BOSTON REGION MPO
METROPOLITAN PLANNING ORGANIZATION

Regional Transportation Planning Priorities: October 2025 through September 2026

Unified Planning Work Program

Regional Transportation Planning Priorities: October 2025 through September 2026 Unified Planning Work Program

Boston Region MPO

Prepared by
The Central Transportation Planning Staff:
Staff to the Boston Region Metropolitan Planning Organization

Directed by the Boston Region Metropolitan Planning Organization,
which is composed of the

Massachusetts Department of Transportation
Metropolitan Area Planning Council
Massachusetts Bay Transportation Authority
MBTA Advisory Board
Massachusetts Port Authority
Regional Transportation Advisory Council
City of Boston
City of Beverly
City of Everett
City of Framingham
City of Newton
City of Somerville
Town of Arlington
Town of Acton
Town of Brookline
Town of Burlington
Town of Hull
Town of Norwood
Town of Wrentham
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)

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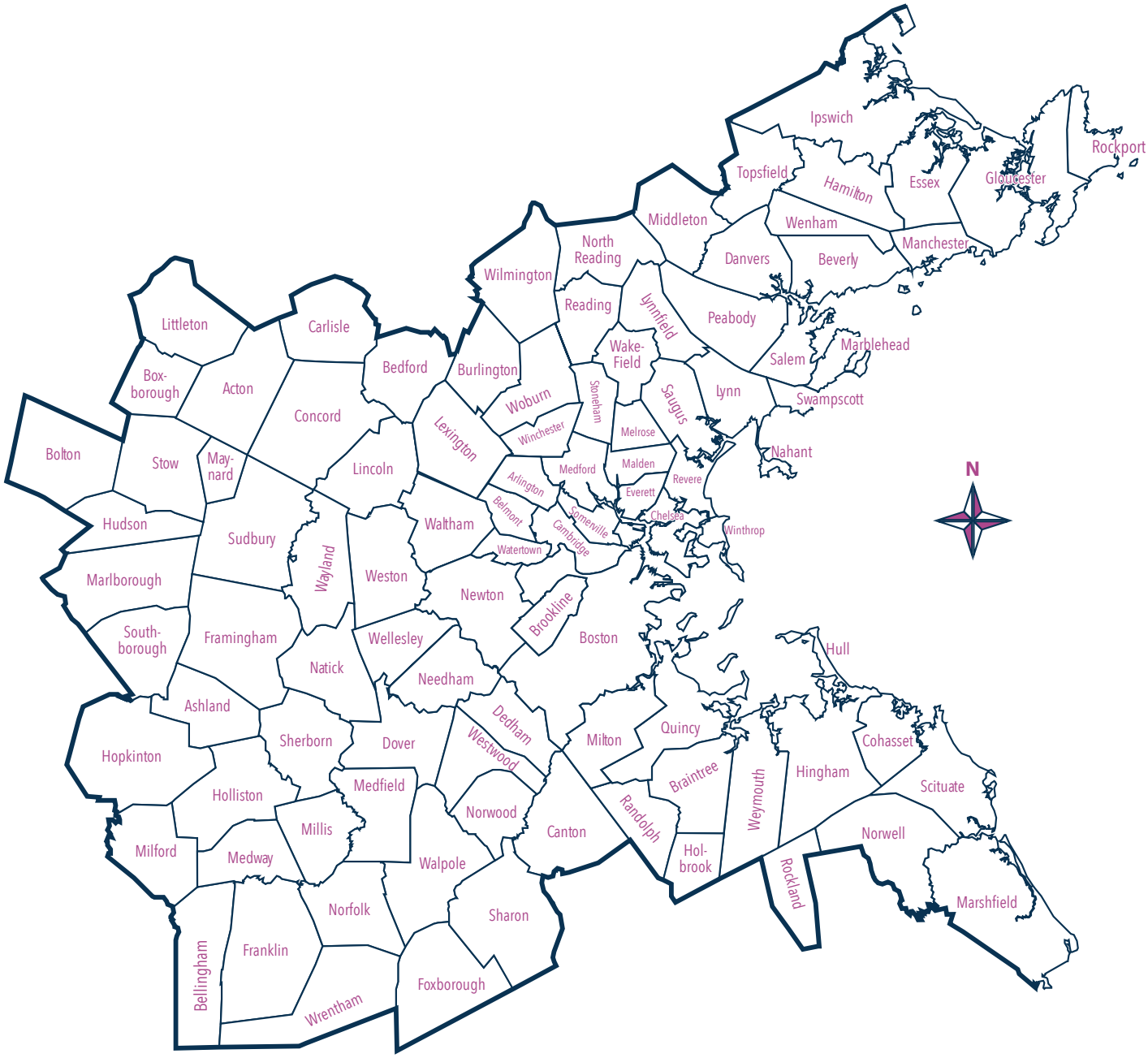

BOSTON REGION METROPOLITAN PLANNING ORGANIZATION MUNICIPALITIES

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Phone: 857.702.3700
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Contact MPO Staff

By mail:

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A signed certification letter will be added here once the document has been endorsed

Abbreviations

Abbreviations	Definition
3C	continuous, comprehensive, cooperative [metropolitan transportation planning process]
A&F	Administration and Finance Committee [Boston Region MPO]
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act of 1990
Advisory Council	Regional Transportation Advisory Council
AFC	automated fare collection [system]
BIL	Bipartisan Infrastructure Law
BPDA	Boston Planning & Development Agency
BRMPO	Boston Region Metropolitan Planning Organization
CAAA	Clean Air Act Amendments of 1990
CATA	Cape Ann Transportation Authority
CBD	central business district
CBO	Community-Based Organization
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Process
CO	carbon monoxide
CO2	carbon dioxide
CPT–HST	Coordinated Public Transit--Human Services Transportation
CTPS	Central Transportation Planning Staff
DBMS	Database Management System
DCR	Department of Conservation and Recreation

Abbreviations	Definition
DEP	Massachusetts Department of Environmental Protection
DI/DB	Disparate Impact and Disproportionate Burden
DOT	Department of Transportation
DVRPC	Delaware Valley Regional Planning Commission
EEA	Energy and Environmental Affairs
EJ	Environmental Justice
EMU	electric multiple unit
EO	Executive order
EPA	Environmental Protection Agency
ESG	Environmental, Social, and Governance
eSTIP	electronic State Transportation Improvement Programs
EV	Electric Vehicles
FFY	federal fiscal year
FHWA	Federal Highway Administration
FMCB	MBTA Fiscal and Management Control Board
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	Geographic Information System
GLX	Green Line Extension
GTFS	General Transit Feed Specification
GWSA	Global Warming Solutions Act of 2008 [Massachusetts]
ICC	Inner Core Committee
ITI	Institute of Transportation Engineers
LAP	Language Assistance Plan

Abbreviations	Definition
LBS	Location-based Services
LEP	limited English proficiency
LOS	Level of Service
LRTP	Long-Range Transportation Plan [MPO certification document]
MA EOEEA	Massachusetts Executive Office of Energy and Environmental Affairs
MAGIC	Minuteman Advisory Group on Interlocal Coordination
MAPC	Metropolitan Area Planning Council
MARPA	Massachusetts Association of Regional Planning Agencies
MassDOT	Massachusetts Department of Transportation
MassGIS	Massachusetts Bureau of Geographic Information
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MCFRM	Massachusetts Coastal Flood Risk Model
MEPA	Massachusetts Environmental Policy Act
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emission Simulator
MPO	metropolitan planning organization
MWRC	MetroWest Regional Collaborative
MWRTA	MetroWest Regional Transit Authority
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NOx	nitrogen oxides
NSPC	North Suburban Planning Council

Abbreviations	Definition
NSTF	North Shore Task Force
NTD	National Transit Database
OSM	OpenStreet Map
OTP	MassDOT Office of Transportation Planning
PBPP	performance-based planning and programming
PEP	Public Engagement Plan
PEV	Pedestrian Environmental Variable
PL	metropolitan planning funds or public law funds [FHWA]
PPP	Public Participation Plan
PRCA	Pedestrian Report Card Assessment
ROC	Rider Oversight Committee [MBTA]
ROW	right-of-way
RPA	Regional Planning Agency
RSA	Roadway Safety Audits
RTA	Regional Transit Authority
S	Safety
SFY	state fiscal year
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SOV	single-occupancy vehicle
SPR	Statewide Planning and Research [FHWA]
SS4A	Safe Streets for All
SSC	South Shore Coalition
SWAP	Southwest Advisory Planning Committee

Abbreviations	Definition
TAZ	transportation analysis zone
TDM	travel demand management or travel demand model
TE	transportation equity
TIP	Transportation Improvement Program [MPO certification document]
TMA	transportation management association
TNC	transportation network company
TOD	Transit-Oriented Development
TRIC	Three Rivers Interlocal Council
UPWP	Unified Planning Work Program [MPO certification document]
USDOT	United States Department of Transportation [oversees FHWA and FTA]
USGAO	United States Government Accountability Office
UTC	United States Department of Transportation's University Transportation Centers Program
VOC	volatile organic compounds
ZEV	zero emission vehicles

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Executive Summary

The Boston Region MPO

Metropolitan planning organizations (MPO) are responsible for providing forums for coordination on regional transportation goals and decision-making about how to allocate federal transportation funds for capital projects and planning studies through a continuing, comprehensive, and cooperative (3C) planning process. Each metropolitan area in the United States with a population of 50,000 or more—also known as an urbanized area—is required by federal legislation to establish an MPO and conduct a 3C planning process.

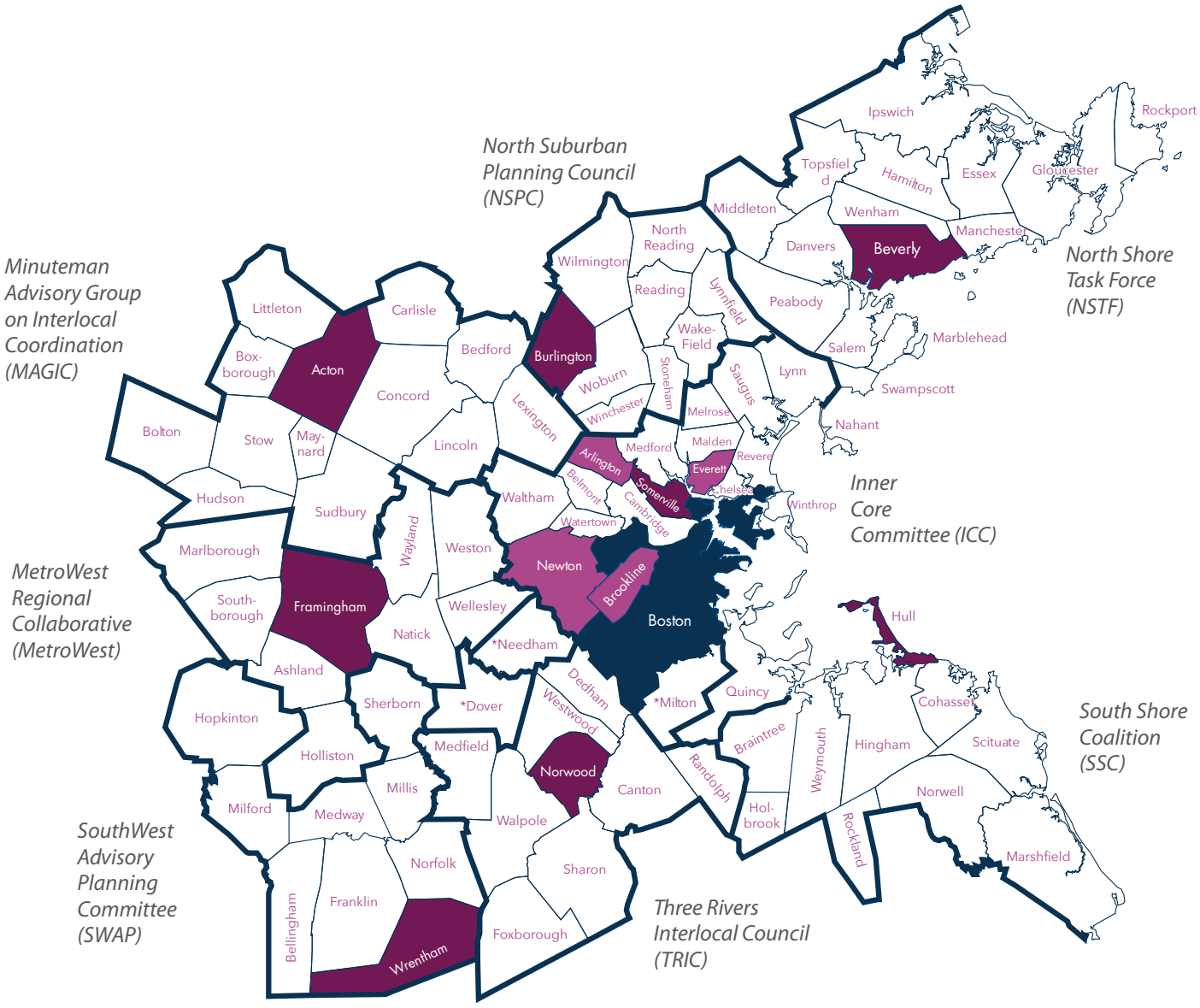
The Boston Region MPO's planning area encompasses 97 cities and towns, stretching from Boston north to Ipswich, south to Marshfield, and west to Interstate 495. Figure ES-1 shows the map of the Boston Region MPO's member municipalities.

The MPO's board has 23 voting members. Several state and regional agencies, advisory organizations, and the City of Boston are permanent voting members, while 12 municipalities are elected as voting members for three-year terms. Eight of these municipal members represent

each of the eight subregions of the Boston region, and four represent at-large municipal seats. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) participate on the MPO board as advisory, nonvoting members. The MPO board makes transparent and collaborative decisions about transportation planning and funding in the Boston region, informed by data, analysis, and public input.

The MPO is supported by a staff of planners, data analysts, engineers, and other professionals.

Figure ES-1
Municipalities in the Boston Region



*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.

97 Cities and towns

Subregion boundary

MPO representative from subregion

MPO city or town at-large representative

Boston has two permanent MPO representatives

The Unified Planning Work Program (UPWP)

The MPO's work is guided by a 20-year vision for a modern, safe, reliable, robust, and well-connected multimodal transportation system for the region. This vision is described in the MPO's current Long-Range Transportation Plan (LRTP), *Destination 2050*. The transportation planning work funded through the UPWP is integral to achieving this regional vision.

The UPWP is a one-year planning document and financial plan that outlines how the Boston region will allocate its federal transportation planning funds for a given federal fiscal year (FFY) in alignment with its long-term vision, goals, and objectives.

The development of the UPWP involves the prioritization of federal funding for transportation planning work, including MPO programs, studies, and technical analyses, to be implemented in a given year to support the region's goals. The scopes and budgets of the prioritized work are documented in the UPWP.

In addition to MPO-funded work, staff carry out work funded by external grant programs and conduct planning analyses and studies funded by state transportation agencies, such as the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA).

UPWP Programs and Studies

The total amount of funding (inclusive of federal funding and matching funds) programmed in this UPWP is $7,729,915. These funds are provided by both the FHWA and FTA, with MassDOT supplying the required matching funds. Federal funds originating from FHWA, known as FHWA 3C Planning (PL) funds, are distributed across MPO regions using a formula developed by the Massachusetts Association of Regional Planning Agencies. All federal funds programmed in the UPWP are allocated to the Boston Region MPO by the Massachusetts Department of Transportation (MassDOT) as FHWA 3C PL funds. Federal funds originating from the FTA are known as FTA 3C Planning (Section 5303) funds. Both FHWA 3C PL funds and FTA 3C Planning funds programmed in this UPWP include a state match. Since 2019, MassDOT has transferred Section 5303 funds from the FTA to the FHWA for administration as a Consolidated Planning Grant.

The MPO uses this funding to conduct the following programs and plans:

Long-Range Transportation Plan (LRTP)

The LRTP guides decision-making on transportation investments in the Boston region over the next two decades. It serves as the MPO's guiding document, establishing the regional transportation vision, goals, objectives, and investment approaches under which the MPO operates. The MPO adopted the current LRTP, *Destination 2050*, in 2023 and anticipates adopting the next LRTP in 2027.

Transportation Improvement Program (TIP)

The TIP is a financially constrained program of planned multimodal investments in the region's transportation system over a five-year period. The TIP is guided by the goals and objectives established in the LRTP and is updated annually.

Unified Planning Work Program

The UPWP is developed annually and includes descriptions and budgets for work that MPO staff will conduct to support the MPO's goals and objectives during the upcoming FFY.

Public Engagement Program

The MPO engages the public in the transportation planning process to enhance decision-making by highlighting the transportation needs and priorities of communities throughout the region, as well as the local impacts of transportation planning decisions. The Public Engagement Program ensures that the MPO's planning and decision-making processes are transparent and responsive to public input, providing members of the public with meaningful opportunities to participate.

Performance-Based Planning and Programming (PBPP)

The MPO's PBPP work involves using data to develop and evaluate progress toward performance targets for roadway and transit safety, highway and transit assets, congestion management, travel time reliability, and air quality and emissions, in annual, two-year, and four-year horizons for the region's transportation system. PBPP helps ensure that the MPO's planning and investments are yielding progress toward the MPO's goals.

Community Transportation Access Program (CTA)

The CTA Program supports the MPO's investment in a transportation system that meets the needs of the Boston region's residents by assessing the impacts of MPO investments on their economic well-being and quality of life. The CTA Program also ensures that the MPO complies with Title VI and other existing federal and state civil rights regulations throughout its work.

Congestion Management Process Program (CMP)

The CMP program is responsible for monitoring and making recommendations to address congestion, mobility, and safety needs within the region's transportation system.

Transportation Impact Mitigation Program (TIM)

The TIM program assesses potential threats from natural hazards to the region and addresses risks to transportation assets posed by severe weather. This program also ensures that the MPO complies with the Clean Air Act and the Environmental Protection Agency's transportation conformity regulations.

Freight Planning Program

The freight program plans for the policies and infrastructure that enable the movement of freight and goods by road, rail, water, and air.

Regional Model Enhancement

This program supports the research and development of improvements to the regional travel demand model maintained by the MPO.

Data Program

The data program leads strategic efforts to improve how data are used, developed, and shared in support of the MPO and its stakeholders.

Active Transportation Planning Program

This program uses data collection, analysis, and technical assistance to improve safety and comfort for people walking, bicycling, and rolling in the Boston region.

Multimodal Mobility Infrastructure Program

This program conducts studies of roadways, corridors, and intersections to address regional and community transportation needs.

Support to the MPO and its 3C Process

Under this program, staff implement MPO policies, plan and coordinate the delivery of information for MPO decision-making, and support the operation of the MPO and its committees. It also involves providing support for MPO meeting management.

Comprehensive Safety Action Plan

The MPO is creating a Comprehensive Safety Action Plan for the 97 cities and towns in the Boston region. This work is funded by a Safe Streets and Roads for All (SS4A) planning grant from the United States Department of Transportation. The Action Plan will include analysis of crash data to identify trends and high-risk corridors, engagement with communities disproportionately impacted by roadway safety issues, and the formulation of evidence-based, data-driven policy and project recommendations.

Technical Assistance

In addition to the above programs and studies, the MPO funds and conducts technical assistance work through the Road Safety Audits and Community Transportation Technical Assistance programs. The Road Safety Audits program funds staff's participation in road safety audits led by MassDOT at high-risk crash locations. Through the Community Transportation Technical Assistance Program, staff provide municipalities with advice on addressing multimodal concerns in their communities.

FFY 2026 Discrete Studies

Pedestrian-Scale Lighting Guide for Communities

Street lighting significantly improves safety; yet, most lighting designs for existing streets focus primarily on vehicles, neglecting pedestrians who experience high fatality rates in low-light conditions. This discrete study aims to provide communities with practical resources for designing and implementing pedestrian-friendly lighting solutions, enhancing safety, and encouraging walking and biking after dark. MPO staff will research best practices, interview communities and advocacy groups about challenges and opportunities, and collaborate with Vision Zero stakeholders. The final product will be a comprehensive guide detailing lighting specifications, such as intensity, LED usage, and dark sky compliance, for safer pedestrian and cyclist infrastructure.

Representing the Experience of Limited Mobility Individuals

Transportation planners currently lack sufficient quantitative methods to reflect the experiences of people with limited mobility in planning initiatives. This study aims to incorporate inclusive perspectives into regional transportation planning and analysis. MPO staff will conduct a literature review to identify existing best practices and strategies, and engage directly with community organizations to gather insights on mobility challenges. Through these efforts, staff will produce a technical memo that summarizes key findings and outlines recommendations. Recommendations will highlight data gaps, propose new analytical methods, and suggest next steps to better integrate perspectives on limited mobility into MPO planning efforts.

Roadway Pricing: Stakeholder Analysis

Implementing roadway pricing strategies requires careful consideration of stakeholder impacts and perceptions, which can greatly influence successful adoption. Building on earlier MPO studies, this research will conduct a stakeholder analysis of potential roadway pricing scenarios, assessing attitudes, identifying effective messaging, and reviewing best practices from successful implementations in other regions. The study approach includes interviews with key local agencies (MBTA, MassDOT) and public officials, a comprehensive literature review, and case studies from US and international experiences. The final report will provide insights into stakeholder concerns and effective messaging tactics, facilitating future planning and implementation of roadway pricing in the Boston region.

Table ES-1 contains the budget allocated for the MPO's 3C planning activities in FFY 2026. The table reflects the FHWA PL funds and FTA Section 5303 funds, which the Boston Region MPO and Metropolitan Area Planning Council (MAPC) expect to spend in FFY 2026. The new studies chosen for funding in FFY 2026 are summarized in Table ES-2.

Table ES-1
Unified Planning Work Program Budget for FFY 2026

3C Studies and Programs by Budget Categories	Proposed FFY 2026 Boston Region MPO Budget
Resource Management and Support Activities	$356,000
MPO Certification Requirements	$5,079,820
Ongoing MPO-Funded Technical Analyses	$145,000
New MPO-Funded Discrete Studies	$150,000
Direct Support	$583,000
Total FFY 2025 CTPS Budget	**$6,313,820**

3C Studies and Programs by MAPC Budget Categories	Proposed FFY 2026 MAPC Budget
MAPC Planning Studies and Technical Analyses	$834,095
MAPC Administration, Resource Management, and Support Activities	$582,000
Total MAPC FFY 2026 UPWP Programmed Funds	**$1,416,095**

Agency Supporting MPO/3C Work	Proposed FFY 2026 Budget
Boston Region MPO	$6,313,820
MAPC	$1,416,095
3C Budget Subtotal	**$7,729,915**
FFY 2026 UPWP Budget	**$7,729,915**

Note: This budget includes salary, overhead, and direct support costs.

Table ES-2
New Discrete Funded Studies in FFY 2026

Universe ID	Study or Program	Proposed FFY 2026 Budget
A-1	Pedestrian-Scale Lighting Guide for Communities	$50,000
E-1	Representing the Experience of Limited Mobility Individuals	$50,000
P-9	Roadway Pricing: Stakeholder Analysis	$50,000
Total for New Discrete Studies		**$150,000**

Developing the UPWP

The annual process of creating the UPWP includes updating the scopes and anticipated deliverables for ongoing programs, technical analysis activities, certification requirements, and administrative support activities, as well as generating and evaluating ideas for discrete studies.

Ideas for ongoing program activities, technical analysis activities, and studies come from the following sources:

- Input gathered through public engagement
- Input gathered from surveys that were shared with members of the public and the MPO Board
- Existing planning documents, such as the LRTP Needs Assessment and MAPC's long-range plan for smart growth in the Boston region
- MPO staff-identified needs that emerge from continual interactions between the MPO staff, state and local agencies, organizations, and community groups
- Input gathered from the MPO's UPWP Committee, which oversees the development of the UPWP document
- Guidance issued by FHWA and FTA

Public Engagement

MPO staff conduct public engagement throughout the development of the UPWP. Engagement includes meetings with MAPC subregional groups, community-based organizations, and other interested stakeholders, as well as attendance at community meetings and events. Staff also solicit ideas for programmatic work and discrete studies each year through a public survey. Input from members of the public and other stakeholders is summarized in the UPWP document and used by staff to inform future scoping, planning, and engagement work.

Toward the end of the document development process, the MPO board votes to release a draft UPWP for public review. MPO staff posts the document on the MPO's website (bostonmpo.org) and publicizes its release via an email distribution list that includes municipal contacts, interested members of the public, and other regional stakeholders, as well as through social media. MPO staff also solicit public input during office hours, meetings with stakeholders, and at public events. MPO staff compile comments received during the public review period and present them to the MPO board. The public review period for the FFY 2026 UPWP began on June 6 and ended on June 27.

Measuring Progress

The MPO monitors the progress of programs and studies by performing the following tasks:

- Approving detailed work programs and scopes
- Reviewing monthly progress reports
- Tracking program and study budgets and spending via quarterly reports
- Approving the release of deliverables based on whether the objectives stated in the work program or scope were met and whether the stated deliverables were produced

Chapter 1

3C Transportation Planning in the Boston Region

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

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

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

The Transportation Planning Process

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

The most recent reauthorization of the federal surface transportation law is the Bipartisan Infrastructure Law (BIL). The BIL sets policies related to metropolitan transportation planning and requires that all MPOs carry out a continuing, comprehensive, and cooperative (3C) transportation planning process. This process must result in plans and programs that support metropolitan community development and social goals and lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

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

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

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

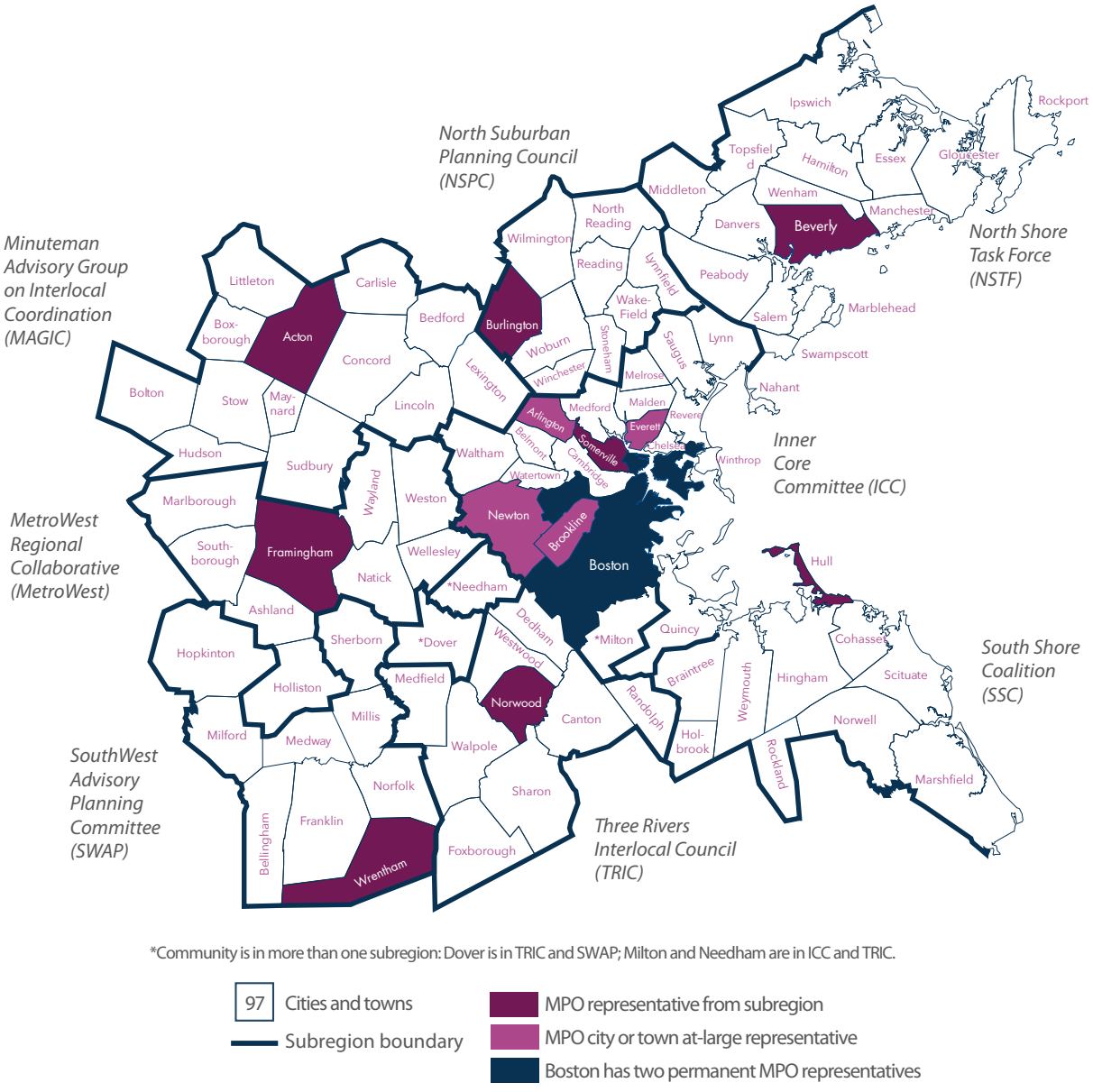
The Boston Region MPO

Planning Area

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

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

Figure 1-1
Municipalities in the Boston Region



*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.

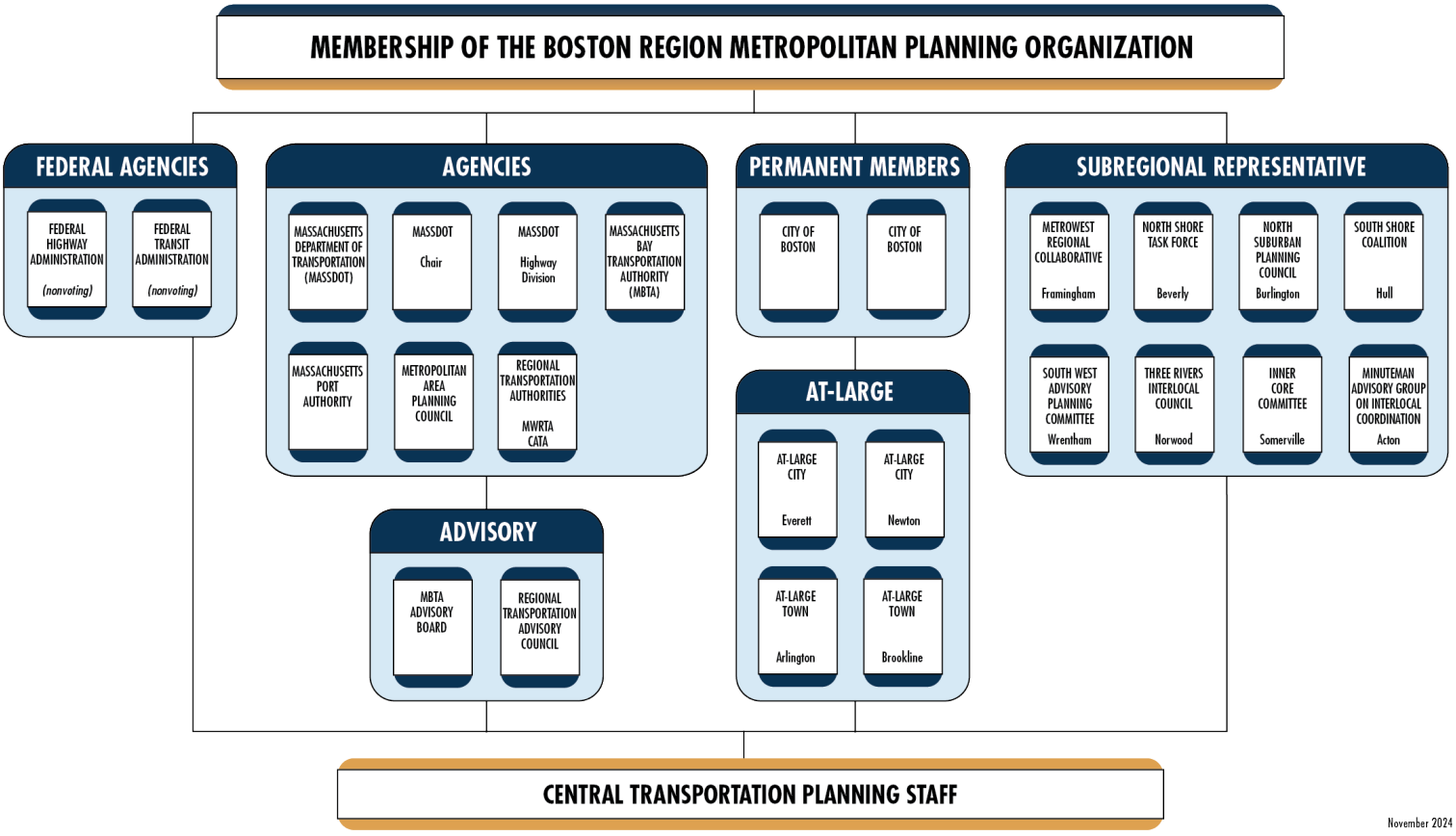
97 Cities and towns
Subregion boundary
MPO representative from subregion
MPO city or town at-large representative
Boston has two permanent MPO representatives

MPO Board Members and Staff

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

Figure 1-2 shows Boston Region MPO membership.

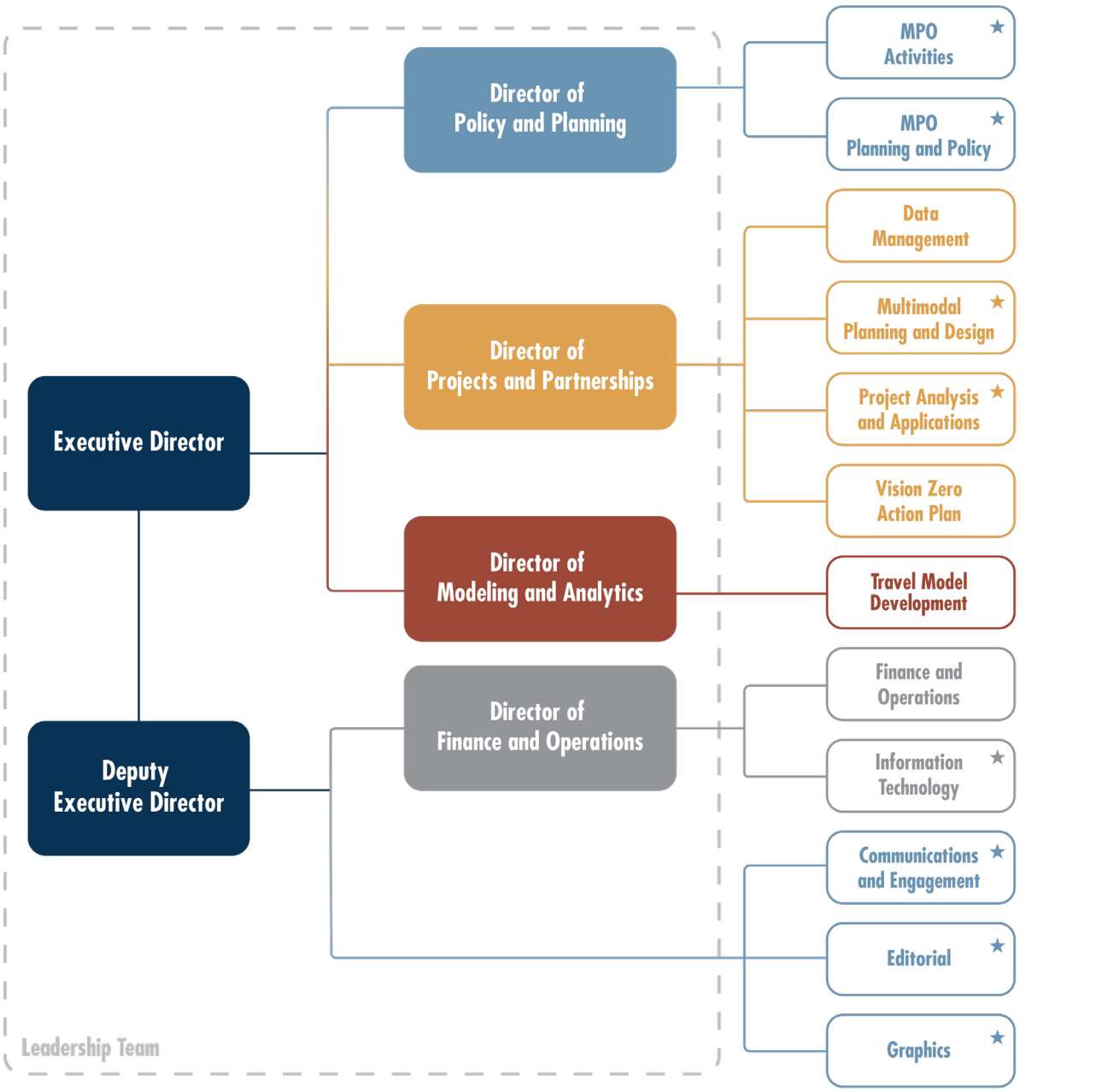
Figure 1-2
Boston Region MPO Membership



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

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

Figure 1-3
Boston Region MPO Organizational Chart



★ Group with administrative manager

A Vision for the Region

Destination 2050, the MPO's current Long-Range Transportation Plan (LRTP), was adopted in July 2023 and outlines the vision, goals, and objectives for the Boston region's transportation system. More information about the LRTP can be found on the MPO's website at https://www.bostonmpo.org/lrtp.

