Corridor	Municipality	Programs and Projects		Mainter derniza Efficie	ition ar	nd	Lival		and Eco	onomic		Mob	oility		Environmo	ent		Clima	te Chan	ge		portatio quity	n	Saf	fety and	d Secu	rity	Comments
			Use low-cost strategies	Efficiency through ITS and M&O Invest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	Promote context-sensitive design	Support economic vitality	Improve access to transit	Improve transit service	Expand transit Address constraints and bottlenecks	100		Promote energy conservation and alternative sources	Support meeting GHG emission reduction targets	Reduce VMT	itical infrastructure	.gy use	Address equity needs; minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	used fretworks before exparions azards planning	Reduce safety and security deficiencies		Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety Reduce crash severity	
	Modernization	- Transit																										
	Clean Air and	Mobility												t														
	State of Good	Repair & Maintenance - Transit																										
	Multimodal Tra	affic Management & Modernization - Roadway												t			\pm											
	Expansion - T	ansit																										
	Expansion - B	ke/Ped																										
	Management &	Operations - Transit																										
	State of Good	Repair & Maintenance - Roadway																										
	Management &	Operations - Roadway																										
	Expansion - F	eight																										
	Expansion - R	padway															-											

Management & Operations: ITS and low-cost capital improvements for system efficiencies

State of Good Repair & Maintenance: Repair and maintenance of the existing system

Modernization: Upgrades to the existing system to meet contemporary standards and accommodate all users

Expansion: Extending or adding capacity to the existing system

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

Corrido	Municipality	Programs and Projects	M	Mainto Ioderniz Effic	ation	and	Liv		and I Benefi	Economi	С	М	Iobility			Environ	ment		Clima	te Cha	nge		sporta Equity		5	Safety	and Secu	ırity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O		Achieve SGR/Modernization Strengthen connections; close gaps	stroFuture developn	Promote healthy transportation, complete streets	Promote context-sensitive design	Support state-of-practice parking	Improve access to transit	Improve transit service	Expand transit	Address constraints and bottlenecks	rnizat	Support high-occupancy vehicle travel and non-motorized modes Protect resources and health; avoid air and water incores reduce emissions including broundials	and alternativ	Support meeting GHG emission reduction targets	Reduce VMT Increase transit/bike/ped options and TDM		Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	isit 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	
Manage	ment & Opera	tions: ITS and low-cost capital improvements for system efficiencies																												
	Management	& Operations - Transit																												
	МВТА	Communications/Technology					1				+											-				+		\vdash	\dashv	
		Green Line Power Study																										\Box		
				,		,				'			'											•						
	Management -	& Operations - Roadway																												
	Management	& Operations - Freight																												
	Management	& Operations - Regionwide Communications & Technology																												
		Interface MassDOT-MSP communication for real-time information																										\longrightarrow		
		Interconnect Existing Operations Centers (METFON, MSP) Expand Traffic Sensor Network					_																			+		\vdash	-	
	Regionwide Regionwide	Upgrade Traffic Signal Equipment (demand responsive systems)																								$\overline{}$		\vdash	-	
		Implement Transit Signal Priority for MBTA Bus Routes					+				_															+		\Box	\dashv	
		Integrated Corridor Management																												
	U	Arterial Traffic Monitoring																												
		Enhanced Emergency Response System (ERS)									_															\perp	'	\longrightarrow		
		Deploy and manage Dynamic Message Signs Employ Critical Infrastructure Surveillance					-				_											-				+		\vdash	\dashv	
State of	Good Repair	& Maintenance: Repair and maintenance of the existing system Repair & Maintenance - Transit									_																			
		nepair & Maintenance - Fransit																										$igwdsymbol{\sqcup}$		
Accessibi																						_					'	\longrightarrow		
D	MBTA	Station Elevator/Escalator Replacement Program									_	+										_				+		\vdash		
Bridges	A ED/E A	ln:1 n									_											_				_	'	\longrightarrow		
	MBTA	Bridge Program • Funds design and rehabilitation of selected bridges throughout the system																									'	1		
NE	MBTA	Beverly Draw Bridge Rehabilitation						-			+											lacktriangledown				+	+	\vdash	\dashv	
		· This project involves the reconstruction of the Beverly Draw Bridge on the Newburyport/Rockport commuter rail line.																												

