

Transportation Improvement Program Federal Fiscal Years 2027–31

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

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Town of Arlington

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Town of Norwood

Town of Wrentham

Federal Highway Administration (nonvoting)

Federal Transit Administration (nonvoting)

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Certification of the Boston Region MPO Transportation Planning Process

The Boston Region Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Boston Region MPO

Date

Global Warming Solutions Act Requirements for Transportation

This form will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Boston Region Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan is in compliance with all applicable requirements in the Massachusetts State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation (GWSA).

The regulation requires the MPO to conduct the following activities:

1. Evaluate and report the aggregate transportation greenhouse gas (GHG) emissions impacts of Regional Transportation Plans (RTPs) and Transportation Improvement Plans (TIPs). (310 CMR 60.05(5)(a)1)
2. In consultation with the Massachusetts Department of Transportation (MassDOT), develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts. (310 CMR 60.05(5)(a)2)
3. Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts. (310 CMR 60.05(5)(a)3)
4. Determine in consultation with the Regional Planning Agency (RPA) that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency. (310 CMR 60.05(5)(a)4)
5. Develop RTPs and TIPs. (310 CMR 60.05(8)(a)2.a)
6. Ensure that RPAs are using appropriate planning assumptions. (310 CMR 60.05(8)(a)2.b)
7. Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs. (310 CMR 60.05(8)(a)2.c)
8. Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs. (310 CMR 60.05(8)(a)2.d)
9. Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans. (310 CMR 60.05(8)(a)2.e)
10. Prior to making final endorsements on the RTPs, TIPs, State TIPs (STIPs), and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs. (310 CMR 60.05(8)(c))
11. After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department of Environmental Protection for review of the GHG assessment. (310 CMR 60.05(8)(a)1.c)

_____ for _____

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Boston Region Metropolitan Planning Organization

_____ Date

Executive Summary

Introduction

The Federal Fiscal Years (FFYs) 2027–31 Transportation Improvement Program (TIP) is the Boston Region Metropolitan Planning Organization’s (MPO) five-year capital investment plan for the Boston region’s transportation system.

Guided by the Boston Region MPO’s vision, goals, and objectives, the TIP prioritizes investments that fund arterial roadway and intersection improvements, maintenance and expansion of the public transit system, shared-use path construction, first-and-last-mile improvements for users of active transportation, and major highway reconstruction.

The Boston Region MPO is guided by a 23-member board with representatives of state agencies, regional organizations, and municipalities. Its jurisdiction extends roughly from Boston north to Ipswich, south to Marshfield, and west to municipalities along Interstate 495. Each year, the MPO conducts a process to decide how to spend federal transportation funds for capital projects. The Central Transportation Planning Staff (CTPS), which is the staff to the MPO, manages the TIP development process.

MPO staff coordinates the evaluation of project funding requests, proposes programming of current and new projects based on anticipated funding levels, supports the MPO board in developing a draft TIP document, and facilitates a public review of the draft before the MPO board endorses the final document.

FFYs 2027–31 TIP Investments

The complete TIP project list is available in Chapter 3 of this document and online at bostonmpo.org/tip. The TIP tables provide details of how funding is allocated to each programmed project and capital investment program. These tables are organized by federal fiscal year and are grouped by highway and transit programs.

Highway Program

The Highway Program of the TIP funds the priority transportation projects advanced by the Massachusetts Department of Transportation (MassDOT) and the cities and towns within the Boston region. The program is devoted primarily to preserving and modernizing the existing roadway network by reconstructing arterial roadways, resurfacing highways, and replacing bridges. In the FFYs 2027–31 TIP, roadway, bridge, bicycle, and pedestrian projects and programs account for more than \$3 billion in funding to the Boston region.

In Massachusetts, Federal-Aid Highway Program funding is apportioned by MassDOT, which allocates funding to various statewide programs and to MPOs in the state. The funding provided to the MPOs, referred to as Regional Target funding, may be programmed for projects at the discretion of each MPO, whereas MassDOT has discretion to propose its recommended projects for statewide programs such as those related to bridge repairs and interstate highway maintenance.

Transit Program

The Transit Program of the TIP provides funding for projects and programs that address the capital needs prioritized by the three transit authorities in the region: the Massachusetts Bay Transportation Authority (MBTA), the Cape Ann Transportation Authority (CATA), and the MetroWest Regional Transit Authority (MWRTA). The Transit Program is predominantly dedicated to achieving and maintaining a state of good repair for all assets throughout the transit system.

The FFYs 2027–31 TIP includes \$3.3 billion in transit investments by the transit authorities that will support state of good repair, modernize transit systems, and increase access to transit.

Regional Target Program Details

During FFYs 2027–31, the Boston Region MPO plans to fund 41 projects with its Regional Target funding. In total, 12 new projects were added to the MPO’s Regional Target Program during this TIP cycle. These projects included three in the Bikeshare Support program and seven in the Transit Transformation program. Two design projects were funded through the Bicycle and Pedestrian program. Details on these projects are available in Table ES-1.

**Table ES-1
New Regional Target Projects Funded in the FFYs 2027–31 TIP**

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2027–31
Brookline- Bluebikes Expansion, 5 Stations	Brookline	Bikeshare Support	2027	\$190,354
CATA- Access for All	CATA	Transit Transformation	2027	\$492,229
CATA- Cape Ann Dialysis Transportation	CATA	Transit Transformation	2027	\$508,446

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2027–31
CATA- Magnolia Shuttle	CATA	Transit Transformation	2027	\$193,208
MAPC- Boston, Brookline, Cambridge, and Somerville Bluebikes Replacement of 60 Stations	Boston, Brookline, Cambridge, Somerville	Bikeshare Support	2027	\$2,500,141
MBTA- Locomotive Procurement	MBTA	Transit Transformation	2027	\$25,000,000
Revere- Revere Beach Connector (Design Only)	Revere	Bicycle and Pedestrian	2027	\$500,000
Quincy- Bluebikes Expansion, 10 Stations	Quincy	Bikeshare Support	2027	\$434,500
MBTA- Symphony Station Accessibility Project	MBTA	Transit Transformation	2027-28	\$35,600,000
MWRTA- Construction of Vehicle Maintenance and Fueling Facility	MWRTA	Transit Transformation	2027-28	\$25,000,000
MBTA- Bus Priority and Accessibility Improvements	MBTA	Transit Transformation	2028	\$3,000,000
Natick- Cochituate Rail Trail Extension (MBTA Station to Main Street, Design Only)	Natick	Bicycle and Pedestrian	2028	\$250,000
Total	N/A	N/A	N/A	\$93,668,878

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

CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MAPC = Metropolitan Area Planning Council. MBTA = Massachusetts Bay Transportation Authority. MPO = metropolitan planning organization. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

During the development of the FFYs 2027–31 TIP, the MPO adapted and implemented policies for programming Regional Target funds to better predict the progress of projects’ designs and minimize cost risk. Implementation of these policies highlighted that many TIP projects required a delayed programming year. In turn, many projects were delayed to FFY 2030 or 2031 and substantial amounts of funding became available to program in FFYs 2027, 2028, and 2029. Combined with project cost increases, these delays hindered the funding of new TIP projects in FFYs 2030 and 2031.

Four projects programmed for FFY 2026 in the previous TIP were delayed until FFY 2027 as part of both the development of the FFYs 2027–31 TIP and an accompanying Amendment 3 to the FFYs 2026–30 TIP. The unprogrammed balance in FFY 2026 was addressed through Amendment 3 by funding the following projects:

- CATA's Access for All Service (\$198,288)
- Cape Ann Dialysis Transportation Service (\$241,404)
- Procurement of 10 compressed natural gas (CNG) vehicles for MWRTA (\$3,400,000)
- Additional design funding for the Town of Holliston for improvements at Route 16 and Whitney Street (\$350,000)
- Additional funding for the Town of Sherborn to design the reconstruction of Route 27 and Route 16 (\$887,500)
- New design funding for the Town of Marblehead to support development of the Border to Boston Trail (\$125,000)
- Support to expand the Bluebikes system in Boston, Brookline, Cambridge, Salem, Somerville, and Watertown (\$5,944,032)
- Improvements to Downtown Crossing MBTA Station to improve and expand elevator access (\$15,000,000)

In December 2025, the MPO adopted updated programming guidelines relating to project readiness. These guidelines informed the decision-making about the programming of Regional Target projects for the FFYs 2027–31 TIP by identifying the most suitable programming years for projects. The guidelines were developed using data derived from the performance of recently advertised Regional Target projects and reinforced the MPO's Programming Policies to Address Project Cost Increases from 2021. More information on the updated project programming guidelines may be found in Appendix A.

During this TIP development cycle, five projects were removed from the Regional Target Program.

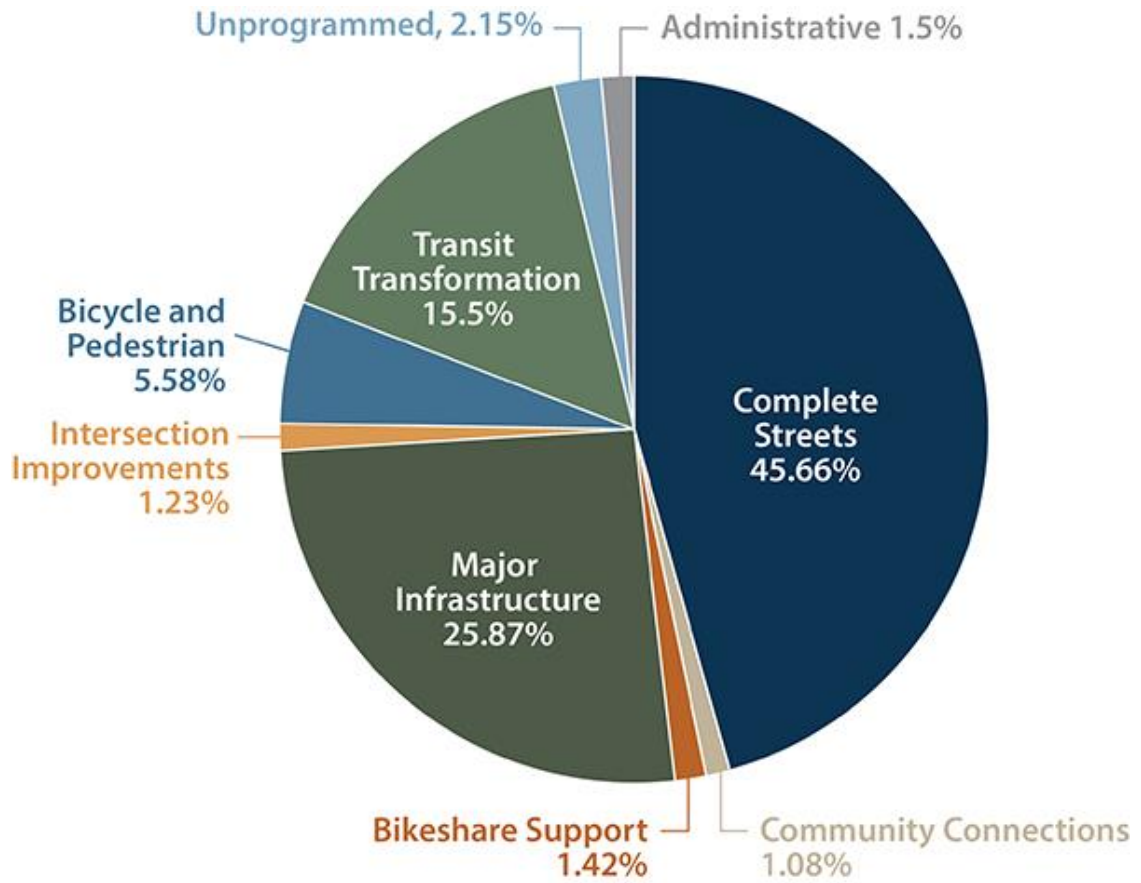
- Project 605743, Ipswich- Resurfacing and Related Work on Central and South Main Streets was removed after the Town indicated that it would no longer be advancing project design in a September 2025 letter to the MPO. The project was first funded in the FFYs 2019–23 TIP in FFY 2023.
- Project 608045, Milford- Rehabilitation on Route 16, from Route 109 to Beaver Street was removed after MassDOT conducted a maintenance

project in the area that addressed a substantial portion of the proposed scope of work. MassDOT may initiate a separate project under a different project ID number that would address other elements of this project, but the current project will be deactivated. The project was first funded in the FFYs 2020–24 TIP in FFY 2024.

- Project 608436, Ashland- Rehabilitation and Rail Crossing Improvements on Cherry Street was removed because it lacked an updated pre-25 percent design submission. The project’s ability to attain the proponent’s objective for Federal Railroad Administration Quiet Zone approval was complicated by a January 2023 safety incident at the Main Street grade crossing, and the project had not meaningfully progressed in design since. The project was first funded in the FFYs 2020–24 TIP in FFY 2024.
- Project 610691, Natick- Cochituate Rail Trail Extension (MBTA Station to Mechanic Street) - Natick Center Connection was removed after a MassDOT review indicated geotechnical complexities in executing the project’s proposed design after the 25 percent design stage.
- Project 612738, Ipswich, Argilla Road Roadway Reconstruction was removed as it did not meet the MPO’s minimum design readiness threshold of a pre-25 percent design submission. The project was originally funded in FFY 2029 of the FFYs 2025–29 TIP.

Figure ES-1 shows the distribution of Regional Target funding by investment program in the FFYs 2027–31 TIP. As shown in the figure, the Boston Region MPO’s Regional Target Program is devoted primarily to enhancing mobility and safety for all travel modes through significant investments in Complete Streets projects. A large portion of the MPO’s funding also supports the modernization of key regional roadways and transit infrastructure through investments in Major Infrastructure and Transit Transformation projects. The MPO has programmed more than 95.6 percent of its available funding over five years, electing to leave approximately \$16.7 million unprogrammed.

Figure ES-1
FFYs 2027–31 TIP Regional Target Funding by MPO Investment Program



FFY = federal fiscal year. MPO = metropolitan planning organization. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

Table ES-2 further details the number of projects and the allocation of funds across each program in the FFYs 2027–31 TIP. More details about every project funded through the MPO’s Regional Target Program are available in Chapter 3.

Table ES-2
FFYs 2027–31 Boston Region MPO Regional Target Investment Summary

MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	7	\$43,595,151
Bikeshare Support	3	\$3,124,995
Bikeshare Support (not yet allocated to projects)	1	\$8,000,000
Community Connections (allocated to projects)	1	\$463,807
Community Connections (not yet allocated to projects)*	1	\$8,000,000
Complete Streets	15	\$356,736,419
Intersection Improvements	2	\$9,634,290
Major Infrastructure—Roadway	3	\$202,084,845
Transit Transformation (allocated to projects)	7	\$94,568,883
Transit Transformation (not yet allocated to projects)	1	\$26,500,000
Administrative	N/A	\$11,750,000
Unprogrammed	N/A	\$16,780,862
Total	41	\$781,239,252

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

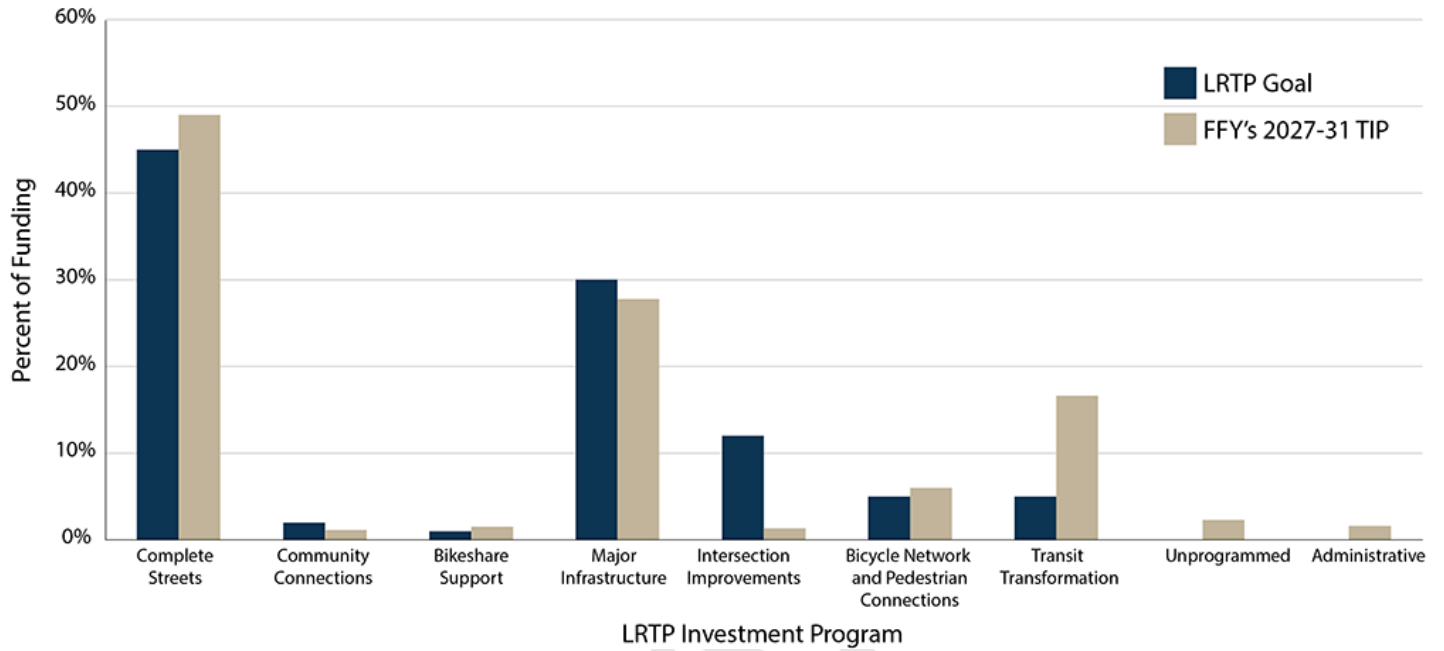
FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.

Source: Boston Region MPO.

When making decisions about which projects to fund, the MPO considers how the allocation of funds to each investment program compares to the funding goals outlined in the MPO's current Long-Range Transportation Plan (LRTP), *Destination 2050*. The funding goals for investment programs set forth in the LRTP reflect the types and mix of projects the MPO seeks to fund to help it achieve its goals and objectives for the region, from enhancing safety for all users to promoting mobility and accessibility across the region. More information on the MPO's goals and objectives is available in Chapter 1, and a comparison between LRTP investment program goals and program funding levels in the FFYs 2027–31 TIP is shown in Figure ES-2.

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Figure ES-2
FFYs 2027–31 TIP: Regional Target Funding Levels Relative to LRTP Investment Program Goals

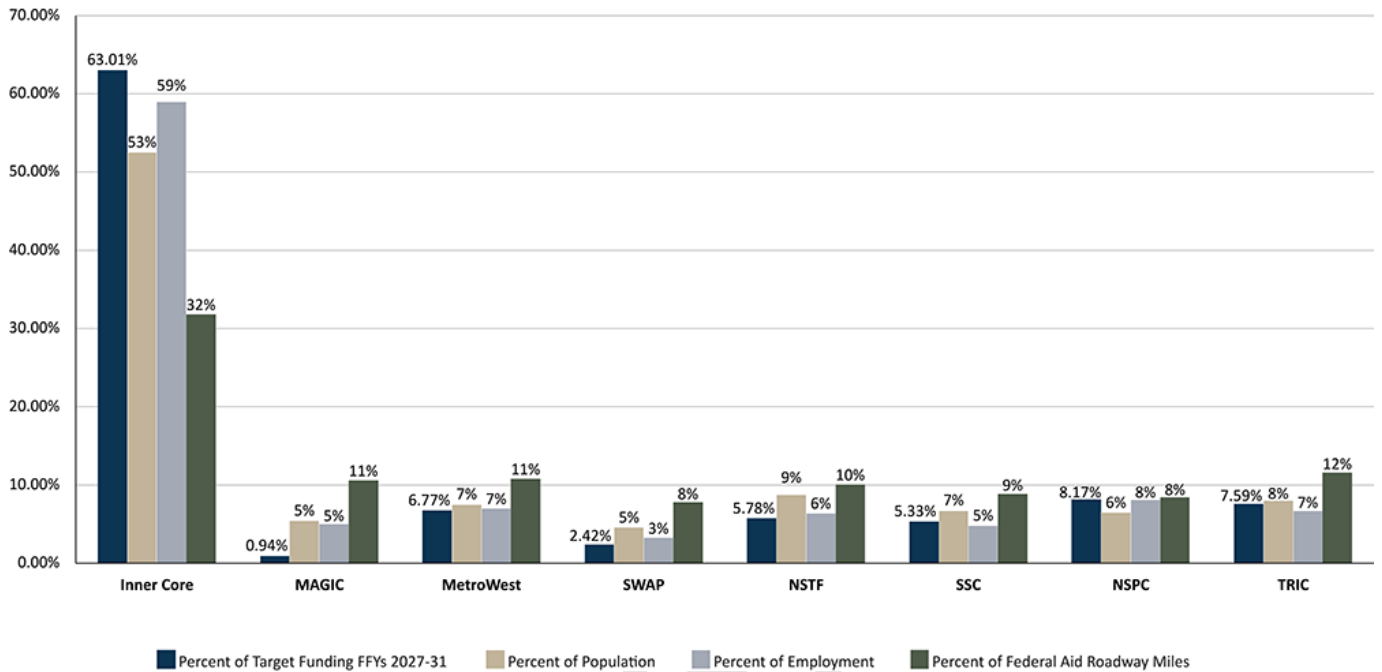


FFY = federal fiscal year. LRTP = Long-Range Transportation Plan. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

The investments made in the FFYs 2027–31 TIP will be implemented throughout the Boston region. Figure ES-3 illustrates the distribution of Regional Target funding among the eight subregions within the Boston Region MPO’s jurisdiction, as defined by the Metropolitan Area Planning Council (MAPC). This figure also shows how the distribution of funds compares to key metrics for measuring the need for funding by subregion, including the percent of regional population, employment, and Federal-Aid roadway miles within each subregion.

Figure ES-3
FFYs 2027–31 TIP: Regional Target Funding Levels Relative to Key Indicators



Note: Unprogrammed funds and funds held for the MPO’s Transit Transformation and Community Connections programs are not included in this figure.

FFY = federal fiscal year. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MAPC = Metropolitan Area Planning Council. MetroWest = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = South West Advisory Committee. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

Additional information on the geographic distribution of Regional Target funding across the region, including a breakdown of funding by municipality, is included in Appendix D.

Financing the FFYs 2027–31 TIP

Highway Program

The TIP Highway Program was developed with the assumption that funding for Massachusetts from the Federal-Aid Highway Program would range between \$838.1 million and \$891.7 million annually over the next five years. These figures do not include matching funds provided for projects by the state or local entities. Projects are typically funded with 80 percent federal dollars and 20 percent state dollars, but the share may vary depending on the funding program. MassDOT customarily provides the local match (which can also be provided by other entities). Costs for project design are often borne by the proponent of the project, though the Boston Region MPO began allocating Regional Target funds for design support beginning with the FFYs 2025–29 TIP, a practice which continues through the FFYs 2027–31 TIP. With the addition of matching funds, approximately \$1.04 billion to \$1.10 billion was available statewide for projects in FFYs 2027–31.

The process of determining the MPO's share of this federal funding for the Boston region follows several steps. First, MassDOT reserves funding for Grant Anticipation Notes (GANs) debt service payments. Then, the remaining Federal-Aid Highway Program funds are budgeted to support state and regional (i.e., MPO) priorities.

Next, MassDOT allocates funding across the following funding categories:

- **Reliability Investments:** These programs include the Bridge Program—comprising inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program.
- **Modernization Investments:** These programs include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation Systems (ITS) Program, and the Roadway Reconstruction Program.
- **Expansion Investments:** These programs include the Bicycle and Pedestrian Program and transit network expansions.

Finally, MassDOT allocates the remaining funding among the state's 13 MPOs for programming. This discretionary funding for MPOs is suballocated by formula to determine the Regional Target amounts. The Boston Region MPO receives the largest portion of MPO funding in the state, with approximately 43 percent of Massachusetts' Regional Target funds allocated to the region. MassDOT develops these targets in consultation with the Massachusetts Association of Regional Planning Agencies (MARPA). This TIP was programmed with the assumption that the Boston Region MPO will have between \$159 million and \$153 million annually for

Regional Target amounts, which consist of federal funding and state funding for the local match.

Each MPO may decide how to prioritize its Regional Target funding. Given that the Regional Target funding originates from the Federal-Aid Highway Program, the Boston Region MPO typically programs the majority of funding for roadway projects; however, the MPO has flexed portions of its highway funding to the TIP Transit Program for transit expansion projects and through its Transit Transformation and Community Connections programs. The TIP Highway Program details the projects that will receive Regional Target funding from the Boston Region MPO and statewide infrastructure projects within the Boston region. Details on these investments are outlined in Chapter 3.

Transit Program

The Federal Transit Administration (FTA) allocates the funds programmed in the TIP Transit Program according to formula. The three regional transit authorities in the Boston Region MPO area that are recipients of these funds are the MBTA, CATA, and MWRTA. The MBTA, with its extensive transit program and infrastructure, is the recipient of the preponderance of the region's federal transit funds.

The current federal transportation legislation, the Infrastructure Investment and Jobs Act, allocates funding to transit projects through the following formula programs:

- Section 5307 (Urbanized Area Formula Grants): Provides grants to urbanized areas to support public transportation based on levels of transit service, population, and other factors
- Section 5337 (Fixed Guideway/Bus): Seeks to maintain public transportation systems in a state of good repair through replacement and rehabilitation capital projects
- Section 5309 (Fixed Guideway Capital Investment Grants): Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors
- Section 5339 (Bus and Bus Facilities): Provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
- Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities): Provides funding to support transportation to meet the special needs of older adults and persons with disabilities

The TIP Development Process

Project Selection

When determining which projects to fund through the Regional Target funding process, MPO members collaborate with municipalities, state agencies, members of the public, advocacy groups, and other stakeholders. The MPO board uses evaluation criteria in its project selection process to help identify and prioritize projects that advance progress across the MPO's six goal areas:

- Safety
- Mobility and Reliability
- Access and Connectivity
- Resilience
- Clean Air and Healthy Communities
- Transportation Equity

More information on the MPO's goal areas can be found on the *Destination 2050* web page: <https://www.bostonmpo.org/lrtp>.

As shown in Figure ES-1 and Table ES-2, the MPO has established investment programs designed to direct Regional Target funding towards MPO priority areas during the next 20 years:

- Intersection Improvements
- Complete Streets
- Major Infrastructure
- Bicycle Network and Pedestrian Connections
- Community Connections
- Bikeshare Support
- Transit Transformation

Projects that the MPO selects to receive Regional Target funding through the TIP development process are included in one of the seven investment programs listed above. More information about the MPO's investment programs are available in Chapter 2.

The MPO incorporates performance-based planning and programming (PBPP) practices into its TIP development and other processes. These practices are designed to help direct MPO funds towards achieving specific and measurable

outcomes for the transportation system. MPO investments directly relate to the PBPP framework and further the MPO's goals and performance targets. The MPO will continue to closely link its performance targets, investment decisions, and monitoring and evaluation activities. More information on PBPP is available in Chapter 4.

Outreach and Data Collection

The outreach process for the TIP begins early in the federal fiscal year. Cities and towns designate TIP contacts and the MPO staff ask them to begin developing a list of priority projects to be considered for federal funding. MPO staff compiles the project funding requests into a Universe of Projects, which is a list of all projects identified as potential candidates to receive funding through the TIP.

Priority projects from regional transit authorities—the MBTA, MWRTA, and CATA—are typically identified as part of the authorities' annual program development process. The MPO staff accepts the RTA's applications for Transit Transformation funding in the fall. Projects that MPO staff receive applications for, that are not immediately selected for funding through the TIP, may be added to the Universe of Projects.

The Universe includes projects at varying levels of readiness, from those with significant engineering and design work complete to those still early in the conceptual or planning stage. MPO staff collects data on each project in the Universe so that the projects may be evaluated.

Project Evaluation

MPO staff evaluates projects based on how well they address the MPO's goals. For MPO staff to conduct a complete project evaluation, projects eligible for Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure program funding must have a functional design report or the project plans must include the level of detail defined in a functional design report, a threshold typically reached when a project nears the 25 percent design stage. To complete an evaluation for projects under consideration through the MPO's Community Connections program, project proponents must submit a completed application to MPO staff. More information on Project Evaluation is available in Appendix A.

TIP Readiness Day

An important step toward TIP programming takes place midway through the TIP development cycle at a meeting—referred to as TIP Readiness Day—that both MassDOT and MPO staff attend. At this meeting, MassDOT project managers provide updates about cost and schedule changes related to currently programmed

projects. These cost and schedule changes must be taken into account as MPO staff helps the MPO board consider updates to the already programmed years of the TIP and the addition of new projects in the outermost year of the TIP.

In December 2025, the MPO adopted Revised Readiness Requirements to inform project programming alongside MassDOT recommendations. These requirements established a minimum design requirement for a project to be funded in each programming year of the TIP. More information on MPO programming policies is available in Appendix A.

Staff Recommendation and Draft TIP

Using the evaluation results and information about project readiness (i.e., the extent to which a project is fully designed and ready for construction), MPO staff prepares a series of recommendations for how to program the Regional Target funding in the TIP. The staff recommendation is always financially constrained—meaning, subject to available funding. There was approximately \$785 million of Regional Target funding available to the Boston Region MPO for FFYs 2027–31.

In addition to prioritizing the Regional Target funding, the MPO board reviews and endorses the statewide highway program that MassDOT recommends for programming. The board also reviews and endorses programming of funds for the MBTA's, CATA's, and MWRTA's transit capital programs.

Approving the TIP

After selecting a preferred programming scenario, usually in April, the MPO board votes to release the draft TIP for a 21-day public review period. The comment period typically begins in late April, and during this time the MPO invites members of the public, municipal officials, and other stakeholders in the Boston region to review the proposed program and submit feedback. During the public review period, MPO staff may host public meetings to discuss the draft TIP document and elicit additional comments.

After the public review period ends, the MPO board reviews all municipal and public comments and may change elements of the document or its programming. The MPO board then endorses the TIP and submits it to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approval. MassDOT incorporates the MPO-endorsed TIP into the State Transportation Improvement Program (STIP). The FHWA, FTA, and United States Environmental Protection Agency review the STIP for certification by September 30, the close of the federal fiscal year.

Updates to the TIP

Even after the TIP has been finalized, administrative modifications, amendments, and adjustments often must be introduced because of changes in project schedules, project costs, funding sources, or available revenues. This may necessitate reprogramming a project in a different funding year or programming additional funds for a project.

Notices of administrative modifications and amendments are posted on the MPO's website. If an amendment is necessary, the MPO notifies affected municipalities, stakeholders, and members of the public via email. The MPO typically holds a 21-day public review period before taking final action on an amendment. In extraordinary circumstances, the MPO may vote to shorten the public comment period to a minimum of 15 days. Administrative modifications and adjustments are minor and usually do not warrant a public review period.

Stay Involved with the TIP

Public engagement is an important aspect of the transportation planning process. Please visit bostonmpo.org for more information about the MPO, to view the entire TIP, and to submit your comments. You also may wish to sign up for email news updates and notices by visiting bostonmpo.org/subscribe and submitting your contact information. To request a copy of the TIP in accessible formats, please contact the MPO staff by any of the following means:

Mail: Boston Region MPO c/o CTPS MPO Activities Group, 10 Park Plaza, Suite 2150, Boston, MA 02116-3968

Telephone: 857.702.3700 (voice)

For people with hearing or speaking difficulties, connect through the state MassRelay service:

Relay Using TTY or Hearing Carry-over: 800.439.2370

Relay Using Voice Carry-over: 866.887.6619

Relay Using Text to Speech: 866.645.9870

Email: publicinfo@ctps.org

Chapter 1

Continuing, Comprehensive, and Cooperative 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 the Federal Highway Act of 1973. 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 decision-making about how to allocate federal transportation funds in a metropolitan area. This vision is informed by 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 [Infrastructure Investment and Jobs Act \(IIJA\)](#). The IIJA 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 has established the following objectives for the process:

- A 3C transportation planning process resulting in plans, programs, and operations consistent with the planning objectives of the metropolitan area.
 - 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.
 - 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 are 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.
 - 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 [IIJA](#), [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)

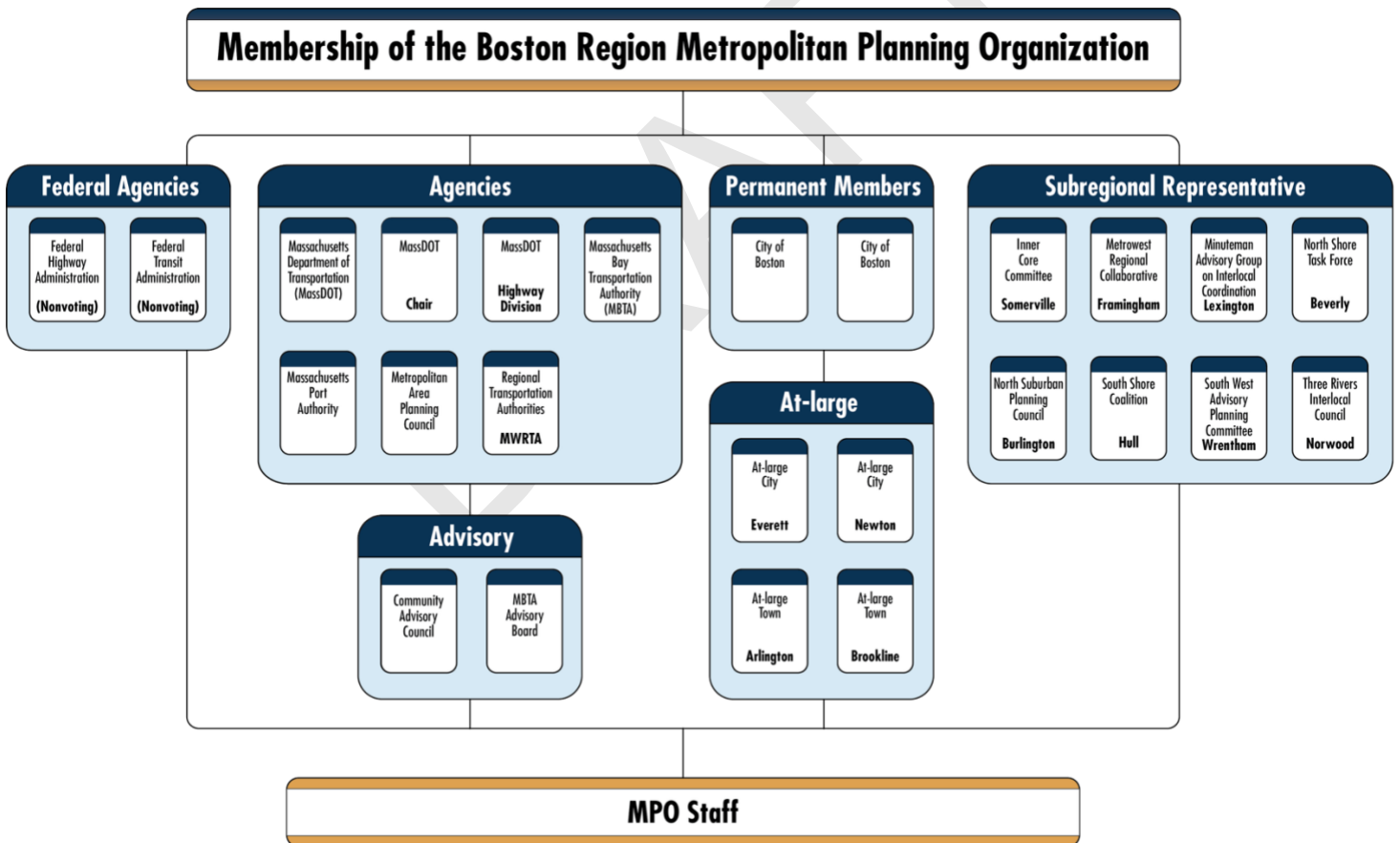
More information about the federal, state, and regional guidance governing the transportation planning process, and about the regulatory framework in which the MPO operates can be found in Appendix E.

MPO Board Members and Staff

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

Figure 1-2 shows Boston Region MPO membership.

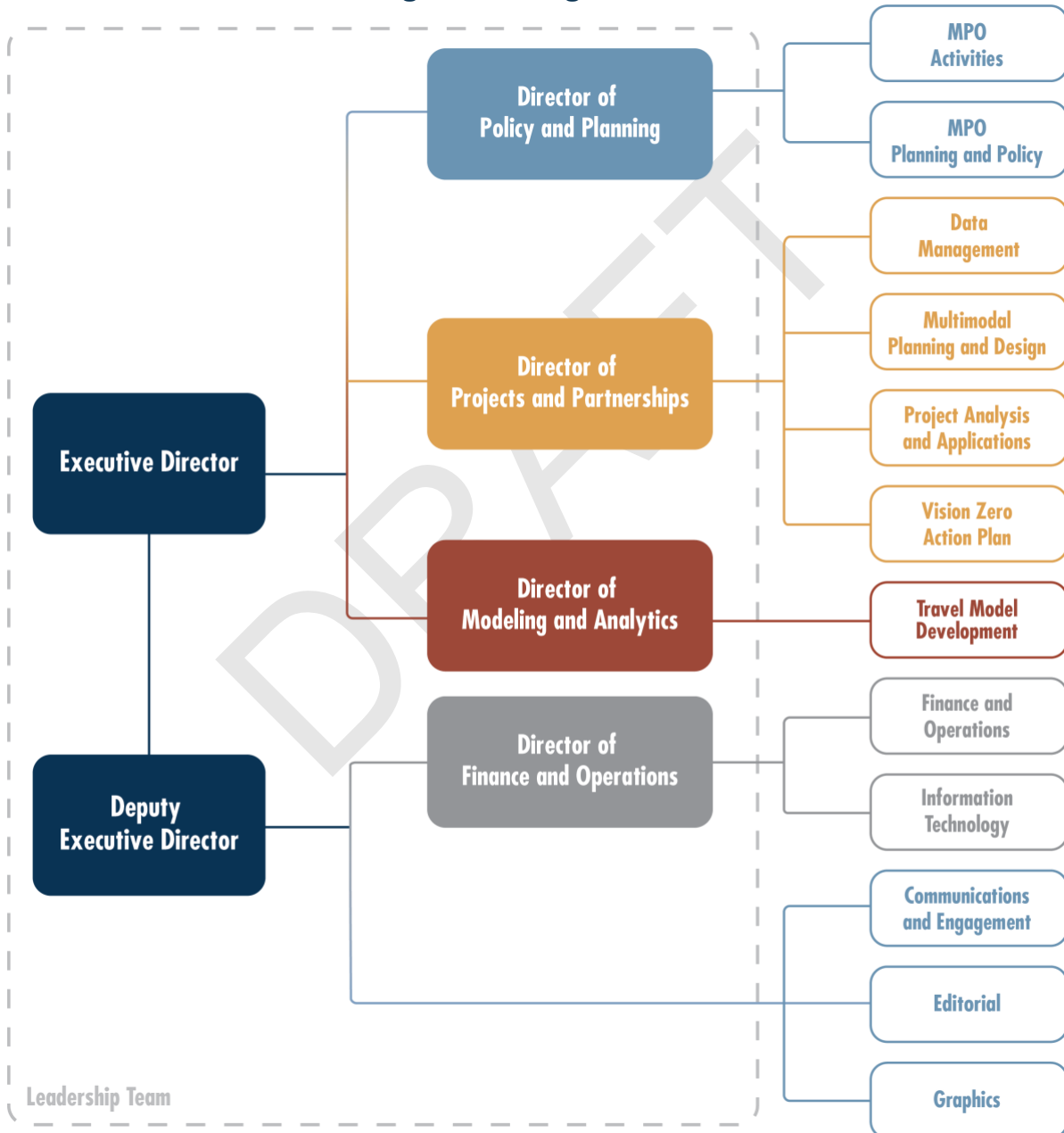
**Figure 1-2
Boston Region MPO Membership**



The Boston Region MPO staff is composed 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.

Figure 1-3 shows the organization of the Boston Region MPO staff.

**Figure 1-3
Boston Region MPO Organizational Chart**



A Vision for the Region

Destination 2050, the MPO's current Long-Range Transportation Plan (LRTP), was adopted in July 2023 and took effect October 1, 2023. The LRTP 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](#).

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 to five years. These documents, referred to as certification documents, are required for the federal government to certify the MPO's planning process. Federal certification is a prerequisite for the MPO to receive federal transportation funds. A robust public engagement process accompanies the development of each certification document.

The Long-Range Transportation Plan

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

The Transportation Improvement Program

The TIP is a capital investment program of multimodal transportation improvements, consistent with the LRTP, that describes and prioritizes transportation projects that are expected to be implemented during a five-year period. TIP projects 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 bikeshare capital improvements.

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 activities undertaken by MPO staff to enable that work, such as information technology, graphics, and editorial support, and single-year planning initiatives as approved by the MPO Board. It also describes activities carried out by MPO staff that are funded through partner agencies or grant programs.

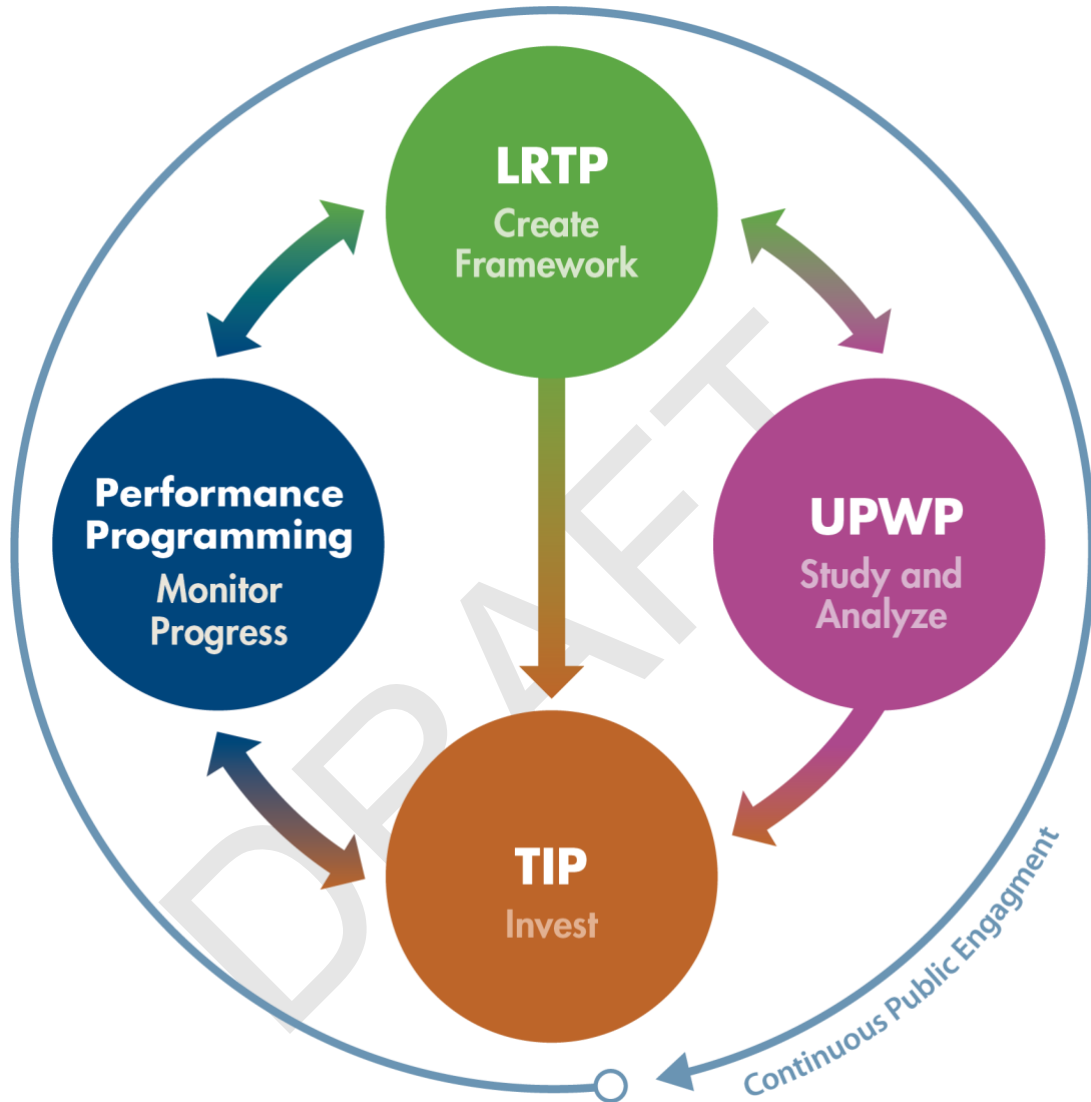
The UPWP documents the collaborative metropolitan transportation planning process by describing all regionally significant, federally funded transportation planning work in the region that will occur over the next year. This information, incorporated into the appendix of the document, includes work carried out by Metropolitan Area Planning Council, 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 LRTP 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 driving 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

The TIP Process

Introduction to the TIP Process

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

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

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

Funding the TIP

Federal Funding Framework

The first step in allocating federal transportation funds is the passage by the United States Congress of a multiyear act that establishes a maximum level of federal transportation funding per federal fiscal year (FFY). The establishment of this level of funding is referred to as an *authorization*. The most recent authorization act, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021. The IIJA governed the development of the FFYs 2027–31 TIP. More information on the impacts of the IIJA on the development of the FFYs 2027–31 TIP is available throughout this report. Specific guidance on federal Planning Emphasis Areas is available in Appendix E.)

