetts and New England. New Hampshire and Vermont have some exceptional rail trails. I lived next to a bike/rail trail which was part of the extensive trail network in Boulder, Colorado. It was completely unobtrusive and convenient. It was a great way to meet neighbors and other community members taking walks, riding bikes or walking their dogs. It would be great if we could connect with the existing trails in literally every adjoining city-Marblehead, Salem and Lynn. Do not listen to ignorance and obstructionism. Nobody actually opposes the rail trail, unless they just oppose change…even when it's for the benefit of all. Thank you for your time, Larry G. Simmons
610666: Swampscott—Swampscott Rail Trail	Larry G Simmons	Swampscott resident	Support	
610666: Swampscott—Swampscott Rail Trail	Marzie Galazka	Swampscott Community Development Director	Support	Spoke in support of the Swampscott Rail Trail project (#610666). Discussed the benefits of the project and its importance in connecting rail trail networks throughout the region.
610666: Swampscott—Swampscott Rail Trail	Matthew Dragani, Andrew Samalis	Not provided	Oppose	Letter in opposition to the Swampscott Rail Trail
610666: Swampscott—Swampscott Rail Trail	Maura Carroll	Not provided	Oppose	Letter in opposition to the Swampscott Rail Trail
610666: Swampscott—Swampscott Rail Trail	Pamela Angelakis	Superintendent of Schools/Swampscott Public Schools	Support	Letter in support of the Swampscott Rail Trail I was given your contact information as the person to send a letter of support for the Swampscott Rail Trail. I live within a few houses of the proposed rail trail route and fully support its completion. I've used many rail trails throughout New England, as well as the small section that has been completed in Swampscott and feel it will be a tremendous benefit to our town. I think it will provide a vital, safe and healthy community connection for the adults and children of our town to access schools, parks and businesses, while reducing vehicular traffic and enjoying the natural areas within our special community.
610666: Swampscott—Swampscott Rail Trail	Paula Claridge	Swampscott resident	Support	
610666: Swampscott—Swampscott Rail Trail	Tania Lillak	Swampscott Open Space & Recreation Plan	Support	Letter in support of the Swampscott Rail Trail
610666: Swampscott—Swampscott Rail Trail	Toni Bandrowicz	Swampscott Conservancy President	Support	Letter in support of the Swampscott Rail Trail

610932 - Brookline - Rehabilitation of Washington Street; 609252 - Lynn - Rehabilitation of Essex Street; 609246 - Lynn - Rehabilitation of Western Avenue	Rich Benevento	Tighe and Bond	Support	Discussed several projects that had been flagged for readiness concerns in the FFYs 26-30 TIP programming scenarios (for which Tighe and Bond is the consultant). Stated that the Brookline Washington St project (#610932) has completed a robust initial public process and has scheduled a 25% design submission for September 2025, and that the project is advancing expeditiously to be on track to remain programmed in FFY28 of the TIP. Also discussed the Essex Street project in Lynn (#609252) , and stated that he is representing the City of Lynn in support of the project's continued advancement and programming in FFY28. Stated that 25% design for the project will be submitted next week. Also discussed the Western Avenue project in Lynn (#609246), and the regional significance of the project. Stated that 25% design submission is scheduled for July 2025. Stated that the City is supportive of moving the project into FFY29.
613111- Littleton Bridge Preservation, Route 119 over I-595	Maren Toohill	Littleton Town Planner	Support	Letter in support of Littleton Bridge Preservation project (route 119 over I-495) and request
613163 - Lynnfield: Rail Trail Construction	John Scenna	Lynnfield Director of Public Works	Support	Spoke in support of the Lynnfield Rail Trail (#613163). Stated that the town has reached 100% design on the project and looks forward to constructing phase 1 of the project in FFY26, and to working towards phase 2 in subsequent years. Discussed the value of rail trails and the benefits of this project for the town.
613163 - Lynnfield: Rail Trail Construction	Rob Dolan	Lynnfield Town Administrator	Support	Spoke in support of the Lynnfield Rail Trail (#613163). Stated that the town Selectboard has expressed unanimous support for the project. Discussed the safety benefits of the project and the town's readiness to advance phase 1 of the project.
613357: Cambridge: Separated Bicycle Lane on Steel place (MA272)	Philip Hood	Somerville resident	Oppose	Previous projects of this type have been enormously controversial. While the bicycle lobby loves them local residents complain about the lack of parking, and the difficulty of navigating these streets when real life situations occur (like delivery trucks stopping in the middle of the travel lane because there is nowhere for them to pull off). I personally live near several of these previous projects in both Cambridge and Somerville. My experience is the at they have been poorly designed and often crush local residents needs while pandering to a vocal minority. I would urge you not to fund this project until more analysis is done on where previous projects went wrong.
613695: Lexington—Bedford and Hartwell Complete Streets Reconstruction Project and S12978: Lexington—Design of Safety Improvements at Interstate 95 and Route 4/225 Interchange	Michelle Ciccolo	State Representative - 15th Middlesex District	Support	Spoke in support of the Lexington projects - #613625 Lexington Bedford St-Hartwell Ave project and the importance of the project corridor for regional mobility and connectivity. Also spoke in support of project S12978, the related bridge and highway interchange project that would also support and must be coordinated with the Bedford-Hartwell project.
613695: Lexington—Bedford and Hartwell Complete Streets Reconstruction Project	Steve Bartha	Lexington Town Manager	Support	Spoke in support of the Lexington Bedford St-Hartwell Ave project (#613625) and discussed the importance of the project to support Lexington's planned housing production.
613695: Lexington—Bedford and Hartwell Complete Streets Reconstruction Project and S12978: Lexington—Design of Safety Improvements at Interstate 95 and Route 4/225 Interchange	Michelle Ciccolo	State Representative, 15th Middlesex District	Support	Letter in support of Lexington Bedford and Hartwell Complete Streets Reconstruction Project and Design of Safety Improvements at Interstate 95 and Route 4/225 Interchange project
613816-Malden - Design Improvements on Route 60	Stephen Winslow	Malden City Councilor	Support	Letter in support of Malden Route 60 project

