




Transportation Improvement Program (TIP) Process, Readiness, and Engagement Committee

March 28, 2024


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Notice of Nondiscrimination

You are invited to participate in our transportation planning process, regardless of your race, color, national origin (including limited English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran’s status, or background.

Read the full notice of your rights and protections at www.bostonmpo.org/mpo_non_discrimination.



<p>Español (Spanish) Si necesita esta información en otro idioma, por favor contacte la Boston Region MPO al 857.702.3700.</p> <p>Português (Portuguese) Caso estas informações sejam necessárias em outro idioma, por favor, contate o MPO da Região de Boston pelo telefone 857.702.3700.</p> <p>Tiếng Việt (Vietnamese) Nếu quý vị cần thông tin này bằng một ngôn ngữ khác, vui lòng liên lạc Boston Region MPO theo số 857.702.3700.</p>	<p>Kreyòl Ayisyen (Haitian Creole) Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis Boston Region MPO Title VI la nan nimewo 857.702.3700.</p> <p>简体中文 (Simplified Chinese) 如果需要使用其它语言了解信息, 请联系波士顿大都会规划组织 (Boston Region MPO) 《民权法案》第六章专员, 电话 857.702.3700.</p> <p>繁體中文 (Traditional Chinese) 如果需要使用其他語言瞭解資訊, 請聯繫波士頓大都會規劃組織 (Boston Region MPO) 《民權法案》第六章專員, 電話 857.702.3700.</p>
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Accessibility Statement

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If you require any additional accommodations in order to participate fully in this meeting or if you have any technical difficulties, please contact **Sam Taylor**, MPO staff, at staylor@ctps.org, or **857.702.3702**, or via the chat box.



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Guidelines

1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name, and affiliation.
3. After roll call, Board members may mute and unmute themselves. Always remain muted unless actively speaking.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
5. If you are on the phone, you can use *9 to raise your hand.



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March 28, 2024

1. Introductions
2. Public Comments
3. TIP Meeting Recaps, Scenario Discussion
4. Final Scenario Elements
5. Members' Items
6. Next Meeting
7. Adjourn

Technical difficulties?
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Introduction from the Chair

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Public Comments

- If you are speaking to a new project seeking design or construction funding, and if you can stay for the full meeting, please consider waiting until later in the meeting
- If you are one of the following 8 proponents speaking to an existing project, we've built in an opportunity to share later in the agenda:
 - Somerville
 - Chelsea/MassDOT
 - Boston
 - Everett
 - Ipswich
 - Weston
 - Woburn
 - Salem

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Recap of TIP Scenarios from March 21st MPO Meeting

Ethan Lapointe, TIP Manager

Summary of recommendations and outstanding questions resulting from the March 21st meeting of the Boston Region MPO board related to project funding scenarios for the FFYs 2025–29 TIP

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Meeting Recap, TIP Scenarios

Reviewing recent MPO Board and TIP Committee meetings and discussing project changes for FFY 2027.

Ethan Lapointe
TIP Manager, MPO Activities

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Before we begin, an update on NewMo

- At the December 14th TIP Committee meeting we heard from the City of Newton about some challenges faced in operating microtransit services.
- This meeting, and a subsequent Amendment 3 of the FFYs 2024–28 TIP, were to discuss scope changes to ensure a more limited, but sustainable operation of the service.
- Further changes proposed by the City to control cost make it unlikely that the service can demonstrate the requisite air quality benefits for funding in FFY 2025.
 - The removal of \$209,663 from NewMo in FFY 2025 is already accounted for in scenarios.

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Prior TIP Committee Meetings

- Today marks final committee meeting before the release of the draft FFYs 2025–29 TIP.
- The TIP Committee has met five times so far, including our kickoff on October 18th.
- What did this committee discuss?

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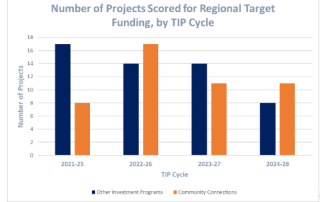
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October 18th TIPPER Meeting

- Set the stage for TIP development, highlighting challenges.
- Identified decreasing application volumes
- Noted Advance Construction would constrain future TIPs
- Considered project readiness implications that would constrain TIP development.