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

Federal Highway Program

The TIP Highway Program was developed with the assumption that funding for Massachusetts from the Federal-Aid Highway Program would range between \$838.1 million and \$891.7 million annually over the next five years. These figures do not include matching funds provided for projects by the state or local entities. Projects are typically funded with 80 percent federal dollars and 20 percent state dollars, but the share may vary depending on the funding program. Costs for project design are often borne by the proponent of the project. With the addition of matching funds, approximately \$1.04 billion to \$1.10 billion was available statewide for projects in FFYs 2027–31.

The process of determining the MPO's share of this federal funding for the Boston region follows several steps. First, the Massachusetts Department of Transportation (MassDOT) reserves funding for debt service payments on Grant Anticipation Notes (GANs). Then, the remaining Federal-Aid Highway Program funds are budgeted to support state and regional (i.e., MPO) priorities. The funding for regional priorities is referred to as Regional Target funds.

Regional Targets

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

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

During the next five years, the Boston Region MPO’s total Regional Target funding will be approximately \$781.2 million, an average of \$150.83 million per year. The MPO’s Regional Target funds increased 3.5 percent per year in the FFYs 2027–31 TIP relative to the levels planned for in the development of the FFYs 2026–30 TIP. This increase resulted because payment on GANs was not necessary in FFY 2030. Funding levels in FFYs 2027 through 2031 remain largely the same from the previous TIP.

Federal Highway Administration Programs

The Federal-Aid Highway Program dollars discussed in this chapter are delivered through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements. Table 2-1 lists the programs in the IJJA that fund projects in the FFYs 2027–31 TIP.

**Table 2-1
Federal Highway Administration Programs Applicable to the FFYs 2027–31
Transportation Improvement Program**

Bipartisan Infrastructure Law Program	Eligible Uses
Bridge Formula Program (BFP)	Efforts to replace, rehabilitate, preserve, protect, and construct highway bridges
Carbon Reduction Program (CARBON)	Projects that reduce transportation emissions or develop carbon reduction strategies.
Congestion Mitigation and Air Quality Improvement (CMAQ)	A wide range of projects to reduce congestion and improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter
Highway Safety Improvement Program (HSIP)	Implementation of infrastructure-related highway safety improvements
Metropolitan Planning	Facilities that contribute to an intermodal transportation system, including intercity bus, pedestrian, and bicycle facilities
National Electric Vehicle Infrastructure (NEVI) Program	Projects that support the strategic deployment of electric vehicle (EV) charging infrastructure and establish an interconnected EV network to facilitate data collection, access, and reliability

Bipartisan Infrastructure Law Program	Eligible Uses
National Highway Freight Program (NHFP)	Projects that improve the efficient movement of freight on the National Highway Freight Network
National Highway Performance Program (NHPP)	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network; replacement or rehabilitation of any public bridge; and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Resiliency improvements, including improvements to community resilience and evacuation routes, and at risk coastal infrastructure. Highway, transit, and port projects are also eligible.
Surface Transportation Block Grant Program (STBGP)	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities
Transportation Alternatives Program (TAP)	A set-aside from the STBGP that funds the construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements)

Source: Federal Highway Administration.

Federal Transit Program

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

The Federal Transit Administration (FTA) distributes funding to transit agencies through several different programs. As previously noted, the MPO converts some of its FHWA funding to FTA to support transit investments. Table 2-2 shows FTA programs in the IJJA that support transit investments in the FFYs 2027–31 TIP.

Table 2-2
Federal Transit Administration Programs Applicable to the FFYs 2027–31
Transportation Improvement Program

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

Source: Federal Transit Administration.

Investment Frameworks

MPO Investment Framework

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

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

MPO Goals and Objectives

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

MPO Investment Programs

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

- Complete Streets
- Intersection Improvements
- Bicycle Network and Pedestrian Connections
- Major Infrastructure (including major transit infrastructure improvements that could be funded with flexed highway funds)
- Community Connections
- Transit Transformation
- Bikeshare Support

The MPO established the Transit Modernization program in *Destination 2040*, which became the Transit Transformation program in *Destination 2050*. The Transit Transformation program represented a significant shift in the MPO's investment strategy as funding would be allocated to transit projects on an annual basis. In

prior years, the MPO funded transit projects on a one-off basis when funding was requested for specific projects in the region. However, by creating the programming infrastructure to reallocate Regional Target highway funds to transit projects annually, the Boston Region MPO has established itself as a leader among MPOs nationally by crafting an investment strategy that is truly multimodal.

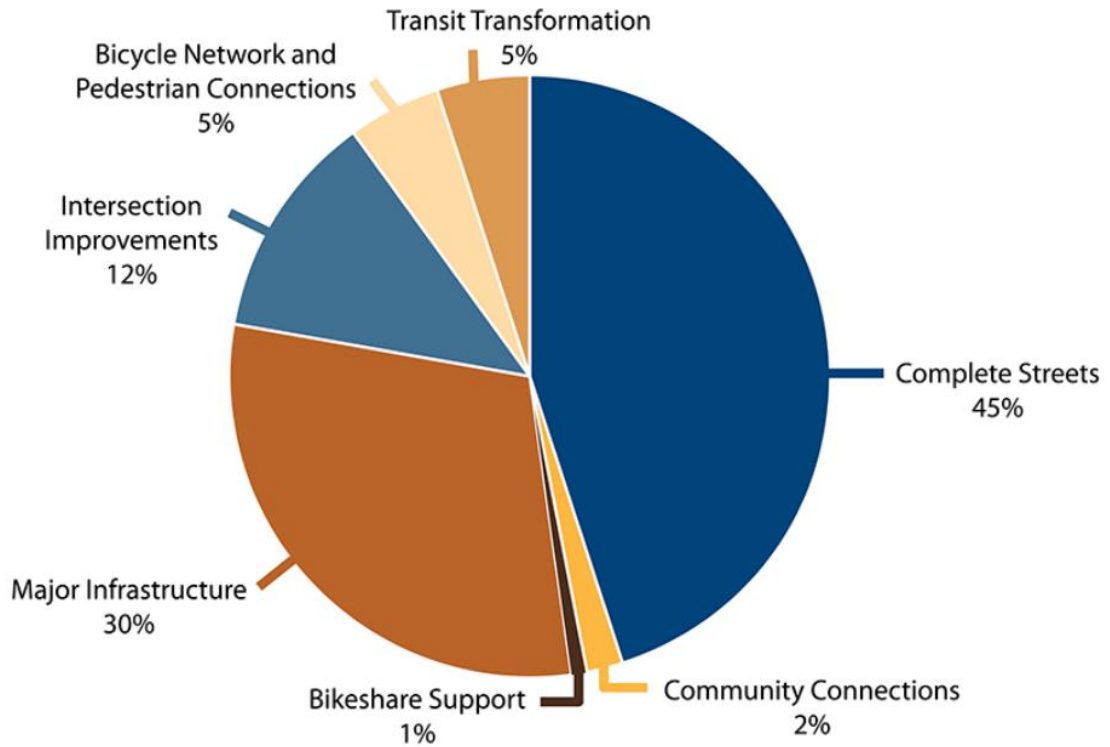
Funding for the Community Connections, Transit Transformation, and Bikeshare Support Programs continues to be reserved in FFYs 2027–30 for allocation in future TIP cycles. Starting with the FFYs 2027–31 TIP, funding is also reserved for allocation to support project design based on the findings of a Project Design Pilot in FFY 2025.

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

Categorizing Projects

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

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



Source: Boston Region MPO.

Project Cost Estimates

In December 2025, the MPO adopted updated project design guidelines to support decision-making about the requisite design stages a project must reach to be funded in a given program year. These guidelines reinforce a prior policy adopted by the MPO board in September 2021 that set a 25 percent design threshold for projects to be programmed in the TIP to minimize the risk of project cost increases. Under these updated design guidelines, proponents of regionally prioritized projects are required to submit updated cost estimates to MPO staff no less than once every 1.5 years, and to progress design annually to affirm the project’s continued funding in the TIP.

MassDOT and Transit Agency Investment Frameworks

MassDOT and the MBTA each update their rolling five-year Capital Investment Plans (CIPs) on an annual basis. MassDOT’s CIP identifies priority roadway, bridge, and statewide infrastructure projects for the five MassDOT divisions and includes

funding for specific transit projects such as the South Coast Rail. The MBTA's CIP outlines the agency's five-year investment strategy for transit projects in its service area. Both CIP processes use a similar framework that prioritizes funding according to statewide strategic goals for the transportation system. Reliability is the top priority for MassDOT and the MBTA, followed by modernization and then expansion. Both agencies have created investment programs for their respective CIPs that relate to these strategic goals and allocate funding to these programs in ways that emphasize their priority. These goals and investment programs are as follows:

- **Reliability:** These investments are oriented toward maintaining and improving the overall condition and reliability of the transportation system. They include capital maintenance projects, state-of-good-repair projects, and other asset management and system preservation projects. The MassDOT Highway Division programs in this area include the Bridge Program—including inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program. MBTA reliability programs include its Revenue Vehicles Program; Track, Signals, and Power Program; Bridge and Tunnel Program; Stations Program; Facilities Program; and Systems Upgrade/Other investments.
- **Modernization:** These investments enhance the transportation system to make it safer and more accessible and to accommodate growth. These projects address compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements; exceed state-of-good-repair thresholds to modernize existing assets; and provide expanded capacity to accommodate current or anticipated demand on transportation systems. The MassDOT Highway Division programs in this area include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation System (ITS) Program, and the Roadway Reconstruction Program. MBTA programs in this area include the Red and Orange Line Improvements Program, the Commuter Rail Safety and Resiliency Program, the Accessibility Program, the Risk Management and Mitigation Program, the Automated Fare Collection (AFC) Program, the Rail Transformation Program, and the Customer Experience and Technology Improvements Program.
- **Expansion:** These investments provide more diverse transportation options for communities throughout the Commonwealth. They expand highway, transit, and rail networks and/or services, or they expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives. The MassDOT Highway Division programs in this area include the Bicycle and Pedestrian Program and the

Capacity Program. The MBTA's major expansion program is for the Red-Blue Connector extension of the Blue Line from Bowdoin Station to Charles/MGH Station.

Developing the TIP

Project Selection Process

Overview

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

The MPO typically updates its LRTP every four years. With each LRTP update, the MPO reviews and updates its goals, objectives, and investment programs. Following the adoption of *Destination 2050* in July 2023, the MPO revised the TIP evaluation criteria to better align with the updated goals, objectives, and investment programs, including a new resilience goal area. The final criteria were informed by robust public engagement conducted during the development of *Destination 2050*, and developed through an update process that engaged MPO members, staff, and external stakeholders. The most significant update to the criteria for the FFYs 2025–29 TIP was the development of new and broader resilience evaluation metrics to align with the resilience goal area in *Destination 2050*. These criteria were employed during the project selection process for the FFYs 2027–31 TIP.

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

Outreach and Data Collection (October–November)

The TIP development process begins early in the federal fiscal year when cities and towns in the region designate staff as TIP contacts and begin developing a list of priority projects to be considered for federal funding. Each fall, the MPO staff asks these TIP contacts to identify their city's or town's priority projects and then MPO staff elicits input from interested parties and members of the general public.

These discussions about municipalities' priority projects mark the start of a robust dialogue between MPO staff and project proponents that continues through the duration of the TIP cycle. In January 2026, MPO staff hosted Subregional Readiness

Days—three meetings for municipalities to provide status updates on their projects to MPO staff. MPO staff also regularly hosted one-on-one virtual office hours throughout the year for proponents to ask more detailed questions about advancing specific projects for funding.

Once project proponents have decided to pursue TIP funding, they must begin the formal project initiation process. All new Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must be initiated with the MassDOT Highway Division before they can be considered for programming in the TIP. These include projects seeking design funding as well as construction funds. MassDOT details this process on its project initiation web page, located here..

To be considered for programming, proponents of Community Connections, Bikeshare Support, and Transit Transformation projects must apply for funding directly to MPO staff, as these projects do not require initiation with MassDOT. Municipalities seeking to advance Transit Transformation projects must apply for funding via their transit provider (the MBTA, MWRTA, or CATA).

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

Project Evaluation (December-February)

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

- Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities.
- Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.
- Support easy and reliable movement of people and freight.
- Provide transportation options and improve access to key destinations to support economic vitality and quality of life.

- Provide transportation that supports sustainable environments and enables people to respond and adapt to extreme weather events and other changing conditions.
- Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

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

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

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

- Safety criteria were revised to provide emphasis in all areas for investments that enhance usability for those at higher risk.
- The ways in which the MPO considers resiliency in project selection was broadened by adding a dedicated resiliency scoring category.
- New criteria were added to emphasize projects that provide access to existing or planned residential and mixed-use developments, with additional points for projects sited near 40B or Section 3A MBTA Communities developments and districts.¹

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

Several other changes were made to the project evaluation criteria, which are detailed in Appendix A. Some of the projects in this FFYs 2027–31 TIP were scored prior to the criteria revisions, so both sets of criteria are referenced throughout this document.

In October 2025, the MPO board voted to adopt an updated Project Rescoring Policy. This policy requires project proponents to submit updated materials for project scoring if their project remains funded on the TIP after approximately five or more years beyond its original programming date. This policy was intended to address the substantial discrepancies in scoring methodologies among projects within the Regional Target Program. The FFYs 2027–31 TIP implements this policy to refresh scores for projects evaluated for inclusion in the FFYs 2021–25 TIP or earlier. The next rescoring effort covers projects evaluated from the FFYs 2022–26 through FFYs 2024–28 TIPs, ensuring updated data for development of the FFYs 2029–33 TIP.

To facilitate a complete evaluation, each project proponent must provide enough information for staff to meaningfully apply the evaluation criteria. Proponents of projects seeking construction funds for Core Investment Program projects must have at least a Pre-25 percent submission submitted and reviewed by MassDOT. Proponents of projects seeking design funding are required to provide a written scope or vision for development consistent with the information provided in a MassDOT Project Initiation Form. For Community Connections projects, proponents must submit a complete application to the MPO, including required supporting documentation such as budget sheets, letters of support from partner entities, and work estimates. Transit Transformation project applicants must submit an application with all relevant forms, budget sheets, and designs based on the scope of work proposed.

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

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

TIP Readiness Day (February)

On TIP Readiness Day, MPO staff meet with members of the MassDOT Highway Division and Office of Transportation Planning to review cost and schedule changes related to currently programmed projects. The MPO board considers these updated project construction costs and changes to the expected dates for construction advertisement when making decisions about changes to TIP programming. These changes have an impact on the ability of the MPO to program its Regional Target funds for new projects in the five-year TIP. Between June 2021 and December 2025, the MPO board developed, reviewed, and employed policies intended to limit the frequency of project cost increases and delays for regionally prioritized projects. More information on these policies is available in Chapter 3.

Staff Recommendation and Project Selection (March-April)

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

More information on the projects funded in this FFYs 2027–31 TIP is available in Chapter 3.

Selection Process for Projects Prioritized by the State and Transit Agencies

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

- **System Preservation:** Projects should contribute to a state of good repair on the system and align with asset management goals.
- **Mobility:** Projects should provide efficient and effective modal options for all users.

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

Projects that receive the highest priority are those that meet each agency's goals for maintaining and improving the overall condition and reliability of the system; modernizing the system to make it safer and more accessible and to accommodate growth; and expanding and diversifying transportation options for communities. These project-prioritization processes may also reflect other planning initiatives, such as *Focus40*, the MBTA's 25-year investment plan, or MassDOT's modal plans. More information on regulatory and planning guidance governing TIP project prioritization is available in Appendix E.

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

The transit element of the TIP also includes the Federal-Aid Programs of CATA and MWRTA. Once selection processes are complete, MassDOT, the MBTA, MWRTA, and CATA submit their lists of bridge and roadway projects, bicycle and pedestrian improvements, statewide infrastructure items, and transit capital projects to the MPO for review.

Approving the TIP

Approval of the Draft TIP for Public Review

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

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

Approval of the Draft TIP

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

Updating the TIP

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

Consistent with federal guidelines, the Boston Region MPO must release an amendment if there is (1) a change in project cost of \$500,000 or more for projects valued at \$5 million or less, or (2) a change of 10 percent or more of the project cost for projects valued greater than \$5 million. TIP amendments are also released if there is a proposal to add or remove a project from the TIP or if the programming year of a project is changed. Cost changes that are less than the above threshold amounts may be considered in the form of administrative modifications or adjustments, which must still undergo MPO board action for approval.

Administrative modifications or adjustments are also undertaken in the event that a

project's funding source changes. Although a public review period is not required for administrative modifications or adjustments, one may be offered at the MPO board's discretion.

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

A history of TIP Amendments can be found at [this link](#).

Public Notice

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

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

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

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

Chapter 3—Highway and Transit Programming

The Transportation Improvement Program (TIP) tables included in this chapter present a listing of all the projects and programs funded with federal highway and transit aid in the Boston region during federal fiscal years (FFYs) 2027–31. These funding tables are also included as part of the State Transportation Improvement Program (STIP).

Table 3-1 presents a summary of the Boston Region Metropolitan Planning Organization’s (MPO) share of Regional Target funds from the Federal-Aid Highway Program. The allocation of these funds is constrained by projections of available federal aid. As shown in Table 3-1, the MPO has programmed much of the available discretionary funds within the limits of projected funding for highway funding programs. The FFYs 2027–31 TIP Regional Target Program complies with financial constraint requirements.

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

	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	Total
Regional Target Obligation Authority	\$153,053,705	\$155,424,629	\$157,842,971	\$155,744,426	\$159,173,521	\$781,239,252
Regional Target Funds Programmed	\$149,254,093	\$151,247,030	\$155,473,952	\$149,610,060	\$158,873,255	\$764,458,390
Regional Target Funds Unprogrammed	\$3,799,612	\$4,177,599	\$2,369,019	\$6,134,366	\$300,266	\$16,780,862

Source: Boston Region MPO.

The projects selected by the MPO for funding for the first time in the FFYs 2027–31 TIP are listed in Table 3-2.

**Table 3-2
New Regional Target Projects Funded in the FFYs 2027–31 TIP**

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2027–31
Brookline- Bluebikes Expansion, 5 Stations	Brookline	Bikeshare Support	2027	\$190,354
CATA- Access for All	CATA	Transit Transformation	2027	\$492,229
CATA- Cape Ann Dialysis Transportation	CATA	Transit Transformation	2027	\$508,446
CATA- Magnolia Shuttle	CATA	Transit Transformation	2027	\$193,208
MAPC- Boston, Brookline, Cambridge, and Somerville Bluebikes Replacement of 60 Stations	Boston, Brookline, Cambridge, Somerville	Bikeshare Support	2027	\$2,500,141
MBTA- Locomotive Procurement	MBTA	Transit Transformation	2027	\$25,000,000
Revere- Revere Beach Connector (Design Only)	Revere	Bicycle and Pedestrian	2027	\$500,000
Quincy- Bluebikes Expansion, 10 Stations	Quincy	Bikeshare Support	2027	\$434,500

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2027–31
MBTA- Symphony Station Accessibility Project	MBTA	Transit Transformation	2027-28	\$35,600,000
MWRTA- Construction of Vehicle Maintenance and Fueling Facility	MWRTA	Transit Transformation	2027-28	\$25,000,000
MBTA- Bus Priority and Accessibility Improvements	MBTA	Transit Transformation	2028	\$3,000,000
Natick- Cochituate Rail Trail Extension (MBTA Station to Main Street, Design Only)	Natick	Bicycle and Pedestrian	2028	\$250,000
Total	N/A	N/A	N/A	\$93,668,878

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

CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MAPC = Metropolitan Area Planning Council. MBTA = Massachusetts Bay Transportation Authority. MPO = metropolitan planning organization. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

Four projects programmed for FFY 2026 in the previous TIP were delayed until FFY 2027 as part of both the development of the FFYs 2027–31 TIP and an accompanying Amendment 3 to the FFYs 2026–30 TIP. The unprogrammed balance in FFY 2026 was addressed through Amendment 3 by funding the following projects:

- CATA's Access for All Service (\$198,288)
- Cape Ann Dialysis Transportation Service (\$241,404)
- Procurement of 10 compressed natural gas (CNG) vehicles for MWRTA (\$3,400,000)
- Additional design funding for the Town of Holliston for improvements at Route 16 and Whitney Street (\$350,000)
- Additional funding for the Town of Sherborn to design the reconstruction of Route 27 and Route 16 (\$887,500)
- New design funding for the Town of Marblehead to support development of the Border to Boston Trail (\$114,000)
- Support to expand the Bluebikes system in Boston, Brookline, Cambridge, Salem, Somerville, and Watertown (\$5,944,032)
- Improvements to Downtown Crossing MBTA Station to improve and expand elevator access (\$15,000,000)

In December 2025, the MPO adopted updated programming guidelines relating to project readiness. These guidelines informed the decision-making about the programming of Regional Target projects for the FFYs 2027–31 TIP by identifying the most suitable programming years for projects. The guidelines were developed using data derived from the performance of recently advertised Regional Target projects and reinforced the MPO's Programming Policies to Address Project Cost Increases from 2021. More information on the updated project programming guidelines may be found in Appendix A.

During this TIP development cycle, five projects were removed from the Regional Target Program.

- Project 605743, Ipswich- Resurfacing and Related Work on Central and South Main Streets was removed after the Town indicated that it would no longer be advancing project design in a September 2025 letter to the MPO. The project was first funded in the FFYs 2019–23 TIP in FFY 2023.
- Project 608045, Milford- Rehabilitation on Route 16, from Route 109 to Beaver Street was removed after MassDOT conducted a maintenance project in the area that addressed a substantial portion of the proposed scope of work. MassDOT may initiate a separate project under a different project ID number that would address other elements of this project, but the current project will be deactivated. The project was first funded in the FFYs 2020–24 TIP in FFY 2024.

- Project 608436, Ashland- Rehabilitation and Rail Crossing Improvements on Cherry Street was removed because it lacked an updated pre-25 percent design submission. The project’s ability to attain the proponent’s objective for Federal Railroad Administration Quiet Zone approval was complicated by a January 2023 safety incident at the Main Street grade crossing, and the project had not meaningfully progressed in design since. The project was first funded in the FFYs 2020–24 TIP in FFY 2024.
- Project 610691, Natick- Cochituate Rail Trail Extension (MBTA Station to Mechanic Street) - Natick Center Connection was removed after a MassDOT review indicated geotechnical complexities in executing the project’s proposed design after the 25 percent design stage.
- Project 612738, Ipswich, Argilla Road Roadway Reconstruction was removed as it did not meet the MPO’s minimum design readiness threshold of a pre-25 percent design submission. The project was originally funded in FFY 2029 of the FFYs 2025–29 TIP.

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

Projects funded with earmarks or discretionary grant funds

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

Tables 3-9, 3-10, 3-11, and 3-12 list the federally funded transit projects and programs in the Boston region that the Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), and Cape Ann Transportation Authority (CATA) plan to undertake.

TIP project descriptions and funding information are now available in a virtual [TIP Project Dashboard](#). More information on this dashboard is available later in this chapter.

Investment Summary

This section summarizes the investments made by the Boston Region MPO, MassDOT, MBTA, CATA, and MWRTA that are documented in the FFYs 2027–31 TIP. Table 3-3 shows the Boston Region MPO’s investments of Regional Target funding—including both the number of projects and the dollar amount—by investment program. These investments are aimed at making progress towards the MPO’s goals for the region, including enhancing safety for all users, supporting easy and reliable movement of people and freight, providing transportation options and improving access to key destinations, supporting system resilience and sustainable environments, supporting clean air and healthy communities, and ensuring equitable access to the transportation system.

The MPO’s Regional Target Program increased in size by approximately \$27 million between the FFYs 2026–30 TIP (\$754.2 million) and the FFYs 2027–31 TIP to a total program size of approximately \$781.2 million.

Table 3-3
FFYs 2027–31 Boston Region MPO Regional Target Investment Summary

MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	7	\$43,595,151
Bikeshare Support	3	\$3,124,995
Bikeshare Support (not yet allocated to projects)	1	\$8,000,000
Community Connections (allocated to projects)	1	\$463,807

MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Community Connections (not yet allocated to projects)*	1	\$8,000,000
Complete Streets	15	\$356,736,419
Intersection Improvements	2	\$9,634,290
Major Infrastructure—Roadway	3	\$202,084,845
Transit Transformation (allocated to projects)	7	\$94,568,883
Transit Transformation (not yet allocated to projects)	1	\$26,500,000
Administrative	N/A	\$11,750,000
Unprogrammed	N/A	\$16,780,862
Total	41	\$781,239,252

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

FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.

Source: Boston Region MPO.

Table 3-4 shows MassDOT’s FFYs 2027–31 TIP investments—including both the number of projects and the dollar amount—organized by MassDOT program. MassDOT’s investments are distributed across a variety of programs and will support bridge and pavement improvements, roadway improvements and reconstruction, new bicycle and pedestrian infrastructure, and safety improvements. More details on these investments are available on the project description pages in the second section of this chapter.

As detailed above for the MPO's Regional Target Program, the Infrastructure Investment and Jobs Act (IIJA) significantly increased the funding available to MassDOT for programming projects in the statewide Highway Program. Most notably, the IIJA's Bridge Formula Program allowed MassDOT to increase the funding allocated to federal-aid bridge projects. The passage of the 2021 Massachusetts Transportation Bond Bill and the new federal funding available through the IIJA has allowed for the creation of MassDOT's Next Generation Bridge Program (NGBP). Like the Accelerated Bridge Program (ABP), the NGBP leverages state bonding capacity to accelerate the rehabilitation and replacement of critical or structurally deficient bridges in Massachusetts.

MassDOT's Highway Program decreased in size by more than \$1 billion between the FFYs 2026–30 TIP and FFYs 2027–31 TIP. The total number of projects in the Highway Program decreased from 89 projects in the FFYs 2026–30 TIP to 76 projects in the FFYs 2027–31 TIP.

**Table 3-4
FFYs 2027–31 MassDOT Highway Program Investment Summary**

MassDOT Program	Number of Projects	MassDOT Dollars Programmed
Accessibility Improvements	1	\$1,256,116
Bicycle and Pedestrian	6	\$47,470,619
Bridge On-System	6	\$227,211,267
Freight	3	\$97,085,841
Highway Resiliency Improvement Program	2	\$14,500,806
Intersection Improvements	6	\$45,871,004
Interstate Pavement	7	\$100,788,915
Non-Interstate Pavement	6	\$36,366,223
Roadway Reconstruction	6	\$91,030,917
Safe Routes to School	13	\$29,327,956
Safety Improvements	12	\$62,109,805
Total	68	\$753,019,469

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

FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation.

Source: MassDOT.

Table 3-5 shows a summary of MassDOT’s Earmark Discretionary Program.

Table 3-5
FFYs 2027–31 MassDOT Earmark Discretionary Program Investment Summary

MassDOT Program	Number of Projects	MassDOT Dollars Programmed
Bridge Off-System (BFP)	2	\$18,765,644
Bridge On-System (BFP)	10	\$1,347,414,414
Earmark Discretionary	9	\$12,916,129
Roadway Reconstruction	1	\$53,075,000
Total	22	\$1,432,171,187

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

FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation.

Source: MassDOT.

Table 3-6 shows the MBTA’s programs and associated FFYs 2027–31 TIP funding amounts. Additional details on the MBTA’s programs and projects are included in Tables 3-8 and 3-9. The MBTA’s capital program grew substantially between the FFYs 2025–29 TIP and the FFYs 2027–31 TIP, increasing from a total program size of \$3.85 billion to \$7.61 billion. This increase is almost entirely accounted for by \$3.8 billion of anticipated funding through the Federal Transit Administration’s Capital Investment Grant Program, Core Capacity projects. Investments made through these programs allow the MBTA to continue to maintain and modernize its infrastructure in support of the agency’s role as the largest transit provider in the Commonwealth of Massachusetts.

The MBTA caters to a wide range of needs, serving the Boston region with commuter rail, light rail, subway, fixed-route bus, and paratransit services. The MBTA prioritizes projects that keep the existing transit system in a state of good repair, including the purchase of new rolling stock, accessibility and resiliency improvements to stations, the rehabilitation of bridges and tunnels, and the replacement of tracks and signals to support system-wide reliability. Limited system expansion projects are also undertaken through the MBTA’s federal capital program. Further information on how the MBTA’s investments support system safety and condition is available in Chapter 4.

Table 3-6
FFYs 2027–31 MBTA Transit Program Investment Summary

Federal Transit Administration Program	MBTA Program	MBTA Dollars Programmed
Section 5307: Urbanized Area Formula Grants	Bridge and Tunnel Program	\$64,000,000
Section 5307: Urbanized Area Formula Grants	Revenue Vehicle Program	\$296,263,451
Section 5307: Urbanized Area Formula Grants	Signals/Systems Upgrade Program	\$198,969,814
Section 5307: Urbanized Area Formula Grants	Stations and Facilities Program	\$395,869,025

Federal Transit Administration Program	MBTA Program	MBTA Dollars Programmed
Section 5337: Fixed Guideway/Bus Funds	Bridge and Tunnel Program	\$528,193,603
Section 5337: Fixed Guideway/Bus Funds	Revenue Vehicle Program	\$527,677,432
Section 5337: Fixed Guideway/Bus Funds	Signals/Systems Upgrade Program	\$191,453,880
Section 5337: Fixed Guideway/Bus Funds	Stations and Facilities Program	\$155,841,924
Section 5339: Bus and Bus Facilities Funds	Bus Program	\$39,516,265
Other Federal Funds	RRIF/TIFIA Financing Program†	\$782,500,000
Total	N/A	\$3,180,285,394

Note: Federal Transit Administration formula funds (Sections 5307, 5337 and 5339) are based on estimated apportionments for FFYs 2027–31. TIP programs and projects are based on a preliminary draft Capital Investment Plan (CIP) as of April 2025. Adjustments will be made to federal projects and budgets as the CIP process is finalized. Funding amounts in this table include both federal and non-federal funds, including matching funds.

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

FFY = federal fiscal year. MBTA = Massachusetts Bay Transportation Authority. N/A = not applicable. RRIF = Railroad Rehabilitation and Improvement Financing. TIFIA = Transportation Infrastructure Finance and Innovation Act.

Sources: MBTA and the Boston Region MPO.

Table 3-7 summarizes CATA and MWRTA investments included in the FFYs 2027–31 TIP, and more information is available on each regional transit authority’s (RTA) investments in Tables 3-10 and 3-11. While the MBTA provides commuter rail service to the Cape Ann communities of Rockport and Gloucester, CATA provides additional paratransit and fixed-route bus services to these communities and to Danvers, Peabody, Ipswich, Essex, Manchester-by-the-Sea, and Beverly. CATA’s federal capital program supports its role in providing critical transportation alternatives to residents and visitors of the area, including through the replacement of buses, the modernization of facilities, and the maintenance of assets.

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

The program sizes for CATA and MWRTA decreased between the FFYs 2026–30 TIP and FFYs 2027–31. These RTAs collectively experienced an approximate \$29.12 million decrease in funding levels in this TIP, from \$144.92 million to a total program size of \$115.80 million. This decrease was primarily driven by the absence of anticipated federal discretionary grant funding for these capital programs, which had previously accounted for \$27 million in the FFYs 2026–30 TIP. Anticipated discretionary grants are not awarded grants. The RTAs applied for these grants, but the funds were not awarded.

**Table 3-7
FFYs 2027–31 CATA and MWRTA Transit Program Investment Summary**

Regional Transit Authority	Federal Transit Administration Program	RTA Dollars Programmed
CATA	Section 5307: Urbanized Area Formula Funding	\$3,690,000
CATA	State Transportation Bond Capital Assistance	\$1,530,000
CATA	Municipal and Local Assessments	\$500,000
MWRTA	Section 5307: Urbanized Area Formula Funding	\$70,325,000
MWRTA	State Transportation Bond Capital Assistance	\$39,514,891
Total	N/A	\$15,559,891

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

CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MWRTA = Metro West Regional Transit Authority. N/A = not applicable. RTA = regional transit authority. Sources: CATA, MWRTA, and the Boston Region MPO.

Tables 3-8 through 3-12 build on the summary tables listed above by detailing investments made through both the Highway and Transit Programs by project, program, and funding year.

Table 3-8
FFYs 2027–31 TIP Highway Table

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Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2027								\$392,252,092	\$308,288,268	\$83,963,824	
Section 1A / Regionally Prioritized Projects								\$149,254,093	\$120,220,091	\$29,034,003	
Roadway Reconstruction								\$65,127,157	\$52,101,726	\$13,025,431	
2027	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	NHPP	\$35,385,132	\$26,385,132	\$21,108,106	\$5,277,026	Adj. TFPC \$31,949,531 (NHPP, STBG, TAP). AC'd between FFYs 2026 and 2027. Project initially funded in FFY 2024 of the FFYs 2020–24 TIP.
2027	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	STBG	\$35,385,132	\$6,000,000	\$4,800,000	\$1,200,000	Adj. TFPC \$31,949,531 (NHPP, STBG, TAP). AC'd between FFYs 2026 and 2027. Project initially funded in FFY 2024 of the FFYs 2020–24 TIP.
2027	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	TAP	\$35,385,132	\$3,000,000	\$2,400,000	\$600,000	Adj. TFPC \$31,949,531 (NHPP, STBG, TAP). AC'd between FFYs 2026 and 2027. Project initially funded in FFY 2024 of the FFYs 2020–24 TIP.
2027	609437	Boston Region	Multiple	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	4	STBG	\$29,742,025	\$29,742,025	\$23,793,620	\$5,948,405	
Intersection Improvements								\$6,168,161	\$5,551,345	\$616,816	
2027	608067	Boston Region	Multiple	WOBURN- BURLINGTON- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET	4	HSIP	\$6,168,161	\$6,168,161	\$5,551,345	\$616,816	
Bicycle and Pedestrian								\$23,059,956	\$18,447,965	\$4,611,991	
2027	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	CMAQ	\$48,934,961	\$9,000,000	\$7,200,000	\$1,800,000	
2027	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	STBG	\$48,934,961	\$2,934,961	\$2,347,969	\$586,992	
2027	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	TAP	\$48,934,961	\$7,000,000	\$5,600,000	\$1,400,000	
2027	S13386	Boston Region	Brookline	BROOKLINE- BLUEBIKES EXPANSION, 5 STATIONS		CMAQ	\$190,354	\$190,354	\$152,283	\$38,071	Applying for 2027-31 TIP. FFY 2027 = \$190,354 CMAQ
2027	S13406	Boston Region	Revere	REVERE- REVERE BEACH CONNECTOR (DESIGN ONLY)		TAP	\$500,000	\$500,000	\$400,000	\$100,000	\$400,000 federal to mirror RCN grant. \$100,000 match. FFY 2027 funds. Includes portion from American Legion Highway to North Shore Road
2027	S13410	Boston Region	Quincy	QUINCY- BLUEBIKES EXPANSION, 10 STATIONS		CMAQ	\$434,500	\$434,500	\$347,600	\$86,900	Applying for FFY 2027-31 TIP, applied through Last Mile Grant.
2027	S13497	Boston Region	Multiple	MAPC- BOSTON, BROOKLINE, CAMBRIDGE, AND SOMERVILLE BLUEBIKES REPLACEMENT OF 60 STATIONS		STBG	\$2,500,141	\$2,500,141	\$2,000,113	\$500,028	Local match. \$2,500,141 STBG administered by MAPC.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2027	S13500	Boston Region	Cambridge	CAMBRIDGE- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER FITCHBURG LINE AT DANEHY PARK CONNECTOR (DESIGN ONLY)		TAP	\$2,500,000	\$500,000	\$400,000	\$100,000	\$2,000,000 federal funding. Total match from City of Cambridge is \$900,000. Additional funding from Reconnecting Communities Grant. Design for Project 613357. Matches FFY 2026-30 TIP ID S13295
Safety Improvements								\$3,466,129	\$2,972,903	\$493,226	
2027	610823	Boston Region	Quincy	QUINCY- INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	6	HSIP	\$3,466,129	\$2,000,000	\$1,800,000	\$200,000	
2027	610823	Boston Region	Quincy	QUINCY- INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	6	TAP	\$3,466,129	\$1,466,129	\$1,172,903	\$293,226	
Transit Grant Program								\$15,463,807	\$12,371,046	\$3,092,761	
2027	S12963	Boston Region	Multiple	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT		CMAQ	\$1,413,734	\$463,807	\$371,046	\$92,761	Adj. TFPC = \$1,413,734 (CMAQ). Match from Cities of Chelsea and Revere, Revere is lead proponent. Project funded across three FFYs starting in FFY 2025.
2027	S13460	Boston Region	Boston	MBTA- SYMPHONY STATION ACCESSIBILITY IMPROVEMENTS		CMAQ	\$35,600,000	\$15,000,000	\$12,000,000	\$3,000,000	Flex to FTA, AC'd between 2027 and 2028. Supplements other funds in Transit Program, including ASAP grant.
Flex to FTA								\$35,968,883	\$28,775,106	\$7,193,777	
2027	S13391	Boston Region		MWRTA- CONSTRUCTION OF VEHICLE MAINTENANCE AND FUELING FACILITY		CMAQ	\$25,000,000	\$5,000,000	\$4,000,000	\$1,000,000	Flex to FTA. Full build out cost of \$38,000,000, \$25,000,000 for facility overhaul and \$13,000,000 for hydrogen.
2027	S13395	Boston Region	Multiple	MBTA- OPERATIONAL ENHANCEMENT OF BUS ROUTES 714 AND 716		CMAQ	\$1,575,000	\$1,575,000	\$1,260,000	\$315,000	Refer to S13292 in FFYs 2026-30 TIP. Covers remaining funding request through FFY 2029.
2027	S13400	Boston Region		MBTA- LOCOMOTIVE PROCUREMENT		STBG	\$25,000,000	\$25,000,000	\$20,000,000	\$5,000,000	Applying for FY27-31 funding. Procure new Commuter Rail locomotives to replace the oldest vehicles in the MBTA fleet. In alignment with Full T Ahead, CR capital projects are focused on the near- and long-term actions that will get riders where they need to go reliably and efficiently. These capital projects lay the foundation for a modernized system carrying frequent and reliable all-day service. Replacing and overhauling the aging rail fleet is critical to Regional Rail service goals and advancing decarbonization on the system.
2027	S13401	Boston Region		MBTA- BETTER BUS PROJECT, OPERATIONAL SAFETY IMPROVEMENTS AT BUS STOPS		CMAQ	\$3,200,000	\$3,200,000	\$2,560,000	\$640,000	Refer to Project S13152 for FFY 2026 record. Additional funding for expanded scope through this TIP.
2027	S13412	Boston Region	Gloucester	CATA- MAGNOLIA SHUTTLE		STBG	\$193,208	\$193,208	\$154,566	\$38,642	Flex to FTA, CATA. \$193,208.
2027	S13498	Boston Region		CATA- ACCESS FOR ALL		STBG	\$690,517	\$492,229	\$393,783	\$98,446	Flex to FTA. Based on Section 5310 Community Transit Grant Award. Funded \$198,288 in FFY 2026, \$492,229 in FFY 2027

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2027	S13499	Boston Region		CATA- CAPE ANN DIALYSIS TRANSPORTATION		STBG	\$508,446	\$508,446	\$406,757	\$101,689	Applied through Community Transit Grants. Seeking funding starting in SFY27, funds will be used through SFY 2029 after flex to FTA. \$241,404 in FFY 2026, \$508,446 in FFY 2027.
Section 1B / Earmark or Discretionary Grant Funded Projects								\$150,131,419	\$121,400,879	\$28,730,540	
Bridge On-System (BFP)								\$131,311,651	\$105,049,321	\$26,262,330	
2027	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	HIP-BR	\$457,520,958	\$114,613,582	\$91,690,866	\$22,922,716	
2027	613921	Boston Region	Boston	BOSTON- BRIDGE DECK PRESERVATION OF B-16-259 AND B-16-260 ON I-93	6	HIP-BR	\$22,234,986	\$16,698,069	\$13,358,455	\$3,339,614	
Earmark Discretionary								\$12,341,050	\$9,872,840	\$2,468,210	
2027	610680	Boston Region	Natick	NATICK- LAKE COCHITUATE PATH	3	HPP	\$6,397,960	\$305,838	\$244,670	\$61,168	Federal earmark MA160 repurposed as part of FY25 repurposing process
2027	614227	Boston Region	Medfield	MEDFIELD- SIDEWALK REPLACEMENT AND INFRASTRUCTURE IMPROVEMENTS ON PLEASANT STREET	3	HPP	\$624,497	\$624,497	\$499,598	\$124,899	Federal earmark (MA291) for construction.
2027	S13414	Boston Region	Framingham	Framingham - Bruce Freeman Rail Trail (Federal Earmark for Design - MA292)	3	HPP	\$2,082,849	\$2,082,849	\$1,666,279	\$416,570	Federal earmark for design (MA292). 20% local match required by City of Framingham.
2027	S13415	Boston Region	Belmont	Belmont Community Path Phase II - Federal Earmark for Design (MA293)	4	HPP	\$1,250,000	\$1,250,000	\$1,000,000	\$250,000	Federal earmark for design - MA293. Belmont required to provide 20% non-federal match for \$250k. Remainder (\$1M) is federal.
2027	S13416	Boston Region	Hull	Hull - Nantasket Beach Two-Way Traffic Flow Conversion - Federal Earmark for Design (MA294)	5	HPP	\$1,062,500	\$1,062,500	\$850,000	\$212,500	Federal earmark for design (MA 294). 20% local match required (\$212,500), remainder (\$850,000) is federal.
2027	S13418	Boston Region	Wakefield	Wakefield - Main Street Corridor Improvement Project (Federal Earmark for Design - MA 297)	4	HPP	\$625,000	\$625,000	\$500,000	\$125,000	Federal Earmark for Design - MA 297. \$500k federal, \$125k local match required by Town.
2027	S13447	Boston Region	Multiple	MAPC and City of Boston- LEVERAGING INNOVATIVE NETWORKS TO KEEP URBAN PATHWAYS UNCONGESTED (LINKUP) IN GREATER BOSTON (FFY 2024 Congestion Relief Program)	Multiple	Other FA	\$26,890,366	\$5,765,366	\$4,612,293	\$1,153,073	FFY 2024 Congestion Relief Grant award for \$21.6M. Joint effort with City of Boston and TMAs. (ref S13160 in 25-29 STIP)
2027	S13463	Boston Region	Quincy	Quincy - Reconstruction of Traffic Signals at Sea Street and Coddington Street Along Southern Artery (Design Earmark - MA295)	6	HPP	\$625,000	\$625,000	\$500,000	\$125,000	Federal earmark (\$500k federal, \$125k local match). Earmark Demo ID is MA295. Obligation deadline is 9/30/2027. This funding is supplementing a \$10.4M RAISE/BUILD grant the City rec'd for construction (SOUTHERN ARTERY (ROUTE 3-A) MULTI-MODAL TRANSPORTATION PROJECT) (614261).