Certification Documents

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

The Long-Range Transportation Plan

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

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

The Transportation Improvement Program

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

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

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

The Unified Planning Work Program

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

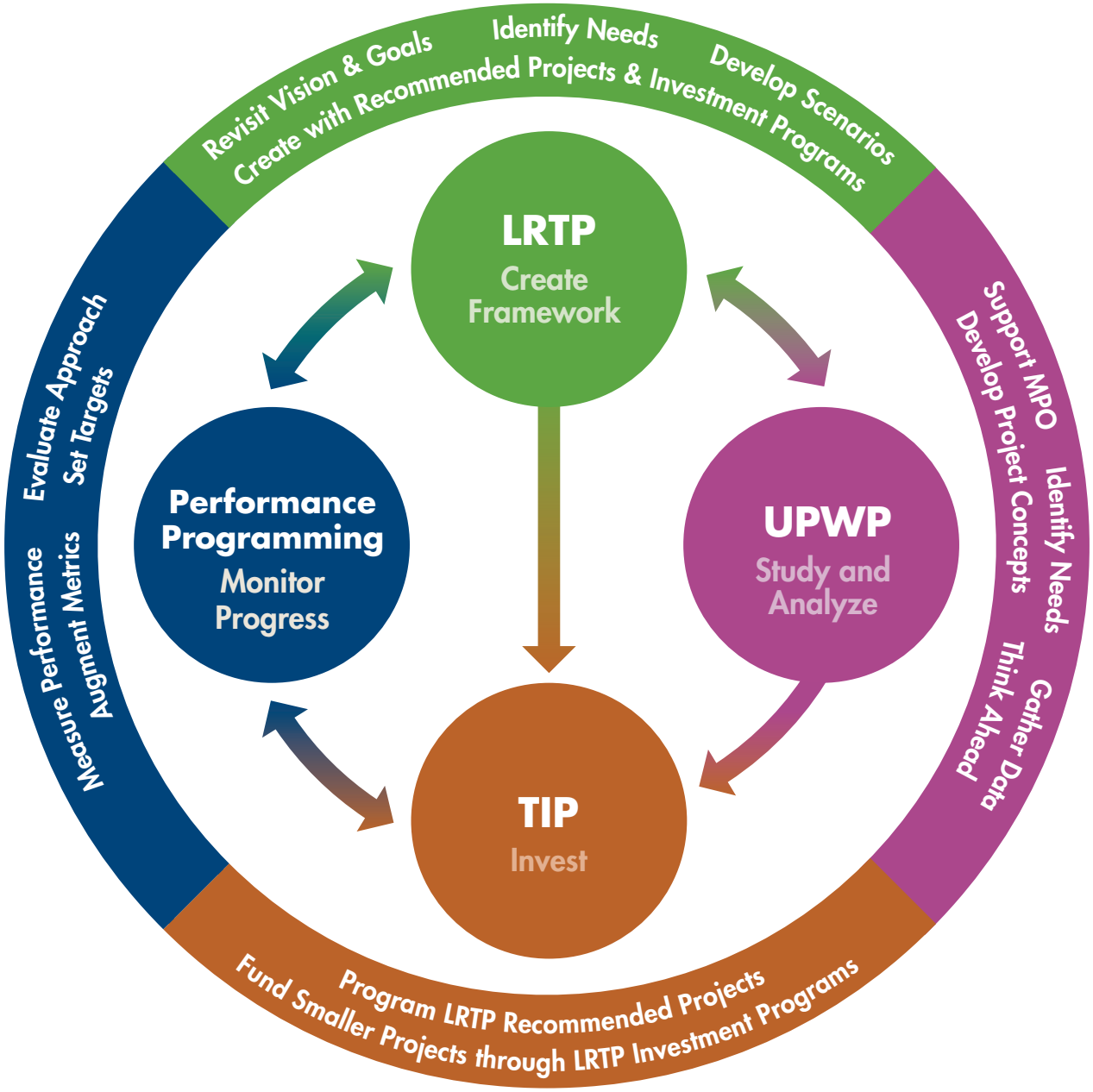
The UPWP documents the collaborative metropolitan transportation planning process by describing all regionally significant, federally funded transportation planning work in the region. This information, incorporated into the appendix of the document, includes work carried out by Metropolitan Area Planning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

Performance-Based Planning

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

Figure 1-4 depicts the relationship between the three certification documents and the MPO's performance-based planning and programming process.

Figure 1-4
Relationship between the LRTP, TIP, UPWP, and Performance-Based Planning Process



Chapter 2

About the Unified Planning Work Program

Background

This chapter explains the Unified Planning Work Program (UPWP) and its connection to the overall regional transportation vision developed in the Long-Range Transportation Plan (LRTP). The UPWP plays an integral part in working toward the MPO's vision and mandate by documenting how federal funding will be spent on MPO programs and transportation studies in the Boston region within a given federal fiscal year (FFY). This plan also outlines how the MPO's ongoing work is financed within the fiscal year.

What Does the UPWP Do?

The UPWP is a planning document that includes preliminary scopes of work and budgets that the MPO produces annually in compliance with the federally mandated continuing, cooperative, and comprehensive (3C) metropolitan planning process described in Chapter 1.

As the foundation for transportation planning at the Boston Region MPO, the UPWP prioritizes federal funding for transportation planning work that will be implemented in the 97-municipality area of the Boston region. This work, conducted either by MPO staff or Metropolitan Area Planning Council (MAPC) staff, can be classified into one of the following four categories.

1. **Certification Requirements and Other MPO Support Activities.** The UPWP includes activities that the federal government requires the MPO to conduct to remain certified as an MPO and to be eligible to receive and distribute federal transportation dollars. Work in this category includes preparing federally required plans such as the LRTP and the Transportation Improvement Program (TIP). The LRTP, which is updated every four years, establishes a vision for the Boston region's transportation system and allocates funding for transportation construction projects and programs over a 20-year period. The TIP, which is updated annually, allocates funding for the implementation of projects in rolling five-year cycles. This section of the UPWP also includes air quality conformity and Title VI-related compliance and other planning activities associated with the LRTP and TIP. In addition, the UPWP programs the MPO's public participation activities, including support to the Advisory Council and support to meetings of the MPO and its committees.

   The UPWP also funds other activities that support MPO planning and certification requirements, including graphics and editing support; managing data and computer resources; and maintaining the MPO's regional travel demand model, which is used to forecast the potential impacts that changes to the transportation system will have on traffic congestion and transit ridership. See Chapters 3 and 5 for more detail about these areas of work.

2. **Technical Analysis and Support.** As part of the MPO's ongoing work, staff assist cities and towns in the region with technical analysis and planning studies. Examples of these activities include Roadway Safety Audits, Regional Transit Service Planning Technical Support, and Community Transportation Technical Assistance. See Chapter 4 for more detail about these studies.

3. **Discrete Studies.** While the majority of the MPO's annual planning budget supports ongoing and evolving core and programmatic work, a small but important portion is reserved for discrete studies. These studies allow the MPO to explore timely, relevant topics that align with the MPO's goals and priorities but are not already embedded in existing ongoing program work. Discrete studies are designed to have measurable outcomes and be completed within a single federal fiscal year.

Examples of these studies in the FFY 2026 UPWP include Pedestrian-Scale Lighting for Guide for Communities; Representing the Experience of Limited Mobility Individuals; and Roadway Pricing: Stakeholder Analysis. See Chapter 4 for more detail about these studies.

4. **Agency Studies, Technical Analyses, and Grant-Funded Work.** MPO staff are also contracted to conduct planning analyses and studies by state transportation agencies, including the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) and occasionally by municipalities. Staff also carry out work that is supported by grant programs. See Appendix A for more details on these agency- and grant-funded studies.

The Process of Creating and Monitoring the UPWP

Staff produce the UPWP each year under the supervision and guidance of the MPO's UPWP Committee. The committee, comprising a subset of MPO board members and supported by MPO staff, convened four meetings in FFY 2025 to consider and provide input on the FFY 2026 UPWP development process. Discussion included the following topics:

- proposed budgets for ongoing and continuing activities
- feedback on the MPO's ongoing work programs
- discrete study ideas and how to prioritize them

These meetings resulted in the committee's recommendation for the Draft FFY 2026 UPWP. The MPO approved the UPWP Committee's recommendations for public review of the Draft FFY 2026 UPWP on June 6, 2025. Staff will continue to meet with the committee to gather ideas for improvements to future UPWP outreach and development processes.

Below are details about the process for developing program work plans and selecting studies for the FFY 2026 UPWP.

Developing the New FFY 2026 UPWP

The UPWP development process begins with planning ongoing program work and continuing activities to meet federal requirements and support the MPO's vision, goals, and objectives for transportation in the region. These ongoing activities and programs are inherently flexible, enabling staff to respond to unforeseen changes and to capitalize on opportunities to address emerging issues.

Updates to Ongoing Programs and Continuing Activities and Idea Solicitation

MPO programs make up the majority of the work conducted by staff each year and include the core, sustained work efforts that help the MPO comply with federal requirements and advance its vision for transportation in the region. Each year, MPO staff develop work plans and budgets for their programs, which outline the continuing and new activities that will be carried out in the upcoming FFY. Program budgets may vary from year to year based on planned activities, agency priorities, and available resources.

Examples of this work include tasks required for the MPO to uphold its certification by fulfilling the 3C transportation planning process (Chapter 3), ongoing technical assistance to municipalities (Chapter 4), and resource management and support activities (Chapter 5).

The MPO's ongoing work programs are funded through federal 3C planning funds. After completing the annual budget development process for these ongoing activities, the remaining funding is allocated to discrete studies.

Each year, staff gather ideas for potential discrete studies or ongoing work activities that the MPO could carry out in the upcoming FFY. These ideas are compiled into a list (see Appendix C) and evaluated by MPO staff and the UPWP Committee for inclusion in the UPWP, either as part of program work or as standalone, discrete projects. Ideas for the FFY 2026 UPWP were drawn from the following sources:

1. **UPWP Committee:** Staff regularly convened the UPWP Committee throughout the development process of the UPWP. The committee oversaw the document development process and contributed to generating, analyzing, and prioritizing activities planned within the MPO's ongoing work programs and discrete study ideas.

2. **Existing planning documents:** A variety of resources were reviewed to inform the development of the FFY 2026 UPWP. These include the regional Congestion Management Process, which monitors the transportation network to identify locations and sources of congestion; Focus40, the MBTA's long-range capital plan; the MPO's long-range planning documents, including the current LRTP, *Destination 2050*; MetroCommon, MAPC's long-range plan for the region; MassDOT's statewide modal plans; MassDOT's Statewide Long-Range Transportation Plan, *Beyond Mobility*; and other recent studies.

3. **Past guidance:** Staff followed the guidance received by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and MassDOT on addressing planning emphasis areas.

4. **FFY 2026 UPWP idea submissions from members of the public and MPO Board:** Members of the public and the MPO Board were invited to provide feedback on and suggestions for the MPO's ongoing work and proposals for discrete study ideas through surveys that were administered by MPO staff. These ideas were integrated into the Universe of Program Feedback and Proposed Discrete Studies.

5. **MPO staff-identified needs**: MPO staff shared an internal survey to encourage discussion of study concepts and program ideas to incorporate into the Universe of Program Feedback and Proposed Discrete Studies.

MPO staff work continuously to enhance public participation in the UPWP and other MPO activities and strive to achieve continued improvements in the volume, diversity, and quality of public input. More information about the MPO's public engagement process is available in Chapter 3, and at https://www.bostonmpo.org/public-engagement.

Evaluating Program-Related and Discrete Study Ideas

Proposals for discrete studies and input for ongoing program work are submitted by the public, MPO members, and MPO staff. Once the idea-solicitation process is complete, staff evaluate each proposal based on several factors, such as how it helps the region accomplish the MPO's goals as laid out in the LRTP; whether staff have the capacity to carry it out in the upcoming federal fiscal year; how well it aligns with ongoing MPO initiatives; and whether it has the potential to inform future MPO work.

Proposals are categorized as either program-related feedback or discrete study ideas (see Appendix C). The UPWP Committee then reviews staff-recommended discrete study scenarios and ultimately votes on which scenario to fund in a given federal fiscal year. They also discuss the program-related ideas and whether they can be undertaken as a discrete study or included in future program work.

Table 2-1 shows the discrete studies that were selected to be funded in FFY 2026. Chapter 4 provides detailed descriptions of these studies.

Table 2-1
FFY 2026 New Discrete Funded Studies

Universe ID	Study or Program	Proposed FFY 2026 Budget
A-1	Pedestrian-Scale Lighting Guide for Communities	$50,000
E-1	Representing the Experience of Limited Mobility Individuals	$50,000
P-9	Roadway Pricing: Stakeholder Analysis	$50,000
Total for New Discrete Studies		**$150,000**

Public Review of the Draft UPWP

Once the draft UPWP is complete, the document is presented to the MPO Board who vote to release the draft for public review, and then it is posted online to the MPO's website (www.bostonmpo.org).

Public engagement is a significant part of the UPWP development process each year. During the 21-day public comment period, staff solicit public feedback through various communication outlets, like the MPO email list, website, and social media channels. All public comments received during this process are compiled into a list and presented to the MPO Board. Information about the public review process for the Draft FFY 2026 UPWP is available in Appendix B.

Other Regionally Significant Transportation Planning Studies

The UPWP also includes a list of other federally funded and/or regionally significant transportation planning activities active in the region during the relevant FFY, which may be undertaken by MPO staff or partners (see Appendix A). These activities are not funded with the MPO's planning funds, but may be funded and implemented by individual transportation agencies, municipalities, or academic institutions. Often, these efforts make use of the expertise and tools that MPO staff are uniquely able to provide.

Monitoring Progress of UPWP Studies

The MPO approved the following procedures for monitoring the implementation of the FFY 2026 UPWP:

- Work activities that are funded through federal 3C planning funds but not part of one of the MPO's ongoing activities or programs must be approved by the MPO prior to execution of work.
- MPO work supported by other funding sources (for example, other governmental entities) should be approved by the MPO with the assurance that the new work will not interfere with other MPO-funded work.
- Monthly progress reports on all active studies and work programs must be submitted to the respective funding agency (FHWA or FTA) by the entity conducting the work (Boston Region MPO and/or MAPC). The reports must include the following information for each study or work program:
    - brief narrative describing the work accomplished
    - key personnel attendance at meeting(s) held during the reporting month
    - objectives and planned activities for the next month
    - percent of work completed
    - some measure of actual resources (for example, hours and funds) charged to the contract over the past month

    - comparison of actual cumulative resources expended compared to the contract budget
- MPO approval for release of a 3C-funded study's work products is based on whether the objectives stated in the work program were met and whether the stated deliverables were produced.

Amendments and Administrative Modifications to the UPWP

If necessary, MPO staff can make amendments and administrative modifications to the UPWP throughout the year. All 3C documents endorsed by MPOs, such as the TIP, LRTP, and the UPWP, must follow standardized procedures regarding amendments and administrative modifications. If an amendment is under consideration, MPO staff notifies all interested parties and follows the procedures specified in the MPO's Public Engagement Plan. The following guidelines explain the conditions that constitute an amendment or adjustment to the UPWP, as received from the FHWA by MassDOT.

Amendments to the UPWP, defined as significant changes to the overall UPWP that require federal approval, include the following:

- addition or deletion of a UPWP task or sub-task
- major changes to UPWP task descriptions, activities, and other information
- funding increase above the originally approved UPWP overall budget
- funding transfers between tasks equal to or greater than 25 percent of the UPWP task budget
- funding increase or decrease equal to or greater than 25 percent of the UPWP task budget
- addition of federal discretionary planning grants won by partner agencies or municipalities into Appendix A

Administrative modifications to the UPWP, defined as minor adjustments to the overall UPWP that do not require federal approval, include the following:

- minor changes to UPWP task descriptions, activities, and other information
- funding transfers between UPWP tasks less than 25 percent of the UPWP task budget
- funding increase or decrease less than 25 percent of the UPWP task budget

Staff must present all proposed amendments and administrative modifications to the MPO for consultation prior to endorsement. The UPWP Committee will review both amendments and administrative modifications before forwarding them to the MPO Board. The board must vote to approve both amendments and administrative modifications. UPWP amendments are not federally required to undergo a 21-day public comment period after being approved by the board; however, MPO staff and the UPWP Committee may still elect to hold a public comment

period for certain amendments that reflect considerable changes to work activities or budgets. Members of the public may attend and provide comments at UPWP committee meetings and MPO meetings at which amendments and administrative modifications are discussed.

The MPO may also make administrative modifications without a public review period at the MPO's discretion. In these circumstances, information is always shared with MassDOT's Office of Transportation Planning (OTP). When submitting the standard Budget Reallocation Request form to OTP, staff must fill out all fields with clear indication that the MPO was consulted prior to submission. Staff must submit back-up documentation, including the UPWP description of task(s) affected, original budget, revised budget, and justification for the request. Amendments will go into effect after approval by FHWA. These procedures are additionally documented in the MPO's Public Engagement Plan.

Funding the 3C Planning Work

The total federal funding programmed in this UPWP is $7,729,915. All federal funds programmed in the UPWP are allocated to the Boston Region MPO by MassDOT as 3C planning funds. These federal funds initially come from two sources, the FHWA and the FTA, and are then supplemented by a state match provided by MassDOT. Information about the funding sources is included below:

- FHWA 3C Planning (PL) funds: FHWA planning funds are distributed to MassDOT OTP, according to an allocation formula established by federal legislation, to carry out the 3C planning process. MassDOT allocates these funds to all MPOs in the state according to a formula that is primarily based on the region's road mileage and population. The formula was developed by the Massachusetts Association of Regional Planning Agencies (MARPA) and is known as the MARPA formula. The FFY 2026 3C PL funding provided to the Boston region, including state matching funds, is $4,801,140. The total Boston region 3C PL allocation is split between the Boston Region MPO, which receives $3,897,873, and MAPC, which receives $903,267.
- FTA 3C Planning funds (Section 5303): FTA provides 3C planning funds for transit projects to MPOs and Departments of Transportation under Section 5303 of the Federal Transit Act. These funds require a state match, are distributed according to an allocation formula, and are administered by MassDOT. These funds are converted to PL planning funds by MassDOT before distribution. The FFY 2026 FTA allocation for the Boston region, including a total local match, is $2,928,776. This amount is split into two categories:
    - MPO and MassDOT FTA 3C Planning funds (Section 5303): The total amount of FTA funds, including a local match, programmed in this UPWP for work conducted by MPO staff is $2,415,947.
    - MAPC FTA 3C Planning funds (Section 5303): A portion of the Boston region's FTA allocation is provided to MAPC, and MAPC uses these funds to conduct its transit-planning studies programmed through the UPWP. The total amount of FTA-derived funds, including a local match, allocated to MAPC for FFY 2026 is $512,829.

Other Funding Sources

Additional funding programmed in the UPWP includes funding from partner agencies for contract work, such as MassDOT and the MBTA, and from various grants. More detail about these agency- and grant-funded studies can be found in Appendix A.

Chapter 3

MPO Support and 3C Planning

Introduction

The activities described in this chapter broadly cover work that the Boston Region Metropolitan Planning Organization (MPO) completes to fulfill the continuous, comprehensive, and cooperative (3C) transportation planning process and to maintain its certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Activities are grouped into three areas: (1) those that support the core MPO planning and programming functions, (2) those that support the 3C planning process, and (3) those that support the MPO board and committee operations and their decision-making processes. Together, this body of work represents the agency's priorities in allocating resources to advance a sustainable and robust multimodal regional transportation system that gets people to their destinations safely, easily, and reliably, and that supports a resilient, healthy, and economically vibrant Boston region.

Table 3-1 presents the funding in federal fiscal year (FFY) 2025 and FFY 2026 for each of these activities and includes a brief description of their work, progress, and products. Although many of these activities may generally comprise similar tasks from year to year, often there are variations in budgets that reflect greater or lesser emphasis in certain tasks or incorporation of new tasks. For example, MPO staff may undertake new analyses under specific line items; expand or change the form of public engagement; fold tasks undertaken in one year into an ongoing activity in a subsequent year; take on a new initiative of the MPO; or experience fluctuations in staffing levels that account for budget changes. Where appropriate, the table and individual descriptions explain these differences.

The budget tables that accompany each activity description include the associated salary and overhead costs. Direct costs associated with the activities are found in Chapter 5.

Table 3-1
FFYs 2025–26 MPO Support and 3C Planning

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Long-Range Transportation Plan	$280,000	• Began implementing *Destination 2050* by carrying out and refining investment programs and initiatives outlined in the LRTP • Conducted public outreach on LRTP topics, including Needs Assessment updates and the MPO's vision, goals, and objectives • Continued to monitor current state-of-the-practice communications methods, planning tools, and approaches • Conducted research and analysis and continued developing materials for ongoing updates to the Needs Assessment • Updated the web page for the *Destination 2050* • Began processes to develop and analyze scenarios to support the MPO's next LRTP • Coordinated with MassDOT, the MBTA, the region's RTAs, other MPOs, and other stakeholders regarding LRTP development	$373,000	In FFY 2026, staff will • develop the Needs Assessment StoryMap; • create a universe of performance measures associated with board-identified priority goal areas for MPO board consideration; • create a universe of strategies that the MPO could pursue to advance priority goal areas; • produce scenario planning workshop materials, including presentations and summary memoranda to guide scenario planning work efforts; • produce memorandum detailing preliminary results from scenario planning explorations; and • Coordinate board and staff deliberations on content of the plan, documented through meeting minutes.
Transportation Improvement Program	$330,000	• Developed the FFY 2026–30 TIP • Continued outreach to municipalities, subregions, regional transit authorities, MassDOT, and other partners to solicit ideas for inclusion in the FFY 2026–30 TIP and in the TIP Universe of Projects • Implemented federally funded design efforts for municipal TIP projects • Solicited applications for the Transit Transformation program to provide scored projects for consideration by the MPO in the event of substantial unprogrammed balances • Held first series of Quarterly Readiness Updates and Subregional Readiness Days to support TIP development	$338,000	The TIP is updated annually, and in FFY 2026 will be updated to the FFYs 2027–31 TIP document. This update will entail the repetition of some of the tasks performed in column D, including the formal enactment of project design funding as a fixture of MPO funding opportunities and potential new policies for managing project cost.
Unified Planning Work Program	$135,000	• Developed the FFY 2026 UPWP • Gathered study ideas for the UPWP by surveying the public and MPO members • Met with the UPWP Committee to discuss the MPO's ongoing work, discrete study proposals, and general development of the FFY 2026 UPWP • Held internal discussions on updates to the UPWP process and document	$141,000	Activities generally remain the same year to year, with staff supporting the MPO in producing its annual (FFY 2027) UPWP.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Public Engagement Program	$397,000	• Engaged advocates, community groups, municipal and agency stakeholders, and the general public in the MPO's decision-making processes and planning work • Provided timely communications and accessible engagement opportunities via public meetings and events, surveys, email, and social media • Developed partnerships with community-based organizations to more effectively reach communities and reduce barriers to engagement • Conducted in-person engagement at community events with varied and accessible materials and activities • Updated the Public Engagement Plan and developed a new Engagement Guidebook • Tracked, evaluated, and reported to the MPO board on the scope of engagement activities and on themes and priorities collected through engagement • Developed new engagement plans and strategies and initiated engagement for the next LRTP • Developed new data analysis tools and methods to identify and address gaps in engagement • Planned and initiated a restructuring of the Regional Transportation Advisory Council into a new Community Advisory Council • Continued developing and implementing the Community Planning Lab civic educational program • Implemented strategies recommended in the FFY 2024 discrete study Strategies for Environmental Outreach and Engagement	$393,000	Activities generally remain the same year to year, and in FFY 2026, staff will • implement an engagement strategy for the development of the next LRTP; • support engagement activities related to the development of the next TIP and UPWP in accordance with the Public Engagement Plan and federal public participation requirements; • support several other transportation planning studies, programs, and projects; • implement the new Community Advisory Council in FFY 2026; • continue to implement and develop the Community Planning Lab educational program; • continue to build and deepen relationships with community-based organizations and other stakeholders; and • continue to provide regular updates to the MPO board on engagement and explore process improvements for data collection, analysis, and reporting

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Performance-Based Planning and Programming	$140,000	• Developed annual, two-year, and four-year performance targets for several areas of measurement • Incorporated performance targets and past performance into LRTP and TIP • Replaced the Performance Dashboard with a new application that displays federally required performance measures and other regional performance data • Published a Performance-Based Planning and Programming Resource Guide, detailing strategies that municipalities and stakeholders can use in projects to improve regional performance • Explored areas for setting performance targets in addition to those mandated by FTA	$119,000	Activities generally remain the same year to year, and in FFY 2026, staff will • make improvements to content and functionalities of Performance Dashboard; • conduct data analysis in LRTP Needs Assessment that correspond to PBPP goals and processes; • Develop the TIP Performance Analysis Chapter; • conduct performance analysis of the projects funded in FFY 2026–30 TIP in relation to how they will support improvements in various performance areas and make progress toward performance targets; • plan for launching project-specific air quality performance monitoring; and • develop a summary of research on possible methodologies and performance metrics that can be used to evaluate the impact of investments and inform future evaluation criteria.
Community Transportation Access	$215,000	• Developed on an online dashboard that identifies impacts of the transportation system on Boston area communities • Conducted a disparate impact mitigation analysis • Provided technical support to the TIP, LRTP, and other MPO programs • Analyzed demographic and socioeconomic data of Boston region residents to support identifying transportation needs and priorities • Developed Title VI guidance for MPO subrecipients • Developed plain language documents for the program's technical work • Updated DI/DB Policy	$220,000	Activities generally remain the same year to year, and in FFY 2026, staff will • respond to Title VI reporting requirements; • maintain dashboard; • conduct a disparate impact mitigation analysis for the TIP; • continue to develop plain language documents for the program's technical work; • provide technical support to the TIP, LRTP, and other MPO programs; and • develop metrics for the 2027 LRTP to analyze transportation network impacts on Boston area communities.
Congestion Management Process	$125,000	• Attended monthly MassDOT/INRIX meetings • Hosted CMP committee meetings, including one that served as a workshop for the roadway pricing study • Completed the Learning From Roadway Pricing Experiences study • Completed the TIP Before-and-After study to examine the impact of TIP funded projects on the region	$119,000	With new staff leading the CMP, 2026 will be a year of reassessment and growth. In addition to performing regularly scheduled work such as monitoring the CMP for all modes, staff will • create a 3-5 year plan for the program; • complete an online CMP dashboard showing a snapshot of congestion on the CMP network; and • convene the committee several times a year to help promote the Boston Region MPO's CMP.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Core MPO Functions	**$1,622,000**		**$1,703,000**	
Transportation Impact Mitigation	$150,000	• Provided technical support for the TIP and the LRTP's Needs Assessment • Held a stakeholder workshop to collaboratively reevaluate the TIP's resilience project evaluation criteria • Developed new TIP resilience criteria and interactive guidance to support implementation • Began evaluating performance of new TIP resilience criteria • Began scoping a framework for assessing climate vulnerability and programming solutions • Developed new partnerships with regional organizations • Leveraged the Massachusetts Coast Flood Risk Model (MC-FRM) and other climate data to support analyses of transportation infrastructure exposed to climate hazards • Coordinated internally to discuss resilience themes, data sources, engagement, and resilience in the MPO's certification documents • Coordinated with external partners such as MAPC, the MBTA, MA EOEEA, and MassDOT on resilience topics • Attended external events related to resilience and adaptation • Developed text and material to create a resilience-focused page on the MPO's website • Coordinated with external partners such as MassDOT, FHWA, and EPA on topics related to air quality, greenhouse gas emissions, and CMAQ • Provided technical support for the air quality conformity and greenhouse gas sections of the TIP and LRTP • Assessed regional projects in eSTIP for greenhouse gas reporting requirements • Conducted project-level targeted analyses related to air quality for projects in the TIP • Prepared material and voted on behalf of the Boston Region for CMAQ consultation committee meetings • Attended webinars and collected information related to new greenhouse gas performance measure	$147,000	Activities generally remain the same year to year, and in FFY 2026, staff will • create an outline for a vulnerability assessment framework; • develop project application scoring for the TIP for risk mitigation and adaptive capacity; • document regional transportation impact mitigation needs for the MPO's LRTP Needs Assessment; • continue environmental stakeholder engagement; and • conduct required air quality analyses and reporting.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Freight Planning Program	$125,000	• Launched the Freight Data Dashboard that mapped various freight infrastructure datasets and developed dashboard use cases and outreach strategies in preparation of engagement next year • Updated the program's landing page to highlight recent studies and initiatives • Initiated preliminary research on the Freight Action Plan for FFY 2026 • Supported ongoing discussions related to freight for other MPO programs • Supported ongoing outreach and coordination with freight stakeholders	$124,000	In FFY 2026, staff will • update the MPO's Freight Action Plan; • commence the multi-year effort to develop a Regional Freight Decarbonization Plan for the region; and • conduct an engagement process for the Freight Data Dashboard to gather stakeholder feedback and identify data gaps to enhance the dashboard.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Regional Model Enhancement	$850,000	• Released, documented, and supported TDM23.2.0 with updated socio-economic data, roadway and transit networks, bugfixes, and refined calibration • Promoted understanding and application of TDM23 through external model users workshops that shared experiences in model application, gathered ideas on model enhancements, and communicated changes in TDM23 model platform • Developed and released a Model Utility Platform application that hosted 10 initial utilities to facilitate pre/post processing and visualization of model results • Supported and managed the development of a regionwide FTA STOPS model to support transit ridership analysis and FTA grant applications • Updated model roadmap needs and refined plans for future model adoption and development • Advanced high level design for TDM27, the next generation travel demand model to support the 2027 LRTP • Participated in the ActivitySim consortium, a pooled fund organization of MPOs, DOTs, and other transportation planning agencies to specify and implement an open source activity-based modeling platform • Supported LRTP scenarios with exploratory analysis of model sensitivities and refined metrics • Continued development of new Transportation Analysis Zone (TAZ) boundaries consistent with 2020 Census block boundaries • Completed analysis of travel behavior changes through the pandemic and initiated workplan to develop post-pandemic scenario in TDM23 • Specified potential scenarios to be evaluated in VisionEval to support the 2027 LRTP • Initiated research into use of Large Language Models to interpret and summarize model results	$927,000	In FFY 2026, staff will • release, document, and support successive versions of TDM23 with updated socio-economic data, roadway and transit networks, bugfixes, and refined calibration; • support 2027 LRTP Scenario Planning work with model enhancements and analysis support; • continue model community development fostering understanding and application of TDM23 and other MPO modeling tools, sharing experiences in model application, gathering ideas on model enhancements, and communicating changes in model platforms; • develop additional utilities for release through the Model Utility Platform based on user feedback; • release and support the newly developed regionwide FTA STOPS model; • update model roadmap needs and refine plans for future model adoption and development; • complete high level design for TDM27 and estimate model parameters; • implement TDM27 model structures and parameters; • initiate TDM27 calibration and development of updated base year and forecast scenarios; • continue participation in the ActivitySim consortium, a pooled fund organization of MPOs, DOTs, and other transportation planning agencies to specify and implement an open source activity-based modeling platform; • complete development of new Transportation Analysis Zone (TAZ) boundaries consistent with 2020 Census block boundaries; and • complete analysis of post pandemic scenario implications, develop guidance documentation for use in application and recommendations for TDM27 and other model changes. • continue research into use of Large Language Models (LLMs) to interpret and summarize model results

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Data Program	$575,000	• Completed groundwork for development of a data roadmap • Engaged staff with standards for cataloguing data and documenting analysis processes • Developed additional procedures for application development and deployment • Updated authoritative reference socioeconomic data sets and processing • Responded to data requests from external stakeholders • Supported staff use of geographic information system and database management tools • Established new method for obtaining crash detail data • Conducted proof-of-concept testing of vector tiles for Internet geographic data delivery • Explored use of mid-tier Internet-based database • Deployed web infrastructure for analytical tools • Conducted Data User Group meetings to explore data opportunities and challenges and workshop solutions	$575,000	In FFY 2026, staff will • develop data roadmap with actionable steps; • maintain or execute new data use agreements as needed; • pilot-test documentation platform, noting costs and benefits; • assess and recommend up to three existing or emerging datasets; • curate enhanced reference data, tools, and distribution for TIP scoring; • update foundational datasets and documentation, including demographic data, roads underlying calculation of network-based TIP scores, and roads and transit data backing Conveyal network analysis; • respond to data requests from external stakeholders; • conduct Data User Group meetings to explore data opportunities and challenges and workshop solutions; and • support staff use of geographic information systems, database, and other analytical tools.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Active Transportation Planning Program*	$185,000	• Launched the Active Transportation Steering Comittee • Engaged the Active Transportation Steering Comittee to coordinate regional planning efforts and ensure the Boston Region MPO's plans align with the vision and goals outlined in the Massachusetts Bicycle and Pedestrian Statewide Transportation Plans • Began collecting continuous bicycle and pedestrian count data for two-week periods at selected locations throughout the Boston MPO region • Coordinated with state agencies, MAPC, other MPOs, MassDOT's Safe Routes to School Program, WalkBoston, MassBike, LivableStreets, municipalities, and other groups regarding bicycle and pedestrian planning for the region • Provided ongoing technical support to communities for current tools and practices regarding bicycle and pedestrian issues, with particular focus on promoting safety	$184,000	In FFY 2026, staff will • engage the Active Transportation Steering Comittee to help inform the direction of the Active Transportation Planning Program; • collect data on bicycle and pedestrian volumes at on-road and off-road facilities in the Boston region, and post collected count data to the Boston Region MPO's Bicycle and Pedestrian Count Database for public use; • gather input and identify the needs and goals for a regional active transportation plan for the Boston MPO region that combines the vision and goals of the Boston MPO with the priorities outlined in the Massachusetts Bicycle and Pedestrian Statewide Transportation Plans and considers municipalities' existing bicycle and pedestrian plans; • reassess gaps in the regional pedestrian and bicycle networks to update the locations where pedestrian and bicycle facilities are needed in the Boston region, identifying prioritized locations and best practices; • continue to oordinate with state agencies, MAPC, other MPOs, MassDOT's Safe Routes to School Program, WalkBoston, MassBike, LivableStreets, municipalities, and other groups regarding bicycle and pedestrian planning for the region; and • continue to provide ongoing technical support to communities for current tools and practices regarding bicycle and pedestrian issues, with a particular focus on promoting safety.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Multimodal Mobility Infrastructure Program*	$370,000	• Updated the project selection workflow for corridor and intersection studies • Conducted study of Route 114 in Salem to develop concepts with short-term and long-term recommendations for the corridor • Conducted study of Route 27 at Route 1 in Walpole to develop concepts with short-term and long-term recommendations for the intersection • Conducted study of Presidential Way/Commerce Way at Atlantic Avenue in Woburn to develop concepts with short-term and long-term recommendations for the intersection • Provided ongoing contributions to transit service access and priority assessments • Initiated a regional study that supports strategies for mode shift to reduce auto dependence and enhance multimodal travel opportunities for all residents	$375,000	In FFY 2026, staff will • select corridor and intersection study locations; • produce recommendations for improvements at selected corridors; • produce recommendations for improvements at the selected intersections; • develop a white paper with key findings from research on mode shift; • summarize findings from exploration of connections between transportation and land use at the regional scale; • produce a recommendation for regionalizing results from past discrete studies; and • develop high-level framework for a Mobility Action Plan with a focus on identifying needs, existing conditions, and near-term priorities.
Programs Supporting the 3C Process	**$2,255,000**		**$2,332,000**	
Support to the MPO and its Committees	$475,017	• Prepared meeting and information materials, including agendas, minutes, notices, document translations, memoranda, reports, correspondence, summaries, website content, maps, charts, illustrations, and other visual materials as needed to support MPO discussion and actions • Posted meeting materials in digital form on the MPO meeting calendar webpage and in hard copies that are provided at meetings as appropriate • Hosted approximately 24 MPO meetings and 18 MPO subcommittee meetings and performed the associated tasks and pre- and post-meeting logistics • Conducted activities to support compliance with federal requirements and guidance, including coordinating with neighboring MPOs, MassDOT, and federal partners	$489,820	Tasks and work products generally remain the same from year to year, with variations to the level of effort based on the specific requests by the MPO and state and federal partners. In FFY 2026, staff will • host approximately 24 MPO meetings and 10 MPO subcommittee meetings and perform the associated tasks and pre- and post-meeting logistics; • coordinate 3C planning and programming activities and programs; • coordinate with state and federal partners; • coordinate with neighboring MPOs; • work toward integrating housing into the transportation planning process; and • support the Transportation Policy Task Force.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
General Graphics	$314,000	• Designed and produced maps, charts, illustrations, report covers, brochures, slides, and photographs • Applied other visualization techniques • Created standards and proofed all MPO products both printed and online • Produced finished layouts of MPO documents • Created other products that improve communication within the agency and its member agencies • Produced accessible materials in PDF and HTML formats for posting on the Boston Region MPO website • Assisted in producing materials, including meeting minutes, work scopes, memoranda, reports, and other public materials • Reviewed accessibility requirements and current Boston Region MPO standards and processes • Implemented standards within memorandum and report templates	$313,000	Tasks and work products generally remain the same year to year.
General Editorial	$233,000	• Provided editorial support to MPO staff • Reviewed public-facing documents and made revisions to correct grammar and formatting, improve clarity and organization, and maintain consistent style, which included certification plans, reports, memoranda, work scopes, meeting minutes, presentations, job advertisements, and other materials as required • Maintained and updated document templates for use in the creation of accessible documents • Set editorial standards and maintained the MPO Editorial Style Guide for staff's use	$236,000	Tasks and work products generally remain the same year to year.

