Corridor Municipality	Projects and Programs		Mainter derniza Efficie	tion a	nd	Liva		and Eco	onomic		Mol	oility		Environment		Clim	ate Cha	nge		portatio quity	'n	Safe	Cety and	d Secu	ity	Comments
		Use low-cost strategies	Efficiency through ITS and M&O Invest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support economic vitality	access to	Improve transit service	Expand transit Address constraints and bottlenecks		Promote fleet modernization  Support high-occupancy vehicle travel and non-motorized modes  Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets		Increase transitrolike/ped options and I DM Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	es; increase capacity	Implove reavily used retworks before expariging Implement all-hazards planning	Reduce safety and security deficiencies		Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety Reduce crash severity	
Management 8	Operations - Transit												t													
Management 8	Operations - Roadway																									
State of Good	Repair & Maintenance - Transit																									
State of Good	Repair & Maintenance - Roadway																									
Modernization	- Transit																									
Modernization	- Roadway												t													
Expansion - Tr	ansit												#													
Expansion - Ro	padway												t													
Expansion - Fr	eight												$\pm$													
Expansion - Bi	ke/Ped												Ŧ													
Clean Air and	Mobility																				$\mp$					

Dark-shaded box: Indicates that primary goal of investment category supports policy Light-shaded box: Indicates that secondary goal of investment category supports policy

Corridor	Municipality	Projects and Programs		oderni	enance zation a	•	Liva		y and E Benefi	Econom it	nic	M	Iobilit	ty		Environ	ment		Climate	: Chan	ge	Transp Eq	ortation uity	1	Safet	y and S	ecurit	у	Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion Achieve SGR	Strengthen connections; close gaps	stroFuture developm	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	Address constraints and bottlenecks	Promote fleet modernization	Support high-occupancy vehicle travel and non-motorized modes Protect resources and health; avoid air and water innover reduce emissions including brownfields	ijĘ	Support meeting GHG emission reduction targets	Reduce VMT Increase transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	y)	Improve heavily used networks before expanding	Implement all-hazards planning	Reduce safety and security deficiencies	Support ITS  Drotect critical infrastructure: address vulnerabilities	morova Rika/Dad cafatv	Reduce crash severity	
		tions: ITS and low-cost capital improvements for system efficiencies																											
	Management a	& Operations - Transit																											
	MBTA	Communications/Technology																											
	MBTA	Green Line Power Study																											
_									$\overline{-}$																				
	Management a	& Operations - Roadway																											
NE, N		Route 1 Intersection Signalization (Corridorwide)							$\square$																				
W	Brookline, Newton	Route 9 Capacity Improvements  This project would involve several improvements to signals, sidewalks, and pedestrian crossings along Route 9. It would also involve some minor widening at the Woodward St. intersection and striping a third lane from that intersection to the east along Route 9.																											
NW	Arlington and Cambridge	Route 2/Route 16 Interchange 'This project implements access and traffic operation improvement recommendations outlined in the MPO's UPWP Alewife Traffic Operations and Access Study, Phase II.																											
	Management 8	& Operations - Freight					Т								т														
	Management a	& Operations - Additional Projects for Consideration													$\mathbf{T}$														
	Regionwide	Expand METFON fiberoptic network		-					+	++	+				+			$\vdash$			-+							+	
	Regionwide	Expand MIVIS							+	+	+				+						-+							+	
	Regionwide	Interface MassDOT-MSP communication for real-time information							+	$\vdash$											<del></del>				+		+	+	
	Regionwide	Interconnect Existing Operations Centers							+	$\vdash$	$\dashv$				+			$\vdash$							$\overline{}$		+	_	
	Regionwide	Expand Traffic Sensor Network							+	$\vdash$	+				+		+	$\vdash$					+			+	+		
	Regionwide	Upgrade Traffic Signal Equipment (demand responsive systems)							+	$\vdash$	+				+		+	$\vdash$					+			+	+		
	Regionwide	Implement TSP for MBTA Bus Routes																											
	Regionwide	Integrated Corridor Management																											
	Regionwide	Arterial Traffic Monitoring																											
	Regionwide	Traffic Management at Special Events																											
	Regionwide	Enhanced Emergency Response System (ERS)																											
	Regionwide	Enhance Mass 511 system																											
	Regionwide	Deploy and manage Dynamic Message Signs																											
	Regionwide	Integrate Weather Information into the ERS						L												L									
	Regionwide	Implement Work Zone Monitoring																											
	Regionwide	Employ Critical Infrastructure Surveillance																											