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Bridge Off-system (BFP)								\$6,478,718	\$6,478,718	\$0	
2027	612076	Boston Region	Topsfield	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	4	BROFF	\$6,478,718	\$6,478,718	\$6,478,718	\$0	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$49,524,665	\$43,670,094	\$5,854,571	
Safety Improvements								\$22,179,494	\$19,961,545	\$2,217,949	
2027	609532	Boston Region	Chelsea	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	6	HSIP	\$12,748,952	\$12,748,952	\$11,474,057	\$1,274,895	
2027	611954	Boston Region	Boston	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM	6	HSIP	\$2,244,200	\$2,244,200	\$2,019,780	\$224,420	
2027	614237	Multiple		DISTRICT 6- VRU SAFETY IMPROVEMENTS AT STATE SIGNALS AT MULTIPLE LOCATIONS	6	VUS	\$1,289,331	\$2,501,000	\$2,250,900	\$250,100	
2027	616290	Boston Region	Multiple	LINCOLN TO ARLINGTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 2	4	HSIP	\$2,430,960	\$2,430,960	\$2,187,864	\$243,096	
2027	616305	Multiple		DISTRICT 4- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	4	VUS	\$2,254,382	\$2,254,382	\$2,028,944	\$225,438	
Interstate Pavement								\$18,324,130	\$16,491,717	\$1,832,413	
2027	613318	Boston Region	Multiple	BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	\$10,290,000	\$10,290,000	\$9,261,000	\$1,029,000	
2027	613343	Boston Region	Foxborough	FOXBOROUGH - INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	\$8,034,130	\$8,034,130	\$7,230,717	\$803,413	
Non-Interstate Pavement								\$9,021,041	\$7,216,833	\$1,804,208	
2027	616325	Boston Region	Multiple	DANVERS- BEVERLY- PAVEMENT PRESERVATION ON SR128 (MM 42.09-47.14)	4	NHPP	\$9,021,041	\$9,021,041	\$7,216,833	\$1,804,208	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$25,932,730	\$22,997,204	\$2,935,526	
Roadway Reconstruction								\$14,427,409	\$12,984,668	\$1,442,741	
2027	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	\$300,942,837	\$14,427,409	\$12,984,668	\$1,442,741	Construction; HIP+NHPP+NFA+NFP+Other FA = \$300,942,837; Project funded over six fiscal years (2022-2027); Funding in this TIP = \$274,036,314.
Intersection Improvements								\$8,082,795	\$7,274,516	\$808,280	
2027	611974	Boston Region	Medford	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS AND MAIN STREET/MYSTIC AVENUE	4	HSIP	\$8,082,795	\$8,082,795	\$7,274,516	\$808,280	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Safe Routes to School								\$3,422,526	\$2,738,021	\$684,505	
2027	612100	Boston Region	Revere	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	4	TAP	\$1,870,423	\$1,870,423	\$1,496,338	\$374,085	
2027	612816	Boston Region	Brookline	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	6	TAP	\$1,552,103	\$1,552,103	\$1,241,682	\$310,421	
Section 3B / Non-Federal Aid Funded								\$17,409,185	\$0	\$17,409,185	
Bridge On-System (NGB)								\$17,409,185	\$0	\$17,409,185	
2027	606901	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	6	NGBP	\$17,409,185	\$17,409,185	\$0	\$17,409,185	
Federal Fiscal Year 2028								\$930,261,651	\$660,010,495	\$270,251,156	
Section 1A / Regionally Prioritized Projects								\$151,247,030	\$121,197,624	\$30,049,406	
Safety Improvements								\$2,000,000	\$1,800,000	\$200,000	
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	HSIP	\$128,385,573	\$2,000,000	\$1,800,000	\$200,000	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
Roadway Reconstruction								\$73,075,573	\$58,460,458	\$14,615,115	
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	\$128,385,573	\$31,075,573	\$24,860,458	\$6,215,115	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	STBG	\$128,385,573	\$35,000,000	\$28,000,000	\$7,000,000	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	\$128,385,573	\$5,000,000	\$4,000,000	\$1,000,000	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2028	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	\$8,000,000	\$2,000,000	\$1,600,000	\$400,000	CTPS Funding Set-Aside. Line item will fund projects applied for to the MPO under BikeShare with 20% local match identified on submission.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Bridge On-system NHS								\$21,571,457	\$17,257,166	\$4,314,291	
2028	612989	Boston Region	Boston	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	6	NHPP	\$21,571,457	\$21,571,457	\$17,257,166	\$4,314,291	
Flex to FTA								\$29,000,000	\$23,200,000	\$5,800,000	
2028	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	\$26,500,000	\$6,000,000	\$4,800,000	\$1,200,000	Construction; Flex to FTA; Set aside for LRTP Transit Modernization Program between FFYs 2025 and 2028.
2028	S13391	Boston Region		MWRTA- CONSTRUCTION OF VEHICLE MAINTENANCE AND FUELING FACILITY		CMAQ	\$25,000,000	\$20,000,000	\$16,000,000	\$4,000,000	Flex to FTA. Full build out cost of \$38,000,000, \$25,000,000 for facility overhaul and \$13,000,000 for hydrogen.
2028	S13396	Boston Region		MBTA- BUS PRIORITY AND ACCESSIBILITY IMPROVEMENTS		STBG	\$3,000,000	\$3,000,000	\$2,400,000	\$600,000	\$3,000,000 flex to FTA, MBTA providing match in FFY 2028.
Bicycle and Pedestrian								\$2,250,000	\$1,800,000	\$450,000	
2028	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,000,000	\$2,000,000	\$1,600,000	\$400,000	Planning, Design, or Construction; Set Aside for LRTP Community Connections Program
2028	S13501	Boston Region	Natick	NATICK- COCHITUATE RAIL TRAIL EXTENSION (MBTA STATION TO MAIN STREET) (DESIGN ONLY)		STBG	\$250,000	\$250,000	\$200,000	\$50,000	\$200,000 STBG, \$50,000 match for FFY 2028.
Roadway Improvements								\$2,750,000	\$2,200,000	\$550,000	
2028	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	\$11,000,000	\$2,750,000	\$2,200,000	\$550,000	Set-Aside to fund project design in FFYs 2027-31 and subsequent TIPs. Funding includes 20% local match anticipation.
Transit Grant Program								\$20,600,000	\$16,480,000	\$4,120,000	
2028	S13460	Boston Region	Boston	MBTA- SYMPHONY STATION ACCESSIBILITY IMPROVEMENTS		CMAQ	\$35,600,000	\$20,600,000	\$16,480,000	\$4,120,000	Flex to FTA, AC'd between 2027 and 2028. Supplements other funds in Transit Program, including ASAP grant.
Section 1B / Earmark or Discretionary Grant Funded Projects								\$487,939,738	\$392,809,176	\$95,130,562	
Bridge On-System (BFP)								\$422,002,733	\$337,602,186	\$84,400,547	
2028	604564	Boston Region	Maynard	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	3	HIP-BR	\$7,402,470	\$7,402,470	\$5,921,976	\$1,480,494	
2028	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	HIP-BR	\$457,520,958	\$159,146,909	\$127,317,527	\$31,829,382	
2028	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS (PHASE 2)	6	HIP-BR	\$135,453,354	\$135,453,354	\$108,362,683	\$27,090,671	
2028	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	HIP-BR	\$282,266,946	\$60,000,000	\$48,000,000	\$12,000,000	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2028	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	\$225,975,568	\$60,000,000	\$48,000,000	\$12,000,000	
Roadway Reconstruction								\$53,075,000	\$42,460,000	\$10,615,000	
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	Other FA	\$128,385,573	\$53,075,000	\$42,460,000	\$10,615,000	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
Bridge Off-system (BFP)								\$12,286,926	\$12,286,926	\$0	
2028	609467	Boston Region	Multiple	HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	4	BROFF	\$12,286,926	\$12,286,926	\$12,286,926	\$0	
Earmark Discretionary								\$575,079	\$460,063	\$115,016	
2028	612894	Boston Region	Framingham	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	3	HPP	\$1,712,303	\$575,079	\$460,063	\$115,016	Federal earmark MA029 has been added as part of FY25 repurposing process
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$134,842,765	\$112,918,146	\$21,924,619	
Bridge On-system NHS								\$84,403,426	\$67,522,741	\$16,880,685	
2028	606449	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET AND C-01-040, LAND BOULEVARD OVER BROAD CANAL	6	NHPP	\$38,791,196	\$20,000,000	\$16,000,000	\$4,000,000	
2028	607684	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	6	NHPP	\$28,564,767	\$782,034	\$625,627	\$156,407	
2028	607684	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	6	NHPP-PEN	\$28,564,767	\$12,782,733	\$10,226,186	\$2,556,547	
2028	610782	Boston Region	Multiple	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER	4	NHPP-PEN	\$19,144,355	\$19,144,355	\$15,315,484	\$3,828,871	
2028	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP	\$42,464,997	\$20,000,000	\$16,000,000	\$4,000,000	
2028	613125	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	6	NHPP-PEN	\$26,694,304	\$11,694,304	\$9,355,443	\$2,338,861	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Highway Resiliency Improvement Program								\$3,247,991	\$2,923,192	\$324,799	
2028	613099	Boston Region	Boston	BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	6	PRCT90	\$3,247,991	\$3,247,991	\$2,923,192	\$324,799	
Safety Improvements								\$8,153,231	\$7,337,908	\$815,323	
2028	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	HSIP	\$10,539,693	\$4,000,000	\$3,600,000	\$400,000	
2028	614273	Multiple		STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS	2	HSIP	\$4,153,231	\$4,153,231	\$3,737,908	\$415,323	Installation of RRFBS at 34 locations statewide
Interstate Pavement								\$39,038,117	\$35,134,305	\$3,903,812	
2028	613356	Boston Region	Sharon	SHARON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	\$15,069,600	\$15,069,600	\$13,562,640	\$1,506,960	
2028	613388	Boston Region	Multiple	FRANKLIN- MEDWAY- MILFORD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-495 (MM 44.5-50.5)	3	NHPP-I	\$16,935,925	\$16,935,925	\$15,242,333	\$1,693,593	
2028	616313	Boston Region	Franklin	FRANKLIN- PAVEMENT PRESERVATION ON I-495 (MM 42.5-44.5)	3	NHPP-I	\$7,032,592	\$7,032,592	\$6,329,333	\$703,259	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$23,706,919	\$19,661,730	\$4,045,189	
Intersection Improvements								\$6,961,949	\$6,265,754	\$696,195	
2028	610676	Boston Region	Wrentham	WRENTHAM- INTERSECTION IMPROVEMENTS ON ROUTE 1A AT NORTH AND WINTER STREET	5	HSIP	\$6,961,949	\$6,961,949	\$6,265,754	\$696,195	
Safe Routes to School								\$10,205,277	\$8,164,222	\$2,041,055	
2028	612804	Boston Region	Dedham	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	6	TAP	\$2,679,922	\$2,679,922	\$2,143,938	\$535,984	
2028	612884	Boston Region	Chelsea	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	6	TAP	\$3,393,744	\$3,393,744	\$2,714,995	\$678,749	
2028	612889	Boston Region	Sharon	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	5	TAP	\$2,994,387	\$2,994,387	\$2,395,510	\$598,877	
2028	612894	Boston Region	Framingham	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	3	TAP	\$1,712,303	\$1,137,224	\$909,779	\$227,445	Federal earmark MA029 has been added as part of FY25 repurposing process
Freight								\$2,500,000	\$2,000,000	\$500,000	
2028	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	NFP	\$10,539,693	\$2,500,000	\$2,000,000	\$500,000	
Roadway Reconstruction								\$4,039,693	\$3,231,754	\$807,939	
2028	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	NHPP	\$10,539,693	\$4,039,693	\$3,231,754	\$807,939	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$16,779,774	\$13,423,819	\$3,355,955	
Bicycle and Pedestrian								\$16,779,774	\$13,423,819	\$3,355,955	
2028	610660	Boston Region	Multiple	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	3	CMAQ	\$6,587,982	\$6,587,982	\$5,270,386	\$1,317,596	
2028	612523	Boston Region	Revere	REVERE- STATE ROAD BEACHMONT CONNECTOR	4	CMAQ	\$8,893,331	\$8,893,331	\$7,114,665	\$1,778,666	
2028	613082	Boston Region	Medford	MEDFORD- WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)	4	CMAQ	\$1,298,461	\$1,298,461	\$1,038,769	\$259,692	
Section 3B / Non-Federal Aid Funded								\$115,745,425	\$0	\$115,745,425	
Bridge On-System (NGB)								\$115,745,425	\$0	\$115,745,425	
2028	608952	Boston Region	Chelsea	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1	6	NGBP	\$18,409,795	\$18,409,795	\$0	\$18,409,795	
2028	612028	Boston Region	Stoneham	STONEHAM- BRIDGE REPLACEMENT, S-27-006 (2L2), (ST 28) FELLSWAY WEST OVER I-93	4	NGBP	\$40,699,048	\$40,699,048	\$0	\$40,699,048	
2028	612173	Boston Region	Bellingham	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	3	NGBP	\$13,028,066	\$13,028,066	\$0	\$13,028,066	
2028	612178	Boston Region	Natick	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX	3	NGBP	\$16,304,350	\$16,304,350	\$0	\$16,304,350	
2028	612182	Boston Region	Newton	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	6	NGBP	\$27,304,166	\$27,304,166	\$0	\$27,304,166	
Federal Fiscal Year 2029								\$648,966,731	\$518,699,262	\$130,267,469	
Section 1A / Regionally Prioritized Projects								\$155,473,952	\$124,958,355	\$30,515,597	
Intersection Improvements								\$28,699,272	\$23,359,418	\$5,339,854	
2029	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	HSIP	\$28,699,272	\$4,000,000	\$3,600,000	\$400,000	
2029	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	NHPP	\$28,699,272	\$14,063,046	\$11,250,437	\$2,812,609	
2029	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS AND RELATED WORK AT ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	STBG	\$28,699,272	\$10,636,226	\$8,508,981	\$2,127,245	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Safety Improvements								\$1,791,935	\$1,612,742	\$179,194	
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	HSIP	\$128,385,573	\$1,791,935	\$1,612,742	\$179,194	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
Roadway Reconstruction								\$97,556,379	\$78,045,103	\$19,511,276	
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	\$128,385,573	\$32,500,000	\$26,000,000	\$6,500,000	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	STBG	\$128,385,573	\$12,500,000	\$10,000,000	\$2,500,000	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	\$128,385,573	\$8,518,065	\$6,814,452	\$1,703,613	Adj. TFPC: \$128,385,573 (STBG, TAP, NHPP); AC schedule anticipated over 4 years (2027-2030); MPO Evaluation Score = 72.2. Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2029	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE	6	CMAQ	\$22,038,602	\$4,000,000	\$3,200,000	\$800,000	Adj. TFPC = \$22,038,602 (CMAQ, STBG). Project no longer includes bridge work noted in project description.
2029	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE	6	STBG	\$22,038,602	\$18,038,602	\$14,430,882	\$3,607,720	Adj. TFPC = \$22,038,602 (CMAQ, STBG). Project no longer includes bridge work noted in project description.
2029	608954	Boston Region	Weston	WESTON- RECONSTRUCTION ON ROUTE 30	6	STBG	\$19,999,712	\$15,999,712	\$12,799,770	\$3,199,942	Adj. TFPC = \$19,999,712 (STBG, TAP)
2029	608954	Boston Region	Weston	WESTON- RECONSTRUCTION ON ROUTE 30	6	TAP	\$19,999,712	\$4,000,000	\$3,200,000	\$800,000	Adj. TFPC = \$19,999,712 (STBG, TAP)
2029	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	\$8,000,000	\$2,000,000	\$1,600,000	\$400,000	CTPS Funding Set-Aside. Line item will fund projects applied for to the MPO under BikeShare with 20% local match identified on submission.
Bicycle and Pedestrian								\$17,926,366	\$14,341,093	\$3,585,273	
2029	610666	Boston Region	Swampscott	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	4	TAP	\$8,316,000	\$8,316,000	\$6,652,800	\$1,663,200	Adj. TFPC: \$8,624,000 (CMAQ, TAP). Project initially funded in FFY 2027 of the FFYs 2023–27 TIP.
2029	613319	Boston Region	Multiple	SUDBURY- FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST	3	CMAQ	\$7,110,366	\$7,110,366	\$5,688,293	\$1,422,073	Adj. TFPC = \$8,628,506 (CMAQ). Project initially funded in FFY 2029 of the FFYs 2025–29 TIP. Project previously considered for AC.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2029	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,000,000	\$2,500,000	\$2,000,000	\$500,000	Planning, Design, or Construction; Set Aside for LRTP Community Connections Program
Flex to FTA								\$6,500,000	\$5,200,000	\$1,300,000	
2029	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	\$26,500,000	\$6,500,000	\$5,200,000	\$1,300,000	Construction; Flex to FTA; Set aside for LRTP Transit Modernization Program between FFYs 2025 and 2028.
Roadway Improvements								\$3,000,000	\$2,400,000	\$600,000	
2029	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	\$11,000,000	\$3,000,000	\$2,400,000	\$600,000	Set-Aside to fund project design in FFYs 2027-31 and subsequent TIPs. Funding includes 20% local match anticipation.
Section 1B / Earmark or Discretionary Grant Funded Projects								\$243,549,052	\$194,839,242	\$48,709,810	
Bridge On-System (BFP)								\$243,549,052	\$194,839,242	\$48,709,810	
2029	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	HIP-BR	\$457,520,958	\$67,265,714	\$53,812,571	\$13,453,143	
2029	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	HIP-BR	\$282,266,946	\$60,000,000	\$48,000,000	\$12,000,000	
2029	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	HIP-BR	\$49,283,338	\$14,283,338	\$11,426,670	\$2,856,668	
2029	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	\$225,975,568	\$60,000,000	\$48,000,000	\$12,000,000	
2029	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	HIP-BR	\$70,726,149	\$12,000,000	\$9,600,000	\$2,400,000	
2029	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	HIP-BR	\$168,381,763	\$30,000,000	\$24,000,000	\$6,000,000	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$146,656,147	\$124,117,799	\$22,538,348	
Bridge On-system NHS								\$72,807,841	\$58,246,273	\$14,561,568	
2029	606449	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET AND C-01-040, LAND BOULEVARD OVER BROAD CANAL	6	NHPP	\$38,791,196	\$20,342,844	\$16,274,275	\$4,068,569	
2029	607684	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	6	NHPP-PEN	\$28,564,767	\$15,000,000	\$12,000,000	\$3,000,000	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2029	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP	\$42,464,997	\$22,464,997	\$17,971,998	\$4,492,999	
2029	613125	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	6	NHPP-PEN	\$26,694,304	\$15,000,000	\$12,000,000	\$3,000,000	
Non-Interstate Pavement								\$5,919,494	\$4,735,595	\$1,183,899	
2029	612027	Boston Region	Ipswich	IPSWICH- RESURFACING OF ROUTE 1A	4	NHPP	\$2,043,644	\$2,043,644	\$1,634,915	\$408,729	
2029	613640	Boston Region	Natick	NATICK- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	\$3,875,850	\$3,875,850	\$3,100,680	\$775,170	
Safety Improvements								\$13,249,329	\$11,924,396	\$1,324,933	
2029	612599	Boston Region	Lynn	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	4	HSIP	\$11,108,338	\$11,108,338	\$9,997,504	\$1,110,834	
2029	613166	Boston Region	Acton	ACTON- SAFETY IMPROVEMENTS AT ROUTE 2A/119 (GREAT ROAD)	3	HSIP	\$2,140,991	\$2,140,991	\$1,926,892	\$214,099	
Highway Resiliency Improvement Program								\$11,252,815	\$10,127,534	\$1,125,282	
2029	613154	Boston Region	Wellesley	WELLESLEY- DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION	6	PRCT90	\$11,252,815	\$11,252,815	\$10,127,534	\$1,125,282	
Interstate Pavement								\$43,426,668	\$39,084,001	\$4,342,667	
2029	614264	Boston Region	Multiple	LEXINGTON- BURLINGTON- PAVEMENT PRESERVATION ON I-95 (MILE 44.9-51.5)	4	NHPP-I	\$25,070,351	\$25,070,351	\$22,563,316	\$2,507,035	
2029	614266	Boston Region	Multiple	WELLESLEY- NEWTON- WESTON PAVEMENT PRESERVATION ON I-95 (MILE 37.2-40.8)	6	NHPP-I	\$18,356,317	\$18,356,317	\$16,520,685	\$1,835,632	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$71,779,855	\$60,021,111	\$11,758,744	
Roadway Reconstruction								\$33,620,457	\$27,196,366	\$6,424,091	
2029	608052	Boston Region	Norwood	NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	5	NHPP	\$16,217,137	\$16,217,137	\$12,973,710	\$3,243,427	
2029	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NHPP-I	\$84,440,352	\$3,000,000	\$2,700,000	\$300,000	
2029	612990	Boston Region	Salem	SALEM- RECONSTRUCTION OF BRIDGE STREET (ROUTE 107), FROM FLINT STREET TO 150 FEET WEST OF WASHINGTON STREET	4	NHPP	\$14,403,320	\$14,403,320	\$11,522,656	\$2,880,664	
Freight								\$26,105,796	\$22,884,637	\$3,221,159	
2029	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NFP-I	\$84,440,352	\$20,000,000	\$18,000,000	\$2,000,000	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2029	610543	Boston Region	Multiple	REVERE- MALDEN- IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)	4	NFP	\$6,105,796	\$6,105,796	\$4,884,637	\$1,221,159	
Intersection Improvements								\$2,972,268	\$2,675,041	\$297,227	
2029	612616	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD	6	HSIP	\$2,972,268	\$2,972,268	\$2,675,041	\$297,227	
Safe Routes to School								\$7,825,218	\$6,260,174	\$1,565,044	
2029	613468	Boston Region	Newton	NEWTON- IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)	6	TAP	\$3,104,678	\$3,104,678	\$2,483,742	\$620,936	
2029	613477	Boston Region	Holliston	HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)	3	TAP	\$1,012,500	\$1,012,500	\$810,000	\$202,500	
2029	613564	Boston Region	Reading	READING- OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)	4	TAP	\$3,708,040	\$3,708,040	\$2,966,432	\$741,608	
Accessibility Improvements								\$1,256,116	\$1,004,893	\$251,223	
2029	613882	Boston Region	Multiple	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	4	STBG	\$1,256,116	\$1,256,116	\$1,004,893	\$251,223	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								\$18,453,445	\$14,762,756	\$3,690,689	
Bicycle and Pedestrian								\$18,453,445	\$14,762,756	\$3,690,689	
2029	612499	Boston Region	Medford	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	4	CMAQ	\$18,453,445	\$18,453,445	\$14,762,756	\$3,690,689	
Section 3B / Non-Federal Aid Funded								\$13,054,280	\$0	\$13,054,280	
Bridge On-System (NGB)								\$13,054,280	\$0	\$13,054,280	
2029	612196	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER	6	NGBP	\$13,054,280	\$13,054,280	\$0	\$13,054,280	
Federal Fiscal Year 2030								\$536,920,639	\$436,880,966	\$100,039,673	
Section 1A / Regionally Prioritized Projects								\$149,610,060	\$121,845,631	\$27,764,430	
Roadway Reconstruction								\$122,085,957	\$99,322,320	\$22,763,637	
2030	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	HSIP	\$68,189,552	\$5,000,000	\$4,500,000	\$500,000	Construction; STBG+HSIP Total Cost = \$45,897,600; AC schedule anticipated over 3 years (2029-2031); Total funding in this TIP = \$25,000,000; MPO Evaluation Score = 74.9. 25% design expected Summer 2025 with potential cost increase to \$66.7M.
2030	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	NHPP	\$68,189,552	\$5,000,000	\$4,000,000	\$1,000,000	Construction; STBG+HSIP Total Cost = \$45,897,600; AC schedule anticipated over 3 years (2029-2031); Total funding in this TIP = \$25,000,000; MPO Evaluation Score = 74.9. 25% design expected Summer 2025 with potential cost increase to \$66.7M.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2030	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	STBG	\$68,189,552	\$10,000,000	\$8,000,000	\$2,000,000	Construction; STBG+HSIP Total Cost = \$45,897,600; AC schedule anticipated over 3 years (2029-2031); Total funding in this TIP = \$25,000,000; MPO Evaluation Score = 74.9. 25% design expected Summer 2025 with potential cost increase to \$66.7M.
2030	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	CMAQ	\$30,190,303	\$10,000,000	\$8,000,000	\$2,000,000	Adj. TFPC = \$23,567,554 (CMAQ, HSIP, STBG). AC'd between FFY 2028 and 2029. Initially funded FFY 2024 of FFYs 2020-24 TIP.
2030	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	HSIP	\$30,190,303	\$5,500,000	\$4,950,000	\$550,000	Adj. TFPC = \$23,567,554 (CMAQ, HSIP, STBG). AC'd between FFY 2028 and 2029. Initially funded FFY 2024 of FFYs 2020-24 TIP.
2030	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	STBG	\$30,190,303	\$18,313,139	\$14,650,511	\$3,662,628	Adj. TFPC = \$23,567,554 (CMAQ, HSIP, STBG). AC'd between FFY 2028 and 2029. Initially funded FFY 2024 of FFYs 2020-24 TIP.
2030	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	STBG	\$13,003,872	\$10,000,000	\$8,000,000	\$2,000,000	
2030	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	TAP	\$13,003,872	\$3,003,872	\$2,403,098	\$600,774	
2030	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	HSIP	\$39,015,364	\$6,035,546	\$5,431,991	\$603,555	Adj. TFPC = \$27,959,721 (VUS, HSIP, STBG). Project initially funded in FFYs 2023-27 TIP in FFY 2027.
2030	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	STBG	\$39,015,364	\$25,939,539	\$20,751,631	\$5,187,908	Adj. TFPC = \$27,959,721 (VUS, HSIP, STBG). Project initially funded in FFYs 2023-27 TIP in FFY 2027.
2030	611983	Boston Region	Chelsea	CHELSEA- PARK STREET & PEARL STREET RECONSTRUCTION	6	STBG	\$10,839,976	\$10,839,976	\$8,671,981	\$2,167,995	
2030	612534	Boston Region	Melrose	MELROSE- LEBANON STREET IMPROVEMENT PROJECT	4	STBG	\$10,453,885	\$10,453,885	\$8,363,108	\$2,090,777	
2030	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	\$8,000,000	\$2,000,000	\$1,600,000	\$400,000	CTPS Funding Set-Aside. Line item will fund projects applied for to the MPO under BikeShare with 20% local match identified on submission.
Safety Improvements								\$5,040,279	\$4,536,251	\$504,028	
2030	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	VUS	\$39,015,364	\$5,040,279	\$4,536,251	\$504,028	Adj. TFPC = \$27,959,721 (VUS, HSIP, STBG). Project initially funded in FFYs 2023-27 TIP in FFY 2027.
Bicycle and Pedestrian								\$12,483,824	\$9,987,059	\$2,496,765	
2030	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	TAP	\$39,015,364	\$2,000,000	\$1,600,000	\$400,000	Adj. TFPC = \$27,959,721 (VUS, HSIP, STBG). Project initially funded in FFYs 2023-27 TIP in FFY 2027.
2030	613088	Boston Region	Malden	MALDEN- SPOT POND BROOK GREENWAY	4	CMAQ	\$7,983,824	\$5,000,000	\$4,000,000	\$1,000,000	Adj. TFPC = \$4,858,127 (CMAQ, TAP). Project initially funded in FFY 2027 of the FFYs 2024-28 TIP.
2030	613088	Boston Region	Malden	MALDEN- SPOT POND BROOK GREENWAY	4	TAP	\$7,983,824	\$2,983,824	\$2,387,059	\$596,765	Adj. TFPC = \$4,858,127 (CMAQ, TAP). Project initially funded in FFY 2027 of the FFYs 2024-28 TIP.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2030	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,000,000	\$2,500,000	\$2,000,000	\$500,000	Planning, Design, or Construction; Set Aside for LRTP Community Connections Program
Flex to FTA								\$7,000,000	\$5,600,000	\$1,400,000	
2030	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	\$26,500,000	\$7,000,000	\$5,600,000	\$1,400,000	Construction; Flex to FTA; Set aside for LRTP Transit Modernization Program between FFYs 2025 and 2028.
Roadway Improvements								\$3,000,000	\$2,400,000	\$600,000	
2030	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	\$11,000,000	\$3,000,000	\$2,400,000	\$600,000	Set-Aside to fund project design in FFYs 2027-31 and subsequent TIPs. Funding includes 20% local match anticipation.
Section 1B / Earmark or Discretionary Grant Funded Projects								\$268,903,626	\$215,122,901	\$53,780,725	
Bridge On-System (BFP)								\$268,903,626	\$215,122,901	\$53,780,725	
2030	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	HIP-BR	\$457,520,958	\$49,903,626	\$39,922,901	\$9,980,725	
2030	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	HIP-BR	\$282,266,946	\$60,000,000	\$48,000,000	\$12,000,000	
2030	608397	Boston Region	Gloucester	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	4	HIP-BR	\$139,994,064	\$30,000,000	\$24,000,000	\$6,000,000	
2030	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	HIP-BR	\$49,283,338	\$19,000,000	\$15,200,000	\$3,800,000	
2030	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	\$225,975,568	\$60,000,000	\$48,000,000	\$12,000,000	
2030	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	HIP-BR	\$70,726,149	\$20,000,000	\$16,000,000	\$4,000,000	
2030	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	HIP-BR	\$168,381,763	\$30,000,000	\$24,000,000	\$6,000,000	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$48,180,628	\$39,675,702	\$8,504,926	
Safety Improvements								\$11,312,000	\$10,180,800	\$1,131,200	
2030	610650	Boston Region	Boston	BOSTON- SAFETY IMPROVEMENTS ON GALLIVAN BOULEVARD (ROUTE 203), FROM WASHINGTON STREET TO GRANITE AVENUE	6	HSIP	\$6,440,000	\$6,440,000	\$5,796,000	\$644,000	
2030	612613	Boston Region	Newton	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	6	HSIP	\$4,872,000	\$4,872,000	\$4,384,800	\$487,200	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Bridge On-system NHS								\$20,000,000	\$16,000,000	\$4,000,000	
2030	612634	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	4	NHPP-PEN	\$93,854,208	\$20,000,000	\$16,000,000	\$4,000,000	
Non-Interstate Pavement								\$16,868,628	\$13,494,902	\$3,373,726	
2030	613639	Boston Region	Framingham	FRAMINGHAM- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	\$13,654,420	\$13,654,420	\$10,923,536	\$2,730,884	
2030	616341	Boston Region	Wrentham	WRENTHAM- PAVEMENT PRESERVATION ON SR1A (MM 11.35-13.55)	5	NHPP	\$3,214,208	\$3,214,208	\$2,571,366	\$642,842	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$57,988,925	\$50,446,812	\$7,542,113	
Intersection Improvements								\$17,741,553	\$15,967,398	\$1,774,155	
2030	607748	Boston Region	Acton	ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	3	HSIP	\$25,403,013	\$10,877,552	\$9,789,797	\$1,087,755	
2030	610665	Boston Region	Stoneham	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET	4	HSIP	\$6,864,001	\$6,864,001	\$6,177,601	\$686,400	
Roadway Reconstruction								\$16,716,366	\$13,894,750	\$2,821,616	
2030	608498	Boston Region	Multiple	QUINCY- BRAintree- RECONSTRUCTION AND RELATED WORK ON ROUTE 53	6	NHPP	\$11,499,790	\$11,499,790	\$9,199,832	\$2,299,958	
2030	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NHPP-I	\$84,440,352	\$5,216,576	\$4,694,918	\$521,658	
Freight								\$17,598,590	\$15,838,731	\$1,759,859	
2030	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NFP-I	\$84,440,352	\$17,598,590	\$15,838,731	\$1,759,859	
Safe Routes to School								\$5,932,416	\$4,745,933	\$1,186,483	
2030	611997	Boston Region	Newton	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	6	TAP	\$1,701,472	\$1,701,472	\$1,361,178	\$340,294	
2030	612001	Boston Region	Medford	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	4	TAP	\$2,390,410	\$2,390,410	\$1,912,328	\$478,082	
2030	613730	Boston Region	Everett	EVERETT- DARTMOUTH STREET/HARVEY STREET IMPROVEMENTS (SRTS)	4	TAP	\$1,840,534	\$1,840,534	\$1,472,427	\$368,107	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects									\$9,789,920	\$2,447,480	
Bicycle and Pedestrian								\$12,237,400	\$9,789,920	\$2,447,480	
2030	612607	Boston Region	Danvers	DANVERS- RAIL TRAIL WEST EXTENSION (PHASE 3)	4	CMAQ	\$3,848,600	\$3,848,600	\$3,078,880	\$769,720	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2030	613654	Boston Region	Framingham	FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM EATON ROAD WEST TO FROST STREET	3	CMAQ	\$8,388,800	\$8,388,800	\$6,711,040	\$1,677,760	
Federal Fiscal Year 2031								\$587,456,823	\$476,275,176	\$111,181,647	
Section 1A / Regionally Prioritized Projects								\$158,873,255	\$127,812,984	\$31,060,271	
Roadway Reconstruction								\$147,873,255	\$119,012,984	\$28,860,271	
2031	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	NHPP	\$175,744,200	\$41,000,000	\$32,800,000	\$8,200,000	Adj. TFPC: \$197,759,449; programmed over 5 years (2029-2033); \$25,000,000 in anticipated funding provided by City of Boston for match; MPO Evaluation Score = 59; TAP Proponent = Boston. Project initially funded in FFY 2020 of the FFYs 2016–20 TIP.
2031	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TAP	\$175,744,200	\$4,000,000	\$3,200,000	\$800,000	Adj. TFPC: \$197,759,449; programmed over 5 years (2029-2033); \$25,000,000 in anticipated funding provided by City of Boston for match; MPO Evaluation Score = 59; TAP Proponent = Boston. Project initially funded in FFY 2020 of the FFYs 2016–20 TIP.
2031	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	STBG	\$9,664,866	\$9,000,000	\$7,200,000	\$1,800,000	
2031	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	TAP	\$9,664,866	\$1,185,935	\$948,748	\$237,187	
2031	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	HSIP	\$68,189,552	\$2,500,000	\$2,250,000	\$250,000	Construction; STBG+HSIP Total Cost = \$45,897,600; AC schedule anticipated over 3 years (2029-2031); Total funding in this TIP = \$25,000,000; MPO Evaluation Score = 74.9. 25% design expected Summer 2025 with potential cost increase to \$66.7M.
2031	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	NHPP	\$68,189,552	\$15,000,000	\$12,000,000	\$3,000,000	Construction; STBG+HSIP Total Cost = \$45,897,600; AC schedule anticipated over 3 years (2029-2031); Total funding in this TIP = \$25,000,000; MPO Evaluation Score = 74.9. 25% design expected Summer 2025 with potential cost increase to \$66.7M.
2031	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	STBG	\$68,189,552	\$7,500,000	\$6,000,000	\$1,500,000	Construction; STBG+HSIP Total Cost = \$45,897,600; AC schedule anticipated over 3 years (2029-2031); Total funding in this TIP = \$25,000,000; MPO Evaluation Score = 74.9. 25% design expected Summer 2025 with potential cost increase to \$66.7M.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2031	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	CMAQ	\$30,603,120	\$3,110,560	\$2,488,448	\$622,112	Adj. TFPC = \$28,492,560 (NHPP, STBG, TAP). Formerly listed as S12827 in the FFY 2024-28 TIP and classified under 613145 in FFY 2025-29 TIP.
2031	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	NHPP	\$30,603,120	\$9,492,560	\$7,594,048	\$1,898,512	Adj. TFPC = \$28,492,560 (NHPP, STBG, TAP). Formerly listed as S12827 in the FFY 2024-28 TIP and classified under 613145 in FFY 2025-29 TIP.
2031	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	STBG	\$30,603,120	\$14,000,000	\$11,200,000	\$2,800,000	Adj. TFPC = \$28,492,560 (NHPP, STBG, TAP). Formerly listed as S12827 in the FFY 2024-28 TIP and classified under 613145 in FFY 2025-29 TIP.
2031	610545	Boston Region	Wakefield	WAKEFIELD- MAIN STREET RECONSTRUCTION	4	TAP	\$30,603,120	\$4,000,000	\$3,200,000	\$800,000	Adj. TFPC = \$28,492,560 (NHPP, STBG, TAP). Formerly listed as S12827 in the FFY 2024-28 TIP and classified under 613145 in FFY 2025-29 TIP.
2031	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	HSIP	\$18,670,200	\$4,643,800	\$4,179,420	\$464,380	Adj. TFPC = \$18,026,400 (HSIP, STBG). Initially funded in FFY 2025 of the FFYs 2021–25 TIP.
2031	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	STBG	\$18,670,200	\$14,026,400	\$11,221,120	\$2,805,280	Adj. TFPC = \$18,026,400 (HSIP, STBG). Initially funded in FFY 2025 of the FFYs 2021–25 TIP.
2031	612963	Boston Region	Bellingham	BELLINGHAM- ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017	3	NHPP	\$16,414,000	\$16,414,000	\$13,131,200	\$3,282,800	Adj. TFPC = \$15,848,000 (NHPP). Initially funded in FFY 2029 of the FFYs 2025–29 TIP. AC'd between FFYs 2029 and 2030.
2031	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	\$8,000,000	\$2,000,000	\$1,600,000	\$400,000	CTPS Funding Set-Aside. Line item will fund projects applied for to the MPO under BikeShare with 20% local match identified on submission.
Flex to FTA								\$7,000,000	\$5,600,000	\$1,400,000	
2031	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	\$26,500,000	\$7,000,000	\$5,600,000	\$1,400,000	Construction; Flex to FTA; Set aside for LRTP Transit Modernization Program between FFYs 2025 and 2028.
Bicycle and Pedestrian								\$1,000,000	\$800,000	\$200,000	
2031	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	\$8,000,000	\$1,000,000	\$800,000	\$200,000	Planning, Design, or Construction; Set Aside for LRTP Community Connections Program
Roadway Improvements								\$3,000,000	\$2,400,000	\$600,000	
2031	S13145	Boston Region		BOSTON REGION PROJECT DESIGN SET-ASIDE		STBG	\$11,000,000	\$3,000,000	\$2,400,000	\$600,000	Set-Aside to fund project design in FFYs 2027-31 and subsequent TIPs. Funding includes 20% local match anticipation.

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Section 1B / Earmark or Discretionary Grant Funded Projects								\$281,647,352	\$225,317,882	\$56,329,470	
Bridge On-System (BFP)								\$281,647,352	\$225,317,882	\$56,329,470	
2031	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	HIP-BR	\$457,520,958	\$66,591,127	\$53,272,902	\$13,318,225	
2031	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	HIP-BR	\$282,266,946	\$46,000,000	\$36,800,000	\$9,200,000	
2031	608397	Boston Region	Gloucester	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	4	HIP-BR	\$139,994,064	\$60,000,000	\$48,000,000	\$12,000,000	
2031	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	HIP-BR	\$49,283,338	\$16,000,000	\$12,800,000	\$3,200,000	
2031	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	\$225,975,568	\$45,975,568	\$36,780,454	\$9,195,114	
2031	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	HIP-BR	\$70,726,149	\$20,000,000	\$16,000,000	\$4,000,000	
2031	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	HIP-BR	\$168,381,763	\$27,080,657	\$21,664,526	\$5,416,131	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$61,772,811	\$50,139,824	\$11,632,987	
Safety Improvements								\$7,215,751	\$6,494,176	\$721,575	
2031	610675	Boston Region	Chelsea	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET	6	HSIP	\$7,215,751	\$7,215,751	\$6,494,176	\$721,575	
Non-Interstate Pavement								\$4,557,060	\$3,645,648	\$911,412	
2031	612046	Boston Region	Gloucester	GLOUCESTER- RESURFACING ON ROUTE 128	4	NHPP	\$4,557,060	\$4,557,060	\$3,645,648	\$911,412	
Bridge On-system NHS								\$50,000,000	\$40,000,000	\$10,000,000	
2031	612634	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	4	NHPP-PEN	\$93,854,208	\$50,000,000	\$40,000,000	\$10,000,000	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								\$85,163,405	\$73,004,487	\$12,158,919	
Roadway Reconstruction								\$61,108,447	\$51,549,276	\$9,559,171	
2031	607748	Boston Region	Acton	ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	3	NHPP	\$25,403,013	\$14,525,461	\$11,620,369	\$2,905,092	

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
2031	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NHPP-I	\$84,440,352	\$26,625,186	\$23,962,667	\$2,662,519	
2031	612615	Boston Region	Multiple	CANTON- MILTON- ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE	6	NHPP	\$19,957,800	\$19,957,800	\$15,966,240	\$3,991,560	
Freight								\$12,000,000	\$10,800,000	\$1,200,000	
2031	609527	Boston Region	Multiple	READING- STONEHAM- WAKEFIELD- IMPROVEMENTS ON I-95 (NB), FROM I-93 TO NORTH AVENUE	4	NFP-I	\$84,440,352	\$12,000,000	\$10,800,000	\$1,200,000	
Intersection Improvements								\$10,112,439	\$9,101,195	\$1,011,244	
2031	613282	Boston Region	Multiple	BOSTON- DEDHAM- INTERSECTION IMPROVEMENTS AT VFW PARKWAY AND SPRING STREET	6	HSIP	\$10,112,439	\$10,112,439	\$9,101,195	\$1,011,244	
Safe Routes to School								\$1,942,519	\$1,554,015	\$388,504	
2031	614238	Boston Region	Lynn	LYNN- IMPROVEMENTS AT BRICKETT ELEMENTARY SCHOOL (SRTS)	4	TAP	\$1,942,519	\$1,942,519	\$1,554,015	\$388,504	

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Table 3-9
FFYs 2027–31 TIP Transit Table (MBTA Federal Capital Program)

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Federal Funding Program	ALI	2027	2028	2029	2030	2031	FFY27-31 Total (Federal)	FFY27-31 Total (Incl. Match)
5307		\$145,909,196	\$145,909,196	\$145,909,196	\$145,909,196	\$180,445,045	\$764,081,830	\$955,102,287
Bridge & Tunnel Program	12.24.05	\$7,800,000	\$7,800,000	\$7,800,000	\$7,800,000	\$20,000,000	\$51,200,000	\$64,000,000
Revenue Vehicle Program	12.12.00	\$48,909,429	\$48,909,429	\$48,909,429	\$48,909,429	\$41,373,046	\$237,010,760	\$296,263,450
Signals/Systems Upgrade Program	12.63.01	\$37,272,756	\$37,272,756	\$37,272,756	\$37,272,756	\$10,084,827	\$159,175,852	\$198,969,815
Stations and Facilities Program	12.34.00	\$51,927,012	\$51,927,012	\$51,927,012	\$51,927,012	\$108,987,172	\$316,695,218	\$395,869,023
5337		\$224,506,694	\$224,506,694	\$224,506,694	\$224,506,694	\$224,506,694	\$1,122,533,470	\$1,403,166,838
Bridge & Tunnel Program	12.24.05	\$73,337,628	\$73,337,628	\$73,337,628	\$73,337,628	\$129,204,370	\$422,554,881	\$528,193,602
Revenue Vehicle Program	12.12.00	\$82,879,905	\$82,879,905	\$82,879,905	\$82,879,905	\$90,622,324	\$422,141,946	\$527,677,432
Signals/Systems Upgrade Program	12.63.01	\$37,120,776	\$37,120,776	\$37,120,776	\$37,120,776	\$4,680,000	\$153,163,105	\$191,453,881
Stations and Facilities Program	12.34.00	\$31,168,385	\$31,168,385	\$31,168,385	\$31,168,385	-	\$124,673,538	\$155,841,923
5339		\$6,322,602	\$6,322,602	\$6,322,602	\$6,322,602	\$6,322,602	\$31,613,010	\$39,516,263
Bus Program	11.14.00	\$6,322,602	\$6,322,602	\$6,322,602	\$6,322,602	\$6,322,602	\$31,613,010	\$39,516,263
FFY27-31 FTA Formula Funding		\$376,738,492	\$376,738,492	\$376,738,492	\$376,738,492	\$411,274,341	\$1,918,228,310	\$2,397,785,387
Other Federal		\$162,500,000	\$162,500,000	\$162,500,000	\$147,500,000	\$147,500,000	\$782,500,000	\$782,500,000
RRIF/TIFIA Financing Program (Potential)	12.24.05	\$162,500,000	\$162,500,000	\$162,500,000	\$147,500,000	\$147,500,000	\$782,500,000	\$782,500,000
FFY27-31 Total Federal Funding		\$539,238,492	\$539,238,492	\$539,238,492	\$524,238,492	\$558,774,341	\$2,700,728,310	\$3,180,285,387

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY27-31. FFY26 includes unobligated fund carryover as of 9/30/25.

TIP programs and projects are based on the FY26-30 CIP and planned federal obligations as of April-26. Adjustments may be made to federal projects and budgets as the FY27-31 CIP is developed.

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

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the currently planned drawdown schedule and is subject to change.