(Table 3-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	FFY 2025 Work Progress and Products	Proposed FFY 2026 Boston Region MPO Budget	FFY 2026 Planned Work Progress and Products
Transit Working Group Support	$23,000.00	• "• Hosted six working group metings and managed pre- and post-meeting communications and logistics • Updated the MPO about Transit Working Group development and activities • Updated the Transit Working Group web page	$6,000	In FFY 2026, staff will • host at least four working group meetings; • host one-off additional events as proposed; • manage pre- and post-meeting logistics; • develop materials and resources to support working group meeting and activities, as needed; • provide updates to the MPO about the transit working group; and • support communication for and about the group using email, social media, and the MPO website.
Support to the MPO and its 3C Process	**$1,045,017**		**$1,044,820**	

*Indicates that program fulfills Federal Highway Administration Complete Streets requirement.

Core MPO functions

The programs and activities included in this section include the core products required by the MPO's federal partners and related federally required reporting and monitoring activities for carrying out the MPO's 3C planning and programming functions. Programs supporting the 3C planning process, such as the Data Program and the Active Transportation Planning Program, can be found in the following section, Programs Supporting the 3C Process.

- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Engagement Program (PEP)
- Performance-Based Planning and Programming (PBPP)
- Community Transportation Access Program (CTA)
- Congestion Management Process (CMP)

Long-Range Transportation Plan

FFY 2026 Total Budget	$373,000
Schedule	Ongoing

Purpose

The development of a Long-Range Transportation Plan (LRTP) is a federally required element of the metropolitan transportation planning process. The LRTP describes the region's existing multimodal transportation system and establishes a 20-year vision for that system based on extensive engagement with members of the public, advocates, agency partners, and board members. The plan provides a framework of goals and objectives that guides the projects the MPO funds and the work the MPO undertakes to advance the vision. While the LRTP is formally updated and endorsed on a four-year cycle, its development is a continuous and robust process—work on implementing and updating it includes monitoring system performance and needs across the four years between plan endorsements. The development of the vision, goals, and objectives; investment programs; future scenarios; and project evaluation criteria is supported by research and analysis, drawing from the diverse expertise of staff across the agency. In developing the LRTP, staff research, plan, coordinate with interested parties, and review the priorities of the MPO and other state and regional agencies. The current plan, Destination 2050, was endorsed in July 2023, and the MPO is anticipating that it will endorse its successor in the summer of 2027.

The federal requirements for the metropolitan transportation planning and programming process are described in Title 23 of the Code of Federal Regulations (CFR) Part 450 Subpart C, including the development of a metropolitan transportation plan. The specific requirements for the "metropolitan transportation plan" are laid out in 23 CFR 450.324.

- MPOs are required to develop long-range transportation plans with a horizon of no less than 20 years. In air quality nonattainment and maintenance areas, the plan must be updated every four years, otherwise, MPOs must update the plan every five years.
- In formulating the plan, MPO's shall consider projects, strategies, and services that will address the factors identified in 23 CFR 450.306.
- The plan should include long- and short-term strategies and actions to support the development of a multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.
- The plan should, at a minimum, document
    - current and projected transportation demand of people and goods in the Boston region;

- existing and proposed transportation facilities, in enough detail to develop cost estimates and determine transportation conformity;
- performance-based planning performance measures and targets in accordance with 23 CFR 450.306(d) and a system performance report with respect to the targets;
- operational and management strategies to improve the performance of existing transportation facilities and transit enhancement to relieve congestion and more safely and effectively move people and goods;
- a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities;
- a fiscally constrained financial plan that outlines operations and maintenance expenses of the multimodal transportation system, anticipated Regional Target Funding to be allocated through the TIP, and may include illustrative projects or supplemental revenue sources.

Approach

In Federal Fiscal Year (FFY) 2026, MPO staff will continue work to develop the MPO's next LRTP. Staff will research, plan, coordinate with interested parties, and review the priorities of the MPO and other state and regional agencies. This includes coordinating development of the LRTP with other state and regional long-range planning efforts, such as Massachusetts Department of Transportation's (MassDOT) Beyond Mobility, the Massachusetts Bay Transportation Authority's (MBTA) Focus40 and the development of its next long-range plan, and Metropolitan Area Planning Council's (MAPC) MetroCommon. This work will include, but is not limited to, preparing content for deliberations at board meetings, facilitating conversations internally and with peer agencies, and engaging with stakeholders throughout the region. Conversations will cover the vision and goals for transportation in the region, an exploration of potential performance measures to assess progress toward the goals, scenario planning to assess the potential impacts of strategies to advance the goals, and general priorities for MPO investments and studies. Due to the wide breadth of topics explored in the development of the long-range plan, ongoing coordination is required with the other ongoing programmatic work and strategic initiatives that the MPO pursues.

Producing a Needs Assessment: Continuing efforts from FFY 2025, MPO staff will finalize and publish an update to the latest Needs Assessment. The Needs Assessment compiles quantitative and qualitative information about the condition and anticipated needs of the Boston region's transportation system. The Needs Assessment provides baseline data that will be referenced throughout the development of the 2027 long-range plan.

Exploring long-range performance measures: Guided by priorities established by the MPO board and ongoing discussions about the vision, goals, and objectives, MPO staff will explore approaches—including those used by peer MPOs—to track progress towards the regional vision. Staff will begin the process of identifying available data and determining the feasibility of adopting long-range performance measures associated with the MPO's objective statements. Once potential performance measures have been identified, staff may analyze current trends in the metrics. This is anticipated to be a multiyear effort that continues beyond the development

of the 2027 long-range plan. Staff will focus initial efforts on establishing a structure for the performance measures by piloting these explorations through priority goal areas identified by the MPO board.

Identifying strategies to address goals: Staff will explore a variety of strategies and action steps to address the MPO's goals and objectives identified in the long-range plan. This effort will focus on identifying strategies in areas where the MPO has an ability to influence. Initial discussions will be guided by previous explorations that were developed to support *Destination 2050* in addition to policy and action recommendations from recent MPO work products. Potential strategies could include the development of project scoring criteria for the MPO's investments to better prioritize multimodal safety principles, or the exploration of policy areas in the local context to further enhance goals, such as roadway pricing and improved integration of housing in transportation planning.

Understanding future forces through scenario planning: Through exploratory scenario planning, MPO staff will develop and analyze up to three alternative futures of the Boston region in 2050. Work will build on findings from the Needs Assessment and a prior discrete study, "Big Ideas," which discussed leading factors affecting the region's future transportation system and strategies that can be employed to respond to these forces. Staff will analyze the impacts of various policies and strategies on the range of futures to support decision-making and development of the long-range plan.

FFY 2026 Anticipated Outcomes

- Needs Assessment StoryMap
- Universe of performance measures associated with board-identified priority goal areas for MPO board consideration
- Universe of strategies that the MPO could pursue to advance priority goal areas
- Scenario planning workshop materials, including presentations and summary memoranda to guide scenario planning work efforts
- Memorandum detailing preliminary results from scenario planning explorations
- Board and staff deliberations on content of the plan, documented through meeting minutes

Transportation Improvement Program

FFY 2026 Total Budget	$338,000
Schedule	Ongoing

Purpose

The Boston Region MPO's Transportation Improvement Program (TIP) is a five-year, fiscally constrained program of planned investments in the metropolitan area's transportation network. The TIP aims to realize the vision and goals of the Boston Region MPO, identified in the long-range plan, by funding and delivering transportation projects that address regional needs. Although federal regulations require that the TIP be updated every four years, Massachusetts MPOs produce annual updates.

Under 49 U.S.C. 5303(j), MPO's are required to develop a Transportation Improvement Program at least every four years with a time horizon of at least four years. The federal requirements for the development and content of the TIP include the following:

- Transportation projects funded with federal aid, including projects funded with dollars from the FHWA and FTA, within the Boston Region must be programmed on the TIP in order to use federal funds.
- The congestion management strategy of the Boston Region and conformity with congestion mitigation and air quality regulations and guidelines must be identified in the TIP development process.
- The TIP must be fiscally constrained.
- The approved TIP may be amended or adjusted in a variety of ways in order to accommodate changes to project schedule and cost. This may also include the addition of new projects. TIP Amendments and Adjustments are subject to requirements outlined in the MPO's Public Engagement Plan.

Approach

Developing the FFYs 2027–31 TIP

Municipal Engagement and Compilation of the Universe of Projects: Staff communicate with the MPO region's municipalities through TIP informational sessions, MAPC subregional meetings, Subregional Readiness Days, correspondence with municipal contacts, MassDOT staff, and elected officials to gather information on TIP project-funding requests. Staff compile the projects into a Universe of Projects list for consideration by the MPO. MPO staff are developing a dashboard to display the Universe of Projects in a manner that is more accessible to the public.

Project Evaluation: The MPO uses TIP project evaluation criteria to identify projects that advance the vision, goals, and objectives established by the LRTP. The criteria support decision-making for the programming of transportation projects in the region by establishing a transparent and data-driven process through which funds are allocated.

Project Prioritization: Staff prepare a list of programming recommendations that include a selection of candidate projects, taking into consideration the project scores, project readiness, cost, geographic distribution of investments across the region, and LRTP-identified needs. Staff discuss the programming recommendations and work with board members to define the final program. MassDOT state-prioritized projects and the capital programs for the MBTA, the Cape Ann Transportation Authority, and the MetroWest Regional Transit Authority are also presented for the MPO's consideration.

TIP Document Preparation and Endorsement: Staff prepare a draft TIP that maintains compliance with federal requirements for a public review and comment period. During the public comment period, staff compile and summarize comments on the draft TIP to be relayed to the MPO for consideration before endorsing the final TIP document.

The TIP document reports on the MPO's implementation of its Performance-Based Planning, highlighting the results of monitoring regional trends and noting progress made toward established performance targets. The performance measures and targets, which align with federal Transportation Performance Management requirements, show relation to MPO goal areas, including safety, mobility and reliability, access and connectivity, clean air and healthy communities, and risk mitigation. The TIP also documents analyses of the distribution of transportation investments across the region and comprehensive analyses of changes in transportation access for the entire program of projects. In addition, the TIP reports progress towards achieving regional transportation impact mitigation goals, such as reductions in emissions and advancement of investments that mitigate risks associated with natural hazards and extreme weather events.

Amendments and Administrative Modifications

In a typical year, various projects experience cost or schedule changes that require an amendment, adjustment, or administrative modification to the TIP. Staff prepare for the possibility of actions to the FFYs 2026–30 TIP and manage public review processes.

Improving TIP Development Processes

MPO staff have identified a need to improve information availability and distribution for statuses of currently programmed and completed TIP projects. The MPO prioritizes expanding resources for municipalities to advance projects to minimize disruptive delays or cost changes, and staff are working to improve access to project design funding, identify funding resources beyond the TIP, and develop policies that help mitigate volatility across the program of projects.

TIP Process, Engagement, and Readiness Committee

Staff will continue to leverage the MPO's TIP Process, Engagement, and Readiness Committee to inform the development of the FFYs 2027–31 TIP and as a forum for deeper discussion of key program challenges. Feedback received from committee members and the public as part of the FFYs 2026–30 TIP development cycle will be considered for development of the FFYs 2027–31 TIP.

FFY 2026 Anticipated Outcomes

- The FFYs 2027–31 TIP and amendments and administrative modifications to the FFYs 2026–30 TIP
- A publicly accessible TIP Universe dashboard
- Documentation of progress made on performance measures through the programming of TIP projects
- Procedure for delivering and monitoring design contracts for TIP projects, including identification of design process outcomes and improvements
- Implementation and adaptation of the MPO's project programming and cost-change policies and exploration of new policies or requirements
- Collective procurement model for quick-build projects
- Identification of sources of project delay and cost increase and a proactive approach to mitigating cost and schedule volatility among TIP projects
- Additional analysis to help pinpoint needs for targeted municipal outreach

Unified Planning Work Program

FFY 2026 Total Budget	$141,000
Schedule	Ongoing

Purpose

The Unified Planning Work Program (UPWP) demonstrates the MPO's progress towards achieving the vision, goals, and objectives outlined in the LRTP. Updated annually, the UPWP establishes how MPO staff will use federal planning funds to conduct transportation planning projects in the upcoming federal fiscal year and describes staff work that is funded by partner agencies or through grants. It also provides information to government officials, local communities, and the general public about regionally significant planning projects that are executed by partner agencies and municipalities in the Boston Region.

Under 23 CFR 450.308 (b), metropolitan planning organizations are required to document transportation planning activities funded through Title 23 of the United States Code (USC) and Title 49, Chapter 53 of the USC in a unified planning work program. In the UPWP, the MPO is federally required to

- identify work proposed to be completed over the next one- to two-year period by major activity (objectives) and tasks; and
- specify the agencies or organizations responsible for carrying out each planning task, the schedule for completion, the proposed funding by activity or task, and a summary of the total amount of federal and matching funds programmed.

Approach

UPWP Committee

Staff provide support to the MPO's UPWP Committee, which plays an important role in shaping the upcoming UPWP. Members provide direction to the MPO's ongoing work and choice of discrete studies to fund in the next FFY and offer feedback on methods to improve the UPWP development process. MPO staff also report to the committee on the progress made to the work objectives outlined in the current UPWP.

Developing the upcoming UPWP

Under the guidance of the UPWP Committee, MPO staff work to coordinate and prepare materials for all phases of development of the upcoming UPWP. These include

- engaging other transportation agencies in the region and members of the public in the UPWP process;
- soliciting, evaluating, and recommending ideas for planning studies, ongoing program work, and technical assistance programs;
- conducting background research into planning needs by referencing planning documents such as the MPO's Needs Assessment, MassDOT's statewide long-range transportation plan, Beyond Mobility, and other regional or municipal plans; and
- preparing budgets and work plans for each of the MPO's projects and programs.

Together, these products are synthesized into one document that clearly describes how the MPO is working towards its vision for transportation in the Boston region over the next year. In FFY 2026, staff will refine the document's narrative and provide more opportunities for committee feedback on the MPO's ongoing work. Overall, these changes will improve readability of the UPWP to the public and broaden the type of input that is gathered from board members. A draft and final version of the UPWP is reviewed by the public and endorsed by the MPO Board on a yearly basis.

Amendments and Administrative Modifications

Throughout the year, amendments and administrative modifications to the current UPWP are executed to reflect program budget adjustments, to reprogram federal planning funds from previous years, and to document discretionary grants won by member municipalities and other partners in the region in the appendix of the UPWP.

FFY 2026 Anticipated Outcomes

- Public engagement in the development of the FFY 2027 UPWP
- FFY 2027 UPWP
- Improvements to the UPWP document and development process
- Plan for and support of meetings of the MPO's UPWP Committee
- Regular reporting on FFY 2026 UPWP implementation
- Amendments and administrative modifications to the FFY 2026 UPWP

Public Engagement Program

FFY 2026 Total Budget	$393,000
Schedule	Ongoing

Purpose

The Public Engagement Program aims to ensure that all people in the Boston region, and particularly communities who have not historically participated in transportation planning and who might lack access to the transportation system, have meaningful opportunities to participate in the MPO's process and inform planning and policy decisions.

The Public Engagement Program supports all of the MPO's long-term goals by building stakeholder and public awareness of and support for the MPO's work in these areas, and collecting, analyzing, and sharing data on public input to help illuminate challenges and opportunities to advance the MPO's long-term vision and goals. In particular, the Public Engagement Program is responsible for ensuring that the MPO's planning process is transparent and responsive to needs and priorities shared through engagement.

The Public Engagement Program ensures all of the MPO's work complies with federal public participation regulations.

- Producing and maintaining the Public Engagement Plan to outline the MPO's engagement strategies, activities, and requirements
- Disseminating timely, transparent, and accessible information about MPO work and engagement opportunities
- Conducting formal public review periods for certification documents and amendments
- Facilitating public and stakeholder consultation during the development of certification documents
- Ensuring that meetings, materials, and engagement opportunities are fully accessible and in compliance with Title VI regulations and other federal civil rights requirements

Approach

The Public Engagement Program is implemented in accordance with the MPO's Public Engagement Plan, federal public participation requirements, and the MPO's long-term vision and goals. Many of the Program's plans and projects span a multiyear time horizon. In FFY 2026, the Public Engagement Program will focus on

- **Implementing the LRTP engagement strategy:** Staff will finalize and implement an engagement strategy for the development of the MPO's next LRTP. This includes engagement activities, methods, and communications to inform the public about the

LRTP and solicit input. The strategy will also include continuing to refine data analysis and reporting mechanisms to support informed decision-making that incorporates community needs and priorities.

- **Implementing the new MPO advisory council:** Staff will develop and support a new advisory council to advance public engagement in the regional transportation planning process. Through facilitation of the new advisory council, staff will create opportunities for knowledge-building, productive discussions about regional transportation issues that elevate a range of perspectives, and timely advice on the development of MPO programs and projects.
- **Building and strengthening stakeholder relationships:** Staff will prioritize relationship-building with community-based organizations to understand community needs, effectively tailor engagement strategies to different audiences, and facilitate meaningful participation and collaboration opportunities. Program activities such as the Community Planning Lab will also support relationship-building.
- **Addressing gaps in engagement and representation:** Staff will continue to regularly analyze engagement activities and inputs through geographic and economic lenses and proactively address gaps in engagement and representation through targeted, community-informed strategies and activities.

FFY 2026 Anticipated Outcomes

- Fulfillment of federally required engagement activities, such as public review periods, to support the 3C planning process in accordance with the Public Engagement Plan
- Implementation of an engagement strategy for the LRTP
- Implementation of the new MPO advisory council
- New and deeper relationships with stakeholders, particularly community-based organizations
- Implementation of the continuing Community Planning Lab educational program and graduation of a new Community Planning Lab cohort
- Quarterly and annual engagement updates to the MPO Board
- Exploration of new reporting mechanisms and data analysis

Performance-Based Planning and Programming

FFY 2026 Total Budget	$119,000
Schedule	Ongoing

Purpose

The MPO uses a performance-based planning and programming (PBPP) process to assess how its spending decisions support progress toward its vision outlined in the Long-Range Transportation Plan. PBPP processes include three phases:

- Plan: Establish the goals and objectives, performance measures, and targets that guide MPO decision-making, and identify and acquire necessary data.
- Invest: Use the framework established in the planning phase to create a strategy for investing MPO funds.
- Monitor and Evaluate: Review and report on the outcomes of MPO investment decisions with respect to performance measures and targets and determine what framework or strategy adjustments are needed.

PBPP activities help the MPO make informed decisions in accountable, transparent ways. PBPP reports performance targets and related progress in the MPO's LRTP and TIP. PBPP is also integrated into the MPO's decision-making on planning emphasis areas such as those in the LRTP's vision statement, and studies conducted via the UPWP. Data and analyses from the CMP support the PBPP process by identifying areas of concern across the region.

Currently, the MPO's PBPP uses the framework and metrics established in federal requirements. These metrics support the MPO's long-term goals for safety, mobility and reliability, and clean air and healthy communities. The PBPP process is always evolving as the MPO works toward refining its approaches to drive performance and attain meaningful outcomes in support of the MPO's vision for transportation in the region.

MPOs are federally required to establish and use a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c). The Boston Region MPO's PBPP has several annual and recurring activities that support the following federal requirements for data-driven regional transportation investment decision-making:

- Establish performance targets and reporting on progress in these areas:
  - Roadway Safety (annually)
  - Transit Safety (annually)

    - Transit Asset Management (annually)
    - Bridge and Pavement Condition (four years)
    - Congestion Mitigation and Air Quality (four years)
    - Travel Time Reliability (four years)
- Implement elements of performance-based planning into MPO programming
- Incorporate performance targets and related performance efforts into certification documents and required reports
- Coordinate the selection of performance targets with the state and public transportation providers in the region
- Integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program

Approach

In FFY 2026, staff will work to strengthen the objectives of its Plan, Invest, and Monitor and Evaluate phases and continue efforts to integrate PBPP principles with MPO investment selection processes by aligning long-range goals with the expected outcomes of MPO-funded investments and through more frequent reporting of short- and medium-term transportation performance measures. To achieve these objectives, staff will take the following approach:

Continue to explore integrating PBPP principles with investment selection processes: MPO staff will continue to work to incorporate elements of PBPP into MPO project selection criteria for the TIP and LRTP by considering performance areas in which the MPO has established performance targets and monitored progress.

Enhance reporting on regional transportation performance: MPO staff will add more performance data metrics to the Performance Dashboard and enhance functionalities to improve the display and utility of performance data. Staff will prioritize coordination with other programs and processes, such as the CMP, for setting collaborative performance targets. Staff will also explore additional software platforms for collecting and displaying performance targets and results.

Report on performance metrics in the next LRTP's Needs Assessment: Staff will showcase its performance reporting in the next Needs Assessment by documenting dozens of data analyses across MPO long-range goal areas.

Establish regional safety performance targets: In alignment with the Comprehensive Safety Action Plan, staff will work to establish regional safety performance targets. These regional targets will be driven by the recommendations of the Comprehensive Safety Action Plan and converted into the format required by FHWA on the five federally required performance metrics.

Develop a methodology for monitoring air quality performance related to MPO investments: As part of an effort to evaluate the effectiveness of past MPO-funded projects, staff will work to develop and administer a methodology for monitoring the air quality performance impacts of TIP projects. Such monitoring activities will be designed to evaluate the effects of MPO-funded projects on community air quality.

Research Additional Performance Metrics and Monitoring Methodologies: MPO staff will research monitoring methodologies and performance metrics to assess the impact of completed transportation improvement projects in relation to the agency's long-range goals and objectives.

Anticipated Outcomes

- Federally required reporting on performance target setting
- Improvements to the content and functionalities on the Performance Dashboard
- Data analyses to be included in the LRTP's Needs Assessment that correspond to PBPP goals and processes
- Performance analysis of the projects funded in the FFYs 2026–30 TIP in relation to how they will support improvements in various performance areas and make progress toward performance targets
- Proposal of MPO region-specific safety targets that are unique from those of the state
- Plan for launching project-specific air quality performance monitoring
- A summary of research on possible methodologies and performance metrics that can be used to evaluate the impact of investments and inform future evaluation criteria

Community Transportation Access Program

FFY 2026 Total Budget	$220,000
Schedule	Ongoing

Purpose

The Community Transportation Access (CTA) Program supports the MPO's investment in a transportation system that meets the needs of the people of the Boston region. As such, the program focuses on assessing the various impacts of the MPO's transportation investments on residents' economic well-being and quality of life. It also strives to communicate the results of these assessments to the MPO and members of the public in a transparent manner such that it supports informed project investment decisions and informs the development of future LRTP goals and objectives. As part of this work, the CTA Program also administers the MPO's Civil Rights/Title VI Program to ensure the MPO complies with existing state and federal civil rights regulations throughout its work.

Work throughout the year primarily focuses on (1) ensuring MPO compliance with civil rights regulations, (2) tracking transportation outcomes at the regional and local level, centering on access to destinations that support economic vitality and high quality of life, and (3) ensuring the development of these measures is in consultation with the public, MPO members, and other stakeholders so that analyses reflect the transportation needs of the Boston region. This work is conducted cross-programmatically, particularly with those that carry out the federally required 3C metropolitan planning process, to integrate assessments of transportation investments.

The CTA Program supports the following federal mandates:

- Title VI of the Civil Rights Act of 1963, which prohibits discrimination based on race, color, and national origin in activities that receive federal financial assistance.
- The Americans with Disabilities Act, which prohibits discrimination against people with disabilities in activities that receive federal financial assistance.
- Prohibition of discrimination on the basis of sex and age under other federal authorities.
- Additional United States Department of Transportation and operating agencies' orders, including Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities

Approach

The CTA Program's activities are guided by the federal directives listed above and are aligned with the MPO's priorities as articulated in the LRTP. Through collaboration with staff across the agency, the program ensures these goals are incorporated and progress toward them, evaluated throughout the MPO's many programs.

Implement the MPO's Civil Rights Program. Staff will implement the MPO's Title VI Program and respond to MassDOT requests regarding program updates and submission of Title VI reports. These reports document the MPO's compliance with Title VI and other federal and state civil rights requirements.

Support Public Engagement. Staff will work to increase transparency around the analyses conducted under this program and expand meaningful opportunities for participation by Boston region residents and families. This work ensures the public has opportunities to inform the CTA Program's work and can stay informed about the impact of the MPO's transportation investments. Thus, staff will develop audience-appropriate plain-language documents to make CTA's technical work accessible to the general public and strengthen public input into the program's work.

Develop and Refine Transportation Impact Analyses. Staff will develop and implement analyses that assess the impact of the projects that the MPO funds, individually and in the aggregate. The focus of the CTA will be on access to jobs, healthcare, and other key destinations that support the economic vitality of the Boston region, promote affordable transportation options for all residents, and address family- and community-specific transportation challenges. Similarly, through this program, staff will identify and strive to mitigate undue harms of the transportation investments. These analyses will be mainly implemented through the development of the MPO's planning documents, the TIP and LRTP, but also often support activities in other program areas. Specific activities may include, but are not limited to, analyzing demographic and socioeconomic data for the Boston region communities; reviewing opportunity zones and the MPO's role in encouraging investment in these areas; developing new, and refining existing, metrics for analyzing individual transportation projects and cumulative impacts; and tracking outcomes of the impacts of the projects on these metrics at the regional and local level. These metrics would track project impacts over time to identify whether the MPO is achieving its goals through the projects that it funds.

FFY 2026 Anticipated Outcomes

- Title VI Report, as requested by MassDOT
- Plain language documents for technical CTA Program work products
- Finalization of metrics to use to assess project impacts in the 2027 LRTP
- Updated metrics used to assess individual project impacts in the TIP
- Updated Language Assistance Plan
- Assessment of TIP programming, in the aggregate

Congestion Management Process

FFY 2026 Total Budget	$119,000
Schedule	Ongoing

Purpose

The Congestion Management Process (CMP) supports the MPO's transportation planning efforts by developing a comprehensive process for congestion mitigation in the Boston Region through a data-oriented, performance-based approach and strategic recommendations for improvement. The CMP aims to formulate 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, and evaluating the recommendations and effectiveness of projects. The CMP may identify multiple strategies, such as improving regional access and cross-modal connectivity, travel demand management, policies to encourage mode shift, and other effective mitigation strategies. The CMP also considers strategies that can address other related transportation concerns such as traffic safety and environmental considerations.

To maintain program focus on the most relevant issues and community needs, CMP staff engage with various stakeholders affected by traffic congestion. This includes consistent engagement with the CMP Committee, which is comprised of a subset of the MPO board and meets to update CMP goals, monitor the CMP network, and develop strategies to reduce congestion in the region. Staff also engage other internal and external partners and improve accessibility of CMP materials to the MPO board, regional transportation agencies, and members of the public by publishing them online in interactive formats.

The CMP is required for metropolitan areas with populations greater than 200,000, designated as Transportation Management Areas. The MPO supports the FHWA vision for the CMP, defined in federal regulation as, "*intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.*"

Federal requirements also state that the CMP shall be developed and implemented as an integral part of the metropolitan transportation planning process, emphasizing the importance of coordination between different transportation plans and programs. While there are no other specific requirements for how to create or implement a CMP, the MPO develops its CMP in alignment with Federal guidance, which states that the CMP should be formulated with the following primary aims:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion

- Identification of congestion management strategies
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies

Approach

Staff have undertaken a comprehensive update to the MPO's CMP to include the most recent and relevant regional transportation trends, which have changed significantly since the last full CMP update in 2004. The CMP will be formulated in accordance with guidelines in the FHWA CMP Guidebook, which lists an eight-step cyclical process for an effective CMP. Staff have identified the following goals for the CMP in FFY 2026:

1. **Develop standardized processes for congestion performance evaluation:** Performance measures are crucial to assess change in conditions over time and to accordingly formulate improvement strategies. MPO staff will select potential performance metrics for the CMP network identified in FFY 2025 and prioritize coordination with the PBPP for setting collaborative performance targets, where applicable. Staff will work with the CMP Committee to define processes for selecting the most relevant and feasible metrics. Staff will also establish procedures for documenting data sources, calculations, and visualizations, which would act as a data inventory for subsequent CMP updates.

2. **Create design frameworks for the CMP performance dashboard:** MPO staff will work with the CMP Committee to create a framework for a performance measurement data dashboard within the Boston Region MPO's CMP web page. The framework would include ideas on content, interface design, and visualizations, such as interactive maps. The dashboard is intended to offer a quick and easy way to communicate various congestion-related statistics and useful performance measures, such as travel time and cost of congestion delays, to stakeholders including the MPO board, CMP committee, municipalities, and members of the public.

3. **Increase collaboration with other MPO programs and CMP Committee:** CMP program staff will continue to engage with the CMP committee for its insight on congestion-related issues as crucial stakeholders in the regional transportation planning process. Congestion management is also tied with much of the transportation planning work done by the MPO including community transportation access, performance-based planning, transportation impact mitigation, multimodal planning, corridor studies, and the agency's LRTP, UPWP, and TIP work. The CMP objectives are aligned with the LRTP goal areas, and the program identifies congestion-related community needs, which in turn inform LRTP goals. Identifying congested areas can form the basis for other MPO work, including UPWP discrete studies, which can lead to projects to be proposed in the TIP. Traffic data analyzed as part of the CMP is also useful in TIP project evaluations. MPO staff will continue these collaborations across programs and projects as expanded exposure for the CMP program.

Anticipated Outcomes

- Memo articulating identified performance metrics along with data sources and calculation methods and relevant metric targets set in collaboration with the agency's PBPP
- Data documentation for performance metrics with reference to data sources, calculation methods, and update frequencies
- Design content and interface for performance metrics data dashboard

Programs Supporting the 3C Process

These programs are designed to supplement and enhance the MPO's core 3C planning and programming activities. The programs in this section include the following:

- Transportation Impact Mitigation Program (TIM)
- Freight Planning Program
- Regional Model Enhancement Program
- Data Program
- Active Transportation Planning Program
- Multimodal Mobility Infrastructure Program (MMIP)

Transportation Impact Mitigation Program

FFY 2026 Total Budget	$147,000
Schedule	Ongoing

Purpose

The Transportation Impact Mitigation (TIM) program supports the MPO's efforts to evaluate and address risks of natural hazards that may impact the regional transportation system. The program is focused on assessing possible threats that can impede progress toward achieving the goals and objectives of the LRTP. It also seeks to develop a planning process for mitigating the impact of severe weather on transportation assets, and offer technical support to assist communities in the region to adapt to and withstand these potential adverse effects.

The program activities support the MPO's long-term goals by (1) prioritizing investments that make the region's roadway and transit infrastructure more safe, reliable, and able to recover from severe weather events, particularly through improvements to emergency access and evacuation routes; (2) prioritizing transportation investments that mitigate adverse effects in communities at risk and incorporate nature-based solutions to reduce runoff and negative impacts to water resources, air quality, open space, and environmentally sensitive areas; and (3) engaging a range of stakeholders to ensure a transparent planning process that provides an opportunity for communities to share their needs and priorities.

The TIM program will strengthen and support the MPO's efforts to adopt a vulnerability assessment framework, elevate the consideration of resilience across MPO work efforts, improve regional coordination, and explore funding opportunities that will expand the MPO's capacity to mitigate adverse effects through its investment decisions.

MPOs are federally required to assess environmental mitigation activities, consider strategies that preserve the existing and projected future metropolitan transportation infrastructure, and reduce the vulnerability of the existing transportation infrastructure to natural disasters in the development of long-range transportation plans. They are also required to reflect these investment priorities in the development of their TIP. In addition, MPOs are federally required to conduct air quality conformity analyses and determine project eligibility for Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding for their long-range transportation plans, TIPs, and amendments in accordance with the Clean Air Act, the Environmental Protection Agency's (EPA) transportation conformity regulations, and the processes described in 23 CFR 450.326(a), 23 CFR 450.324(m), 23 CFR 450.324(f)(9), and 23 CFR 450.326(g)(6). The Boston Region MPO's TIM Program activities ensure that the MPO follows these federal requirements, including the following activities:

- Development of a vulnerability assessment to identify risks to the region's transportation assets, guide outreach and project initiation, and inform funding decisions within the framework of the MPO's planning process
- Consideration of risk mitigation and adaptation in the TIP development process and all aspects of the MPO's long-range transportation planning process, including assessing projects' adaptive capacity
- Air quality conformity analysis on any updated or amended TIP or LRTP
- Air quality analysis for TIP and LRTP projects in nonattainment and maintenance areas
- Air quality analysis to develop cost estimates for LRTP projects, regardless of air quality designation

Approach

In FFY 2026, the TIM Program will focus on

- **Continuing Research to Adopt a Vulnerability Assessment Framework:** MPO staff will continue research focused on developing a vulnerability assessment framework with the goal of improving the MPO's ability to identify risks to the region's transportation assets, guide outreach and project initiation, and inform funding decisions within the framework of the MPO's planning process. In FFY 2026, staff will use the results of a literature review to outline the plan components, with particular attention to work already underway in our region.
- **Scoring Transportation Improvement Program Projects for Adaptive Capacity:** Projects seeking funding in the TIP are scored based on their adherence to the MPO's goals and objectives, including their capacity to withstand a range of environmental conditions. Staff will assess the effectiveness of the current evaluation metrics, revise as necessary, and participate in scoring the FFY 2026 project applications.
- **Contributing to the MPO's Long-Range Transportation Plan Needs Assessment:** Between 2019 and 2022, MPO staff developed the *Destination 2050* Needs Assessment, which includes the need to protect transportation assets from a range of hazards. MPO staff will complete the next Needs Assessment in FFY 2026.

- **Continuing Air Quality Analyses and Monitoring Efforts:** The TIM Program supports targeted analyses related to air quality and greenhouse gas emissions, and the impact they have on community well-being to strengthen the MPO's regional efforts to improve quality of life and community health. TIM staff conduct the state and federally required air quality analyses, including air quality conformity for the TIP and LRTP, greenhouse gas emissions estimates for the TIP, and determination of project eligibility for CMAQ funding.
- **Continuing Coordination and Engagement with Regional Agencies, Municipal Stakeholders, and Members of the Public:** In 2024, MPO staff developed Strategies for Environmental Outreach and Engagement, which guides the MPO's approach for engaging with environmental stakeholders. MPO staff will continue to leverage these strategies to effectively engage with a range of stakeholders in identifying needs and coordinating hazard mitigation efforts across the region.

FFY 2026 Anticipated Outcomes

- Outline for a vulnerability assessment framework
- Project application scoring for the TIP for risk mitigation and adaptive capacity
- Documentation of regional transportation impact mitigation needs for the MPO's LRTP Needs Assessment
- Continued environmental stakeholder engagement
- Required air quality analyses and reporting

Freight Planning Program

FFY 2026 Total Budget	$124,000
Schedule	Ongoing

Purpose

The Freight Planning Program is a federally required program to explicitly consider, analyze, and reflect freight facilities and movements in the planning process. Freight and logistics play a vital role in the multimodal transportation system and regional economy. Planning for freight includes planning movements of goods and services by land (road and rail), air, and water. Freight Planning Program activities support the MPO's long-term goals by (1) analyzing freight-related safety data, assessing safety concerns, and researching freight policies to identify actionable recommendations (safety goal); (2) engaging stakeholders to promote freight transportation efficiency, intermodal connectivity, and workforce mobility (access and connectivity goal); and (3) developing strategies to reduce the environmental impacts of freight vehicles/warehouses and the consequent negative impacts on communities (clean air and healthy communities goal).