Corridor	Municipality	Programs and Projects	M	Ioden	ntena nizati ficien	on an	ıd	Liva		y and i	Econom it	ic	1	Mobi	ility		En	vironn	nent		Climat	e Ch	ange	Tra	nsport Equit	tation	S	afety a	nd Sec	urity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR/Modernization	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	nprove access to transit	mprove transit service	Expand transit	Address constraints and bottlenecks	Promote fleet modernization Support high-occupancy vehicle travel and non-motorized modes	rotect resources and health; avoid air and water npacts; reduce emissions, including brownfields	ternativ	Support meeting GHG emission reduction targets	Reduce VMT Increase transit/bike/ped options and TDM	nre	Reduce energy use	Address equity needs; minimize burdens	Reduce transit trip times; increase capacity	mprove heavily used networks before expanding	mplement all-hazards planning	Support ITS	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity	
	MBTA	Merrimack River Bridge Rehab	\supset	Ш	<u> </u>	⋖	S	S	Δ.		S	ທ .	<u></u>	드	ш	⋖	T N E	3 ∟ .⊆	<u></u> ω	S	요 드		~	∢ ऽ	2 22	드	<u> </u>	2 O		드	~	
Facilities	<u>l</u>	1																											+			
	MBTA	Systemwide Tunnel Lighting												\dashv								+										
	MBTA	Tunnel Rehabilitation																														
Maintenar	ice																					+										
	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														_		+						_	+							
Ctation -	MBTA	Red Line Signal Cable Replacement						-				+		+								+	-	-						-		
Stations	MDTA	Back Bay Station, Lobby Ventilation																					_	_						-		
Central	MBTA MBTA	Commuter Rail Stations Upgrades and Renovation										_				_								-								
	MBTA	Rapid transit station midlife rehab upgrades																				+					\vdash			+		
	MBTA	Subway Station Platform Improvement Program										\dashv																				
Track	I	· · · · · · · · · · · · · · · · · · ·										\dashv																				
	MBTA	Old Colony Tie Replacement Project										\dashv										+										
	MBTA	Subway Systemwide Track Maintenance																				+										
	MBTA	Yard Switch Replacement and Track Reconstruction																														
Vehicles					_																											
	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	Commuter Rail Locomotive Procurement																														
	MBTA	Green Line No. 7 Car Overhaul																				1										
	MBTA	Green Line No. 8 Car Upgrades																+				_		_			\vdash			-		
	MBTA	Kawasaki Commuter Rail Coach Overhaul This project involves the overhaul of 75 bi-level Kawasaki coaches.																														

Corridor	Municipality	Programs and Projects	N	Moder	intena mizati fficien	on an	d	Liv		y and Benef		omic		Mo	obility			Envi	ironmei	nt		Climat	e Chai	nge		sport Equit	ation y		Safe	ty and	Securit	ty		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	invest in technology before expansion	Achieve SGR/Modernization	Strengthen connections; close gaps	Support MetroFuture development plans	Promote healthy transportation, complete streets	context-sensitive desig	Support state-of-practice parking	Support economic vitality	access to	transit sei	Expand transit	Address constraints and bottlenecks	Promote fleet modernization	high-occupancy vehicle travel motorized modes	Protect resources and health; avoid air and water mpacts; reduce emissions, including brownfields Promote energy conservation and alternative	-	Support meeting one emission reduction targets	Keduce VM I 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	mplement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Bike/		
	MBTA	Procurement of 480 Buses • The MBTA will need to purchase 480 new buses by 2030.					0,	,				0,2								0,						_			_	J.				
	MBTA	RIDE Vehicle Program																																
	State of Good	l Repair & Maintenance - Bridge											П								\top													
NW, Central	Boston, Cambridge	Longfellow Bridge · This project rehabilitates the multimodal Longfellow Bridge between Boston and Cambridge.																															1	
SE	Quincy and Braintree	Fore River Bridge • This project involves rehabilitating the Fore River Bridge, which carries Route 3A over the Fore River.																																