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

The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591b, P0920, P0922, P0923, P0924, P1010b, P1010c, P1011, P1101, P1103, P1334, P1336, and P1338 are approved in the transit element of the endorsed FFY26-30 Boston Region TIP and the Transit Investment Report of the FFY26-30 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of \$211,020,142 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

Table 3-10

FFYs 2027–31 TIP Transit Table (MBTA Federal Capital Program – Project List and Descriptions [80% Federal Share])

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Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
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5307 - Bridge and Tunnel

5307	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	\$0	\$51,200,000	\$51,200,000	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.
				\$0	\$51,200,000	\$51,200,000	

5307 - Revenue Vehicles

5307	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	\$117,148,359	\$123,922,592	\$241,070,951	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.
5307	Revenue Vehicles	P0618	Procurement of 40ft Enhanced Electric Hybrid Buses	\$11,401,022	\$67,924,158	\$79,325,180	Procurement of up to 160 40ft Enhanced Electric Hybrid (EEH) buses to initiate the replacement of the 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle testing, warranty, and inspection.
5307	Revenue Vehicles	P0649	Option Order Procurement of New Flyer Hybrid 40ft Buses	\$253,666	\$0	\$253,666	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.
5307	Revenue Vehicles	P0652	Procurement of 100 Bi-Level Commuter Rail Coaches	\$0	\$1,021,532	\$1,021,532	Procurement of 100 Bi-Level Commuter Rail coaches to replace aging single-level coaches, expand capacity from 120 to 180 passengers per coach, reduce the number of coaches required, and mitigate operational bottlenecks.
5307	Revenue Vehicles	P0653	Procurement of 40ft Battery Electric Buses and Related Infrastructure	\$0	\$1,742,033	\$1,742,033	Procurement of up to 460 40ft battery electric buses (BEBs), including an initial purchase of 80 buses, to support bus electrification and replace fleets currently running diesel bus service.
5307	Revenue Vehicles	P0860	Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881)	\$1,440,000	\$0	\$1,440,000	Midlife overhaul of major systems and components (engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	\$36,646,212	\$1,448,709	\$38,094,921	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.
5307	Revenue Vehicles	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	\$2,011,874	\$4,651,925	\$6,663,799	Midlife overhaul of 175 40-foot New Flyer CNG buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1154a	CNG Bus Overhaul (In-House)	\$13,770,998	\$22,951,662	\$36,722,660	Midlife overhaul of 175 40-foot New Flyer CNG buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5307	Revenue Vehicles	P1155	Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011)	\$30,518,228	\$800,000	\$31,318,228	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1162	Reliability Centered Maintenance - Blue, Orange and Red Line	\$11,621,370	\$2,899,630	\$14,521,000	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.
5307	Revenue Vehicles	P1162a	Reliability Centered Maintenance - Bus Fleet	\$4,150,480	\$9,648,520	\$13,799,000	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.
				\$228,962,210	\$237,010,760	\$465,972,970	

5307 - Signals and Systems

5307	Signals and Systems	P0285	Signal Program - Red/Orange Line	\$2,800,000	\$0	\$2,800,000	Replacement and upgrade of signal equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.
5307	Signals and Systems	P0857	Mattapan High-Speed Line Transformation	\$55,352,338	\$36,276,158	\$91,628,496	This project provides repairs, accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.
5307	Signals and Systems	P0912	Systemwide Tunnel Flood Mitigation Program	\$4,000,000	\$56,303,276	\$60,303,276	This project provides planning, training, and infrastructure improvements for MBTA tunnels to improve their resiliency to flooding.
5307	Signals and Systems	P0912c	Silver Line Tunnel Flood Mitigation	\$2,973,240	\$2,626,760	\$5,600,000	Flood mitigation to protect identified vulnerabilities along the Silver Line against future flood events.
5307	Signals and Systems	P0940	Rail Modernization - Early Action Items	\$12,000,000	\$0	\$12,000,000	Design and construction of early action upgrades for power, track, stations, and accessibility on the Fairmount, Providence/Stoughton, Newburyport/Rockport, Haverhill, Fitchburg, and Lowell Lines to enhance service reliability, capacity, and accessibility.
5307	Signals and Systems	P1210	PILC-EPR Medium Voltage Cable Replacement Program	\$7,800,000	\$4,000,000	\$11,800,000	Replacement of medium voltage AC cables that are beyond their useful life between traction power substations to maintain a state of good repair and reduce lead exposure risk to employees.
5307	Signals and Systems	P1212	Systemwide 15kV Feeder and Duct Bank Replacement	\$9,761,938	\$13,047,872	\$22,809,810	This project provides for the design and systemwide replacement of paper insulated lead-covered (PILC) power feeder cables with new cables containing Ethylene Propylene Rubber (EPR) to increase employee safety and power system resiliency.
5307	Signals and Systems	P1213	Systemwide Power Control Equipment Upgrade	\$1,692,900	\$10,307,099	\$11,999,999	This project will provide equipment and fiber optic network upgrades to the MBTA power control system.
5307	Signals and Systems	P1433	Rail Modernization - North-Side Electric Traction Power Substation	\$8,000,000	\$0	\$8,000,000	Develop infrastructure for new battery-electric twenty-minute service on the Newburyport/Rockport Line, including a Traction Power Substation (TPSS) at North Station to provide a redundant subway feed and power a new electric ferry.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5307	Signals and Systems	P0591b	Green Line Central Tunnel Track, Power, and Signal Replacement - Package 2	\$7,080,000	\$32,097,886	\$39,177,886	Rehabilitation and upgrades to the Green Line Central Tunnel infrastructure that includes Structural repairs, Tack improvements/replacement and/or alignment, Power upgrades, signals improvement, potential OCR installation, drainage and pump station systems upgrades. This project will modernize systems within the tunnel to support the new Type 10 vehicles.
5307	Signals and Systems	P0922	Green Line Traction Power Upgrades for Increased Capacity (D Branch)	\$3,266,441	\$4,516,801	\$7,783,242	Traction power upgrades on Green Line D-Branch to address DC power system requirements for the future Type 10 trains.
				\$114,726,857	\$159,175,852	\$273,902,708	

5307 - Stations and Facilities

5307	Stations and Facilities	P0066a	Quincy Adams Accessibility Improvements	\$374,634	\$0	\$374,634	Replacement of three existing elevators and addition of new elevator at Quincy Adams, according to ADA/BCIL requirements. Also includes upgrades to mechanical, communication, and safety systems, as well as wayfinding signage.
5307	Stations and Facilities	P0066e	Harvard/Central Elevator	\$400,000	\$0	\$400,000	Replacement of existing station elevator No. 821 at Harvard Square and No. 861 at Central Square on the Red Line, per ADA/BCIL requirements. Also includes replacement of central escalator No. 360.
5307	Stations and Facilities	P0066g	Downtown Crossing Elevator Phase 1	\$72,000	\$0	\$72,000	Installation of two new elevators at Downtown Crossing to meet ADA and BCIL requirements. Includes exit gate improvements, creation of 'points of safety' with fire/smoke rated wall and door assemblies, and a new fire alarm system.
5307	Stations and Facilities	P0075	Elevator Program Multiple Location Design	\$1,739,750	\$4,038,812	\$5,778,562	Design and some construction work for the replacement of elevators and/or addition of new, redundant elevators and related wayfinding amenities at transit stations.
5307	Stations and Facilities	P0671a	Quincy Bus Facility Modernization	\$16,695,214	\$50,958	\$16,746,173	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
5307	Stations and Facilities	P0671b	Arborway Bus Facility - Design Funding	\$6,800,000	\$0	\$6,800,000	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.
5307	Stations and Facilities	P0912a	Airport Tunnel Portal Flood Protection	\$1,942,322	\$14,456,000	\$16,398,322	This project provides floodgates to the entrance of the Blue Line tunnel at the Airport portal to prevent flooding and includes upgrades to pump rooms and traction power systems.
5307	Stations and Facilities	P0912b	Systemwide Pump Room Upgrades	\$1,920,000	\$0	\$1,920,000	This project provides design services for improvements to rapid transit and Silver Line tunnel pump rooms, including State of Good Repair and control system upgrades.
5307	Stations and Facilities	P1113	Bus Priority Project Construction	\$2,400,000	\$9,600,000	\$12,000,000	Funding to support construction of bus priority infrastructure. This may include side- or center-running bus lanes, transit signal priority, pavement markings, and stop upgrades.
5307	Stations and Facilities	P1216	Everett Building Floor Repairs	\$1,384,019	\$13,647,438	\$15,031,457	Floor repairs in the Everett Commuter Rail Maintenance Facility building.
5307	Stations and Facilities	P1225a	Escalator Replacement and Maintenance - On Call Systemwide	\$2,300,784	\$5,699,216	\$8,000,000	Systemwide replacement of escalators to maintain a State of Good Repair. Escalators identified for replacement include those at Broadway and Andrew Stations.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5307	Stations and Facilities	P1232	Green Line D Branch Enhanced Accessibility Improvements	\$0	\$17,350,987	\$17,350,987	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.
5307	Stations and Facilities	P0920	Green Line Maintenance Facilities and Yards	\$1,123,834	\$297,421	\$1,421,255	Assessment and design of improvements to the Reservoir, Riverside, Lake Street, and Inner Belt maintenance facilities and yards. These are needed to support the future Type 10 trains.
5307	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	\$2,921,158	\$15,058,662	\$17,979,820	Accessibility improvements to stations and right-of-way upgrades on the E Branch of the Green Line from Brigham Circle to Heath Street Station. These improvements are needed to support future Type 10 trains.
5307	Stations and Facilities	P0924	B Branch Accessibility & Infrastructure Improvements	\$348,774	\$159,803,880	\$160,152,654	This project will upgrade B Branch stations to accommodate 2-car Type 10 vehicles by adjusting track alignment, building accessible platforms, and enhancing traction power from Blandford Portal to Boston College.
5307	Stations and Facilities	P1010b	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2A)	\$1,767,674	\$1,472,892	\$3,240,566	The Green Line Riverside Vehicle Maintenance Facility upgrade includes receiving, assembling, testing, and supporting maintenance for the new low-floor Type 10 LRVs. This project is necessary to support the maintenance, repair, and testing of the new Type 10 vehicles, and to enable the operation of coupled Type 10 trains on the Green Line branches. Package 2A is focused on longer-term facility improvements needed to support full fleet maintenance operations.
5307	Stations and Facilities	P1010c	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2B)	\$2,307,012	\$27,577,906	\$29,884,918	The Green Line Riverside Vehicle Maintenance Facility upgrade includes receiving, assembling, testing, and supporting maintenance for the new low-floor Type 10 LRVs. This project is necessary to support the maintenance, repair, and testing of the new Type 10 vehicles, and to enable the operation of coupled Type 10 trains on the Green Line branches. Package 2B will address upgrades necessary to support the increasing number of Type 10 vehicles entering service.
5307	Stations and Facilities	P1011	Inner Belt Vehicle Maintenance Facility Modifications & Upgrades	\$495,672	\$3,182,434	\$3,678,106	Design and installation of a new hoist at the Inner Belt Vehicle Maintenance Facility to accommodate the future Type 10 trains. This upgrade will enhance the facility's maintenance capabilities and improve efficiency.
5307	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	\$2,469,071	\$17,673,670	\$20,142,741	Demolition of the Lake Street facility and reconfiguration into an expanded yard. The site will be designed to maximize train storage, streamline yard operations, and eliminate a sharp curve in anticipation of the larger Type 10 light rail trains.
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	\$2,847,126	\$15,714,186	\$18,561,312	Reconfiguration of various track elements in the vicinity of Reservoir Yard, including the lower West yard, East/West Wye, Chestnut Hill Avenue connection, B Branch connection, and the non-revenue track around Cleveland Circle.
5307	Stations and Facilities	P1334	Riverside Yard Optimization Design	\$1,231,772	\$1,968,229	\$3,200,001	Reconfiguration of Riverside Yard to optimize storage capacity to accommodate the new Type 10 trains.
5307	Stations and Facilities	P1336	GLX Yard Expansion & Land Acquisition	\$2,112,000	\$5,001,212	\$7,113,212	Expansion of the Green Line Extension (GLX) Yard and adjacent construction of a new yard and Engineering & Maintenance building.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5307	Stations and Facilities	P1338	Reservoir Vehicle Maintenance Facility Modifications & Upgrade	\$1,170,287	\$4,101,315	\$5,271,602	Address traction power requirements and work platforms that accommodate the need to maintain roof-mounted systems and equipment for the inspection, repair, and maintenance of new Type 10 vehicles at Reservoir VMF. The purpose of the Project is to upgrade Reservoir carhouse infrastructure to maintain and operate Type10 trains. The project will accomplish needed improvements by installing high-level work platforms with associated interlocks, provide power sectionalizing to suit the length of Type 10 vehicles, and installing a floor-level cross-track platform in the center of the building with new pit stairs.
				\$54,823,104	\$316,695,218	\$371,518,323	

5337 - Bridge and Tunnel

5337	Bridge and Tunnel	P0008	Emergency Bridge Design / Inspection & Rating	\$248,999	\$975,948	\$1,224,947	Funding to support as-needed emergency design, inspection, and rating of bridges.
5337	Bridge and Tunnel	P0009	Bridges - Design	\$5,470,263	\$1,636,236	\$7,106,499	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.
5337	Bridge and Tunnel	P0018	North Station Draw 1 Bridge Replacement	\$41,655,905	\$339,165,693	\$380,821,598	Replacement of North Station Draw 1 moveable bridge structures and control tower. Includes construction of three new vertical lift bridges, extending an existing station platform to accommodate new station tracks 11 and 12, and track & signal improvements extending 1.5 miles from North Station.
5337	Bridge and Tunnel	P0495	Bridge Bundling Contract	\$7,200,001	\$0	\$7,200,001	Replacement of six Commuter Rail bridges at Intervale Rd. in Weston; Bacon St. in Wellesley; High Line Bridge in Somerville; Lynn Fells Parkway in Melrose; Parker St. in Lawrence; and Commercial St. in Lynn.
5337	Bridge and Tunnel	P0551	Longfellow Approach	\$7,972,396	\$33,930,051	\$41,902,447	Rehabilitation of Longfellow Approach viaduct, Span 1 of the Longfellow Bridge, and station platforms at Charles/MGH Station. Includes new track, power, communication and signal systems, and additional emergency egress and redundant elevators.
5337	Bridge and Tunnel	P0627	Systemwide Bridge Inspection and Rating	\$10,210,470	\$11,715,224	\$21,925,694	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals.
5337	Bridge and Tunnel	P0892	Saugus Drawbridge Replacement	\$3,048,263	\$4,951,737	\$8,000,000	Rehabilitation and maintenance of Saugus Drawbridge on the Newburyport/Rockport Line.
5337	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	\$9,439,999	\$5,600,000	\$15,039,999	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.
5337	Bridge and Tunnel	P1116	Systemwide Culvert Inspection and Load Rating	\$5,802,704	\$4,197,297	\$10,000,001	Inventory, inspection, and load rating of the MBTA's approx. 1,300 culverts supporting in-service structures systemwide.
5337	Bridge and Tunnel	R0074	Tunnel Inspection Systemwide	\$9,707,894	\$20,382,695	\$30,090,589	Ongoing inspection and rating of Commuter Rail, Red Line, Orange Line, Green Line, and Blue Line tunnels.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
				\$100,756,894	\$422,554,881	\$523,311,775	

5337 - Revenue Vehicles

5337	Revenue Vehicles	P0239	F40 Commuter Rail Locomotive Overhaul	\$13,052,716	\$0	\$13,052,716	Overhaul of thirty-seven F40 Commuter Rail locomotives to enhance reliability and reduce the risk of unplanned maintenance.
5337	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	\$16,856,019	\$208,009,795	\$224,865,814	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.
5337	Revenue Vehicles	P0370	Green Line Train Protection	\$17,697,528	\$0	\$17,697,528	Installation of equipment for a train protection and information system across the whole Green Line system. These improvements will enhance safety and reliability by mitigating red signal violations, train-to-train collisions, derailments, and intrusions into work zones.
5337	Revenue Vehicles	P0370a	Green Line Train Protection 2 (GLTPS2)	\$40,207,930	\$14,853,033	\$55,060,962	Implementation of a Train Protection System that will provide an auditable alarm and indicator light for collision avoidance, red signal violation protection, and speed enforcement for all Green Line cars. Type 9 and Type 10 cars will also include brake activation in the event of a violation.
5337	Revenue Vehicles	P0918	Procurement of Passenger Locomotives - Future Fleet	\$20,162,296	\$102,358,384	\$122,520,680	Procurement of new Commuter Rail locomotives to replace the oldest vehicles in the fleet and ensure the reliability of service.
5337	Revenue Vehicles	P0927	Rolling Stock - Locomotive and Coach State of Good Repair and Resilience	\$3,375,006	\$10,650,114	\$14,025,120	Programmatic mechanical improvements to increase reliability, correct system deficiencies, standardize maintenance systems, and improve equipment availability for Commuter Rail rolling stock, ensuring a State of Good Repair.
5337	Revenue Vehicles	P1173	HSP46 Locomotive Overhaul	\$37,001,638	\$86,270,619	\$123,272,257	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.
				\$148,353,132	\$422,141,946	\$570,495,078	

5337 - Signals and Systems

5337	Signals and Systems	P0139	Orange Line Traction Power Upgrade	\$1,959,354	\$5,880,647	\$7,840,001	Major renovation of four aging Orange Line traction power substations at Oak Grove, Malden Center, Sullivan and Wellington. Work includes total replacement of the traction power electrical systems, as well as minor repairs to other systems.
5337	Signals and Systems	P0146	SCADA Upgrades	\$0	\$1,600,000	\$1,600,000	Upgrades to the Power Supervisory Control and Data Acquisition (SCADA) communication network from leased lines to the Security Wide Area Network (SWAN) to provide high-speed ethernet connection at 24 traction power substations and unit substations.
5337	Signals and Systems	P0212	North Station Terminal Signal	\$5,856,358	\$0	\$5,856,358	Upgrade of signal system at North Station, including new microprocessor technology, nine new signal houses, two new crossovers, and the relocation of critical signal equipment above the 500-year floodplain.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5337	Signals and Systems	P0261	Worcester Line Track and Station Accessibility Improvements	\$8,253,801	\$6,887,081	\$15,140,882	New third track and realignment of existing tracks on the Framingham and Worcester Commuter Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.
5337	Signals and Systems	P0283	Green Line Central Tunnel Signal - 25 Cycle	\$3,840,000	\$0	\$3,840,000	Replacement of 25Hz track circuits with 100Hz track circuits in the Green Line central tunnel. Includes replacement of track circuit cable, trough, messenger, cases, relays, rectifiers, and signal power equipment.
5337	Signals and Systems	P0285	Signal Program - Red/Orange Line	\$32,000,000	\$29,200,000	\$61,200,000	Replacement and upgrade of signal equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.
5337	Signals and Systems	P0301	Systemwide Radio	\$0	\$54,894,533	\$54,894,533	Upgrade of the MBTA's existing two-way radio system used by MBTA Transit Police and operations personnel. This project includes mobile radios for heavy rail, light rail, and bus vehicles.
5337	Signals and Systems	P0675a	Orange Line Cedar St Truckpad	\$3,554,400	\$74,631	\$3,629,031	This project will construct a new truck pad along the Orange Line Southwest Corridor at Cedar Street to improve maintenance access and support future modernization efforts with minimal disruption to rail service.
5337	Signals and Systems	P0675b	Needham Branch Monument Crossing	\$2,797,114	\$912,327	\$3,709,442	This project implements a signalized railroad grade crossing to improve safe and cost effective access to Forest Hills Yard.
5337	Signals and Systems	P0675c	Forest Hills Crossover Replacement	\$7,787,205	\$6,817,317	\$14,604,522	The Forest Hills front crossover will be upgraded to No. 15 turnouts on all legs, improving track speed. The station track will be lowered to achieve ADA compliance. All track direct fixation will be upgraded to low vibration technology.
5337	Signals and Systems	P1117	Systemwide Fire Suppression Systems Repairs	\$3,200,000	\$12,800,000	\$16,000,000	Replacement and upgrade of fire-suppression systems. Includes replacement of standpipe system at Braintree Station, and replacement of sprinkler systems at Albany Bus garage, Andrew Station and Charlestown Building No. 14.
5337	Signals and Systems	P1132	Ashmont Branch Track Replacement	\$858,849	\$3,141,151	\$4,000,000	Design and construction for partial reconstruction of track and track support systems on the Ashmont Branch of the Red Line.
5337	Signals and Systems	P1139	Asset Management Program	\$14,686,719	\$19,630,074	\$34,316,794	Continued implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.
5337	Signals and Systems	P1315	Fairmount Line Infrastructure for Decarbonized Service	\$25,980,737	\$0	\$25,980,737	Infrastructure upgrades to support decarbonized 20-minute service on the Fairmount Line, enhancing sustainability, frequency, and reliability.
5337	Signals and Systems	P1404	Blue Line Auxiliary Power Supply Units Replacement	\$6,222,889	\$6,645,343	\$12,868,232	Replacement of obsolete Auxillary Power Supply (APS) units on Blue Line vehicles to reduce the risk of failure and extend the useful life of these vehicles.
5337	Signals and Systems	P1419	Kendall Crossover	\$120,000	\$4,680,000	\$4,800,000	Replacement of the existing hand-throw crossover north of Kendall Station with a fully signalized universal crossover south of Kendall Station to improve operational flexibility, shorten diversion limits, and reduce construction costs on the northern Red Line right-of-way.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
				\$117,117,426	\$153,163,105	\$270,280,530	

5337 - Stations and Facilities

5337	Stations and Facilities	P0066	Elevator Program	\$716,726	\$501,594	\$1,218,320	Design and construction funding for elevator improvements on the rapid transit system. Individual elevator projects are separated into unique projects once construction stage is reached.
5337	Stations and Facilities	P0074	Downtown Crossing Vertical Transportation Improvements Phase 2	\$10,400,000	\$5,786,950	\$16,186,950	Design and construction of 3 new elevators to provide vertical transfers from the Red Line northbound to the Orange Line southbound platform, and from the Orange Line northbound to the Red Line southbound platform at Downtown Crossing.
5337	Stations and Facilities	P0076	Oak Grove Station Vertical Transportation Improvements	\$1,828,000	\$0	\$1,828,000	Accessibility upgrades at Oak Grove station, including three elevators, replacement of one existing elevator, sidewalk repairs, and wayfinding and station-brightening improvements.
5337	Stations and Facilities	P0129	Newton Highlands Green Line Station Accessibility Project	\$11,111,370	\$0	\$11,111,370	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelter, and covered bike racks.
5337	Stations and Facilities	P0163	Forest Hills Improvement Project	\$4,999,370	\$21,090,394	\$26,089,764	Design and construction of various upgrades at Forest Hills Station to deliver improved accessibility, safety, and comfort for riders.
5337	Stations and Facilities	P0168	Symphony Station Improvements	\$5,514,789	\$18,024,830	\$23,539,619	Upgrade Symphony Station to a modern and fully accessible passenger facility. Includes construction of four new elevators, raised platforms, accessible restrooms, installation of egress stairs, and upgraded fire alarm systems.
5337	Stations and Facilities	P0170	Newtonville Station	\$13,570,581	\$29,389,419	\$42,960,000	Design and construction of a fully accessible Newtonville Commuter Rail Station with 400 ft. high-level double-sided platforms.
5337	Stations and Facilities	P0179	Winchester Center Station	\$5,137,167	\$0	\$5,137,167	Reconstruction and modernization of Winchester Center Station including new fully accessible high-level side platforms, elevators, ramps, stairs, lighting, signage and wayfinding, streetscape improvements, and upgraded track infrastructure.
5337	Stations and Facilities	P0395	Worcester Union Station Accessibility and Infrastructure Improvements	\$2,841,410	\$0	\$2,841,410	Includes high-level center platform with elevators, ramps, and stairs; replacement and realignment of station tracks; and construction of a new rail crossover (CP-44) to improve accessibility, operations, and service capacity at Worcester Union Station.
5337	Stations and Facilities	P0603	45 High St. Master Plan, Systems Resiliency, and Tenant Fit-Out	\$0	\$800,000	\$800,000	This project will develop a master plan for increasing systems resiliency (power, communications) at the Operation Control Center located at 45 High Street.
5337	Stations and Facilities	P0631b	Blue Line Comm Rooms & Suffolk Downs Platform-Stair Repair	\$5,606,030	\$10,260,062	\$15,866,092	Rehabilitation of communications rooms along the Blue Line to bring them into a state of good repair and support the implementation of Fare Transformation.
5337	Stations and Facilities	P0679	Codman Yard Expansion and Improvements	\$10,465,600	\$0	\$10,465,600	Improvements to Codman Yard, including in-kind replacement of existing infrastructure and the expansion of storage capacity to support the new Red Line trains.

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5337	Stations and Facilities	P0970	Attleboro Station Improvements (GATRA)	\$736,489	\$0	\$736,489	This project includes platform reconstruction, stair and ramp repairs, and path-of-travel improvements at the Attleboro Station and includes collaboration with GATRA on improvements to the station area.
5337	Stations and Facilities	P1009a	B Branch Short Term Accessibility Improvements – FTA Compliance Actions	\$6,092,399	\$9,223,406	\$15,315,806	This project will upgrade all inaccessible station platforms along Commonwealth Avenue on the B Branch. It includes design and construction for Blandford St., Packard’s Corner, Warren St., Griggs St., Allston St., Sutherland Rd., Chiswick Rd., Chestnut Hill Ave., and South St.
5337	Stations and Facilities	P1025	Lynn Station Parking Garage Deconstruction	\$635,817	\$17,714,420	\$18,350,237	Decommissioning of the partially closed Lynn Station parking garage.
5337	Stations and Facilities	P1144b	BET Roof and HVAC Replacement	\$22,058,558	\$1,941,442	\$24,000,000	Replacement of a 400-square-foot roof at the Boston Engine Terminal (BET) maintenance facility in Somerville with a new 25-year roofing system to ensure long-term durability and protection.
5337	Stations and Facilities	P1171	Billerica MOW Repair and Storage Facility	\$1,280,552	\$5,599,448	\$6,880,000	Funds to design and construct a new, fully accessible Commuter Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.
5337	Stations and Facilities	P1249	Jackson Square Station Accessibility Improvements	\$4,000,000	\$4,341,573	\$8,341,573	Accessibility improvements at Jackson Square Station on the Orange Line, including construction of a new elevator and modernization of existing elevator.
5337	Stations and Facilities	P1339	Waverley Station Accessibility Improvements Assessment	\$249,600	\$0	\$249,600	Accessibility upgrades to the Fitchburg Line's Waverly Station in Belmont.
5337	Stations and Facilities	R0069	Park Street Station Wayfinding Improvements	\$1,669,130	\$0	\$1,669,130	Various improvements to lighting, CCTV placement, wayfinding and illuminated exit signage, Braille signage, floor finishes, benches, and 24 staircases at Park Street. Includes artwork restoration and reopening of Tremont Street's Temple Place stairs.
5337	Stations and Facilities	R0071	Lynn Station Phase 2	\$2,581,808	\$0	\$2,581,808	Design funding for new elevators, stairs, platform, canopy, and architectural improvements to the station and the intent to acquire and demolish structures under station's viaduct. Existing parking garage will also be replaced by surface parking.
				\$111,495,395	\$124,673,538	\$236,168,934	

5339 - Bus Program

5339	Bus Program	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	\$24,791,953	\$18,654,334	\$49,768,889	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.
5339	Bus Program	P1155	Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011)	\$0	\$12,958,676	\$6,636,074	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
				\$24,791,953	\$31,613,010	\$56,404,963	

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
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Note: Project descriptions and dollar amounts are preliminary only and are provided for informational purposes. In many cases, the scopes of work and project budgets will become more fully developed as the design process proceeds and is completed. The MBTA may also opt to fund a project from a different FTA funding source based on the timing of projects and the availability of FTA funds.

Capital Investment Grant / Core Capacity Program

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

CC ID	TIP Program	CIP #	Project Name	FFY26	FFY27-31	Total (Federal)	Core Capacity ID#
5307	Signals and Systems	P0591b	Green Line Central Tunnel Track, Power, and Signal Replacement - Package 2	\$7,080,000	\$32,097,886	\$39,177,886	17
5307	Stations and Facilities	P0920	Green Line Maintenance Facilities and Yards	\$1,123,834	\$297,421	\$1,421,255	N/A
5307	Signals and Systems	P0922	Green Line Traction Power Upgrades for Increased Capacity (D Branch)	\$3,266,441	\$4,516,801	\$7,783,242	13
5307	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	\$2,921,158	\$15,058,662	\$17,979,820	11
5307	Stations and Facilities	P0924	B Branch Accessibility & Infrastructure Improvements	\$348,774	\$112,680,000	\$113,028,774	16a, b, c
5307	Stations and Facilities	P1010b	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2A)	\$1,767,674	\$1,472,892	\$3,240,566	18
5307	Stations and Facilities	P1010c	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2B)	\$2,307,012	\$27,577,906	\$29,884,918	18
5307	Stations and Facilities	P1011	Inner Belt Vehicle Maintenance Facility Modifications & Upgrades	\$495,672	\$3,182,434	\$3,678,106	7
5307	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	\$2,469,071	\$17,673,670	\$20,142,741	9
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	\$2,847,126	\$15,714,186	\$18,561,312	8
5307	Stations and Facilities	P1334	Riverside Yard Optimization Design	\$1,231,772	\$1,968,229	\$3,200,001	12

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
5307	Stations and Facilities	P1336	GLX Yard Expansion & Land Acquisition	\$2,112,000	\$5,001,212	\$7,113,212	10
5307	Stations and Facilities	P1338	Reservoir Vehicle Maintenance Facility Modifications & Upgrade	\$1,170,287	\$4,101,315	\$5,271,602	15
				\$29,140,821	\$241,342,614	\$270,483,434	

CC ID	TIP Program	CIP #	Project Name	FFY26	FFY27-31	Total (Federal)	Core Capacity ID#
TBD	Signals and Systems	P0591a	Green Line Central Tunnel Track, Power, and Signal Replacement - Package 1	\$10,166,682	\$42,352,622	\$52,519,304	1
TBD	Signals and Systems	P0921	Green Line Type 10 Dedicated High-Speed Test Track	\$4,764,092	\$24,974,673	\$29,738,765	3
TBD	Stations and Facilities	P1010a	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 1)	\$18,956,483	\$1,818,589	\$20,775,072	2
TBD	Signals and Systems	P1102	Overhead Catenary System Relocation On-Call, Systemwide, MA	\$4,034,230	\$22,256,777	\$26,291,006	4
TBD	Signals and Systems	P1105	Type 10 Operator Simulator Installation	\$4,779,642	\$4,039,606	\$8,819,248	5
				\$42,701,128	\$95,442,267	\$138,143,395	

Note: The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591b, P0920, P0922, P0923, P0924, P1010b, P1010c, P1011, P1101, P1103, P1334, P1336, and P1338 are approved in the transit element of the endorsed FFY26-30 Boston Region TIP and the Transit Investment Report of the FFY26-30 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of \$211,020,142 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

RRIF/TIFIA Financing Program

Projects Potentially Funded by Federal RRIF/TIFIA Loans

Funds	TIP Program	CIP ID#	Project Name	FFY26	FFY27-31	Total (Federal)	Project Description
TIP Program		CIP ID#	Project Name	Loan Amount and Timing - TBD			Project Description
RRIF/TIFIA Financing		P0671a	Quincy Bus Facility Modernization	Potential RRIF/TIFIA loan - amount and timing to be determined			Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
RRIF/TIFIA Financing		P0952	Widett Layover and Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined			Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.
RRIF/TIFIA Financing		P0178	South Attleboro Station Improvements	Potential RRIF/TIFIA loan - amount and timing to be determined			Design for the construction of a new South Attleboro station, to include 800-ft. high-level platforms, three elevators, platform access ramps, a bus bay, egress to Newport Ave., additional parking, improved vehicular circulation, updated lighting.
RRIF/TIFIA Financing		P0863	South-Side Commuter Rail Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined			Assessment and design for a new Commuter Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.

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

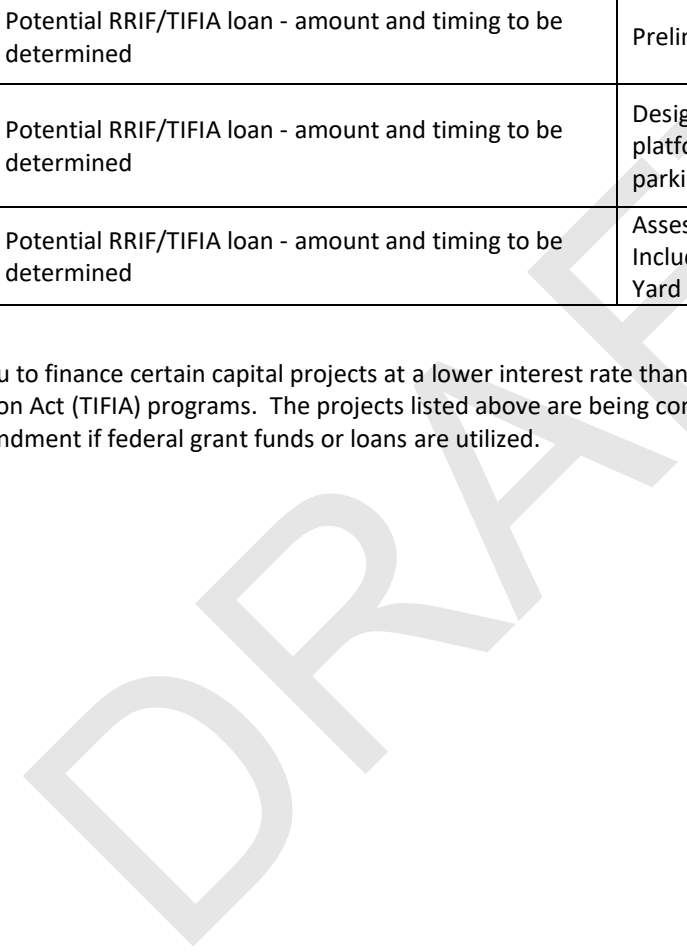


Table 3-11
FFYs 2027–31 TIP Transit Table (MWRTA)

DRAFT

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027						\$17,850,000	\$9,885,000	\$7,965,000	
MetroWest Regional Transit Authority						\$17,850,000	\$9,885,000	\$7,965,000	
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	5307	\$13,000,000	\$3,500,000	\$3,500,000		
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	DRTACAP	\$13,000,000	\$3,500,000		\$3,500,000	
2027	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	\$16,000,000	\$1,050,000	\$1,050,000		
2027	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	\$16,000,000	\$1,050,000		\$1,050,000	
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	\$8,000,000	\$600,000	\$600,000		
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	\$8,000,000	\$600,000		\$600,000	
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$14,000,000	\$1,600,000	\$1,600,000		
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$14,000,000	\$400,000		\$400,000	
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	\$6,750,000	\$2,100,000	\$2,100,000		
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	\$6,750,000	\$1,650,000		\$1,650,000	
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$1,750,000	\$175,000	\$175,000		
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$1,750,000	\$175,000		\$175,000	
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$2,250,000	\$360,000	\$360,000		
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$2,250,000	\$90,000		\$90,000	
2027	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	5307	\$5,000,000	\$500,000	\$500,000		
2027	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	RTACAP	\$5,000,000	\$500,000		\$500,000	
Federal Fiscal Year 2028						\$29,025,000	\$15,885,000	\$13,140,000	
MetroWest Regional Transit Authority						\$29,025,000	\$15,885,000	\$13,140,000	
2028	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	5307	\$13,000,000	\$6,000,000	\$6,000,000		

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2028	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	RTACAP	\$13,000,000	\$6,000,000		\$6,000,000	
2028	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Vehicle Maintenance Facility/Hydrogen Fuel Generation and Dispensing Depot	5307	\$38,500,000	\$2,750,000	\$2,750,000		
2028	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Vehicle Maintenance Facility/Hydrogen Fuel Generation and Dispensing Depot	RTACAP	\$38,500,000	\$1,925,000		\$1,925,000	
2028	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	5307	\$13,000,000	\$2,250,000	\$2,250,000		
2028	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	DRTACAP	\$13,000,000	\$2,250,000		\$2,250,000	
2028	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	\$16,000,000	\$1,050,000	\$1,050,000		
2028	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	\$16,000,000	\$1,050,000		\$1,050,000	
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	\$8,000,000	\$600,000	\$600,000		
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	\$8,000,000	\$600,000		\$600,000	
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$14,000,000	\$1,600,000	\$1,600,000		
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$14,000,000	\$400,000		\$400,000	
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	\$6,750,000	\$600,000	\$600,000		
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	\$6,750,000	\$150,000		\$150,000	
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$1,750,000	\$175,000	\$175,000		
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$1,750,000	\$175,000		\$175,000	
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$2,250,000	\$360,000	\$360,000		
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$2,250,000	\$90,000		\$90,000	
2028	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	5307	\$5,000,000	\$500,000	\$500,000		
2028	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	RTACAP	\$5,000,000	\$500,000		\$500,000	

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029						\$27,775,000	\$22,135,000	\$5,640,000	
MetroWest Regional Transit Authority						\$27,775,000	\$22,135,000	\$5,640,000	
2029	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	5307	\$13,000,000	\$500,000	\$500,000		
2029	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	RTACAP	\$13,000,000	\$500,000		\$500,000	
2029	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Vehicle Maintenance Facility/Hydrogen Fuel Generation and Dispensing Depot	5307	\$38,500,000	\$16,500,000	\$16,500,000		
2029	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Vehicle Maintenance Facility/Hydrogen Fuel Generation and Dispensing Depot	RTACAP	\$38,500,000	\$1,925,000		\$1,925,000	
2029	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	5307	\$13,000,000	\$250,000	\$250,000		
2029	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- BLANDIN HUB OPERATIONS AND MAINTENANCE EXPANSION - CONSTRUCTION	DRTACAP	\$13,000,000	\$250,000		\$250,000	
2029	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	\$16,000,000	\$1,050,000	\$1,050,000		
2029	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	\$16,000,000	\$1,050,000		\$1,050,000	
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	\$8,000,000	\$600,000	\$600,000		
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	\$8,000,000	\$600,000		\$600,000	
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$14,000,000	\$1,600,000	\$1,600,000		
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$14,000,000	\$400,000		\$400,000	
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	\$6,750,000	\$600,000	\$600,000		
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	\$6,750,000	\$150,000		\$150,000	
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$1,750,000	\$175,000	\$175,000		
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$1,750,000	\$175,000		\$175,000	
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$2,250,000	\$360,000	\$360,000		
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$2,250,000	\$90,000		\$90,000	

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2029	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	5307	\$5,000,000	\$500,000	\$500,000		
2029	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	RTACAP	\$5,000,000	\$500,000		\$500,000	
Federal Fiscal Year 2030						\$24,350,000	\$16,885,000	\$7,465,000	
MetroWest Regional Transit Authority						\$24,350,000	\$16,885,000	\$7,465,000	
2030	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Vehicle Maintenance Facility/Hydrogen Fuel Generation and Dispensing Depot	RTACAP	\$38,500,000	\$1,500,000		\$1,500,000	
2030	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	\$16,000,000	\$1,050,000	\$1,050,000		
2030	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	\$16,000,000	\$1,050,000		\$1,050,000	
2030	MWRTA011964	RTA Vehicle Replacement	MetroWest RTA - Hydrogen Vehicle Procurement	5307CR	\$15,000,000	\$12,000,000	\$12,000,000		
2030	MWRTA011964	RTA Vehicle Replacement	MetroWest RTA - Hydrogen Vehicle Procurement	RTACAP	\$15,000,000	\$3,000,000		\$3,000,000	
2030	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	\$8,000,000	\$600,000	\$600,000		
2030	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	\$8,000,000	\$600,000		\$600,000	
2030	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$14,000,000	\$1,600,000	\$1,600,000		
2030	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$14,000,000	\$400,000		\$400,000	
2030	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	\$6,750,000	\$600,000	\$600,000		
2030	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	\$6,750,000	\$150,000		\$150,000	
2030	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$1,750,000	\$175,000	\$175,000		
2030	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$1,750,000	\$175,000		\$175,000	
2030	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$2,250,000	\$360,000	\$360,000		
2030	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$2,250,000	\$90,000		\$90,000	
2030	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	5307	\$5,000,000	\$500,000	\$500,000		

Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2030	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	RTACAP	\$5,000,000	\$500,000		\$500,000	
Federal Fiscal Year 2031						\$11,075,000	\$5,535,000	\$5,540,000	
MetroWest Regional Transit Authority						\$11,075,000	\$5,535,000	\$5,540,000	
2031	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Vehicle Maintenance Facility/Hydrogen Fuel Generation and Dispensing Depot	RTACAP	\$38,500,000	\$1,925,000		\$1,925,000	
2031	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	5307	\$16,000,000	\$1,700,000	\$1,700,000		
2031	MWRTA011948	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY 30 FOOT REVENUE VEHICLE	RTACAP	\$16,000,000	\$1,700,000		\$1,700,000	
2031	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	5307	\$8,000,000	\$600,000	\$600,000		
2031	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - ACQUIRE REVENUE REPLACEMENT VEHICLES CUTAWAYS TYPE D CNG Consider For Statewide 5339 Funds	RTACAP	\$8,000,000	\$600,000		\$600,000	
2031	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	\$14,000,000	\$1,600,000	\$1,600,000		
2031	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	\$14,000,000	\$400,000		\$400,000	
2031	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	5307	\$6,750,000	\$600,000	\$600,000		
2031	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN/FCRS	RTACAP	\$6,750,000	\$150,000		\$150,000	
2031	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	\$1,750,000	\$175,000	\$175,000		
2031	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	\$1,750,000	\$175,000		\$175,000	
2031	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	\$2,250,000	\$360,000	\$360,000		
2031	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	\$2,250,000	\$90,000		\$90,000	
2031	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	5307	\$5,000,000	\$500,000	\$500,000		
2031	RTD0011267	RTA Facility & System Modernization	MetroWest RTA - Fleet and Facility Carbon Reduction and Electrification	RTACAP	\$5,000,000	\$500,000		\$500,000	

Table 3-12
FFYs 2027–31 TIP Transit Table (CATA)

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Year	MassDOT Project ID	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027						\$750,000	\$400,000	\$250,000	\$100,000
Cape Ann Transportation Authority						\$750,000	\$400,000	\$250,000	\$100,000
2027	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2027	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2027	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$250,000		\$250,000	
Federal Fiscal Year 2028						\$2,470,000	\$1,840,000	\$530,000	\$100,000
Cape Ann Transportation Authority						\$2,470,000	\$1,840,000	\$530,000	\$100,000
2028	CATA012144	RTA Facility & System Modernization	CATA--fare collection equipment	RTACAP	\$280,000	\$280,000		\$280,000	
2028	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2028	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2028	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$250,000		\$250,000	
2028	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	5307	\$600,000	\$1,440,000	\$1,440,000		
Federal Fiscal Year 2029						\$750,000	\$400,000	\$250,000	\$100,000
Cape Ann Transportation Authority						\$750,000	\$400,000	\$250,000	\$100,000
2029	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2029	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2029	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$250,000		\$250,000	
Federal Fiscal Year 2030						\$1,000,000	\$650,000	\$250,000	\$100,000
Cape Ann Transportation Authority						\$1,000,000	\$650,000	\$250,000	\$100,000
2030	CATA011695	RTA Facility & System Modernization	CATA - APC, AVL	5307	\$540,000	\$250,000	\$250,000		
2030	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2030	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2030	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$250,000		\$250,000	
Federal Fiscal Year 2031						\$750,000	\$400,000	\$250,000	\$100,000
Cape Ann Transportation Authority						\$750,000	\$400,000	\$250,000	\$100,000
2031	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	\$356,250	\$400,000	\$400,000		
2031	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	\$356,250	\$100,000			\$100,000
2031	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	\$15,000	\$250,000		\$250,000	

Detailed Project Descriptions

Starting with the FFYs 2027–31 TIP, TIP project descriptions and funding information are now available in a virtual [TIP Project Dashboard](#). The searchable dashboard lists programmed projects within the Regional Target and Statewide Highway programs. Each project has a geospatial reference that reflects its limits and a record that provides its project evaluation score, funding information, and project description.

For more information , please visit MassDOT's [Project Information website](#), the Boston Region MPO's website, bostonmpo.org, or contact Ethan Lapointe, TIP Manager, at tip@ctps.org.

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Chapter 4

Performance Analysis

Performance-Based Planning and Programming

Performance-based planning and programming (PBPP) applies data and performance management principles to inform transportation decision-making. The purpose of PBPP is to ensure that transportation investment decisions are oriented toward meeting established goals. PBPP activities include the following:

- Setting goals and objectives for the transportation system
- Selecting performance measures and setting performance targets
- Gathering data and information to monitor and analyze trends
- Using performance measures and data to make investment decisions
- Monitoring, analyzing, and reporting performance outcomes

The Boston Region Metropolitan Planning Organization's (MPO) PBPP process is shaped by both federal transportation performance management requirements and the MPO's goals and objectives, which are established as part of the MPO's Long-Range Transportation Plan (LRTP). This chapter discusses how these two frameworks shape the MPO's PBPP process and describes the MPO's current set of performance measures and targets. It also explains how the MPO anticipates the projects funded in the Federal Fiscal Years (FFYs) 2027–31 Transportation Improvement Program (TIP) will support improvements in various performance areas and make progress toward performance targets.

Federal Performance Management Requirements

PBPP requirements originated with the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. MAP-21 directed states, MPOs, and public transportation providers to carry out a performance- and outcome-based surface transportation program and set national goals for the nation's highway system. The current national goals are described in Appendix E. Table 4-1 shows the relationship between these national goal areas and the MPO's goal areas. The MPO's goals and related objectives, which help shape the MPO's PBPP process, are listed in Chapter 1 and Figure 1-3.

**Table 4-1
National and Boston Region MPO Goal Areas**

National Goal Area	Boston Region MPO Goal Areas
Safety	Safety
Infrastructure Condition	Mobility and Reliability
System Reliability	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Clean Air and Healthy Communities, Mobility and Reliability
Environmental Sustainability	Clean Air and Healthy Communities, Resiliency
Freight Movement/Economic Vitality	Access and Connectivity, Clean Air and Healthy Communities
Reduced Project Delivery Delays	Not Applicable

Sources: Boston Region MPO staff and Federal Highway Administration.

The US Department of Transportation (USDOT) has established performance measures in areas relevant to the national goals. Table 4-2 lists these measures for the transit system. Table 4-3 lists measures for the roadway system.

**Table 4-2
Federally Required Transit Performance Measures**

National Goal Area	Category	Measure	Boston MPO Goal
Safety	Safety Events	<ul style="list-style-type: none"> • Number of reportable safety events • Rate of safety events per total VRM by mode • Collision rate by mode • Pedestrian collision rate by mode • Vehicular collision rate by mode • Number of reportable fatalities by mode 	Safety
Safety	Transit Worker Safety	<ul style="list-style-type: none"> • Injury rate per total VRM by mode • Transit worker fatality rate by mode • Transit worker injury rate by mode • Assaults on transit workers by mode • Rate of assaults on transit workers by mode 	Safety
Safety	System Reliability	<ul style="list-style-type: none"> • Mean distance between major mechanical failures by mode 	
Infrastructure Condition	Rolling Stock	<ul style="list-style-type: none"> • Percentage of revenue vehicles that have met or exceeded their ULB 	Mobility and Reliability, Safety

National Goal Area	Category	Measure	Boston MPO Goal
Infrastructure Condition	Equipment	<ul style="list-style-type: none"> Percentage of non-revenue vehicles that have met or exceeded their ULB 	Mobility and Reliability, Safety
Infrastructure Condition	Facilities	<ul style="list-style-type: none"> Percentage of assets with condition ratings below 3.0 on FTA TERM Scale 	Mobility and Reliability, Safety
Infrastructure Condition	Infrastructure	<ul style="list-style-type: none"> Percentage of track segments with speed restrictions, by mode 	Mobility and Reliability, Safety

FTA = Federal Transit Administration. MPO = metropolitan planning organization. TERM = Transit Economic Requirements Model. ULB = useful life benchmark. VRM = vehicle revenue-miles.
 Sources: National Public Transportation Safety Plan (January 2017), the Public Transportation Agency Safety Plan Rule (49 CFR Part 673), and the Transit Asset Management Rule (49 CFR Part 625).

**Table 4-3
 Federally Required Roadway Performance Measures**

National Goal Area	Roadway Performance Area	Performance Measures	Relevant MPO Goal Area
Safety	Injuries and Fatalities	<ul style="list-style-type: none"> Number of fatalities Fatality rate per 100 million vehicle-miles traveled Number of serious injuries Serious injury rate per 100 million vehicle-miles traveled Number of non-motorized fatalities and non-motorized serious injuries 	Safety
Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> Percent of pavements on the Interstate System in good condition Percent of pavements on the Interstate System in poor condition Percent of pavements on the non-Interstate NHS in good condition Percent of pavements on the non-Interstate NHS in poor condition 	Mobility and Reliability

National Goal Area	Roadway Performance Area	Performance Measures	Relevant MPO Goal Area
Infrastructure Condition	Bridge Condition	<ul style="list-style-type: none"> • Percent of NHS bridges by deck area classified as in good condition • Percent of NHS bridges by deck area classified as in poor condition 	Mobility and Reliability
System Reliability	Performance of the National Highway System	<ul style="list-style-type: none"> • Percent of the person-miles traveled on the Interstate System that are reliable • Percent of the person-miles traveled on the non-Interstate NHS that are reliable 	Access and Connectivity, Mobility and Reliability
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index (for truck travel on Interstate highways) 	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Congestion Mitigation and Air Quality	<ul style="list-style-type: none"> • Annual hours of peak hour excessive delay per capita (for travel on NHS roadways) • Percentage of non-single-occupancy-vehicle travel 	Clean Air and Healthy Communities
Environmental Sustainability	Congestion Mitigation and Air Quality	<ul style="list-style-type: none"> • Total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in designated nonattainment and maintenance areas 	Clean Air and Healthy Communities, Resiliency

CMAQ = Congestion Mitigation and Air Quality Improvement Program. MPO = metropolitan planning organization. NHS = National Highway System.
 Sources: Highway Safety Improvement Program Rule (23 CFR 924), National Performance Management Measures Rule (23 CFR 490), and the Boston Region MPO staff.