Downward Trends in Applications

- Decrease in non-Community Connections applications
- 98% of funding
- Increase in proportion of applications for Community Connections
- 2% of funding



Current and Future Project Applications

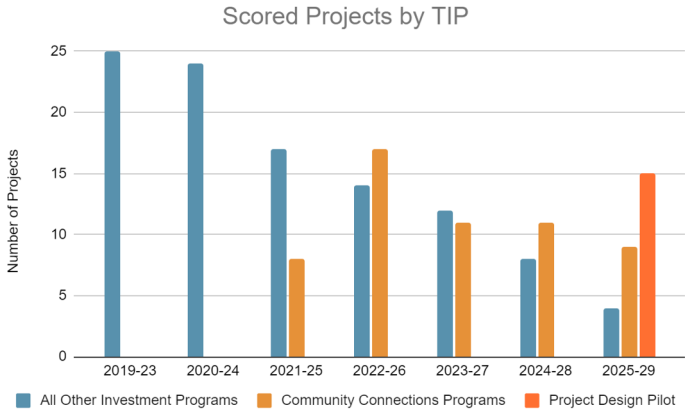
- Funding opportunities are currently abundant, but not unlimited
 - Existing Advance Construction obligations expected to continue until 2032
 - Changes in readiness on significant projects may introduce further constraints
 - Funding constraint for more LRTP projects
 - o Likely to require discretionary grants

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December 14th TIPPER Meeting

- Discussed the future of the Community Connections Program that has backstopped the decline in TIP applications.
- Illustrated how the FFY 2025–29 TIP marks a new low in that decline.
- Noted a growing TIP Universe with stalling project development processes.
 - o Not all subregions are engaging as much with the TIP.

Scored Projects by TIP



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February 15th TIPPER Meeting

- Further analyzed trends in project applications.
- Considered the ramifications of TIP Readiness Days on FFYs 2024–29.

	2025	2025 (New)	2026	2026 (New)	2027	2027 (New)	2028	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds	\$128,427,689	\$128,427,689	\$125,285,688	\$125,285,687	\$155,132,143	\$155,132,142	\$158,052,175	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$125,975,489	\$55,813,413	\$124,667,241	\$90,610,293	\$144,006,044	\$235,817,183	\$149,868,526	\$184,091,988	\$109,840,000	\$676,172,876
Regional Highway Target Funds Remaining (Unprogrammed):	\$2,452,200	\$72,614,276	\$618,447	\$34,675,394	\$11,126,099	-\$80,685,041	\$8,183,649	-\$26,039,813	\$51,190,608	\$51,755,425
Percent Unprogrammed	1.9%	56.5%	0.5%	27.7%	7.2%	-52.0%	5.2%	-16.5%	31.8%	7.1%


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March 14th TIPPER Meeting

- Worked to close the bounds on funding to attain fiscal constraint for the March 21st MPO Board meeting.
- Discussed our options for resolving an FFY 2027 deficit.

	2025	2025 (New)	2026	2026 (New)	2027	2027 (New)	2028	2028 (New)	2029 (New)	2025-29 Total
Total Available Regional Highway Target Funds (2024-29 TIP):	\$128,427,689	\$128,427,689	\$125,285,688	\$125,285,687	\$155,132,143	\$155,132,142	\$158,052,175	\$158,052,175	\$161,030,608	\$727,928,301
Draft Total Programmed Regional Highway Target Funds:	\$125,975,489	\$107,828,093	\$124,667,241	\$113,519,057	\$144,006,044	\$180,366,179	\$149,868,526	\$157,830,836	\$158,771,267	\$718,315,433
Regional Highway Target Funds Remaining (Unprogrammed):	\$2,452,200	\$20,599,596	\$618,447	\$11,766,630	\$11,126,099	-\$25,234,037	\$8,183,649	\$221,339	\$2,259,341	\$9,612,868
Percent Unprogrammed	1.9%	16.0%	0.5%	9.4%	7.2%	-16.3%	5.2%	0.1%	1.4%	1.3%

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March 14th TIPPER Meeting

- The MPO Board did not come to an agreement on the core challenge remaining for FFY 2027.
- Three options remain for a combination of delays to FFY 2029 at the expense of no new projects, deprogramming of FFY 2026 or FFY 2027 projects, or rebalancing of Advance Construction.

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Resources for Following Slides

Scenario 3 Project Adjustments - Project Data

PROJECT ID	PROJECT NAME	PROPOSED	DESCRIPTION	MPO NUMBER	STATUS	CURRENT FUNDING (\$)	PROPOSED FUNDING (\$)	DIFFERENCE (\$)	PROPOSED COST (\$)	FFY 2029 FUNDING (\$)	FFY 2029 COST (\$)	FFY 2029 DEFICIT (\$)
01000	Arden Bridge	01/20/24	Bridge and replacement of Cambridge Street Bridge with... [Detailed description of project scope and funding]	01-01-000	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01001	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-001	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01002	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-002	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01003	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-003	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01004	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-004	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01005	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-005	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01006	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-006	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01007	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-007	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01008	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-008	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01009	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-009	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0
01010	Arden Reconstruction	01/20/24	Full-depth reconstruction of Arden St. from... [Detailed description of project scope and funding]	01-01-010	02/08/24	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	01,400,000	0

Scenario 3A1: Somerville - McGrath Highway Funding Adjustment, Removal of Chelsea - Broadway

Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3A1	Chelsea - Broadway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3A2: Somerville - McGrath Highway Funding Adjustment

Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3A2	Somerville - McGrath	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3B: Boston - Cambridge Street Bridge Delay to FFY 2029

Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3B	Boston - Cambridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3C: Everett - Beacham Street and Ipswich - Central and South Main Street Delay to FFY 2029

Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3C	Everett - Beacham	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3D: Weston - Route 30 Delay to FFY 2029

Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3D	Weston - Route 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3E: Woburn - Town Common Delay to FFY 2029


Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3E	Woburn - Town Common	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Scenario 3K: Salem - Boston Street Delay to FFY 2029

Scenario	Project	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038	FFY 2039	FFY 2040	FFY 2041	FFY 2042	FFY 2043	FFY 2044	FFY 2045	FFY 2046	FFY 2047	FFY 2048	FFY 2049	FFY 2050
Scenario 3K	Salem - Boston Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Protocol for Readiness Updates

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- This committee seeks the following information:
 - Recent milestones attained in design and submissions to MassDOT.
 - Upcoming milestones and steps taken to reach the proposed readiness year.
 - How old is the current cost estimate? Has the scope of work changed?

- Responses should be approximately two minutes.

- This committee recognizes the merit of each of these projects, and the MPO funded them in recognition of that fact.
 - Due to time constraints, please refrain from discussing items unrelated to project cost and readiness, and prioritize larger activities or cost drivers versus smaller items.

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Scenarios 3A1 and 3A2: Somerville and Chelsea McGrath Boulevard Construction and Broadway

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RESOLUTIONS	COMPLICATIONS
<ul style="list-style-type: none"> ● Resolves FFY 2027 Deficit with \$1.55M remaining ● Funds three new projects in FFY 2029. ● Scenario 3A2 does not require removal of further projects, while Scenario 3A1 removes a MassDOT proponent project accepted as a fill-in in FFY 2026 (formerly municipal). 	<ul style="list-style-type: none"> ● Increases remaining funding need for McGrath in FFY 2030 from approximately \$10M to at least \$15M. ● Increases remaining funding need for Rutherford between FFYs 2030 and 2032 from \$120M to at least \$130M. ● Scenario 3A2 decreases McGrath from \$35M in FFY 2027 to \$12M which hinders the ability to deliver the project on schedule and potentially the City and MassDOT's recent grant application. ● Scenario 3A1 removes a high-scoring, on-track project with a 75% design from FFY 2026. ● No scenario in which McGrath is adjusted would address concerns on project readiness for other FFY 2027 projects.

SYNOPSIS: Scenario 3A1 and 3A2 resolve the issues that members may have today with TIP scenarios, but do not address any long term concerns with regard to project readiness while also increasing the MPO's commitments to fund major infrastructure projects in future TIP cycles at further expense of new projects in those years. Scenario 3A1 mitigates those longer term issues versus 3A2, but does so at the expense of a near-term project.

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Scenario 3B: Boston Cambridge Street Bridge Preservation

RESOLUTIONS	COMPLICATIONS
<ul style="list-style-type: none"> Resolves FFY 2027 Deficit with \$185,415 remaining. Removal of the project could fund three new projects in FFY 2029, but deferral would only enable funding of Ipswich's Argilla Road project with minimal FFY 2029 contingency. 	<ul style="list-style-type: none"> The project is ready for FFY 2027, very little readiness justification for deferral to FFY 2029. May lead to complications coordinating closures of the MBTA Orange Line or Commuter Rail during construction. In addition to inflation, removal or deferral of preventative rehabilitation work will increase the work needs and costs of the bridge. Upcoming inspection may indicate needs. A weight posting could hinder transit, emergency vehicle, and construction vehicle access between the McGrath and Rutherford corridors. Deferral to FFY 2029 funds no new projects. Negligible contingency in FFY 2027.

SYNOPSIS: Scenario 3B could resolve the FFY 2027 deficit through removal or deferral, but there is little project readiness justification for either and a potential for significant implications on the asset's condition and cost. Both options may also cause construction coordination issues with nearby projects and transit closures, and both options leave minimal contingency in FFY 2027 should other projects see a cost increase.

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Scenario 3C: Everett and Ipswich Beacham Street, Central and South Main Streets

RESOLUTIONS	COMPLICATIONS
<ul style="list-style-type: none"> Resolves FFY 2027 Deficit with \$509,071 remaining. Increases FFY 2028 contingency to \$5.95M from \$221,339. If deferred, Central and South Main Street can be funded in full in FFY 2029 rather than having AC funding across two years. Given Beacham Street is not at 25% design, removal or deferral could mitigate the readiness implications of a cost increase in a future TIP cycle in FFY 2027, but if deferred could cause issues in FFY 2029. Removal may enable updated scoring at time of reapplication. 	<ul style="list-style-type: none"> Both projects must move together to attain fiscal constraint in FFY 2027. Beacham Street has not had a revised cost estimate since the FFY 2021–25 TIP. Delivery of Beacham Street in a timely manner is critical to redevelopment plans and connections to planned transit upgrades. Central and South Main Streets reached 25% design in the FFY 2024–28 TIP after 6 TIP cycles, delay or removal could stall momentum. Deferral to FFY 2029 funds no new projects. Low contingency in FFY 2027.