613926 - Hudson - Bike Path Construction of Mass Central Rail	Kristina Johnson	Hudson Director of Planning and Community	Support	Spoke in support of the Mass Central Rail Trail and Hudson's design project proposed in the FFYs26-30 TIP (#613926) to support the Hudson segment of the Mass Central Rail Trail. Discussed the importance and value of rail trails and the value of this project for Hudson and the region. Also
613319: Sudbury–Framingham–Bruce Freeman Rail Trail	Len Simon	Sudbury resident	Support	Discussed support for the Bruce Freeman Rail Trail and phase 3 construction in Sudbury and Framingham. Asked about the relationship between federal policy and funding considerations and project programming on the TIP.
MBTA Natick Center Station project / FFYs 25-29 TIP Amendment 10	David Linsky	State Representative - 5th Middlesex District	Support	Letter in support of MBTA Natick Center Station Accessibility Project
MBTA Natick Center Station project / FFYs 25-29 TIP Amendment 10	Kathryn M Coughlin	Chair, Natick Select Board	Support	Letter in support of MBTA Natick Center Station Accessibility Project
S13184-Marblehead–Procurement of 22 bicycle racks with 117 spaces	Felix Twaalfhoven	Marblehead resident	Support	Letter in support of Marblehead's bike rack application
610666: Swampscott—Swampscott Rail Trail	Jenny Armini	State Representative Eighth Essex District	Support	Letter of support for the Swampscott Rail Trail (610666)
610666: Swampscott—Swampscott Rail Trail	Trevor Henry	Swampscott resident	Support	Letter of support for the Swampscott Rail Trail (610666)
611983: Chelsea–Park Street and Pearl Street Reconstruction	Fidel A. Maltez	Chelsea City Manager	Support	Letter in support of Park Street and Pearl Street Reconstruction project (611983)
610666: Swampscott—Swampscott Rail Trail	Kimberly S. Nassar	Swampscott resident	Oppose	Letter in opposition to the Swampscott Rail Trail
General / Process				
	Elissa Landre	Mass Audubon	Request	Down the line, suggest a communications plan using local businesses, ngo's like Mass Audubon sanctuaries, Mass Horticultural Society and many more to commuicate these projects and encourage community feedback from a "user" perspective. Perhaps organized through each
	Imai Aiu	Weston	Request	We sometimes struggle with engaging and coordinating with MassDOT on project initiation and development. Is there anything the MPO can do to help?
		Hudson	Concern	Expressed frustration about funding. Noted that towns struggle to fund design, especially to MassDOT's standards. Many competing priorities above things like a small section of trail of other small transportation project make it hard to make incremental tor small-scale transportation
		Not provided	Request	Invest in microtransit and first-last mile transportation improvements.
		Not provided	Request	Municipalities need more top-down help, regional coordination, and funding support to advance transportation priorities.
		Not provided	Request	Need for increased MBTA funding and bus service expansion.
		Not provided	Request	Question about how projects/ideas get into the TIP universe, and what to do when legacy universe projects no longer reflect town priorities. Should we have a regular evaluation of universe projects?
	Robert Wolff	Sherborn	Request	Can land acquisition be funded through the TIP?
	Sheila Page	Wellesley	Request	MPO assistance in facilitating municipal/state coordination is appreciated

1.3 SUMMARY OF PUBLIC ENGAGEMENT AND PUBLIC COMMENTS RECEIVED DURING THE PUBLIC REVIEW PERIOD FOR THE DRAFT FFYS 2026-30 TIP

Information about engagement conducted during the public review period and comments received will be included in the final version of the document when it is posted to the MPO's website following a vote for endorsement.

Appendix D—Geographic Distribution of TIP Funding

1.1 OVERVIEW OF CONTENTS

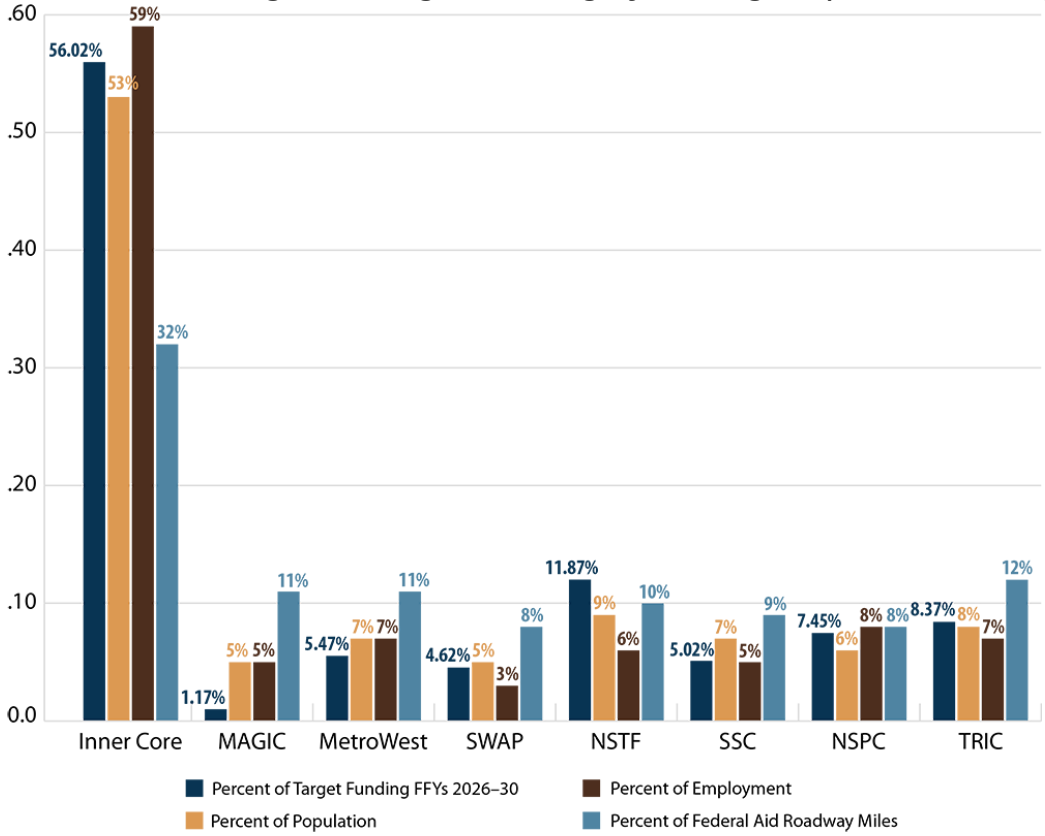
Appendix D provides information about the geographic distribution of federal highway funding in the Boston region in the Federal Fiscal Years (FFYs) 2026–30 Transportation Improvement Program as well as for all years since 2011. It includes the distribution of the Boston Region MPO's Regional Target Program funding (the MPO's discretionary funding) and funding for projects and programs prioritized by the Massachusetts Department of Transportation. Funding amounts shown include the state's matching funds that leverage the available federal funds.

Figures D-1 through D-4 summarize the distribution of the MPO's Regional Target Program funding and all federal highway funding by subregion. Funding is shown for the time period covered by this TIP (FFYs 2026–30) and a longer time period (FFYs 2011–30). Table D-1 shows the breakdown of this data for each municipality in the Boston region for FFYs 2026–30.