The Freight Planning Program recognizes ongoing and new developments in the freight sector, identifies key issues, sets priorities, encourages the expansion of sustainable modal choices, and supports the efficient movement of goods within the Boston metropolitan region and beyond. As the freight sector is regional and multi-jurisdictional, the Freight Planning Program requires coordinated efforts across the Boston Region MPO, regional stakeholders, and decision-makers, making it one of the program's primary focus areas.

The Freight Planning Program supports the following federal requirements for the MPO-related freight activities:

- Incorporate goals, objectives, performance measures, targets, and relevant elements from the State Freight Plan and other state transportation plans and transportation processes into the metropolitan transportation planning process.
- Provide freight stakeholders a reasonable opportunity to provide feedback on the region's TIP and LRTP.
- Assist MassDOT, as needed, in measuring and setting targets for the Truck Travel Time Reliability Index to evaluate national freight movement on the Interstate Highway System, with targets reported to FHWA.
- Support the federally required 3C metropolitan transportation planning process by assisting in the development of federal certification documents, including the TIP, LRTP, and UPWP.
- The 2018–19 MPO certification review advised that the Freight Action Plan be updated every four years.

Approach

The MPO's freight planning activities are guided by the 2013 Freight Planning Action Plan and its 2019 update, and are aligned with MassDOT 2023 Massachusetts State Freight Plan and the National Zero-Emission Freight Corridor Strategy. In FFY 2026, the Freight Planning Program will focus on the following tasks:

- **Updating the Freight Action Plan:** MPO staff will update the Freight Action Plan to align with the vision and goals of the Freight Planning Program. This update will incorporate findings from recent studies, including the FFY 2025 UPWP discrete study on cargo e-bikes for first-/last-mile freight deliveries, as well as the results of the safety analysis from the MPO's Safety Action Plan. In addition, MPO staff will research freight policies and regulations set by FHWA, MassDOT, National Highway Transportation Safety Administration, Federal Motor Carrier Safety Administration, and other agencies. Through this research, MPO staff will identify gaps and opportunities for policy improvements along with the potential role of the MPO in freight policy-oriented work.
- **Beginning Work on the Regional Freight Decarbonization Plan:** Developing a Freight Decarbonization Plan for the Boston region will be a multiyear effort. In FFY 2026, MPO staff will build on the results of the FFY 2023 UPWP study Sustainability and Decarbonization in the Freight and Logistics Sector in the North Suffolk Area and establish a foundation for this multiyear effort. Initial steps will include identifying and engaging with relevant stakeholders, and conducting a literature review of peer agencies' decarbonization plans to inform a freight decarbonization strategy for the region.
- **Engaging stakeholders on Freight Data Dashboard:** MPO staff launched a Freight Data Dashboard that maps various freight infrastructure data from the MPO, MassDOT, and the FHWA in FFY 2025. In FFY 2026, MPO staff will engage with the freight stakeholders in the region to identify any gaps in the existing mapped data.

FFY 2026 Anticipated Outcomes

- Updated Freight Action Plan
- Literature review of Regional Freight Decarbonization Plans
- Summary of stakeholder feedback on the existing Freight Data Dashboard

Regional Model Enhancement

FFY 2026 Total Budget	$927,000
Schedule	Ongoing

Purpose

The long-term goal of the travel demand modeling practice is to have a reliable, robust set of well-documented travel demand tools, data, and procedures that address a diverse set of needs for transportation planning in the Boston region and statewide with a coordinated community of modelers within and beyond the Boston Region MPO.

The regional travel demand model is at the core of the travel modeling tools. It can be programmed to represent projections of population and employment in the region and used to evaluate the efficacy and key metrics of long-range plan projects. The LRTP relies on a calibrated and current travel demand model to produce the metrics required to complete this certification activity. In addition to the LRTP, the regional travel demand model is used for statewide emissions estimates and to support specific planning and policy analysis by the MPO, municipalities, and state agencies as well as to support state and federal grant applications and EPA filings.

The regional travel demand model is most useful in concert with other tools that provide different sensitivities and metrics. This program aims to identify, design, develop, and support the modeling tool that best meets the MPO needs.

Approach

This program prioritizes the development, maintenance, and enhancement of a regional travel demand model, with major versions produced for each LRTP cycle (the current major version is TDM23, and the next will be TDM27). The program also supports the development and maintenance of complementary modeling tools that are purpose-built for specific studies and incorporate different sensitivities and input levels such as VisionEval and the FTA STOPS models. These tools and the regional model enhance transportation planning insights and facilitate reliable quantitative analysis for regional and statewide projects and policies. Finally, this program supports research and prototyping of new modeling tools and practices that will further improve our analytical capabilities.

The model research, development, and maintenance efforts are guided by a modeling roadmap that provides a framework to evaluate and prioritize new model investments, maintenance and feature priorities for existing models, and the key design and development milestones for future modeling tools. The roadmap is refined with input from the model steering committee, which is composed of stakeholders internal and external to the agency, as well as a broader group of stakeholders including other public agencies, researchers, and consultants. The roadmap key deliverables are listed in the Anticipated Outcomes section below.

FFY 2026 Anticipated Outcomes

- TDM23 maintenance updates to incorporate fixes, performance improvements, and new capabilities for project analysis
- TDM23 enhancements to support LRTP scenarios
- VisionEval implementation to support LRTP scenarios
- TDM27 detailed design, development and initial calibration
- Regional FTA STOPS release and maintenance
- Model utility improvements and expansion
- Exploratory modeling support

Data Program

FFY 2026 Total Budget	$575,000
Schedule	Ongoing

Purpose

The Data Program is a set of consolidated efforts to improve how data are obtained, developed, used, and shared in support of the MPO and its stakeholders. Guided by a vision of valuable, reliable, and accessible data managed through transparent, collaborative, and resilient practices, the program enables MPO staff to

- maintain and update existing data, infrastructure, and documentation;
- explore new data and assess their fitness for MPO work;
- develop best practices around the management and use of data; and
- apply data in a comprehensive and strategic way to benefit the MPO, regional stakeholders, and partner agencies.

The Data Program supports the following federal requirements for MPOs related to data:

- Ensure in urbanized areas with more than one designated MPO that data used in the planning process is consistent.
- Validate data used in existing modal plans for the transportation plan.
- Base transportation plan updates on the most recent estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.
- Collaborate with other agencies on data collection, agreeing on standard data definitions, quality, and formats, avoiding duplication of effort.

Approach

In FFY 2026, the Data Program will focus on the initiatives below, the first three of which are special initiatives and the remainder of which are ongoing efforts:

- **Creating a data roadmap for the MPO:** MPO staff will review and update the data vision and draft a roadmap for achieving the vision. The roadmap will include priorities, actionable steps, milestones, and a phased timeline.
- **Reestablishing data use agreements for key data sets:** MPO staff will secure access to data sets that are important to MPO analysis and require data use agreements, due to the sensitivity of included data.

- **Advancing the regularization of documentation:** Building on the evaluation, selection, and configuration of a documentation platform in prior years, the Data Program will pilot platform use by one or more additional programs, adjusting templates and instructions as needed and monitoring costs and benefits of the added documentation workload.
- **Managing and responding to data requests:** The MPO responds to requests for data from municipalities, peer agencies, private sector consultants, research institutions, and the public. Staff will continue to review established policies and procedures, balancing data sets prepared for the most common queries with custom data assembled on request.
- **Exploring data:** Staff will conduct coordinated, strategic assessments of new and continuously evolving data sources and analytical techniques to address current and future needs, documenting findings, and developing best practices around the management and use of these data. For example, datasets that could be explored include trip volumes from Replica for freight and active modes; MassDOT annual average daily traffic versus Replica volumes, and Transportation Network Company rideshare trip data from the state Department of Public Utilities
- **Data management, coordination, and support:** Data sets and activities under this effort include socioeconomic products, management of geographic information system and database management system infrastructure, coordination of Data User Group meetings and workshops, collaboration with partners and other agencies, and foundational work that supports staff across the range of MPO activities.

FFY 2026 Anticipated Outcomes

- Data roadmap focused on actionable steps
- Data use agreements for key datasets
- Documentation platform revised instructions; pilot test costs and benefits
- Data request responses and updated data request handling guidelines
- Assessments and recommendations for up to three existing or emerging datasets
- Curated, enhanced reference data, tools, and distribution for TIP scoring
- Updated foundational datasets and documentation, including demographic data, roads underlying calculation of network-based TIP scores, and roads and transit data backing Conveyal network analysis

Active Transportation Planning Program

FFY 2026 Total Budget	$184,000
Schedule	Ongoing

Purpose

The Active Transportation Planning Program aims to improve accessibility, safety, convenience, and comfort for people walking, bicycling, and rolling in the Boston metropolitan region. The MPO leverages its role as a regional transportation planning agency to study active mobility travel in the Boston metro area as a whole and facilitate connections between and across neighboring municipalities. We seek to empower communities to better plan for people using active modes within their municipalities and provide recommendations to increase the use of these modes for daily trips by residents, employees, and visitors.

The Active Transportation Planning Program strives to reduce congestion, increase physical activity, and shape more livable communities. Our work is aimed at facilitating greater adoption of active modes and informing investment in sustainable active transport infrastructure throughout the Boston metro region. We prioritize the needs of people living in communities that are less likely to have access to motorized vehicles and rapid transit stations within the region, making active modes of transportation all the more critical to mobility in these communities.

The Active Transportation Planning Program supports the following federal requirements, as described in 23 U.S.C. 217(g), for metropolitan planning organizations related to bicycle and pedestrian travel.

- MPOs are required to create a transportation plan that identifies pedestrian walkways and bicycle transportation facilities.
- MPOs are required to create a TIP that identifies congestion management strategies they have adopted, such as pedestrian and bicycle facilities, that demonstrate a systematic approach in addressing current and future transportation demand.
- The TIP must identify pedestrian walkway and bicycle transportation facilities in accordance with the fact that bicyclists and pedestrians must be given due consideration in MPOs' transportation plans. Where appropriate, bicycle transportation facilities and pedestrian walkways must be considered in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.
- Transportation plans and projects must provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.

Approach

In FFY 2026, the Active Transportation Planning Program, informed by the participation of the Active Transportation Steering Committee and the broader goals of the MPO's LRTP, will focus on the following tasks:

- **Convening the Active Transportation Steering Committee (Steering Committee):** The Boston Region MPO will continue to leverage its role as a regional convenor to host quarterly meetings of the Active Transportation Steering Committee. This body connects MPO staff, advocates, municipal stakeholders, and academics to exchange information, work through regional bicycle and pedestrian transportation issues, and share the MPO's active transportation related efforts with members.
- **Needs and Gaps in the Regional Bicycle and Pedestrian Networks:** As part of a larger, multiyear effort to develop a regional active transportation plan and building off of previous work done to identify regional gaps, MPO staff will identify and prioritize the needs and assess the gaps for the regional bicycle and pedestrian networks. MPO staff will work with the Steering Committee to identify these needs and gaps as well as provide recommendations and best practices for the improvement of bicycle and pedestrian facilities within the region.
- **Continuing Regional Bicycle and Pedestrian Volume Counts:** In the spring FFY 2025, MPO staff began conducting automatic bicycle and pedestrian volume counts in locations across the metropolitan region. MPO staff will continue to work with municipalities to collect data in strategic locations to better inform regional and local planning, including revisiting data collection locations at different times of the year to determine the impact of seasonality on bicycle and pedestrian travel patterns.

FFY 2026 Anticipated Outcomes

- Summary of key insights and feedback from the Active Transportation Steering Committee
- Identification and prioritization of bicycle and pedestrian needs and gaps with best practice guidance for addressing these
- Bicycle and pedestrian volume counts and high-level trends[1]

1 Publicly available through the Bicycle and Pedestrian Count Data Application.

Multimodal Mobility Infrastructure Program

FFY 2026 Total Budget	$375,000
Schedule	Ongoing

Purpose

The Multimodal Mobility Infrastructure Program (MMIP) aims to address gaps in both regional and community multimodal transportation needs, and identify opportunities to advance towards a safe, integrated, sustainable, and accessible regional multimodal transportation system. Communities often identify transportation problems and issues relating to safety, congestion, bottlenecks, and lack of access to multimodal transportation facilities in their areas. One of the major focus areas of this program is to develop conceptual design recommendations that address identified regional multimodal transportation needs with an emphasis on the most vulnerable roadway users. Another key focus area of the program is to explore potential strategies to mitigate the challenges that hinder residents from using multimodal transportation, including walking, rolling, biking, and transit. The program strives to provide tools and resources to increase capacity among stakeholders to enhance the planning and design of multimodal transportation infrastructure in the region.

Under Title 23, Chapter I, Subchapter E, Part 450, Subpart C, it is stated in § 450.318 that "*an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process*." Furthermore, among the Federal planning factors described in Title 23, Section 134, of the US Code, the activities within the MMIP address the following:

- Increase the safety of the transportation system for all motorized and nonmotorized users
- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system

Approach

In FFY 2026, the MMIP will focus on the following initiatives:

- **Undertaking site-specific studies:** MPO staff will develop conceptual design recommendations on two to three site-specific corridor and intersection studies that address regional multimodal transportation needs with an emphasis on the most

vulnerable roadway users. In addition to Complete Streets guidelines and operational and safety considerations, our analysis will concentrate on transit services, nonmotorized modes of transportation, curb usage, and truck activity along roadway segments.

- **Conducting regional studies:** MPO staff will conduct two regional studies focused on identifying opportunities to support multimodal transportation, reduce auto dependence and address roadblocks to achieving a well-functioning multimodal transportation system. The regional studies conducted through the MMIP offer opportunities for the MPO to evaluate specific projects that the MPO has chosen to fund through the TIP. This year, MPO staff will explore connections between transportation and land use at a regional level, with a particular focus on transit-proximate areas in light of the recently passed MBTA Communities Act (Section 3A of MGL c. 40A), which aims to increase housing production in the region. Staff will also continue to advance mode shift research.
- **Synthesizing smaller-scale study findings:** MPO staff will synthesize the findings from smaller-scale studies conducted as part of the technical assistance programs, discrete studies work, and 5303-funded projects. Staff will categorize these findings by theme and present recommendations for incorporating and regionalizing the results into broad planning efforts.
- **Beginning Mobility Action Plan (MAP):** MPO staff will begin the first phase of developing a MAP. The focus of this phase will be on developing a high-level framework, assessing mobility needs, and defining the primary objectives of the plan. The MAP will build on the LRTP goals and Needs Assessment with a focus on identifying actions to improve mobility in the near term. Work will include gathering data on existing infrastructure, transportation systems, and travel patterns as well as engaging with regional and community stakeholders. The goal of the work will be to establish a baseline of existing mobility infrastructure, identify regional gaps, and recommend priority areas for future mobility improvements. This work will aim to increase municipal capacity to identify and undertake future improvements, as well as help meet LRTP goals.

FFY 2026 Anticipated Outcomes

- Selection of corridor and intersection study locations
- Recommendations for selected corridor improvements
- Recommendations for selected intersection improvements
- White paper with key findings from research on mode shift
- Summary of findings from exploration of connections between transportation and land use at the regional scale
- Recommendation for regionalizing results from past discrete studies
- High-level framework for a MAP with a focus on identifying needs, existing conditions, and near-term priorities

Support to the MPO and its 3C Process

The activities described in this section support core MPO programs as well as those supporting the continuing, comprehensive, and cooperative (3C) planning process in general, collaboration with partner agencies, and compliance with federal requirements. These activities include technical and administrative support to the MPO and its committees, as well as the development of materials supporting all MPO work.

- Support to the MPO and its Committees
- General Graphics
- General Editorial
- Transit Working Group (TWG) Support

FFY 2026 Total Budget	$1,044,820
Schedule	Ongoing

Purpose

Under this program, staff implement MPO policies, plan and coordinate the delivery of information for MPO decision-making, support the operation of the MPO and its committees, and provide support for MPO meeting management and agenda planning.

Approach

Support to the MPO and its Committees

MPO staff perform the following tasks related to MPO board and committee meetings.

- Develop and post meeting agendas to the MPO's website
- Prepare and distribute informational materials via email and the MPO's website
- Plan virtual and in-person/hybrid meetings, making them accessible to the public
- Set up digital arrangements for virtual meetings and audio/visual equipment for in-person meetings
- Attend and record meetings
- Complete meeting follow-up activities, such as maintaining the information flow for members of the MPO and the public, processing approved work scopes, preparing video-recordings, and documenting and publishing meeting minutes

Technical and process support is provided to the MPO's Unified Planning Work Program (UPWP) Committee; Administration and Finance (A&F) Committee; Congestion Management Process (CMP) Committee; TIP Process, Engagement, and Readiness Committee; and other ad hoc committees. These committees conduct their work as follows:

- The UPWP Committee meets as needed to develop a UPWP for the upcoming FFY and to monitor expenditures and the progress of studies and programs in the current fiscal year.
- The A&F Committee meets periodically to make recommendations to the MPO on the staff's operating budget, legal matters, and other administrative functions.
- The CMP Committee meets as needed to discuss and provide feedback on the federally required CMP. Activities include maintaining relevance of CMP goals by updating them as needed, monitoring the CMP network by developing congestion performance measures, and developing strategies to reduce congestion, developing and reviewing the TIP Intersection Improvement Program, and making recommendations on improving regional mobility to the MPO.
- The TIP Process, Engagement, and Readiness Committee facilitates discussion about the TIP development process and desired improvements.

Staff provide policy analysis of ongoing state and federal developments that affect MPO functions directly or the region's transportation system as a whole. This work includes creating briefs of policy and administrative changes, leading research projects that focus on transportation policies in the region, preparing materials for meetings or hearings with external legislative stakeholders, and working with external organizations to coordinate transportation policy with other land use and planning policies. In FFY 2026, staff will document findings of research into municipal use of the Chapter 90 Program funds, authorized through Massachusetts General Laws (MGL) Chapter 90, Section 34, which provides funding to municipalities for the implementation of capital improvements on local public ways. Staff will also complete a stakeholder analysis to support the FFY 2026 discrete study, Roadway Pricing: Stakeholder Analysis, described in Chapter 4.

Staff also provide administrative activities that ensure the MPO's compliance with federal requirements. This includes researching, analyzing, and reporting information on 3C planning topics and responding to federal recommendations from the MPO's Certification Review, among others. Staff also implement federal and state legislation, such as the Bipartisan Infrastructure Law requirements (see Chapter 2 and Appendix E).

This work also includes collaboration with other agencies involved in 3C planning activities, other Massachusetts MPOs (particularly those in the Boston region urbanized area), and MAPC subregional municipal groups. To support this collaboration, staff support updates to the governing Memoranda of Understanding between the Boston MPO and partner agencies when necessary.

Other activities include overseeing 3C program-related activities, collecting and fielding comments and inquiries, and responding to requests for information and support.

General Graphics

The graphic design staff develop presentations, maps, charts, illustrations, reports, guidebooks, and a range of other public-facing materials designed in support of MPO programs and certain internal initiatives. Design staff monitor the consistent use of the MPO name, logo, and color palette in print and digital publications. They also produce materials that adhere to accessibility regulations to ensure all people have access to MPO materials and therefore can meaningfully engage with the transportation planning process, regardless of background or ability.

General Editorial

The editorial staff review public-facing materials, including reports, memoranda, briefings, work scopes, guidebooks, presentations, meeting agendas, meeting minutes, job advertisements, and certain internal documents. The editorial process focuses on producing clear and understandable content, making improvements to document structure, correcting grammar, ensuring proper word usage, and adhering to accessibility requirements. The editorial staff follow the rules of the Chicago Manual of Style and guidelines from the Boston Region MPO Editorial Style Guide when reviewing copy.

Transit Working Group Support

The Transit Working Group is a space to provide resources and opportunities for collaboration between transit providers and organizations that support transit in the Boston region. Participants may include representatives of regional transit authorities, transportation management associations, municipalities that operate transit services, and state transportation agencies. Advocacy groups and members of the public are also welcome to attend these meetings. Staff plan and host 4–6 Transit Working Group meetings per year.

FFY 2026 Anticipated Outcomes

- Host approximately 24 MPO meetings and 20 MPO subcommittee meetings, and perform the associated tasks and pre- and post-meeting logistics
- Coordinate 3C planning and programming activities and programs
- Coordinate with state and federal partners
- Coordinate with neighboring MPOs, including participating in coordination meetings with our northern, southern, and western neighboring MPOs and attending monthly Transportation Managers' Group meetings
- Produce maps, charts, illustrations, report covers, brochures, slides, StoryMaps, guidebooks, presentations, photographs, and other products that enhance the communication of MPO work to the public
- Produce materials in accessible formats for public meetings and website postings
- Maintain and update accessibility guidelines and standards for MPO products as needed

- Maintain standards for accessibility in written materials and maintain accessible document templates
- Maintain editorial guidelines and provide quality control for written materials
- Develop resources to support working group meetings and activities
- Completion of municipal transportation maintenance fund (Chapter 90, municipal funding program) research
- Completion of a stakeholder analysis to supplement the FFY 2026 discrete study, Roadway Pricing: Stakeholder Analysis
- Ongoing support to MPO board and leadership staff for federal and state policy changes
- Work toward integrating housing into the transportation planning process
- Hold TWG meetings and keep the MPO board informed about TWG discussions and concerns
- Support communication for and about MPO work using email, social media, and the MPO website
- Provide regular updates on the Certification Review Action Plan

Chapter 4

Boston Region MPO Technical Assistance and Discrete Studies

Introduction

As described in Chapter 1, each federal fiscal year (FFY), the Boston Region Metropolitan Planning Organization (MPO) receives federal transportation planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Combined with the local Massachusetts Department of Transportation (MassDOT) matching amount, these funds form the budget that allows the MPO staff to accomplish the MPO support and 3C planning activities described in Chapter 3; the discrete studies and technical support activities described in this chapter; and the administrative tasks and information technology resource management described in Chapter 5.

This chapter describes two types of work—the ongoing technical analysis and support studies that staff will conduct for communities or transportation providers in the region, and the discrete studies that are selected for the fiscal year based on the engagement process described in Appendix C. Each UPWP documents progress on the previous year's studies and describes

upcoming discrete studies and types of work to be undertaken in the ongoing technical analysis and support activities. The MPO tracks the progress of these studies, which are categorized as follows:

- Completed Discrete Studies: Completed studies are either already complete or expected to be completed by October 1, 2025, when the FFY 2026 UPWP document goes into effect. Table 4-1 (MPO-funded discrete studies) provides a summary of these studies, their funding amounts, and their work products or activities.
- FFY 2026 Technical Analyses and Support Studies: MPO staff provide technical assistance to communities or transportation agencies throughout the region each year. Table 4-2 summarizes the salary and overhead costs for these studies in FFY 2025 and FFY 2026, as well as the completed and planned work products.
- FFY 2026 Discrete Studies: Each year, discrete studies are selected through a prioritization process applied to a broad range of ideas collected through MPO engagement of staff and stakeholders. More information about the process can be found in Appendix C. These studies are approved for funding as one-time studies with clearly defined deliverables in a given fiscal year. Table 4-3 lists the FFY 2026 discrete studies.

Table 4-1
Completed MPO Funded Discrete Transportation Planning Studies, FFYs 2024–25

Project Name	Total Budgeted Funding	Work Products (reports, technical memoranda, and other work products or activities)
FFY 2025 Studies		
Bluebikes and MBTA Connections	$60,000	Report detailing the findings from literature review and stakeholder engagement on integrating bikeshare and transit systems, along with methodology and results from analyses detailing the interconnectivity of the Bluebikes and MBTA networks and trip behavior.
Roadway Pricing: Balancing the Need for a Transition to Sustained Mobility with Equity Considerations	$50,000	White paper detailing the findings from literature review process, the data used to inform scenarios and analysis, and estimated magnitude of impacts of one roadway-pricing scenario on congestion, equity, and revenue in the Boston region. A two-page brief will also summarize key findings.
Decarbonizing the Freight Sector: Exploring the Potential for Using E-cargo Bikes for First- and Last-mile Freight Deliveries	$40,000	Technical memorandum summarizing the literature review and case studies, discussing themes from expert interviews, and providing actionable recommendations and best practices for adopting cargo e-bikes in first- and last-mile deliveries.
FFY 2024 Studies		
Lab and Municipal Parking Phase II	$45,000	Technical memorandum detailing the results from the data collection and analysis of parking at lab and life sciences facilities, as well as recommendations for policy makers and municipal planners who make decisions about parking requirements at these types of properties.
Parking in Bike Lanes: Strategies for Safety and Prevention	$20,000	Report summarizing findings of literature review and outreach, with recommendations for interventions that could be piloted by Boston area municipalities.
Strategies for Environmental Outreach and Engagement	$25,000	Memo summarizing the results of the literature review and outreach, with recommendations on how to incorporate regular engagement on environmental topics into the MPO's existing programs.
Applying Conveyal to TIP Project Scoring	$60,000	Technical memorandum evaluating the use of Conveyal to examine TIP projects.

Table 4-2
FFY 2026 Boston Region MPO Technical Analyses and Support

Project Name	FFY 2025 Funding	FFY 2025 Work Products and Progress	FFY 2026 Funding	FFY 2026 Planned Work Products and Progress
Boston Region MPO Activities				
Technical Assistance Program*	$70,000	Provided technical assistance to municipalities in the Boston region on challenges around multimodal transportation planning and design. Essex – Provided technical assistance to Essex by evaluating flood risk to Route 133. This evaluation involved a review of state, regional, and local plans, relevant climate resilience and exposure to coastal flooding, and impacts on mobility. The assessment of mobility impacts considered factors such as road closures and detours, providing a comprehensive understanding of the potential effects of the flood risk on the community's mobility. Revere – Provided technical assistance by gathering crucial pedestrian and bicycle data, turning movement counts, traffic volumes, speeds, and classification data at multiple locations along Bennington Street. This data is instrumental in evaluating pedestrian safety needs and improvements. Everett – Provided technical assistance for Everett by collecting pedestrian and bicycle data at three trail locations on the Northern Strand and turning movement counts, traffic volumes, speed, and classification data at several locations on Ferry Street, Broadway, and Elm Street. Quincy - Provided technical assistance to the City of Quincy to prioritize locations for an expansion of the BlueBikes bikeshare program into the municipality using a data driven methodology.	$135,000	Provide technical assistance to municipalities in the Boston region on challenges around multimodal transportation planning and design. Anticipated work products include analyzing issues, meetings with stakeholders, and support with the planning processes at MassDOT and the MBTA. Additional work products are developing recommendations, guidance on how communities can get involved, and documenting the work in the form of technical memoranda.
Regional Transit Service Planning Technical Support	$63,500	Provided technical assistance to municipal staff in the Boston metro region on challenges around regional transit planning. Medford- MPO staff worked with City of Medford to compile MBTA bus, rapid transit, and commuter rail ridership data; generate origin-destination patterns for THE RIDE users; and obtain intra- and inter-Medford origin-destination patterns from the Replica platform.	N/A	NOTE: the Regional Transit Service Technical Assistance Program has been combined into the Technical Assistance Program above.
Road Safety Audits	$15,000	Provided support to MassDOT and communities for Road Safety Audits conducted in the Boston metro region. Supported MassDOT and communities in a collaborative effort for Road Safety Audits conducted in Somerville, Boston, and Chelsea.	$10,000	Provide support to MassDOT and communities for Road Safety Audits conducted in the Boston metro region. Anticipated work products include participating in RSAs as requested by MassDOT and documenting RSA recommendations.

*The funding amount shown here reflects funding for the Boston Region MPO only. Funding for MAPC can be found in Chapter 7.

Table 4-3
FFY 2026 MPO Funded Discrete Transportation Planning Studies

Universe ID	Study or Program	Proposed FFY 2026 Budget
A-1	Pedestrian-Scale Lighting Guide for Communities	$50,000
E-1	Representing the Experience of Limited Mobility Individuals	$50,000
P-9	Roadway Pricing: Stakeholder Analysis	$50,000
Total for New Discrete Studies		**$150,000**

In addition, the Metropolitan Area Planning Council (MAPC), the planning agency for the Boston Region, conducts planning studies and technical assistance throughout the region. For more information on the studies and technical assistance work that MAPC conducts, see Chapter 6, Metropolitan Area Planning Council Activities.

Some titles of the following products and activities may change as they are finalized. All certification documents and many other work products are, or will be, available for download from the MPO website (www.bostonmpo.org). Work products not found on the MPO website may be requested by contacting MPO staff at 857.702.3700 (voice), 711 (MassRelay), or ctps@ctps.org (email).

Technical Analysis and Support

The project descriptions in this section consist of ongoing MPO programs that provide technical planning assistance, support, and analyses to cities, towns, and other entities throughout the region.

Road Safety Audits

FFY 2026 Total Budget	$10,000
Schedule	Ongoing

Purpose

This program supports MPO staff participation in road safety audits (RSA).

Approach

An RSA, as defined by FHWA, is a formal safety performance examination of an existing or future road or intersection by an independent audit team. MassDOT guidelines require RSAs to be conducted where Highway Safety Improvement Program-eligible crash clusters are present. The RSA examines the location to develop both short- and long-term recommendations to improve safety for people driving, walking, and biking. These recommendations help communities identify safety improvements that can be implemented in the short term and determine if more substantial improvements are needed as part of a larger, long-term improvement process.

Audit teams include MassDOT headquarters and district office staff, MassDOT consultants, municipal planners and engineers, local and state police, local emergency response personnel, and MPO staff, as requested. In the RSA process, the audit team (1) reviews available crash data; (2) meets and communicates with local officials, planners, engineers, and other stakeholders; (3) visits the site to observe traffic operations and identify safety issues; and (4) develops and documents recommendations.

FFY 2026 Anticipated Outcomes

Anticipated outcomes include the following:

- Participate in RSAs as requested by MassDOT
- Document RSA recommendations

Technical Assistance Program

FFY 2026 Total Budget	$135,000
Schedule	Ongoing

Purpose

Through this ongoing program, MPO staff provide technical advice to municipalities, MAPC subregions, regional transit authorities (RTA), and transportation management associations (TMA). This work is focused on improving and expanding our multimodal regional transportation system.

Approach

In this program, MPO staff will meet with community stakeholders to learn more about the transportation problems that the community identified, such as those related to parking, traffic calming, freight movement, walking, bicycling, and transit.

Technical assistance activities may include the following:

- Conduct outreach to build awareness around the program and support the conceptualization of projects that may benefit from technical assistance.
- Provide ongoing technical support to communities for current tools and practices regarding multimodal issues.
- Conduct a site visit with local officials to understand the potential problem, review existing data, and make suggestions for additional data that may be needed.
- Analyze problems and identify potential solutions including conceptual designs for some project locations.
- Coordinate with municipalities to identify TIP-eligible project candidates that are supportive of increased multimodal safety, access, and mobility around the region.
- Support the various planning processes at MassDOT, the MBTA, the MPO, and MAPC, and provide guidance on how communities can get involved.
- Provide technical support to improve transit services including promoting best practices and addressing issues of ridership, cost effectiveness, route planning, first- and last-mile strategies, and other service characteristics.

The number of technical assistance cases will depend on the funding amount and the complexity of the specific technical assistance requests from municipalities.

FFY 2026 Anticipated Outcomes

MPO staff will provide technical assistance to municipalities, MAPC subregions, RTAs, and TMAs as described above and will document the work, recommendations, and outcomes of these consultations in the form of technical memoranda.

Discrete Planning Studies

The project descriptions in this section describe the discrete studies chosen by the MPO for funding in FFY 2026. As described in Chapter 2 and Appendix B, MPO staff gather discrete study ideas each year and classify them into the following categories: active transportation; land use, environment, and economy; roadway and multimodal mobility; transit; community transportation access; transportation impact mitigation; and other technical work. Each of the project descriptions on the following pages begins with a funding table that shows the category, total budget, and schedule.

Pedestrian-Scale Lighting Guide for Communities

Category	Active Mobility
FFY 2026 Total Budget	$50,000
Schedule	October 2025 through September 2026

Purpose

Street lighting plays a vital role in enhancing safety and reducing nighttime crashes. However, most lighting designs for existing streets were designed with an emphasis on drivers. Recent advancements in lighting technology have also improved vehicular illumination, which helps increase driver safety.

According to the National Highway Traffic Safety Administration, approximately 76 percent of pedestrian fatalities occur in dark and low-light conditions. Insufficient attention to pedestrian-scale lighting designs for vulnerable users and the lack of resources to guide communities in selecting appropriate lighting for pedestrian facilities in different environments are significant contributing factors. The Town of Brookline Select Board recently established a Pedestrian-Friendly Lighting Committee in response to this issue. This committee developed a plan to implement pedestrian-friendly lighting along busy sidewalks, assessed public demand for improved street lighting, and evaluated the costs associated with installing and operating new pedestrian-scale street lighting.

Providing resources for communities to make informed decisions around their lighting options is crucial for creating a safer and secure environment for vulnerable road users. In addition, many communities in Massachusetts are buying back their streetlights from utility companies to achieve cost savings and greater flexibility. The guide produced from this study will equip communities with the tools and resources needed to enhance safety and security for vulnerable road users by incorporating pedestrian-scale lighting into planning and design. Well-designed pedestrian-scale lighting can encourage more people to walk and bike at night and in low-light conditions, fostering a stronger sense of community and promoting mode shift.

Approach

To address the growing need for safer and more secure streets for vulnerable users, MPO staff will investigate best practices for pedestrian-scale lighting at intersections, mid-block crossings, sidewalks, and bike lanes in various settings such as commercial areas, villages, parks, and neighborhoods. In addition, MPO staff will interview communities about the challenges and opportunities in operating and maintaining streetlights, available resources on pedestrian-scale lighting, and how safety of vulnerable road users influence lighting decisions, such as design, equipment selection, and upgrades. MPO staff will also look to engage pedestrian and bicycle advocacy groups regarding concerns, needs, and improvements related to pedestrian-scale lighting.

FFY 2026 Anticipated Outcomes

The outcome of the research and interviews will be a guide for communities outlining appropriate lighting specifications, such as lighting intensity, contrast, LED options, color temperature, and compliance with dark sky regulations for walking and biking facilities in various settings. The guide will also feature case studies to provide practical examples and insights.

Representing the Experience of Limited Mobility Individuals

Category	Community Transportation Access
FFY 2026 Total Budget	$50,000
Schedule	October 2025 through September 2026

Purpose

Throughout planning and decision-making, transportation planners and analysts characterize and quantify mobility metrics to understand travel throughout the region. Currently when approaching these tasks at the Boston Region MPO, staff have limited capacity to reflect the perspective of people with limited mobility in quantitative analysis efforts. The goal of this study is to strengthen and support transportation planning across different mobility preferences and needs throughout data-driven decision-making efforts. In recent years, MPO staff have made progress to characterize the walkability of neighborhoods and to calculate how the transportation system supports destination access. These efforts could be improved by developing strategies to better accommodate the perspective of people with mobility limitations.

Approach

As a first step in building resources to better analyze the experience of people with limited mobility, this study will prioritize literature review and community engagement. MPO staff will conduct a literature review to identify existing best practices, analysis approaches, and strategies to conduct data-driven transportation planning that includes the needs of people with mobility limitations. In addition, MPO staff will coordinate with organizations within the region to conduct outreach events gathering feedback on trip patterns and challenges navigating the transportation system. Finally, staff will conduct strategy discussions to identify potential solutions to better represent how the transportation network serves people with limited mobility and recommendations to incorporate these solutions in data-driven planning at a regional scale.

FFY 2026 Anticipated Outcomes

The anticipated outcome of this study will be a technical memo that describes key findings from the literature review and community outreach. The memo will also identify potential next steps to better represent the experience of people with limited mobility throughout MPO program work, which could include data gaps that need to be addressed and analysis strategies or metrics to develop further.

Roadway Pricing: Stakeholder Analysis

Category	Roadway and Multimodal Mobility
FFY 2026 Total Budget	$50,000
Schedule	October 2025 through September 2026

Purpose

Agencies implementing roadway pricing strategies need to consider both the differential impacts on stakeholder groups and how perceptions of the potential adverse impacts can affect the implementation process. Outreach and public education campaigns can inform the public on the benefits of such strategies—such as reducing congestion and generating revenue—and outline strategies to mitigate adverse impacts. The MPO's FFY 2025 discrete study on roadway pricing aims to help staff build its knowledge base with available tools and data to support future research, develop a conceptual framework that will support stakeholder engagement, and explore the potential impacts of roadway pricing on congestion, revenue, and community well-being for one conceptual roadway-pricing scenario applied to Greater Boston. This study will build on the findings of the FFY 2025 study to conduct a preliminary stakeholder analysis focused on assessing attitudes toward one or more roadway pricing scenarios and their impact on stakeholders groups.