SYNOPSIS: Scenario 3C requires changes to two FFY 2027 projects whose removal or deferral attains fiscal constraint with low contingency remaining. Scenario 3C also increases FFY 2028 contingency by removing Central and South Main Street's AC in that year. This scenario would inhibit recently attained momentum for Ipswich's project and potentially cause issues for major redevelopment and transit plans in Everett. Deferral funds no new projects, including Ipswich's other Argilla Road project, and Beacham Street would remain a potential cost risk when it reaches 25% design in a future TIP.

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Scenario 3D: Weston Route 30 Reconstruction Project

RESOLUTIONS	COMPLICATIONS
<ul style="list-style-type: none"> Resolves FFY 2027 Deficit with \$3.55M remaining. Considerable risk for project from abutters and town meeting approval may warrant removal from TIP until risk is mitigated, though the town is making progress. Removal of the project could fund three new projects in FFY 2029, but deferral funds none. 	<ul style="list-style-type: none"> Current recommendation of FFY 2027 contingent on Town Meeting vote for more design funding to take to 75%. Prior vote failed due to shared use path, signal, and right-of-way concerns that MassDOT and the Town are adjusting, meeting expected this spring. Removal or deferral may hinder Town Meeting efforts given organized residential opposition. Town already received funding to resurface the roadway through pavement grant, which may reduce scope of work or alter local interest as it was initiated for resurfacing. Loss of project would inhibit bike connection on Route 30 in Newton to Natick/Wayland. Deferral to FFY 2029 funds no new projects and does not suit a project meant to be at 75%.

SYNOPSIS: Scenario 3D defers or deprograms an FFY 2027 project that has recently had town meeting issues appropriating design funding to get to 75% after reaching 25% in April 2021, around the time it was funded in the FFYs 2023–27 TIP. Given recent funding to resurface the roadway, the original intent of the project, removal or deferral of the project may further erode interest from residents in this segment of a planned Route 30 shared use path. Deferral funds no new projects in FFY 2029, while removal leaves ample FFY 2027 contingency and funds three new projects.



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Scenario 3E: Woburn Intersection Improvements at Woburn Common

RESOLUTIONS	COMPLICATIONS
<ul style="list-style-type: none"> Resolves FFY 2027 Deficit with \$937,015 Deferral of the project to FFY 2029 or removal may be suitable given the lack of 25% design and several years of very limited activity. Removal of the project could fund three new projects in FFY 2029, but deferral would only enable funding of Ipswich's Argilla Road project with minimal FFY 2029 contingency. Removal may enable updated scoring at time of reapplication. 	<ul style="list-style-type: none"> Deferral to FFY 2029 does not address the lack of a revised cost estimate since it was programmed in the FFY 2021–25 TIP, which may preclude funding for Argilla Road. Deferral to FFY 2029 may not reflect the readiness date and would preclude addition of new projects at a similar or more advanced design stage. Removal from the TIP may prevent design from moving towards 25%. New team at City are expressing interest in advancing project.

SYNOPSIS: Scenario 3E defers or deprograms an FFY 2027 project that has been programmed since the FFYs 2021–25 TIP with no 25% design attainment or cost revisions since. The City of Woburn is expressing renewed interest in the project, but the lack of progress over some years and a revised cost estimate pose a risk to projects in FFY 2027 currently and potentially FFY 2029 if deferred. Deferral could fund one new project in FFY 2029, while removal leaves slightly under \$1 million in FFY 2027 contingency and funds three new projects.



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Scenario 3X: Salem Boston Street Reconstruction

RESOLUTIONS	COMPLICATIONS
<ul style="list-style-type: none"> Leaves \$9.68M in funding in FFY 2027 in either outcome. May enable refunding of Route 16 project or Everett or prevent any reduction in McGrath Highway (currently assuming \$30M down from \$35M). Removal of the project would enable funding of new projects in FFY 2029. 	<ul style="list-style-type: none"> No readiness justification for a deferral to FFY 2029 given the project is at 75%. 75% design is more advanced than any other project in FFY 2027, and elevated project cost means that reprogramming in 2027 after any shift is difficult. Deferral to FFY 2029 breaks constraint in that year unless Advance Construction is also reduced given inflation factors. Deferral also precludes funding of any new projects in that year.