Other Performance-Based Planning and Programming Activities

The MPO's PBPP framework is also used to inform decision-making in other areas that relate to its federally mandated responsibilities, or to the MPO's goals and objectives. For example, the MPO goals include facilitating an inclusive and transparent transportation-planning process and making investments that eliminate transportation-related disparities.

The MPO's work in this area includes assessing the community level implications of each project proposed for funding in the TIP as well as analyzing the impacts of regionally prioritized projects, as a group. Regular performance monitoring enables the MPO to better understand how local stakeholders may be affected by transportation investment decisions, so that it can decide whether and how to refine its investment approach. These activities for the FFYs 2027–31 TIP are described in Chapter 6.

Performance-Based Planning and Programming Phases

Setting federally required performance measures involves three phases: (1) planning, (2) investing, and (3) monitoring and evaluating performance outcomes.

Planning Phase

In the planning phase, agencies set goals and objectives for the transportation system, identify performance measures, and set performance targets. They identify and acquire data and conduct analyses needed to support these processes. They also outline the frameworks they will use to make decisions in key planning documents.

The Commonwealth of Massachusetts creates performance-based plans, such as the Strategic Highway Safety Plan (SHSP) for improving roadway safety and the Transportation Asset Management Plan (TAMP) for improving infrastructure condition, particularly for roads and bridges on the National Highway System (NHS). Similarly, transit providers create Transit Asset Management (TAM) plans and Public Transportation Agency Safety Plans (PTASPs) that describe the data and processes these agencies will use to address transit state-of-good repair and safety needs. The Commonwealth is responsible for setting performance targets for the federally required roadway performance measures described in Table 4-3, while transit agencies must set targets for the measures described in Table 4-2.

The MPO's activities in the planning phase include creating a goals-and-objectives framework in its LRTP and other performance-based plans and programs—such as the Congestion Management Process—as necessary. The MPO also establishes targets for federally required performance measures. It may support performance

targets set by the Massachusetts Department of Transportation (MassDOT) or public transit providers, or it may set separate targets for the MPO’s planning area.

**Table 4-4
MPO Performance Targets by Lead Target-Setting Agency**

National Goal Area	MPO Performance Area	Lead Target Setting Agency
Safety	Roadway Safety	MassDOT
Safety	Transit Safety	RTAs: CATA, MBTA, MWRTA
Infrastructure Condition	Bridge Condition	MassDOT
Infrastructure Condition	Pavement Condition	MassDOT
Infrastructure Condition	Transit Asset Management	RTAs: CATA, MBTA, MWRTA
System Reliability, Freight Movement and Economic Vitality	Truck Travel Time Reliability	MassDOT
System Reliability, Freight Movement and Economic Vitality	Travel Time Reliability	MassDOT
Congestion Reduction	Congestion Mitigation and Air Quality	Boston Region MPO
Environmental Sustainability	Congestion Mitigation and Air Quality	Boston Region MPO

CATA = Cape Ann Transportation Authority. MPO = metropolitan planning organization. MWRTA = MetroWest Regional Transit Authority. RTA = regional transit authority.

Source: Boston Region MPO staff.

Investing Phase

In the investing phase, agencies use the framework established in the planning phase to create strategies for investing transportation funds. This strategy uses TIP Project Evaluation Criteria to understand the potential benefits and performance of projects that are candidates for funding. Other performance information, such as how projects relate to federally required performance measures, is also factored into these decisions. MassDOT, the MBTA, the Cape Ann Transportation Authority (CATA), and the MetroWest Regional Transit Authority (MWRTA) follow their respective processes to select projects and programs for inclusion in their Capital Investment Plans (CIP). More information on these project investment frameworks is included in Chapter 2.

Monitoring and Evaluating Phase

After making plans and investments, state DOTs, MPOs, and regional transit authorities (RTAs) report on performance outcomes. This reporting includes tracking trends, collecting data to understand the results of investment decisions, and comparing targets to actual performance.

The MPO tracks performance using a range of transportation metrics, which are integrated in its [Congestion Management Process \(CMP\)](#) and presented through tools such as the CMP Network Viewer, the [Performance-based Planning and Programming Dashboard](#), and the [Community Transportation Dashboard](#). MassDOT reports on performance targets and progress to the Federal Highway Administration (FHWA) and posts the information on the [MassDOT Performance Management Tracker](#) website. Public transit providers report their targets and performance progress to the Federal Transit Administration (FTA).

Coordination

Federal transportation agencies require states, public transit operators, and MPOs to share information to ensure processes are consistent. In Massachusetts, these coordination responsibilities are outlined in the [2019 Performance-Based Planning and Programming Agreement](#) between MassDOT, Massachusetts MPOs and transportation planning organizations, the MBTA, and RTAs operating in Massachusetts.

Staff from Massachusetts MPOs, MassDOT staff, and other stakeholders coordinate on PBPP implementation through the Transportation Program Managers Group (TMG), including through its subcommittee on performance measures. For performance measures that state and MPOs track at the urbanized area (UZA) level, coordination responsibilities are documented in the [2024 Boston MA-NH Metropolitan Area Memorandum of Understanding \(MOU\)](#).² The Boston Region MPO is also a signatory to the [Providence RI-MA UZA MOU](#) and the [Worcester MA-CT UZA MOU](#). These agreements define intergovernmental coordination responsibilities and activities that may support PBPP.

FFYs 2027–31 Performance Analysis

This section discusses investments in the FFYs 2027–31 TIP and how they relate to elements of the MPO's PBPP framework.³

² Urbanized areas are defined by the US Census Bureau to represent the urban cores of metropolitan areas. The Boston MA-NH UZA includes the 97 municipalities in the Boston Region MPO area and portions of neighboring MPOs in eastern Massachusetts and New Hampshire.

³ Boston Region MPO memoranda describing the Commonwealth's safety targets from prior years are available at <http://www.bostonmpo.org/performance-archive> (accessed April 23, 2026).

Safety Performance (PM1)

Relevant Goals, Policies, and Plans

Through its Safety goal area, the MPO has committed to investing in projects and programs that aim to reduce the number and severity of crashes for all modes, and the number of serious injuries and fatalities occurring on the transportation system. Similarly, the Massachusetts SHSP and National Roadway Safety Strategy include a long-term “Vision Zero” goal to move “towards zero deaths” by eliminating fatalities and serious injuries, and provide a comprehensive framework for improving safety on all public roads in the Commonwealth.⁴ The Commonwealth’s Bicycle Transportation and Pedestrian Transportation Plans also include initiatives and actions intended to make walking and biking safer.⁵ To complement the Commonwealth’s efforts, the MPO developed [the Vision Zero Action Plan](#) and the [Vision Zero Dashboard](#).

The MBTA, MWRTA, and CATA produce PTASPs that describe how they will implement safety management systems (SMS). Transit providers support SMS through safety management policies, safety risk management strategies, safety assurance methods (which include performance monitoring), and safety promotion. PTASPs also describe the performance targets these agencies set for measures outlined in the National Public Transportation Safety Plan.

Roadway Safety Performance Measures and Targets

For each calendar year (CY), as required by FHWA, the Commonwealth and the MPO must set targets for five federally required roadway safety performance measures:

- Number of fatalities
- Fatality rate per 100 million vehicle-miles traveled (VMT)
- Number of serious injuries
- Serious injury rate per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries

⁴ Massachusetts Department of Transportation, *Massachusetts Strategic Highway Safety Plan* (2023), pg. I, accessed April 23, 2026.
<https://www.mass.gov/doc/massachusetts-shsp-2023/download>

⁵ The Commonwealth of Massachusetts’ *Bicycle and Pedestrian Update – 2021* is available at <https://storymaps.arcgis.com/stories/446e35bc40614e5aaced4a62ff7343b2> (accessed April 21, 2026).

Values are expressed as five-year rolling annual averages and are tracked using information from the Massachusetts [Impact Crash Data Portal](#).

Table 4-5 shows the Commonwealth’s CY 2026 roadway safety performance targets for CY 2022–26 and 2024–28, and long-term targets, all of which were adopted by the MPO. All values are written as five-year averages.

**Table 4-5
Massachusetts Safety Performance Targets**

Performance Measure	CY 2022–26 Target*	CY 2024–28 Target	Massachusetts Long-Term Target
Number of Fatalities	357	323	0.00
Fatality Rate (per 100M VMT)	0.56	0.50	0.00
Number of Serious Injuries	2,562	2,184	0.00
Serious Injury Rate (per 100M VMT)	4.03	3.38	0.00
Number of Nonmotorized Fatalities and Serious Injuries	512	416	0.00

* These targets are expressed as five-year rolling annual averages.

CY = calendar year. M = million. VMT = vehicle-miles traveled.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO staff.

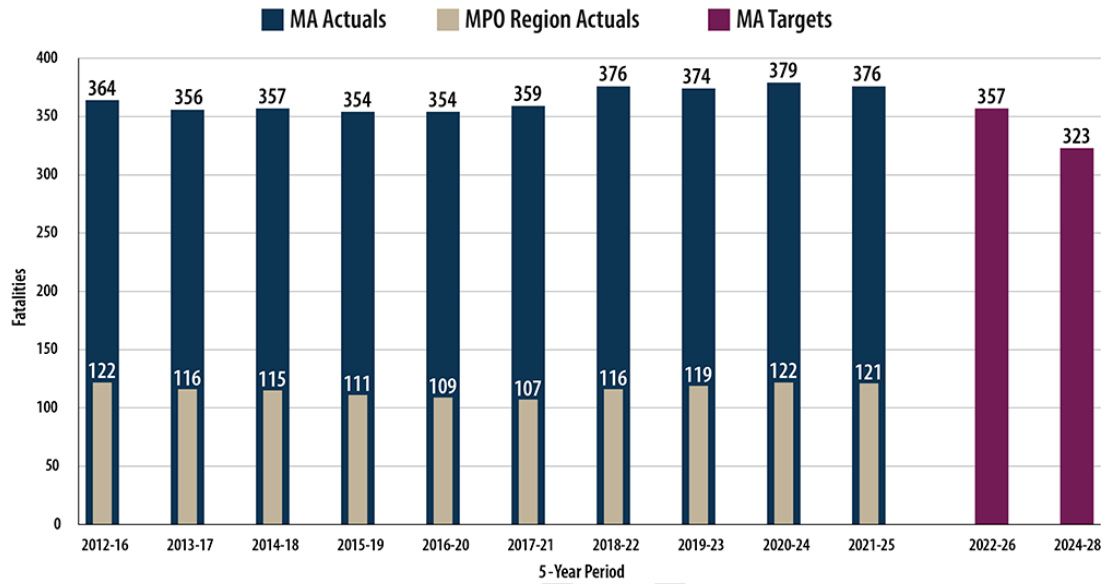
Figures 4-1 through 4-5 display five-year rolling averages of past performance data and targets for CYs 2022–26 and 2024–28 for Massachusetts for each roadway safety performance measure.

The statewide safety performance targets were endorsed by the MPO and adopted for the Boston region on February 5, 2026.⁶ Both the Commonwealth and MPO continue to have a long-term goal of zero fatalities and injuries on Massachusetts’ roadways.

⁶ For more information consult the February 5, 2026, Boston Region MPO memorandum titled *Roadway Safety Targets, Calendar Year 2026*.

<https://bostonmpo.org/data/pdf/programs/performance/2026-Roadway-Safety-Targets-Memo.pdf>

**Figure 4-1
Number of Fatalities**

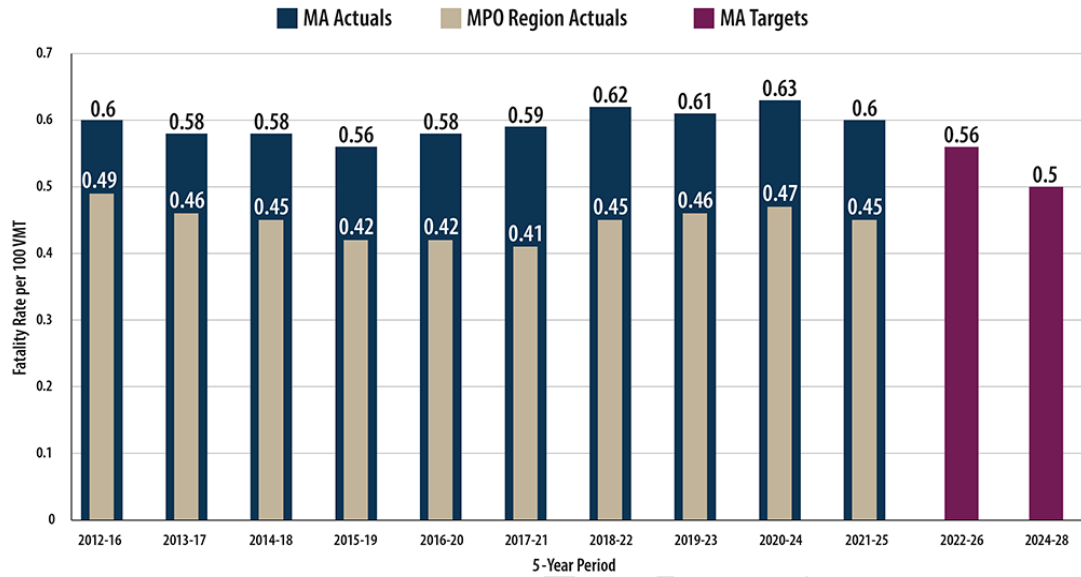


Note: The 2021-25 statewide figure uses a MassDOT forecast for Calendar Year 2025 because 2025 data was unavailable when MassDOT developed state-level targets. For up-to-date data please consult the [MassDOT IMPACT Data Portal](#).

MA = Massachusetts. MPO = Metropolitan Planning Organization.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO Staff.

Figure 4-2
Fatality Rate per 100 Million VMT

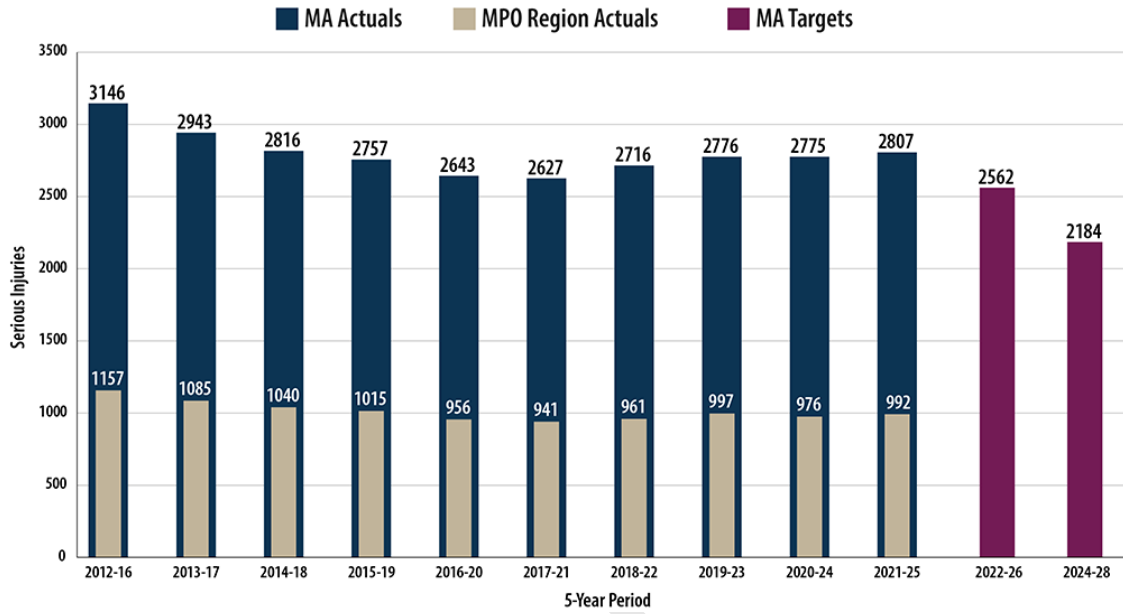


Note: The 2021-25 statewide figure uses a MassDOT forecast for Calendar Year 2025 because 2025 data was unavailable when MassDOT developed state-level targets. For up-to-date data please consult the [MassDOT IMPACT Data Portal](#).

MA = Massachusetts. MPO = Metropolitan Planning Organization. VMT = vehicle-miles traveled.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO Staff.

**Figure 4-3
Number of Serious Injuries**

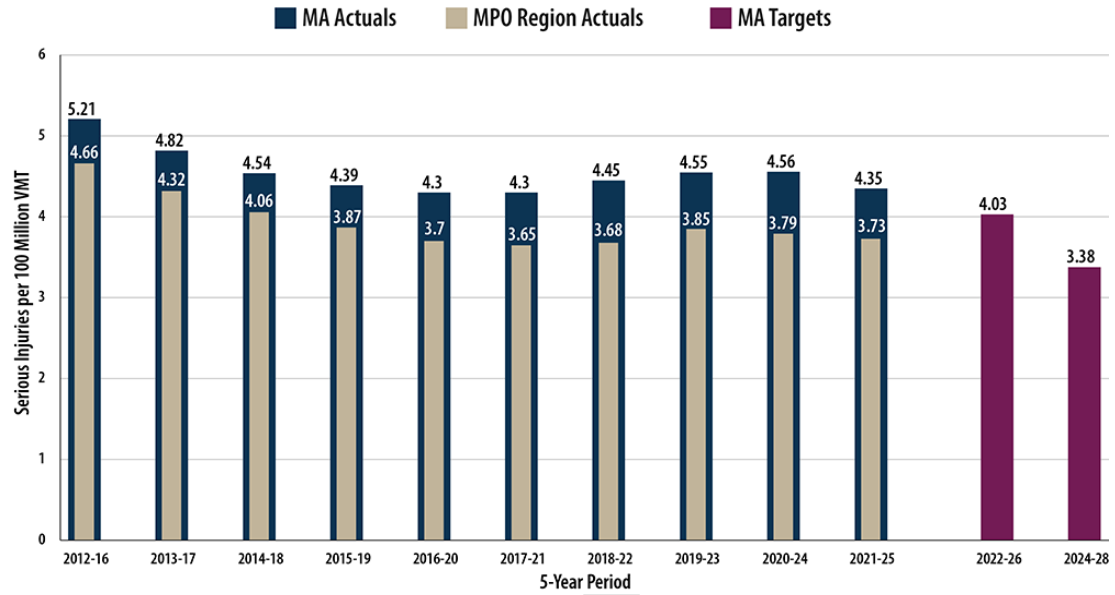


Note: The 2021-25 statewide figure uses a MassDOT forecast for Calendar Year 2025 because 2025 data was unavailable when MassDOT developed state-level targets. For up-to-date data please consult the [MassDOT IMPACT Data Portal](#).

MA = Massachusetts. MPO = Metropolitan Planning Organization.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO Staff.

Figure 4-4
Serious Injury Rate per 100 Million VMT

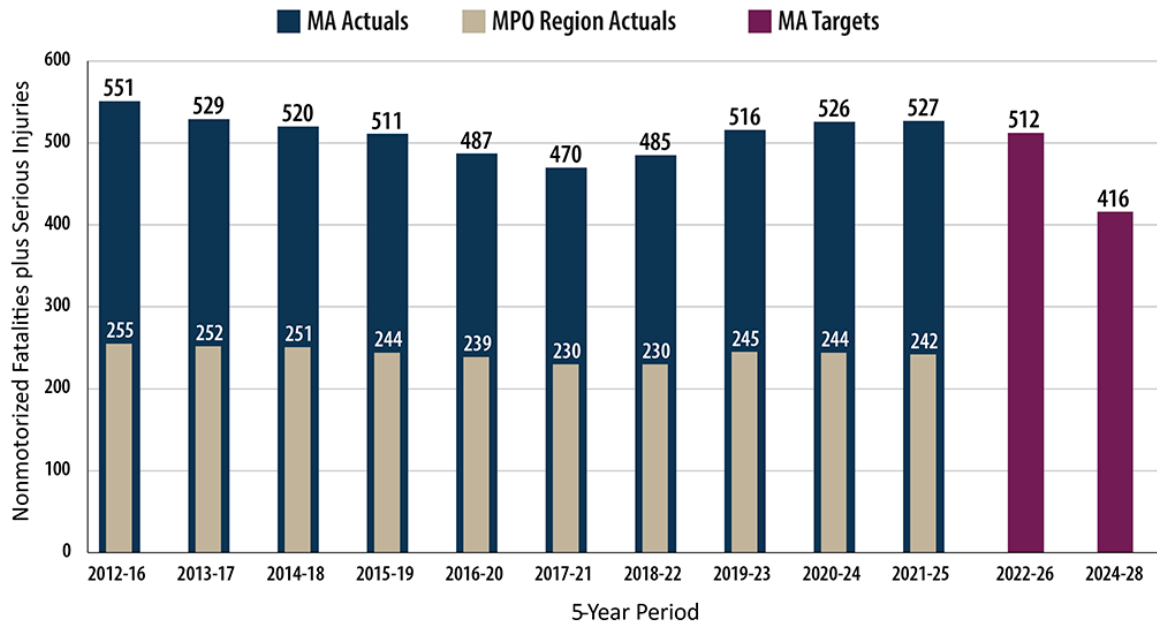


Note: The 2021-25 statewide figure uses a MassDOT forecast for Calendar Year 2025 because 2025 data was unavailable when MassDOT developed state-level targets. For up-to-date data please consult the [MassDOT IMPACT Data Portal](#).

MA = Massachusetts. MPO = Metropolitan Planning Organization. VMT = vehicle-miles traveled.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO Staff.

**Figure 4-5
Number of Nonmotorized Fatalities and Serious Injuries**



Note: The 2021-25 statewide figure uses a MassDOT forecast for Calendar Year 2025 because 2025 data was unavailable when MassDOT developed state-level targets. For up-to-date data please consult the [MassDOT IMPACT Data Portal](#).

MA = Massachusetts. MPO = Metropolitan Planning Organization.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO Staff.

TIP Investment Relationships to Regional Planning Efforts and Performance Management

Table 4-6 contains project information related to regional planning efforts and performance measures. These relationships demonstrate how regionally prioritized projects support an array of goals.

**Table 4-6
FFYs 2027-31 Regional Target Projects and Their Relationships to Plans and Performance Measures**

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
605168	Hingham–Intersection Improvements at Route 3A/Summer Street Rotary	Complete Streets	Improve multimodal access between Hingham Center, residential areas, and Hingham Harbor and make safety improvements, including by establishing a small roundabout at the intersection of Route 3A and Summer Street.	Hingham	2027	This project location was studied in “Summer Street/George Washington Boulevard Subregional Priority Roadway Study in Hingham and Hull” (CTPS, 2016).	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS, and the geometric improvements included in the project are expected to help reduce delay and potentially PHED on the NHS. The project is expected to improve substandard sidewalks, add new sidewalks, and add bicycle accommodations, including a shared-use path. These features may support increases in non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.
605857	Norwood–Intersection Improvements at Route 1 and University Avenue/Everett Street	Intersection Improvements	Upgrade traffic signals and make associated geometric improvements at the intersection of Route 1, University Avenue, and Everett Street. Construct an additional travel lane in each direction on Route 1, lengthen left-turn lanes, upgrade pedestrian crossings and bicycle amenities, and rehabilitate sidewalks.	Norwood	2029	The Route 1 corridor in Norwood is identified as a priority bottleneck in the Destination 2040 Needs Assessment. This location was studied in “Route 1 at Everett Street and University Avenue” (CTPS, 2014).	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly three lane miles of pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve substandard sidewalks and add new sidewalks and bicycle accommodations, all of which may encourage non-SOV travel. It is expected to reduce CO2 and other transportation-related emissions.
606453	Boston–Improvements on Boylston Street	Complete Streets	Improve the roadway cross section, signals, and bicycle and pedestrian accommodations in the project corridor.	Boston	2031	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than two lane miles of substandard NHS pavement, will address reliability needs on an unreliable NHS segment, and may also reduce PHED on that segment. It will improve substandard sidewalks and add bicycle lanes in the project corridor; these features are expected to increase non-SOV travel. The project is also expected to reduce CO2 and other transportation-related emissions.
607981	Somerville–McGrath Boulevard Reconstruction	Major Infrastructure: Roadway	Remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard. Rationalize intersections, improve signalization, and create off-street pedestrian and bicycle facilities. Improve bus operations by installing floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections.	Somerville	2028–29	This project is included in the Boston Region MPO’s Long-Range Transportation Plan, Destination 2050. This project changes network capacity and is considered regionally significant for air quality modeling.	The project area overlaps a 2017–19 all-mode HSIP crash cluster location, a 2010–19 HSIP pedestrian crash cluster location, and a 2010–19 HSIP bicycle crash cluster location. It is expected to improve safety performance, including for bicyclists and pedestrians. It will improve one NHS bridge and improve more than four lane miles of substandard pavement on the NHS. The geometric and signal improvements included in the project may reduce PHED and improve reliability on this portion of the NHS network. The project will improve bus operations and amenities, reconstruct and reconfigure sidewalks, and add off-street bicycle and pedestrian facilities; these features are expected to increase non-SOV travel. It was analyzed as part of a set of recommended LRTP projects, and MPO staff estimate that this set will decrease CO2 emissions in the region compared to a no-build scenario.
608067	Woburn–Intersection Reconstruction at Route 3 (Cambridge Road) and Bedford Road and South Bedford Street	Intersection Improvements	Reconstruct the intersection and all traffic signal equipment. Enhance roadway geometry to provide exclusive turn lanes for intersection approaches. Reconstruct existing sidewalks, construct new sidewalks, and add bicycle lanes and ADA-compliant bus stops, where feasible.	Woburn	2027	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. The project is expected to improve existing sidewalks and add new sidewalks at the intersection, as well as add new bike lanes; all of these features may encourage non-SOV travel. The geometric improvements included in the project are expected to help reduce delay and potentially PHED on nearby NHS routes. The project is expected to reduce CO2 and other transportation-related emissions.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
608158	Westwood-Norwood-Reconstruction of Canton Street to University Drive	Complete Streets	The project will install new pedestrian sidewalks on the west side of the roadway and a shared-use path on the east side of the roadway. These facilities are being constructed where no dedicated facilities currently exist to improve multimodal accessibility to area residences, employment centers, and open space. Bridge N25032 will be replaced for improved multimodal access and freight rail clearance beneath. The project improves roadway geometry for all vehicles, including visibility improvements on five curves for stopping sight distance, the addition of truck apron turn lanes, and median installation. High-visibility crosswalks and rectangular rapid flashing beacons (RRFBs) will be added in seven locations. New medians will function as pedestrian refuges. New or relocated street lighting will be mounted on utility poles. Reflective signing and markers will be improved.	Westwood	2029	N/A	The project creates safe pedestrian and bicycle facilities along Canton Street, which lacks any facilities at the time of project programming. These multimodal facilities improve access to nearby transit facilities at the Route 128 / University Park MBTA and Amtrak station.
609246	Lynn-Reconstruction of Western Avenue	Complete Streets	Reconstruct Western Avenue between Centre Street and Eastern Avenue. Improve signal timing, intersection design, and bus stop locations. Implement bicycle and ADA-compliant pedestrian improvements.	Lynn	2030-31	N/A	The project area overlaps five 2017–19 all-mode HSIP crash cluster locations, two 2010–19 HSIP pedestrian crash cluster locations and one 2010–19 HSIP bicycle crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians, and it will improve nearly four lane miles of substandard pavement on the NHS. The signal improvements included in the project are expected reduce delay and may help reduce PHED and improve reliability on the NHS. It will reconstruct sidewalks and add bike lanes, TSP, and bus amenities; these features are expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.
609252	Lynn-Rehabilitation of Essex Street	Complete Streets	Make key bicycle and pedestrian safety improvements and operational improvements, such as signal upgrades, in the project corridor.	Lynn	2030	N/A	The project area overlaps five 2017–19 all-mode HSIP crash cluster locations and three 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. Planned improvements to signals and roadway geometry in the corridor may help improve reliability on nearby unreliable NHS segments and may also reduce PHED on those segments. It is expected to reconstruct substandard sidewalks and add bicycle lanes; these features are expected to increase non-SOV travel. This project is also expected to reduce CO2 and other transportation-related emissions.
609257	Everett-Rehabilitation of Beacham Street, from Route 99 to Chelsea City Line	Complete Streets	Reconstruct Beacham Street to reduce vehicular collisions and improve bicycle and pedestrian travel.	Everett	2030	N/A	This project is expected to improve transportation safety, including for bicyclists and pedestrians. It will improve substandard sidewalks and include a shared-use path—both features may encourage non-SOV travel and improve safety performance. The project is expected to reduce CO2 and other transportation-related emissions.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
609432	Salem–Peabody-Boston Street Improvements	Complete Streets	Incorporate Complete Streets elements and a separated bicycle path into the corridor. Add a new signal at Boston Street and Aborn Street and upgrade existing signals at other intersections along the corridor.	Salem	2027	N/A	The project area overlaps a 2010–19 HSIP pedestrian crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve more than a lane mile of substandard NHS pavement. The project includes signal and geometry improvements and is expected to reduce delay, which may reduce PHED and improve reliability on the NHS. It will implement sidewalks on both sides of the corridor and add separated bicycle facilities; these features are expected to increase non-SOV travel. This project is expected to reduce CO2 and other transportation-related emissions.
610545	Wakefield-Comprehensive Downtown Main Street Reconstruction	Complete Streets	Complete Streets enhancements to improve pedestrian and bicycle safety along a major local economic generator. Traffic signal upgrade at the intersection of Church and Salem Streets with geometry adjustments to improve turn radii and reduce emergency response times. Pedestrian signal upgrades, new crosswalks, pedestrian refuge islands, installation of a shared-use-path, and new pedestrian lighting. Partial closure of Common Street to thru-traffic to improve pedestrian accessibility for Upper and Lower Common open space.	Wakefield	2031	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project implements Complete Streets enhancements and traffic-calming measures along a section of NHS roadway to complement investments in transit-oriented-development in Wakefield. These investments are also part of a larger regional investment in trails and bicycle paths for the Mystic Highlands Greenway, and the project provides for connectivity to the future Wakefield-Lynnfield Rail Trail.
610662	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue	Complete Streets	Improve safety and congestion within the Woburn Common area by making safety and operational improvements, reconfiguring the Woburn Common rotary, and reconstructing and realigning roadways. The project will also reconstruct sidewalks, add bike lanes, and upgrade or add signals in the area.	Woburn	2031	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly two lane miles of substandard pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will reconstruct sidewalks to support pedestrian safety and mobility. It is also expected to include bicycle accommodations and to reduce CO2 and other transportation-related emissions.
610823	Quincy-Intersection Improvements at Willard Street and Ricciuti Drive	Intersection Improvements	This project will reconstruct the intersection of Willard Street and Ricciuti Drive near the Interstate 93 off-ramp to provide a signalized intersection and shared-use path for safer connectivity to Quincy Quarries and housing along Ricciuti Drive. The work will adjust intersection geometry, including moving the curb line, reconstructing the sidewalk, moving drainage structures, and updating ADA compliance for ramps in the area.	Quincy	2027	N/A	This project primarily focuses on improving safety for vulnerable users and mitigating hazards at locations near to limited-access highways. The project incorporates expansion of safe bicycle infrastructure near to nearby trails and greenways.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
610932	Brookline–Rehabilitation of Washington Street	Complete Streets	Replace signals, reconstruct sidewalks and pavement, and provide protected bicycle facilities and dedicated bus pull-out spaces in the Washington Street corridor between Washington Square and Brookline Village.	Brookline	2030	N/A	The project area overlaps two 2010–19 HSIP bicycle crash cluster locations and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve substandard sidewalks, implement bicycle lanes, upgrade signals to include TSP, and add bus shelters to the corridor; these features are expected to increase non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
611983	Chelsea–Park and Pearl Street Reconstruction	Complete Streets	Improve safety and mobility on Park and Pearl Street by improving signals and roadway geometry, reconstructing sidewalks, and adding bicycle facilities.	Chelsea	2030	N/A	The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and two 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. The project will reconstruct sidewalks, improve bicycle amenities, and implement TSP; these features are expected to increase non-SOV travel. The project is expected to reduce CO2 and other transportation-related emissions.
612534	Melrose-Lebanon Street Improvement Project (Lynde Street to Malden City Line)	Complete Streets	This project will improve pedestrian and bicycle infrastructure on Lebanon Street from Lynde Street to the Malden city line.	Melrose	2030	N/A	This project will support a state of good repair along Lebanon Street in Melrose to ensure continued movement of people and freight between the two communities while also enhancing safety for all users. The project includes new shared-use paths and protected bicycle lanes that will support safety for vulnerable road users.
612963	Bellingham-Roadway Rehabilitation of Route 126 (Hartford Road), from 800 North of the I-495 NB Off Ramp to Medway Town Line, including B-06-017	Complete Streets	The project includes roadway rehabilitation along 1.5 miles of Route 126, improved pedestrian and bicycle accommodations with full bilateral sidewalks and a shared-use path, and improvements to the bridge over Hopping Brook (B-06-017). An existing traffic signal at Maple Street will be upgraded and a new signal installed at Pearl Street. The project not only improves drainage throughout the project area but will incorporate improvements for better conveyance of Stall Brook under Route 126 for riverine flood mitigation. This project is funded across two federal fiscal years starting in FFY 2029.	Bellingham	2031	This project is consistent with a 2011 study and report titled "Route 126 Corridor: Transportation Improvement Study" that reviewed roadway conditions between Framingham, Ashland, Holliston, Medway, and Bellingham.	This project improves the condition of roadways and bridges in the Boston region while incorporating safe shared-use path connections near to areas frequented by vulnerable roadway users, including schoolchildren. The project upgrades existing safety infrastructure and installs a new signal. The project also incorporates improvements to resiliency by expanding culverts for riverine flood mitigation.
612989	Boston- Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA	Complete Streets	This project will replace the superstructure of a major bridge over the MBTA Orange Line, commuter rail, Amtrak lines, and Interstate 93. State-of-good-repair investments will be pursued to avoid closures and limit impacts to nearby projects (for example, projects on Mystic Avenue, Maffa Way, Rutherford Avenue, and McGrath Highway). The project will enhance multimodal accessibility for a key link to Sullivan Square MBTA station, including expanding bus facility access.	Boston	2028	This project is consistent with the City of Boston's Sullivan Square Design Project. This project is also listed in the Boston Region MPO's Long-Range Transportation Plan, Destination 2050.	This project replaces the deck and superstructure of an NHS bridge structure over MBTA, Amtrak, and freight rail and beneath Interstate 93. The new bridge will support a westbound bus lane to facilitate improved transit connectivity between Boston's Charlestown neighborhood and Somerville.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
613088	Malden - Spot Pond Brook Greenway	Bicycle Network and Pedestrian Connections	The Spot Pond Brook Greenway is a proposed shared-use path connecting Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden. The 1.1 mile, 11-foot-wide shared-use path will replace existing sidewalk infrastructure and narrow roadway widths to accommodate the new bicycle/pedestrian facility on existing right-of-way. The project will also install wayfinding signage on existing roadway facilities to connect the northern terminus of the path at Coytemore Lea Park with the Oak Grove MBTA station.	Malden	2030	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project includes a 2017-19 bicycle HSIP crash cluster location and will improve the safety of bicyclists and pedestrians throughout the project area. The project will also improve connectivity to MBTA bus and rail transit facilities.
613319	Sudbury-Framingham-Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West	Bicycle Network and Pedestrian Connections	Phase 3 of the Bruce Freeman Rail Trail (BFRT) spans approximately 1.3 miles from Eaton Road W in Framingham to the Sudbury Diamond Railroad Crossing. The proposed trail will be a 10-foot paved shared-use path along the former railroad corridor with two-foot dense graded crushed stone shoulders. Sidewalks and pedestrian curb ramps at the at-grade intersection of the trail and Route 20 are proposed to be updated to create an ADA-compliant and accessible crossing at the existing signalized intersection of Nobscot Road and Route 20. A parking lot is also being proposed along Nobscot Road, approximately 550 feet south of Route 20. Other work includes fixing or replacing culverts and stream crossings where necessary and implementing safety fencing along the trail where necessary. This project is funded across two federal fiscal years starting in FFY 2029.	Sudbury	2029	N/A	This project will expand the regional trail network and create a linkage for further trail extensions into the City of Framingham, the first phase of which is planned for implementation in MassDOT's Statewide Highway Program. The trail will offer a safe pedestrian and bicycle facility through several communities and with connections to the MBTA commuter rail station at West Concord.
S12113	Transit Transformation Set-Aside	Transit Transformation	The MPO's Transit Transformation program was established in Destination 2050, the MPO's current Long-Range Transportation Plan. This program will allocate a portion of the MPO's Regional Target Highway funds to transit projects that advance the MPO's goals in the region, including upgrades to stations and facilities and the purchase of vehicles for transit providers.	Regionwide	2028-31		Projects in the Transit Transformation program may address transit safety, the replacement of aging infrastructure, improving accessibility of transit systems, the procurement of low- or no-emission vehicles, and more.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
S12820	Bikeshare State of Good Repair Set-Aside	Bikeshare Support	This line item sets aside funding to support Bikeshare investments within the Community Connections program. Example uses of this set-aside include bikeshare system expansion as well as replacement and upgrades to existing stations.	Regionwide	2028-31	This funding implements a recommendation that will be made in the MPO's upcoming LRTP, Destination 2050, regarding the establishment of dedicated funding to support Bikeshare investment throughout the region.	This line item will ensure the maintenance and modernization of existing bikeshare infrastructure within the Boston region while providing additional funding resources for expansion into neighboring municipalities.
S12820	Project Design Set-Aside	Multiple	This line item programs funding to be utilized in future TIPs for municipalities to conduct design work on projects.	Regionwide	2028-31		The Project Design program supports municipalities in designing a wide variety of TIP projects, including bicycle and pedestrian trails, intersection improvements, and Complete Streets projects. These projects may improve safety for all road users, reduce travel time, improve access to transit and key destinations, and support many other performance measures.
S12820	Community Connections Set-Aside	Community Connections	The Community Connections program is the MPO's funding program for first- and last-mile solutions, community transportation, and other small, nontraditional transportation projects such as those that update transit technology and improve bicycle and pedestrian facilities. The Community Connections program is one of the investment programs included in the MPO's current Long-Range Transportation Plan, Destination 2050.	Regionwide	2028-31		The Community Connections program has recently funded new bicycle racks, bicycle shelters, and pedestrian safety improvements such as rectangular rapid flashing beacons. These improve vulnerable road user safety and encourage mode shift.
S12963	Chelsea-Revere-Regional on Demand Microtransit Pilot Project	Community Connections	The Cities of Chelsea and Revere will implement a microtransit service that will provide regional, low-cost, on-demand transportation across a 6.5 square mile zone in Chelsea and Revere. The service will offer convenient pick-up and drop-off services that align with riders' schedules, filling first- and last-mile gaps in the existing transit system and ensuring accessibility to critical destinations, such as grocery stores, healthcare facilities, places of employment, and educational institutions. The applicants estimate 58 passenger trips per day with electric vehicles. As a Microtransit Pilot Project, the project is proposed for funding across three years with \$499,649 in FFY 2025, \$450,278 in FFY 2026, and \$463,807 in FFY 2027.	Chelsea, Revere	2027	N/A	This project provides new transit service to reduce transportation-related emissions by promoting shifts away from single-occupancy vehicles.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
S13152	MBTA- Better Bus Project - Operational Safety Improvements at Bus Stops	Transit Transformation	As part of the MBTA Better Bus Project, this project will make operational safety improvements at bus stops along bus Routes 714 and 716. The MBTA will build or improve bus stop curbs, sidewalks, signage, markings, and shelters, and improve accessibility and customer experience where conditions are unsafe, inaccessible, in poor state of operation or repair, or where bus stops do not exist at all.	Boston, Canton, Hingham, Hull, Milton	2027	This effort is included in the MBTA's Better Bus Project. More information can be found at: https://www.mbta.com/projects/better-bus-project	This project will improve facility conditions and safety along key regional bus routes that serve workforce commuters. These investments will alleviate congestion, improve economic vitality, and improve travel time reliability.
S13292	MBTA - Operational Enhancement of Bus Routes 714 and 716	Transit Transformation	This project will enable expanded service hours and frequency for MBTA bus Routes 714 and 716, serving the communities of Boston (Mattapan), Canton, Hingham, Hull, and Milton. Improvements include reduced headways, Sunday service for the Route 716 bus, and improved first-and-last-mile connections to commuter rail stations (Nantasket Junction, Canton Center, and Route 128) and state parks.	Boston, Canton, Hingham, Hull, Milton	2027	This effort is included in the MBTA's Better Bus Project. More information can be found at: https://www.mbta.com/projects/better-bus-project	This project will increase service frequencies for the Route 714 and 716 bus to reduce traffic congestion. This effort will also expand access to the Route 714 and 716 buses by supporting additional service hours and connections to regional rail facilities.
S13295	Cambridge- New Bridge and Shared-Use Path Construction over Fitchburg Line at Danehy Park Connector [Design Only]	Bicycle Network and Pedestrian Connections	This project will design a new bridge carrying a shared-use path over the MBTA Fitchburg Line between New Street and Sherman Street. The path will connect to Danehy Park, Sherman Street, Alewife Station, and the North Cambridge residential neighborhoods. Construction of this project may commence as early as FFY 2031, and may be funded through a future TIP.	Cambridge	2027	N/A	This project will design improvements that will enhance safety, support economic development, and bolster intermodal connectivity. The bridge will connect the MBTA's Alewife Station and several housing developments to a park and a shopping center, improving access and connectivity in the area.
S13386	Brookline- Bluebikes Expansion, 5 Stations	Bikeshare Support	This project includes five new Bluebikes stations in Brookline, each with 15 docks, as well as the purchasing of 40 classic bikes and three e-bikes.	Brookline	2027	-	This project invests in the expansion of the regional bikeshare network with the construction of five new stations in Brookline and the addition of new electric bicycles to the system.
S13394	MBTA- Downtown Crossing Vertical Transportation Improvements	Transit Transformation	This project involves the design and construction of three new elevators to provide vertical transfers from the Red Line northbound to the Orange Line southbound platform, and from the Orange Line northbound to the Red Line southbound platform at Downtown Crossing.	Boston	2027	-	This project will improve accessibility to the MBTA's Red and Orange Lines and improve safety for users at the station.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
S13396	MBTA- Bus Priority and Accessibility Improvements	Transit Transformation	This project will fund ongoing construction of safety and accessibility improvements from among 87 high-priority bus stops that are in the design phase. Specific stops will be constructed based on progress in design, constructability, permitting, and coordination with municipalities, MassDOT, and the Department of Conservation and Recreation, which are partners and property owners for these bus stops. These stops were identified and prioritized through the Program for Accessible Transit Infrastructure (PATI).	Regionwide	2028		This project will improve accessibility to MBTA bus services and improve safety for users waiting at bus stops.
S13400	MBTA- Locomotive Procurement	Transit Transformation	This project funds the procurement of new commuter rail locomotives to replace the oldest vehicles in the MBTA fleet. In alignment with Full T Ahead, commuter rail capital projects are focused on the near- and long-term actions that will get riders where they need to go reliably and efficiently. These capital projects lay the foundation for a modernized system carrying frequent and reliable all-day service. Replacing and overhauling the aging rail fleet is critical to Regional Rail service goals and advancing decarbonization on the system.	Regionwide	2027		This project will improve transit reliability by replacing vehicles that have exceeded their useful life benchmarks. If battery-electric vehicles are procured, the shift away from diesel vehicles will improve air quality as well.
S13406	Revere- Revere Beach Connector	Bicycle Network and Pedestrian Connections	This project involves the design of a safe and accessible pedestrian and bike connection between the new Revere High School campus, Wonderland Park, and the surrounding neighborhoods. This project aims to evaluate a range of improvements, including enhanced sidewalk networks, shared-used paths, safer pedestrian crossings, potential grade-separated connections, and a crossing underneath the commuter rail tracks. Design funds are being requested to supplement the City of Revere's "Reconnecting Communities" planning grant award from the US Department of Transportation.	Revere	2027	This project is part of a larger effort to connect the Northern Strand to Revere Beach, as well as an effort to develop a commuter rail station connecting to Wonderland Station.	The construction of this project would improve safety by giving pedestrians and other vulnerable road users a safer option to access Revere High School, Wonderland Station, and other key destinations.
S13409	MAPC- Boston, Brookline, Cambridge, and Somerville Bluebikes Station Replacement	Bikeshare Support	This is a joint project between four municipalities to replace high-utility stations. The project includes 22 stations in Boston, four 19-dock stations in Brookline, 17 stations in Cambridge, and the replacement of 80 docks and 20 quad slabs in Somerville.	Boston, Brookline, Cambridge, Somerville,	2027	-	Replacing aging Bluebikes docks and slabs will extend the useful life of many high-ridership stations.