1.2 PURPOSE

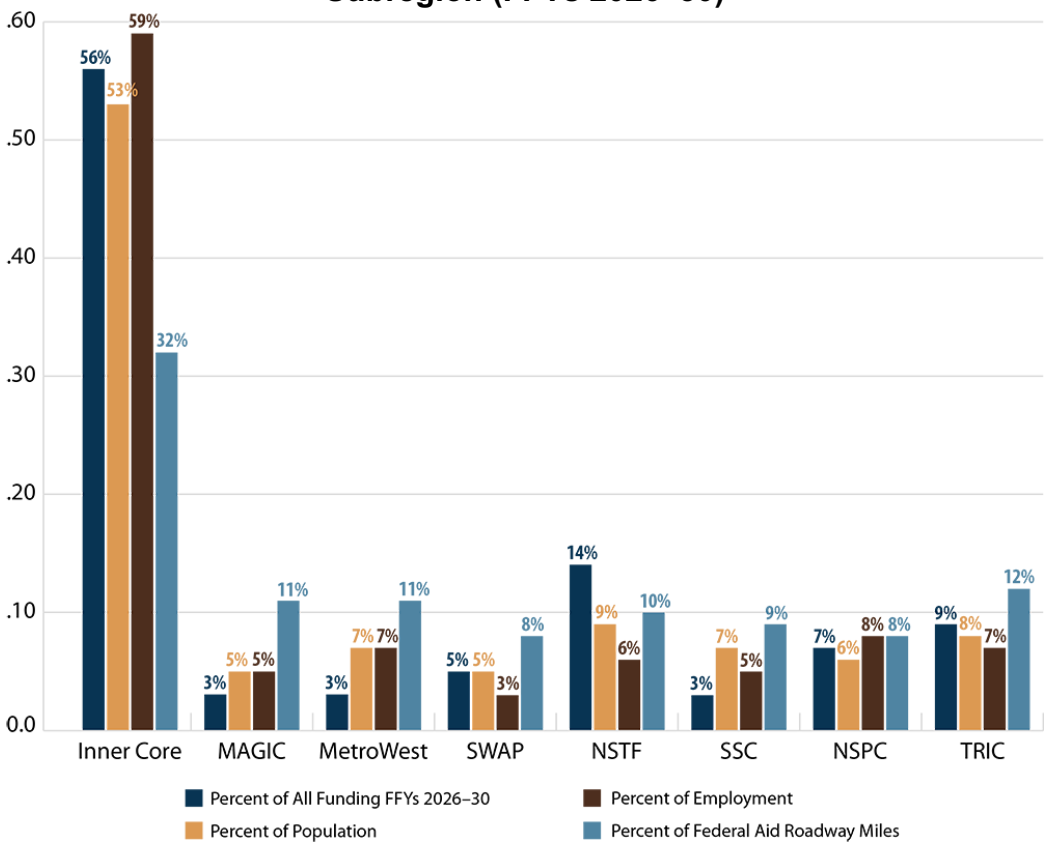
The analysis presented here provides details about how the MPO has allocated its federal transportation highway dollars across its geographic region by showing which municipalities and areas of the Boston region have received highway funding for the construction of transportation projects. This data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

Figure D-1
Distribution of Regional Target Funding by Subregion (FFYs 2026–30)



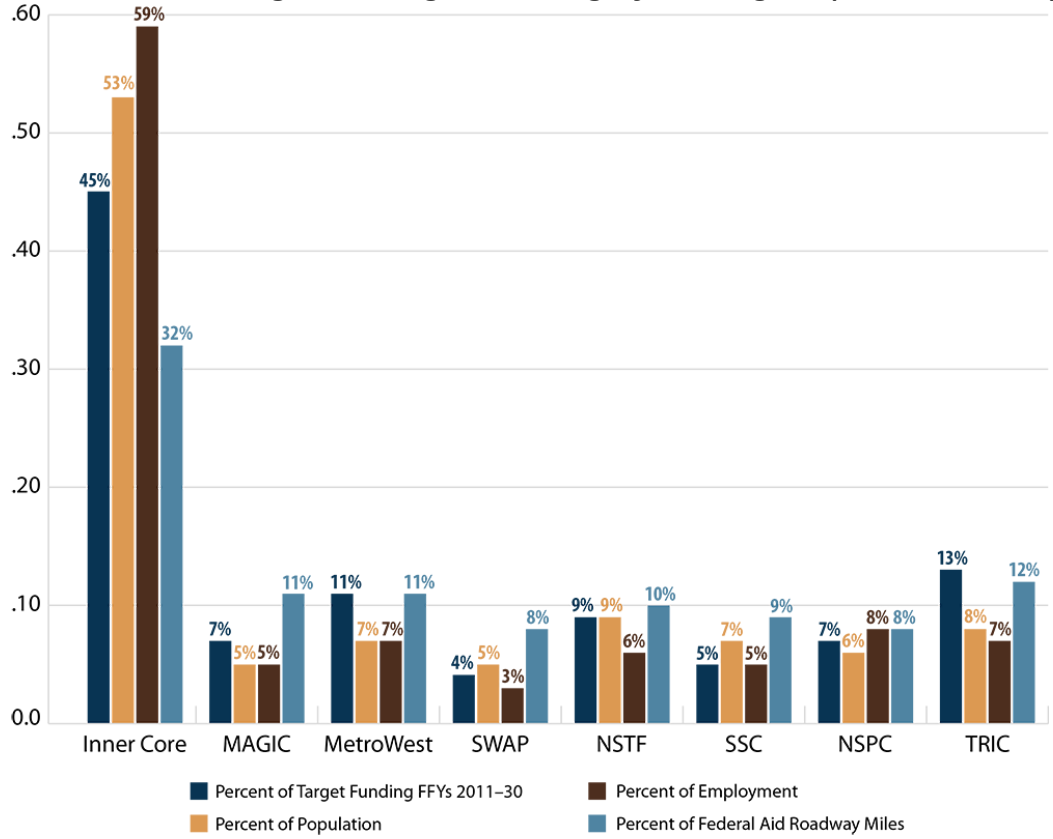
FFY = Federal Fiscal Year.
Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning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

Figure D-2
Distribution of All Federal Highway Funding in the Boston Region by Subregion (FFYs 2026–30)



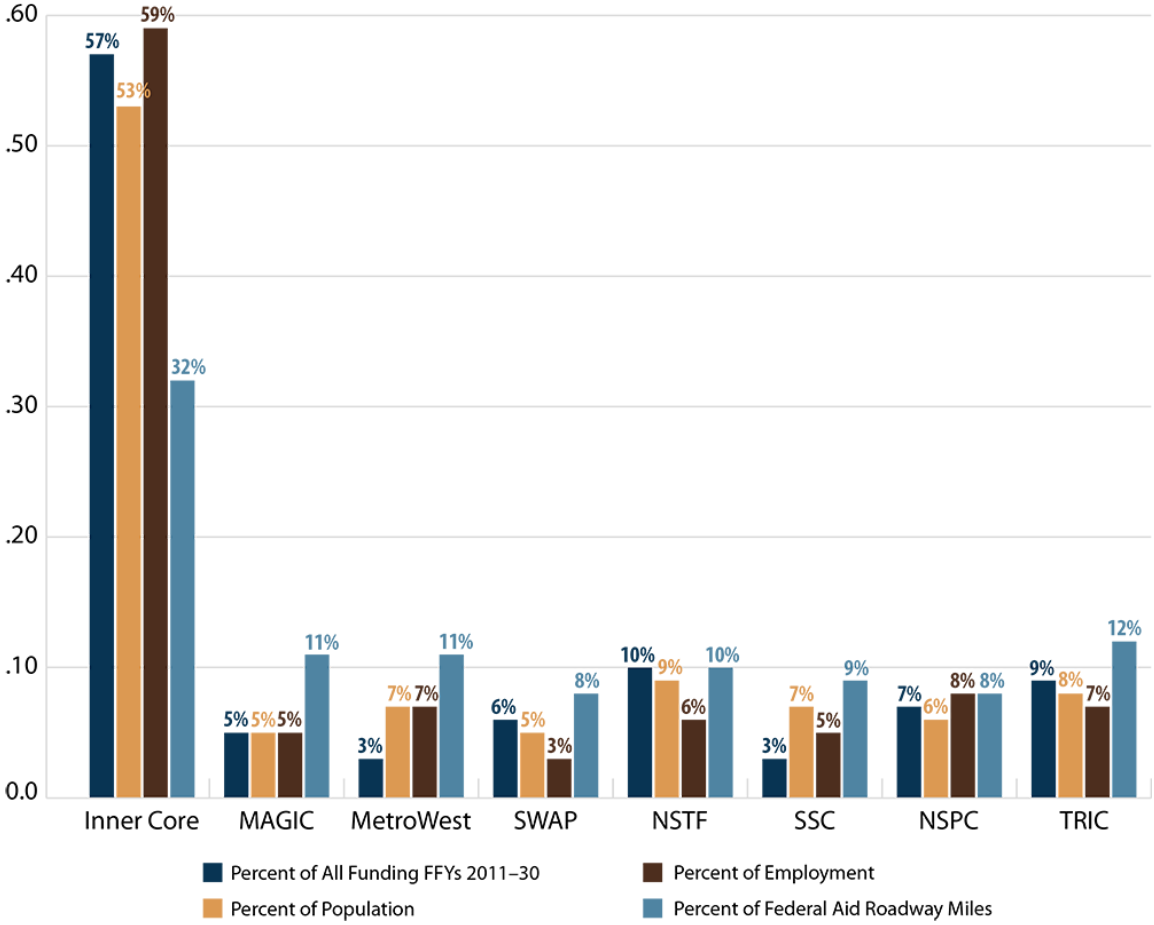
FFY = Federal Fiscal Year.
Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning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