The study will also evaluate effective messaging around roadway pricing by reviewing strategies that other agencies have used successfully when implementing roadway pricing. The purpose of this study is to provide a starting point for conducting future, scenario-specific stakeholder analyses and engagement programs for potential roadway pricing strategies, identify effective communications and engagement strategies, and provide qualitative data that could support a successful implementation.

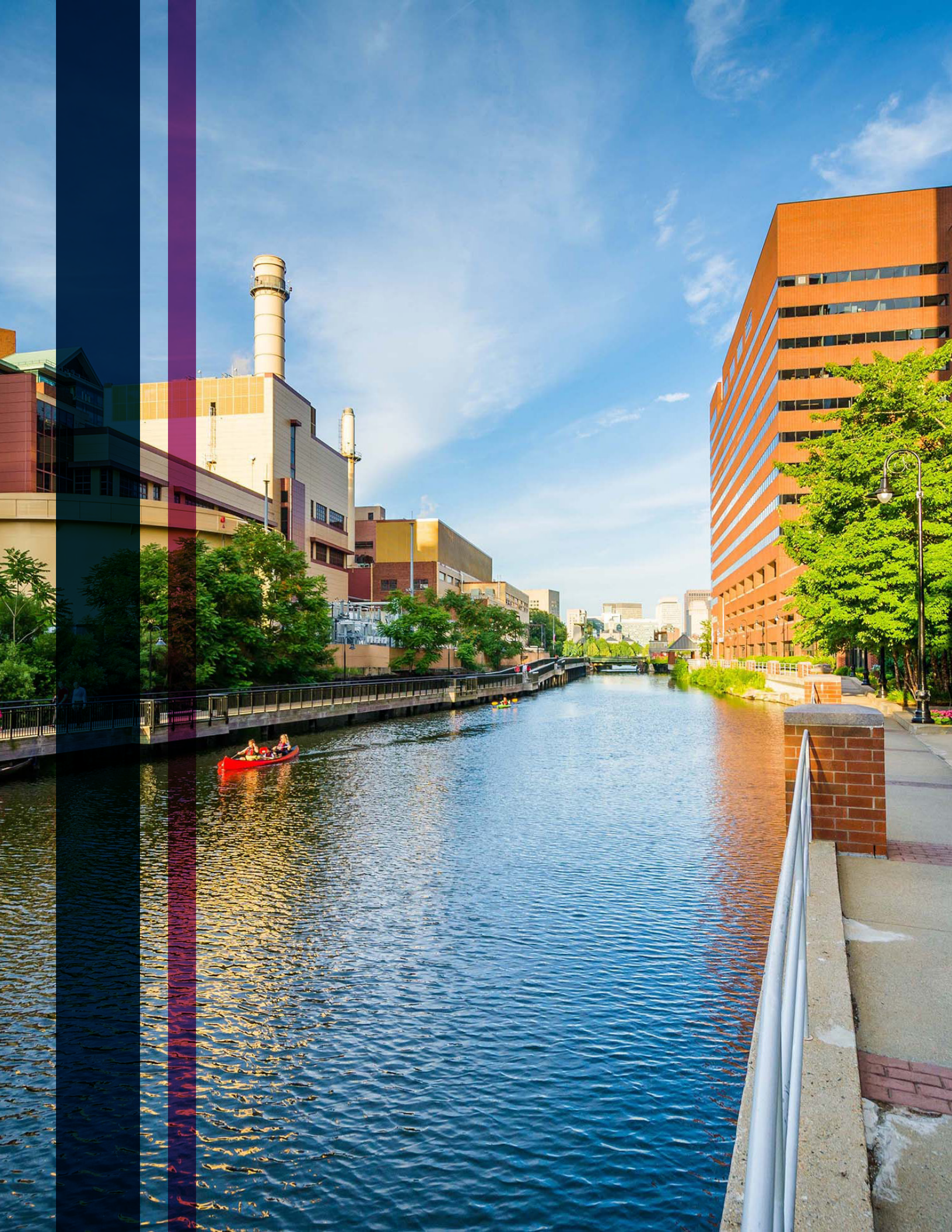
Approach

The study will identify the stakeholders potentially affected by one or more types of roadway pricing strategies, as well as stakeholders who have an interest in the strategy and may be able to influence the outcome and messaging. Interviews with public officials and other relevant parties and a literature review will help staff evaluate how various stakeholders have been affected by roadway pricing programs in the United States and internationally, and identify messaging strategies used by other agencies when implementing roadway pricing policies. The study will also build on preliminary interviews completed in the FFY 2024 study, "Learning from Roadway Pricing Experiences." Drawing on these precedents will help create an effective engagement strategy for the Boston region.

Interviews with relevant Massachusetts organizations, such as the MBTA, MassDOT, and others will provide information about the inter-agency coordination needed for an effective engagement and messaging strategy. A stakeholder and messaging analysis can inform the MPO's future work on roadway pricing strategies by anticipating reactions and concerns about potential pricing scenarios and providing qualitative data that complements any quantitative analyses performed.

FFY 2026 Anticipated Outcomes

The anticipated outcome of this study is a report that identifies and analyzes individuals, groups, or organizations that have a vested interest in roadway pricing to help understand how they may influence the success of one or more strategies, how they are impacted, and how best to message and engage them to achieve the goals of the strategy.



Chapter 5

Resource Management and Support Activities

Introduction

MPO staff conduct ongoing information technology (IT) and other activities to support the core activities and studies of the Boston Region Metropolitan Planning Organization (MPO).

Each activity in this chapter includes an explanation of the purpose of the work, a description of how the work is accomplished, and a summary of the anticipated Federal Fiscal Year (FFY) 2026 work products. The budget tables at the head of each project description show salary and overhead costs associated with the projects. The Direct Support section includes direct costs related to the projects.

Table 5-1 provides a summary of the funding assigned to each of the activities described in this chapter that were also assigned in FFY 2025, a summary of the work products and/or progress made in FFY 2025, the funding proposed for each of these activities in FFY 2026, and the anticipated work products and/or progress in FFY 2026.

Although many of the activities in this chapter generally comprise similar tasks from year to year, budget variations often reflect more significant or lesser emphasis on certain efforts. Where appropriate, these differences are explained in Table 5-1.

Table 5-1
FFY 2026 Boston Region MPO Ongoing Resource Management and Support Activities

Project Name	FFY 2025 Funding	FFY 2025 Work Products and Progress	FFY 2026 Funding	FFY 2026 Planned Work Progress and Products
Boston Region MPO Staff Activities				
Information Technology Resource Management	$315,500	Provided maintenance and enhancements to staff laptops, workstations, server systems; network infrastructure, and printers. Migrated server systems and processes into the cloud. Redesigned the website.	$306,000	Tasks and work products generally remain the same from year to year.
Professional Development	$80,000	Covered the labor expenses of staff attending conferences and seminars related to MPO work.	$50,000	Tasks and work products generally remain the same from year to year.

Boston Region MPO Activities

The following sections contain details on the administration, resource management, and support activities undertaken by MPO staff each FFY.

Information Technology Resource Management

FFY 2026 Total Budget	$306,000

Purpose

Managing IT resources involves inventory management, resource allocation, website maintenance, performance monitoring, cost management, security implementation, disaster recovery planning, compliance adherence, vendor management, and user support to optimize utilization, mitigate risks, and align IT strategies with agency needs. In the coming year, staff will upgrade IT-related hardware in the server room, including network infrastructure and the power distribution unit. All IT documentation will also be audited to ensure accuracy and completeness, such as updating existing materials and incorporating new procedures that reflect recent changes.

Approach

Staff perform the following subtasks as part of information technology resource management.

Information Technology (IT) Resource Management

System Administration

System administration encompasses the setup, configuration, maintenance, and optimization of IT infrastructure, including servers, networks, operating systems, and databases to ensure their reliability, availability, and performance in support of agency goals and user requirements. This includes replacing older hardware, including network equipment and workstations. It also requires managing relationships with IT vendors to ensure the timely delivery of products and services. In addition, staff will implement an endpoint management service that will automate IT-related tasks such as adding accounts, deploying applications, and enforcing policies.

Security Administration

Security administration involves overseeing the setup, maintenance, and protection of IT systems, networks, and data through user management, system configuration, patch management, access control, vulnerability scanning, incident response, and security policy enforcement to ensure optimal performance and security against cyber threats. Staff review all reports generated by cybersecurity-related tools.

IT Documentation

IT documentation involves creating, maintaining, and organizing comprehensive records and guides detailing IT systems, networks, applications, configurations, procedures, and policies to facilitate effective communication, troubleshooting, knowledge transfer, and compliance adherence within the agency.

IT Resource Management

IT resource management entails strategically allocating, optimizing, and overseeing IT assets, including hardware, software, personnel, and budget, to support agency objectives and maximize efficiency. This includes negotiating contracts, evaluating vendor performance, and resolving disputes. This also includes creating an implementation plan for the website infrastructure accessibility review.

User Support and Assistance

This subtask includes providing technical support to end users to help them resolve IT-related issues. This may involve troubleshooting hardware or software problems, training on new technologies, and providing user manuals. Additionally, technical support will be provided to end-users needing assistance using the new external and internal websites.

Website Administration

Website administration consists of managing and maintaining the technical aspects of a website, including server configuration, content updates, user management, security protocols, performance optimization, and troubleshooting, to ensure its functionality, accessibility, security, and overall effectiveness in meeting agency goals and user needs, including additional changes to the interactive apps after the website redesign at the end of FFY 2025.

Database Administration

Database administration involves tasks such as user management, monitoring database performance, allocating storage, and applying patches and upgrades. Other tasks will include website database changes based on changes made during the redesign at the end of FFY 2025.

FFY 2026 Anticipated Outcomes

- Improved IT-related network infrastructure, such as a new power distribution unit for the server room and installation of new workstations
- Updated IT documentation
- Revised interactive applications based on the website redesign

Professional Development

FFY 2026 Total Budget	$50,000
Schedule	Ongoing

Purpose and Approach

MPO staff maintain their technical expertise in part by participating in courses, programs, and workshops offered by the Federal Highway Administration, the Federal Transit Administration, the Transportation Research Board, the Association of Metropolitan Planning Organizations (AMPO), the Institute of Transportation Engineers, the Southern New England APA Conference (SNEAPA) and other public, private, and nonprofit organizations. Professional development efforts focus on a range of critical topics, including performance-based planning, traffic engineering activities and applications, regional modeling, active transportation activities, transit planning, public engagement, technology operations and maintenance, database applications, and other areas. These efforts are designed to enhance technical support services and foster professional growth.

FFY 2026 Anticipated Outcomes

Staff will attend conferences, panel presentations, trainings, and other enrichment and professional advancement opportunities.

Direct Support

MPO 3C Planning Funds	$178,000
Deobligated 3C PL Funds from Prior Years	$405,000
3C-Funded Work Direct Support Total	$583,000
MBTA Funds	$4,500
Agency-Funded Work Direct Support Total	$587,500

Purpose

Through this activity, the Boston Region MPO provides integral direct support for all staff projects and functions.

Approach

IT Equipment

IT equipment, including both hardware and software, that represents a significant investment or costs more than $5,000 per individual item, is classified as a direct expense

Consultants

The Boston Region MPO engages with consultants periodically to perform specialized, time-specific tasks based on project needs.

In FFY 2026, consultant support will be funded by deobligated PL funds. Those funds will support the following two initiatives:

- **TDM27 Development ($275,000):** To support TDM27 development to provide critical expertise and backup, ensuring work is carried out efficiently while building institutional knowledge and making full use of resources.
- **Routable Mobility Networks ($130,000):** To engage a consultant to leverage remote sensing data to construct routable mobility networks through computer vision modeling and geospatial analysis.

Membership Dues

Annual membership dues are paid to AMPO, which is the transportation advocate for the metropolitan regions, committed to enhancing the MPOs' abilities to improve metropolitan transportation systems.

Printing

Project-specific printing costs, such as those for surveys, maps, reports, presentation boards, and other informational materials, are included in this budget.

Travel

Periodically, the US Department of Transportation, AMPO, Transportation Research Board, SNEAPA, and other organizations sponsor courses and seminars that enhance staff's ability to do project work. The costs of registration, travel, and lodging associated with attending such programs are direct-support expenditures. Mileage, tolls, and parking expenses related to project work are also charged as direct-support expenditures.

Translation and Interpretation Services

To meet the needs of people with limited English proficiency, the Boston Region MPO translates vital documents into the six most widely spoken non-English languages in the MPO region, currently Chinese (both traditional and simplified), Haitian Creole, Portuguese, Spanish, and Vietnamese. Translation expenses are considered a direct cost. The MPO also provides real-time interpretation of meetings and events upon request with one week of advance notice, which is also considered a direct cost.

Other

Other expenditures may become necessary during the term of this Unified Planning Work Program, such as software for particular project work, equipment for conducting passenger surveys, or data collection equipment, which may be funded through this line item.

FFY 2026 Anticipated Outcomes

Direct costs include information technology equipment, Boston region membership dues to AMPO, in-state project-related travel, out-of-state travel associated with staff attendance at professional and training conferences, translation and interpreter services, project-related incentives and consultant engagement, and other appropriate costs.


BOSTON
HORSE TOWN
GSWELL
GRANT
TUCKS POINT
ICE CREAM

Chapter 6

Metropolitan Area Planning Council Activities

Introduction

The Metropolitan Area Planning Council (MAPC) receives approximately 18 percent of the Boston region's annual combined 3C PL and §5303 funding. With this funding, MAPC staff conduct various studies, technical analyses, coordination, and outreach and support activities to help fulfill the Metropolitan Planning Organization's (MPO) functions as a regional planning body. The Massachusetts Department of Transportation (MassDOT) provides the match to both the Federal Transit Administration and Federal Highway Administration funds described in this chapter.

Table 6-1
FFY 2026 UPWP-Funded MAPC Activities

Project Name	FFY 2025 Funding	FFY 2025 Work Products and Progress	FFY 2026 Funding	FFY 2026 Planned Work Products and Progress
MAPC Planning Studies and Technical Analyses				
Corridor/Subarea Planning Studies	$260,000	Local parking management plans; data collection and analysis to repurpose on-street parking spaces for dedicated bus and bike lanes; planning products and engagement support for MBTA Better Bus Project; multimodal transportation plans for select corridors or subregions.	$273,872	Parking use data collection, analysis of data, and recommendations to municipalities in the form of a report; coordination meetings, corridor level data collection and technical memos, community engagement meetings, survey information, and data visualization; identifying mobility solutions, conceptual designs, pilot projects, data and analysis to inform recommendations, and a technical report summarizing findings; new zoning and transportation plans that enable transit-oriented housing.
Multimodal Planning and Coordination	$275,000	Planning to support the advancement of zero-emission vehicles; bicycle- and pedestrian-planning support; expansion of the LandLine regional greenway system through planning and mapping efforts.	$275,000	Planning and coordination to support energy efficient transportation systems, data collection, research, and analysis; completed bicycle and pedestrian plans and techical memos; mapping, engagement, and reports to advance regional trail and shared use path development; technical analysis, coordination, and research in support of the Bluebikes bikeshare system.
MetroCommon 2050	$135,000	Final updated plan with policy recommendations and identification of planning needs to mitigate impacts of scenarios.	$135,000	Stronger constituency for land use and transportation outcomes; case studies or best practices for regional and local mobility; and local commitments to implement the regional plan's recommendations.
Land Use Development Project Reviews	$97,511	Technical memos with transportation recommendations for development projects and large transportation infrastructure projects with a land use component.	$100,223	Analyses and reports of MEPA reviews, development of mitigation recommendations, coordination with municipalities and transportation agencies, maintenance and updates of MAPC's development database, and input into the project evaluations for the TIP and LRTP; continue to review and respond to notices of offered railroad property.
Community Transportation Technical Assistance Program*	$50,000	Responded to various communities' inquiries related to transportation issues: • Wrentham—Provided assistance regarding recommendations for truck exclusion at the intersection of Route 1(Washington St.) and Hawes St. • Sharon—Provided assistance regarding the redesign of the intersection of Massapoag Avenue/Pond Street at Quincy Street and East Street • Hamilton/Ipswich—Provided assistance regarding traffic calming at the intersections of Highland Street at Waldingfield Road, Waldingfield Road at Goodhue Street, and Goodhue Street at Highland Street	$50,000	Provide technical assistance to municipal staff in the Boston metro region on challenges around multimodal transportation planning and design.

(Table 6-1 cont.)

MAPC Administration and Support Activities				
MPO/MAPC Liaison and Support Activities	$198,000	Continue to support the MPO process to develop the TIP, UPWP, and LRTP with robust public engagement, as well as participate in related regional planning efforts conducted by MassDOT, MBTA, municipalities, or federal partners.	$200,000	Interagency coordination; work scopes and agendas; participation in advisory and corridor committees; public participation and outreach; reports to the MAPC executive committee, MAPC Council members, MAPC subregions, and MAPC staff; MPO elections; PBPP targets and data; LRTP scenarios; TIP criteria update and project evaluations; and attendance at relevant meetings.
UPWP Support	$15,000	Support the UPWP development process and attend relevant meetings.	$20,000	Support the UPWP development process and attend relevant meetings.
Land Use Data and Forecasts for Transportation Modeling	$125,000	Improved land use allocation model; multiple demographic and land use scenarios for transportation modeling; updated development data and analysis, documentation, and mapping products to support advanced transportation modeling year to year.	$125,000	New data sources; an improved land use allocation model; multiple demographic and land use scenarios for transportation modeling; updated development data and analysis, documentation, and mapping products to support advanced transportation modeling.
Subregional Support Activities	$234,000	Support subregional groups. Includes preparing agendas, coordinating with transportation agencies, reviewing transportation studies in subregions, and helping to set subregional transportation priorities.	$234,000	Support subregional groups. Includes preparing agendas, coordinating with transportation agencies, reviewing transportation studies in subregions, and helping to set subregional transportation priorities.
Direct Support	—	Successful project meetings, public engagement, and conference attendance.	$3,000	Successful project meetings, public engagement, and conference attendance.

* Asterisk denotes that this section is additionally included in Chapter 4.

MAPC Planning Studies and Technical Analyses

MAPC conducts transportation planning studies through four ongoing programs: Corridor/ Subarea Planning Studies, Multimodal Planning and Coordination, MetroCommon 2050 Implementation, and Land Use Development Project Reviews. MAPC and MPO staff also collaborate on the Community Transportation Technical Assistance Program, which is described in Chapter 4.

Corridor/Subarea Planning Studies

FFY 2026 Total Budget	$273,872

Purpose

These studies include funding to support MAPC's work on several corridor and subarea studies in the region. Some of these projects will be funded jointly through the UPWP and other funding that MAPC receives through its assessment on municipalities, state contracts, and other local planning grants.

Approach

This task is accomplished through the following subtasks.

Parking Planning and Research in Selected Communities ($63,872)

The goal is to address the challenges that municipalities face from both requiring too much parking through local regulation and not effectively managing their existing on and off-street parking supply. This work may also identify whether space that is currently dedicated for parked cars could be more efficiently used for other transportation or land use purposes. MAPC will work with selected municipalities to conduct research and data collection to develop parking plans and policy changes to enable the building of more housing, stimulate local economic prosperity, reduce congestion, help municipalities plan for more transit-supportive land use, and decrease vehicle miles traveled. This work will involve on- and off-street parking, as well as understanding trade-offs associated with repurposing on-street parking for dedicated bus lanes, bike lanes, wider sidewalks or stormwater management infrastructure. This work would benefit local air quality and congestion by managing parking supply and demand.

Supporting MBTA Bus Network Redesign and Other Transit Plans ($60,000)

MAPC will support the Massachusetts Bay Transit Authority's (MBTA) Bus Network Redesign by coordinating municipal street planning with this initiative, particularly around capital needs and bus priority measures. MAPC will support community engagement and related planning at the corridor level and act as a liaison between the MBTA and municipal staff as helpful. MAPC will also support municipalities in the region to plan bus priority improvements through technical assistance at the corridor level to understand the trade-off of repurposing parking or travel lanes for more dedicated bus space.

Corridor/Subarea Multimodal Transportation Planning ($75,000)

MAPC will work in a selected subregion or roadway corridor to coordinate multimodal transportation planning, safety improvements, and transit service operations to be implemented by MassDOT, Massachusetts Bay Transportation Authority (MBTA), regional transit authorities, transportation management association, the Department of Conservation and Recreation (DCR), employers, and/or municipalities, with local land use planning to support economic vitality. This work will also include identification of areas in the region that need improved accessibility for people with low auto ownership rates, lack of convenient public transit, and poor pedestrian infrastructure. The goal is to provide more mobility options for a variety of different users and trip types, as well as safer conditions for all users.

Coordinated Housing and Transportation Planning ($75,000)

MAPC will work with selected municipalities to plan for multifamily residential development near MBTA transit stations. MAPC will support zoning, transportation planning, transportation demand management, and other activities to establish transit-oriented housing and address housing shortages. MAPC will also conduct regional research on topics related to the coordination of housing and transportation planning.

FFY 2026 Anticipated Outcomes

- Activities and expected work products related to Local Parking Plans and Policy, including parking use data collection, analysis of data, and recommendations to municipalities in the form of a report.
- Activities and expected work products related to Supporting MBTA Bus Network Redesign, including coordination meetings, corridor level data collection and technical memos, community engagement meetings, survey information, and data visualization.
- Activities and expected work products related to Corridor/Subarea Multimodal Transportation Planning, including identifying mobility solutions, conceptual designs, pilot projects, data and analysis to inform recommendations, and a technical report summarizing findings.
- Activities and expected work products related to Coordinated Housing and Transportation Planning, including new zoning and transportation plans that enable transit-oriented housing and land use.

Multimodal Planning and Coordination

FFY 2026 Total Budget	$275,000

Purpose

MAPC provides multimodal transportation-planning support to the Boston Region MPO and municipalities that focuses on safety for nonmotorized users, protecting the environment, reducing vehicle miles traveled, promoting energy conservation, and improving the quality of life for local communities.

Approach

This area of work is accomplished through the following subtasks.

Energy Conservation ($100,000)

MAPC will support municipalities in planning to conserve energy from the transportation system. This work will include local transportation plans, the use of technology, adoption of local policy, and coordination among levels of government.

Bicycle and Pedestrian Planning ($30,000)

MAPC will work with municipalities to identify local bicycle and pedestrian improvements with a focus on closing sidewalk gaps, implementing dedicated bicycle facilities, supporting bike and pedestrian safety plans, Complete Streets prioritization plans, and other improvements at the local level. This work will lead to safer infrastructure, increase the rate of cycling and walking in the region, and decrease bicycle and pedestrian injuries.

Regional Bike Share Planning ($35,000)

MAPC will continue to support municipalities in the region to plan for the implementation and expansion of the Bluebikes bicycle sharing program. This work will include analyzing trip data, coordinating funding opportunities, station area planning, and supporting the municipalities to improve system governance and conduct long-range planning.

Regional Shared Use Path Planning and Mapping ($110,000)

MAPC will work with MassDOT, the Boston Region MPO, DCR, Executive Office of Energy and Environmental Affairs, municipalities, other regional planning agencies, and trail organizations to plan, map, design, and implement portions of the regional bicycle and pedestrian network of off-road and on-road connections, to form a contiguous system around greater Boston.

FFY 2026 Anticipated Outcomes

- Planning and coordination to support energy efficient transportation systems.
- Data collection, research, and analysis to support completed bicycle and pedestrian plans in selected municipalities.
- Technical support for bicycle and pedestrian improvements.
- Support for regional trail and shared use path development.
- Support, technical analysis, coordination, and research in support of the Bluebikes bikeshare system.

MetroCommon 2050: Greater Boston's Regional Vision

FFY 2026 Total Budget	$135,000

Purpose

This task continues to support the ongoing coordination and implementation of MetroCommon 2050, the Boston region's comprehensive plan for growth and development. The focus of this work is to ensure the coordination of housing, economic vitality, and environmental protection with mobility outcomes.

Approach

This work is accomplished through the following subtasks.

MetroCommon 2050 Implementation and Education ($45,000)

Changing demographics and location preferences, planned investments in public transportation, and emerging transportation technologies will have a profound influence on the Boston region in the decades ahead. The regional plan includes recommendations for improving mobility, coordinated housing, and making our transportation network more resilient to severe weather. This task will include outreach and education to municipal leaders, coordinated planning at the municipal level, and regional development and preservation priority plans.

Engaging Communities to Support Local Change ($45,000)

MAPC will work with municipal officials and residents to seek changes in land use and transportation that improve quality of life and economic vitality. This will include engaging the public in planning and dialogue that enhances transit-oriented development planning, and influences other decision-making to improve development outcomes, increase accessibility, and improve safety. MAPC will hold regional discussions regarding challenges and opportunities in making long-term improvements to the Boston region's transportation system. This is especially critical with the new state law that requires cities and towns to zone for multifamily districts near or around transit stations.

Research and Evaluation that Support Economic Vitality and Quality of Life Improvements in Coordinated Land Use and Transportation Plans ($45,000)

Incorporation of best practices and evaluation is important to improving MAPC's work and for advancing implementation at the local and state levels. Transportation and integrated land use planning practices will be evaluated to determine if improvements can be made to our practices. Best practices from other regions will also be evaluated for their applicability in Greater Boston.

FFY 2026 Anticipated Outcomes

Anticipated outcomes include a stronger constituency for land use and transportation outcomes; case studies or best practices for regional and local mobility; and local commitments to implement the regional plan's recommendations.

Land Use Development Project Reviews

FFY 2026 Total Budget	$100,223

Purpose

This task supports MAPC's review of potential development projects in the region. In particular, MAPC will review projects for consistency with regional land use and transportation goals, impacts on the transportation network, and projects identified in the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP), and consistency with the MPO's Economic Vitality goals.

Approach

MAPC tracks all projects reviewed in the region under the Massachusetts Environmental Policy Act (MEPA) and provides a regional-planning analysis to MassDOT and the Secretary of Energy and Environmental Affairs for all developments considered to have significant impact. Special attention is given to mitigation and planning requirements that serve to reduce vehicle miles traveled, improve air quality, increase the adaptability and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation. MAPC coordinates these reviews with MassDOT and the municipalities, and works with MassDOT to identify updated requirements to be included in the transportation impact assessments that must be conducted by developers.

MAPC also reviews notices of offered railroad property from MassDOT, consults with municipalities as necessary, and provides appropriate input. Often, these notices involve rail trails, but they also may involve other types of proposed developments.

FFY 2026 Anticipated Outcomes

Anticipated outcomes include analyses and reports of MEPA reviews, development of mitigation recommendations, coordination with municipalities and transportation agencies, maintenance and updates of MAPC's development database, and input into the project evaluations for the TIP and LRTP. In addition, MAPC will continue to review and respond to notices of offered railroad property.

MAPC Administration and Support Activities

The following section contains details on the administration, resource management, and support activities undertaken by MAPC every federal fiscal year.

MPO/MAPC Liaison and Support Activities

FFY 2026 Total Budget	$200,000

Purpose

This task includes working with MPO members and staff to establish work priorities and meeting agendas. It also includes implementing the continuous, comprehensive, and cooperative (3C) transportation planning process and engagement in regional transportation planning led by MassDOT, the MBTA, or municipalities in the region. It also includes reporting to the MAPC executive committee, MAPC council members, MAPC subregions, and MAPC staff on MPO activities to ensure strong coordination of land use and transportation planning across the region.

Approach

Statewide and Regional Planning Committees and Processes ($110,000)

In addition to participating in the Boston MPO process, MAPC actively participates in and attends statewide and regional planning committees, task forces, working groups, and commissions to represent the interests of the region, with a particular focus on the critical links between land use and transportation. These committees include the Massachusetts Association of Regional Planning Agencies; Regional Coordinating Councils; MassDOT and MBTA board meetings; and various MassDOT, MBTA, or municipally led transportation working groups or study advisory committees. MAPC will also be actively involved in regional transportation plans and programs related to land use and transportation. Advisory committees may change from year to year as studies are started or completed, but participation in various advisory committees is an ongoing task.

Support the Public Participation Process for Metropolitan Planning Documents ($10,000)

MAPC provides education and outreach for a wide variety of transportation-related and land use-related topics in the region, with an emphasis on outreach through the subregions to municipal officials. MAPC also supports the MPO in its outreach to low-income communities, older adults, and people with disabilities.

MPO Elections ($10,000)

Working with the MBTA Advisory Board, MAPC will coordinate and implement annual elections for municipal representatives in the MPO.

Performance-Based Planning and Programming (PBPP) ($10,000)

MAPC will review PBPP targets and follow progress toward meeting targets and objectives, with a focus on coordinating state, local, and regional safety planning and goal setting.

TIP Evaluation and Criteria ($35,000)

MAPC will work with the MPO to advance the TIP via an annual process that is transparent and engaging for MPO members and the public. MAPC will support MPO staff to update the TIP scoring criteria as necessary and to advise MPO staff about the land use and economic-development aspects of the TIP evaluation. MAPC will evaluate and work with municipalities to advance TIP projects.

MPO Agenda Setting, Meetings, and Coordination ($25,000)

MAPC will work with the MPO and MassDOT to develop MPO meeting agendas and presentations and participate in MPO processes.

FFY 2026 Anticipated Outcomes

Outcomes of this program will result in interagency coordination; work scopes and agendas; participation in advisory and corridor committees; public participation and outreach; reports to the MAPC executive committee, MAPC Council members, MAPC subregions, and MAPC staff; MPO elections; PBPP targets and data; LRTP scenarios; TIP criteria update and project evaluations; and attendance at relevant meetings.

UPWP Support

FFY 2026 Total Budget	$20,000

Purpose

This task supports MAPC's management and oversight of UPWP-funded planning studies, projects, and programs, including preparing updates and budget information in monthly reports to MassDOT.

Approach

MAPC assists with the annual development of the UPWP and coordinates with MassDOT and MPO staff to support development of UPWP project ideas and specific work scopes. Through community liaison and subregional support activities, MAPC staff also help communities identify and develop studies for inclusion in the UPWP.

FFY 2026 Anticipated Outcomes

MAPC staff will prepare UPWP project listings and monthly reports on UPWP activities. MAPC will assist with annual development of the UPWP and support development of specific project proposals and work scopes. MAPC staff will also assist communities in identifying and developing studies to be included in the UPWP through community liaison and subregional support activities.

Land Use Data and Forecasts for Transportation Modeling

FFY 2026 Total Budget	$125,000

Purpose

This task allows MAPC to support the MPO's planning and decision-making by providing MPO staff with detailed population, household, employment, and land use data (current conditions and scenarios of future growth) for transportation modeling and project evaluation. It also supports forecasting applications for municipal and subregional planning initiatives throughout the MPO and RPA region such as Housing Production Plans.

Approach

MAPC will continue to investigate, acquire, and improve additional sources of employment and built environment data to inform land use allocation modeling. MAPC will continue to refine and improve Zoning Atlas data and corresponding development capacity estimates that serve as key inputs to the land use allocation model. A major focus this year will be transitioning the model to an updated UrbanSim platform and recalibrating the model with more recent data.

MAPC will continue to monitor development projects that are being planned across the region and will maintain an up-to-date development database in an online portal at https://www.massbuilds.com/map.

MAPC will support the MPO and MassDOT in applying these data for project evaluation or updates to the regional travel demand model.

MAPC will maintain the UrbanSim land use allocation model and transition the model to the most updated UrbanSim platform. MAPC has developed methods to prepare updated land use forecasts on an as-needed basis for transportation project analysis, environmental permitting (MEPA modeling), or scenario modeling. As the 2027 Long-Range Transportation Plan socioeconomic projections update process approaches, MAPC will coordinate with UrbanSim on larger necessary upgrades and improvements to the model.

MAPC will continue frequent and regular communication and coordination with the MPO modeling staff to support travel model improvements and integration of the land use allocation and travel demand models. MAPC will also help to plan and participate in webinars and other peer exchange opportunities, such as the Association of Metropolitan Planning Organizations (AMPO) Socioeconomic Forecasting subgroup quarterly meetings, involving other state, regional, and local agencies to improve our understanding of the state of the practice regarding demographic and land use forecasting.

FFY 2026 Anticipated Outcomes

Anticipated outcomes include new data sources; an updated land use allocation model on a new UrbanSim platform; multiple demographic and land use scenarios for transportation modeling; updated development data and analysis; documentation; and mapping products to support advanced transportation modeling.

Subregional Support Activities (MAPC)

FFY 2026 Total Budget	$234,000

Purpose

The Boston MPO region consists of 97 cities and towns. The region is subdivided into eight geographic areas that are represented by subregional councils comprising municipal officials, business leaders, community-based organizations, and other local participants. MAPC staff planners are assigned as coordinators to each of the subregional groups to help members develop an understanding of subregional and regional transportation and land use issues. This project supports community involvement in the development of transportation planning documents.

Approach

Subregions jointly identify and review the transportation priorities in their areas and recommend subregional projects and priorities for the TIP, LRTP, UPWP, and the MassDOT and MBTA capital investment plans.

Subregional coordinators and MAPC transportation staff report to the MPO through formal and informal communications. MAPC subregional groups will continue to participate in local corridor advisory committees whenever these committees are appropriate vehicles for working on projects in their areas. The subregions will continue to identify priority transportation needs, plan for first- and last-mile connections to transit, identify regional trail connections, pilot new technology to support increased and improved mobility, and support planning for transit-oriented housing and land use around MBTA stations.

MAPC staff ensures timely discussions of transportation-related issues by placing the topics on meeting agendas, leading and participating in the discussions, and distributing appropriate documents and notices relating to region and statewide transportation meetings.

FFY 2026 Anticipated Outcomes

Anticipated outcomes of this program include preparing monthly meeting agendas for transportation topics at subregional meetings; coordinating with transportation agencies; reviewing transportation studies in subregions; supporting subregional and corridor advisory committee meetings; generating public input on MPO processes and certification documents; and helping to set subregional transportation priorities.

Direct Costs

FFY 2026 Total Budget	$3,000

Purpose

MAPC staff incur direct costs associated with the work programs in this chapter.

Approach

Direct costs include travel to meetings, public engagement events, large print quantities of project materials, translation of meeting materials into other languages, and registration for in-state and occasional out-of-state conferences.

FFY 2026 Anticipated Outcomes

Successful project meetings, public engagement, and conference attendance.

Chapter 7
Budget Tables and Operating Summaries

This chapter contains overall budget information for the Boston Region Metropolitan Planning Organization's (MPO) federal fiscal year (FFY) 2026 activities. The information is organized according to the Unified Planning Work Program (UPWP) categories described in Chapters 3 through 6. Recipient agencies and funding sources are indicated.

The funding for the projects, programs, and activities listed in Chapters 3 through 6 comes from the following sources, which are described in Chapter 2.

UPWP Work Areas	Total Budget
MPO Support and 3C Planning	$5,079,820
Ongoing MPO-Funded Technical Analyses	$145,000
MAPC Planning Studies and Technical Analyses	$834,095
New MPO-Funded Discrete Studies	$150,000
Resource Management and Support Activities	$356,000
MAPC Resource Management and Support Activities	$582,000
Direct Costs (3C)	$583,000
Total	**$7,729,915**

Funding Source	Total Programmed Funds
FHWA 3C PL/MassDOT Local Match	$5,159,035
FTA 3C PL (Section 5303)/MassDOT Local Match	$2,570,880
Total	**$7,729,915**

The total federal funding programmed in this UPWP is $7,729,915. All federal funds programmed in the UPWP are allocated to the Boston Region MPO by Massachusetts Department of Transportation (MassDOT) as 3C planning funds. These funds initially come from two sources, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and are then supplemented by a state match provided by MassDOT. Information about the funding sources is included below:

- FHWA 3C Planning (PL) funds: FHWA planning funds are distributed to MassDOT Office of Transportation Planning (OTP) to carry out the 3C planning process. MassDOT allocates these funds to all MPOs in the state according to a formula that is primarily based on the region's road mileage and population. The formula was developed by the Massachusetts Association of Regional Planning Agencies (MARPA) and is known as the MARPA formula. The FFY 2026 3C PL funding provided to the Boston region, including state matching funds, is $4,801,140. The total Boston region 3C PL allocation is split between the Boston Region MPO, which receives $3,897,873, and MAPC, which receives $903,267.

- FTA 3C Planning funds (Section 5303): FTA provides 3C planning funds for transit projects to MPOs and state departments of transportation under Section 5303 of the Federal Transit Act. These funds require a state match, are distributed according to an allocation formula, and are administered by MassDOT. These funds are converted to PL funds by MassDOT before distribution. The FFY 2026 FTA allocation for the Boston region, including a total local match, is $2,928,776. This amount is split into two categories:
    - MPO and MassDOT FTA 3C Planning funds (Section 5303): The total amount of FTA funds, including a local match, programmed in this UPWP for work conducted by MPO staff is $2,415,947.
    - MAPC FTA 3C Planning funds (Section 5303): A portion of the Boston region's FTA allocation also goes to MAPC, and MAPC uses these funds to conduct its transit-planning studies programmed through the UPWP. The total amount of FTA-derived funds, including a local match, allocated to MAPC for FFY 2026 is $512,829.