ID	Project Name	MPO Investment Program	Project Description	MPO Municipalities	Programming Year (FFY)	Planning Relationships	Relationships to Performance Measures
S13410	Quincy-Bluebikes Expansion, 10 Stations	Bikeshare Support	This project includes ten new Bluebikes stations in Quincy, each with 10 or 15 docks. Many of the stations will service Red Line stations, high-ridership bus routes, schools, parks, libraries, and other community assets.	Quincy	2027	-	This project invests in the expansion of the regional bikeshare network with the construction of Quincy's first ten Bluebikes stations.
S13412	CATA- Magnolia Shuttle	Transit Transformation	This funding would support a seasonal shuttle providing service between the Gloucester commuter rail station and Magnolia Village (and potentially Manchester commuter rail station, depending on timing and community feedback). The shuttle would initially run Saturdays, Sundays, and holidays from the third weekend in June through Labor Day Monday, from 9 AM to 5 PM. There is no service to Magnolia on Sundays and holidays; Saturday headways are 120 minutes (2 hours). Areas of interest along the route include Ravenswood Park, the Village of Magnolia, and Hammond Castle.	Gloucester, Manchester-by-the-Sea	2027		This shuttle would improve transit access to the neighborhoods of Magnolia and West Gloucester on summer weekends.
S13460	MBTA-Symphony Station	Transit Transformation	This project will deliver four new accessible elevators, raised platforms for faster and easier boarding, accessible bathrooms, and improved wayfinding, lighting, and safety features at Symphony Station. Service will bypass the station for approximately 32 months. Several large cost drivers for this project have emerged during planning, including substantial utilities work and earthworks.	Boston	2027-28		This project will improve accessibility to the MBTA's Green Line and improve safety for users at the station.
S13498	CATA- Access for All	Transit Transformation	CATA Access for All aims to sustain and provide support to several smaller programs at CATA. These programs are designed to enhance mobility and provide various services, including transportation for medical appointments, recreational activities, food delivery, and more for seniors, individuals with disabilities, and low-income individuals. The overall goal is to support CATA communities with improved accessibility to programs and mobility options.	Gloucester, Manchester-by-the-Sea, Rockport, Ipswich, Essex, Hamilton	2027	-	CATA's Access to All program will improve accessibility to public transit services, particularly for elderly and disabled users.
S13499	CATA- Cape Ann Dialysis Transportation	Transit Transformation	The project will continue dialysis transportation services for elderly individuals and people with disabilities throughout CATA's service area, ensuring greater mobility and access to health care for CATA communities. If staffing allows, CATA will provide a transfer to/from The RIDE (MBTA) for ADA customers.	Gloucester, Manchester-by-the-Sea, Rockport, Ipswich, Essex, Hamilton	2027	-	CATA's Dialysis Transportation program will improve accessibility to public transit services, particularly for elderly and disabled users.

Notes: HSIP cluster locations are identified by MassDOT. Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponents and on MPO assessments conducted for TIP evaluations. The estimated lane miles of substandard NHS pavement improved is based on MPO staff's assessment of pavement condition in the project area and their assessment of the portion of the project on the NHS. The IRI thresholds used to classify pavement are based on the TIP criteria the MPO adopted in 2020: less than 95 is good, 95 to 170 is fair, and greater than 170 is poor.

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. CO₂ = carbon dioxide. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. HSIP = Highway Safety Improvement Program. IRI = International Roughness Index. LRTP = Long-Range Transportation Plan. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = metropolitan planning organization. N/A = not applicable. NB = northbound. NHS = National Highway System. PHED = peak hours of excessive delay. SOV = single-occupancy vehicle. TSP = transit signal priority.

Source: Boston Region MPO staff.

Transit System Safety Performance Measures and Targets

The National Public Transportation Safety Plan details performance measures for which transit agencies subject to the PTASP rule must set targets. Transit agencies revisit their performance targets when updating their PTASPs each year. Required performance measures are shown in Table 4-7.⁷

**Table 4-7
Federally Required Transit Performance Measures**

Measure Category	Measure	Desired Direction
Safety Events	Total number of reportable safety events by mode	Decrease
Safety Events	Rate of safety events per total VRM by mode	Decrease
Safety Events	Collision Rate by mode (new)	Decrease
Safety Events	Pedestrian Collision Rate by mode (new)	Decrease
Safety Events	Vehicular Collision Rate by mode (new)	Decrease
Fatalities	Total number of reportable fatalities by mode	Decrease
Fatalities	Fatality rate per total VRM by mode	Decrease
Injuries	Total number of reportable injuries by mode	Decrease
Injuries	Injury rate per total VRM by mode	Decrease
Transit Worker Safety	Transit Worker Fatality Rate by mode (new)	Decrease
Transit Worker Safety	Transit Worker Injury Rate by mode (new)	Decrease
Transit Worker Safety	Assaults on Transit Workers by mode (new)	Decrease
Transit Worker Safety	Rate of Assaults on Transit Workers by mode (new)	Decrease
System Reliability	Mean distance between major mechanical failures by mode	Increase

VRM = vehicle revenue-miles.

⁷ For more information consult the March 5 2026, Boston Region MPO memorandum titled, *Transit Safety Performance Targets*. <https://bostonmpo.org/data/pdf/programs/performance/2026-Transit-Safety-Targets-Memo.pdf>

Source: Federal Transit Administration, "Safety Performance Targets Guide," accessed February 4, 2025, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-11/SPTs-Guide-v3-11-06-2024.pdf>.

The Boston Region MPO updated its set of transit safety performance targets on March 5, 2026.⁸ This update includes the MBTA's, MWRTA's, and CATA's safety targets. Each agency's targets are presented separately to reflect the local context, including the characteristics of the local operating environments and planned investments, policies, and safety-management activities.

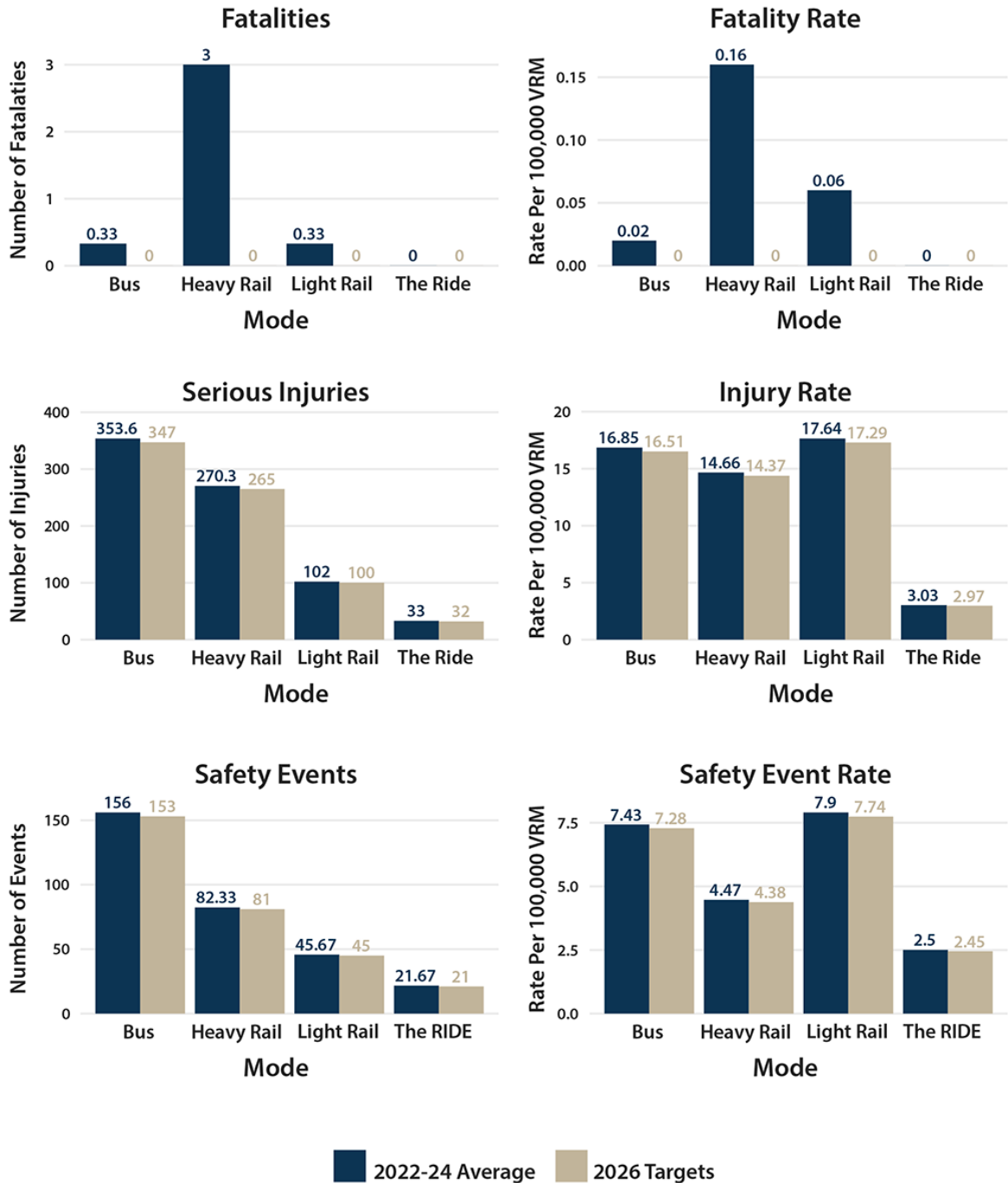
MBTA Safety Targets

The MBTA sets targets for four modes: heavy rail (Red, Orange, and Blue Lines), light rail (Green Line and the Mattapan High Speed Line), bus, and The RIDE paratransit system. The MBTA's commuter rail network and ferry service are not subject to these FTA requirements. For data display purposes in this chapter, the 14 measures are divided into three categories: fatalities and injuries, transit worker safety, and safety events and reliability.

Figure 4-6 shows the average number of fatalities, injuries, and safety events for CYs 2022-24 and targets for CY 2026. The MBTA has set a fatality target of zero fatalities for all modes and is committed to reducing the number of fatalities across its system to zero. The MBTA continues to invest in proactive solutions to achieve this goal. For injuries and safety events, the targets were calculated using a two percent decrease in the number of injuries and safety events. All rates are set per one million vehicle revenue-miles (VRM). Safety event, fatality, and injury targets are rounded to the nearest whole event.

⁸ Boston Region MPO memorandum titled, *Transit Safety Performance Targets*.

Figure 4-6
MBTA Performance and Targets for Fatalities, Injury, and Safety Event Metrics

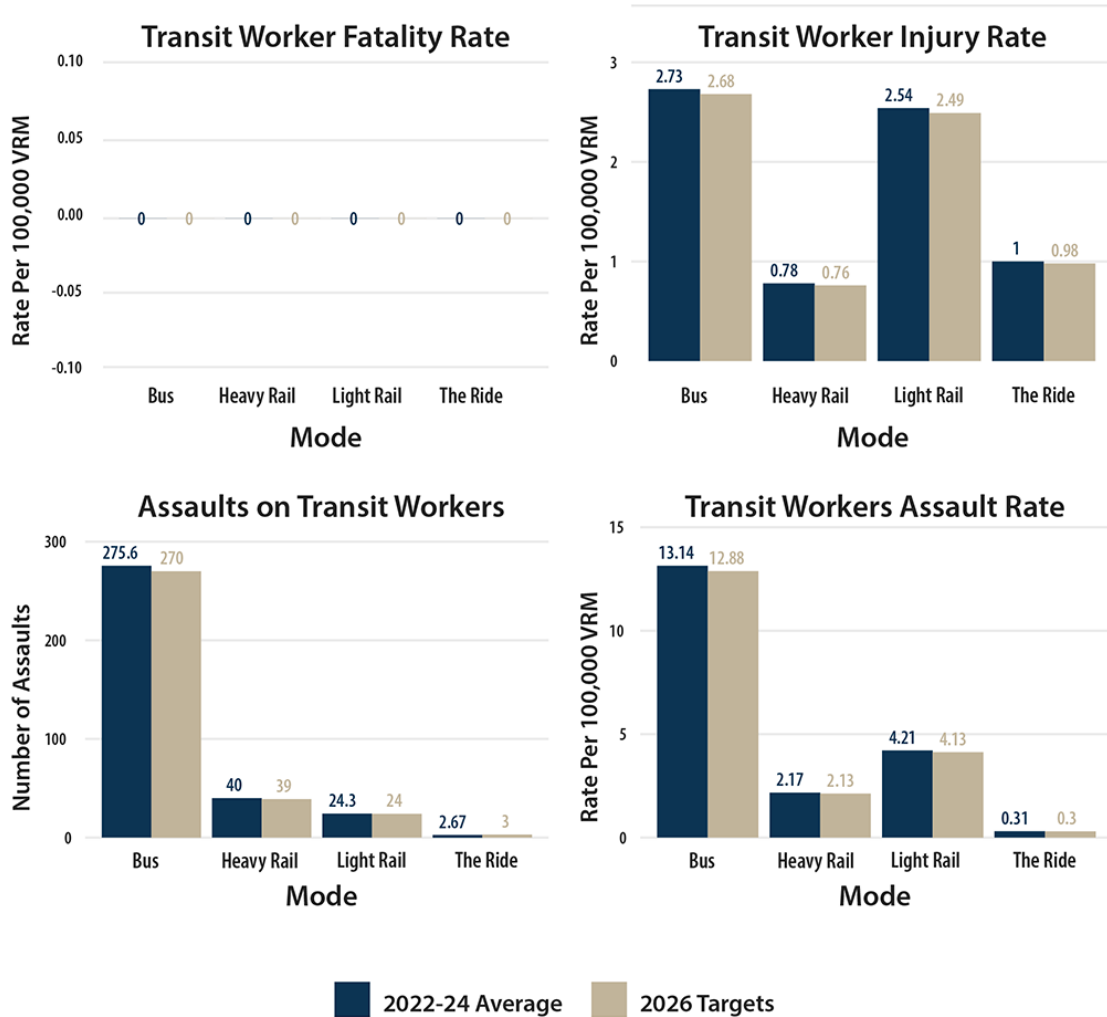


VRM = vehicle revenue-miles.

Source: MBTA.

Figure 4-7 shows the CY 2022–24 averages for transit worker safety reporting and targets for CY 2026. The MBTA has set a target of zero transit worker fatalities for all modes. For the transit worker injury and assault rates, the MBTA set a CY 2026 target for a two percent decrease from the 2022–24 average. The MBTA also used a two percent decrease from the 2022–24 average to develop the target for the number of assaults on transit workers; assault count targets are rounded to the nearest whole number.

**Figure 4-7
MBTA Performance and Targets for Transit Worker Safety**

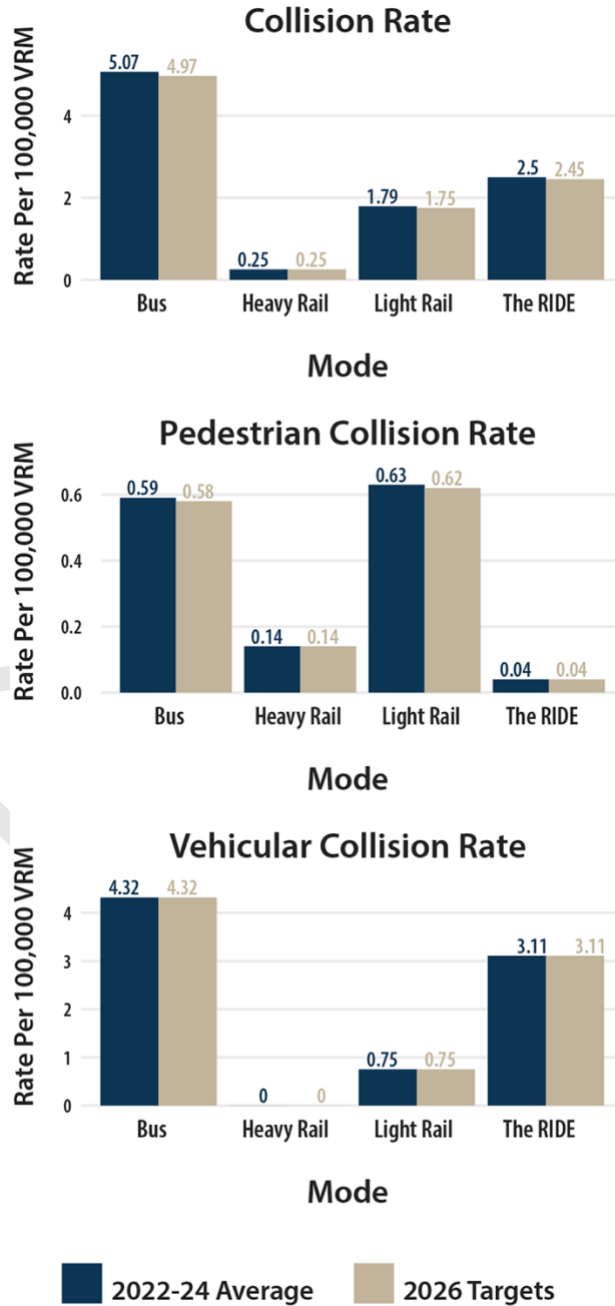


VRM = vehicle revenue-miles.

Source: MBTA.

The MBTA started reporting on collision targets in 2025. Figure 4-8 shows average CY 2022–24 performance and CY 2026 targets for collision metrics. The MBTA sets a target of a two percent decrease in collisions, pedestrian collisions, and vehicular collisions for light rail and bus. Heavy rail targets remain equal to the three-year average per VRM. All rates are calculated per one million VRM.

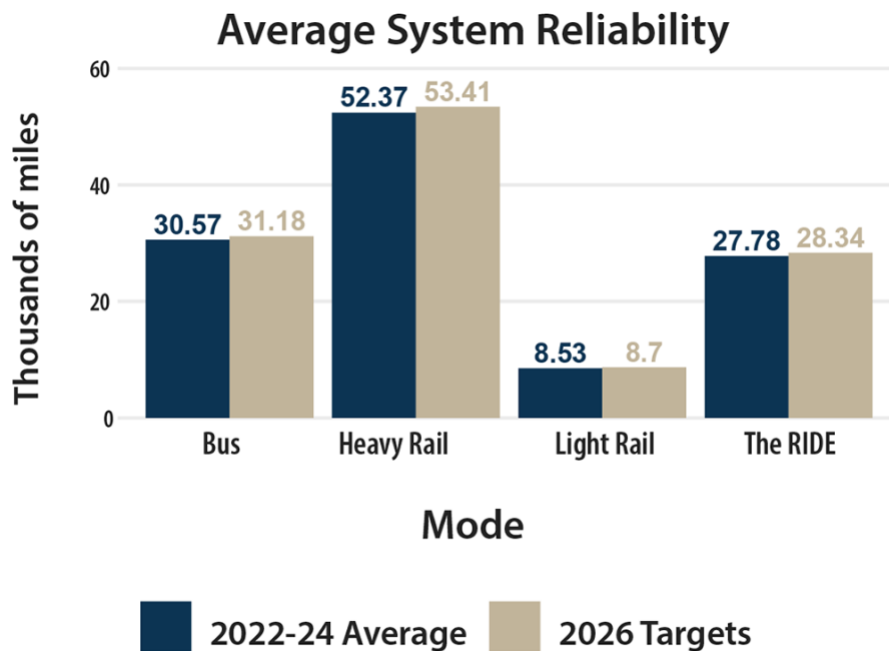
Figure 4-8
MBTA Performance and Targets for Collisions by Type



VRM = vehicle revenue-miles. Source: MBTA.

System reliability is a measure of the average number of mechanical failures per VRM. The targets for system reliability are a measure of the mean number of miles between major mechanical failures by mode. The MBTA targets a two percent increase in this metric for all modes. Notably, this is the only transit safety target where the goal is to increase the metric value.

**Figure 4-9
MBTA Performance and Targets for System Reliability**



Source: MBTA.

Cape Ann Transportation Authority (CATA) Safety Targets

CATA monitors safety performance and sets targets for its fixed-route bus and demand response services. This chapter reports the 14 measures in three categories: safety events including fatalities and injuries, transit worker safety, and collision and reliability targets.

CATA’s CY 2026 safety and performance targets reflect modest improvements over its 2021–25 performance across most measures. With zero reported fatalities or serious injuries, CATA set a target of zero for both fixed-route service and demand response. As shown in Table 4-8 CATA set a target of one safety event per 100,000 VRM for both fixed-route demand and demand response service.

**Table 4-8
CATA Performance (2021–25 Averages) and CY 2026 Targets for
Fatalities, Injuries, and Safety Events**

CATA MODE	Fatalities	Fatality Rate	Injuries	Injury Rate	Safety Events	Safety Event Rate
2021–25 Performance						
Fixed-Route Demand	0	0	0	0	2.2	0.80
Demand Response	0	0	0	0	1	1.92
2026 Targets						
Fixed-Route Demand	0	0	0	0	1	1
Demand Response	0	0	0	0	1	2

Source: CATA and FTA Transit National Database.

Table 4-9 shows past performance for transit worker safety measures and targets for CY 2026. CATA has set targets of zero transit worker-related fatalities, injuries, and assaults for CY 2026.

**Table 4-9
CATA Performance (2021–25 Averages) and CY 2026 Targets for
Transit Worker Safety Targets**

CATA MODE	Transit Worker Fatality Rate	Transit Worker Injury Rate	Assaults on Transit Workers	Assault on Transit Workers Rate
2021–25 Performance				
Fixed-Route Demand	0	0	0	0
Demand Response	0	0	0	0
2026 Targets				
Fixed-Route Demand	0	0	0	0
Demand Response	0	0	0	0

Source: CATA and FTA Transit National Database.

Table 4-10 shows past CATA performance for collision and reliability and CY 2026 targets. CATA set a target for no more than two collisions per 100,000 vehicle revenue-miles for both overall and vehicular collision rates. With no reportable pedestrian collisions from 2021 to 2025, CATA set a target of zero for the pedestrian-related safety measures. System reliability is a measure of the mean distance between major mechanical failures by mode. System reliability targets anticipate improvement for fixed-route service, while allowing for some regression in demand response performance.

**Table 4-10
CATA Performance (2021–25 Averages) and CY 2026 Targets for
Collision and Reliability Metrics**

CATA MODE	Collision Rate	Pedestrian Collision Rate	Vehicular Collision Rate	Average System Reliability (miles)
2021–25 Performance				
Fixed-Route Demand	2.14	0	2.14	112,694
Demand Response	1	0	1	137,995
2026 Targets				
Fixed-Route Demand	2	0	2	87,180
Demand Response	2	0	2	118,351

Source: CATA and FTA Transit National Database.

MWRTA Safety Targets

MWRTA monitors safety performance and sets targets for its fixed-route bus and demand response services. For data display purposes in this chapter, the 14 measures are divided into three categories: safety events including fatalities and injuries, transit worker safety, and collisions and reliability. Having no reportable fatalities nor injuries from 2020 to 2024, MWRTA set CY 2025 targets of zero for all transit worker safety measures. MWRTA set more conservative targets to encourage the reporting of events.

Table 4-11 shows averages for safety events, fatalities, and injuries for CYs 2021-25 and targets for CY 2026; all rates are calculated per 100,000 VRM.

**Table 4-11
MWRTA Performance (2021-25 Averages) and CY 2026 Targets for
Fatalities, Injuries, and Safety Events**

MWRTA MODE	Fatalities	Fatality Rate	Injuries	Injury Rate	Safety Events	Safety Event Rate
2021–25 Performance						
Fixed-Route Demand	0	0	1.2	0.11	1.4	0.14
Demand Response	0	0	0	0	0.2	0.02
2026 Targets						
Fixed-Route Demand	0	0	9	0.8	9	0.8
Demand Response	0	0	7	0.7	7	0.7

Source: MWRTA and FTA Transit National Database.

Table 4-12 shows past performance for transit safety metrics and targets for CY 2026. All rates are calculated per 100,000 VRM.

**Table 4-12
MWRTA Performance (2021–25 Averages) and CY 2026 Targets for
Transit Worker Targets**

MWRTA MODE	Transit Worker Fatality Rate	Transit Worker Injury Rate	Assaults on Transit Workers	Assault on Transit Workers Rate
2021–25 Performance				
Fixed-Route Demand	0	0.02	0	0
Demand Response	0	0	0	0
2026 Targets				
Fixed-Route Demand	0	0.44	6	0.53
Demand Response	0	0.44	5	0.5

Source: MWRTA and FTA Transit National Database.

Table 4-13 shows past performance for collision and reliability metrics and CY 2026 targets. System Reliability is a measure of mean distance between major mechanical failures by mode. . All rates are calculated per 100,000 VRM.

**Table 4-13
MWRTA Performance (2021–25 Averages) and CY 2026 Targets for
Collision and Reliability Metrics**

MWRTA MODE	Collision Rate	Pedestrian Collision Rate	Vehicular Collision Rate	Average System Reliability (miles)
2021–25 Performance				
Fixed-Route Demand	0.07	0	0.07	171,428
Demand Response	0.02	0	0.02	112,346
2026 Targets				
Fixed-Route Demand	0.53	0.08	0.44	75,000
Demand Response	0.6	0.1	0.5	75,000

Source: MWRTA and FTA Transit National Database.

TIP Investments Supporting Transit Safety Performance

MassDOT and the transit agencies in the Boston region account for safety when selecting transit projects for capital investment programs, including the TIP. Safety is part of MassDOT’s Reliability priority area and investment programs are sized to support MBTA and RTA asset condition. Safety issues are also considered at the level of individual investments.

The MBTA’s planned capital investments are intended to improve safety outcomes, asset condition, and system reliability. The MBTA will use funding from the MPO’s Regional Target Program to improve accessibility and safety features at Symphony and Downtown Crossing Stations. CATA will continue to use its federal and state dollars to fund preventative maintenance activities, improve its administration and

maintenance facility, and purchase new revenue vehicles to replace those that have reached the end of their useful life. Similarly, MWRTA will continue to invest in the modernization and expansion of its Blandin terminal facility and expansion of its vehicle fleet to include larger 29-foot, low-floor buses. Transit agency investments are also discussed in the Transit Asset Condition Performance section of this chapter and additional details about these investments are available in Chapter 3.

Future Activities to Improve and Monitor Safety Performance

In 2023, the MPO was awarded a federal [Safe Streets and Roads for All discretionary grant](#) of \$2.1 million. The MPO used this grant money to create a Vision Zero Action Plan for the Boston region. This plan is one measure by which the MPO is committed to achieving zero roadway fatalities and serious injuries through an ambitious reduction of roadway hazards. More information on this Action Plan can be found on the [Vision Zero](#) page of the MPO's website.

MPO staff are considering developing safety performance targets for the Boston region in alignment with the recommendations of the Vision Zero Action Plan. These targets would then be converted into the format required by FHWA on the five federally required performance metrics. The regional targets would supplement existing statewide targets.

Bridge and Pavement Performance Measures (PM2)

Relevant Goals, Policies, and Plans

The federally required bridge and pavement measures align with the MPO's goal of mobility and reliability and monitor progress toward maintaining and modernizing the transportation system. The MPO seeks to address existing maintenance and state-of-good-repair needs for roads and sidewalks, upgrade infrastructure to better serve travelers, and prepare for future hazards.

Projects funded in the FFYs 2027–31 TIP support asset condition improvements, which complement MassDOT's more extensive state-of-good-repair and modernization projects. MassDOT uses information from its asset management systems to guide decisions about asset maintenance and modernization to boost mobility and reliability and considers roadway investment priorities from its Transportation Asset Management Plan.⁹

⁹ The Transportation Asset Management Plan is a federally required risk-based asset management plan that includes asset inventories, condition assessments, and investment strategies to improve the condition and performance of the NHS, particularly its bridges and pavements. Massachusetts Department of Transportation, *Transportation Asset Management Plan* (Fall 2023), accessed April 17, 2026. <https://www.mass.gov/doc/2023-transportation-asset-management-plan/download>.

Roadway Asset Condition Performance Measures and Targets

Bridge Condition Measures and Targets

To meet federal performance monitoring requirements, states and MPOs must track and set performance targets for the condition of bridges on the National Highway System. Bridge condition performance measures include the following:

- Percent of NHS bridges by deck area classified as in *good* condition
- Percent of NHS bridges by deck area classified as in *poor* condition

NHS bridge condition is classified based on the condition ratings of three bridge components: the deck, the superstructure, and substructure. The lowest rating of the three components determines the overall bridge condition. The measures express the share of NHS bridges in a certain condition by deck area, divided by the total deck area of NHS bridges in the MPO region or state.

Table 4-14 shows the performance baselines for NHS bridge condition in Massachusetts and the Boston region for 2022. MassDOT determined that there are 2,246 bridges in the Commonwealth, of which 844 are located in the Boston region. According to the 2022 baseline, 16.9 percent of bridges in Massachusetts were in good condition and 11.2 percent were in poor condition. In the Boston region, 15.7 percent were in good condition and 12.9 percent were in poor condition.

**Table 4-14
NHS Bridge Condition 2022 Baselines for
Massachusetts and the Boston Region**

Geographic Area	Total NHS Bridges	Total NHS Bridge Deck Area (square feet)	Percent of NHS Bridge Deck Area in Good Condition	Percent of NHS Bridge Deck Area in Poor Condition
Massachusetts	2,246	29,457,351	16.9%	11.2%
Boston Region	844	13,916,199	15.7%	12.9%

¹ Massachusetts baseline data is based on a MassDOT analysis conducted in 2022.

NHS = National Highway System.

Source: Massachusetts Department of Transportation.

States must set performance targets for NHS bridge and pavement condition measures at two-year and four-year intervals. Table 4-15 shows the baseline Massachusetts value calculated in 2022 and MassDOT’s current NHS bridge performance targets established in 2023. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. These targets reflect the bridge condition MassDOT anticipated based on historic trends and planned bridge investments. As shown in the table, MassDOT anticipated that the share of NHS bridge deck area in good condition and poor condition would be nearly identical to the baseline.

**Table 4-15
Massachusetts NHS Bridge Condition Targets**

Federally Required Bridge Condition Performance Measure	Baseline (CY 2022)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)	Long Term Target
Percent of NHS Bridges by deck area in good condition	16%	16%	16%	>18%
Percent of NHS Bridges by deck area in poor condition	12%	16%	12%	< 10%

CY = calendar year. NHS = National Highway System.

Sources: Massachusetts Department of Transportation and the Boston Region MPO staff.

The Boston Region MPO elected to support MassDOT’s four-year bridge performance targets in February 2023. This approach reflects the ways that each entity supports bridge improvements in the Boston region. The MPO’s Regional Target Program typically makes modest contributions to bridge improvements in the

Boston region, while the MassDOT Bridge Program remains the region's primary funding source for the replacement or rehabilitation of substandard bridges.

The MPO will adopt updated targets in FFY 2027. Updated statewide performance information and targets for bridge conditions are available in the 2025 MassDOT Annual Performance Tracker.¹⁰ Within the Boston area data from the 2024 [MassDOT Bridges dataset](#) shows that 14.9 percent of NHS bridge deck area is in poor condition, 71.9 percent is in fair condition, and 12.2 percent is in poor condition.

Pavement Condition Performance and Targets

As with NHS bridges, USDOT's framework for performance management requires states and MPOs to monitor and set targets for the condition of pavement on NHS roadways. According to the 2024 Massachusetts Road Inventory, 10,455 lane-miles (about 14 percent of statewide lane mileage) are part of the NHS.¹¹ This includes 3,186 lane-miles on the Interstate System and 7,259 lane miles of non-Interstate NHS roadways. All Interstate roadways in Massachusetts are owned by MassDOT.

Within the Boston region, 3,692 lane-miles (16 percent of all roadway lane miles) are part of the NHS. Of these, there are 1,160 lane-miles (37 percent) on the Interstate System and 2,532 non-Interstate NHS roadway lane-miles.

Federal NHS pavement performance measures include the following:

- Percent of pavements on the Interstate System in *good* condition
- Percent of pavements on the Interstate System in *poor* condition
- Percent of pavements on the non-Interstate NHS in *good* condition
- Percent of pavements on the non-Interstate NHS in *poor* condition

Interstate pavement is classified as in good or poor condition using the International Roughness Index (IRI) and one or more pavement distress metrics (cracking and/or rutting and faulting) depending on the pavement type (asphalt, jointed concrete, or continuous concrete). FHWA sets thresholds for each metric that determine whether the metric value is good, fair, or poor, along with thresholds that determine whether the pavement segment is in good or poor condition.

¹⁰ Massachusetts Department of Transportation, *2025 Annual Performance Report*, accessed April 23, 2026. <https://www.mass.gov/doc/2025-annual-performance-report/download>

¹¹ Massachusetts Department of Transportation, "2024 Road Inventory Year End Report" March 2026. <https://geodot.mass.gov/apps/1c6ab9ee662d4efa8bf2b39f3ba1b153>.

Figures shown are from the 2024 Road Inventory Report – they will be updated to align with the 2025 Road Inventory End of Year Report once that is published.

In 2023, MassDOT established performance targets for NHS pavement condition performance measures. The two-year target reflects target conditions as of the end of CY 2023, and the four-year target reflects target conditions as of the end of CY 2025. MPOs are required to set four-year Interstate and non-Interstate pavement condition performance targets and may choose to support the state targets or set their own targets. The Boston Region MPO elected to adopt MassDOT’s two-year and four-years targets on February 16, 2023.¹²

MassDOT’s approach when setting targets was to use past pavement indicators to identify trends and to set conservative targets. Table 4-16 shows MassDOT’s performance targets for these measures along with baseline data as of 2021.

**Table 4-16
Massachusetts NHS Pavement Condition Targets**

Federally Required Pavement Condition Performance Measure¹	Baseline	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Percent of Interstate Highway System pavements that are in good condition ²	72%	70%	70%
Percent of Interstate Highway System pavements that are in poor condition	0%	2%	2%
Percent of non-Interstate NHS pavements that are in good condition	33.9%	30%	30%
Percent of non-Interstate NHS pavements that are in poor condition	2.9%	5%	5%

¹ The 2021 values for pavement condition are as of January 1, 2021.

² These values reflect the International Roughness Index (IRI) only.

CY = calendar year. NHS = National Highway System.

Source: Massachusetts Department of Transportation.

The 2024 MassDOT Pavement Inventory and MassDOT Performance Management Tracker include updated roadway pavement performance and targets. The tracker uses the Pavement Serviceability Index (PSI), which is a different index than IRI resulting in 2024 baseline values and targets that are not comparable to the targets presented above. The MPO will adopt updated targets based on IRI in FFY 2027 in line with federal reporting requirements.

¹² Boston Metropolitan Planning Organization, *National Highway System Bridge and Pavement Performance Measures and Targets (Second Federal Performance Period)*, accessed April 17, 2026. <https://www.bostonmpo.org/data/pdf/programs/performance/2023-PBPP-NHS-Bridge-Pavement-Targets.pdf>.

MassDOT's pavement-improvement programs, along with its other corridor and intersection improvement programs, provide most of the funding for pavement improvements in the Boston region. The MPO's policy has been to not use Regional Target funds for projects that only resurface pavement. However, the MPO does fund roadway reconstruction projects that include pavement improvements in addition to other design elements. The MPO will collaborate with MassDOT to make progress towards these NHS pavement-condition targets.

TIP Investments Supporting Roadway Asset Condition

When prioritizing capital investments for the TIP, the MPO uses its project evaluation criteria to assess how well each project funded with Regional Target dollars may help maintain or prevent damage to the Boston region's roadway infrastructure. The MPO's criteria prioritize projects that improve poor condition bridges, pavement, sidewalks, and signals, and projects that improve the network's ability to support emergency response, continue functioning during extreme weather events, enhance the natural environment, and improve regional coordination, among other resilience elements.

More information about the MPO's current TIP criteria is available in Appendix A.

Future Activities to Improve and Monitor Transportation Assets

The MPO will continue to collaborate with MassDOT to monitor bridge and pavement performance and set targets in line with federally required timelines. Additionally, the MPO will aim to explore metrics for monitoring multimodal and non-single-occupancy-vehicle (non-SOV) infrastructure availability and quality in collaboration with the MPO's Multimodal Mobility Infrastructure Program. The MPO will also collaborate with MassDOT to better estimate the impacts of TIP investments on federally required highway performance measures and other performance targets and measure.

Transit Asset Condition Performance

Relevant Goals, Policies, and Plans

Transit agencies must update performance targets for federally required Transit Asset Management (TAM) performance measures. These targets relate to transit rolling stock, nonrevenue service vehicles, facilities, and rail fixed-guideway infrastructure. They are developed based on the agencies' most recent asset inventories and condition assessments, and capital investment and procurement expectations, which are informed by the agencies' TAM plans. The MBTA, MWRTA, and CATA share their asset inventory and condition data and their performance targets with the Boston Region MPO so that the MPO can monitor and set TAM

targets for the Boston region. The MPO revisits its targets in these performance areas each year when updating its TIP.

The following sections discuss the MPO's current performance targets for each of the TAM performance measures. They reflect fiscal year (FY) 2026 targets: the MBTA's targets are for state fiscal year (SFY) 2026 and CATA's and MWRTA's targets are for federal fiscal year (FFY) 2026. The MPO adopted these targets on March 19, 2026.¹³ The FY 2026 TAM targets described in the tables below may reflect changes in the overall number of assets in each transit category, past or planned asset replacement or repair, other factors depending on the asset type, or a combination of these factors.

TAM Condition Performance Measures and Targets

Rolling Stock and Equipment Vehicles

FTA's TAM performance measure for evaluating whether rolling stock and equipment vehicles are in a state of good repair is the percentage of vehicles that meet or exceed their useful life benchmark (ULB). This measure uses vehicle age as a proxy for its state of good repair, and the goal is to bring this value as close to zero as possible. FTA defines ULB as "the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment."¹⁴

When setting targets, each agency has the discretion to use FTA-identified default ULBs for vehicles or to adjust ULBs with approval from the FTA.

- The MBTA has used FTA default ULBs for all vehicle types except for paratransit autos and vans, and some articulated buses, which are measured using MBTA-defined ULBs.
- The MWRTA uses FTA default ULBs for vans and equipment vehicles (excluding automobiles) and uses ULBs from the Massachusetts

¹³ Boston Metropolitan Planning Organization, "FY 2026 Transit Asset Management Targets" (March 2026), accessed April 17, 2026. <https://bostonmpo.org/data/pdf/programs/performance/2026-Transit-Asset-Management-Memo.pdf>

¹⁴ Federal Transit Administration, "Performance Management" (March 2026), accessed April 10, 2025. <http://www.transit.dot.gov/PerformanceManagement>

Department of Transportation’s Fully Accessible Vehicle Guide for its cutaway vehicles and automobiles.¹⁵

- CATA uses useful life criteria as defined in FTA Circular 5010.1F (Award Management Requirements) for ULB values for its vehicles.¹⁶

Table 4-17 describes past performance and the MPO’s FY 2026 targets for rolling stock. The MBTA, CATA, and MWRTA are improving performance for a variety of rolling-stock-vehicle classes. Transit agencies can make improvements on this measure by expanding their rolling-stock fleets or replacing vehicles within those fleets.

**Table 4-17
FY 2025 Performance and FY 2026 Targets for Transit Rolling Stock**

		FY 2025 Performance	FY 2026 Targets
Agency	Asset Type	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	Articulated Buses	21.05%	21.05%
MBTA	Buses	14.67%	14.11%
MBTA	Light Rail (Passenger)	38.17%	38.17%
MBTA	Vintage Trolleys	100%	100%
MBTA	Heavy Rail (Passenger)	41.74%	37.94%
MBTA	Commuter Rail (Locomotive)	21.11%	21.11%
MBTA	Commuter Rail (Coach)	6.31%	16.89%
MBTA	Ferry Boats	0%	0%
MBTA	Paratransit (Automobiles)	55%	55%
MBTA	Paratransit (Vans)	25.13%	45.30%
CATA	Buses	36%	0%
CATA	Cutaway Vehicles	29%	7%
MWRTA	Automobiles	100%	100%

¹⁵ Massachusetts Department of Transportation, *MassDOT Fully Accessible Vehicle Guide: An Overview of Accessible Vehicle Specifications* (September 2025), accessed April 23, 2026. <https://www.mass.gov/doc/massdot-fully-accessible-vehicle-guide-0/download>

¹⁶ Federal Transit Administration, FTA C 5010.1F “Award Management Requirements” (November 1, 2024), accessed April 23, 2026. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-09/C5010.1F-Circular-11-01-2024.pdf>

		FY 2025 Performance	FY 2026 Targets
MWRTA	Cutaway Vehicles	42.9%	35%
MWRTA	Vans	0%	0%

Note: The CATA and MWRTA figures follow the federal fiscal year of October 1 to September 30. The MBTA figures follow the state fiscal year of July 1 to June 30.

CATA = Cape Ann Transportation Authority. FY = fiscal year. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. ULB = Useful Life Benchmark.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The MBTA continues to implement several major revenue-vehicle capital programs in FY 2026, including the procurement of new locomotives. The procurement of new locomotives will be partially funded through the MPO’s Regional Target Program. The MWRTA and CATA did not meet their FY 2025 targets because replacement vehicles did not arrive as scheduled due to supply chain issues. Both transit agencies aim to procure new buses in FY 2026, and the MPO has programmed funds for MWRTA bus replacements.

Table 4-18 shows FY 2025 performance and the MPO’s FY 2026 targets for transit equipment vehicles. Transit agencies can make progress toward these targets by expanding their fleets or replacing vehicles within those fleets. The MBTA, CATA, and MWRTA continue to monitor equipment vehicle needs across the system by investing in the maintenance and replacement of nonrevenue equipment. The MBTA set lower targets for automobiles because the Transit Police are expected to scrap 52 vehicles and receive 31 new vehicles in FY 2026. Targets for the other two MBTA equipment categories are based on planned scrap lists. The MWRTA and CATA set their equipment target equal to their FY 2025 performance. Table 4-18 shows equipment targets for all agencies.

**Table 4-18
FY 2025 Performance and FY 2026 Targets for Equipment**

Agency	Asset Type	Percent of Vehicles Meeting or Exceeding ULB – FY 2025 Performance	Target Percent of Vehicles Meeting or Exceeding ULB – FY 2026 Targets
MBTA	Automobiles	63.27%	19.35%
	Trucks and Other		
MBTA	Rubber Tire Vehicles	16.61%	18.99%
MBTA	Steel Wheel Vehicles	41.10%	42.47%
CATA	All Equipment	75%	75%
MWRTA	All Equipment	30%	30%

Note: CATA and MWRTA figures follow the federal fiscal year of October 1 to September 30. MBTA figures follow the state fiscal year of July 1 to June 30.

CATA = Cape Ann Transportation Authority. FY = fiscal year. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. ULB = Useful Life Benchmark.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

Facilities

FTA assesses the condition of passenger stations, parking facilities, and administrative and maintenance facilities to determine if they are in a state of good repair by using the FTA Transit Economic Requirements Model (TERM) scale, which generates a composite rating based on assessments of facility components. The five-point FTA TERM scale defines a 3.0 – 3.9 rating for a transit facility as “moderately deteriorated or defective but has not exceeded useful life.”¹⁷ The MBTA, MWRTA, and CATA all set targets based on achieving a 3.0 rating or higher. The MBTA reports separate performance and target metrics for administrative/maintenance buildings and passenger/parking facilities.

Table 4-19 shows FY 2025 performance and the MPO’s FY 2026 targets for MBTA, MWRTA, and CATA facilities. MWRTA and CATA have just one facility each, and those facilities scored 3.0 or greater on the TERM scale. The MBTA set targets equal to its SFY 2025 performance for both types of facilities, as no facilities are predicted to receive a change in condition rating.

¹⁷ Federal Transit Administration, FTA C 5010.1F “Award Management Requirements” (November 1, 2024), accessed April 23, 2026.

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-09/C5010.1F-Circular-11-01-2024.pdf>

**Table 4-19
FY 2025 Performance and FY 2026 Targets for Facilities**

Agency	Facility Type	Percent of Facilities Rated Less Than 3.0 on the FTA’s TERM Scale	Target Percent of Facilities Rated Less Than 3.0 on the FTA’s TERM Scale
MBTA	Administrative/Maintenance	2.18%	2.18%
MBTA	Passenger/Parking	19.05%	19.05%
CATA	Administrative/Maintenance	0%	0%
MWRTA	Administrative/Maintenance	0%	0%

Note: CATA and MWRTA figures follow the federal fiscal year of October 1 to September 30. MBTA figures follow the state fiscal year of July 1 to June 30.

CATA = Cape Ann Transportation Authority. FTA TERM = Federal Transit Administration’s Transit Economic Requirements Model. FY = fiscal year. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

Rail Fixed-Guideway Infrastructure (MBTA Only)

Table 4-20 describes SFY 2025 performance and SFY 2026 targets for rail fixed-guideway condition. The MBTA is the only transit agency in the Boston region with track infrastructure. Rail fixed-guideway condition is measured by the percentage of track that is subject to performance or speed restrictions. The MBTA set targets in accordance with FTA’s performance management guidelines for infrastructure. The SFY 2026 performance targets were set at 4 or 4.5 percent for all modes based on anticipated conditions and currently programmed funding.

**Table 4-20
SFY 2025 Performance and SFY 2026 MBTA Targets for Infrastructure (Fixed Guideway)**

Asset Type	Percent of Miles with Performance Restrictions – SFY 2025 Performance	Target Percent of Miles with Performance Restrictions – SFY 2026 Targets
Light Rail	0.30%	4.50%
Heavy Rail	2.18%	4.50%
Commuter Rail	1.68%	4.00%

Note: For this performance measure, the term “miles” refers to “directional route miles,” which represents the miles managed and maintained by the MBTA with respect to each direction of travel (for example, northbound and southbound), and excludes nonrevenue tracks such as yards, turnarounds, and storage tracks. The baseline and target percentages represent the percentage of annual average revenue track miles with performance restrictions from the total revenue miles.

SFY = state fiscal year (July 1 to June 30).

Source: MBTA and Boston Region MPO staff.

TIP Investments Supporting Transit System Asset Condition

Many types of transit investments may affect the TAM vehicle, facility, and fixed-guideway performance measures described in the previous section because these investments may either improve or replace assets already included in transit agency inventories, or because they may expand those inventories. These investments may improve assets gradually over time by upgrading specific asset subsystems, or they may generate more dramatic changes in performance by overhauling or replacing assets.