Figure D-3
Distribution of Regional Target Funding by Subregion (FFYs 2011–30)



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

Figure D-4
Distribution of All Federal Highway Funding in the Boston Region by Subregion (FFYs 2011–30)



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

Table D-1
Federal Highway Programming for Municipalities in the Boston Region
(FFYs 2026–30)

MPO Municipality	Subregion	Community Type	Pct Pop.	Pct Empl.	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized Target Funding (FFY 2026-30)	Percent Regionally Prioritized Target Funding	State Prioritized Funding	Percent State Prioritized Funding	Total Funding (Regionally Prioritized and State Prioritized)	Percent Total Funding (Regionally Prioritized and State Prioritized)	FFYs 2011-2030 (Target)	FFYs 2011-2030 (State)	FFYs 2011-2030 (All)	Percent FFYs 11-30 Target	Percent FFYs 11-30 State	Percent FFYs 11-30 All
Boston	Inner Core	Inner Core	20.1%	33.3%	11.1%	$84,501,531	13.3%	$322,404,598	20.4%	$406,906,129	18.4%	$147,920,238	$722,337,550	$870,257,788	8.81%	22.99%	22.99%
Somerville	Inner Core	Inner Core	2.4%	1.5%	1.2%	$125,417,417	19.7%	$222,116,485	14.1%	$347,533,902	15.7%	$218,886,101	$264,781,728	$483,667,829	13.04%	8.43%	8.43%
Hopkinton	SWAP	Developing Suburb	0.6%	0.5%	1.0%	$0	0.0%	$58,933,687	3.7%	$58,933,687	2.7%	$11,346,584	$121,988,704	$133,335,288	0.68%	3.88%	3.88%
Beverly	NSTF	Regional Urban Center	1.3%	1.2%	1.2%	$0	0.0%	$73,986,690	4.7%	$73,986,690	3.3%	$38,972,530	$73,986,690	$112,959,220	2.32%	2.36%	2.36%
Natick	MetroWest	Maturing Suburb	1.1%	1.0%	1.2%	$7,574,099	1.2%	$13,532,668	0.9%	$21,106,767	1.0%	$30,373,868	$24,399,562	$54,773,430	1.81%	0.78%	0.78%
Cambridge	Inner Core	Inner Core	3.5%	7.1%	1.8%	$2,223,715	0.3%	$96,641,246	6.1%	$98,864,961	4.5%	$47,211,356	$103,044,677	$150,256,033	2.81%	3.28%	3.28%
Wilmington	NSPC	Maturing Suburb	0.7%	1.1%	1.3%	$0	0.0%	$24,970,700	1.6%	$24,970,700	1.1%	$6,441,358	$57,163,509	$63,604,867	0.38%	1.82%	1.82%
Salem	NSTF	Regional Urban Center	1.3%	0.9%	0.7%	$26,223,993	4.1%	$86,230,396	5.5%	$112,454,389	5.1%	$36,953,962	$91,681,834	$128,635,796	2.20%	2.92%	2.92%
Lynn	Inner Core	Regional Urban Center	3.0%	1.3%	1.3%	$48,567,554	7.6%	$83,926,592	5.3%	$132,494,146	6.0%	$60,940,245	$132,566,126	$193,506,371	3.63%	4.22%	4.22%
Norwood	TRIC	Regional Urban Center	0.9%	1.1%	1.0%	$27,636,336	4.3%	$14,087,774	0.9%	$41,724,110	1.9%	$35,588,616	$19,071,360	$54,659,976	2.12%	0.61%	0.61%
Milton	TRIC	Maturing Suburb	0.9%	0.1%	1.3%	$0	0.0%	$30,184,826	1.9%	$30,184,826	1.4%	$0	$70,067,842	$70,067,842	0.00%	2.23%	2.23%
Peabody	NSTF	Regional Urban Center	1.6%	1.1%	1.4%	$20,433,746	3.2%	$0	0.0%	$20,433,746	0.9%	$35,653,606	$17,595,688	$53,249,294	2.12%	0.56%	0.56%
Chelsea	Inner Core	Inner Core	1.2%	0.8%	0.6%	$107,785	0.0%	$14,228,485	0.9%	$14,336,270	0.6%	$12,001,398	$232,636,476	$244,637,874	0.71%	7.40%	7.40%
Framingham	MetroWest	Regional Urban Center	2.2%	2.1%	2.5%	$2,444,400	0.4%	$10,315,782	0.7%	$12,760,182	0.6%	$16,120,530	$17,066,025	$33,186,555	0.96%	0.54%	0.54%
Brookline	Inner Core	Inner Core	1.9%	0.9%	1.3%	$28,198,367	4.4%	$10,666,511	0.7%	$38,864,878	1.8%	$35,128,893	$14,357,021	$49,485,914	2.09%	0.46%	0.46%
Watertown	Inner Core	Inner Core	1.1%	1.0%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$24,518,429	$0	$24,518,429	1.46%	0.00%	0.00%
Medford	Inner Core	Inner Core	1.8%	1.1%	1.5%	$5,488,945	0.9%	$21,484,897	1.4%	$26,973,842	1.2%	$47,341,343	$35,057,390	$82,398,732	2.82%	1.12%	1.12%
Revere	Inner Core	Inner Core	1.9%	0.5%	1.3%	$457,043	0.1%	$85,023,908	5.4%	$85,480,951	3.9%	$457,043	$91,193,101	$91,650,143	0.03%	2.90%	2.90%
Woburn	NSPC	Regional Urban Center	1.2%	2.1%	1.5%	$22,910,150	3.6%	$23,727,883	1.5%	$46,638,033	2.1%	$52,987,076	$34,936,804	$87,923,880	3.16%	1.11%	1.11%
Everett	Inner Core	Inner Core	1.5%	0.8%	0.6%	$10,954,656	1.7%	$8,662,582	0.5%	$19,617,238	0.9%	$40,201,854	$8,662,582	$48,864,436	2.39%	0.28%	0.28%
Braintree	SSC	Maturing Suburb	1.2%	1.3%	1.4%	$0	0.0%	$19,244,697	1.2%	$19,244,697	0.9%	$0	$47,698,168	$47,698,168	0.00%	1.52%	1.52%
Randolph	TRIC	Maturing Suburb	1.0%	0.4%	1.0%	$0	0.0%	$6,321,315	0.4%	$6,321,315	0.3%	$2,000,000	$33,435,774	$35,435,774	0.12%	1.06%	1.06%
Quincy	Inner Core	Regional Urban Center	3.0%	2.4%	2.1%	$3,700,546	0.6%	$331,753	0.0%	$4,032,299	0.2%	$13,328,386	$53,245,011	$66,573,397	0.79%	1.69%	1.69%
Canton	TRIC	Maturing Suburb	0.7%	1.1%	1.1%	$0	0.0%	$16,380,483	1.0%	$16,380,483	0.7%	$2,386,278	$22,273,053	$24,659,331	0.14%	0.71%	0.71%
Newton	Inner Core	Inner Core	2.6%	2.6%	2.6%	$3,248,889	0.5%	$16,859,731	1.1%	$20,108,620	0.9%	$21,825,852	$31,595,088	$53,420,940	1.30%	1.01%	1.01%
Belmont	Inner Core	Inner Core	0.8%	0.4%	0.6%	$27,306,266	4.3%	$0	0.0%	$27,306,266	1.2%	$42,806,380	$10,727,859	$53,534,239	2.55%	0.34%	0.34%
Lexington	MAGIC	Maturing Suburb	1.0%	1.1%	1.9%	$1,650,000	0.3%	$13,469,585	0.9%	$15,119,585	0.7%	$6,850,000	$37,677,913	$44,527,913	0.41%	1.20%	1.20%
Weston	MetroWest	Maturing Suburb	0.4%	0.3%	1.3%	$23,966,298	3.8%	$0	0.0%	$23,966,298	1.1%	$23,966,298	$8,490,504	$32,456,802	1.43%	0.27%	0.27%
Reading	NSPC	Maturing Suburb	0.8%	0.4%	0.8%	$0	0.0%	$25,265,783	1.6%	$25,265,783	1.1%	$10,093,721	$39,985,486	$50,079,207	0.60%	1.27%	1.27%
Stoneham	NSPC	Maturing Suburb	0.7%	0.3%	0.8%	$0	0.0%	$6,933,186	0.4%	$6,933,186	0.3%	$2,139,892	$21,131,516	$23,271,408	0.13%	0.67%	0.67%
Waltham	Inner Core	Inner Core	1.9%	3.2%	1.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$3,887,210	$3,887,210	0.00%	0.12%	0.12%
Burlington	NSPC	Maturing Suburb	0.8%	2.4%	1.3%	$0	0.0%	$9,690,331	0.6%	$9,690,331	0.4%	$14,563,174	$9,690,331	$24,253,505	0.87%	0.31%	0.31%
Hingham	SSC	Maturing Suburb	0.7%	0.8%	1.3%	$31,949,531	5.0%	$0	0.0%	$31,949,531	1.4%	$40,920,038	$6,355,441	$47,275,479	2.44%	0.20%	0.20%