SYNOPSIS: Scenario 3X achieves fiscal constraint in FFY 2027, but does so in a manner that breaks fiscal constraint in FFY 2029 unless the project is removed. There is no readiness justification or major risk factor to justify the removal of the project from FFY 2027, and the project's size is such that it maybe less able to return to the TIP at a later date. Removal of the project would enable some projects to remain funded in FFY 2027, including some already accounted for either as removals or funding reduction, and would also enable new projects to be funded in FFY 2029.

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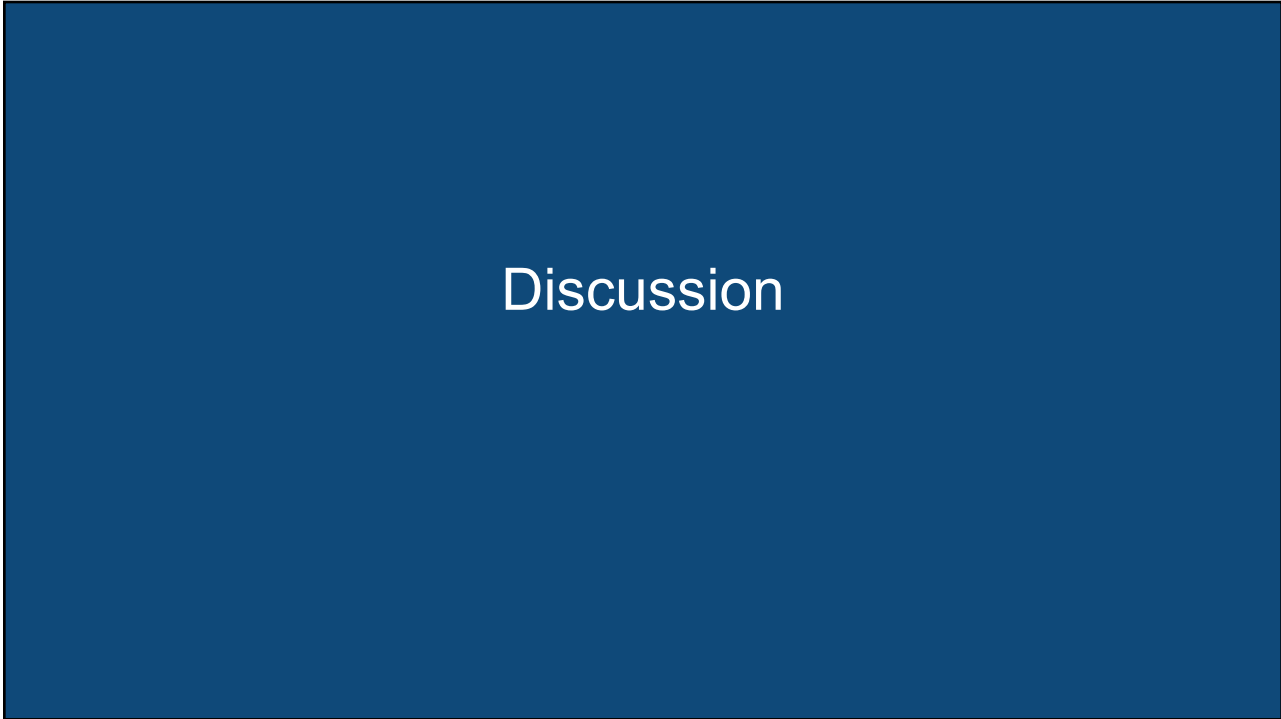
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Thoughts before discussion:

- All scenarios besides ones involving McGrath Boulevard deliver the same FFY 2027 result if delayed or deprogrammed.
- This committee should either recommend one scenario to the Board, or two if a decision cannot be readily made.
 - With no action at the last MPO meeting or recommendation from the 3/14 Committee meeting, **all** scenario factors will be considered at the April 4th MPO meeting.
- Staff recommend this committee consider from projects **not** selected for removal some for a 'probationary' status.
 - Should those projects be deferred this cycle or delayed again in the FFY 26–30 TIP, they may be removed.
 - Deferral may preclude funding new projects this year while adding risk to future TIP cycles.
 - There may not be an FFY 2027 surplus in the FFY 26–30 TIP, and even if there is there may be some major infrastructure commitments that take priority.

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Presentation on Final Scenario Elements

Ethan Lapointe, TIP Manager

Presentation and discussion of options to select projects for the FFYs 2025 Project Design Pilot, funding of design costs for projects in FFY 2026, and other outstanding items

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Final Scenario Elements

Addressing other items and recommendations for TIP programming scenarios for the 4/4 MPO Board Meeting.