The FFYs 2027–31 TIP includes a variety of transit infrastructure improvement initiatives, funded both by the MPO’s Regional Targets and dollars that the MBTA, MWRTA, and CATA program in coordination with MassDOT. Many of the MBTA and CATA investments appear in the priority investment lists these agencies include in their TAM plans.

Vehicles

During FFYs 2027 to 2031, the MBTA will be investing in vehicles to replace or expand its fleets through its Vehicles program. These procurements will support more efficient, reliable, and sustainable operations and include the following:

- Type 10 Green Line light-rail vehicles to replace existing Type 7 and Type 8 fleets
- Replacement and modernization of Orange and Red Line cars
- Buses, including hybrid and battery electric models, and supporting infrastructure

Meanwhile, CATA plans to purchase four low-floor buses to replace those that have reached the end of their useful life. The MPO has programmed funds for MWRTA to acquire three new 29-foot buses to replace cutaway vehicles that have reached the end of their useful life. Expected purchases include compressed-natural-gas-powered vehicles and electric vehicles. MWRTA will also continue pursuing opportunities to migrate its fleet to fully electric vehicles. Collectively, these investments will help improve the condition of the fleets and make progress with respect to the TAM rolling stock performance measure.

Equipment

While funding for equipment vehicles is not expressly part of the FFYs 2027–31 TIP, the MBTA continues to monitor needs for support vehicles across the system and invest in the maintenance and replacement of nonrevenue equipment. This

includes the procurement of first response vehicles, service cars, service trucks, tow trucks, spot tampers, swing masters, crane cars, and other support vehicles. CATA and MWRTA will continuously evaluate their service fleets throughout the performance period.

Facilities

As part of the FFYs 2027-31 TIP, the MPO programmed funding for accessibility and safety improvements to Symphony Station. In recent TIPs, the MPO has funded accessibility improvements at the Natick Center and Wellesley Square commuter rail stations, Jackson Square Station, and the Nubian Square bus facility. While CATA's and MWRTA's administration and maintenance facilities are currently in a state of good repair and scored 3.0 or above on the FTA TERM scale, these agencies will continue to maintain and upgrade those facilities during FFYs 2027 to 2031. In FFYs 2027 and 2028, the MPO has programmed funding for an expansion of the MWRTA's Blandin Hub to accommodate the growing fleet of compressed natural gas (CNG) buses.

Fixed-Guideway Infrastructure

The MBTA is making continued investments in track signals and systems during FFYs 2027 to 2031 to help reduce the need for performance restrictions on fixed guideways. The MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems. Track segment improvements on heavy and light rail track will allow the MBTA to remove designated slow zone areas.

MPO Investment in Transit Asset Improvements

During the development of the FFYs 2027–31 TIP, the MPO formally solicited transit projects as candidates for funding. More information on funded transit projects is available in Chapter 3. The MPO will continue to work with the MBTA, CATA, and MWRTA to

- bring assets (including those covered by the TAM performance measures) into a state of good repair;
- modernize transit system assets;
- improve safety-critical, operations-critical, or climate-sensitive assets;
- incorporate resilience elements into transit projects; and
- improve pedestrian elements at transit stations.

Future Activities to Improve and Monitor Transit Assets

The MPO will continue to make investments to improve reliability of the public transit system in coordination with the MBTA, MWRTA, CATA, and other stakeholders. This work may include the following activities:

- Continue to implement the MPO's TIP project selection criteria pertaining to public transit system preservation and modernization, and further integrate criteria into the MPO's performance-monitoring activities.
- Continue to refine the MPO's Transit Transformation investment program and identify links between this program and improvements in the condition of the region's transit assets.

Reliability, Congestion, and Emissions Performance Measures (PM3)

Relevant Goals, Policies, and Plans

Reliability

The MPO aims to improve reliability of travel times in the Boston region. FHWA requires states and MPOs to monitor and set targets for the following reliability performance measures:

- Percent of the person-miles traveled on the Interstate System that are reliable (Level of Travel Time Ratio [LOTTR])¹⁸
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable (LOTTR)
- Truck Travel Time Reliability Index (TTTR) Index which compares longer (95th percentile) truck travel times to average (50th percentile) truck travel times

Traffic Congestion

MassDOT and the Boston Region MPO examine traffic congestion using measures they must track to meet CMAQ requirements. CMAQ requirements help FHWA, states, and MPOs better understand the impacts of investments on traffic congestion relief. Performance measures related to traffic congestion apply to urbanized areas (UZAs) that contain geographic areas designated by the US Department of Environmental Protection (EPA) as nonattainment areas.

MPOs must set CMAQ traffic congestion targets if

1. the region contains mainline highways on the NHS that cross part of a UZA with a population of more than one million; and
2. the part of the MPO area that overlaps the UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants.

The Boston Region MPO meets these respective criteria and, therefore, must set targets for traffic congestion performance measures for the Boston MA-NH UZA, which includes portions of seven MPO areas in eastern Massachusetts and one MPO in New Hampshire.

MPOs are required to set the *peak hours of excessive delay (PHED) per capita* targets for the UZA

PHED per capita is calculated using the formula below.

$$PHED = \frac{\text{Hours of excessive delay during PP}^{19\ 20} * \# \text{ of travelers during PP}^{21}}{\text{UZA population}}$$

States and MPO must also monitor the share of travel using non-single-occupancy-vehicles (non-SOV) including public transit, carpool, and bicycles. Leveraging non-SOV modes of transportation reduces congestion and air pollution. Non-SOV travel is measured as part of the American Community Survey in five-year period estimates, which are updated each year.

Green House Gas Emissions and Air Quality

The MPO aims to support clean air and healthy communities in the Boston region by creating an environmentally friendly transportation system. It pursues this goal by

¹⁹ For each NHS segment, states and MPOs determine a threshold speed and use this value and the segment length to establish an *excessive delay threshold travel time* (EDTTT). They determine the amount of travel time for all vehicles that exceeded the EDTTT during weekday peak periods. This remainder is the excessive delay for that NHS segment. Travel-time data for NHS segments is provided by the National Performance Measure Research Data Set.

²⁰ MassDOT, the New Hampshire Department of Transportation, and the MPO used a period of 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM to represent the morning and evening peak periods for the Boston MA-NH UZA.

²¹ MPOs use *average annual daily traffic* (AADT) estimates for NHS segments and then apply factors to adjust these estimates to reflect weekday peak hours and average vehicle occupancies.

investing in projects that reduce greenhouse gases (GHGs) and other pollutants generated by the transportation sector.

If climate trends continue as projected, the conditions in the Boston region will include a rise in sea level coupled with storm-induced flooding and warmer temperatures that would affect the region's infrastructure, economy, human health, and natural resources. The Commonwealth of Massachusetts is responding to this challenge by taking action to reduce the GHGs produced in the state, including those generated by the transportation sector.

Massachusetts' Global Warming Solutions Act (GWSA) requires reductions of GHGs by 2020 and further reductions by 2050, relative to 1990 baseline conditions. To meet GWSA requirements, the MPO works with MassDOT and other stakeholders to anticipate the GHG impacts of projects included in the TIP, specifically by examining increases or reductions in carbon dioxide (CO₂).

More details on the MPO's GHG tracking and evaluation processes are included in Appendix B. TIP projects may also help reduce other air pollutants and precursors, volatile organic compounds (VOCs), nitrogen oxides (NO_x) and carbon monoxide (CO), by improving traffic flow and bicycle and pedestrian travel. Tracking the air quality benefits of transportation projects helps identify projects that may be eligible for CMAQ funds. These CMAQ-funded projects are described in the [MPO's CMAQ Performance plans](#) and progress reports. The MPO expects its CMAQ-funded projects to support improvements to various emissions performance measures, reinforcing the connection between planning, investments, and expected performance outcomes. More detailed information about the region's air quality status and related requirements is available in Chapter 5.

Performance Measures and Targets

Travel Time Reliability

The Boston Region MPO adopted the two-year and four-year statewide reliability, congestion, and emissions performance measure targets set by MassDOT in January 2023.²² MassDOT follows FHWA regulations in measuring Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) in order to determine the predictability of travel times on the roadway network.

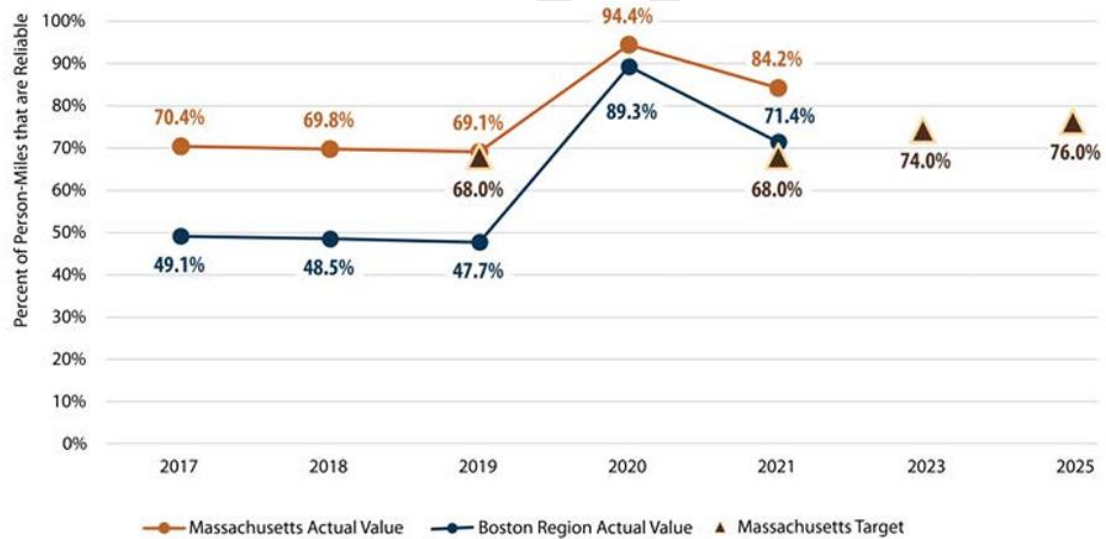
²² Boston Region MPO, Technical Memorandum, "Travel Time Reliability Performance Targets – 2023 Update," accessed April 23, 2026.

<https://www.ctps.org/data/pdf/programs/performance/CY2023-Travel-Time-Reliability-Targets.pdf>

For LOTTR, the performance of all segments of the NHS are classified as reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time. The proportion of reliable segments is reported. LOTTR baseline value for 2021 and targets are presented in Table 4-23.

Actual travel time reliability values for the Interstate Highway System and the non-Interstate NHS in Massachusetts in 2021 were better than the Commonwealth’s two-year and four-year targets, as shown Figures 4-10 and 4-11. These figures show the change in the percentage of person-miles on the Interstate Highway System and non-Interstate NHS, respectively, that were reliable for both Massachusetts and the Boston region between 2017 and 2021 and targets through 2025. The Commonwealth and MPO will adopt new targets and release new performance data in FFY 2027.

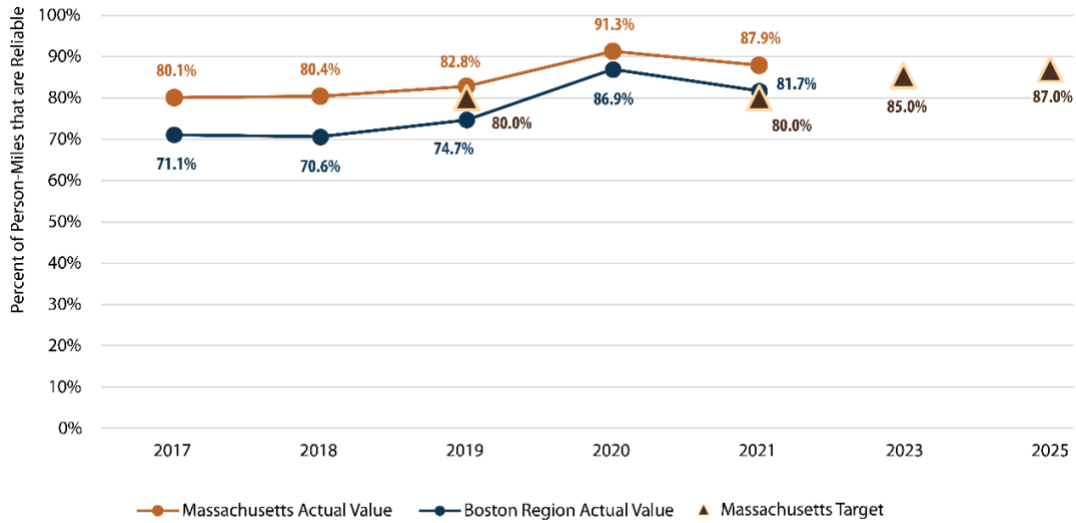
Figure 4-10
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the Regional Integrated Transportation Information Systems (RITIS) platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

**Figure 4-11
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Non-Interstate NHS**



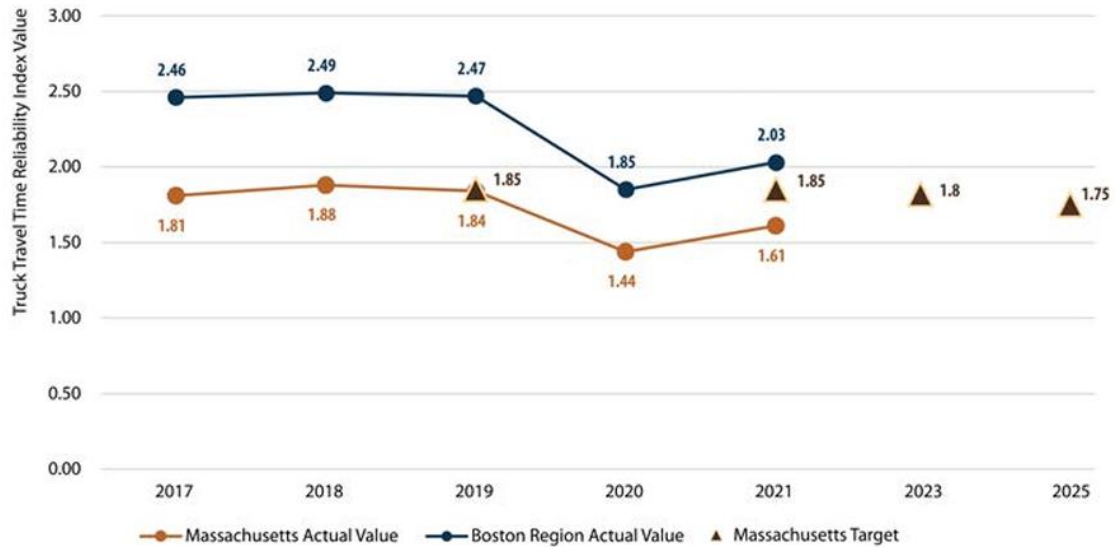
Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the Regional Integrated Transportation Information Systems (RITIS) platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

For TTTR, the ratio between the 50th percentile travel time and 90th percentile travel time for trucks along the Interstate System is reported. When setting TTTR targets MassDOT staff considered past travel time reliability measure values and uncertainty around future travel demand following the COVID-19 pandemic. As shown in Figure-4-12, the Boston region’s TTTR baseline value is higher than the statewide value indicating that truck travel times on the Boston region’s Interstate highway network have been generally less reliable than on Massachusetts’s full Interstate network.

TTTR Index values for the Interstate Highway System in Massachusetts were better than the Commonwealth’s two-year and four-year targets between 2017 and 2022, as shown in Figure 4-12. TTTR values improved for both Massachusetts and the Boston region in 2020, although reliability worsened for both geographies in 2021. Performance monitoring will enable the Commonwealth, the MPO, and other stakeholders to respond to post-pandemic changes in truck travel time reliability. The Commonwealth and MPO will adopt new targets and release new performance data in FFY 2027.

Figure 4-12
Performance Values and Targets for Truck Travel Time Reliability on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the Regional Integrated Transportation Information Systems (RITIS) platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Congestion Mitigation

Congestion mitigation targets for the Boston MA-NH UZA were set through a collaborative process involving the MPO, MassDOT, and the New Hampshire Department of Transportation (NH DOT). Targets were developed for two metrics: *annual hours of peak hour excessive delay (PHED) per capita*, which estimates the excessive delay experienced by a UZA’s population from travel on the NHS during peak periods and the percent of non-SOV travel.

To develop the PHED targets, MassDOT and NH DOT created projected PHED per capita by using an initial trend line based on a 5 percent growth rate; this growth rate reflects half of the rate of increase in PHED per capita between 2018 and 2019 (prior to the COVID-19 pandemic). This 5 percent growth rate accounted for the fact that traffic had not yet returned to pre-pandemic levels. However, MassDOT and NH DOT acknowledged the large degree of uncertainty surrounding future demand for travel.

MassDOT and NH DOT proposed a target of 24 annual hours of PHED per capita for the end of CY 2023 and a target of 22 hours of PHED per capita for the end of CY

2025. However, travel during the baseline year (2021) was heavily influenced by the COVID-19 pandemic, and at the time targets were developed there was a high degree of uncertainty about post-pandemic travel patterns. These estimates assumed that strategies and policies would be implemented to mitigate growth in congestion during the four-year period. The Boston Region MPO board voted to adopt these targets in October 2022²³.

Table 4-21 summarizes the proposed target values. In 2024, MPO staff estimated PHED values for 2022, and the value was 14.8 hours per capita, indicating that actual patterns for PHED are below targeted values. Updated baseline values and targets that account for post-pandemic travel patterns will be calculated in FFY 2027. The 14.8 value was published by the MPO in the Boston Region MPO Mid-Performance Period CMAQ Progress Report (2024).²⁴

**Table 4-21
Baseline Value and Targets for Annual Hours of Peak Hour Excessive Delay
Per Capita in the Boston MA-NH UZA**

Geographic Area	2021 Measure Value (Baseline)	Two-Year Target (CY 2022–23)	One-Year Value Calculated in 2024 (CY 2022)	Four-Year Target (CY 2022–25)
Boston Urbanized Area	18.0	24.0	14.8	22.0

CY = calendar year. UZA = urbanized area.

Sources: National Performance Management Research Data Set, US Census Bureau, Federal Highway Administration, the Massachusetts Department of Transportation, the New Hampshire Department of Transportation, Cambridge Systematics, and the Boston Region MPO staff.

Performance targets for the non-SOV metrics were set through a collaboration between MassDOT, NH DOT, the Boston MPO, and the Northern Middlesex Council of Governments (NMCOG). In 2022, MassDOT, NH DOT, and the MPOs submitted a report on the first performance period (2018–21). In addition, the agencies submitted a CMAQ Performance Plan for the second performance period of 2022–25 and, as part of that effort, they set targets for 2023 and 2025.²⁵

²³ Boston Region MPO, Technical Memorandum, “CMAQ Program Performance Targets – 2022 Update,” accessed April 23, 2026.

<https://www.bostonmpo.org/data/pdf/programs/performance/2022-CMAQ-Performance-Targets.pdf>

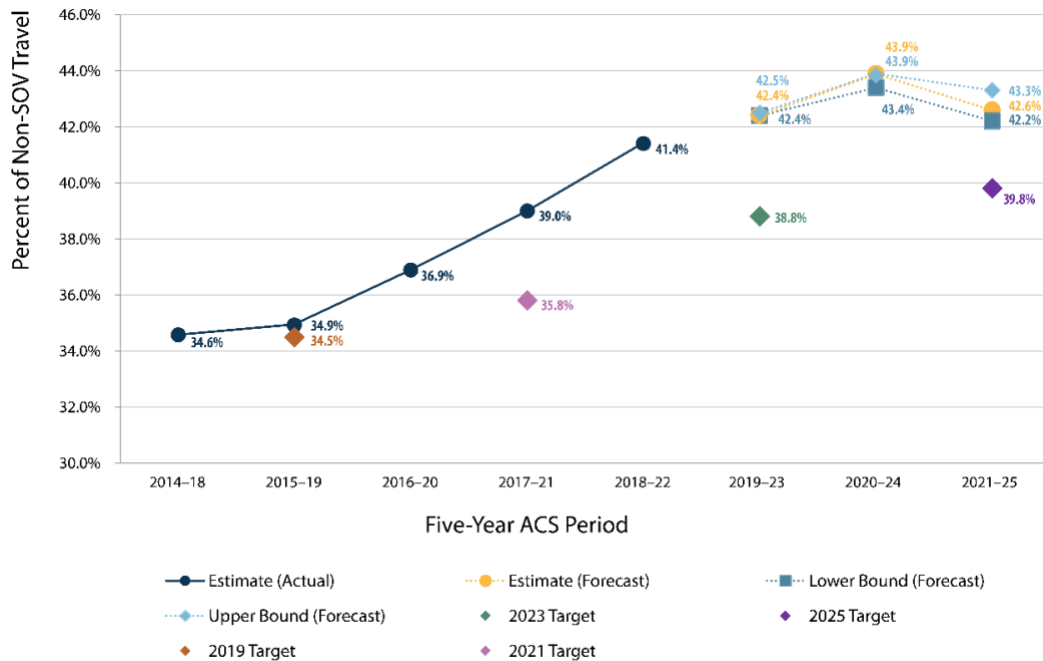
²⁴ Boston Region MPO, Technical Memorandum, “Boston Region MPO Mid-Performance Period CMAQ Progress Report” (2024), accessed April 23, 2026.

<https://www.ctps.org/data/calendar/pdfs/2022/2024-09-23-CMAQ-Mid-Performance-Period-Progress-Report.pdf>

²⁵ Boston Region MPO, Technical Memorandum, “Boston Region MPO Mid-Performance Period CMAQ Progress Report” (2024), accessed April 23, 2026.

Due to the impacts of the COVID-19 pandemic on travel patterns, performance for 2021 exceeded the levels of the 2023 and 2025 targets for non-SOV travel. This resulted in the MPO board voting in 2024 to adjust the 2025 target to 42.6 percent. Table 4-23 shows the updated target for 2025 adopted in 2024 as well as the original 2023 target. Figure 4-13 shows performance through 2022, original targets for 2023 and 2025 set in 2022 and the revised targets set in 2024 (visualized as the forecast). For the forecast, the midpoint, lower bound, and upper bound are all shown.

Figure 4-13
Performance, Projections, and Initial Targets for the Percent of Non-SOV
Travel in the Boston MA-NH UZA, submitted September 2024



Non-SOV = non-single-occupancy vehicle, UZA = urbanized area

Source: Boston Region MPO and the American Community Survey (ACS).

The non-SOV targets will be updated in FFY 2027 in line with CMAQ reporting requirements.

Air Quality

In December 2023, MassDOT adopted a four-year GHG emissions target that aims to reduce carbon dioxide on the NHS in Massachusetts. The targets adopted by MassDOT are shown in Table 4-22.

Table 4-22
Statewide Baseline Value and Targets for
GHG Emissions Reductions of CO₂ on the NHS

Performance Measure	CY 2022 Measure Value (Baseline)	Four-Year Target (CYs 2022–25)
Percent reduction in CO ₂ emissions on the NHS	0	7.9

CY = calendar year. CO₂ = carbon dioxide. GHG = greenhouse gas emissions. NHS = National Highway System
Source: MassDOT.

The federally required CMAQ emissions reduction measure represents the total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in locations designated as nonattainment or maintenance areas because they do not meet the EPA standards for criteria air pollutants and precursors from mobile sources.²⁶ MPOs establish a baseline value for emissions by identifying the emissions reductions for applicable pollutants and precursors that were associated with CMAQ-funded projects obligated for funding in nonattainment or maintenance areas.

Baseline values were calculated based on a review of projects completed between FFYs 2018 and 2021. The Boston Region MPO and MassDOT did not program any CMAQ-funded projects in maintenance or nonattainment areas in the TIP and State Transportation Improvement Program (STIP), respectively, between FFYs 2018 and 2021. Thus, the baseline amount of carbon monoxide reduced by CMAQ-funded projects for the 2018 to 2021 baseline period is zero kilograms per day as indicated in Table 4-23.

In 2022, MPO staff identified one project during the 2022 to 2025 performance period that met the CMAQ criteria: the NewMo Microtransit Service Expansion Project, which is funded through the MPO’s Community Connections program.²⁷ The two-year and four-year forecasted emissions reductions are shown in Table 4-23. NewMo service was provided during FFYs 2022 and 2023. Based on a formula

²⁶ A precursor is a chemical compound that reacts with other chemical compounds in the presence of solar radiation to form pollutants.

²⁷ Boston Region MPO, Technical Memorandum, “CMAQ Program Performance Targets – 2022 Update,” accessed April 23, 2026.

<https://www.bostonmpo.org/data/pdf/programs/performance/2022-CMAQ-Performance-Targets.pdf>

with factors for ridership of NewMo vehicles, carbon monoxide emissions were reduced by 0.053 kilograms per day during FFYs 2022 and 2023. Updated emissions reductions targets will be developed in FFY 2027 in line with federal reporting requirements.

Table 4-23 shows the 2021 baseline, two-year, and four-year targets for the Reliability, Congestion, and Emissions Performance Measures (PM3). TTTR and LOTTR metrics compare performance statewide to performance within the Boston region. Percent Non-SOV data is reported for the Boston UZA which includes portions of the Boston MPO, six additional MPOs in Massachusetts, and one in New Hampshire.

**Table 4-23
PM3 Measures and Targets**

Measure	Description	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Massachusetts— Interstate Highway System LOTTR	Percent of person-miles on the Interstate Highway System that are reliable	84.2%	74.0%	76.0%
Massachusetts— Non-Interstate NHS System LOTTR	Percent of person-miles on the non-Interstate NHS that are reliable	87.9%	85.0%	87.0%
Boston Region— Interstate Highway System LOTTR ¹	Percent of person-miles on the Interstate Highway System that are reliable	71.4%	N/A ²	N/A ²
Boston Region—Non-Interstate NHS System LOTTR ¹	Percent of person-miles on the non-Interstate NHS that are reliable	81.7%	N/A ²	N/A ²
Massachusetts— Interstate Highway System TTTR	Truck Travel Time Reliability Index	1.61	1.80	1.75

Measure	Description	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Boston Region— Interstate Highway System TTTR ¹	Truck Travel Time Reliability Index	2.03	N/A ²	N/A ²
		Baseline (CYs 2016– 2020)	Two-Year Target (CYs 2019–23)	Four-Year Target (CYs 2021-25)
Percent non-SOV (Boston UZA)	Share of travel using non-single- occupancy-vehicles averaged across a four year period.	36.9%	38.8%	42.6%
		Baseline (FYs 2018-2021)	Two Year Target (FFYs 2022-23)	Four Year Target (FFYs 2022-25)
Emissions Reductions: CO	Daily kilograms of carbon monoxide emissions reduction from CMAQ projects in Boston region nonattainment or maintenance areas	0	0.354	0.354

Note: LOTTR targets reflect projected conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.

¹ The baseline values for the Boston region that are shown in this table were calculated in 2022.

² The N/A values indicate that the MPO adopted state, not regional targets.

CO = carbon monoxide. CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. NHS = National Highway System.

Sources: National Performance Management Research Data Set, Cambridge Systematics; US Census Bureau, American Community Survey Five-Year Estimates (Table DP03, “Selected Economic Characteristics”); the Massachusetts Department of Transportation; the New Hampshire Department of Transportation; and the Boston Region MPO staff.

TIP Projects Supporting Freight and Travel-Time Reliability Performance

The MPO seeks to make investments that help manage capacity on the transportation network and improve mobility options for travelers in a variety of ways, including the following:

- Providing alternatives to single-occupancy-vehicle (SOV) travel, such as by expanding transit service or adding new bicycle and pedestrian facilities
- Improving roadway design or adding capacity at bottleneck locations
- Implementing traffic and operational improvements along congested or unreliable corridors

When prioritizing projects for funding with Regional Target dollars, the MPO uses evaluation criteria to assess how well each project expands transportation options and mode choice and how it supports mobility. These sets of criteria include items that award points to projects that enhance bicycle and pedestrian accommodations and connections to transit, and that support truck movement. The MPO's criteria prior to October 2020 granted points to projects that reduced vehicle congestion and delay for transit vehicles. In October 2020, the MPO adopted an updated set of project selection criteria that

- includes criteria tailored to each of the MPO's investment programs;
- transitions from an emphasis on reducing vehicle congestion to supporting reliability, which is measured using travel-time information available in the Regional Integrated Transportation Information System (RITIS) platform; and
- awards points for reducing transit passenger delay, as opposed to transit vehicle delay.

The MPO's Community Connections investment program, which funds first- and last-mile solutions, community transportation, and other related projects, has its own set of evaluation criteria. These criteria focus on connectivity to transit and key destinations and supporting shifts in travel to non-SOV modes.

By electing to support the Commonwealth's targets for federally required reliability measures and agreeing to the Boston MA-NH UZA targets for the federally required *annual hours of peak hour excessive delay (PHED) per capita* and non-SOV travel measures, the MPO agrees to plan and program projects so that they contribute to achieving those targets. It can be challenging to anticipate how transportation projects may affect these performance measures, as they track outcomes that are

not only affected by transportation investments but also traveler choices and demand, among other factors.

TIP Projects Supporting Congestion and Emissions Performance Measures

The MPO uses evaluation criteria to assess the projected transportation-related emissions from each project that is a candidate for Regional Target funding, both for CO₂ and other air quality pollutants and precursors, among other environmental considerations. Transportation projects can support reductions in CO₂, VOCs, NO_x, and CO by improving traffic flow and providing alternatives to SOV travel, including bicycle, walking, and transit options.

MPO staff identified project-related metrics to determine how its Regional Target-funded roadway projects could improve the transportation system in ways that contribute to more reliable, less congested travel on the NHS or that encourage more non-SOV travel. The following project types are recognized:

- Projects that improve roadway geometry or signalization on the NHS, particularly on segments considered to be unreliable, might improve overall travel time reliability on that system.
- Projects that reduce vehicle hours of delay, particularly on the NHS, may also reduce annual hours of PHED per capita.
- Projects that add to the region's sidewalk or bicycle and pedestrian facility networks, support access to transit, or provide new non-SOV options might encourage use of non-SOV modes. These projects also help to create connectivity in the bicycle and pedestrian networks identified in the Massachusetts Bicycle Transportation and Pedestrian Transportation Plans.

More information on GHG monitoring and evaluation, including the emissions-reduction benefits of funded projects, can be found in Appendix B.

MassDOT, MBTA, MWRTA, and CATA projects and programs also support improvements to air quality and the environment. The MBTA's and MWRTA's capital programs include capital investments in fleet electrification and electric-vehicle-charging facilities. Appendix B provides more detailed information and assessments of the GHG impacts of MassDOT, MBTA, CATA, and MWRTA projects and programs.

Future Activities to Improve and Monitor Reliability, Congestion, and Emissions Performance Measures

The CMAQ performance management requirements create frameworks that reinforce coordination between the MPO, MassDOT, and the region's transit providers as they make investments to support clean air and sustainable communities. CMAQ performance metrics and targets will be updated in FFY 2027 in line with federal government requirements.

Future performance activities in this area may include the following:

- Improve methods for understanding how transportation projects may improve air quality and other environment-related outcomes.
- Continue to implement the MPO's updated TIP project selection criteria pertaining to clean air and sustainable communities, and further integrate these criteria into the MPO's performance-monitoring activities.
- Explore other performance measures related to air quality and the environment.

MassDOT, MBTA, MWRTA, and CATA projects, which are described in Chapter 3, also address capacity management and mobility in the Boston region and may also support improvements on federally required reliability, congestion, and non-SOV travel performance measures.

Access and Connectivity Performance

Relevant Goals, Policies, and Plans

The MPO's access and connectivity goal includes providing transportation options and improving access to key destinations to support economic vitality and high quality of life. The MPO's objectives in this area encompass providing people with access to jobs, affordable housing, essential services, and other key destinations. Accessibility also depends on providing transportation options, improving connectivity between modes and systems, and removing barriers to make it easy for people of all abilities to walk, bike, roll, use assistive mobility devices, or take transit.

Several different planning processes come together to address access and connectivity performance, issues, and needs. The MPO combines this planning work with ongoing system-level analyses that support its long-range planning. These analyses are documented in its [LRTP Needs Assessment](#), which was released in July 2023. MassDOT conducts its own analyses of access and

connectivity performance and needs, which it documents in modal plans such as its [Bicycle Transportation Plan](#), [Pedestrian Transportation Plan](#), and [MassDOT Performance Management Tracker](#) tool.²⁸ Meanwhile, the MBTA tracks and analyzes metrics and uses these to support planning processes, such as its current long-term investment plan [Focus40](#).²⁹ The exchange and integration of these plans help agencies in the Boston region coordinate to improve access and connectivity across modes.

Access and Connectivity Performance Measures

Several federally required performance measures are related to access and connectivity, and those are discussed in the Reliability, Congestion, and Emissions Section of this chapter. The MPO published additional measures directly related to access and connectivity in the LRTP Needs Assessment.

The Needs Assessment includes a range of access and connectivity analyses focused on the availability of accessible transit, frequent transit, car share, bike share, and bicycle infrastructure, and travel patterns of transportation network companies (TNCs) provided by companies such as Lyft and Uber. Additionally, the Needs Assessment's Access and Connectivity chapter features a Destination Access and Transportation Cost Analysis tool, which compares travel time, costs, and accessibility of types of locations in the region.

Future Activities to Improve and Monitor Access and Connectivity Performance

The MPO will continue to work with MassDOT, the MBTA, MWRTA, CATA,, other transit service providers, and other stakeholders in the region to improve access and connectivity performance. These activities may include the following:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to access and connectivity, and further integrate these criteria into the MPO's performance-monitoring activities.
- Continue to seek out and improve data to help the MPO better analyze access and connectivity issues for all modes.
- Continue to refine the MPO's Community Connections and Transit Transformation programs and strengthen links between these programs and the region's performance in various access and connectivity areas.

²⁸ Massachusetts Department of Transportation, *Tracker - Annual Performance Management Reports*, accessed April 26, 2026. <https://www.mass.gov/lists/tracker-annual-performance-management-reports>.

²⁹ The MBTA's *Focus40* plan is available at <http://www.mbtafocus40.com>.

- Explore ways to integrate the monitoring of federally required performance measures more fully into the MPO's Congestion Management Process.

Resiliency Performance

Relevant Goals, Policies, and Plans

The MPO seeks to provide transportation that supports sustainable environments and enables communities in the region to adapt to, and withstand, the potential adverse impacts of severe weather events. There are several objectives that the MPO is working toward:

- Prioritizing investments that make the region's infrastructure more adaptive and responsive to current and future climate hazards
- Making investments in disadvantaged communities and areas that bear disproportionate climate and environmental burdens
- Investing in transportation that improves emergency access and protects evacuation routes
- Using nature-based solutions that reduce negative impacts, such as runoff, and impacts to water sources, open space, and environmentally sensitive areas

MAPC's regional plan, [MetroCommon 2050](#), helps shape environmental planning efforts in the region and informs the MPO's approach to setting risk mitigation objectives. The plan aims to reduce environmental harm in communities impacted by environmental burdens, boost emergency response contingencies, and invest in critical systems and infrastructure, including transportation. Similarly, the Commonwealth has several initiatives, toolkits, and emergency preparedness guidelines for protecting vulnerable populations and infrastructure. More specific to transportation, [MassDOT's Flood Risk Assessment](#) identifies flood exposure to the in-state NHS roads and bridges, rail lines, MassDOT facilities, and public airports.

Resiliency Performance Measures

In the LRTP Needs Assessment, the MPO published several measures on Resiliency. The Needs Assessment contains data on flood risk to key infrastructure in the transportation system, including critical facilities and MBTA catchment areas, and to communities with limited transportation access. Additionally, the Needs Assessment shows risks related to heat impacts. The report also shows a survey of municipal efforts from the Commonwealth's Municipal Vulnerability Preparedness

(MVP) program. All of this information contributes to planning for short-term and long-term risks to the region's transportation system.

Future Activities to Improve and Monitor Resiliency Performance

The MPO has several avenues for assessing and mitigating the risk posed by severe weather events to transportation assets. The MPO considers risk and adaptive capacity when assessing projects for the TIP's investment programs—Complete Streets, Intersection Improvements, Major Infrastructure, and Transit Transformation. The ongoing MPO programs, including the Transportation Impact Mitigation Program and Community Transportation Access Program, move risk mitigation and adaptation efforts forward on a rolling basis. Additionally, the MPO plans to use studies to identify vulnerable transportation assets, improve regional resilience coordination, and study travel patterns in relation to flooding and emergencies.

Performance Monitoring, Reporting, and Evaluation

The three key phases in the MPO's PBPP process—planning, investing, and monitoring and evaluating—were discussed earlier in this chapter. Within this framework, the MPO's TIP relates primarily to the first two phases, focusing on the relationship between the goals and objectives and performance requirements in the MPO's planning framework and ways the MPO will invest its capital dollars in upcoming federal fiscal years. Other MPO activities relate more directly to the monitoring and evaluation phase of PBPP:

- The MPO's current LRTP, *Destination 2050*, contains a Needs Assessment report that describes the MPO's performance measures and targets as of July 2023. This report includes an assessment of the Boston region's current performance with respect to baseline data and, where feasible, past performance targets.
- The MPO will also report on its progress through federally required performance plans and reports, such as its CMAQ performance plans and progress reports.
- The MPO also describes progress on its [PBPP program](#) web page. This page provides ongoing updates about the MPO's target-setting activities for federally required performance measures, as well as a link to the MPO's Performance Dashboard, which provides visualizations of the performance of the Boston region's transportation system.
- The MPO supplements these monitoring and reporting activities with specific evaluation studies—such as TIP Before-and-After studies—that it conducts through its Unified Planning Work Program to better understand the outcomes of MPO investments.

The Commonwealth and the region's transit agencies also have reporting and evaluation responsibilities. MassDOT and the Commonwealth's Executive Office of Public Safety and Security report roadway safety target information annually to FHWA and the National Highway Traffic Safety Administration (NHTSA). MassDOT reports other statewide performance targets and related information to FHWA on a biennial basis via FHWA's Performance Management Form. The MBTA, MWRTA, and CATA must report their asset inventory and condition data to the FTA's National Transit Database (NTD) and provide information about the progress that has been made with respect to performance measures and targets as compared to previous reports. These transit agencies also regularly report data about safety outcomes to the NTD. Their annual reviews of their PTASPs and safety targets also create opportunities for them to evaluate their performance.

The MPO will continue to incorporate the results of these reports and evaluations in its planning and investment activities. These activities may include identifying new ways to bring information about performance into the MPO's LRTP and TIP development processes, such as by updating project selection criteria or providing information through other means. This work would help the MPO develop scenarios to explore how various transportation investments made through the LRTP could support various goals and performance areas. Over time, activities like these will help ensure that the MPO's investments are helping to meet its vision and goals for the region's transportation system.

Chapter 5

Community Impact and Title VI Performance Report

The Boston Region Metropolitan Planning Organization (MPO) monitors how its transportation investments impact communities throughout the Boston region to ensure they meet the needs of all residents. This chapter contains analyses that assess how impacts of MPO-funded projects in the FFYs 2027–31 Transportation Improvement Program (TIP) are distributed throughout the region’s communities, focusing on populations covered by Title VI of the Civil Rights Act of 1964 and other federal mandates (referred to as “nondiscrimination populations”). These analyses are guided by the MPO’s goal of ensuring that all people in the region benefit from the MPO’s transportation investments and that disparities in transportation outcomes are addressed.

Methodological Approach

The MPO assesses the impacts of MPO-funded projects, as a group, on residents of the Boston region, including nondiscrimination populations. Nondiscrimination populations are federally protected based on race, national origin, age, and disability, as well as low-income to promote investment in communities where historically there has been underinvestment:

- People who identify as a minority³⁰
- People with low incomes³¹
- People with limited English proficiency (LEP)³²
- Older adults (ages 75 and older)
- Youth (ages 17 and younger)
- People with disabilities

The analyses in this chapter show the extent to which MPO-funded projects meet the MPO’s goal of investing in transportation that meets the needs of all residents by assessing who is likely to benefit based on project, air quality, and destination access impacts. The analyses focus on a subset of MPO-funded projects (depending on data availability) as noted.

³⁰ People who identify as a minority include those who identify as Hispanic or Latino/a/x and/or a race other than White.

³¹ A person is considered to have a low income if their annual family income is less than or equal to 200 percent of the poverty level for their family size.

³² People with limited English proficiency are those who speak English less than “very well.”

Geographical Analyses

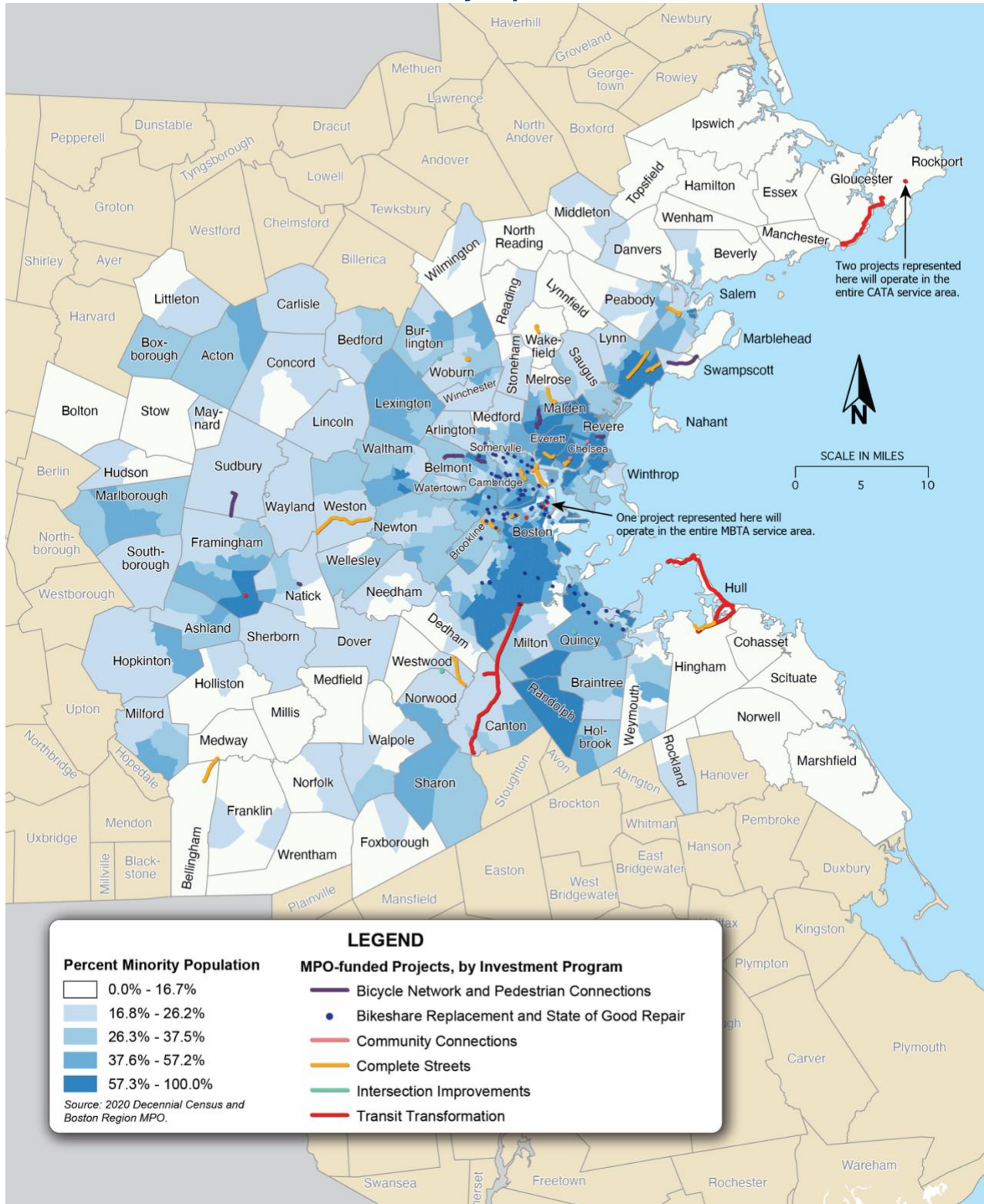
The analyses in this section show the geographical distribution of MPO-funded projects in the FFYs 2027–31 TIP. It includes maps that show project locations and the demographics of the surrounding communities, as well as analyses that show the number of people served or impacted by these projects.

Demographics of the Boston Region

Figures 5-1 through 5-6 show the demographics of nondiscrimination populations within the Boston region overlaid with the MPO-funded projects programmed in the FFYs 2027–31 TIP.