Modernization: Upgrades to the existing system to meet contemporary standards

Mode	ernization - Transit									
Accessibility										_
MBTA	A Accessibility Program • The MBTA has a Key Station Plan to make 80 key subway and commuter rail stations accessible.									
MBTA										
MBTA										
Enhancements										
MBTA	A Green Line Improvements (use of 3-car trains)									
MBT A										
MBTA	A Key Bus Routes Project - bus stop amenitites and customer service enhancements									
Facilities										
NW MBTA	A Alewife Garage Improvements									
Maintenance										
MBTA	Move Bradford Layover Facility on Haverhill Line with Plaistow Extension									
Power	·									
MBTA	A Orange Line Power Improvements									
MBTA										
Signals	·									
MBTA	A Columbia Junction Upgrades									

Corridor	Municipality	Programs and Projects	Mod	derniz	enance zation ciency	and	Liv		ty and Bene	l Econ efit	nomic		Mol	oility		:	Enviro	ıment		Clin	nate (Change	e 1	ransp Eq	ortation uity	n	Saf	ety and	d Secu	ırity		Comments
			Use low-cost strategies		Invest in technology before expansion	Achieve Scry/Modernization Strengthen connections: close gaps	troFuture 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	Expand transit	Address constraints and bottlenecks	Promote fleet modernization	and non-motorized modes Protect resources and health; avoid air and water	uding browr nd alternativ	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 hurdens	(air, safety, community)	Improve heavily used networks before expanding		Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety	Reduce crash severity	
	Multimodal Ti	affic Management & Modernization - Roadway																								Т						
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.																								T						
NW	Belmont	Trapelo Road Trapelo Road This project will reconstruct 2.5 miles of 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.																					Ī									
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.).																														
NW	Arlington and Cambridge	Route 2/Route 16 Intersection 'This project implements access and traffic operation improvement recommendations outlined in the MPO's UPWP Alewife Traffic Operations and Access Study, Phase II.																														
NE, N NE	Revere	Route 1 Intersection Signalization (Corridorwide) 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.																					1									
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.																														
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.																														
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.																														

Corridor	Municipality	Programs and Projects	М	loder	ntena nizati ficien	on an	d	Liva		y and Benef	Econor	omic		Mob	ility			Envi	ronme	ent		Clim	ate C	hange	e	Γransp Ες	ortati uity	on	•	Safety	and S	Secur	ity	T	Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR/Modernization	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	fleet moderniza	travel	impacts; reduce emissions, including brownfields	Promote energy conservation and atternative sources	Support meeting GHG emission reduction targets		iliciease ilaiisivoike/ped opiiolis alid i Divi	Protect critical infrastructure	uce energy	unity)	ase capacity	Improve heavily used networks before expanding	nt all-haza	Reduce safety and security deficiencies	:	Protect critical infrastructure; address vulnerabilities	Improve Bike/Ped safety Reduce crash severity	2 2	
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.																																	
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	Newton and Needham	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.																																	
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		I-93/Route 24 Interchange Improvements 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.																										1							
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.																										١							
W, SW	Bellingham to Framingham and corridorwide	Route 126 This project implements geometric, signal, bus service, and pedestrian improvement recommendations outlined in the MPO's UPWP Route 126 Study.																																I	
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.																							T										
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.																																	

Corridor	Municipality	Programs and Projects		Maint oderni Effi		n and		Livab		ınd E enefit	Econor t	mic		Mob	ility		En	vironn	nent		Clim	ate C	hange	T	ransp Eq	ortatio uity	on	Sa	afety a	nd Sec	curity		Comment	s
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	R/Modernization		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	Promote fleet modernization Support high-occupancy vehicle travel	ect resources and hacts; reduce emission	nd alternativ	Support meeting GHG emission reduction targets	-	ncrease transit/bike/ped options and I DM		Reduce energy use Address equity needs: minimize burdens	ty, community)	icrease capacity	nprove neavily used networks before expanding	Implement all-hazards planning Reduce safety and security deficiencies	ITS	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity		
SE	Sharon	Route 27 (Corridorwide) (meets need in Sharon) This project includes geometric and signal improvements on Route 27.			_		,, ,				U)	U)	_	_					LL 07	Ü									0,		_			
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.																																
SE	Braintree	Route 3/Union St. This project would construct safety improvements at this intersection.																																
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.					1																											
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.																																
W	Natick	Route 9/Route 27 • This project involves improvements to the intersection of Route 9 and Route 27.																																