Ethan Lapointe
TIP Manager, MPO Activities

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Discussion Items for 4/4

- FFY 2025 Community Connections Funding (inc. NewMo)
- FFY 2025 Design Pilot Funding
- FFY 2025 and 2026: Regional Transit Authority Project Funding
- FFY 2025 and 2026: MBTA Project Funding, including
 - Additional funding for existing projects in FFY 2025
 - Funding of new projects in FFYs 2025 and 2026
- FFY 2026: LRTP Design Funding
- FFY 2027: Addressing funding deficit (**prior discussion**)
- FFY 2029: New projects and advance construction

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FFYs = Federal Fiscal Years. LRTP = Long Range Transportation Plan. MBTA = Massachusetts Bay Transportation Authority. NewMo = Newton in Motion.

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Discussion Items for 4/4: Level of Discussion

- FFY 2025 Community Connections Funding (inc. NewMo)
- FFY 2025 Design Pilot Funding
- FFY 2025 and 2026: Regional Transit Authority Project Funding
- FFY 2025 and 2026: MBTA Project Funding, including
 - Additional funding for existing projects in FFY 2025
 - Funding of new projects in FFYs 2025 and 2026
- FFY 2026: LRTP Design Funding
- FFY 2027: Addressing funding deficit (prior discussion)
- FFY 2029: New projects and advance construction

FFYs = Federal Fiscal Years. LRTP = Long Range Transportation Plan. MBTA = Massachusetts Bay Transportation Authority. NewMo = Newton in Motion.

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Design Funding: FFY 2025 Round and FFY 2026 Long Range Projects

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FFY 2025 Design Pilot

- MassDOT informed MPO staff that they believe the \$10M set aside in these scenarios exceeds their capacity to manage the pilot.
- MassDOT recommended the MPO identify a range between \$4M and \$10M to fund.
- A pilot round of design funding needs to be deliverable and manageable.
 - Microtransit Pilots experience illustrates difficulty managing and monitoring large scale pilot programs.
 - Long design timelines complicate this, especially if MPO, MassDOT, and/or proponent staff turn over.

Proponent(s)	Request (\$M)	Score	Project Name
Acton	\$0.86	45.4	Great Road: Harris to Davis Intersections and Complete Streets
Arlington	\$1.40	80.1	Broadway Complete Streets 100% Design
Boston	\$1.50	76.2	Reconstruction of Bennington Street and Meridian Street
Burlington	\$1.70	62.6	Intersection Improvements at Route 3A and Winn Street
Framingham	\$0.85	79.9	Chris Walsh Trail Phase 2
Holliston	\$0.25	42.8	Intersection Improvements at Route 16 and Whitney Street
Hudson	\$0.91	62.7	Hudson Massachusetts Central Rail Trail Extension
Malden	\$2.60	71.15	Route 60 Improvements
Malden	\$0.94	62.25	Commercial Street Reconstruction
Marlborough	\$1.22	79.9	Reconstruction of Granger Boulevard
Norfolk, Wrentham, Walpole	\$1.55	65	Metacomet Greenway Connection
Salem	\$1.40	60.1	Broad and Dalton Parkway Corridor Project
Sherborn	\$0.9	81.8	Reconstruction of Route 27 and Route 16
Southborough	\$1.32	52.5	Reclamation of Marlborough Road (Route 85) and Framingham Road
TOTAL (\$M)	\$17.36		


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Design Pilot: Potential Selection

Proponent(s)	Request	Score	Investment Program	Project Name	Latest TIP Project	Transit Access/Improvement?	Concentrations of Existing/Planned Housing
Arlington	\$1.40	80.1	Complete Streets	Broadway Complete Streets 100% Design	2014	Yes, direct by MBTA 87	Yes, adopted 3A district and existing multifamily housing.
Framingham	\$0.85	79.9	Bike/Ped	Chris Walsh Trail Phase 2	2023	Yes, direct by MBTA Commuter Rail and MWRTA hub.	Yes, planned (pos. 3A) and existing dense mixed use developments.
Holliston	\$0.25	42.8	Intersection Improvements	Intersection Improvements at Route 16 and Whitney Street	Pre-2008	No, MWRTA 6 does not utilize.	No, commercial site.
Marlborough	\$1.22	79.9	Complete Streets	Reconstruction of Granger Boulevard	2017	Yes, direct by MWRTA 7, 7C, and 15.	Yes, planned, existing, and underway mixed use projects.
Norfolk, Wrentham, Walpole	\$1.55	65	Bike/Ped	Metacomet Greenway Connection	Norfolk: 2009 Wrentham: 2024 Walpole: 2020	No, GATRA GO Microtransit only.	Norfolk: Yes, planned (pos. 3A) Wrentham: Yes, planned (pos. 3A) Walpole: Unknown (minimal limits)
Sherborn	\$0.9	81.8	Intersection Improvements	Reconstruction of Route 27 and Route 16	Pre-2008	No access, but improvements may be included to accommodate vehicles.	Yes, planned (pos. 3A) and existing 40B.
TOTAL (\$M)	\$6.15						

GATRA = Greater Attleboro Taunton Regional Transit Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. 3A = Section 3A MBTA Communities. 40B = Chapter 40B Affordable Housing development.