Additional funding programmed in the UPWP includes funding from partner agencies for contract work, such as MassDOT and the MBTA, and from various grants. More detail about these agency- and grant-funded studies can be found in Appendix A.

Tables 7-1 through 7-9 on the following pages summarize the funding information presented in the preceding chapters. There is one table for each UPWP category of work conducted by MPO staff, and one for each UPWP category of work conducted by Metropolitan Area Planning Council (MAPC). Project status and financial data reported in the following tables are subject to change.

Table 7-1
UPWP Budget—MPO Support and 3C Planning for FFY 2026

Name	FFY 2025 Boston Region MPO UPWP Budget	Expected Project Status as of 10/1/2025	Proposed FFY 2026 Boston Region MPO UPWP Budget
Long-Range Transportation Plan	$280,000	Ongoing	$373,000
Transportation Improvement Program	$330,000	Ongoing	$338,000
Unified Planning Work Program	$135,000	Ongoing	$141,000
Public Engagement Program	$397,000	Ongoing	$393,000
Performance-Based Planning and Programming	$140,000	Ongoing	$119,000
Community Transportation Access Program	$215,000	Ongoing	$220,000
Congestion Management Process	$125,000	Ongoing	$119,000
Core MPO Functions Subtotal	**$1,622,000**		**$1,703,000**
Transportation Impact Mitigation	$150,000	Ongoing	$147,000
Freight Planning Support	$125,000	Ongoing	$124,000
Regional Model Enhancement	$850,000	Ongoing	$927,000
Data Program	$575,000	Ongoing	$575,000
Active Transportation Planning Program	$185,000	Ongoing	$184,000
Multimodal Mobility Infrastructure Program	$370,000	Ongoing	$375,000
Programs Supporting the 3C Process Subtotal	**$2,255,000**		**$2,332,000**

(Table 7-1 cont.)

Name	FFY 2025 Boston Region MPO UPWP Budget	Expected Project Status as of 10/1/2025	Proposed FFY 2026 Boston Region MPO UPWP Budget
Support to the MPO and its Committees	$475,017	Ongoing	$489,820
General Graphics	$314,000	Ongoing	$313,000
General Editorial	$233,000	Ongoing	$236,000
Transit Working Group Support	$23,000	Ongoing	$6,000
Support to the MPO and its 3C Process Subtotal	**$1,045,017**		**$1,044,820**
Certification Requirements Subtotal	**$4,922,017**		**$5,079,820**

Table 7-2
UPWP Budget—Ongoing Technical Analyses for FFY 2026

Name	FFY 2025 Boston Region MPO UPWP Budget	Expected Project Status/Completion as of 10/1/2025	Proposed FFY 2026 Boston Region MPO UPWP Budget
Road Safety Audits	$15,000	Ongoing	$10,000
Technical Assistance Program*	$133,500	Ongoing	$135,000
MPO-Funded Ongoing Technical Analyses Subtotal	**$148,500**		**$145,000**

*Note: the Regional Transit Service Planning Technical Support and Community Transportation Technical Assistance Program have been combined into the Technical Assistance Program.

Table 7-3
UPWP Budget—New Discrete Studies for FFY 2026

Universe ID	Study or Program	Proposed FFY 2026 Budget
A-1	Pedestrian-Scale Lighting Guide for Communities	$50,000
E-1	Representing the Experience of Limited Mobility Individuals	$50,000
P-9	Roadway Pricing: Stakeholder Analysis	$50,000
Total for New Discrete Studies		**$150,000**

Table 7-4
UPWP Budget—Resource Management and Support Activities for FFY 2026

Name	FFY 2025 Boston Region MPO UPWP Budget	Expected Project Status as of 10/1/2025	Proposed FFY 2026 Boston Region MPO UPWP Budget
IT Resource Management	$315,500	Ongoing	$306,000
Professional Development	$80,000	Ongoing	$50,000
Resource Management and Support Activities Subtotal*	**$395,500**		**$356,000**

*Does not include Direct Support.

Table 7-5
UPWP Budget—MAPC Planning Studies and Technical Analyses for FFY 2026

Name	FFY 2025 MAPC Budget	Proposed FFY 2026 MAPC Budget
Corridor/Subarea Planning Studies	$260,000	$273,872
Multimodal Planning and Coordination	$275,000	$275,000
MetroCommon 2050	$135,000	$135,000
Land Use Development Project Reviews	$97,511	$100,223
Community Transportation Technical Assistance Program*	$50,000	$50,000
MAPC Planning Studies and Technical Analyses Subtotal	**$817,511**	**$834,095**

*The funding amount shown here reflects funding for MAPC only. Funding for the Boston Region MPO can be found in Chapter 4.

Table 7-6
UPWP Budget—MAPC Resource Management and Support Activities for FFY 2026

Name	Proposed FFY 2025 MAPC Budget	Proposed FFY 2026 MAPC Budget
MPO/MAPC Liaison and Support Activities	$198,000	$200,000
UPWP Support	$15,000	$20,000
Land Use Data and Forecasts for Transportation Modeling	$125,000	$125,000
Subregional Support Activities	$234,000	$234,000
Direct Costs	—	$3,000
MAPC Resource Management and Support Activities	**$572,000**	**$582,000**

Table 7-7
UPWP Budget—Summary of FFY 2026 Budgets for the Boston Region MPO

3C Studies and Programs by Budget Categories	Proposed FFY 2026 Boston Region MPO UPWP Budget
Resource Management and Support Activities	$356,000
MPO Certification Requirements	$5,079,820
Ongoing MPO-Funded Technical Analyses	$145,000
New MPO-Funded Discrete Studies	$150,000
Direct Support	$583,000
Total FFY 2026 Boston Region MPO Budget	**$6,313,820**

Note: Budget figures include salary, overhead, and direct support.

Table 7-8
UPWP Budget—Summary of FFY 2026 Budgets for MAPC

3C Studies and Programs by MAPC Budget Categories	Proposed FFY 2026 MAPC Budget
MAPC Planning Studies and Technical Analyses	$834,095
MAPC Administration, Resource Management, and Support Activities	$582,000
Total MAPC FFY 2026 UPWP Programmed Funds	**$1,416,095**

Table 7-9
UPWP Budget—3C Budget and Overall Budget for FFY 2026

Agency Supporting MPO/3C Work	Proposed FFY 2026 Budget
Boston Region MPO	$6,313,820
MAPC	$1,416,095
3C Budget Subtotal	**$7,729,915**
FFY 2026 UPWP Budget	**$7,729,915**

Appendix A

Other Boston Region Transportation Planning Studies

This appendix outlines transportation studies and technical analyses to be conducted in the Boston Region Metropolitan Planning Organization (MPO) area during federal fiscal year (FFY) 2026. These efforts will be funded through sources outside the MPO's core planning funds. The appendix is organized into two sections:

- Section 1 describes MPO staff work supported by partner agencies or external grant programs.
- Section 2 summarizes studies funded through federal planning sources (but not core MPO funds) and other regionally significant initiatives identified collaboratively by MPO staff and partner agencies.

Section 1: MPO Projects supported by Massachusetts Department of Transportation (MassDOT)-Directed Section 5303 Federal Transit Administration (FTA) funds, Partner Agencies, and Grant Programs

This section provides brief descriptions of planning studies that MPO staff will conduct with funding from MassDOT-directed Section 5303 Federal Transit Administration, partner agencies, and grant programs.

Table A-1
Unified Planning Work Program Budget—New and Continuing Agency Transportation Planning Studies and Technical Analyses for FFY 2026

Name	Funding Source	Total Contract	FFY 2026 Proposed Agency Funds (Salary and Overhead)	Direct Costs	Total FFY 2026 Proposed Budget
MassDOT 5303-Directed Funds	MassDOT 3C PL	$357,896	$357,896	$0	$357,896
MassDOT SPR Program Support	SPR	$440,000	$440,000	$0	$440,000
MassDOT Title VI Program	MassDOT	$95,000	$4,800	$0	$4,800
I-90 Allston Multimodal Modeling	MassDOT	$400,000	$5,000	$0	$5,000
MassDOT Projects		**$1,292,896**	**$807,696**	**$0**	**$807,696**
MBTA SFY 2025 National Transit Database (NTD) Support	MBTA	$234,184	$223,178	$300	$223,178
MBTA Triennial Title VI Program	MBTA	$125,750	$107,992	$0	$107,992
MBTA Transit Service Data Collection	MBTA	$1,130,000	$198,000	$0	$198,000

(Table A-1 cont.)

Name	Funding Source	Total Contract	FFY 2026 Proposed Agency Funds (Salary and Overhead)	Direct Costs	Total FFY 2026 Proposed Budget
MBTA Rider Oversight Committee Support	MBTA	$31,342	$15,000	$0	$15,000
MBTA Bus Shelter Maps	MBTA	$21,183	$10,500	$0	$10,500
MBTA Mapping Support	MBTA	$18,000	$6,000	$0	$6,000
Map and Signage Support to the MBTA Bus Network Redesign Phase 2	MBTA	$93,204	$20,301	$0	$20,301
MBTA Projects		**$1,653,663**	**$580,971**	**$0**	**$580,971**
Municipal Vulnerability Preparedness (MVP) Action Grant Program - NO-HEAT Project	Executive Office of Energy and Environmental Affairs	$1,001,100	$150,000	$300,000	$450,000
Grant-Funded Regional Transportation Planning Studies		**$1,001,100**	**$150,000**	**$300,000**	**$450,000**
Agency-Funded and Client-Funded Subtotal		**$3,947,659**	**$1,538,667**	**$300,000**	**$1,838,667**

MassDOT-Directed Section 5303 FTA Funds

Funding Source	MassDOT-Direct PL
Total Contract Amount	$357,896
FFY 2026 Total Budget	$357,896

Under the US Code of Federal Regulations, Title 49, Section 5303, MPOs and departments of transportation are provided 3C planning (PL) funds to carry out transit projects. The Boston Region MPO's 5303 FTA funds are administered by MassDOT, distributed to the MPO based on an allocation formula, and require a state match.

MPO staff will provide transit-planning assistance within the region by conducting various studies under the MassDOT-directed PL program. Individual projects and tasks will be executed throughout FFY 2026 to support transit-related research, planning, data collection, and analysis.

MassDOT-Funded Studies

The contracts and technical analyses in this section are being undertaken for MassDOT.

MassDOT Statewide Planning and Research (SPR) Program Support

Funding Source	MassDOT SPR
Total Contract Amount	$440,000
FFY 2026 Total Budget	$440,000

As requested, MPO staff will conduct studies and analyses and provide technical assistance through MassDOT's SPR program. These contracts will include multiple individual projects or tasks throughout the federal fiscal year.

Two projects that are either underway or expected to begin in FFY 2026 are the Roadway Inventory and Related Support Maintenance and the Statewide Model Assistance Project. Other projects may be added throughout FFY 2026.

MassDOT Title VI Program

Funding Source	MassDOT Other
Total Contract Amount	$95,000
FFY 2026 Total Budget	$4,800

MassDOT, as a recipient of federal funds from both the Federal Highway Administration (FHWA) and the FTA, is required to comply with Title VI of the Civil Rights Act of 1964, and with protections enacted through several other laws and executive orders that prohibit discrimination based on race, color, national origin, disability, age, sex, and other protected characteristics.

Under this contract, MPO staff will continue to provide technical support to MassDOT for developing and implementing its Title VI Program for both the FHWA and the FTA.

I-90 Allston Multimodal Modeling

Funding Source	MassDOT
Total Contract	$400,000
FFY 2026 Total Budget	$5,000

MassDOT is currently developing a Supplemental Draft Environmental Impact Report for the Allston Multimodal project, and MPO staff will produce travel-demand forecasts in support of this environmental filing in FFY 2026. As part of this contract, MPO staff will use the regional travel demand model to estimate highway volumes, transit volumes, and mode splits for horizon-year (2050) scenarios of the Allston Multimodal project.

Massachusetts Bay Transportation Authority (MBTA)-Funded Studies

The contracts and technical analyses in this section are being undertaken for the MBTA.

MBTA National Transit Database (NTD) Support

Funding Source	MBTA
Total Contract*	$234,184
FFY 2026 Total Budget	$223,178

*State Fiscal Year 2025 contract; contracts for subsequent State Fiscal Years are forthcoming

In support of the MBTA's NTD submittals to the FTA, MPO staff have continued to produce passenger-miles traveled and unlinked trip estimates for MBTA services. Through this contract, MPO staff will develop these estimates for the following modes:

- directly operated MBTA transportation (including motor bus, heavy and light rail, and bus rapid transit)
- purchased-service bus routes (that is, local routes for which the MBTA contracts with a private carrier)
- commuter rail

MPO staff will use the following methods to collect the data on which these estimates will be based:

- ridechecks on a sample of automatic passenger counter-equipped buses on the directly operated bus, rapid bus, and purchased service bus modes
- full-route ridechecks on the purchased service bus mode for the routes without automatic passenger counter-equipped buses
- transit trip surveys on heavy rail, light rail, and rapid-bus modes to determine transfer rates and average trip lengths
- faregate noninteraction, farebox noninteraction, and rear-door entry surveys from stations or Green Line vehicles
- commuter rail ridership data from passenger counts conducted by the MBTA or its contractors or from the MBTA's mobile ticketing vendor
- counts of shuttle bus passengers during sample periods when portions of rail service are temporarily suspended for maintenance

The MBTA will submit its State Fiscal Year (SFY) 2025 NTD passenger-miles traveled and unlinked trip estimates for various transit modes to the FTA during FFY 2026. The final technical memoranda for SFY 2026 NTD will be completed in FFY 2027.

In FFY 2026, MPO staff will complete the final technical memoranda and auditing process for SFY 2025 NTD reporting and will complete data collection begun in FFY 2025 for SFY 2026. Field staff will begin collecting data for SFY 2027 NTD reporting.

MBTA Triennial Title VI Program

Funding Source	MBTA
Total Contract	$125,750
FFY 2026 Total Budget	$107,992

MPO staff will collect and analyze transit service data to contribute to a triennial Title VI program for the MBTA. This work supports the MBTA's compliance with Title VI requirements.

Staff will collect and analyze data on the following service indicators:

- service coverage
- vehicle load
- vehicle headway
- on-time performance
- station conditions and amenities
- distribution and operability of faregates and fare vending machines
- distribution of farecard retail sales locations
- station escalator operability
- vehicle age

The data-collection and analysis activities will help to fulfill monitoring required of the MBTA under Title VI. These analysis results will be incorporated into the MBTA's 2026 Triennial Title VI program, which MPO staff will produce for submission to the FTA. The triennial program will include the service and fare change analyses that were conducted for the MBTA in the preceding three years, demographic and service profile maps and charts, and additional documentation to meet the MBTA's general reporting requirements.

MBTA Transit Service Data Collection

Funding Source	MBTA
Total Contract	$1,130,000
FFY 2026 Total Budget	$198,000

The work conducted under this contract will help the MBTA to assess bus and rapid transit service changes. The MBTA requires ongoing data collection regarding its transit system to assess service changes, and as part of this project, MPO staff will collect ridership and performance data to support future MBTA service changes. Work may also include support for improving the ridecheck database so that it is compatible with new software and data sources. MPO staff also may provide analytical assistance to the MBTA as requested.

MBTA Rider Oversight Committee Support

Funding Source	MBTA
Total Contract	$31,342
FFY 2026 Total Budget	$15,000

The MBTA established a Rider Oversight Committee (ROC) in 2004 to provide ongoing public input on a number of different issues, including strategies for increasing ridership, developing new fare structures, and prioritizing capital improvements. Through this contract, MPO staff will support the MBTA by providing ongoing technical assistance to the ROC.

Assistance provided by MPO staff has included offering insights into the MBTA's planning processes, providing data analysis, and attending committee meetings, at which staff may respond directly to ROC members' questions.

MBTA Bus Shelter Maps

Funding Source	MBTA
Total Contract	$21,183
FFY 2026 Total Budget	$10,500

Upon request from the MBTA, MPO staff will create new bus shelter maps using the MBTA System Map (an MPO product) as a source. At the time of each request, MPO staff will provide the MBTA with an estimate of the specific cost and schedule for completing the map(s).

MBTA Mapping Support

Funding Source	MBTA
Total Contract	$18,000
FFY 2026 Total Budget	$6,000

Upon request from the MBTA, MPO staff will update MBTA maps to reflect changes. MPO staff will also update other existing MPO-created MBTA maps within the budget provided for this project. At the time of each request, MPO staff will provide the MBTA with an estimate of the specific cost and schedule for completing the map(s).

Map and Signage Support to the MBTA Bus Network Redesign Phase 2

Funding Source	MBTA
Total Contract	$93,204
FFY 2026 Total Budget	$20,301

MPO staff will update rapid transit system, bus, and neighborhood maps to reflect changes to bus routes in accordance with the MBTA Bus Network Redesign. Upon request from the MBTA, MPO staff will update other existing MPO staff-created MBTA maps within the budget provided for this project.

Grant-Funded Regional Transportation Planning Studies

This section provides brief descriptions of planning studies that MPO staff will conduct with funding from grant programs.

Municipal Vulnerability Preparedness (MVP) Action Grant Program—NO-HEAT Project

Funding Source	Executive Office of Energy and Environmental Affairs
Total Contract	$1,001,100
FFY 2026 Total Budget	$450,000

In 2024, the Boston Region MPO was awarded an MVP Action Grant from the Executive Office of Energy and Environmental Affairs for the Commonwealth of Massachusetts. The grant will support the MPO's project titled "Neutralizing Onerous Heat Effects on Active Transportation" (NO-HEAT), which aims to address dangerous heat exposure faced by people in Boston-area communities who walk and bike.

The NO-HEAT project will integrate urban microclimate data with high-resolution mobility data to assess heat exposure levels for individuals walking or biking across the Boston region. The project will focus on identifying high-risk communities and prioritizing key pedestrian and bike network segments most vulnerable to heat stress. In collaboration with local partners, MPO staff will plan, design, and implement pilot mitigation measures, such as urban greenery, reflective paint, and shaded shelters, to reduce heat exposure at selected high-risk locations.

Section 2: Other Boston Regional Transportation Planning Studies

This section consists of brief descriptions of planning studies that will be conducted in the Boston Region MPO area by other agencies, such as MassDOT and the MBTA, during FFY 2026. The studies listed in this section are either supported by federal planning (but not MPO) funds, and/or have been determined to be of regional significance by MPO staff and partner agencies. The project listings are organized hierarchically: first by type of study, then by geography, then by the entity organizing or leading the study effort.

The projects in this section are not subject to the MPO's public participation process; rather, they follow their own public processes. They are included here to provide a more complete picture of the surface-transportation-planning projects occurring in the region. The listings contained in this section were provided to MPO staff prior to July 1, 2025.

Safe Streets and Roads for All Discretionary Grant Program

Municipalities that received SS4A grants in the Boston region are listed below. More information about each of these awards can be found by following the accompanying links.

- City of Chelsea (Action Plan Grant), $280,000
- City of Everett (Planning and Demonstration Grant), $90,720
- City of Lynn (Implementation Grant), $9,586,487
- City of Peabody (Planning and Demonstration Grant), $223,360
- City of Quincy (Planning and Demonstration), $126,400
- City of Salem (Action Plan Grant), $200,000
- City of Somerville, two grants
- Supplemental Action Plan Grant, $116,800
- Planning and Demonstration Grant, $3,984,000
- Town of Dedham (Action Plan), $207,841.44
- Town of Needham, (Planning and Demonstration), $320,000
- Town of Watertown, (Planning and Demonstration), $806,192
- Town Weymouth (Action Plan Grant), $336,000
- City of Boston, three grants
- Implementation Grant, $9,000,000 (FY22)
- Implementation Grant, $14,400,000 (FY23)
- Planning and Demonstration Grant, $2,832,532 (FY24)

Multimodal or Roadway Studies

Statewide Studies

MassDOT

Beyond Mobility: Massachusetts 2050 Statewide Long-Range Transportation Plan

Beyond Mobility, the Massachusetts 2050 Long-Range 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 resiliency of the transportation system. The Plan will serve as a strategic plan for MassDOT and document the most pressing transportation priorities for MassDOT to address between now and 2050, relying heavily on input from the public.

The project team, considering what the world will be like in 2050, analyzed previous plans, public engagement responses, and results from a needs assessment and identified six key priority areas of Massachusetts to focus on over the long term. These are safety, destination connectivity, travel experience, reliability, supporting clean transportation, and resiliency. Within the Plan, vision statements, values, problem statements, and more than 100 action items have been developed and are organized by these six priority areas.

Beyond Mobility was finalized in June 2024 and the full plan and executive summary are available on the plan webpage https://www.mass.gov/beyond-mobility.

Regional or Subregional Studies

MassDOT, Metropolitan Area Planning Council (MAPC), City of Boston

Leveraging Innovative Networks to Keep Urban Pathways Uncongested (LINKUP) in Greater Boston Congestion Relief Grant

MassDOT, MAPC, and the City of Boston were awarded a $21,600,000 Congestion Relief Grant for the LINKUP project. This grant will fund the implementation of new shuttle networks in Boston's Seaport, Charlestown, and Allston-Brighton neighborhoods. Funds will also be used to purchase new Bluebikes and electrified stations across the service area, enabling e-bikes to charge while docked.

MassDOT

Newton Corner Long-Term Planning Study

MassDOT's Office of Transportation Planning is conducting a study to determine long-term multimodal transportation and safety improvements to the Newton Corner I-90: Exit 127 (formerly Exit 17) Interchange in Newton, Massachusetts, bordering Brighton and Watertown.

This conceptual planning study will examine ways to improve mobility, system reliability, safety, connectivity, economic opportunity, accessibility, efficiency, and resiliency in the study area.

Maurice J. Tobin Bridge Long-Term Strategic Planning Study

MassDOT's Office of Transportation Planning is conducting a study of long-term alternatives for the replacement of the Maurice J. Tobin Memorial Bridge (Tobin Bridge). The Tobin Bridge carries US Route 1 over the Mystic River and connects Boston and Chelsea. In tangent with developing future means for Route 1 to cross the river, this study will consider opportunities to implement and improve transit priority and multimodal travel over the future bridge or its alternative and accommodate existing and future vehicle traffic levels.

Municipal Studies

City of Boston

Greening Chelsea Creek Waterfront

United States Department of Transportation (USDOT) awarded the City of Boston, in partnership with the City of Chelsea, a $2,500,000 Reconnecting Communities Pilot (RCP) grant to plan and design a critical walking and biking connection between the Mary Ellen Welch Greenway in East Boston and the Chelsea Greenway in Chelsea. The project will evaluate alternatives, choose a preferred alignment, and advance a concept design for a shared walk and bike path that will link together the two communities.

City of Cambridge

Bicycle Pedestrian Crossing of the Fitchburg Commuter Rail Line

The City of Cambridge was awarded $2,400,000 to plan and design an accessible, elevated, pedestrian and bicycle crossing of the Fitchburg Commuter rail line in North Cambridge. This grant will help the city continue planning and advancing conceptual and final design of an overpass connecting the Rindge Avenue neighborhood to Danehy Park. This in turn will work to help improve access to stores, jobs, and transit. The project also includes planning and design for a multiuse path parallel to the rail line.

City of Everett

Uniting Neighborhoods and Transit Opportunities

The City of Everett was awarded $1,200,000 to study the feasibility of installing a transit hub at Sweetser Circle and developing safe and accessible connections between Upper Broadway, Lower Broadway, and Main Street in Everett. This planning study will consider accommodations for future Silver Line (MBTA Bus Rapid Transit) expansion, siting of a Commuter Rail stop, connections

to existing bicycle facilities (Northern Strand Trail, Wellington Trail, and more), open green space, and connections between the Lower and Upper Broadway neighborhoods with new and improved pedestrian and bicycle facilities.

City of Boston

Centering the RISE: Connecting People to a Healthy, Vibrant Mattapan Square

USDOT awarded the City of Boston a $2,000,000 RCP grant to reconstruct the section of Cummins Highway approaching Mattapan Square. The project will extend recent multimodal improvements on Cummins Highway to those planned for Blue Hill Avenue. In doing so, the project will bring together two long-separated sides of the neighborhood and make it easier for Mattapan residents to access the Neponset Greenway, Mattapan Station, the Main Streets business district, and safe facilities for walking and rolling.

City of Revere

Walking to Wonderland

The City of Revere was awarded an RCP grant of $400,000 to conduct the Walking to Wonderland Feasibility Study. The study will outline a plan to improve pedestrian and bicycle access to the new Wonderland Park Commuter Rail Station in Revere through the construction of several multiuse shared paths.

Transit Studies

Program for Mass Transportation

The Program for Mass Transportation (PMT) is the MBTA's long-range strategic capital plan. It defines a 25-year vision for public transportation in eastern Massachusetts. Massachusetts General Law requires the MBTA to update the PMT every five years and to implement the policies and priorities outlined in it through the annual Capital Investment Program (CIP). MassDOT's Office of Transportation Planning will lead the process for updating the new PMT working with the MBTA Policy and Strategic Planning team. The upcoming PMT is expected to kick off in Summer 2025 and take 18 months to complete.

Regional or Subregional Studies

MassDOT

Gilmore Bridge Mobility Improvements Study

MassDOT's Office of Transportation Planning is conducting a study to examine opportunities to improve and implement transit priority and multimodal travel over the Gilmore Bridge in Boston and Cambridge, as well as explore the feasibility of building a new bridge between Charlestown and Cambridge to serve transit, walking, and biking trips.

The Gilmore Bridge Mobility Improvements Study will examine existing mobility and other travel conditions within the study area and evaluate short-, medium-, and long-term recommendations intended to address the needs of current and anticipated future travelers along the corridor, with a particular emphasis on providing dedicated bus lanes. In addition to exploring opportunities for transit priority measures and active transportation improvements on the Gilmore Bridge, the study will assess the feasibility of constructing a new bridge between Charlestown and Cambridge to serve transit, walking, and biking trips.

Regional Rail Demand and Revenue Forecasting Tool

This study will build a regional rail demand and revenue forecasting tool to prioritize investment and address future mobility needs. The tool will provide rail demand data to help prioritize investments, including service improvements and track projects, station upgrades, first- and last-mile plans with local authorities and regional transit authorities, transit-oriented development projects, parking upgrades, and fare policy modifications. The key output would be the potential/latent demand/revenue that could be accessed by improvement or policy change. Specifically, the tool will be able to assess the impact of land use changes, new mobility options, and behavioral changes (including teleworking) on rail demand.

Regional Water Transportation Study

The Water Transportation Study will evaluate the feasibility of, and design and operate, a regional network of ferry services to, from, and between communities along the Massachusetts coast. The study will complete both the planning and design for expanded fully Americans with Disabilities Act (ADA)-accessible ferry service, as well as an engineering assessment of the infrastructure and vessels necessary for the operation of a ferry pilot program conducted for no fewer than three years and no more than five years. The study will be a comprehensive effort to examine past and current water transportation services against current and future need.

Bus Awareness Study for Transit Non-Riders

The Bus Awareness Study for Transit Non-Riders will examine the challenges of attracting non-transit and/or rail-only riders to using MBTA bus service as a modal option to meet their travel needs. This project seeks to support Bus Network Redesign, the Better Bus Project, and other MBTA efforts by identifying the barriers and challenges that preclude potential riders from choosing the bus, and recommending actions the MBTA can take to better attract and retain new riders. This project seeks to answer the question: How can the MBTA make buses a viable and competitive transportation choice for more people in the MBTA service area? The information obtained through this project will help provide direction to the MBTA on how to market and conduct public outreach to attract non-riders to consider using the MBTA bus system for their trips.

The RIDE Electric Vehicle Feasibility Modeling

The MBTA's The RIDE fleet of roughly 800 vehicles, both vans and sedans, provide the MBTA's ADA paratransit service. The MBTA owns these vehicles, but contracts out the service to two providers, who either own or lease the garages and land where the vehicles are kept and maintained. The RIDE has considered what this might look like for paratransit vehicles as technology advances to enable more and more miles on a single charge. The RIDE Electric Vehicle Feasibility Modeling study explores how the environment of vehicle technology, charging technology, and infrastructure requirements maps against the MBTA's vehicle requirements and garage realities.

MBTA

Areas of Persistent Poverty—Ashmont Station Study

In March 2023, the MBTA submitted a grant application to the Federal Transit Administration's Areas of Persistent Poverty Program (APP). The APP Program is focused on providing funds for projects to assist areas of persistent poverty or historically disadvantaged communities. Eligible projects include things such as improvements to transit facilities, planning for low- or no-emission buses, and funding for coordinated public transit human service transportation plans. The MBTA submitted an application requesting $470,000 to design on-route battery electric bus (BEB) charging at Forest Hills and Ashmont stations. In July 2023, the MBTA received an award under the APP Program for $127,366 to design electric bus charging at Ashmont Station.

Ashmont Station is a pivotal MBTA station in terms of its mobility benefits facilitating transfers to numerous local bus routes as well as to subway and commuter rail. Ensuring BEBs operate efficiently and continuously throughout the service area is paramount to guaranteeing access to employment opportunities for new and existing riders alike. In addition, a majority of the bus ridership on routes serving the station originate from areas designated by the USDOT as Areas of Persistent Poverty and Historically Disadvantaged Communities. The funding to design on-route BEB charging at Ashmont Station is an important step in improving the reliability of bus service and decreasing the air quality impacts of diesel buses in and around the routes that serve the station. The MBTA's full transition to BEBs relies on the design and construction of on-route BEB charging throughout the bus network.

FTA requires that any grants related to planning work (such as this one) be amended into the appropriate regional Unified Planning Work Program (UPWP). As such, this proposed UPWP amendment will add this project to the Appendix of the Boston Region MPO's FFY 2024 UPWP. Since the study will be grant-funded, it will not impact funding for any other studies programmed in the FFY 2024 UPWP.

JFK/UMass Station Redesign and Replacement Project

The MBTA was awarded an RCP grant of $2,000,000 to bring the JFK/UMass Station into a state of good repair, improve its accessibility, and enhance its environmental resiliency.

High-Risk Grade Crossing Elimination Master Plan

The MBTA was awarded a Railroad Crossing Elimination (RCE) grant of $4,000,000 to evaluate 52 high-risk, high-priority pedestrian and roadway grade crossings throughout the greater Boston regional rail network.

Municipal Studies

City of Lynn

River Works Reimagined

The City of Lynn was awarded $561,000 to reconnect West Lynn by relocating the River Works Station north of its current location and making it publicly accessible. This will reconnect adjacent neighborhoods with jobs, open space, and a planned USDOT Better Utilizing Investments to Leverage Development (BUILD)-funded bus priority corridor on the Lynnway. It will also provide rail connections to Boston and beyond, as well as communities to the north. Other benefits include an ADA-compliant crossing of the railroad, improved flood resiliency, and the facilitation of waterfront access and transit-oriented development at the adjacent Gear Works, among other potential sites.

City of Salem

MBTA South Salem Commuter Rail Stop Design

The City of Salem was awarded $2,776,000 through the FFY 2024 BUILD grant program to conduct planning and design activities for a new commuter rail station in South Salem. The current preferred alternative to the station is situated between Canal Street and Jefferson Avenue.

Corridor, Area, or General Studies

Municipal Studies

City of Boston

Rutherford Avenue—Sullivan Square Design Project

The City of Boston is progressing with the redesign of the Rutherford Avenue corridor in Charlestown, which extends approximately 1.5 miles from the North Washington Street Bridge to Sullivan Square and provides a critical connection between Downtown Boston and Everett, Somerville, Cambridge, and suburbs to the north and east of Boston. The project will also reconfigure the street network around Sullivan Square Station to improve Orange Line access for Charlestown residents and others walking, rolling, and taking the bus.

Reconnecting Chinatown

USDOT awarded the City of Boston a $1,800,000 RCP award to plan a better, safer, greener, and more attractive connection between the two sides of the open-cut Massachusetts Turnpike (I-90) in Chinatown. The plan will bring together the two sides of Boston's historic Chinatown that the Interstate divided in the 1960s. It will also increase greenery and safe and accessible walking routes, reduce pollution, and improve quality of life in the neighborhood.

Roxbury Resilient Corridors

USDOT awarded the City of Boston a $20,000 BUILD grant to plan, design, and implement improvements for three important corridors in Roxbury: Malcolm X Boulevard, Warren Street, and Melnea Cass Boulevard. The project will partner with local residents and community organizations to make getting around Roxbury safer, more convenient, and more enjoyable and improve the quality of life in the neighborhood.

Miscellaneous Studies and Planning Activities

Statewide Studies

MassDOT

Flood Risk Assessment

This is a planning-level analysis of which transportation assets are at risk of flooding over the coming century. This study identifies flood exposure for in-state National Highway System roads, bridges, and large culverts; MassDOT- and MBTA-owned rail; MassDOT facilities; and many public-use airports. It assesses damage and repair costs, time estimates for repairs, and considers the consequences from loss of service. Specifically, this study will estimate "do nothing" costs and qualitative consequences of at-risk transportation assets under future conditions assuming no intervention. This information can be used during the capital planning process to prioritize investments that avoid or reduce long-term climatic impacts associated with flooding.

Shared Travel Network

This study will develop recommendations about where and how to leverage existing facilities and resources that could contribute to the development of a shared travel network, as well as where these existing facilities could be expanded and where new facilities and assets could be introduced.

Resiliency Framework for the Metropolitan Highway System

The product of this work will enable MassDOT to perform vulnerability assessments, update policies and design specifications, modify construction and maintenance processes, inform investments, and enhance the resiliency of the Metropolitan Highway System.

Regional or Subregional Studies

Colleges and Universities

New England University Transportation Center (Region One)

The New England University Transportation Center (Region One) is a research consortium that includes the Massachusetts Institute of Technology (lead university), Harvard University, and the state universities of Massachusetts, Connecticut, and Maine. It is funded by the USDOT's University Transportation Centers (UTC) Program. The New England UTC conducts multiyear research programs that seek to assess and make improvements for transportation safety as well as develop a systems-level understanding of livable communities. For more information, visit the New England University Transportation Center's website at http://utc.mit.edu/.

Appendix B

Public Engagement and Public Comments

In the course of developing the Unified Planning Work Program (UPWP), the staff of the Boston Region Metropolitan Planning Organization (MPO) followed the procedures set forth in the MPO's adopted Public Engagement Plan in accordance with federal public participation and civil rights regulations to ensure early, active, accessible, and continuous public involvement in the transportation planning process.

The Federal Fiscal Year (FFY) 2026 UPWP development process began in October 2024. Staff discussed the MPO's work and solicited input on topics and priorities for study and program development through the following engagement activities:

- A public survey soliciting study ideas, topics, and planning priorities, distributed to MPO stakeholders and the public in early calendar year 2025 through email and social media communications and during meetings
- Topics generated from engagement activities related to recently completed planning studies and documents

- Feedback collected from in-person and virtual engagement events and stakeholder meetings on transportation topics and issues
- Metropolitan Area Planning Council subregional group meetings

In addition to collecting ideas via the channels listed above, staff held a series of public discussions with the UPWP Committee to provide more information and solicit feedback about proposed studies and planned MPO work in FFY 2026. Staff also provided regular updates to the MPO board about public priorities collected during engagement activities to inform planning decisions.

Table 1 includes specific study ideas and comments submitted through the FFY 2026 UPWP Public Survey.

Table B-1
Comments and Study Ideas Submitted through the FFY 2026 UPWP Public Survey

Comment	Summary of Staff Response
Greater investment in trails and opportunities for active transportation and multi-modal transportation. More connectivity between public transportation and trails and focus on providing public transportation connectivity to open spaces and conservation areas.	
I would love to see a push to stitch together existing high-quality bike infrastructure (rail trails or protected bike lanes). For example, I live in Allston and love running/biking along the Charles River paths, the Watertown Greenway, and Minuteman bike paths, yet the connections between these aren't super clear or safe. There are somewhat short, but vital, gaps between these facilities. Another topic that is policy related would be removing mandatory parking minimums and helping communities come up with bike parking guidelines, similar to Boston's.	
A commuter rail extension to Milford was last studied in 2011. I strongly urge the MPO to re-study the Milford extension, as there has been considerable population growth in Milford and Bellingham since 2011.	
Please do a better study of the grand junction. We obviously need light rail or a metro and it has been totally sandbagged by WSP and the MBTA.	

(Table 1 cont.)