Expansion: Extending or adding capacity to the existing system

	Expansion	- Transit										
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.										
	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.										
	мвта	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	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.										

Corridor	Municipality	Programs and Projects		oderi	ntena nizati ficien	on an	d	Liva		y and Benef		nomic		Mol	oility			En	vironn	nent		Cliı	nate (Chang	ge ,		porta quity		S	afety a	and Sec	curity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	Invest in technology before expansion	Achieve SGR/Modernization	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	travel	Ith; avo	nd alter	Support meeting GHG emission reduction targets	Reduce VMT	Increase transit/bike/ped options and TDM	Protect critical infrastructure	uce energy use	Address equity needs; minimize burdens (air, safety, community)	Reduce transit trip times; increase capacity	Improve heavily used networks before expanding	nt all-haza	Support ITS	Protect critical infrastructure; address vulnerabilities		Reduce crash severity	
	Boston	Russia Wharf Ferry Terminal '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	Silver Line to Chelsea This project would extend the existing Silver Line service to connect with the Blue Line at Airport Station, and potentially extend service beyond Airport Station to the city of Chelsea by utilizing the proposed East Boston Bypass Road (Bypass).																																
	МВТА	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.																																
	MBTA	Parking Capacity Increases at one Blue Line Station																																
	MBTA	Parking Increases at 14 Rapid Transit Stations																																
	MBTA	Parking Capacity Increases at 22 Commuter Rail Stations																																
	MBTA MBTA	Lowell Commuter Rail Line Extension (Nashua/Manchester) 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																																
	Expansion - F																																	
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.																																
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.																																

Corridor	Municipality	Programs and Projects				on and	i	Liva		and l Benefi	Econo it	omic		Mob	oility]	Environ	ment		Clim	ate Cl	nange	Tr	anspor Equi			Safety	y and	l Secu	rity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR/Modernization	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 mode	Protect resources and health; avoid air and water	alternativ	Support meeting GHG emission reduction targets		increase transivolve/ped options and Form	Protect critical littlestructure	ed	(air, safety, community) Reduce transit trip times; increase capacity	heavily used networks be	mplement all-hazards planning	Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Bike/	Reduce crash severity	
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.			_		V.	y,	_				_	_	_	,				0,													
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.																															
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.																															
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.																															
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																															
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	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.																															

Corridor	Municipality	Programs and Projects		oderr	ntena nizati ficien	on an	d	Liva		y and l Benef		omic		Mol	oility		Е	nvironr	ment		Clin	nate (Chang	ge	Гransp Еq	ortation uity	n	Safe	ety and	1 Secu	rity	(Comments
			Use low-cost strategies	Efficiency through ITS and M&O	nvest in technology before expansion	Achieve SGR/Modernization	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	Promote fleet modernization Support high-occupancy vehicle travel	motorized modes esources and health; avo reduce emissions, includ	nd alter	Support meeting GHG emission reduction targets	Reduce VMT	ncrease transit/bike/ped options and TDM	Protect critical infrastructure	uce energy	ty, community)	Improve heavily used networks before expanding		Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	Bike/	Neduce class severity	
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.																															
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.																															
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.																															
N	Burlington, Woburn,	Cambridge Street Improvements · This project would widen Route 3A between Route 128 and Bedford Street.																															
NE	Beverly to Peabody	Route 128 Capacity Improvements 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.																															
	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.																															
	Wellesley to Woburn	Route 128 HOV · This project would involve the construction of an HOV lane along Route 128 between Wellesley and Woburn.	,																														
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.																															
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.																															