Achieve SGR Strengthen connections; close gaps Support Netror Luture development plans Promote benefits and M&O Invest in technology before expansion Achieve SGR Strengthen connections; close gaps Support Metror Luture development plans Promote benefits and bottlenecks Support Metror Luture development plans Promote context sensitive design Support state-of-practice parking Support state-of-practice parking Support states of practice parking Support states and health variety and alternative Expand transit Address constraints and bottlenecks Promote nergy conservation and alternative Support meeting GHG emission reduction targets Reduce emistic trip times; increase capacity Increase transitibilise/ped options and TDM Protect critical infrastructure Support Triscutce emissions, including browned service transit trip times; increase capacity Improve heavily used networks before expanding Improve heavily used networks before expanding Improve heavily used address quality deficiencies Support ITS Protect critical infrastructure; address vulnerabilities Support ITS Protect critical infrastructure; address vulnerabilities Reduce crisis trip times; receive and the state of the	Corridor	Municipality	Projects and Programs	Mod		ance, tion and ncy	Liv		and E Benefit	conomi	ic	Mol	oility		Environment		Climate	e Chang	P	sportati Equity	on	Safet	y and	Security	y	Comments	;
	State of	Good Repair	& Maintenance: Repair and maintenance of the existing system	e low-cost strategies	st in technology before expansion	e SGR	ien connections; close gaps MetroFuture development plan	healthy transportation, complete str	Promote context-sensitive design	state-of-practice par	access to trans	rove transit servi	and transit	constraints and bottlene	fleet modernization  ligh-occupancy vehicle travel  motorized modes  ssources and health; avoid air and reduce emissions, including brown energy conservation and alternativ	meeting GHG emission reduction target	VMT transit/bike/ped options and	ct critical infrastruct	ce energy use ss equity needs; minimize burder afety, community)	ansit trip times; increase capacity	heavily used networks before expandin nt all-hazards planning	safety and security deficiencie	ort ITS	ct critical infrastructure; address vulnerabilitie	uce crash severity		

	State of Goo	d Repair & Maintenance - Transit											
Accessibi	ility												
	MBTA	Station Elevator/Escalator Replacement Program											
Bridge	•												
	MBTA	Bridge Program  • Funds design and rehabilitation of selected bridges throughout the system											
	MBTA	Merrimack River Bridge Rehab											
Facilities	,												
	MBTA	Systemwide Tunnel Lighting											
	MBTA	Tunnel Rehabilitation											
Maintena	ance												
	MBTA	Orient Heights Maintenance Facility Renovation Phase III  · Includes HVAC replacement, sprinkler and fire alarm upgrade, a new carhouse roof, and other improvements.											
	MBTA	Riverside Car House Improvements											
	MBTA	Wellington Maintenance Facility Improvements											
Power													
	MBTA	Power Program to fund the overhaul of the jet engines and other critical components at the South Boston power generation plant											
	MBTA	Rehab Traction Power Substations											
Signals													
	MBTA	Green Line Signal Replacement											
	MBTA	Systemwide Signal Maintenance											
	MBTA	Red Line Signal Cable Replacement											
Station													
Central	MBTA	Back Bay Station, Lobby Ventilation											
	MBTA	Commuter Rail Stations Upgrades and Renovation									1		
	MBTA	Rapid transit station midlife rehab upgrades											
	MBTA	Subway Station Platform Improvement Program											
Track													
	MBTA	Old Colony Tie Replacement Project											
	MBTA	Subway Systemwide Track Maintenance											
	MBTA	Yard Switch Replacement and Track Reconstruction											