Wrentham	SWAP	Developing Suburb	0.4%	0.3%	1.0%	$0	0.0%	$6,712,937	0.4%	$6,712,937	0.3%	$0	$6,712,937	$6,712,937	0.00%	0.21%	0.21%
Boxborough	MAGIC	Developing Suburb	0.2%	0.2%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$16,002,485	$16,002,485	0.00%	0.51%	0.51%
Bellingham	SWAP	Developing Suburb	0.5%	0.3%	0.9%	$15,848,000	2.5%	$13,721,814	0.9%	$29,569,814	1.3%	$22,562,278	$24,561,779	$47,124,057	1.34%	0.78%	0.78%
Cohasset	SSC	Developing Suburb	0.2%	0.1%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$4,336,600	$4,336,600	0.00%	0.14%	0.14%
Milford	SWAP	Regional Urban Center	0.9%	0.9%	1.2%	$13,548,565	2.1%	$3,744,000	0.2%	$17,292,565	0.8%	$20,016,509	$11,296,000	$31,312,509	1.19%	0.36%	0.36%
Dedham	TRIC	Maturing Suburb	0.8%	0.8%	1.1%	$0	0.0%	$23,521,801	1.5%	$23,521,801	1.1%	$16,090,272	$34,250,686	$50,340,957	0.96%	1.09%	1.09%
Weymouth	SSC	Maturing Suburb	1.7%	1.0%	1.5%	$0	0.0%	$8,039,052	0.5%	$8,039,052	0.4%	$25,040,879	$14,838,033	$39,878,912	1.49%	0.47%	0.47%
Swampscott	NSTF	Maturing Suburb	0.5%	0.2%	0.3%	$8,624,000	1.4%	$0	0.0%	$8,624,000	0.4%	$8,624,000	$1,762,074	$10,386,074	0.51%	0.06%	0.06%
Middleton	NSTF	Developing Suburb	0.3%	0.2%	0.5%	$0	0.0%	$14,122,021	0.9%	$14,122,021	0.6%	$0	$17,979,629	$17,979,629	0.00%	0.57%	0.57%
Danvers	NSTF	Maturing Suburb	0.8%	1.3%	1.5%	$0	0.0%	$20,674,715	1.3%	$20,674,715	0.9%	$8,836,648	$54,806,261	$63,642,909	0.53%	1.74%	1.74%
Winchester	NSPC	Maturing Suburb	0.7%	0.4%	0.6%	$0	0.0%	$1,786,779	0.1%	$1,786,779	0.1%	$1,809,703	$16,888,298	$18,698,001	0.11%	0.54%	0.54%
Ipswich	NSTF	Developing Suburb	0.4%	0.3%	0.7%	$20,219,083	3.2%	$5,692,103	0.4%	$25,911,186	1.2%	$21,295,318	$5,692,103	$26,987,421	1.27%	0.18%	0.18%
Foxborough	TRIC	Developing Suburb	0.6%	0.6%	1.3%	$0	0.0%	$19,677,840	1.2%	$19,677,840	0.9%	$0	$38,601,920	$38,601,920	0.00%	1.23%	1.23%
Acton	MAGIC	Maturing Suburb	0.7%	0.5%	1.1%	$860,000	0.1%	$2,506,600	0.2%	$3,366,600	0.2%	$16,722,768	$16,997,257	$33,720,025	1.00%	0.54%	0.54%
Winthrop	Inner Core	Inner Core	0.6%	0.1%	0.3%	$0	0.0%	$0	0.0%	$0	0.0%	$6,617,959	$1,768,974	$8,386,933	0.39%	0.06%	0.06%
Littleton	MAGIC	Developing Suburb	0.3%	0.4%	1.0%	$0	0.0%	$15,078,675	1.0%	$15,078,675	0.7%	$1,842,528	$17,133,899	$18,976,427	0.11%	0.55%	0.55%
Lynnfield	NSPC	Maturing Suburb	0.4%	0.3%	0.6%	$6,062,695	1.0%	$6,147,577	0.4%	$12,210,272	0.6%	$6,062,695	$19,666,315	$25,729,010	0.36%	0.63%	0.63%
Wakefield	NSPC	Maturing Suburb	0.8%	0.7%	0.9%	$18,435,976	2.9%	$16,215,726	1.0%	$34,651,702	1.6%	$18,435,976	$29,520,992	$47,956,968	1.10%	0.94%	0.94%
Ashland	MetroWest	Maturing Suburb	0.6%	0.2%	0.5%	$836,339	0.1%	$449,354	0.0%	$1,285,693	0.1%	$20,425,893	$449,354	$20,875,247	1.22%	0.01%	0.01%
Nahant	Inner Core	Maturing Suburb	0.1%	0.0%	0.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$4,681,875	$4,681,875	0.00%	0.15%	0.15%
Malden	Inner Core	Inner Core	2.0%	0.7%	1.0%	$5,658,127	0.9%	$4,715,200	0.3%	$10,373,327	0.5%	$7,955,670	$12,294,862	$20,250,531	0.47%	0.39%	0.39%
Stow	MAGIC	Developing Suburb	0.2%	0.1%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$10,160,964	$10,160,964	0.00%	0.32%	0.32%
Topsfield	NSTF	Developing Suburb	0.2%	0.1%	0.6%	$0	0.0%	$5,896,563	0.4%	$5,896,563	0.3%	$0	$8,705,128	$8,705,128	0.00%	0.28%	0.28%
Hudson	MAGIC	Developing Suburb	0.6%	0.5%	0.7%	$909,700	0.1%	$0	0.0%	$909,700	0.0%	$12,024,180	$6,475,328	$18,499,508	0.72%	0.21%	0.21%
Marlborough	MetroWest	Regional Urban Center	1.2%	1.6%	2.0%	$0	0.0%	$2,160,000	0.1%	$2,160,000	0.1%	$5,613,636	$20,379,656	$25,993,292	0.33%	0.65%	0.65%
Medway	SWAP	Developing Suburb	0.4%	0.2%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$12,062,567	$0	$12,062,567	0.72%	0.00%	0.00%
Sudbury	MAGIC	Maturing Suburb	0.6%	0.3%	1.0%	$4,049,850	0.6%	$783,273	0.0%	$4,833,123	0.2%	$15,669,937	$2,758,009	$18,427,946	0.93%	0.09%	0.09%
Wayland	MetroWest	Maturing Suburb	0.4%	0.2%	0.7%	$0	0.0%	$3,133,090	0.2%	$3,133,090	0.1%	$0	$10,322,572	$10,322,572	0.00%	0.33%	0.33%
Hamilton	NSTF	Developing Suburb	0.2%	0.1%	0.4%	$0	0.0%	$5,692,103	0.4%	$5,692,103	0.3%	$0	$5,692,103	$5,692,103	0.00%	0.18%	0.18%
Maynard	MAGIC	Maturing Suburb	0.3%	0.2%	0.3%	$0	0.0%	$8,410,036	0.5%	$8,410,036	0.4%	$0	$14,996,142	$14,996,142	0.00%	0.48%	0.48%
Sharon	TRIC	Maturing Suburb	0.6%	0.2%	1.1%	$0	0.0%	$21,817,146	1.4%	$21,817,146	1.0%	$42,000	$35,178,164	$35,220,164	0.00%	1.12%	1.12%
Arlington	Inner Core	Inner Core	1.4%	0.5%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$5,239,052	$10,898,857	$16,137,909	0.31%	0.35%	0.35%
Scituate	SSC	Maturing Suburb	0.6%	0.2%	1.0%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$515,000	$515,000	0.00%	0.02%	0.02%
Westwood	TRIC	Maturing Suburb	0.5%	0.6%	0.7%	$22,854,847	3.6%	$9,966,667	0.6%	$32,821,514	1.5%	$34,630,264	$11,038,095	$45,668,359	2.06%	0.35%	0.35%
Bedford	MAGIC	Maturing Suburb	0.4%	0.9%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$24,507,736	$0	$24,507,736	1.46%	0.00%	0.00%
Bolton	MAGIC	Developing Suburb	0.2%	0.1%	0.7%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$533,333	$533,333	0.00%	0.02%	0.02%
Carlisle	MAGIC	Developing Suburb	0.2%	0.0%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$3,696,000	$3,696,000	0.00%	0.12%	0.12%
Concord	MAGIC	Maturing Suburb	0.6%	0.6%	1.1%	$0	0.0%	$0	0.0%	$0	0.0%	$22,592,311	$14,195,453	$36,787,763	1.35%	0.45%	0.45%
Dover	SWAP	Developing Suburb	0.2%	0.0%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Essex	NSTF	Developing Suburb	0.1%	0.1%	0.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$10,659,471	$10,659,471	0.00%	0.34%	0.34%
Franklin	SWAP	Developing Suburb	1.0%	0.8%	1.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$13,462,467	$13,462,467	0.00%	0.43%	0.43%