Comment	Summary of Staff Response
I would like to see the MPO make a regional bike trail plan. While it does seem like more work is being put into cycling facilities and bike safety at the MPO level, there does not seem to be much high-level network planning since the 2014 "Bicycle Network Evaluation" report. Ideally, the MPO would identify regionally important bike trails, like the Minuteman Trail or the Mass Central Rail Trail, perform an updated gaps analysis, and push for these gaps to be filled. While there is certainly work in getting comfortable biking facilities at the first and last mile of many trips, the presence of long, high-quality bike trails makes it much easier for local towns to make further bike investments. I would also like to see the MPO publish an opinionated guide on intersection design, either of their own creation or borrowing heavily from groups like NACTO. This would give smaller towns a clear starting place when upgrading intersections, and could simplify improvement applications by having a minimum required safety threshold. It would also be nice to see the MPO generally recommend unsignalized intersections, and single-lane, modern roundabouts where space exists. A large body of evidence shows that the most important features for road safety are road geometry. Roundabouts, sidewalk bump-outs (with not just paint), raised continuous crosswalks, and raised intersections all naturally slow drivers and save lives without requiring traffic control devices. Another valuable intervention the MPO could do is providing guidelines on how to best do curb management. Full street parking and double parking in travel lanes are much too common occurrences in much of the region. Providing clear, scalable, and enforceable suggestions could assist municipalities in regaining control of their curb space. This would hopefully also make it easier for towns to raise the cost of street parking, which has constantly shown to have minimal effect on local business while ensuring better parking allocation. Kyle Casiglio's report "Parking in Bike Lanes: Strategies for Safety and Prevention" is a good start and contains much of this information, but there would be significant benefits to making a report with the focus on curb usage, not bike lanes. Lastly, the MPO could potentially an analysis with the T on all commuter rail grade crossings. This could evaluate their current safety, current traffic impacts, short term improvements, and possibility for grade separation under current Commuter Rail operations or improved, "Regional Rail" style operations. For example, downtown Framingham is posed to see 4 trains hour each direction (8 total) in 2026. This would close the two main road and pedestrian crossings every 8 minutes and could significantly exacerbate existing traffic problems there.	
A long-term vision needs to be developed and agreed to by major stakeholders.	

(Table B-1 cont.)

Comment	Summary of Staff Response
A lot of these concepts have overlap - multiple projects can achieve clean air/healthy communities while achieving equity goals. I would be interested in seeing how the MPO can create connectivity between these concepts instead of ranking projects by goal areas.	
Consider using existing railroad corridors for multi-use trails to help connect existing train stations with existing rail trails (e.g. portions of the Fitchburg commuter rail could be used to expand access to the Minute Man bike path, the Bruce Freeman Rail Trail and the Mass Central Rail Trail) which provides alternative modes of transportation and improves accessibility to the train stations and rail trails.	
Automated enforcement !!!!	
A rail-with-trail along the Fitchburg commuter rail line from the Mass Central Rail Trail in Weston to the Assabet River RT in South Acton or even to the Nashua River RT in Ayer. It would connect disconnected SUP segments, connect Lincoln to the SUP network, enable safe active transportation across a broad region from western MA to Lowell to Framingham, to downtown Boston, even to NH.	
MBTA debt is a concern. Circumferential subway connectivity is important. Not everyone works Downtown. 24 hour subway service should be a goal.	

Note: Survey submissions in this table have been pasted exactly as they were received and have not been altered by staff. These submissions represent public comments and not the position of staff or the MPO.

Source: MPO staff.

In the FFY 2026 UPWP Public Survey, staff also asked the public to rank the MPO's six goal areas identified in the *Destination 2050* Long-Range Transportation Plan (LRTP) by priority. Information about public priorities for the MPO's work helps to inform the development of programs and projects, and provides staff valuable information on effective strategies to communicate and engage the public about the MPO's work. Information related to LRTP goals in particular also helps staff more effectively advance these goals through ongoing program work, as well as inform the development of the next LRTP. The top ranked priorities from the public survey were access and connectivity, mobility and reliability, and safety. These priorities are reflected in the 2026 planned discrete studies and MPO program work described in the full UPWP document.

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 C

Universe of Program Feedback and Proposed Discrete Studies for Federal Fiscal Year 2026 UPWP

This appendix describes the Universe of Program Feedback and Proposed Discrete Studies (the Universe), a key step in producing the Unified Planning Work Program (UPWP) each year.

As part of the federal fiscal year (FFY) 2026 UPWP development, the Boston Region Metropolitan Planning Organization (MPO) staff invited regional stakeholders and members of the public to submit proposals for discrete studies and ideas related to the MPO's ongoing programs. Input was collected through a public survey, an MPO Board member survey, and internally from MPO staff.

After the submission period closed, staff categorized the input as either feedback related to existing programs (Table C-1) or discrete study proposals (Table C-2). Staff evaluated the Universe by first determining which proposals could be incorporated into the MPO's ongoing program work. These ongoing initiatives were discussed with the UPWP Committee, and staff selected 32 ideas from the Universe to integrate into program work in FFY 2026 and future fiscal years.

Staff assessed the remaining discrete study proposals based on their alignment with the MPO's goals and objectives, available resources, staff capacity to execute studies in the upcoming fiscal year, and if similar work has already been done by MPO staff or other agencies. Discrete study proposals were also sorted into one of the following categories:

- Active Transportation
- Land Use, Environment, and Economy
- Roadway and Multimodal Mobility
- Transit
- Community Transportation Access
- Transportation Impact Mitigation
- Other

As a result of this evaluation process, MPO staff developed a subset of discrete studies for potential inclusion in the annual UPWP. This list was discussed by the UPWP Committee, which voted on the final set of studies to be funded in FFY 2026 UPWP. One important framework that MPO staff and the UPWP Committee use to assess each proposed study in the Universe is the extent to which a study concept addresses each of the goal areas outlined in the MPO's Long-Range Transportation Plan, which was adopted in 2023.

A breakdown of discrete studies by category that were funded in the UPWP from FFY 2018 to the present is shown in Table C-3.

Whenever feasible, staff will continue to explore ways to incorporate ideas from the Universe into MPO initiatives. For more information about the process of developing and evaluating the Universe, see Chapter 2.

Table C-1
Universe of Program-Related Feedback for FFY 2026

Project ID	Description	Source
Program-Related Feedback		
P-1	Before and After study of the effects of MPO programming on vulnerable road user outcomes. Preliminary approach: download files from the MassDOT Impact Dashboard and related sources, and overlay that data on the locations of completed MPO-funded projects. Where gaps in data are suspected, work with municipalities. Overall outcome: a report on the effect of MPO programming on fatalities and serious injuries of vulnerable road users. This data could also be used to support the Performance Chapter of the TIP.	Sam Taylor, staylor@ctps.org
P-2	I would love to see a push to stitch together existing high-quality bike infrastructure (rail trails or protected bike lanes). For example, I live in Allston and love running/biking along the Charles River paths, the Watertown Greenway, and Minuteman bike paths, yet the connections between these aren't super clear or safe. There are somewhat short, but vital, gaps between these facilities. Another topic that is policy related would be removing mandatory parking minimums and helping communities come up with bike parking guidelines, similar to Boston's.	Public survey submission
P-3	Study on the performance of resilience in TIP projects through performance metrics. Preliminary approach: - Approach MassDOT OTP for solutions on accessing project materials for past TIP projects - Access to Bluebeam, connecting directly with PMs, etc. - Assess data sources and update if needed - Review any project materials that may have come up in the FFYs 2026–30 TIP application cycle for old projects - Reassign projects to MPO staff members - Update/create Asana - Continue working through data collection for metrics that don't require updated project materials Overall outcome: reinforce purpose of work and connections among Climate Resilience, PBPP, and LRTP programs. Encourage board to be more reflective of funding decisions. Ensure consistency with goals and show progress.	Lauren Magee, lmagee@ctps.org

(Table C-1 cont.)

Project ID	Description	Source
P-4	The studies funded through the UPWP continue to play a critical role in exploring and supporting key and evolving mobility priorities across the region—the more they are coordinated with efforts underway at the municipal level, and within MAPC, the more valuable they can be (and less likely to avoid duplication!) The more we can tie our work in with land use, which is the ultimate determinant of transit success, the more impactful it will be. We need to drive home the connection between land use and transportation as two sides of the same coin.	Julia Wallerce, jwallerce@mapc.org
P-5	MPO work is excellent; would like to see continued capacity building related to street design, traffic engineering, project management, construction bidding, and construction administration in order to support our core efforts around capital programming for transportation projects.	Brad Rawson, brawson@somervillema.gov
P-6	We are interested in the below topics, with a particular interest in those high lighted [LRTP, TIP, CMP, Climate Resilience, Bike-Ped, Multimodal]. We do not need to meet with staff about this, but support their continued work. We remain interested in pedestrian scale lighting as well and the development of better standards overall and included in TIP projects.	Erin Chute, echute@brooklinema.gov
P-7	The MWRTA appreciates the Boston MPO's ongoing support of initiatives to enhance the safety, accessibility, and reliability of public transportation throughout the MetroWest region. We look forward to continuing to partner with the MPO staff as we enhance our service offerings, while maintaining robust, sustainable public transit infrastructure throughout the region.	Tyler Terrasi, tyler@mwrta.com
P-8	I like the way in which some of the programs' plans span multiple years. I suggest giving the UPWP Committee more insights into the Multimodal Mobility Infrastructure Program and how selections are made from the pool of ideas/proposals. Also, even though memos from discrete studies are presented to the Board, if interested, perhaps deeper dives into the research done for the studies can be presented at extra/extended UPWP meetings. Let's revisit the "Mode Shift: What Would it Take to Move the Needle?" proposal from last year's universe of proposals.	Lenard Diggins, ldiggins@gmail.com
P-9	**Roadway Pricing: Stakeholder Analysis** This study will build on the findings of the FFY25 roadway pricing study to conduct a stakeholder analysis focused on assessing attitudes toward the roadway pricing scenario and a high-level assessment of its impact on various populations/stakeholder groups. The study will also evaluate effective messaging around roadway pricing by reviewing strategies that other agencies have used successfully when implementing roadway pricing. The purpose of this study is to provide a framework for conducting stakeholder analyses of potential roadway pricing strategies that might be proposed in the Boston region, identify effective communications and engagement strategies, and provide key data that can support a successful implementation.	Jennifer Rowe, jennifer.rowe@boston.gov, Abby Cutrumbes Hereema, acutrumbes@ctps.org

(Table C-1 cont.)

Project ID	Description	Source
P-10	LRTP - excited to see how the Vision Zero and regional bike/ped network work informs the LRTP. Would love to see an exploration of "big regional ideas" that could make a measurable impact on the MPO's goals: - regional rail - roadway pricing - regional circulation planning with one-way street conversions (with contraflow bus and bike lanes) aiming to improve traffic flow for general vehicles and transit, while providing ROW and signal time for safe crossings (see marcochitti.substack.com/p/getting-bus-priority-right-lessons) - freight and commercial vehicle planning - region-wide mapping for freight corridors, restrictions on daytime freight access for congested districts, PUDO/TNC zones, mix of incentives and enforcement - automated speed and red light enforcement TIP - appreciate how the TIP design pilot lessens risk for municipalities in getting projects to 25% and hopefully also strengthens partnership in moving the projects forward with MassDOT staff. I think the carve-out programs could stand to grow over time and include more items like speed humps, procurements of bike/transit signals and forms of protection like cast in place or pre-cast concrete curbing, striping, electric school buses and charging equipment, potentially also other EV and direct-vision municipal vehicles and equipment to clear sidewalks and bike paths. I also would advocate for investigating further the option of flexing regional target funds to transit/FTA for roadway design projects within the allowable catchment areas (3 mile for bicycle improvements, 1/2 mile for pedestrian improvements), in order to allow greater flexibility in advertisement date and design and potentially avoid the complexity, time, and costs involved in the MassDOT project development and design process. CMP - (could also be discrete study) exploration of congestion reduction and VMT reduction strategies and which do/do not prove effective in the long term, including roadway pricing, circulation planning (see above re one-wayification of streets paired with contraflow bus/bike lanes), signal timing changes (including AI informed), and the addition and subtraction of roadway elements (general vehicle travel lanes, bike and bus facilities, turning lanes, signals) PEP - Interested in partnerships with public polling as a way to gauge the degree public input via other forms is representative of the region's overall population and specific segments therein PBPP - support the exploration of performance target setting beyond federally mandated ones and integration with TIP and LRTP development TE - interested in an exploration of how to evaluate/assess equity impacts of roadway configuration changes on a subregional scale AQP - investigation into the impacts of heavier vehicles including EVs on local pollution like particulates Freight program - interested in strategies (including incentives) that other municipalities (including outside the United States) have taken to managing delivery times, stopping/parking behavior, and safety (direct vision, side-guards, etc)	Jennifer Rowe, jennifer.rowe@boston.gov

Table C-2
Universe of Discrete Study Proposals for FFY 2026

Project ID	Description	Source
Active Transportation		
A-1	**Pedestrian-scale lighting guide for communities** Street lighting plays a vital role in enhancing safety and reducing nighttime crashes. Recent advancements in lighting technology have improved vehicular illumination, which helps increase driver safety. Also, most street lighting in the Boston MPO region was designed with an emphasis on drivers. This lack of attention to vulnerable users, such as people who walk, bicycle, or use assistive mobility devices, can compromise their safety and security using facilities such as sidewalks, bike lanes, and crossings. According to the National Highway Traffic Safety Administration (NHTSA), approximately 76 percent of pedestrian fatalities occur in dark and low-light conditions, and inadequate pedestrian-scale lighting designs and resources to guide communities are significant contributing factors. The Town of Brookline Select Board recently established a Pedestrian-Friendly Lighting Committee in response to this issue. This committee developed a plan to implement pedestrian-friendly lighting along busy sidewalks, assessed public demand for improved street lighting, and evaluated the costs associated with installing and operating new pedestrian-scale street lighting. To address the growing need for safer and more secure streets for vulnerable users, MPO staff can investigate best practices for pedestrian-scale lighting at intersections, mid-block crossings, sidewalks, and bike lanes in various settings such as commercial areas, villages, parks, and neighborhoods. The outcome of this synthesis will be a comprehensive guide outlining appropriate lighting specifications, such as lighting intensity, contrast, LED options, color temperature, and compliance with dark sky regulations for the identified areas. This guide will equip small and medium-sized communities with the tools and resources to evaluate lighting designs and select appropriate equipment to provide safer and more secure facilities for vulnerable users. Well-designed pedestrian-scale lighting can encourage more people to walk and bike at night and in low-light conditions, fostering a stronger sense of community and promoting mode shift.	Seth Asante, sasante@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
A-2	**Parking in Bike Lanes Phase II: Measuring the Impact of Interventions to Prevent Bike Lane Obstruction** In FFY 2024 the MPO conducted a discrete study into best practices deployed by cities across the United States to prevent people from obstructing bike lanes with motor vehicles. While many such interventions were identified and shared in the subsequent report, information on the efficacy of these interventions was sparse. To address these data gaps and help the region's municipalities make better informed decisions in how they protect people that are using this portion of the right-of-way, MPO staff could partner with volunteer municipalities to implement pilot interventions and conduct before and after analysis of their impact on the rate of obstruction. MPO staff could work with these municipalities to identify priority areas for intervention based on factors associated with high rates of obstruction, as identified in the original Parking in Bike Lanes report, or could work within locations based on municipal interest. This study could involve input from the bicycle and pedestrian program, performance based planning program, and the MPO's data management and analysis and applications teams. The outcome of this study would be not heretofore extant data on the efficacy of innovative interventions that are beginning to become more common in urban areas across the country. Possible interventions recommended in the phase 1 report that may be suitable for piloting include pricing existing parking, moving loading zones to block ends, TNC/Taxi pick-up and drop off zones, delivery lockers for large developments, and/or smart loading zones.	Kyle Casiglio, kcasiglio@ctps.org
A-3	**Survey and analysis to facilitate active transportation in the region** Short, local trips completed by personal vehicles are prime candidates to swap for active transportation modes. Outings around a mile in length are typically considered comfortable to complete on foot while trips around three miles long are ideal for bicycle travel. However, many within the Boston region choose to drive to complete trips of these short distances, despite the personal and community benefits of active transportation trips when compared to the impacts of motor vehicle travel. Greater vehicle volumes negatively impact safety and comfort for people walking and bicycling while increasing greenhouse gas emissions and the potential for roadway congestion. To understand why MPO residents opt out of active transportation modes to complete short trips, MPO staff would survey residents throughout our 97 municipalities. Factors may range from trip duration and weather impediments to lack of facilities such as water fountains and restrooms. MPO staff would also ask about the impact of vehicle volumes, speed, and proximity on trip choice, as well as inquiring how the presence of street trees and vegetation factors into transportation choices. MPO staff will analyze the survey results to determine which elements most greatly impact decisions to drive rather than use active transportation in the Boston region. This information will help MPO staff understand which techniques will most successfully encourage people in the Boston region to leave their car at home and walk or bike instead.	Casey Cooper, ccooper@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
A-4	Map select overlay districts in relation to MBTA stations to identify needs for connective bike-ped infrastructure. Could be either Bike-Ped/Multimodal program work or a discrete study. Could be as small (1-2 locations) or as large as we want it to be. $40-80k	"Sean Rourke, srourke@ctps.org
A-5	Greater investment in trails and opportunities for active transportation and multimodal transportation. More connectivity between public transportation and trails and focus on providing public transportation connectivity to open spaces and conservation areas.	Public survey submission
A-6	Consider using existing railroad corridors for multi-use trails to help connect existing train stations with existing rail trails (e.g., portions of the Fitchburg commuter rail could be used to expand access to the Minute Man bike path, the Bruce Freeman Rail Trail, and the Mass Central Rail Trail) which provides alternative modes of transportation and improves accessibility to the train stations and rail trails.	Public survey submission
A-7	A rail-with-trail along the Fitchburg commuter rail line from the Mass Central Rail Trail in Weston to the Assabet River RT in South Acton or even to the Nashua River RT in Ayer. It would connect disconnected SUP segments, connect Lincoln to the SUP network, enable safe active transportation across a broad region from western MA to Lowell to Framingham, to downtown Boston, even to NH.	Public survey submission
A-8	Rail with Trail along the Fitchburg line, from Lincoln (or further west) to the MCRT. This would create connectivity of bikes and peds where there is otherwise no access to any rail trail. It would also give access to Lincoln's 80 miles of (non-bike) trails and six square miles (40% of the town) of conservation land to people bicycling out from Cambridge, Boston, Waltham, and the other denser towns along the Fitchburg line Note: I ranked "Equity" at the bottom only because without the preceding items it's of limited relevance. It's hard to imagine equity without safety, mobility, healthy communities, access, and resilience. In fact it is the absence of those things that is at the root of transportation related disparities.	Public survey submission

(Table C-2 cont.)

Project ID	Description	Source
Land Use, Environment, and Economy		
L-1	**Impact of parking supply on property values** Reducing parking supply is an important aspect of travel demand management, reducing the convenience of driving and incentivizing alternative modes. It also impacts the number of housing units developers can build. Financing of new development has been cited as a challenge to reducing parking minimums or implementing maximums. Developers are hesitant to reduce parking supply because they worry it will make the property less valuable, but there is little evidence to support this conclusion. Thus, analyzing the relationship of parking supply and property values could provide the basis for authorities to lower or abolish parking minimums. This study would use historical records of real estate sales and parking supply to explore this relationship. Staff would use data from CoStar (available via MAPC) to analyze the interaction between parking spaces per square foot and sale price for particular properties. The analysis would control for a number of variables that influence property value and establish separate conclusions for commercial and residential properties.	Seth Strumwasser, sstrumwasser@ctps.org Rose McCarron, rmccarron@ctps.org"
L-2	Phase I of a study to assess the impact of the MBTA Communities Act on transit usage. Would be the start of a multi-year effort. $40-60k	Sean Rourke, srourke@ctps.org
L-3	**Map with 1) TIP projects, 2) MAPC TAP projects, and 3) MBTA communities overlay districts and/or 4) approved new housing** Preliminary approach: Knowledge gap: We currently have no way of anticipating on a regional level where new housing developments, and therefore higher transit needs, will come to fruition. Both MAPC's TAP program, which often provides housing design or production plan assistance, and the MBTA community district zones, are useful ways to anticipate future housing production. Methods: Coordinating with MAPC to map their TAP projects, particularly where the projects relate to housing. Conducting research or municipal outreach to get documentation of approved MBTA communities overlays/rezoned areas. Working with MAPC to see if there is a possibility of pooling resources to do the time-intensive creation of shapefiles or mapping (someone with more GIS experience could speak to the technical needs of this better than I can). In order to make proactive planning and investment decisions we will need to anticipate upticks in transportation demands that will come as munis approve and construct new housing. Overall outcome: Map that shows TIP projects, MAPC's TAP projects, and MBTA communities/new housing	Abby Cutrumbes Heerema, acutrumbes@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
L-4	North Waltham needs bus routes! There are NO regular bus routes along Trapelo Rd, Waverley Oaks Rd, and Beaver St, in Waltham that connect us to downtown Waltham and Waverley Sq in Belmont, the two local transportation hubs. I have to walk over a mile to Belmont for busses at the Waverley transportation hub station. The state forced the MBTA Communities Act law on everyone without considering if there are bus routes in the zones created by those communities. My neighborhood in Waltham has one of the newly created zones, but there is no bus route near it. So potentially, that parcel could see large and dense development with NO BUSSES nearby! That means there will be more cars and traffic congestion, rendering the MBTA Communities Act almost pointless. Also to be considered: the only New England location of the National Archives (Trapelo Rd in Waltham) has no bus or public transportation within two miles of it. That is a huge loss for people who might want to visit and utilize such an important resource.	Public survey submission
L-5	**Reimagining public spaces: Revitalizing underutilized public spaces for stronger communities** Public spaces are essential for fostering community interaction and promoting social well-being, helping to build stronger, more inclusive communities for people of all ages and abilities. Public spaces such as parks and plazas, and even parking spaces provide opportunities for recreation, relaxation, and connection to nature, positively impacting both physical and mental health. Well-designed public spaces are crucial to urban planning, improving neighborhood livability, enhancing quality of life, and boosting economic vitality by attracting visitors and businesses. These spaces could provide engaging activities for all ages and abilities, creating opportunities for social interaction and enhancing community vibrancy. The MPO can focus on identifying underutilized parcels or public right-of-way in the region, particularly near downtown areas in urban and suburban municipalities, with the potential to be revitalized into small squares or thriving community hubs. Revitalizing underutilized parcels could improve overall access and strengthen community connectivity. Additionally, private-owned public spaces can also be considered if there is opportunity and interest from any local businesses or community members. The study will include site visits to locations of interest and develop redesign recommendations for implementation. Resources such as placemaking guides from NACTO and Project for Public Spaces will offer valuable guidance on placemaking strategies for revitalization efforts.	Shravanthi Gopalan Narayanan, sgnarayanan@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
Roadway and Multimodal Mobility		
M-1	**TNC Trip Patterns and Mobility Impacts in the Boston Region** As Transportation Network Companies (TNCs) like Uber and Lyft continue to expand, understanding their role in regional mobility is essential for future transportation planning. This proposal explores potential use of the TNC dataset reported to the Department of Public Utilities (DPU) to examine various aspects of their impact, including travel behavior, congestion, public transit integration, and policy implications. One key focus is analyzing trip characteristics and usage patterns across different geographic areas. This includes examining variations in trip frequency, trip distances, time-of-day demand, and the prevalence of single-ride vs. pooled-ride choices. Additionally, the study could assess TNC contributions to vehicle miles traveled (VMT), particularly the percentage of deadhead miles (miles driven without passengers), providing insights into their effects on congestion, emissions, and overall network efficiency. Another important consideration is the relationship between TNCs and public transit. This includes determining whether TNCs complement transit by improving first- and last-mile connectivity or compete with it by drawing riders away, as well as evaluating their potential to serve transit deserts where traditional public transportation is limited. Multiple teams within the Boston Region MPO can be involved in this study. The Data Management group could maintain and enhance TNC datasets, enabling the continuous evaluation of their impact and supporting informed decision-making for policy and modeling efforts. The Travel Model Development team could use these insights to refine TDM23 and prepare for the development of TDM27, ensuring TNC-related travel behaviors are accurately incorporated. The Planning and Policy team could analyze regulatory strategies if TNCs significantly contribute to increased VMT and explore ways to incentivize their use as transit-supportive services. By taking a coordinated approach, this study could provide a comprehensive understanding of TNCs' role in the transportation network, ensuring that policy, planning, and modeling efforts reflect evolving travel patterns and support a balanced and efficient transportation system in the Boston region. The much richer TNC dataset required by legislation is only just becoming available. We have already received an inquiry from another MA RPA about access and use of these data.	Marty Milkovits, mmilkovits@ctps.org
M-2	Impact of TNC vehicles and delivery vehicles on travel time delays during peak hour Preliminary approach: Using data from the MassGIS Rideshare database, INRIX and Replica, analyse impacts of these rideshare and delivery vehicles on congestion, specifically in terms of traffic volume percentage, passenger hours of delay and average peak hour delays. Overall outcome: a report that feeds into the performance measures aspect of CMP, but as a separate study as it addresses a very specific question that also came up as CMP committee feedback.	Priyanka Chapekar, pchapekar@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
M-3	a. Survey of technical standards, specifications, and effectiveness of traffic signal pre-emption for emergency vehicles and transit vehicles b. Emerging best practices on reducing vehicle sizes in the freight fleet c. Continued study of the food delivery economy, building on the 2022 MAPC "App to Table" report	Brad Rawson, brawson@somervillema.gov
M-4	**Multimodal bottleneck detection and optimization for the region** MassDOT, MBTA, RTAs, and municipalities face ongoing challenges in managing congestion around major transit hubs, particularly MBTA subway and commuter rail stations, where pedestrians, cyclists, and vehicles interact in complex ways. To address this, a multimodal bottleneck detection and optimization system can be developed using INRIX's real-time traffic congestion data combined with regional datasets on walking, biking, and transit activity developed through the NO-HEAT project. INRIX provides segment speed data while Replica provides pedestrian and cyclist activity data. Using Reinforcement Learning (RL) models, the outcome of this study will be to identify road segments where multimodal conflicts are likely to occur and proactively suggest optimization strategies.	Dorcas Okaidjah, dokaidjah@ctps.org
M-5	**Guidance for Implementing Crash Response Processes** A key part of Vision Zero is analyzing and understanding the causes of specific crashes through an on-the-ground crash response process. A crash response process typically consists of an interdepartmental municipal group (can include residents) that meets within a specified time period following a fatal or severe injury crash. The group analyzes the site of the crash, and proposes short- and longer-term infrastructure or other changes that could help prevent or lessen the impact of future crashes at the site. While several municipalities in Massachusetts and around the United States have adopted these crash response processes, they can continue to be somewhat challenging conversations for municipalities to have for various reasons. MPO staff could do a review of these crash response processes in the Boston region and beyond. This study would include peer research, interviews with municipal staff and leadership, and the development of guidance for municipalities to implement their own crash response process. Part of the project could involve working with Strong Towns to educate MPO members about the concept of crash analysis and to hold an example crash analysis studio.	Ali Kleyman, akleyman@ctps.org
M-6	**Resident-led Traffic Calming Programs** With limited staff time and funding and a growing focus on safe streets and Vision Zero, there's an increasing interest from municipalities in providing organized ways for residents to plan and implement their own quick-build traffic calming interventions. This could be a powerful tool in the Vision Zero toolbox to increase the implementation of roadway safety improvements. MPO staff could find out how municipalities run these programs both within Massachusetts and in other states and could develop a guide for municipalities to start these initiatives.	Ali Kleyman, akleyman@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
M-7	Automated enforcement !!!!	Public survey submission
M-8	Congestion Management Process- Study and piloting of effective messaging around roadway pricing to different populations/stakeholders groups. Investigation of best practices for evaluating the before/after impacts of projects. Which metrics sway public opinion? Which metrics are available, reliable, and affordable to measure? What are best practices for how long before and after an installation to evaluate.	Jennifer Rowe, jennifer.rowe@boston.gov
M-9	**Roadway Pricing: Stakeholder Analysis** This study will build on the findings of the FFY 2025 roadway pricing study to conduct a stakeholder analysis focused on assessing attitudes toward the roadway pricing scenario and a high-level assessment of its impact on various populations/stakeholder groups. The study will also evaluate effective messaging around roadway pricing by reviewing strategies that other agencies have used successfully when implementing roadway pricing. The purpose of this study is to provide a framework for conducting stakeholder analyses of potential roadway pricing strategies that might be proposed in the Boston region, identify effective communications and engagement strategies, and provide key data that can support a successful implementation.	Jennifer Rowe, jennifer.rowe@boston.gov, Abby Cutrumbes Hereema, acutrumbes@ctps.org
Transit		
T-1	Funding strategies and tools for municipalities, independently or jointly, operating on-demand shuttles beyond Pilot phase. Consolidation of municipal level transit operations (e.g., increase efficiency of operation of systems such as COA Van, local shuttle, on-demand transit or rideshare)	Darlene Wynne, dwynne@beverlyma.gov
T-2	**Safety and Public Transit** The transit network is a major component of our mobility infrastructure. As we make changes to how we allocate roadway space, we affect how people use the space. When installing a bus lane, for example, we might expect the types of crashes encountered on the roadway to change—perhaps there are more sideswipes or negative interactions with buses. There is also a component about looking at how bus stops and pedestrian injuries interact—could use Replica walk-transit as a data source to dive deeper into this question.	Steven Andrews, sandrews@ctps.org
T-3	A commuter rail extension to Milford was last studied in 2011. I strongly urge the MPO to re-study the Milford extension, as there has been considerable population growth in Milford and Bellingham since 2011.	Public survey submission
T-4	Please do a better study of the grand junction. We obviously need light rail or a metro and it has been totally sandbagged by WSP and the MBTA.	Public survey submission
T-5	MBTA debt is a concern. Circumferential subway connectivity is important. Not everyone works Downtown. 24-hour subway service should be a goal.	Public survey submission

(Table C-2 cont.)

Project ID	Description	Source
Community Transportation Access		
E-1	**Representing the experience of limited mobility individuals** Throughout transportation planning and decision-making, we characterize and quantify mobility metrics to understand travel throughout the region with limited capacity to reflect the perspective of people with limited mobility. The goal of this study is to strengthen and support disability-inclusive transportation planning throughout data-driven decision making efforts. MPO staff have made progress to characterize the walkability of neighborhoods and to calculate how the transportation system supports destination access. These efforts could be improved by developing strategies to better accommodate the perspective of limited mobility individuals. Through community engagement, literature review, and case study analysis efforts, this study will identify potential solutions to better represent how the transportation network serves people with limited mobility and recommendations to incorporate these solutions in data-driven planning at a regional scale. The output of this study will be a library of variables to characterize travel impacts and measure travel for limited mobility individuals. Additional References: Access and Persons with Disabilities in Urban Areas Report Amsterdam's Accessible Route Planning Project Project Sidewalk	Emily Domanico, edomanico@ctps.org
Transportation Impact Mitigation		
R-1	Explore what actions it would take different types of transportation stakeholders in the region to contribute to meeting the state's emissions and air quality mandates. Could be program work for Resilience and/or PBPP.	Sean Rourke, srourke@ctps.org
R-2	Regional municipal evacuation route and shelter inventory Preliminary approach: Municipal engagement to identify routes (Planning, DPW, EMS, EMA). Collaboration with non-government stakeholders, including environmental advocacy groups. Working through MAPC's existing subregional engagement framework. Overall outcome: establish a framework for a centralized, uniform inventory of all evacuation routes for municipalities by conducting a pilot process with an MAPC subregion (NSTF or SSC?).	Ethan Lapointe, elapointe@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
Other		
O-1	**Changing moments: Interventions at key life moments to effect mode change** Transportation choices become habits that are difficult to break. Efforts to nudge people towards walking, bicycling, and transit often fail, despite interest and intent in using more active modes. Major life events, like moving or starting a new job, often disrupt habits and provide an opportunity to introduce lasting behavior change. One study showed that when UCLA graduate students received information on car-free travel options before the academic year, they were more likely to take transit and less likely to use a car for every trip to campus than a control group that received no information. MPO staff could perform a literature review to understand best practices for timely, targeted interventions to induce changes in travel behavior. Based on the findings of this research, staff would propose a potential pilot program to test the effectiveness of an intervention implemented as people experience a major life event. Potential pilot project proposals could include provision of transportation welcome packages when a move is registered via the RMV or with USPS, working with property managers as new residential or commercial properties are leased, or leveraging of existing TDM programs in member municipalities.	Steven Andrews, sandrews@ctps.org Rose McCarron, rmccarron@ctps.org
O-2	Fund the solicitation, selection, and design, (and in a future year, implementation) of a small-scale participatory planning project with an advocate stakeholder. This would be complicated to get funded and on the TIP, but we've seen other MPOs do it. $60-100k (not including project funding, which would come from MPO target funds)	Sean Rourke, srourke@ctps.org
O-3	**Unified TIP/LRTP Project Universe that accounts for all potential LRTP projects (roadway and transit) for consideration, mapping, and tracking** Preliminary approach: aggressive information solicitation from current and historic project proponents and stakeholders (MassDOT, MBTA, MassPort). - Existing information riddled with gaps - Scopes of work and plans are vague or outdated - Ex: Framingham's Route 126/135 project includes scope elements that impact parcels that have since been developed/redeveloped, including some proposed bridges that would require eminent domain takings of homes and storage facilities. Overall outcome: inventory of potential LRTP candidate projects with updated cost estimates to inform consideration of projects into different TIP timebands. Depending on the level of information obtained by this exercise, gaps in information could be helpful to understanding how project proponents may require additional assistance (technical, financial, etc) to advance projects to a successful point.	Ethan Lapointe, elapointe@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
O-4	**GeoFlo [Modeling and Analytics Group]** For the Boston Region MPO's CTPS Unified Planning Work Program (UPWP) study (FFY 2026), the GeoFlo initiative focuses on offering code-free, open-source geospatial visualization tools to facilitate the flow of geospatial data. The public geospatial data dashboard kit will assist geodata users both within the agency and from the broader public. Over the course of a year, the initiative will develop a no-code solution that allows users to view, explore, and present research findings more effectively, both internally and externally. These visualizations will address the agency's geospatial and numerical data needs, enabling planners and analysts to adjust map elements, layers, and configurations without advanced scripting. During the requirements-gathering phase, various teams will be contacted to collect existing reports and needs, and any common themes will be documented. Next, several existing reports from previous initiatives will be replicated using GeoFlo to verify its features and assess usability. A subsequent step will involve a data project using the kit to build its own dashboard, capturing the process as a guide for future efforts. Ultimately, the initiative aims to reduce time spent on complex data pipelines and to empower users with a seamless kit for assembling geospatial dashboards and sharing insights.	Marty Milkovits, mmilkovits@ctps.org

(Table C-2 cont.)

Project ID	Description	Source
O-5	I would like to see the MPO make a regional bike trail plan. While it does seem like more work is being put into cycling facilities and bike safety at the MPO level, there does not seem to be much high-level network planning since the 2014 "Bicycle Network Evaluation" report. Ideally, the MPO would identify regionally important bike trails, like the Minuteman Trail or the Mass Central Rail Trail, perform an updated gaps analysis, and push for these gaps to be filled. While there is certainly work in getting comfortable biking facilities at the first and last mile of many trips, the presence of long, high-quality bike trails makes it much easier for local towns to make further bike investments. I would also like to see the MPO publish an opinionated guide on intersection design, either of their own creation or borrowing heavily from groups like NACTO. This would give smaller towns a clear starting place when upgrading intersections, and could simplify improvement applications by having a minimum required safety threshold. It would also be nice to see the MPO generally recommend unsignalized intersections, and single-lane, modern roundabouts where space exists. A large body of evidence shows that the most important features for road safety are road geometry. Roundabouts, sidewalk bump-outs (with not just paint), raised continuous crosswalks, and raised intersections all naturally slow drivers and save lives without requiring traffic control devices. Another valuable intervention the MPO could do is providing guidelines on how to best do curb management. Full street parking and double parking in travel lanes are much too common occurrences in much of the region. Providing clear, scalable, and enforceable suggestions could assist municipalities in regaining control of their curb space. This would hopefully also make it easier for towns to raise the cost of street parking, which has constantly shown to have minimal effect on local business while ensuring better parking allocation. Kyle Casiglio's report "Parking in Bike Lanes: Strategies for Safety and Prevention" is a good start and contains much of this information, but there would be significant benefits to making a report with the focus on curb usage, not bike lanes. Lastly, the MPO could potentially [conduct] an analysis with the T on all commuter rail grade crossings. This could evaluate their current safety, current traffic impacts, short-term improvements, and possibility for grade separation under current Commuter Rail operations or improved, "Regional Rail" style operations. For example, downtown Framingham is posed to see four trains hourly each direction (8 total) in 2026. This would close the two main road and pedestrian crossings every eight minutes and could significantly exacerbate existing traffic problems there.	Public survey submission

Table C-3
Studies Funded in the UPWP, by Category, FFYs 2018–26

	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026
Active Transportation	1	1	1	1	1	3	1	0	1
Land Use, Environment, and Economy	1	1	0	1	3	0	0	0	0
Roadway and Multimodal Mobility	5	6	4	5	5	1	1	2	1
Transit	2	1	3	2	1	4	0	0	0
Community Transportation Access	–	0	1	0	1	4	1	0	1
Transportation Impact Mitigation	–	0	1	1	0	0	1	0	0
Other	1	1	1	3	1	0	0	1	0
Total	**10**	**10**	**11**	**13**	**12**	**12**	**4**	**3**	3

Appendix D

Geographic Distribution of UPWP Studies and Technical Analyses

Introduction

This Appendix summarizes the Metropolitan Planning Organization (MPO)-funded work products produced by MPO staff and Metropolitan Area Planning Council (MAPC) staff during federal fiscal years (FFY) 2021 through 2025, as well as work products expected to be completed by the end of FFY 2025. The narrative below describes the methodology used to compile this information, as well as potential use cases for these data to inform and guide public involvement and comply with Title VI requirements.