Corridor	Municipality	Projects and Programs		Mainter oderniza Effici	ation		I	⊿ivabi	ility an Ber	nd Econefit	onomi	ic	]	Mobili	ty			Environment		Clin	nate (	Change	Tra	nspor Equi	tation ty		Safe	ety and	d Securi	ity	(	Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Achieve SGR	Strandhan connactions: close gans	Outer garba	ent plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	ransıt	Address constraints and bottlenecks	Promote fleet modernization	Support nign-occupancy venicle travel and non-motorized modes Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure Reduce energy use	Address equity needs; minimize burdens	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety Reduce crash severity	Reduce clash sevenity	
Vehicle																																
	MBTA	Commuter Rail Locomotive Procurement																														
	MBTA	Green Line No. 7 Car Overhaul																														
	MBTA	Green Line No. 8 Car Upgrades																														
	MBTA	Kawasaki Commuter Rail Coach Overhaul · This project involves the overhaul of 75 bi-level Kawasaki coaches.																														
	MBTA	New Red Line Car Procurement  The fleet of 74 Red Line No. 1 cars built in 1969 are nearing the end of their useful life.																														
	MBTA	Orange Line Car Procurement · 146 new Orange Line #14 cars are needed to replace the #12 car fleet.																														
	MBTA	Procurement of 480 Buses  The MBTA will need to purchase 480 new buses by 2030.																														
	MBTA	RIDE Vehicle Program																														
	0								1										ш	1						_						
	State of Good	Repair & Maintenance - Roadway																														
NE	Beverly	Beverly Draw Bridge Rehabilitation  This project involves the reconstruction of the Beverly Draw Bridge on the Newburyport/Rockport commuter rail line.										T																				
SE	Quincy and Braintree	Fore River Bridge  • This project involves rehabilitating the Fore River Bridge, which carries Route 3A over the Fore River.																														
NW, Central	Boston, Cambridge	Longfellow Bridge  · This project rehabilitates the multimodal Longfellow Bridge between Boston and Cambridge.																														

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	Modernization	ı - Transit											
Accessibili	ty												
	MBTA	Accessibility Program  The MBTA has a Key Station Plan to make 80 key subway and commuter rail stations accessible.											
	MBTA	Science Park Station Accessibility											
	MBTA	Wedgemere Station access											

Corridor	Municipality	Projects and Programs		oder	ntena nizati ficien	on an	d	Liva	-	y and l Benef	Econo	omic		Mol	oility		Envi	ironm	ent		Climate	Char	ıge		sporta Equity			Safety	and S	Secur	ity	Comments
			Ise low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	note fleet modernization port high-occupancy vehicle travel non-motorized modes	sources and health; avoid air reduce emissions, including b	romote energy conservation and alternative ources	Support meeting GHG emission reduction targets	Reduce VMT	Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	nt all-hazards planning	Reduce safety and security deficiencies	:	ritical infr	mprove Bike/Ped safety Reduce crash severity	
Enhancen	ent		ر	Ш	<u> </u>	∢	()	(O)	п.	Δ.	(O)	()	_=_	<u> </u>	Ш	∢	<u>п</u> 0 в		1 o	()		а.	ir.	∢ ७	ľĽ	느	느	IY.	S I	а.		
	MBTA	T Under D  This project involves grade separation between D Street and the MBTA's Silver Line. It will remove one of 6 tightly clustered intersections on D Street, and improve T service to the airport on the Silver Line.																														
	MBTA	Green Line Improvements (use of 3-car trains)																														
	MBTA	Key Bus Routes Project - bus stop amenitites and customer service enhancements																														
Facilities																																
NW	MBTA	Alewife Garage Improvements																														
Maintenar	ice																															
	MBTA	Move Bradford Layover Facility on Haverhill Line with Plaistow Extension																														
Power																																
	MBTA	Orange Line Power Improvements																														
	MBTA	Unit Substation Upgrades																														
Signals																																
	MBTA	Columbia Junction Upgrades																														
'																																
	Modernization	ı - Roadway																														
NW	Concord	Concord Rotary/Route 2 This project seeks to relieve congestion and improve safety by replacing the Concord Rotary with a highway interchange and another westbound lane on Route 2 approaching the interchange. The project also includes a bridge over Route 2 to connect Commonwealth Avenue to the intersection of Route 2A/119. Phase 2B of the Bruce Freeman Rail Trail is part of this project as well.																														
NW	Concord and Lincoln	Crosby's Corner  The project involves the construction of a bridge for Route 2 over the congested Crosbys Corner area. The current Route 2 will be converted into a frontage road for local homes and businesses.																														
NE	Revere	Mahoney Circle Grade Separation  • This project improves the congested intersection of Routes 1A, 60, and 16 by depressing Route 60 and improving the connectivity between the other routes. A CTPS corridor study identified it as the worst intersection along Route 1A (tied with Boardman St.).																														
W	Newton	Needham Street/Highland Avenue • This project reconstructs Needham Street (Newton) and Highland Ave (Needham), improves several intersections, and widens the bridge over Route 128. The project improves bicycle and pedestrian accommodations, and will support economic development.																														