Gloucester	NSTF	Regional Urban Center	0.9%	0.5%	1.0%	$0	0.0%	$8,024,184	0.5%	$8,024,184	0.4%	$0	$23,502,917	$23,502,917	0.00%	0.75%	0.75%
Holbrook	SSC	Maturing Suburb	0.3%	0.1%	0.3%	$0	0.0%	$0	0.0%	$0	0.0%	$3,036,628	$1,527,250	$4,563,878	0.18%	0.05%	0.05%
Holliston	MetroWest	Developing Suburb	0.4%	0.3%	0.5%	$0	0.0%	$1,012,500	0.1%	$1,012,500	0.0%	$0	$1,012,500	$1,012,500	0.00%	0.03%	0.03%
Hull	SSC	Maturing Suburb	0.3%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$8,223,422	$0	$8,223,422	0.49%	0.00%	0.00%
Lincoln	MAGIC	Maturing Suburb	0.2%	0.1%	0.6%	$0	0.0%	$12,224,546	0.8%	$12,224,546	0.6%	$22,492,311	$13,413,612	$35,905,923	1.34%	0.43%	0.43%
Manchester	NSTF	Developing Suburb	0.2%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$5,589,309	$5,589,309	0.00%	0.18%	0.18%
Marblehead	NSTF	Maturing Suburb	0.6%	0.2%	0.5%	$6,250	0.0%	$0	0.0%	$6,250	0.0%	$628,534	$0	$628,534	0.04%	0.00%	0.00%
Marshfield	SSC	Maturing Suburb	0.8%	0.3%	1.0%	$0	0.0%	$0	0.0%	$0	0.0%	$5,682,660	$6,502,559	$12,185,219	0.34%	0.21%	0.21%
Medfield	TRIC	Maturing Suburb	0.4%	0.2%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Melrose	Inner Core	Inner Core	0.9%	0.3%	0.4%	$10,528,000	1.7%	$0	0.0%	$10,528,000	0.5%	$14,933,030	$629,930	$15,562,960	0.89%	0.02%	0.02%
Millis	SWAP	Developing Suburb	0.3%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Needham	TRIC	Maturing Suburb	1.0%	1.1%	1.2%	$2,775,757	0.4%	$3,662,750	0.2%	$6,438,507	0.3%	$103,140,952	$3,662,750	$106,803,702	6.14%	0.12%	0.12%
Norfolk	SWAP	Developing Suburb	0.3%	0.2%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
North Reading	NSPC	Maturing Suburb	0.5%	0.4%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Norwell	SSC	Developing Suburb	0.3%	0.5%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$18,691,376	$18,691,376	0.00%	0.59%	0.59%
Rockland	SSC	Developing Suburb	0.5%	0.4%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$2,312,703	$2,312,703	0.00%	0.07%	0.07%
Rockport	NSTF	Developing Suburb	0.2%	0.0%	0.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$775,913	$775,913	0.00%	0.02%	0.02%
Saugus	Inner Core	Maturing Suburb	0.9%	0.5%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$41,317,699	$41,317,699	0.00%	1.32%	1.32%
Sherborn	SWAP	Developing Suburb	0.1%	0.0%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Southborough	MetroWest	Maturing Suburb	0.3%	0.4%	1.2%	$0	0.0%	$0	0.0%	$0	0.0%	$7,294,520	$533,333	$7,827,853	0.43%	0.02%	0.02%
Walpole	TRIC	Developing Suburb	0.8%	0.5%	1.2%	$0	0.0%	$0	0.0%	$0	0.0%	$25,653,571	$9,175,135	$34,828,706	1.53%	0.29%	0.29%
Wellesley	MetroWest	Maturing Suburb	0.9%	0.9%	0.9%	$0	0.0%	$11,252,815	0.7%	$11,252,815	0.5%	$73,350,868	$14,369,917	$87,720,785	4.37%	0.46%	0.46%
Wenham	NSTF	Developing Suburb	0.1%	0.1%	0.4%	$0	0.0%	$4,941,812	0.3%	$4,941,812	0.2%	$0	$9,906,121	$9,906,121	0.00%	0.32%	0.32%