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FFY 2026 LRTP Project Design

- Proposed item as an FFY 2026 fill-in based on requests by Town of Lexington and City of Framingham
- \$1.65M for Lexington's Route 4/225 and Interchange project (initial phase) to move to 25%.
- \$1.40M for Framingham's Route 126/135 Grade Crossing Elimination project for preliminary design work and public engagement to update the decade-old concept.



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FFY 2026 LRTP Project Design

- Programming in this TIP would not conflict with the FFY 2025 design pilot or lead to funding availability when the FFY 2025–29 TIP is adopted.
- Contracting would not commence until FFY 2026 (October 1, 2025 at earliest), falling within the FFY 2026–30 TIP.
 - Enables proponents to engage stakeholders at MassDOT, the MBTA, the MWRTA, and locally over the next year.
 - MPO staff will request that the proponents re-apply in the FFYs 2026–30 TIP so the projects may be fully scored and to provide members with opportunity to further evaluate these projects with updated insights.
- This is proposed as a substitute for a second year of design funding given the capacity risks noted under FFY 2025.
 - This does not preclude open design funding opportunities in the future, and may help sustain momentum as staff and MassDOT monitor pilot progress.

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Funding Transit Projects

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FFY 2025–26 Transit Funding Assumptions

- Given funding of MBTA projects as fill-ins in recent TIPs, staff are recommending funding all Regional Transit Authority projects before funding new MBTA projects (\$8.3M)
- This, and \$20.75M of additional funding to existing MPO-supported MBTA projects in FFY 2025, are factored into scenarios.
- Assuming \$6.15M of design funding, \$21.79M remains available in FFY 2025 to program.
 - Assuming \$10M, that figure is \$17.94M.



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FFY 2025 and 2026: New MBTA Projects

- Each of the below projects, or a combination of them, could be funded
- Near-term readiness for projects would be a combination of Nubian, Central, and Pedal & Park (\$12.5M)
 - Additional funding could be allocated to Central Square
 - Mattapan Square may also benefit from 'seed money' as was done with Columbus Avenue in prior TIPs.

Project Name	MPO Funding Request
Accessibility Improvements: Central Square Station (Cambridge)	\$5,000,000 (Seeking additional sources)
Accessibility Improvements: Pedal and Park Modernization (12-13 Stations, 9 Municipalities)	\$1,500,000 - \$2,500,000
Rail Modernization: Fitchburg Line Improvements (Weston)	\$14,000,000
Transit Priority: Mattapan Square Reconfiguration (Boston)	\$20,000,000
Transit Priority: Nubian Square Accessibility and Operational Improvements (Boston)	\$5,000,000

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Transit Priority: Tremont/Columbus



Type of project: Programmed/cost increase

Project description:

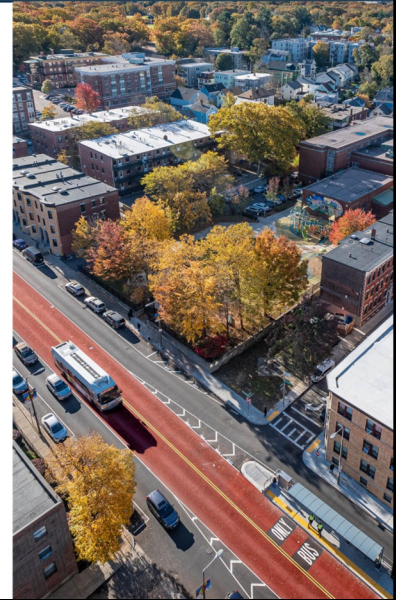
Funding for Phase 2 of the Columbus Avenue center-running bus lane in Boston. This phase of the project extends the bus lane north one mile from Jackson Square to Ruggles Station.

Funding request (estimated costs):

- Total Request: \$7.5M in addition to previously programmed funding
 - 80% federal share: \$6m
 - 20% match: \$1.5m

Purpose of funding:

Cover additional costs identified during the design and engineering stage such as moving MBTA duct banks.



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Accessibility Improvements: Jackson Sq.



Type of project: Programmed/Cost increase

Project description:

Accessibility improvements at Jackson Square Station on the Orange Line, including construction of a new elevator and modernization of existing elevator.

Funding request (estimated costs):

- Total Request: \$7.25m in addition to previously programmed funding
 - 80% federal share: \$5.8m
 - 20% match: \$1.45m


Purpose of funding:

Cover budget gap and take the project to completion.



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Rail Modernization: Reading Turn Track




Type of project: Programmed/Cost Increase


Project description:
 Delivery of turn track and signal improvements to deliver 30-minute weekday service as far as Reading on the Commuter Rail's Haverhill Line.