Corridor	Municipality	Projects and Programs	M	Ioder	ntena nizat	ion an	ıd	Liv	-	y and Benef		nomic		Mol	bility		:	Enviro	nment		C	limate	Chang	ge		portat quity	ion	S	afety a	and Se	curity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	ä	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization	and non-motorized modes Protect resources and health; avoid air and water	uding brown nd alternativ	Sources Support meeting GHG emission reduction targets	Reduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure	uce energy use	Address equity needs; minimize burdens (air, safety, community)	crease capacity	mprove heavily used networks before expanding	Implement all-hazards planning	Support ITS	Protect critical infrastructure; address vulnerabilities		Reduce crash severity	
SW	Bellingham	Pulaski Blvd • This project will reconstruct 2.2 miles of Pulaski Boulevard in Bellingham between Moody Street and the Franklin town line. This project will improve several poorly performing intersections and improve pedestrian safety.												_				<i>y</i> (0)					_									_	
SW	Dedham, Norwood, Westwood, West	Route 1 South  This project implements geometric, signal, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 1 Study.																															
NE	Revere	Route 1/Route 16 Interchange  This project would better connect Routes 1 and 1A via Route 16, which would reduce the need for traffic to use local streets. It would connect Route 1 south to Route 16 east with left turn lanes and a signal, and Route 16 west to Route 1 north with a new ramp.																															
W, SW		Route 126  This project implements geometric, signal, bus service, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 126 Study.																															
W	Framingham	Route 126/Route 135 Grade Separation  • The project involves construction of an underpass for Route 126 beneath Route 135 and railroad tracks. The project will encourage economic development in downtown Framingham and improve a congested area.																															
W	Ashland	Route 135 Grade Separation  · This project would construct grade-separated intersections on Route 135 at Main Street and Homer Ave./Chestnut St.																															
SW, SE	Canton, Milton, Stoughton	Route 138 Corridor  This project implements geometric, bicycle, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 138 Study.																															
NE	Boston	Route 1A/Boardman Street Grade Separation  • This project involves the construction of an overpass for Route 1A over Boardman St. in East Boston. Boardman St. would be moved 400 feet to the south and new ramps connecting it to Route 1A would be built. This congested location was identified as the worst intersection along 1A (tied with Route 1A/Mahoney Circle) by a CTPS corridor study.																															
NW	Acton to Lexington	Route 2 Capacity Improvements  This project would rebuild Route 2 as a 4-lane, limited-access highway with no traffic signals between I-95 in Lexington and Route 111 in Acton.																															
W, NW	Boston, Watertown,	Route 20  This project implements recommendations outlined in the MPO's UPWP Route 20 Study.																															
SE	Sharon	Route 27 (Corridorwide) (meets need in Sharon)  This project includes geometric and signal improvements on Route 27.																															
N	Malden, Medford	Route 60 Improvements  This project implements pedestrian, transit, and intersection traffic operations and safety improvement recommendations outlined in the MPO's UPWP Route 60 Study.																															

Corridor	Municipality	Projects and Programs		Mainto oderniz Effic	zation	n and		Liva		and I Benefi		mic		Mob	oility			Environment		Cli	nate (	Change	נ	Гranspo Equ		ı	Saf	ety an	d Secur	ity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	ernizat	Support high-occupancy vehicle travel and non-motorized modes Protect resources and health; avoid air and water mpacts; reduce emissions, including brownfields Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure	Address equity needs: minimize hurdens	safety, community	mprove heavily used networks before expanding		Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity	
N	Boston	Rutherford Avenue  This project would provide a context sensitive design through the reconstruction of Rutherford Avenue in Charlestown. It would divide the existing Rutherford Avenue into 2 roadways: one for regional traffic that would run along the I-93 viaduct, and a redesigned Rutherford Avenue for local traffic that is better integrated into the Charlestown street network and has improved pedestrian and bicycle facilities. The four-lane bypass road would include underpasses at the Gilmore Bridge and at Cambridge Street at Sullivan Square.	٦			4	65	O	п.	4	S	8	1	II	Ш	d.		0) 6 11 .5 11 00 0	o)		<u></u>						LE.	65				
N	Boston	Sullivan Square  The project reconstructs Sullivan Square to accommodate the bypass road connection to Route 99 envisioned in the Rutherford Avenue project. It will create green space and parcels for redevelopment.																														
NW	Belmont	Trapelo Road Trapelo Road in Belmont from the Cambridge city line to Route 60. The project will improve the road for all users through traffic signal, sidewalk, bicycle, and streetscape improvements. It will also alleviate flooding through the construction of a second culvert at Beaver Brook.																														
SE NE	Randolph Revere	I-93/Route 24 Interchange Improvements  Route 1A/Route 16  This project involves replacing the current intersection of Routes 1A and 16 with a three-fourths cloverleaf interchange. The project is in the northwest corner of Suffolk Downs and would support development there. The realigned Route 16 will open up space for a linear park.																														
SE	Rockland	Route 3/Union St.  This project would construct safety improvements at this intersection.																	1													
W	Framingham	Route 9/Route 126 Interchange  • This project involves improvements to the interchange of Route 9 (Worcester Road) and Route 126 (Concord St.) The Route 126 bridge is rated as structurally deficient.																	$\top$													
W	Framingham	Route 9/Temple St.  This project involves improvements to the intersection of Route 9 and Temple St. It would include widening at the intersection to provide 3 through lanes and double left-turn lanes in each direction on Route 9, and intersection signalization.																														