Appendix E—Regulatory and Policy Framework

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

REGULATORY FRAMEWORK

The Boston Region MPO is charged with executing its planning activities in line with federal and state regulatory guidance. Maintaining compliance with these regulations allows the MPO to directly support the work of these critical partners and ensures its continued role in helping the region move closer to achieving federal, state, and regional transportation goals. This appendix describes the regulations, policies, and guidance taken into consideration by the MPO during development of the Federal Fiscal Years (FFYs) 2026–30 Transportation Improvement Program (TIP) and other certification documents.

Federal Regulations and Guidance

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

Bipartisan Infrastructure Law: National Goals

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

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

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

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

Federal Planning Factors

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

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

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

The Boston Region MPO has also incorporated these federal planning factors into its vision, goals, and objectives.

FAST Act: Performance-Based Planning and Programming

The United States Department of Transportation (USDOT), in consultation with states, MPOs, and other stakeholders, established performance measures relevant to the national goals established in the prior federal transportation authorization bill, the FAST Act. These performance topic areas include roadway safety, transit system safety, National Highway System (NHS) bridge and pavement condition, transit asset condition, NHS reliability for both passenger and freight travel, traffic congestion, and on-road mobile source emissions. The FAST Act and related federal rulemakings required states, MPOs, and public transportation operators to follow performance-based planning and programming practices—such as setting targets—to ensure that transportation investments support progress towards these goals. See Chapter 4 for more information about how the MPO has and will continue to conduct performance-based planning and programming.

Bipartisan Infrastructure Law (BIL): Planning Emphasis Areas

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

1. **Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future:** Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas (GHG) reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
2. **Equity and Justice40 in Transportation Planning:** Ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

3. **Complete Streets:** Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly for those outside automobiles.
4. **Public Involvement:** Increase meaningful public involvement in transportation planning by integrating virtual engagement tools into the overall approach while ensuring continued participation by individuals without access to computers and mobile devices.
5. **Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination:** Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure needs for STRAHNET routes and other public roads that connect to DOD facilities.
6. **Federal Land Management Agency (FLMA) Coordination:** Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
7. **Planning and Environment Linkages:** Use a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.
8. **Data in Transportation Planning:** Incorporate data sharing considerations into the transportation planning process.

1990 Clean Air Act Amendments

The Clean Air Act, most recently amended in 1990, forms the basis of the United States' air pollution control policy. The act identifies air quality standards, and the US Environmental Protection Agency (EPA) designates geographic areas as *attainment* (in compliance) or *nonattainment* (not in compliance) areas with respect to these standards. If air quality in a nonattainment area improves such that it meets EPA standards, the EPA may redesignate that area as being a *maintenance* area for a 20-year period to ensure that the standard is maintained in that area.

The conformity provisions of the Clean Air Act "require that those areas that have poor air quality, or had it in the past, should examine the long-term air quality impacts of their transportation system and ensure its compatibility with the area's clean air goals." Agencies responsible for Clean Air Act requirements for

nonattainment and maintenance areas must conduct air quality conformity determinations, which are demonstrations that transportation plans, programs, and projects addressing that area are consistent with a State Implementation Plan (SIP) for attaining air quality standards.

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

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

On April 22, 2002, the EPA classified the City of Waltham as being in attainment for CO emissions with an EPA-approved limited-maintenance plan. In areas that have approved limited-maintenance plans, federal actions requiring conformity determinations under the EPA's transportation conformity rule are considered to satisfy the conformity test. The MPO is not required to perform a modeling analysis for a conformity determination for carbon monoxide, but it has been required to provide a status report on the timely implementation of projects and programs that will reduce emissions from transportation sources—so-called transportation control measures—which are included in the Massachusetts SIP. In April 2022, the EPA issued a letter explaining that the carbon monoxide limited maintenance area in Waltham has expired. Therefore, the MPO is no longer required to demonstrate transportation conformity for this area, but the rest of the maintenance plan requirements, however, continue to apply, in accordance with the SIP.

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

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

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

Nondiscrimination Mandates

The Boston Region MPO complies with Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990 (ADA), and other federal and state nondiscrimination statutes and regulations in all programs and activities it conducts. Per federal and state law, the MPO does not discriminate on the basis of race, color, national origin (including limited-English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background. The MPO strives to provide meaningful opportunities for participation of all persons in the region, including those protected by Title VI, the ADA, and other nondiscrimination mandates.

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

Title VI of the Civil Rights Act of 1964

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

US DOT Order 5610.2C

On April 15, 1997, the USDOT issued its *Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations*, which was updated May 14, 2021. Among other provisions, this order requires programming and planning activities to

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

The 1997 Final Order was updated in 2021 with USDOT Order 5610.2(a), which provided clarification while maintaining the original framework and procedures.

Americans with Disabilities Act

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

Other Nondiscrimination Mandates

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

State Guidance and Priorities

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

Beyond Mobility

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

Choices for Stewardship: Recommendations to Meet the Transportation Future

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

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

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

Massachusetts Strategic Highway Safety Plan

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

Massachusetts Transportation Asset Management Plan

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

MassDOT Modal Plans

In 2018, MassDOT released the related *Commonwealth of Massachusetts State Rail Plan*, which outlines short- and long-term investment strategies for

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

Global Warming Solutions Act

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

- 33 percent reduction below statewide 1990 GHG emission levels by 2025
- 50 percent reduction below statewide 1990 GHG emission levels by 2030
- 75 percent reduction below statewide 1990 GHG emission levels by 2040
- 85 percent reduction below statewide 1990 GHG emission levels by 2050

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

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

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

1. To reduce GHG emissions by reducing emissions from construction and operations, using more efficient fleets, implementing travel demand

management programs, encouraging eco-driving, and providing mitigation for development projects

2. To promote healthy transportation modes by improving pedestrian, bicycle, and public transit infrastructure and operations
3. To support smart growth development by making transportation investments that enable denser, smart growth development patterns that can support reduced GHG emissions

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

The Commonwealth's 10 MPOs (and three non-metropolitan planning regions) are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs seek to realize these objectives by prioritizing projects in the LRTP and TIP that will help reduce emissions from the transportation sector. The Boston Region MPO uses its TIP project evaluation criteria to score projects based on their GHG emissions impacts, multimodal Complete Streets accommodations, and ability to support smart growth development. Tracking and evaluating GHG emissions by project will enable the MPO to anticipate GHG impacts of planned and programmed projects. See Chapter 5 for more details related to how the MPO conducts GHG monitoring and evaluation.