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**Figure 5-1
Minority Population**



**Figure 5-2
Low-income Population**

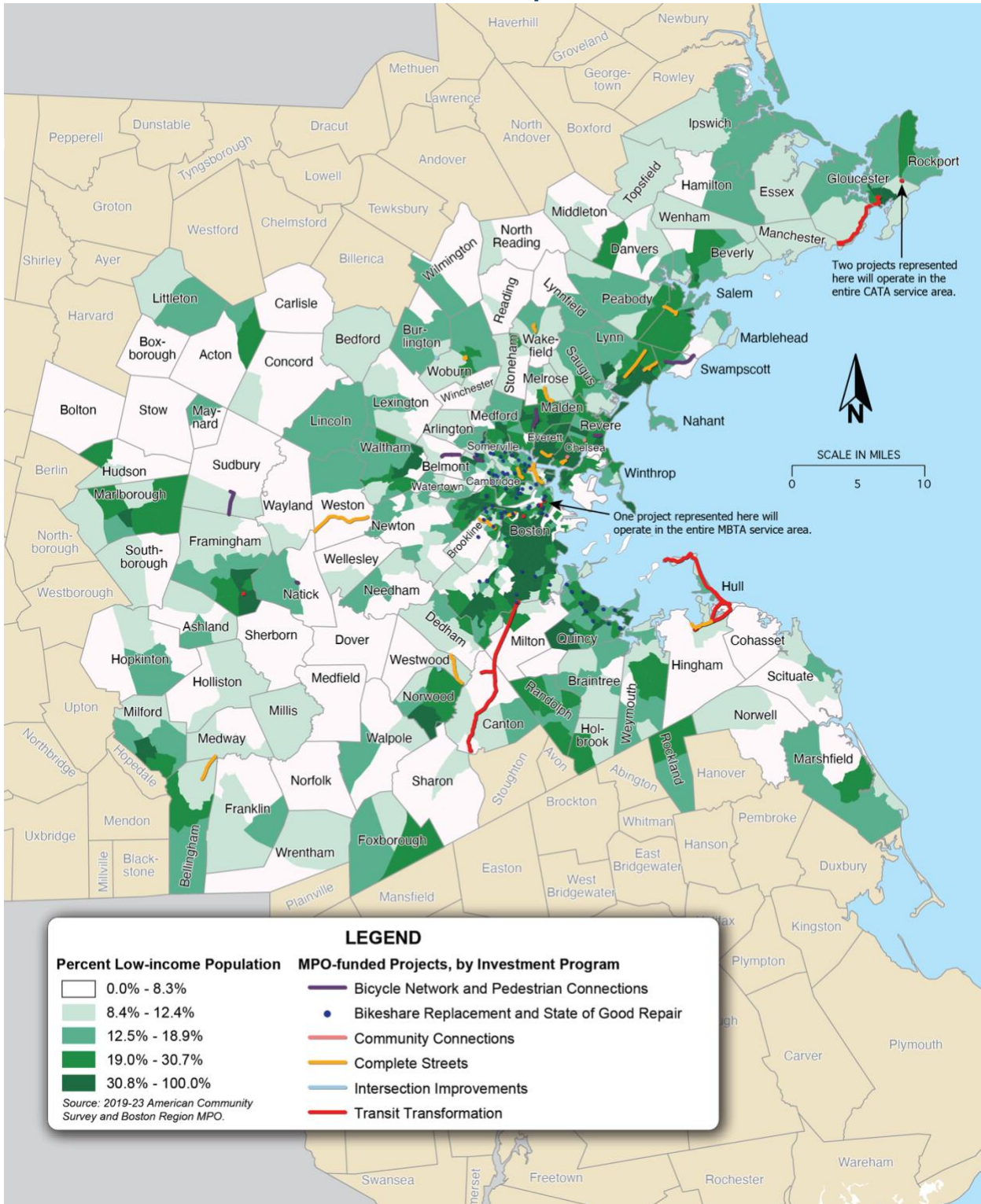
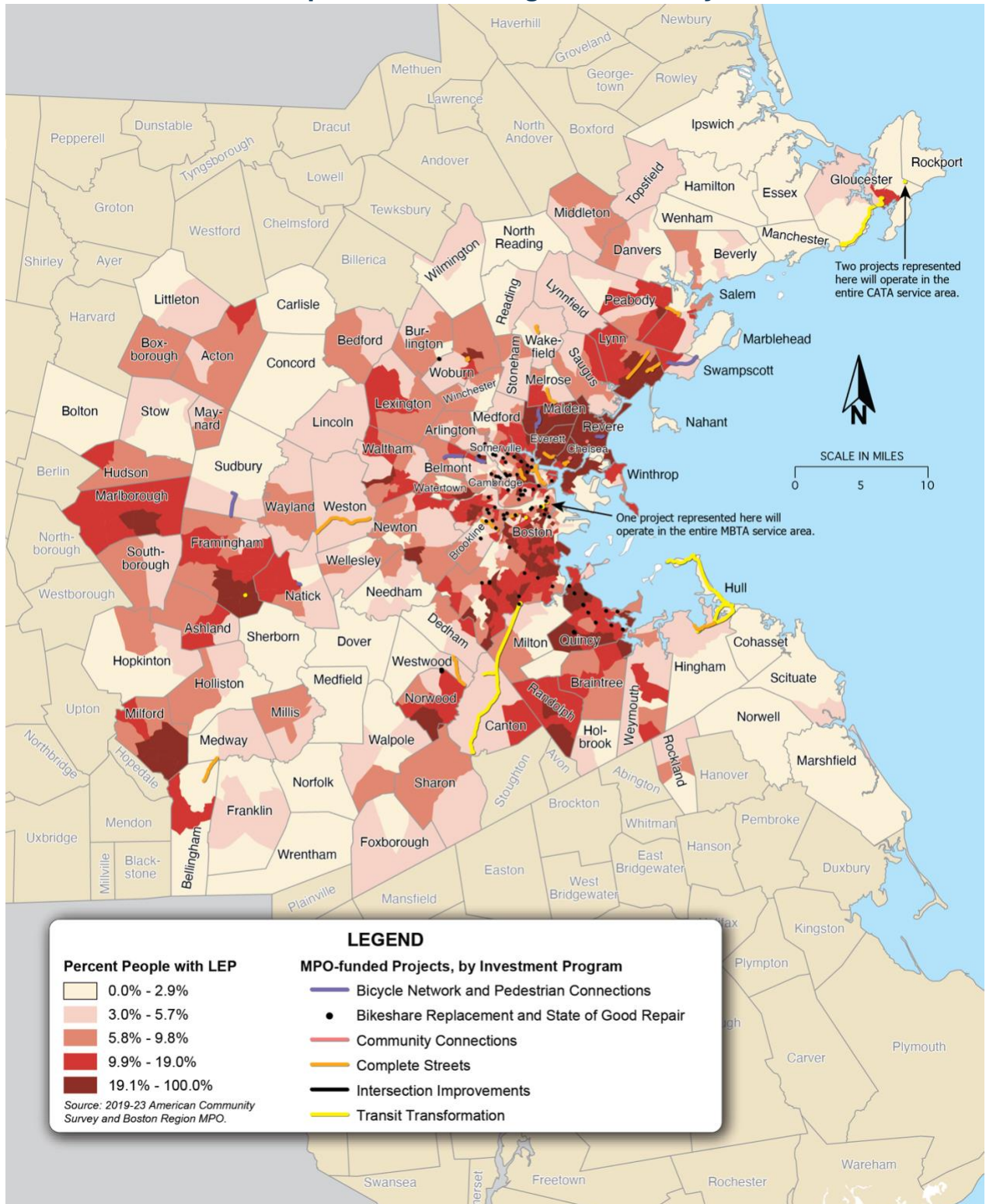
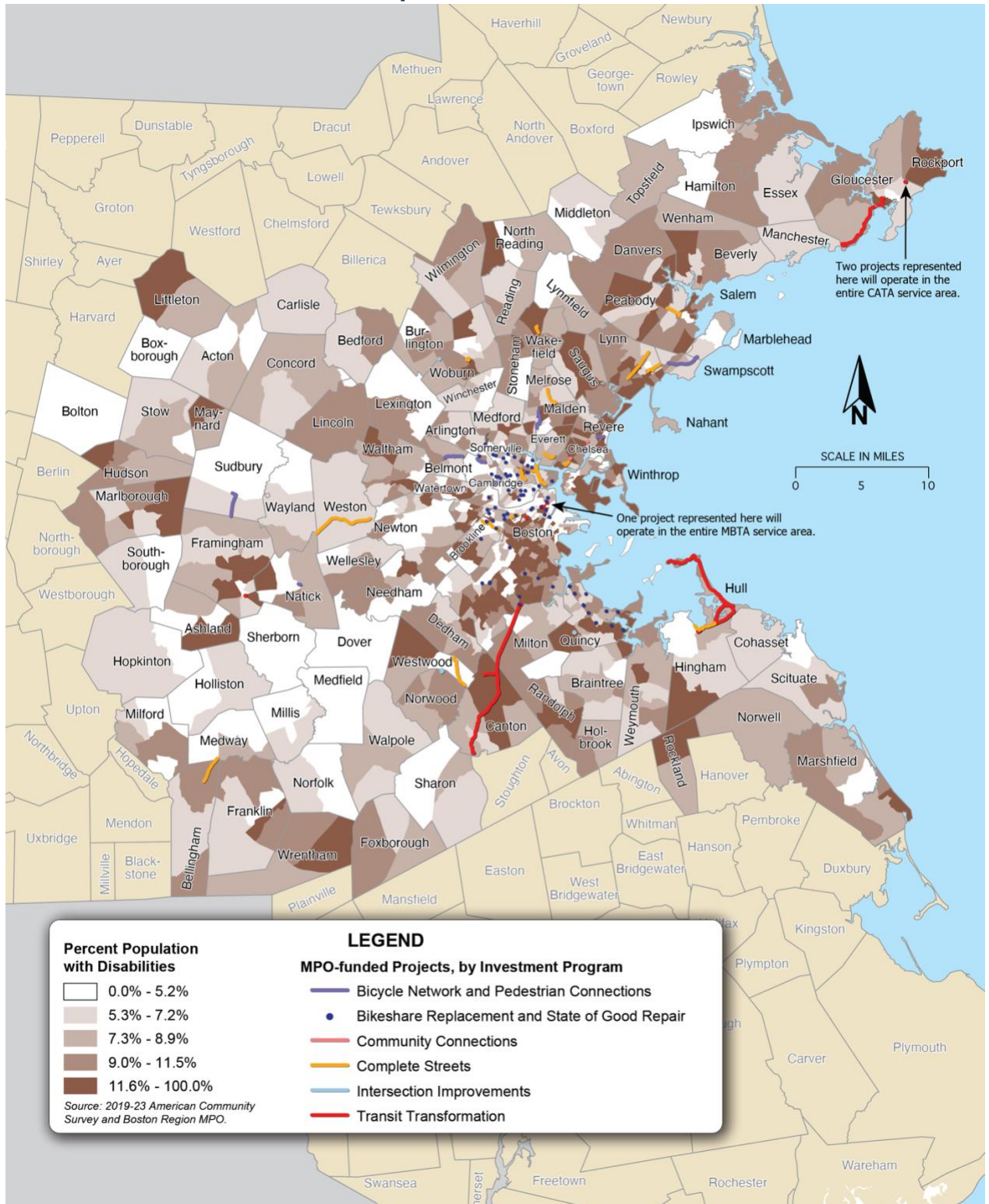


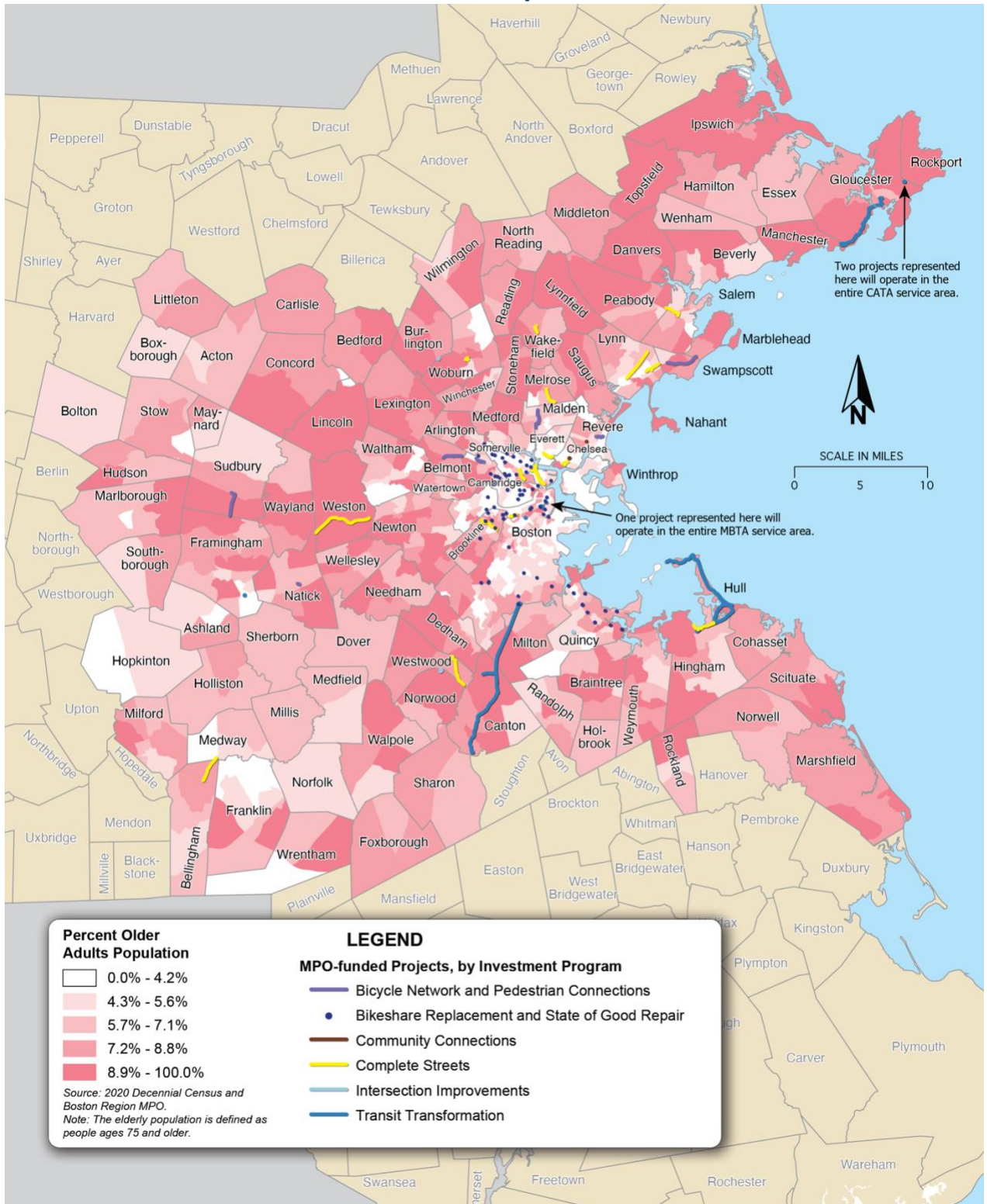
Figure 5-3
People with Limited English Proficiency



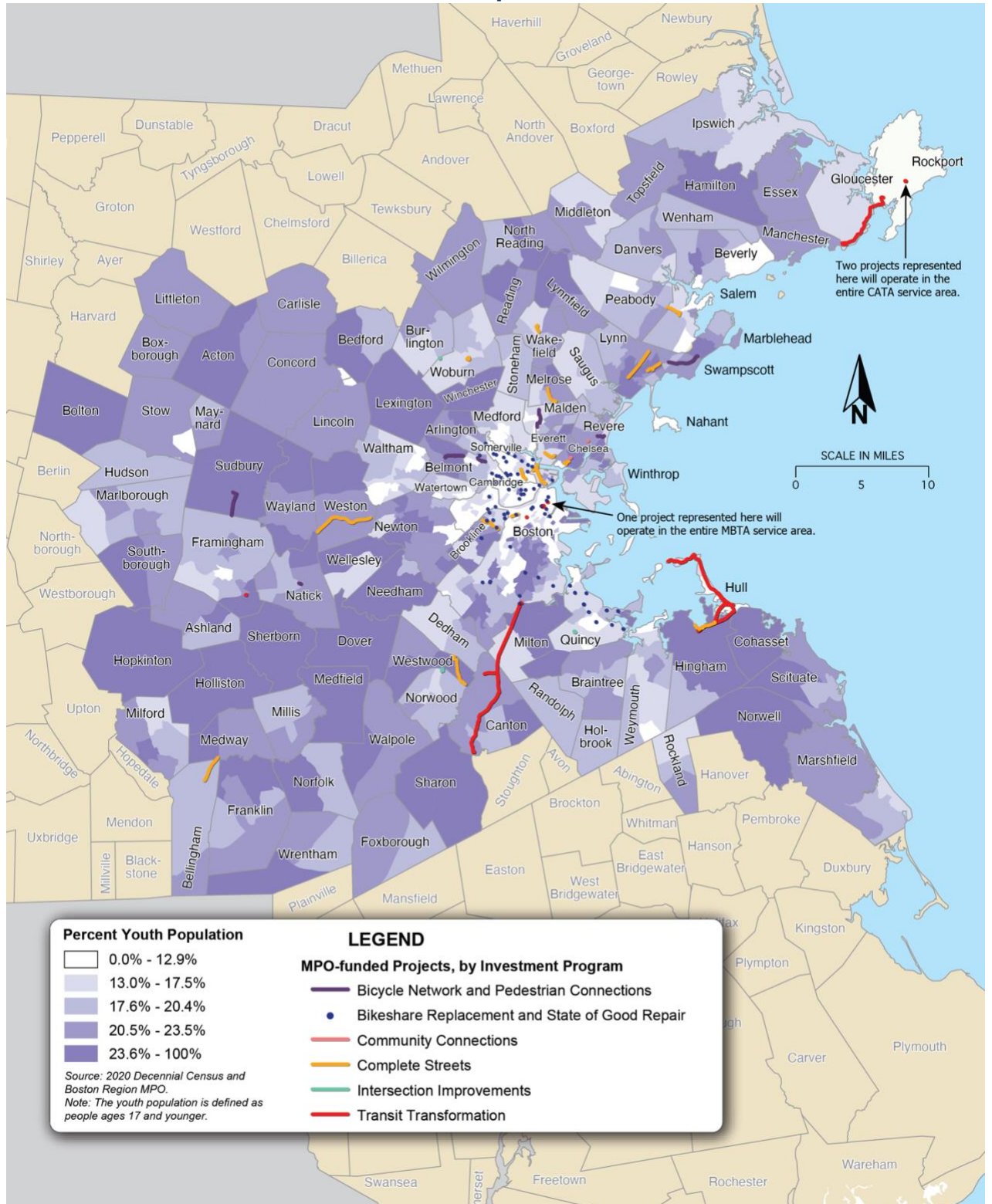
**Figure 5-4
People with Disabilities**



**Figure 5-5
Older Adult Population**



**Figure 5-6
Youth Population**



Populations Served or Impacted by MPO-Funded Projects

Table 5-1 shows the percent of each nondiscrimination population likely to be served or impacted by MPO-funded projects in the FFYs 2027–31 TIP, compared to the percent of the rest of the population. The projects included in the analysis did not include those that would be funded in the later years of the TIP through the Community Connections, Transit Transformation, Bikeshare State of Good Repair, and Project Design Programs’ set-asides since these funds are not yet committed. Projects that do not have a specific location (for example, locomotive procurement) were also excluded. People are considered to be served or impacted by a project if they live within one-half mile of the project location.

The analysis results show that the share of the minority population, low-income population, and people with limited English proficiency served or impacted by MPO-funded projects is greater than their share of the region’s population. This indicates that they are well-served by these projects. However, this is not the case for people with disabilities, older adults, and youth, as they make up smaller shares of the population served or impacted by MPO-funded projects than that of their share of the region’s populations.

Table 5-1
Populations Served or Impacted by the FFYs 2027–31 TIP

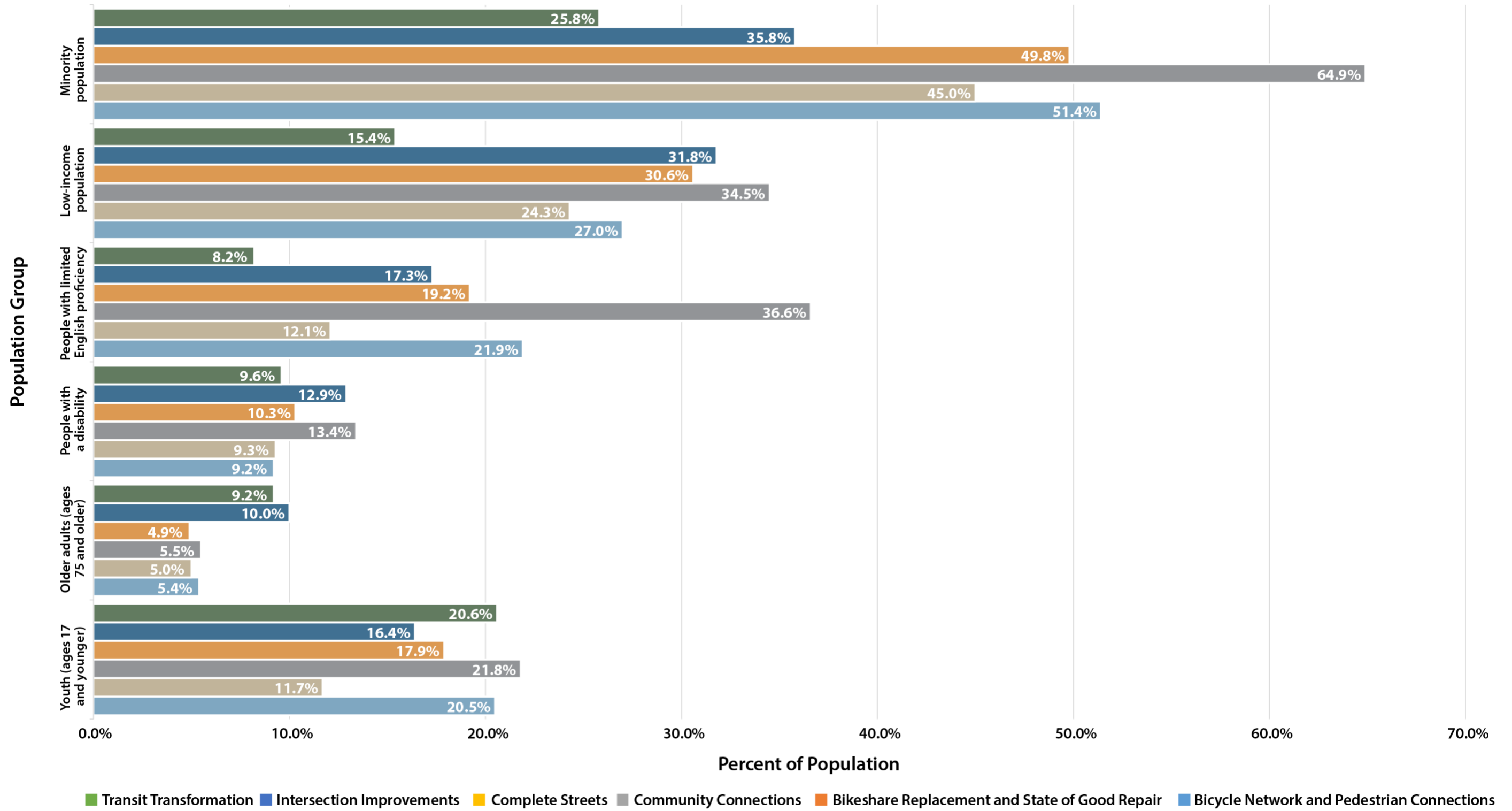
Population Group	Regionwide Population	Percent of Regionwide Population	Population Served or Impacted	Percent of Population Served or Impacted
Race and ethnicity				
Minority population	1,223,835	36.5%	341,292	40.1%
Nonminority population	2,133,359	63.5%	510,410	59.9%
Income				
Low-income population	613,863	19.1%	197,942	24.8%
Non-low-income population	2,606,823	80.9%	600,878	75.2%
English language ability				
People with limited English proficiency	360,973	11.4%	120,516	15.0%
English speakers	2,800,806	88.6%	683,237	85.0%
Disability status				
People with disabilities	341,581	10.3%	84,410	10.2%
People without disabilities	2,964,393	89.7%	744,747	89.8%
Age				
Older adults (ages 75 and older)	234,814	7.0%	55,837	6.6%
People under age 75	3,122,380	93.0%	795,865	93.4%
Youth (ages 17 and younger)	634,486	19.0%	150,105	17.6%
Adults	2,722,708	81.0%	701,597	82.4%

Source: Boston Region MPO and US Census Bureau.

Figure 5-7 shows the percentage of each nondiscrimination population likely to be served or impacted by projects in each of the FFYs 2027–31 TIP’s investment programs based on the percentage of the population residing in the project area. This analysis also excluded projects that would be funded through set-asides in the later years of the TIP and projects without a specific location. Minority populations, low-income populations, people with disabilities, youth, and people with limited English proficiency are most served by Community Connections projects. The older adult population is most served by Transit Transformation projects. Older adults are most served by Intersection Improvement Projects.

Figure 5-7
Percent of Nondiscrimination Populations Served or Impacted by MPO-
funded Projects in the FFYs 2027–31 TIP by Investment Program

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Sources: US Census Bureau and Boston Region MPO.

Funding Distribution Analysis

The MPO staff analyzed how MPO funds are distributed in the region based on the percentage of people living in project areas. The MPO has programmed approximately \$764 million on the projects over which it has funding discretion in the FFYs 2027–31 TIP. Approximately \$682 million was included in this analysis, about \$100 million less than the total funding programmed as it does not include investment program set-asides not yet committed to specific projects without a specific location.

Table 5-2 shows the percentage of funding allocated in the FFYs 2027–31 TIP to MPO-funded projects, in the aggregate, among nondiscrimination populations compared to the rest of the region’s population. Funding allocation is based on the percentage of the population served or impacted by projects (see Table 5-1). Results show that the share of funding allocated to the minority population, low-income population, and people with limited English proficiency exceeds their percentage of the regionwide population. The percentage of funding allocated to people with disabilities, older adults, and youth, however, is less than the percentage of the region’s population.

Table 5-2
Funding Allocation by Population in the FFYs 2027–31 TIP

Population	Percentage of Funding Allocated	Percentage of Regionwide Population
Race and ethnicity		
Minority population	39.0%	36.5%
Nonminority population	61.0%	63.5%
Income		
Low-income population	25.0%	19.1%
Non-low-income population	75.0%	80.9%
English language ability		
People with limited English proficiency	13.9%	11.4%
English speakers	86.1%	88.6%
Disability status		
People with disabilities	10.1%	10.3%
People without disabilities	89.9%	89.7%
Age		
Older adults (ages 75 and older)	6.5%	7.0%
People under age 75	93.5%	93.0%
Youth (ages 17 and younger)	17.8%	19.0%
Adults	82.2%	81.0%

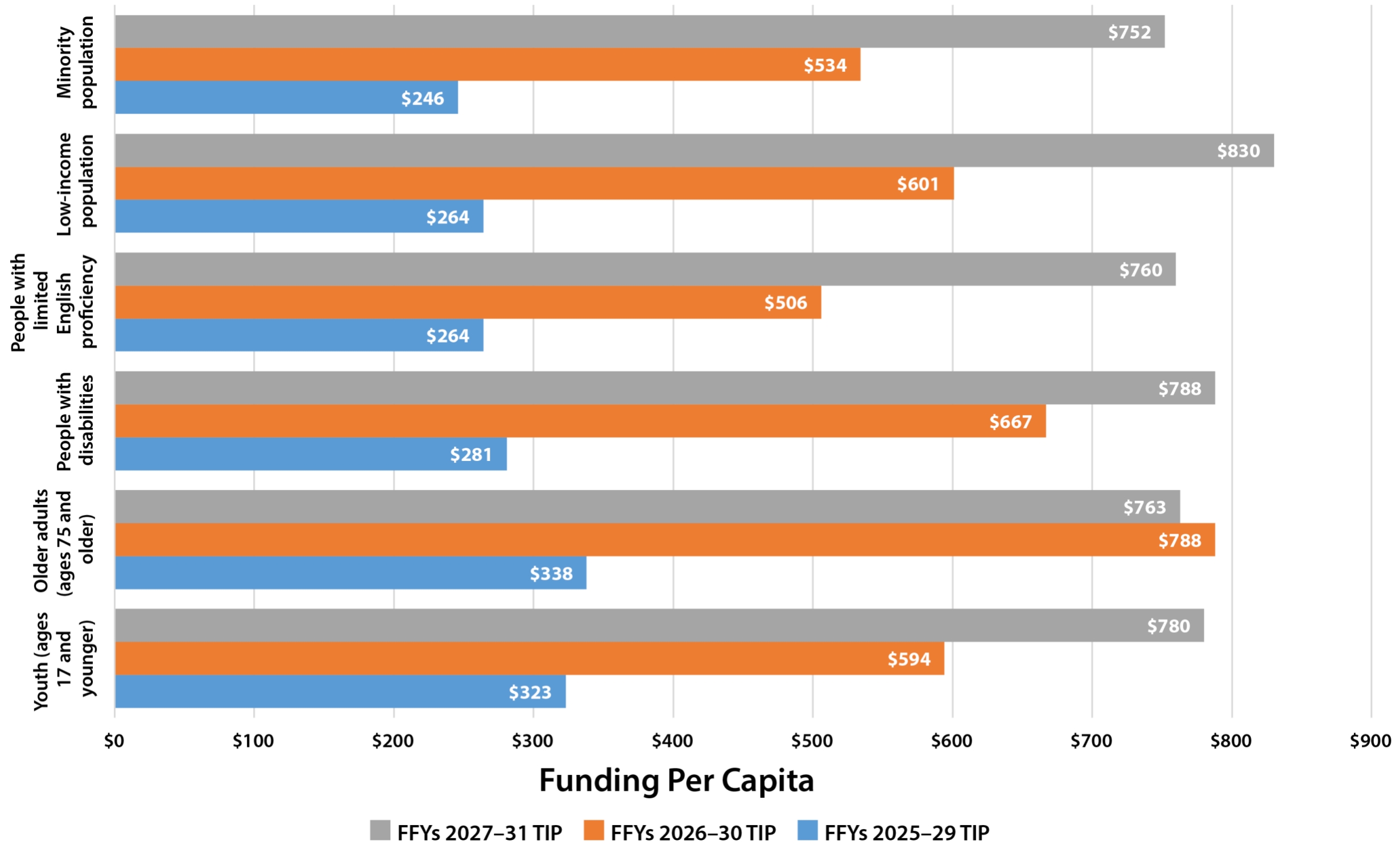
Sources: US Census Bureau and Boston Region MPO.

Figure 5-8 shows the change in the per capita allocation of MPO funds to nondiscrimination populations over the last three TIPs—the FFYs 2025–29, FFYs 2026–30, and FFYs 2027–31 TIPs. The results show that per capita funding has increased for all nondiscrimination populations except older adults, for whom it decreased slightly over last year’s TIP.

Figure 5-8
Change in Funding Per Capita Allocated by Nondiscrimination Populations
over the Last Three TIPs

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Population Group



FFY = federal fiscal year. TIP = Transportation Improvement Program. Sources: US Census Bureau and Boston Region MPO.

Transportation Emissions Impacts Analysis

The analyses described in this section assess air quality impacts using the MPO's Congestion Mitigation and Air Quality (CMAQ) analyses. They do not include investment programs reserved in the later years of the TIP that are not yet committed to specific projects or projects without a specific location, as previously described. Also excluded are projects for which emissions impacts cannot be quantified; i.e., the CMAQ analysis indicates a qualitative decrease because the change in emissions cannot be quantified.

Table 5-3 shows the projected emissions reductions per 1,000 people that may result from MPO-funded projects in the FFYs 2027–31 TIP for nondiscrimination populations compared to the rest of the region's population. Reductions are in kilograms and are the sum of carbon monoxide (CO), volatile organic compounds (VOC), and nitrogen oxides (NO_x) emissions. The results show that the emissions reductions per 1,000 people for most nondiscrimination populations exceed that for the rest of the region's population. The exception is older adults, who are expected to experience a 14.6 kilogram (kg) reduction in emissions, compared to a 15.1 kg reduction for people under age 75.

Table 5-3
Total Emission Reductions from the FFYs 2027–31 TIP

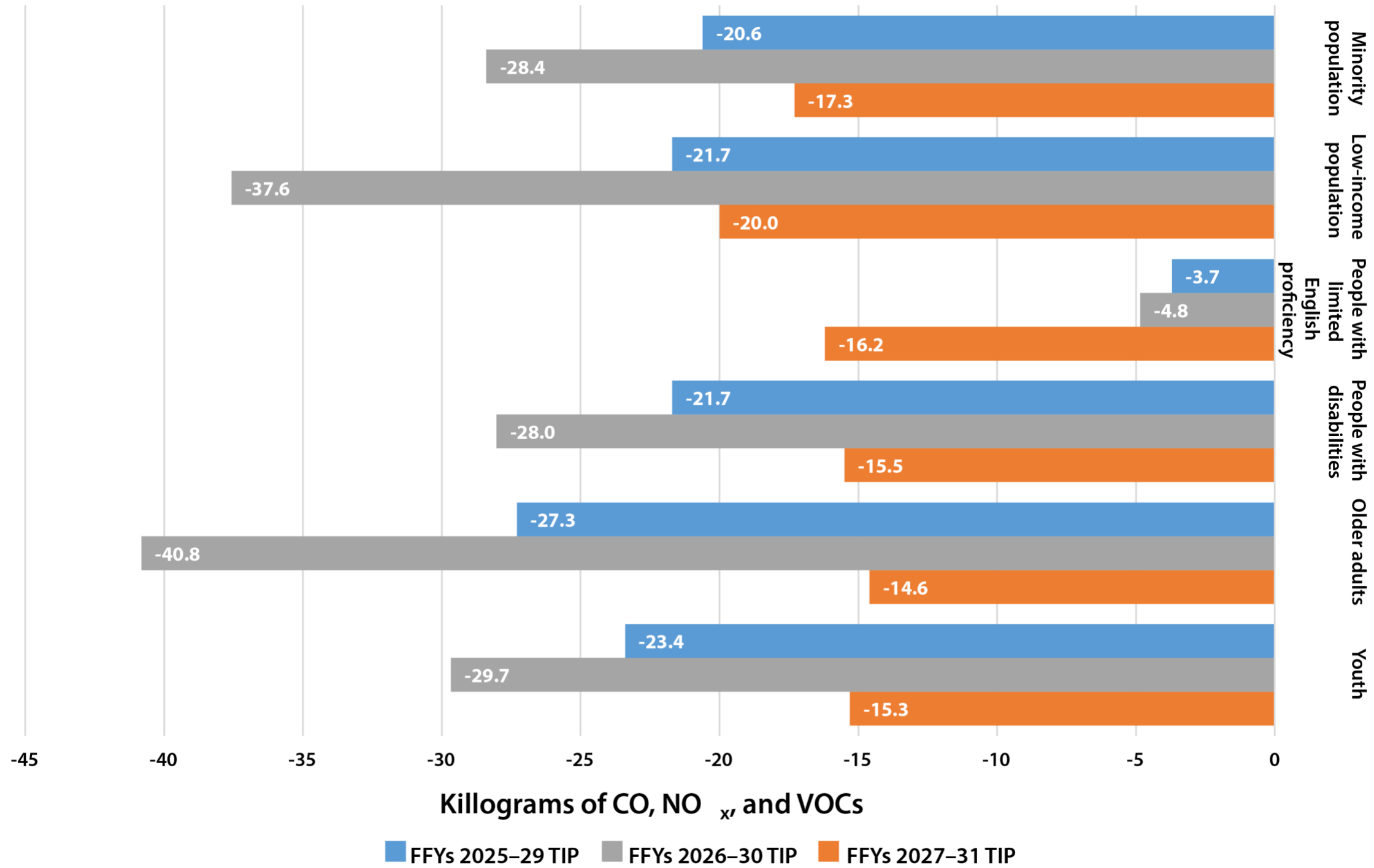
Population	Total Change in Emissions (kg)	Change in Emissions Reduction per 1,000 People (kg)
Race and ethnicity		
Minority population	-5,207.5	-17.3
Nonminority population	-6,218.9	-13.6
Income		
Low-income population	-3,507.7	-20.0
Non-low-income population	-7,918.7	-14.7
English language ability		
People with limited English proficiency	-1,783.4	-16.2
English speakers	-9,643.0	-15.9
Disability status		
People with disabilities	-1,159.5	-15.5
People without disabilities	-10,266.9	-15.4
Age		
Older adults (ages 75 and older)	-727.6	-14.6
People under age 75	-10,698.7	-15.1
Youth (ages 17 and younger)	-2,096.9	-15.3
Adults	-9,329.5	-15.0

kg = kilograms. Source: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Figure 5-9 shows how the emissions reduction per 1,000 people for nondiscrimination populations estimated to result from MPO-funded projects has changed over the past three TIPs. These changes are shown for each TIP and are not cumulative. The results show that emissions reductions are lower for this TIP compared to the FFYs 2026–30 TIP for all nondiscrimination populations except for people with limited English proficiency. Even though overall emissions reductions are favorable in this TIP for nondiscrimination populations compared to the rest of the region, this result may indicate that the types of projects being funded do not reduce emissions as much as those funded in earlier TIPs. It may also have to do with the types of projects that can be quantified with CMAQ analyses.

Figure 5-9
Emission Reductions per 1,000 People in the Past Three TIPs for
Nondiscrimination Populations

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CO = carbon monoxide. FFY = federal fiscal year. NO_x = nitrogen oxide. TIP = Transportation Improvement Program. VOC = volatile organic compounds.

Note: This analysis does not include projects for which a change in emissions could not be quantified. Source: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Destination Access and Travel Time Impacts

MPO staff used Conveyal, a destination access tool, to analyze changes in travel time and the number of various types of destinations people can reach within a given travel time. The analyses were conducted on all MPO-funded projects in the TIP that would directly change travel speeds and/or the ability of a person to reach a destination. Modeled projects include those within the Complete Streets, Intersection Improvement, Transit Transformation, Community Connections, and Bicycle Network and Pedestrian Connection Programs that include one or more of the following improvements:

- Addition of new transportation infrastructure (such as building a shared-use path) or service (such as a new bus route)
- Change in roadway geometry (such as the removal of a travel lane)
- Addition of traffic-calming elements (such as speed tables)

At this time, Bikeshare Expansion and Support projects cannot be modeled in Conveyal; MPO staff are continuing to work on developing a method to model them. Staff also continue to expand their understanding of the impacts of various project elements on travel speeds so that more projects can be included in future analyses.

Table 5-4 shows the change in the number of destinations that can be accessed within a given travel time—including access to jobs, healthcare, and parks and open space—expected due to the MPO-funded projects in the FFYs 2027–31 TIP. The analysis compared a no-build scenario, in which TIP projects are not built, to the TIP program scenario, in which all the TIP projects are built, to determine the change in the number of destinations that can be accessed by all people in the Boston region with implementation of the TIP program. The results show that the number of jobs that can be accessed within a 45-minute drive increased, while the number of parks and open space that can be accessed within a 45-minute drive and nonemergency healthcare facilities that can be accessed within a 25-minute transit trip both decreased.

Table 5-4
Change in the Average Number of Destinations Accessible per Person from the FFYs 2027–31 TIP

Metric Destination	No-build Scenario	TIP Program Scenario	Percent Change
Parks and open space within a 45-minute drive trip ¹	10,047	10,020	-0.26%
Jobs within a 45-minute transit trip ²	179,399	179,407	0.004%
Nonemergency healthcare within a 25-minute transit trip ³	3.77	3.76	-0.09%

¹ Access to parks and open space is measured to points of access within a 45-minute drive trip.

² Access to jobs is measured by the number of employment locations that can be accessed within a 45-minute transit trip.

³ Access to nonemergency healthcare facilities is measured by the number of facilities that can be accessed within a 25-minute transit trip.

TIP = Transportation Improvement Program.

Sources: Boston Region MPO, US Census Bureau, Conveyal, Massachusetts Department of Public Health Care Facility Licensure and Certification, and MassGIS.

Table 5-5 shows the change in travel times—transit travel time and drive travel time—expected due to the MPO-funded projects in the FFYs 2027–31 TIP. This analysis also compared the no-build scenario to the TIP program scenario to determine the TIP program’s impact on travel times. The results show that both transit and drive travel times would increase slightly.

Table 5-5
Change in Average Per Person Travel Times from the FFYs 2027–31 TIP

Metric	No-build Scenario	TIP Program Scenario	Percent Change
Average travel time (minutes) by driving	37.15	37.24	0.25%
Average travel time (minutes) by transit	71.29	71.32	0.04%

TIP = Transportation Improvement Program.

Sources: Boston Region MPO and Conveyal.

Future Activities

MPO staff will continue to research more sophisticated methods of identifying specific impacts of MPO-funded projects and evaluating, as a group, their impacts, with a focus on access to destinations. Staff are using the results of a recent study, *Applying Conveyal to TIP Project Scoring*, and conducting follow-up work to develop project evaluation criteria that can be used to assess how well projects provide access to various destinations. This new methodology may allow staff to understand how individual projects may affect nondiscrimination populations prior to the MPO selecting TIP projects for funding. In addition, that work will refine methods for modeling projects in Conveyal and support improved destination access and travel time analyses described in this chapter.

Notes

The following demographic data sources were used for the analyses reported in this chapter:

- Minority population: US Census Bureau; 2020 Decennial Census Redistricting Data (P.L. 94-171), Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race; <https://data.census.gov/table/DECENNIALPL2020.P2?q=P2:+HISPANIC+OR+LATINO,+AND+NOT+HISPANIC+OR+LATINO+BY+RACE>.
- Low-income population: US Census Bureau; 2019–23 American Community Survey, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months; <https://data.census.gov/table/ACS5Y2023.C17002?q=c17002>.
- People with limited English proficiency: US Census Bureau; 2019–23 American Community Survey, Table B16004: Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older; <https://data.census.gov/table/ACS5Y2023.B16004?q=B16004:+Age+by+L>

[language+Spoken+at+Home+by+Ability+to+Speak+English+for+the+Populati
on+5+Years+and+Over.](#)

- People with disabilities: US Census Bureau; 2019–23 American Community Survey, Table B18101: Sex by Age by Disability Status; <https://data.census.gov/table/ACSDT5Y2023.B18101?q=B18101:+Sex+by+Age+by+Disability+Status>.
- Older adult and youth populations: US Census Bureau; 2020 Decennial Census Redistricting Data (P.L. 94-171), Table P12: Sex by Age for Selected Categories; <https://data.census.gov/table/DECENNIALCD1182020.P12?q=P12:+SEX+BY+AGE+FOR+SELECTED+AGE+CATEGORIES>.

Abbreviations

Abbreviation	Term
3C	continuous, comprehensive, cooperative [metropolitan transportation planning process]
AADT	annual average daily traffic
ACS	American Community Survey [US Census Bureau data]
ADA	Americans with Disabilities Act of 1990
AFC	automated fare collection
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CATA	Cape Ann Transportation Authority
CFR	Code of Federal Regulations
CIP	Capital Investment Plan
CMAQ	Congestion Mitigation and Air Quality [federal funding program]
CMR	Code of Massachusetts Regulations
CMP	Congestion Management Process
CNG	compressed natural gas

Abbreviation	Term
CO	carbon monoxide
CO ₂	carbon dioxide
CPT-HST	Coordinated Public Transit-Human Services Transportation Plan
CTPS	Central Transportation Planning Staff
CY	calendar year
DEP	Department of Environmental Protection [Massachusetts]
DOT	Department of Transportation
EDTTT	excessive delay threshold travel time
EEA	Massachusetts Executive Office of Energy and Environmental Affairs
EPA	United States Environmental Protection Agency
EV	electric vehicle
FFY	federal fiscal year
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
FY	fiscal year
GANS	grant anticipation notes [municipal bond financing]
GHG	greenhouse gas
GWSA	Global Warming Solutions Act of 2008 [Massachusetts]
HOV	high-occupancy vehicle
HSIP	Highway Safety Improvement Program [federal funding program]
ICC	Inner Core Committee [MAPC municipal subregion]
IRI	International Roughness Index
IIJA	Infrastructure Investment and Jobs Act
ITS	intelligent transportation systems
kg	kilograms
LEP	limited English proficiency
LOTTR	level of travel time ratio
L RTP	Long-Range Transportation Plan [MPO certification document]
MAGIC	Minuteman Advisory Group on Interlocal Coordination [MAPC municipal subregion]
MAP-21	Moving Ahead for Progress in the 21st Century Act
MAPC	Metropolitan Area Planning Council
MARPA	Massachusetts Association of Regional Planning Agencies
MassDOT	Massachusetts Department of Transportation
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MOVES	Motor Vehicle Emissions Simulator [EPA air quality model]
MOU	memorandum of understanding
MPO	metropolitan planning organization
MWRC	MetroWest Regional Collaborative [MAPC municipal subregion]
MWRTA	MetroWest Regional Transit Authority

Abbreviation	Term
NAAQS	National Ambient Air Quality Standards
NH DOT	New Hampshire Department of Transportation
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMCOG	Northern Middlesex Council of Governments
NOx	nitrogen oxides
NPMRDS	National Performance Measure Research Data Set [FHWA]
NSPC	North Suburban Planning Council [MAPC municipal subregion]
NSTF	North Shore Task Force [MAPC municipal subregion]
NTD	National Transit Database
PATI	Plan for Accessible Transit Infrastructure [MBTA]
PBPP	performance-based planning and programming
PHED	peak hours of excessive delay
PL	metropolitan planning funds [FHWA] or public law funds
ppm	parts per million
PRC	Project Review Committee [MassDOT]
PSAC	Project Selection Advisory Council [MassDOT]
PSI	Pavement Serviceability Index
PTASP	Public Transportation Agency Safety Plan
RITIS	Regional Integrated Transportation Information System
RRIF	Railroad Rehabilitation and Improvement Financing
RRFB	rectangular rapid flashing beacon
RTA	regional transit authority
SFY	state fiscal year
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SMS	safety management systems
SOV	single-occupant vehicle
SSC	South Shore Coalition [MAPC municipal subregion]
STIP	State Transportation Improvement Program
SWAP	South West Advisory Planning Committee [MAPC municipal subregion]
TAM	Transit Asset Management Plan
TAMP	Transportation Asset Management Plan
TCM	transportation control measure
TERM	Transit Economic Requirements Model [FTA]
TFPC	Total Federal Participating Cost
TIFIA	Transportation Infrastructure and Innovation Act
TIP	Transportation Improvement Program [MPO certification document]
TMA	transportation management association
TMG	Transportation Program Managers Group
TNC	transportation network company
TRIC	Three Rivers Interlocal Council [MAPC municipal subregion]

Abbreviation	Term
TSP	transit signal priority
TTTR	Truck Travel Time Reliability Index
ULB	useful life benchmark
UPWP	Unified Planning Work Program [MPO certification document]
USC	United States Code
USDOT	United States Department of Transportation
UZA	urbanized area
VMT	vehicle-miles traveled
VOCs	volatile organic compounds
VRM	vehicle revenue-miles

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