Corridor	Municipality	Projects and Programs		Mainter oderniza Effici	tion a	nd	Liv		and I Benefi	Econo: it	mic		Mob	ility		Environment		Clim	nate C	Change		nsport Equit			Safe	ety and	d Secu	rity	Comments
Expansi	on.		Use low-cost strategies	Efficiency through ITS and M&O	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization Support high-occupancy vehicle travel and non-motorized modes Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	Protect critical infrastructure Reduce energy use	Address equity needs; minimize burdens (air. safety, community)	Reduce transit trip times; increase capacity	Improve heavily used networks before expanding	Implement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety Reduce crash severity	
Ехрапон																													
	Expansion - T	ansit																											
NE	MBTA	Extend Blue Line to Lynn  This project involves constructing an extension of the Blue Line 4.5 miles from Wonderland Station to Lynn Station. The project would support economic development in Lynn. It would result in improved connectivity from the North Shore to Logan Airport.															T												
	МВТА	Green Line Extension College Ave to Route 16  This project involves constructing the College Avenue to Route 16 segment of the Green Line Extension. Phase 1 of the project involves constructing the Green Line from Lechmere to College Ave., with a spur to Union Square in Somerville.																											
	MBTA	Green Line Extension to Medford Hillside/Union Square  This project involves extending the Green Line beyond Lechmere to College Avenue in Medford Hillside (about 4 miles) and Union Square in Somerville (about .5 miles). This project would improve transit access in the Northwest Corridor and support economic development and smart growth.																											
	MBTA	Lowell Commuter Rail Line Extension (Nashua/Manchester)																											
	MBTA	New Orange Line Station at Assembly Square  • This project involves the construction of a new Orange Line station at Assembly Square in Somerville. The project will support economic development at the Assembly Square site.																											
	MBTA	New Worcester Line Commuter Rail Station in Allston  This project would involve constructing a new commuter rail station on the Framingham/Worcester commuter rail line in either Allston or Brighton. Commuter rail service in this area was discontinued in 1959.																											
	MBTA	Orange Line Extension from Forest Hills to Needham																											
		Parking Capacity Increases at 2 Blue Line Stations																											
		Parking Increases at 2 Orange Line Stations																											
		Parking Capacity Increases at 4 Commuter Rail Stations																											1
		Parking Expansion at 11 Commuter Rail Stations Russia Wharf Ferry Terminal			+	-			-	$\vdash$							-		_		-					-			1
	Boston	'This project would consist of implementing a new ferry route in Boston Inner Harbor, from the existing terminal at the Charlestown Navy Yard to a new terminal at Russia Wharf, which is located in Fort Point Channel at Congress Street. The construction at Russia Wharf is a CA/T legal commitment.																											
	MBTA	South Station Track Expansion  South Station is currently at capacity; additional track space is required to expand commuter rail service needed to accommodate future ridership demand. Up to 5 additional tracks are proposed and would be constructed after relocation of the U.S. Postal Service facility.																											