Purpose and Methodology

Purpose

The purpose of this data collection effort is to better understand the geographic spread of Unified Planning Work Program (UPWP) work products (that is, reports and technical memoranda) throughout the Boston region. This analysis provides an illustration of which communities and areas of the metropolitan region have benefited from transportation studies, analyses, and technical support projects that are funded with continuing, comprehensive, and cooperative (3C) planning funds.

In addition, this Appendix includes a preliminary analysis of the distribution of MPO work products to Title VI populations as required by federal Title VI regulations based on their share of the population in each municipality. This is an initial approach to assess how MPO studies may benefit these populations.

Table D-1 presents a summary of UPWP tasks completed from FFY 2021 through FFY 2025 that resulted in benefits to specific municipalities, aggregated to the subregional level. It also includes a federally required Title VI analysis to assess the distribution of MPO funding to Title VI populations. Figure D-1 is a map that displays the 2025 results geographically. Table D-2 presents the information from Table D-1 disaggregated by municipality, and Figure D-2 maps these results. Studies that had a regional focus are presented in Table D-3.

The geographic distribution of UPWP studies can inform the UPWP funding decisions made for each FFY. When considered alongside other MPO work, the geographic distribution of MPO-funded UPWP studies can help guide the MPO's public outreach to ensure that the MPO is meeting the needs of municipalities throughout the region over time.

Table D-1
Summary of Distribution of Work Products by FFY and Subregion

Subregion	Number of Work Products						Demographics		
Name	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFYs 2021–25 Total	Total Population	Percent Minority	Percentage of Residents with LEP
ICC	14	20	46	21	49	150	1,759,970	48.2%	15.7%
MAGIC	6	4	13	5	2	30	181,858	26.8%	5.8%
MetroWest	9	3	4	5	8	29	250,783	33.8%	12.1%
NSPC	1	1	2	3	5	12	217,978	19.8%	4.9%
NSTF	1	6	4	4	8	23	297,068	16.9%	5.9%
SSC	1	9	2	5	2	19	224,764	17.5%	4.5%
SWAP	3	1	1	2	4	11	149,159	19.6%	6.5%
TRIC	10	10	7	5	3	35	275,614	29.1%	6.9%
Regionwide Total	**45**	**54**	**79**	**50**	**81**	**309**	**3,357,194**	**36.5%**	**11.4%**

Notes:

LEP percentage is tabulated for the population aged five years and older and the minority population percentage is tabulated for the total population for each municipality in the region.

People who identify as minority are those who identify as a race other than White or as Hispanic or Latino/a/x.

Needham, Dover, and Milton were included exclusively in the TRIC subregion for this analysis.

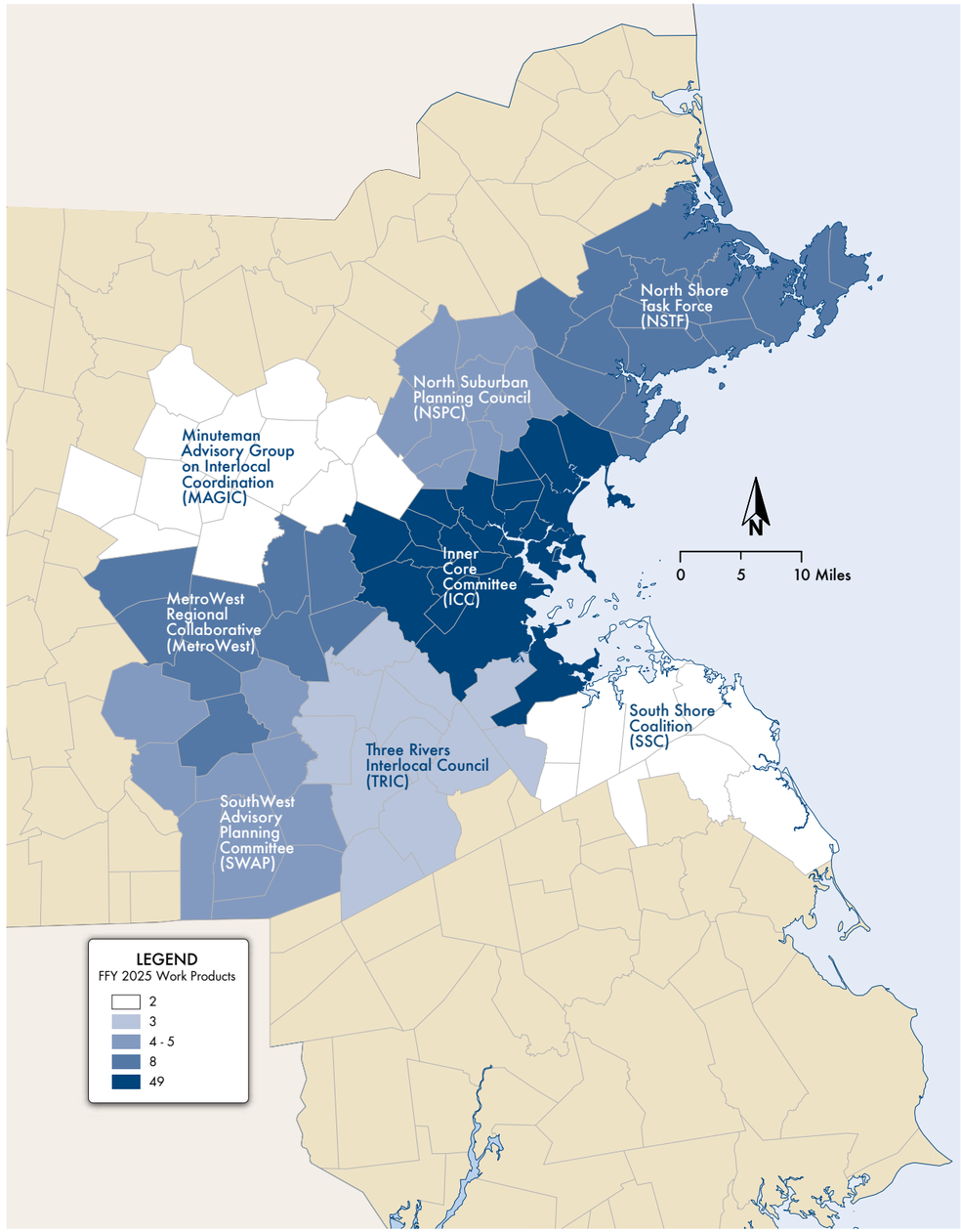
Sources:

Minority population: US Census Bureau; 2020 Decennial Census Demographic and Housing Characteristics, Table P5: Hispanic or Latino Origin by Race; data.census.gov; (2025-03-26).

People with LEP: US Census Bureau; 2019–23 American Community Survey, Table C16001: Language Spoken at Home for the Population 5 Years and Over; data.census.gov; (2025-03-26).

Median Household Income: U.S. Census Bureau; American Community Survey, 2019-2023 American Community Survey 5-Year Estimates, Table B19013 (Median Household Income), generated by CTPS; using api.census.gov; (2025-03-26).

Figure D-1
Map of 2025 Work Products by Subregion



Notes:

Needham, Dover, and Milton were included exclusively in the TRIC subregion for this analysis.

Methodology

As noted above, staff analyzed the geographic distribution of UPWP studies and technical analyses between FFYs 2021 and 2025. To generate information on the number of UPWP studies during these FFYs that benefited specific cities and towns in the Boston region, MPO staff performed the following tasks:

- reviewed all UPWP-funded work products conducted by Boston Region MPO and MAPC staff that are listed as complete in UPWPs from FFYs 2021 through 2025
- excluded all work products with a focus that was regional or not limited to a specific geography. Regionally focused work is listed in a separate chart at the end of this appendix
- excluded all work related to certification requirements (Chapter 3), resource management, and support activities (Chapter 5), which consist of programs and activities that support the MPO, its staff operations, and its planning and programming activities
- compiled a count of all reports and technical memoranda completed specifically for one municipality or reports and technical memoranda directly benefiting multiple municipalities. In the case where multiple municipalities directly benefit from a report or technical memoranda, the work product was counted once for each municipality that benefited
- reviewed and discussed the status and focus of studies, technical memoranda, and reports with project managers and technical staff
- refreshed the demographic data using 2020 Decennial Census counts and American Community Survey 2019–23 five-year estimates

Planning Studies and Technical Analyses by Community

Table D-2 shows the number of completed MPO-funded UPWP work products from FFY 2021 through FFY 2025 that are determined to provide benefits to specific municipalities. Studies and technical analyses are grouped by the year in which they were completed, rather than the year in which they were first programmed in the UPWP. Examples of the types of studies and work in the table include the following:

- Active Transportation Support Activities
- Technical support for Regional Transit Service Planning
- Complete Streets analyses for specific municipalities
- Road Safety Audits

Figure D-2 maps the number of completed work products that benefited each subregion for FFY 2025.

The data in the tables show that there is a slight positive relationship between the percentage of Title VI populations in each municipality and the number of studies conducted in each municipality since 2021, but not a strong correlation. This suggests that studies are not always distributed relative to the share of Title VI populations; if they were, the number of studies would be expected to increase with the share of Title VI populations.

With regards to geographic distribution, the Inner Core Committee (ICC) subregion, has had the most studies since 2021, with 150, but also the highest population, with 1,759,970 people. In 2025, the ICC also had the highest number of work products, followed by the MetroWest Regional Collaborative (MetroWest) and the NorthShore Task Force (NSTF). The South Shore Coalition (SCC) had the lowest. This suggests that municipalities in the ICC, MetroWest, and NSTF subregions received disproportionately more studies than municipalities in other subregions in 2025.

As the MPO considers studies to fund in future years, it should consider prioritizing funding in those municipalities that have received less funding in the past and based on shares of Title VI populations.

Table D-2
Number of UPWP Tasks by FFY and Municipality, Grouped by Subregion

Municipality	Number of Work Products						Demographics			
	2021	2022	2023	2024	2025	2021-25 Total	Total Population	Percent Minority	Percentage of Residents with LEP	Median Income
Arlington	0	0	3	1	1	5	46,308	24.8%	5.2%	$ 141,440
Belmont	0	1	0	0	0	1	27,295	30.4%	7.6%	$ 178,188
Boston	5	11	8	5	8	37	675,647	55.4%	15.5%	$ 94,755
Brookline	0	1	2	1	1	5	63,191	34.7%	7.3%	$ 140,631
Cambridge	0	0	2	1	1	4	118,403	44.6%	7.9%	$ 126,469
Chelsea	1	0	3	1	6	11	40,787	79.8%	42.7%	$ 72,220
Everett	0	0	3	4	6	13	49,075	65.9%	32.1%	$ 79,658
Lynn	1	1	2	0	0	4	101,253	65.9%	25.8%	$ 74,715
Malden	1	0	3	1	4	9	66,263	60.0%	26.0%	$ 95,298
Medford	0	0	1	1	4	6	59,659	33.2%	10.0%	$ 118,089
Melrose	1	0	2	0	0	3	29,817	20.4%	6.5%	$ 126,854
Newton	0	1	2	1	2	6	88,923	29.9%	7.9%	$ 184,989
Quincy	2	3	3	1	1	10	101,636	45.8%	19.8%	$ 95,711
Revere	1	0	3	1	5	10	62,186	55.1%	32.1%	$ 81,121
Saugus	0	0	0	0	0	0	28,619	24.9%	8.4%	$ 100,819
Somerville	2	0	5	1	5	13	81,045	34.8%	10.5%	$ 127,056
Waltham	0	1	0	0	0	1	65,218	39.6%	10.1%	$ 116,560
Watertown	0	1	2	1	4	8	35,329	26.9%	9.8%	$ 123,422
Winthrop	0	0	2	1	1	4	19,316	21.1%	8.4%	$ 106,357
ICC Subtotals	**14**	**20**	**46**	**21**	**49**	**150**	**1,759,970**	**48.2%**	**15.7%**	

(Table D-2 cont.)

Municipality	Number of Work Products						Demographics			
	2021	2022	2023	2024	2025	2021-25 Total	Total Population	Percent Minority	Percentage of Residents with LEP	Median Income
Acton	0	0	1	2	0	3	24,021	36.9%	8.8%	$ 153,338
Bedford	0	1	2	1	0	4	14,383	26.5%	6.0%	$ 158,964
Bolton	0	0	0	0	0	0	5,665	13.5%	1.8%	$ 198,475
Boxborough	0	0	0	0	0	0	5,506	32.9%	6.4%	$ 151,000
Carlisle	0	0	0	0	0	0	5,237	21.2%	2.7%	$ 250,001
Concord	2	1	3	0	1	7	18,491	18.2%	1.8%	$ 212,315
Hudson	1	0	0	0	0	1	20,092	21.4%	9.6%	$ 107,202
Lexington	1	1	1	0	0	3	34,454	43.3%	8.6%	$ 219,402
Lincoln	1	0	1	0	1	3	7,014	23.8%	4.7%	$ 180,750
Littleton	0	0	1	0	0	1	10,141	16.9%	2.4%	$ 146,250
Maynard	0	0	1	1	0	2	10,746	17.0%	4.8%	$ 119,549
Stow	0	0	0	1	0	1	7,174	14.3%	3.1%	$ 177,862
Sudbury	1	1	3	0	0	5	18,934	19.1%	2.4%	$ 234,634
MAGIC Subtotals	**6**	**4**	**13**	**5**	**2**	**30**	**181,858**	**26.8%**	**5.8%**	
Ashland	1	0	1	1	0	3	18,832	31.5%	7.8%	$ 127,106
Framingham	1	1	2	1	3	8	72,362	46.3%	19.8%	$ 98,179
Holliston	1	0	0	1	0	2	14,996	15.8%	4.0%	$ 154,684
Marlborough	1	0	0	0	1	2	41,793	40.9%	18.3%	$ 95,047
Natick	1	1	0	1	3	6	37,006	24.4%	8.0%	$ 134,591
Southborough	1	0	0	1	0	2	10,450	24.5%	6.3%	$ 192,006
Wayland	1	1	0	0	0	2	13,943	23.2%	5.7%	$ 221,250
Wellesley	1	0	0	0	1	2	29,550	26.7%	5.5%	$ 250,001

(Table D-2 cont.)

Municipality	Number of Work Products						Demographics			
	2021	2022	2023	2024	2025	2021-25 Total	Total Population	Percent Minority	Percentage of Residents with LEP	Median Income
Weston	1	0	1	0	0	2	11,851	26.0%	4.5%	$ 250,001
MWRC Subtotals	**9**	**3**	**4**	**5**	**8**	**29**	**250,783**	**33.8%**	**12.1%**	
Burlington	0	0	0	1	2	3	26,377	30.0%	4.7%	$ 142,207
Lynnfield	0	0	0	0	1	1	13,000	13.5%	3.3%	$ 172,484
North Reading	0	0	0	1	0	1	15,554	11.5%	1.7%	$ 150,820
Reading	0	0	0	0	0	0	25,518	12.8%	3.1%	$ 163,725
Stoneham	0	0	0	0	0	0	23,244	18.6%	6.3%	$ 112,635
Wakefield	1	1	2	1	0	5	27,090	14.3%	3.5%	$ 130,320
Wilmington	0	0	0	0	0	0	23,349	13.8%	1.9%	$ 161,473
Winchester	0	0	0	0	0	0	22,970	25.4%	6.0%	$ 218,176
Woburn	0	0	0	0	2	2	40,876	27.2%	9.1%	$ 107,754
NSPC Subtotals	**1**	**1**	**2**	**3**	**5**	**12**	**217,978**	**19.8%**	**4.9%**	
Beverly	0	1	1	0	1	3	42,670	15.4%	4.2%	$ 103,739
Danvers	0	1	0	0	1	2	28,087	12.7%	3.8%	$ 117,072
Essex	0	0	0	0	1	1	3,675	7.5%	0.8%	$ 152,371
Gloucester	0	0	0	0	0	0	29,729	11.7%	5.7%	$ 87,898
Hamilton	0	0	0	1	0	1	7,561	11.1%	2.1%	$ 126,331
Ipswich	0	0	0	1	0	1	13,785	9.0%	2.0%	$ 124,405
Manchester-by-the-Sea	0	1	1	0	0	2	5,395	6.7%	0.2%	$ 197,875
Marblehead	0	0	0	0	0	0	20,441	9.2%	1.6%	$ 165,859
Middleton	0	0	0	0	0	0	9,779	15.7%	7.0%	$ 171,458
Nahant	0	0	0	0	0	0	3,334	9.0%	0.8%	$ 111,004

(Table D-2 cont.)

Municipality	Number of Work Products						Demographics			
	2021	2022	2023	2024	2025	2021-25 Total	Total Population	Percent Minority	Percentage of Residents with LEP	Median Income
Peabody	0	1	0	0	1	2	54,481	22.7%	10.0%	$ 95,278
Rockport	0	0	0	0	0	0	6,992	6.9%	0.9%	$ 93,227
Salem	1	2	2	2	4	11	44,480	31.5%	9.4%	$ 85,137
Swampscott	0	0	0	0	0	0	15,111	14.2%	10.0%	$ 128,964
Topsfield	0	0	0	0	0	0	6,569	10.0%	3.0%	$ 176,698
Wenham	0	0	0	0	0	0	4,979	12.6%	2.7%	$ 187,652
NSTF Subtotals	**1**	**6**	**4**	**4**	**8**	**23**	**297,068**	**16.9%**	**5.9%**	
Braintree	0	1	1	0	0	2	39,143	29.9%	11.0%	$ 125,305
Cohasset	0	1	0	0	0	1	8,381	7.2%	2.0%	$ 187,060
Hingham	1	2	0	1	0	4	24,284	8.5%	1.8%	$ 181,017
Holbrook	0	0	0	1	1	2	11,405	34.4%	3.0%	$ 107,768
Hull	0	1	1	0	0	2	10,072	8.3%	0.4%	$ 127,112
Marshfield	0	1	0	0	0	1	25,825	6.8%	0.9%	$ 125,525
Norwell	1	1	0	0	0	2	11,351	8.8%	1.6%	$ 182,637
Rockland	0	0	0	1	0	1	17,803	17.5%	4.6%	$ 101,475
Scituate	0	1	0	0	0	1	19,063	6.6%	1.5%	$ 131,861
Weymouth	0	1	0	2	1	4	57,437	22.6%	5.7%	$ 100,077
SSC Subtotals	**1**	**9**	**2**	**5**	**2**	**19**	**224,764**	**17.5%**	**4.5%**	
Bellingham	0	0	0	0	2	2	16,945	14.6%	3.0%	$ 120,966
Franklin	0	0	0	0	1	1	33,261	14.9%	3.6%	$ 142,788
Hopkinton	0	0	0	0	1	1	18,758	26.8%	3.4%	$ 204,418
Medway	0	1	1	0	0	2	13,115	11.7%	3.3%	$ 174,357
Milford	1	0	0	0	0	1	30,379	34.0%	20.8%	$ 92,726

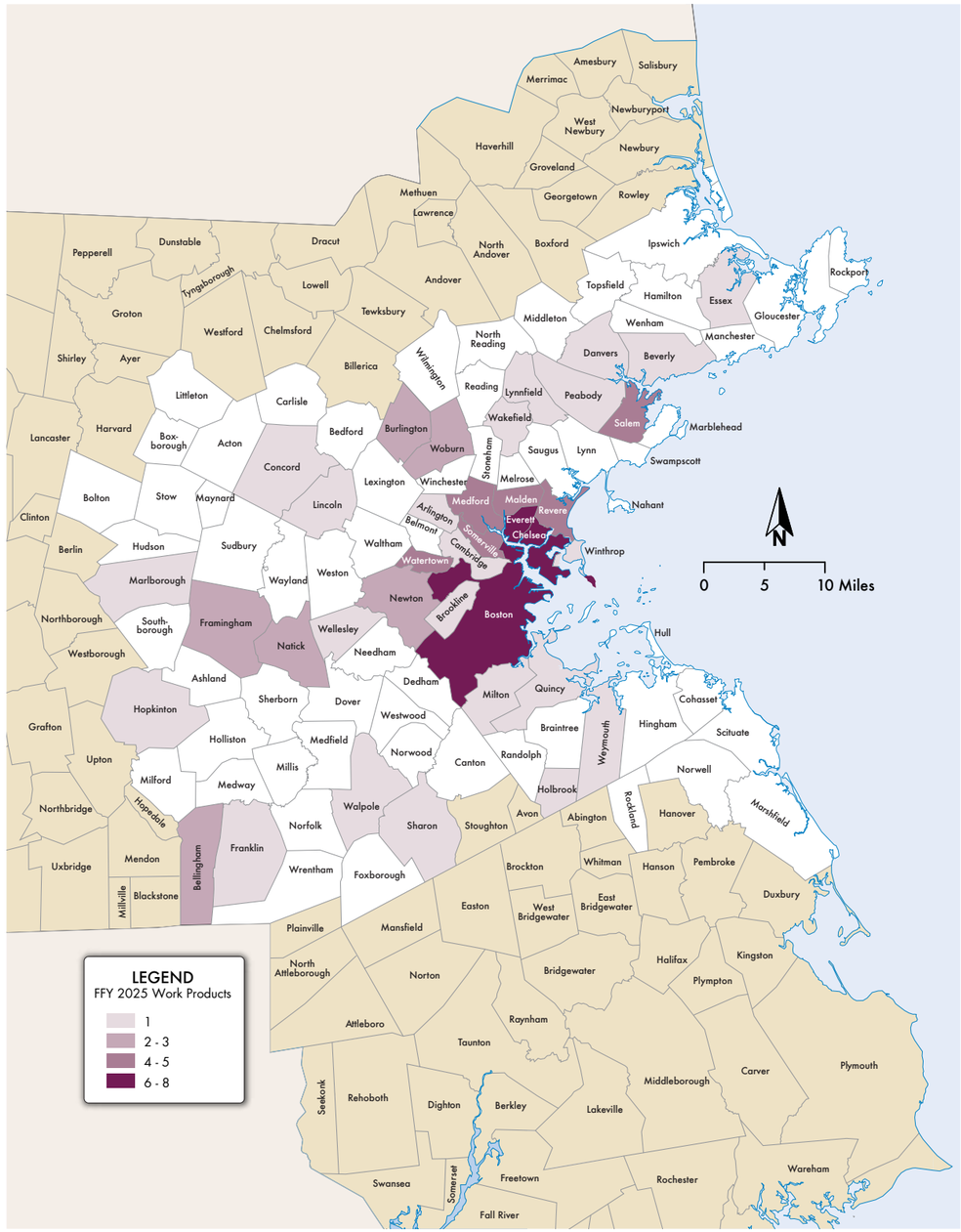
(Table D-2 cont.)

Municipality	Number of Work Products						Demographics			
	2021	2022	2023	2024	2025	2021-25 Total	Total Population	Percent Minority	Percentage of Residents with LEP	Median Income
Millis	0	0	0	0	0	0	8,460	12.0%	5.0%	$ 149,021
Norfolk	0	0	0	1	0	1	11,662	15.9%	0.4%	$ 197,379
Sherborn	1	0	0	0	0	1	4,401	18.3%	0.9%	$ 247,500
Wrentham	1	0	0	1	0	2	12,178	10.4%	1.4%	$ 147,930
SWAP Subtotals	**3**	**1**	**1**	**2**	**4**	**11**	**149,159**	**19.6%**	**6.5%**	
Canton	0	1	1	0	0	2	24,370	27.1%	5.3%	$ 128,341
Dedham	1	1	0	1	0	3	25,364	22.0%	6.2%	$ 124,375
Dover	1	0	0	0	0	1	5,923	19.2%	2.1%	$ 250,001
Foxborough	1	0	0	0	0	1	18,618	16.4%	3.4%	$ 108,559
Medfield	1	0	0	0	0	1	12,799	12.5%	0.7%	$ 214,801
Milton	3	2	1	1	1	8	28,630	29.0%	3.8%	$ 178,053
Needham	0	1	1	1	0	3	32,091	18.9%	4.6%	$ 212,241
Norwood	1	2	2	0	0	5	31,611	27.5%	12.3%	$ 97,110
Randolph	0	1	1	1	0	3	34,984	73.4%	17.3%	$ 103,129
Sharon	0	0	1	1	1	3	18,575	33.2%	6.2%	$ 183,724
Walpole	1	1	0	0	1	3	26,383	17.1%	3.6%	$ 159,720
Westwood	1	1	0	0	0	2	16,266	17.2%	3.4%	$ 205,000
TRIC Subtotals	**10**	**10**	**7**	**5**	**3**	**35**	**275,614**	**29.1%**	**6.9%**	
Grand Total	**45**	**54**	**79**	**50**	**81**	**309**	**3,357,194**	**36.5%**	**11.4%**	

Notes:
LEP percentage is tabulated for the population aged five years and older and the minority population percentage is tabulated for the total population for each municipality in the entire region.
People who identify as minority are those who identify as a race other than White or as Hispanic or Latino/a/x.
Needham, Dover, and Milton were included exclusively in the TRIC subregion for this analysis.

Sources:
Minority population: US Census Bureau; 2020 Decennial Census Demographic and Housing Characteristics, Table P5: Hispanic or Latino Origin by Race; data.census.gov; (2025-03-26).
People with LEP: US Census Bureau; 2019–23 American Community Survey, Table C16001: Language Spoken at Home for the Population 5 Years and Over; data.census.gov; (2025-03-26).
Median Household Income: U.S. Census Bureau; American Community Survey, 2019-2023 American Community Survey 5-Year Estimates, Table B19013 (Median Household Income), generated by CTPS; using api.census.gov; (2025-03-26).

Figure D-2
Map of 2025 UPWP Tasks by Municipality



Notes:

Needham, Dover, and Milton were included exclusively in the TRIC subregion for this analysis.

Regionwide Planning Studies and Technical Analyses

In addition to work that benefits specific municipalities, many projects funded by the MPO through the UPWP have a regional focus. Table D-3 lists MPO-funded UPWP studies completed from 2021 through 2025 that were regional in focus, meaning that they provided benefit to multiple communities and types of municipalities. Some regionally focused studies may have work products that overlap with those analyzed in the tables above.

More information on these studies and other work can be found on the MPO's website (https://www.bostonmpo.org/recent_studies) or by contacting Olivia Saccocia, UPWP Manager, at osaccocia@ctps.org.

Table D-3
Regionally Focused MPO-Funded UPWP Studies

FFY 2025	
Boston Region MPO	**MAPC**
• Bluebikes and MBTA Connections • Decarbonizing the Freight Sector: Exploring the Potential for Using E-cargo Bikes for First-/Last-mile Freight Deliveries • Roadway Pricing: Balancing the Need for a Transition to Sustainable Mobility with Equity Considerations	• Research and Evaluation that Support Livable Communities and Sustainable Transportation
FFY 2024	
Boston Region MPO	**MAPC**
• Lab and Municipal Parking Phase II • Parking in Bike Lanes: Strategies for Safety and Prevention • Strategies for Environmental Outreach and Engagement • Applying Conveyal to TIP Project Scoring	

FFY 2023

Boston Region MPO

- Update Bicycle/Pedestrian Count Database
- Flexible Fixed-Route Bus Service
- Transit Modernization Program
- Lab and Municipal Parking Study
- Learning from Roadway Pricing Experiences

MAPC

FFY 2022

Boston Region MPO

- Trip Generation Follow-up
- Travel Demand Management Follow-up
- The Future of the Curb Phase 3
- Identifying Transportation Inequities in the Boston Region
- Staff Generated Research Topics

MAPC

- MetroCommon 2050: Greater Boston's Next Regional Vision

FFY 2021

Boston Region MPO

- Improving Pedestrian Variables in the Travel Demand Model
- Regional TDM Strategies
- Trip Generation Rate Research
- Access to CBDs Phase 2
- The Future of the Curb Phase 2
- Multimodal Resilience and Emergency Planning
- MPO Staff-Generated Research Topics
- Mapping Major Transportation Infrastructure Projects in the Boston Region
- Exploring Resilience in MPO-Funded Corridor and Intersection Studies

MAPC

- Rideshare Electrification Working Group
- Impacts of E-commerce in Massachusetts
- Planning Successful Bus Priority Projects in Greater Boston
- MetroCommon Regional Plan Development

Uses for the Data

MPO staff collects these data annually. These data can potentially be used to inform UPWP funding decisions and could be used in concert with other data in the following future analyses:

- Compare the number of tasks per community to whether a municipality has a planning department or not as well as the relative size of that department.
- Examine in greater detail the geographic distribution of UPWP studies and technical analyses per subregion or per MAPC community type to understand the type of tasks being completed and how these compare to municipally identified needs.
- Examine the number of tasks per community and compare the data to the number of road miles or amount of transit service provided in the municipality.
- Develop graphics illustrating the geographic distribution of UPWP studies and spending and map that distribution relative to areas of priority transportation investment as defined in the Community Transportation Access program.
- Compare the number of tasks directly benefiting each municipality with the geographic distribution of transportation needs identified for the next 25 years in the upcoming 2027 Long-Range Transportation Plan.

Analyses such as these would provide the MPO with a clearer understanding of how the work programmed through the UPWP addresses the needs of the region.

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 certification documents and other core work the MPO will undertake during federal fiscal year (FFY) 2026.

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

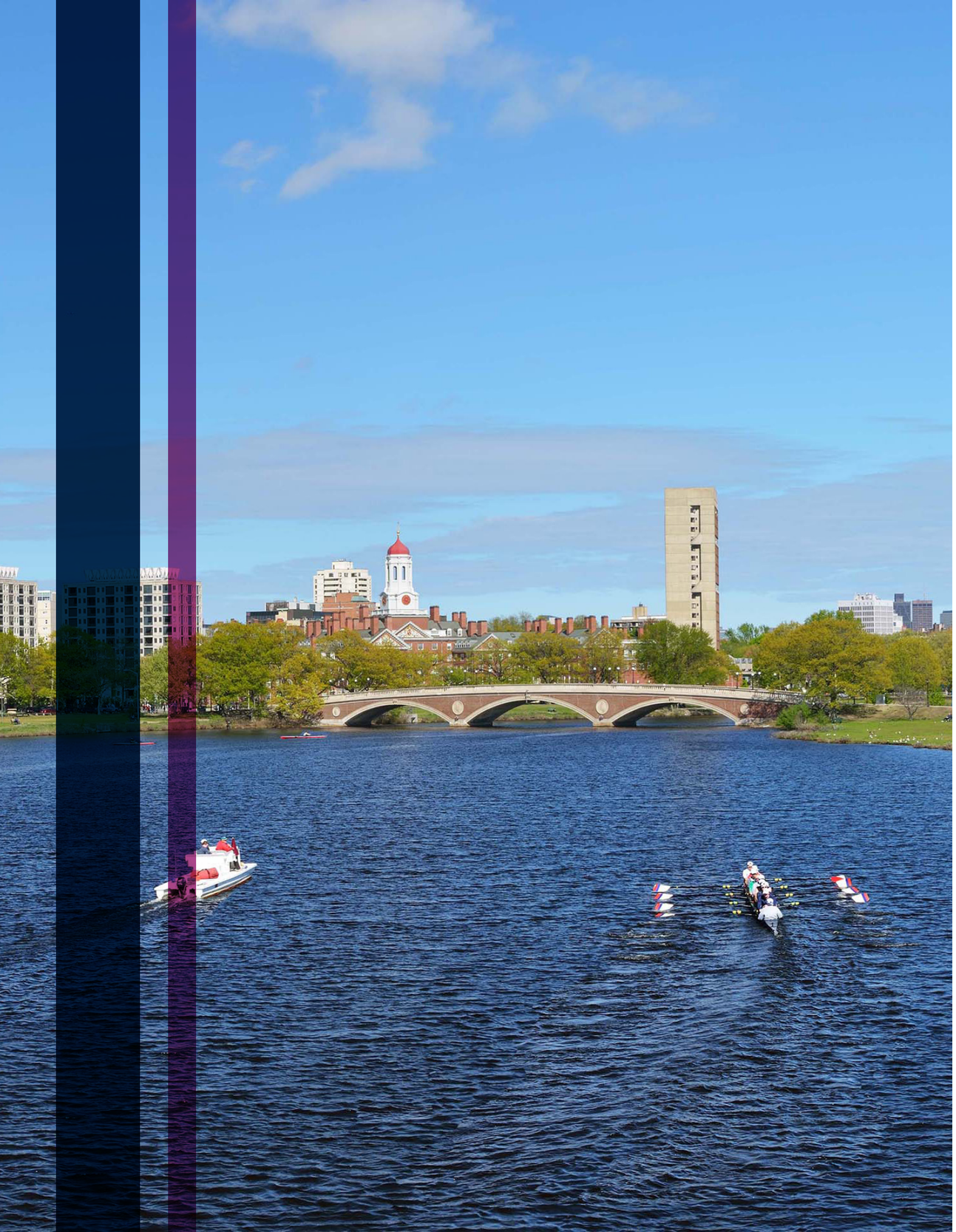
The Boston Region MPO has also incorporated these federal planning factors into its vision, goals, and objectives. Table E-1 shows the relationships between FFY 2026 MPO studies and activities and these federal planning factors.

Table E-1
FFY 2026 3C-Funded UPWP Studies and Programs—Relationship to Federal Planning Factors

	Federal Planning Factor	3C-funded Certification Activities																Ongoing Technical Assistance		New and Recurring 3C-funded Planning Studies*			Administration and Resource Management		MAPC Activities							
		Support to the MPO and its Committees	General Editorial	General Graphics	Public Engagement Program	Long-Range Transportation Plan	Transportation Improvement Program	Performance-Based Planning and Programming	Unified Planning Work Program	Community Transportation Access Program	Congestion Management Process	Multimodal Mobility Infrastructure Program	Freight Planning Support	Data Program	Transit Working Group Support	Active Transportation Planning Program	Transportation Impact Mitigation	Road Safety Audits	Technical Assistance Program (Boston Region MPO and MAPC)	Pedestrian-Scale Lighting Guide for Communities	Representing the Experience of Limited Mobility Individuals	Roadway Pricing: Stakeholder Analysis	IT Resource Management	Professional Development	Corridor/Subarea Planning Studies	Alternative Mode Planning and Coordination	MetroCommon 2050	Land-Use Development Project Reviews	MPO/MAPC Liaison Activities	UPWP Support	Land-use Data and Forecasts for Transportation Modeling	Subregional Support Activities
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, 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 the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	•			•	•	•	•	•	•	•			•		•	•	•	•	•	•	•			•	•	•	•	•	•	•	•
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	•		•		•	•		•	•	•	•	•	•	•	•	•	•	•	•	•				•	•			•	•		•
7	Promote efficient system management and operation.	•				•	•	•	•		•	•	•	•	•		•	•	•	•		•			•	•			•	•		•
8	Emphasize the preservation of the existing transportation system.	•				•	•	•	•			•	•			•	•	•	•			•					•		•	•		•
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	•				•	•	•	•			•					•	•	•				•		•		•	•	•	•		•
10	Enhance travel and tourism.	•				•	•		•		•					•			•	•	•	•					•			•		

* For ongoing FFY 2025 3C-funded studies, see FFY 2025 UPWP

** Includes Support to the MPO and its Committees, Public Participation Process, and Regional Transportation Advisory Council Support



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 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 require 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 3 for more information about how the MPO has and will continue to conduct performance-based planning and programming.

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 (TIP) 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 (TCM) 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), disability, age, sex, and additional protected characteristics. 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—*Improving 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.

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. 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 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 3 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 safer and more 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.

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 prosperity in the region. The MPO considers MetroCommon 2050's goals, objectives, and strategies in its planning and activities. See Chapter 7 for more information about MetroCommon 2050 development 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.

See Chapter 3 for more information about the MPO's CMP.

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 178 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 a Title VI 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 178 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).