Funding request (estimated costs):

- Total request: \$6M in addition to previously programmed funding
 - 80% federal share: \$4.8m
 - 20% match: \$1.2m


Purpose of funding:
 Cover cost increase and take the project to completion.






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Accessibility Improvements: Central Station




Type of project: New


Project description:
 Construction of two redundant elevators and the modernization of existing outbound elevator, one of the most unreliable units in the system. (Note: existing inbound elevator was fully modernized in 2020.)

Funding request (estimated costs):

- Total request: \$5M
 - 80% federal share: \$4m
 - 20% local share: \$1m

Purpose of funding:
 Partially cover budget gap and help take the project to completion. Total project need is \$10m.





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Station Access and Accessibility Improvements: Pedal & Park Modernization



Type of Project: New

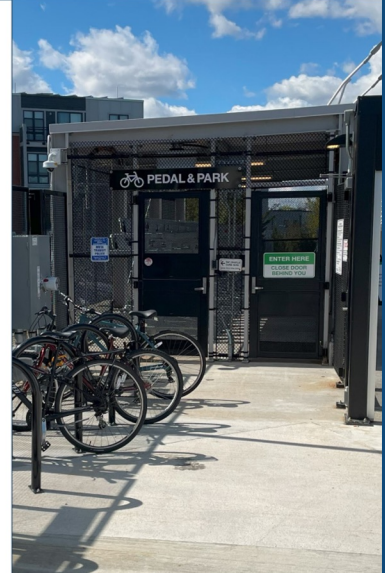
Project description:

Updates to about 15 MBTA Pedal & Park facilities systemwide to provide a more inclusive, accessible, efficient, and user-friendly standard of bike and micromobility parking, wayfinding, and bike maintenance equipment. Project would reach 12-13 transit stations across multiple modes and 9 municipalities.

Funding request (estimated costs):

- Total Request: \$1.5M, or \$2.5m total to also upgrade control systems. Project is scalable.
 - 80% federal share: \$1.2m/\$2m
 - 20% match: \$.3m/\$.5m

Purpose of funding: Design and construction



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Rail Modernization: Fitchburg Line 30-min Service



Type of project: New

Project description:

Infrastructure improvements to deliver 30-minute weekday service to the inner half of the Fitchburg Line, as far as Kendal Green Station. In accordance with the goals of the Rail Vision plan, this would allow service every 30 minutes to Boston, Cambridge, Belmont, Waltham, and Weston.

Funding request (estimated costs):

- Total Request: \$14M
 - 80% federal share: \$11.2m
 - 20% match: \$3.8m

Purpose of funding:

Fully fund turn track in vicinity of Kendal Green Station.



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Transit Priority: Mattapan Square Reconfiguration



Type of project: New

Project description:

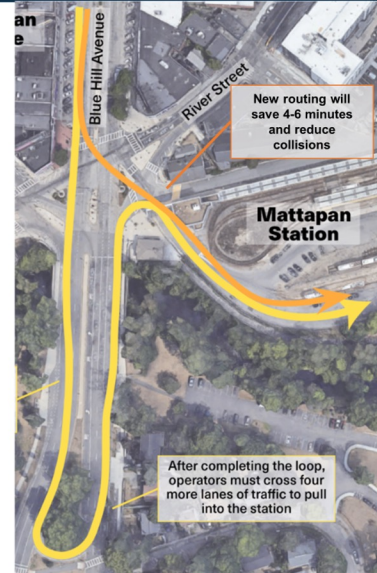
Reconfiguration of Mattapan Square in the southern extent of the Blue Hill Ave project to update bus routing to/from station, reduce travel times by 4-6 mins, and improve safety for riders and pedestrians.

Funding request (estimated costs):

- Total request: \$20m. City of Boston and MBTA are working to lower costs.
 - 80% federal share: \$16m
 - 20% match: \$4m

Purpose of funding:

Advance concept to full design and construction.



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Transit Priority: Nubian Square Accessibility and Operational Improvements



Type of project: New

Project description:

Construction of accessible passenger platforms at Nubian Station to reverse direction of MBTA buses and leverage City of Boston's street network improvements for increased service efficiency. Includes signals, striping, and curb modifications.

Funding request (estimated costs):

- Total Request: \$5m
 - 80% federal share: \$4m
 - 20% match: \$1m

Purpose of funding:

Advance project construction. Design will be complete by time funds are available.




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Summary for Discussion

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at 857.702.3675 or
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Members' Items

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Next Meeting

Staff anticipate scheduling a June 27th meeting of the TIP Process, Readiness, and Engagement Committee. The agenda may include:

- Reflecting on the FFY 2025–29 TIP Development Cycle
- Challenges for the FFY 2026–30 TIP Cycle
- Working towards new project types for the FFY 2026 round of Community Connections funding.

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Adjourn

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