Corridor	Municipality	Projects and Programs	M	Ioder	ntena nizati ficien	on and	d	Liva		and l		omic		Mol	oility		Envir	onme	ent		Climate	Char	nge		nsport: Equity			Safety	and S	Securi	ty	Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	<u>ē</u> j	ngi	Fornote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT Increase transit/bike/ped options and TDM	Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens 'air, safety, community)	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning	Reduce safety and security deficiencies	:	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety Reduce crash severity	
	MBTA	Urban Ring, Phase 2  This project involves the construction of a bus rapid transit service in a roughly circular corridor connecting major activity centers in Boston, Brookline, Cambridge, Chelsea, Everett, Medford, and Somerville. It would connect the MBTA's rapid transit radial corridors and alleviate crowding in the central subway. It would also encourage infill development along the corridor.		_	_				_					_	_							_										
	Expansion - R	oadway																					T									1
NE	Beverly to	Route 128 Capacity Improvements																		-												
	Peabody	· This project would address safety and congestion problems along the oldest stretch of Route 128 in the Boston region.																														
N, NE	Lynnfield to Reading	Route 128 Capacity Improvements  This project would improve capacity along a congested stretch of Route 128 between Route 1 in Lynnfield and Route 28 in Reading.																														
NW	Somerville	Extend I-93 High-Occupancy Vehicle Lane into the City • This project involves the creation of a continuous HOV lane system from Quincy to Somerville on a very congested portion of Interstate 93. It would connect separate HOV systems north and south of Boston.																														
N, NW	Somerville to Woburn	I-93 Capacity Improvements (Corridorwide)  • This project involves constructing a reversible High Occupancy Vehicle (HOV) facility from Somerville to Route 128 in Woburn.																														
W, NW, N	Wellesley to Woburn	Route 128 HOV • This project would involve the construction of an HOV lane along Route 128 between Wellesley and Woburn.																		1												
SE	Braintree	I-93/Route 3 Interchange (Braintree Split)  The project improves the flow of traffic at the Braintree Split (I-93 & Route 3) through improvements to on and off-ramps, additional lanes, reconfiguration of existing lanes, and improved signage.																														
SW	Canton	I-95/I-93 Interchange  • This project involves a reconfiguration of the I-93/I-95 interchange. It would improve traffic flow through new ramps and roadway widening at a congested interchange between two Interstate highways. It will also improve connectivity to the Route 128 transit station, and support the Westwood Station project.																														
N	Woburn, Reading, Stoneham, and Wakefield	I-93/I-95 Interchange  • This project involves several safety improvements to the interchange including new and reconfigured ramps, and widening along Route 128. It also involves transit improvements to reduce travel demand in the area, such as shuttles to the Anderson Regional Transportation Center, increased MBTA commuter rail and local bus service, and a new Peabody park-and-ride lot and shuttle services. This is a high truck rollover location.																														
NW	Somerville	I-93/Mystic Avenue Interchange  This project involves constructing a new interchange between I-93 and Mystic Avenue. It would allow for a connector road between Mystic Ave. and Middlesex Ave., which would improve access to the Assembly Square development site.																														

Corridor	Municipality	Projects and Programs				on and	d	Liva		and l	Econom	nic		Mob	ility		En	vironn	nent		Clin	nate C	Change	2	Transı Ed	ortation	on	Saf	ety an	d Secu	ırity		Comments
			Jse low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	romote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	et modernization n-occupancy vehicle travel torized modes	esources and health; avo reduce emissions, includ	ergy conservation and alter	Support meeting GHG emission reduction targets		ncrease transit/bike/ped options and TDM	Protect critical infrastructure	uce energy use	equity needs; minimize but ty, community)	uce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity	
SW, SE	Brockton to Quincy	Route 24 Capacity Improvements (Corridorwide)  This project involves the construction of a northbound HOV lane from Route 27 in Brockton to the Interstate 93/Route 128 interchange in Quincy.		Ш	=	∢	S	O	<u>α</u>	п.	O	S)	=	<u>-</u>	Ш	∢	<u>г</u> 0 в	<u> </u>	L S	S	Œ	<u>-</u>		œ <	13	<u>rr 2</u>	<u> </u>		O	<u>а</u>	=	ĽĽ.	
SW	Canton	· I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor This project constructs a new ramp from Interstate 95 northbound to Dedham Street in Canton. The project will improve access to Canton and the planned Westwood Station, and the MBTAs Route 128 Station.																															
N	Bedford, Billerica, Burlington	Middlesex Turnpike Phase III  The proposed improvements will widen a 1.5 mile segment of the Middlesex Turnpike in Bedford and Billerica that is congested during the peak travel periods. The widening will provide two lanes in each direction, making it a four-lane highway with a median. The project will help improve redevelopment opportunities in the area.																															
N	Burlington, Woburn,	Cambridge Street Improvements  · This project would widen Route 3A between Route 128 and Bedford Street.																															
N, NE	Malden, Revere, Saugus	Route 1 add-a-lane  This project will improve a bottleneck by widening Route 1 from four lanes to six between Copeland Circle (Route 60) and Route 99. The Copeland Circle and Route 1 intersection is one of the highest crash locations in the state. It will also improve ramps to and from Route 1.																															
NE	Lynnfield, Peabody, Saugus	Route 1 Capacity Improvements  • This project would remove a bottleneck by widening the Lynnfield tunnel on Route 1 from four to six lanes, and eliminating the jug handle traffic signal on Route 1 north of Route 128.																															
NE	Everett, Medford, and Revere	Route 16/Revere Beach Parkway Roadway Improvements  This project involves widening Route 16 to 6 lanes along a congested stretch between Routes 99 and 38, except for a 4-lane segment in the vicinity of Wellington Circle. Route 16 would pass beneth a new interchange at Wellington Circle. The ramps connecting Routes 38 and 16 to Interstate 93 would be realigned, and additional ramps will be constructed. There is a high amount of truck travel in this area.																															
W	Hudson	Route 85 (Washington Street) Upgrade  This project involves widening and/or reconstructing 1.52 miles Route 85 from the Hudson/Marlborough line to Route 62 (Main St.). Sidewalk upgrades associated with the project will improve connectivity to the Assebet River Rail Trail.																															
SE	Weymouth	Route 18 This project involves widening Route 18 to 2 lanes in each direction and improving several intersections between Highland/Charmada Streets in Weymouth and Route 129 in Abington. The project improves pedestrian facilities and provides access to the S. Weymouth Commuter Rail station and the development planned for the former Air Station.																															
SE	Hanover	Route 53 • This project in Hanover involves widening a one-mile section of Route 53 between Mill St. and Rawson St. It also would add a sidewalk to the west side of the roadway. Pond St. would be relocated and realigned.																															