Corridor	Municipality	Programs and Projects	N			on and	d	Liva		and Benef	Econo fit	omic		Mob	oility		Enviro	onmer	nt		Climate	Chan	ge		sporta Equity		S	afety ar	nd Secu	urity		Comments
			Use low-cost strategies	Efficiency through ITS and M&O	invest in technology before expansion	Achieve SGR/Modernization	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	Promote fleet modernization 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		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	Implement all-hazards planning Reduce safety and security deficiencies	Support ITS	Protect critical infrastructure; address vulnerabilities	mprove Bike/Ped safety	Reduce crash severity	
NE	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.		Ш	<u> </u>	٩	(I)	(O)	ш	С.	(O)	O)	=	=	Ш	٩	п о е п	<u>.</u> = a.	S U.) [<u>с</u>	Ľ.	₹ ©	IĽ.	-	= 0	. 0	С.	=	LE.	
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.																														
	Expansion - F	reight																														
SE		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.																														
		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.																														
N SE	Boston	Charlestown Haul Road 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.																														

Separation Sep	Corridor Municip	icipality Programs and Projects	I	Mode	intena rnizati Efficier	ion and	1	Lival	-	and I	Econom	nic		Mobil	ity		Е	nvironi	ment	Clin	nate C	hange	Tra	anspor Equi	rtation	Safety	and S	Securit	у	Commo	ents
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New Content Northern Strate	1	 The project includes the construction of a trail from Acton, through Maynard and St 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 	ne ,																												
Revers, Saugus, June This project involves the construction of an 11-mile shared use trail connecting for municipalities sent hot of Restor. The proposed rail trail connects several schools and activity contents in a density developed environment.			工																												
Sudbury. Wayland, all content with the Asabet River Rall Trail in Hudson, several schools, activity existing. Weston, Walthane, cores, and two comment erail statuces of processing by a thing of the content with the Asabet River Rall Trail in Hudson, several schools, activity existing the several real status of the Content of the State Rall Trail and the State Rall 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 sis rallroad bridges. Once completed, the trail will be about 17 miles in length connecting downtowns, schools, and transit stations. NW Somerville Somerville Somerville Somerville Salisbury to Darvers Salisbury to Barder to Boston Trail This project involves the construction of a shared use rail trail. The Northern Section would be about 2 storal miss from Salisbury on the New Hampshire border to Darvers along a former rail corridor, connecting town centers, schools, and parks.	Revere, Sai	, Saugus, This project involves the construction of an 11-mile shared use trail connecting five municipalities north of Boston. The proposed rail trail connects several schools and activity										١								1			ı								
Concord. 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. NW Somerville Somerville Community Path This project involves the construction of a shared use rail trail along the MBTA Lowell Commuter Rail Line between Lowell Street and the Cambridge Town Line - a distance of 2.3 miles. NE Salisbury to Danvers Salisbury to Danvers This project involves the construction of a shared use rail trail. The Northern Section would be about 28 total miles from Salisbury on the New Hampshire border to Danvers along a former rail corridor, connecting town centers, schools, and parks.	Sudbury, Wayland, Weston,	This project involves the construction of a shared use trail along the former Mass. Central railroad line between Hudson and Belmont - a distance of approximately 24 miles. The proporail trail would connect with the Assabet River Rail Trail in Hudson, several schools, activity	sed																												
This project involves the construction of a shared use rail trail along the MBTA Lowell Commuter Rail Line between Lowell Street and the Cambridge Town Line - a distance of 2.3 miles. NE Salisbury to Border to Boston Trail Danvers This project involves the construction of a shared use rail trail. The Northern Section would be about 28 total miles from Salisbury on the New Hampshire border to Danvers along a former rail corridor, connecting town centers, schools, and parks.	'	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 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 downto																													
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			lies S and	hieve	Strengthen connections; close gaps	Support MetroFuture development plans	mote healthy transportatio	Promote context-sensitive design Support state-of-practice parking	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	GHG emission		Increase transit/bike/ped options and TDM	Protect critical infrastructure Reduce energy use	Address equity needs; minimize burdens (air, safety, community)	ansit trip times; increase capacity	Improve heavily used networks before expanding Implement all-hazards planning	Reduce safety and security deficiencies	Support ITS	al infra	Improve Bike/Ped safety Reduce crash severity		