Healthy Transportation Policy Initiatives

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

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

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

Congestion in the Commonwealth 2019

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

Regional Guidance and Priorities

Focus40, The MBTA's Program for Mass Transportation

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

development beginning in Summer 2025. The Boston Region MPO continues to monitor the status of *Focus40* and related MBTA modal plans to inform its decision-making about transit capital investments, which are incorporated into the TIP and LRTP.

MetroCommon 2050

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

The Boston Region MPO's Congestion Management Process

The congestion management process (CMP) is a systematic approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management. Its purpose is to provide for safe and effective integrated management and operation of the multimodal transportation system in the Boston region. The CMP formulates solutions for congestion management by

- establishing performance metrics,
- analyzing congestion on the regional transportation network using the metrics,
- identifying problem areas,
- recommending strategies to reduce congestion,
- moving those strategies into the implementation stage by providing decision-makers in the region with information and recommendations for improving the transportation system's performance, and
- evaluating the recommendations and effectiveness of projects.

Coordinated Public Transit–Human Services Transportation Plan

Every four years, the Boston Region MPO completes a Coordinated Public Transit-Human Services Transportation Plan (CPT–HST), in coordination with the development of the LRTP. The CPT–HST supports improved coordination of transportation for seniors and people with disabilities in the Boston region by guiding transportation providers in their development of proposals for funding

from the Federal Transit Administration's Section 5310 Program (known in Massachusetts as the Community Transit Grant Program). To be eligible for funding, a proposal must meet a need identified in the CPT–HST. The CPT–HST contains information about

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

The MPO adopted its current CPT–HST in 2023.

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

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

MBTA and RTA Public Transit Agency Safety Plans

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

State and Regional COVID-19 Adaptations

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

Appendix F
Boston Region Metropolitan Planning Organization Membership

VOTING MEMBERS

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

The **Massachusetts Department of Transportation (MassDOT)** was established under *Chapter 25 (An Act Modernizing the Transportation Systems of the Commonwealth of Massachusetts)* of the Acts of 2009. MassDOT has four divisions: Highway, Rail and Transit, Aeronautics, and the Registry of Motor Vehicles. The MassDOT Board of Directors, composed of 11 members appointed by the governor, oversees all four divisions and MassDOT operations and works closely with the Massachusetts Bay Transportation Authority (MBTA) Board of Directors. MassDOT has three seats on the MPO board, including seats for the Highway Division.

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

The **MBTA**, created in 1964, is a body politic and corporate, and a political subdivision of the Commonwealth. Under the provisions of Chapter 161A of the Massachusetts General Laws, it has the statutory responsibility within its district of operating the public transportation system in the Boston region, preparing the engineering and architectural designs for transit development projects, and constructing and operating transit development projects. The MBTA district comprises 177 communities, including all of the 97 cities and towns of the Boston Region MPO area.

The MBTA Board of Directors provides oversight for the agency. By statute, the board consists of nine members, including the Secretary of Transportation as an ex-officio member. The MBTA Advisory Board appoints one member who has municipal government experience in the MBTA's service area and experience in transportation operations, transportation planning, housing policy, urban planning, or public or private finance. The Governor appoints the remaining seven board members, which include an MBTA rider and member of an environmental justice population, and a person recommended by the President of the American Federation of Labor and Congress of Industrial Organizations.

In 2024, the **Regional Transit Authorities (RTA) of the Boston Region, the Cape Ann Transportation Authority (CATA), and the MetroWest Regional Transit Authority (MWRTA)** earned a shared seat on the MPO Board**.** CATA was founded in 1976 and operates public transportation for Gloucester, Rockport, Ipswich, Essex, and Hamilton across 12 bus routes. CATA offers fixed-route, microtransit, and dial-a-ride service. The MWRTA was formed in 2006 and commenced service on July 1, 2007, making it the youngest of the RTAs in the Commonwealth. The MWRTA serves 16 communities across the MetroWest Region from its headquarters in Framingham. The MWRTA operates fixed route, microtransit, and paratransit service, and offers a shuttle service that provides connections to the MBTA Green Line at Woodland Station.

The **MBTA Advisory Board** was created by the Massachusetts Legislature in 1964 through the same legislation that created the MBTA. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA's service area. Cities are represented by either the city manager or mayor, and towns are represented by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include reviewing and commenting on the MBTA's long-range plan, the Program for Mass Transportation; proposed fare increases; the annual MBTA Capital Investment Program; the MBTA's documentation of net operating investment per passenger; and the MBTA's operating budget. The MBTA Advisory Board advocates for the transit needs of its member communities and the riding public.

The **Massachusetts Port Authority (Massport)** has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, for planning, constructing, owning, and operating such transportation and related facilities as may be necessary for developing and improving commerce in Boston and the surrounding metropolitan area. Massport owns and operates Boston Logan International Airport, the Port of Boston's Conley Terminal, Flynn Cruiseport Boston, Hanscom Field, Worcester Regional Airport, and various maritime and waterfront properties, including parks in the Boston neighborhoods of East Boston, South Boston, and Charlestown.

The **Metropolitan Area Planning Council (MAPC)** is the regional planning agency for the Boston region. It is composed of the chief executive officer (or a designee) of each of the cities and towns in the MAPC's planning region, 21 gubernatorial appointees, and 12 ex-officio members. It has statutory responsibility for comprehensive regional planning in its region under Chapter 40B of the Massachusetts General Laws. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. Also, its region has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning encompass the areas of technical assistance to communities, transportation planning, and development of zoning, land use, demographic, and environmental studies. MAPC activities that are funded with federal metropolitan transportation planning dollars are documented in the Boston Region MPO's Unified Planning Work Program.

The **City of Boston**, six elected cities (currently **Beverly, Everett, Framingham, Newton, Somerville,** and **Burlington**), and six elected towns (currently **Acton, Arlington, Brookline, Hull, Wrentham,** and **Norwood,**) represent the 97 municipalities in the Boston Region MPO area. The City of Boston is a permanent MPO member and has two seats. There is one elected municipal seat for each of the eight MAPC subregions and four seats for at-large elected municipalities (two cities and two towns). The elected at-large municipalities serve staggered three-year terms, as do the eight municipalities representing the MAPC subregions.

The Boston Region MPO supports an **Advisory Council** to advance public engagement in the 3C planning process. As a public forum that guides MPO planning and decision-making, the Advisory Council includes and elevates diverse perspectives from stakeholders representing areas and interests throughout the region. The Advisory Council's mission is to create space for knowledge-building and productive discussions about regional transportation issues and to advise the development of MPO programs and projects to ensure that they are responsive to public priorities.

The **Federal Highway Administration (FHWA)** and **Federal Transit Administration (FTA)** participate in the Boston Region MPO in an advisory and nonvoting capacity, reviewing the Long-Range Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program, and other facets of the MPO's planning process to ensure compliance with federal planning and programming requirements. These two agencies oversee the

highway and transit programs, respectively, of the United States Department of Transportation (USDOT) under pertinent legislation and the provisions of the Bipartisan Infrastructure Law (BIL).