Corridor	Municipality	Projects and Programs	N	Main Iodern Efi		ion an	d	Liv		y and Bene		nomic		Mo	bility			Envi	ironme	ent		Clim	ate Ch	ange	Tra	anspor Equi	tation ty		Safety	ty and	Secui	rity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	state-of-practice p	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	niza	travel	Protect resources and health; avoid air and water impacts; reduce emissions, including brownfields	romote energy conservation and atternative cources	Support meeting GHG emission reduction targets	9	Protect critical infrastructure	Reduce energy use	Address equity needs; minimize burdens	air, sarety, community)  Reduce transit trip times; increase capacity	ed networks be	mplement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Bike/	Reduce crash severity	
SE	Marshfield	Route 139 • This project removes a congested bottleneck on Route 139 between School and Furnace Streets through roadway widening, and adds bicycle and pedestrian accomodations.	ر	Ш	_=_	4	0)	()	<u>a</u>	<u>L</u>	0)	0)	=	=	Ш	٩	<u>.</u>	0) (0)	<u>u .= 1</u>	L W	(J)	<u> </u>	= Ω	. (*	4 .		=	=	IE.	()	Ш	=	Ľ	
N	Woburn	New Boston Street Bridge  • This project involves the reconstruction of a bridge over the Lowell Commuter Rail Line that was destroyed by a fire more than 30 years ago. Reconstruction of the bridge would support industrial development in the area.																																
N	Woburn	Montvale Avenue  • This project involves widening Montvale Ave. to four lanes between I-93 and Central Street, and adding turning lanes at Washington St.																																
W	Milford	Veterans Memorial Drive Extension/Route 16 Bypass  This project involves extending Veterans Memorial Drive in Milford by almost 1 mile to Depot St. The project would reduce traffic through downtown Milford on Route 16, reduce cut through traffic, and extend the Upper Charles Bike Trail by almost 1 mile, from Route 109 to Central St.																																
NE	Salem	Bridge Street  • The project involves widening Bridge Street by 2 lanes in each direction. It would improve access to the Salem train station.																																
W	Marlborough, Hudson	I-495/I-290/Route 85 Interchange  • This project involves the construction of flyover ramps between I-290 and northbound I-495. It also entails widening the Route 85 Connector from two lanes to four from I-495 to Fitchburg St, and improving intersections along Route 85. This is a high truck rollover location.																																
SW	Canton to Foxborough	I-95 Capacity Improvements																																
NE	Danvers, Peabody	Route 1/Route 114 Corridor  • This project improves the interchange of Route 114 and Route 1. It would widen Route 114 to three lanes in each direction in the vicinity of the Route 1 interchange, reconfigure the interchange, and add on and off ramps between Route 114 and I-95 to complete the interchange between the highways.																																
SE	Weymouth to Duxbury	Route 3 Add-A-Lane (Corridorwide)  • This project involves widening Route 3 from 2 lanes in each direction to 3 between Route 18 in Weymouth and Route 14 in Duxbury. The project also involves improvements at the exit 11, 12, 13, and 15 interchanges and expansions of the park and ride lots at exits 12 and 14.																																

Corridor	Municipality	Projects and Programs	M	Main Iodern Eff		on an	d	Liv		y and i	Econoi fit	mic		Mob	ility		Envir	onme	ent		Climate	Chan	ge		portat quity	ion	Sa	ıfety an	d Secu	ırity		Comments
			Jse low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	state-of-practice p	Support economic vitality	mprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	travel void air	impacts; reduce emissions, including brownfields	Sources	Support meeting GHG emission reduction targets	Reduce VMT ncrease transit/bike/ped options and TDM	Protect critical infrastructure	≺educe energy use	Address equity needs; minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning Reduce safety and security deficiencies	, SII	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity	
	Expansion - F	reight		ш		4	U)	0)			0)	0)		_	ш	4	L 0) (6 L	.= 0	_	,,	<u> </u>	ш	<u> </u>	Q	LL.			- 0)	<u> </u>			
N	Boston	South Boston Roadway Improvements 'This project, outlined in the State Freight Plan, includes the construction of a new Conley Terminal Freight Bypass Road, and upgrades to Cypher Street and E Street. It would reduce truck traffic on neighborhood streets.  Port of Boston Improvement Dredging Project 'This project involves deepening the navigation channel to Conley Terminal to a depth of 48 feet, and the entrance channel to 50 feet. It also involves dredging Chelsea Creek to 40 feet to improve access for oil tankers.  Charlestown Haul Road																														
NE	Boston	East Boston Haul Road This project reduces truck and airport-related traffic such as shuttles and buses in East Boston by creating a new grade-separated roadway connecting the City of Chelsea and the harbor tunnels/Logan Airport using an abandoned below-grade railroad right-of-way. It would provide a roadway passing beneath Neptune Road, Bennington Street, and Saratoga Street, and would connect to Chelsea Street south of the Chelsea Street Bridge, and possibly providea a new direct ramp connection between Chelsea Street and Route 1A southbound.																														
NE	Boston	Route 1A/Chelsea Street Bridge Connection  This project involves the construction of a new Chelsea St. bridge between East Boston and Chelsea. The new vertical lift bridge would provide 175 feet of vertical clearance to allow ships to pass beneath, which supports freight movement on Chelsea Creek.																														
SE	Boston	Track 61 Rail Improvement  This project would restore existing, and extend, freight rail lines into the Boston Marine Industrial Park. It would provide on-dock rail access to a planned bulk cargo facility at the North Jetty. The project includes rehabilitation of 2,860 linear feet of railroad track, and construction of 5,910 new linear feet of track. It would support economic development in the marine industrial park area.																														
SE	Boston	Conley Rail Service  · This project involves extending rail service into the Conley Terminal in South Boston. Rail service could reduce the number of trucks using South Boston roads to access the marine terminal and encourage more ships to use the port.																														

Corrido	Municipality	Projects and Programs	1	Moder		ance, tion and	d	Liva		y and Benef	Econo fit	omic		Mob	oility		Environ	ment		Clir	nate (	Change	Т	ranspo Equ	ortation uity	n	Safe	ety and	d Securit	у	Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Support economic vitality	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	dernization upancy vehi	Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	ritical inf	Reduce energy use Address equity needs; minimize burdens	(air, safety, community)	Improve heavily used networks before expanding	s planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Reduce crash severity	
	Expansion - B																														
NW	Hudson to Acton	Assabet River Rail Trail  The project includes the construction of a trail from Acton, through Maynard and Stow, to Hudson - a distance of 6.6 miles. It will connect town centers, the Assabet River Wildlife Refuge, and the South Acton Commuter Rail station. Required to complete the project will be two new bikeway bridges, replacement of an existing pedestrian bridge, rehabilitation or replacement of a railroad bridge, and a 1,100-foot boardwalk through a wetland area.																													
NE	Salisbury to Danvers	Border to Boston Trail  This project involves the construction of a shared use rail trail. The Northern Section would about 28 miles from Salisbury on the New Hampshire border to Danvers along a former rail corridor, connecting town centers, schools, and parks.																													
NW	Acton, Concord	Bruce Freeman Rail Trail The project will extend the Bruce Freeman Rail Trail 4.9 miles through Acton and Concord. The shared use trail will be between 10 and 12 feet wide and its construction will involve adding a bridge over Route 2A and 119 and the rehabilitation of six railroad bridges. Once completed, the trail will be about 17 miles in length connecting downtowns, schools, and transit stations.																													
NE	Everett, Malden, Revere, Saugus, Lynn	Northern Strand  This project involves the construction of a shared use trail connecting five municipalities north of Boston. The proposed rail trail connects several schools and activity centers in a densely developed environment.																													
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