

**Draft FFY 2026 Unified Planning Work
Program (UPWP) Program Descriptions**

*For discussion at the April 10, 2025 UPWP
Committee Meeting*

Long-Range Transportation Plan

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

- MPOs are required to develop long-range transportation plans with a horizon of no less than 20 years. In air quality nonattainment and maintenance areas, the plan must be updated every four years, otherwise, MPOs must update the plan every five years.
- In formulating the plan, MPO’s shall consider projects, strategies, and services that will address the factors identified in [23 CFR 450.306](#).
- The plan should include long- and short-term strategies and actions to support the development of a multimodal transportation system (including

accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

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

Approach

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

is required with the other ongoing programmatic work and strategic initiatives that the MPO pursues.

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

Exploring long-range performance measures: Guided by priorities established by the MPO board and ongoing discussions about the vision, goals, and objectives, MPO staff will explore approaches—including those used by peer MPOs—to track progress towards the regional vision. Staff will begin the process of identifying available data and determining the feasibility of adopting long-range performance measures associated with the MPO's objective statements. Once potential performance measures have been identified, staff may analyze current trends in the metrics. This is anticipated to be a multiyear effort that continues beyond the development of the 2027 long-range plan. Staff will focus initial efforts on establishing a structure for the performance measures by piloting these explorations through priority goal areas identified by the MPO board.

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

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

FFY 2026 Anticipated Outcomes

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

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Transportation Improvement Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

Approach

Developing the FFYs 2027-31 TIP

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

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

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

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

The TIP document reports on the MPO's implementation of its [Performance-Based Planning](#), highlighting the results of monitoring regional trends and noting progress made toward established performance targets. The performance measures and targets, which align with [federal Transportation Performance Management requirements](#), show relation to MPO goal areas, including safety, mobility and reliability, access and connectivity, clean air and healthy communities, and risk mitigation. The TIP also documents analyses of the distribution of transportation investments across the region and comprehensive analyses of changes in transportation access for the entire program of projects. In addition, the TIP reports progress towards achieving

regional transportation impact mitigation goals, such as reductions in emissions and advancement of investments that mitigate risks associated with natural hazards and extreme weather events.

Amendments and Administrative Modifications

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

Improving TIP Development Processes

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

TIP Process, Engagement, and Readiness Committee

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

FFY 2026 Anticipated Outcomes

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

- Additional analysis to help pinpoint needs for targeted municipal outreach

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Unified Planning Work Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

Approach

UPWP Committee

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

Developing the upcoming UPWP

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

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

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

Amendments and Administrative Modifications

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

FFY 2026 Anticipated Outcomes

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

Public Engagement Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

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

Approach

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

- **Implementing the LRTP engagement strategy:** Staff will finalize and implement an engagement strategy for the development of the MPO's next LRTP. This includes engagement activities, methods, and communications to inform the public about the LRTP and solicit input. The strategy will also include continuing to refine data analysis and reporting mechanisms to support informed decision-making that incorporates community needs and priorities.
- **Implementing the new MPO advisory council:** Staff will develop and support a new advisory council to advance public engagement in the regional transportation planning process. Through facilitation of the new advisory council, staff will create opportunities for knowledge-building, productive discussions about regional transportation issues that elevate a range of perspectives, and timely advice on the development of MPO programs and projects.
- **Building and strengthening stakeholder relationships:** Staff will prioritize relationship-building with community-based organizations to understand community needs, effectively tailor engagement strategies to different audiences, and facilitate meaningful participation and collaboration opportunities. Program activities such as the Community Planning Lab will also support relationship-building.
- **Addressing gaps in engagement and representation:** Staff will continue to regularly analyze engagement activities and inputs through geographic and economic lenses and proactively address gaps in engagement and representation through targeted, community-informed strategies and activities.

FFY 2026 Anticipated Outcomes

- Fulfillment of federally required engagement activities, such as public review periods, to support the 3C planning process in accordance with the Public Engagement Plan.
- Implementation of an engagement strategy for the LRTP.
- Implementation of the new MPO advisory council.
- New and deeper relationships with stakeholders, particularly community-based organizations.

- Implementation of the continuing Community Planning Lab educational program and graduation of a new Community Planning Lab cohort.
- Quarterly and annual engagement updates to the MPO Board.
- Exploration of new reporting mechanisms and data analysis.

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Performance-Based Planning and Programming

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

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

MPOs are federally required to establish and use a performance-based approach to transportation decision-making to support the national goals described in [23](#)

[U.S.C. 150\(b\)](#) and the general purposes described in [49 U.S.C. 5301\(c\)](#). The Boston Region MPO's PBPP has several annual and recurring activities that support the following federal requirements for data-driven regional transportation investment decision-making:

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

Approach

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

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

Enhance reporting on regional transportation performance: MPO staff will add more performance data metrics to the Performance Dashboard and enhance

functionalities to improve the display and utility of performance data. Staff will prioritize coordination with other programs and processes, such as the CMP, for setting collaborative performance targets. Staff will also explore additional software platforms for collecting and displaying performance targets and results.

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

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

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

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

Anticipated Outcomes

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

- A summary of research on possible methodologies and performance metrics that can be used to evaluate the impact of investments and inform future evaluation criteria

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Community Transportation Access Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

The CTA Program supports the following federal mandates:

- [Title VI of the Civil Rights Act of 1963](#), which prohibits discrimination based on race, color, and national origin in activities that receive federal financial assistance.
- [The Americans with Disabilities Act](#), which prohibits discrimination against people with disabilities in activities that receive federal financial assistance.
- Prohibition of discrimination on the basis of [sex](#) and [age](#) under other federal authorities.

- Additional United States Department of Transportation and operating agencies' orders, including [Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities](#)

Approach

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

- **Implement the MPO's Civil Rights Program.** Staff will implement the [MPO's Title VI Program](#) and respond to MassDOT requests regarding program updates and submission of Title VI reports. These reports document the MPO's compliance with Title VI and other federal and state civil rights requirements.
- **Support Public Engagement.** Staff will work to increase transparency around the analyses conducted under this program and expand meaningful opportunities for participation by Boston region residents and families. This work ensures the public has opportunities to inform the CTA Program's work and can stay informed about the impact of the MPO's transportation investments. Thus, staff will develop audience-appropriate plain-language documents to make CTA's technical work accessible to the general public and strengthen public input into the program's work.
- **Develop and Refine Transportation Impact Analyses.** Staff will develop and implement analyses that assess the impact of the projects that the MPO funds, individually and in the aggregate. The focus of the CTA will be on access to jobs, healthcare, and other key destinations that support the economic vitality of the Boston region, promote affordable transportation options for all residents, and address family- and community-specific transportation challenges. Similarly, through this program, staff will identify and strive to mitigate undue harms of the transportation investments. These analyses will be mainly implemented through the development of the MPO's planning documents, the [TIP](#) and [LRTP](#), but also often support activities in other program areas. Specific activities may include, but are not limited to, analyzing demographic and socioeconomic data for the Boston region communities; reviewing [opportunity zones](#) and the MPO's role in encouraging investment in these areas; developing new, and refining existing, metrics for analyzing individual transportation projects

and cumulative impacts; and tracking outcomes of the impacts the projects on these metrics at the regional and local level. These metrics would track project impacts over time to identify whether the MPO is achieving its goals through the projects that it funds.

FFY 2026 Anticipated Outcomes

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

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Congestion Management Process

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

The CMP supports the MPO’s transportation planning efforts by developing a comprehensive process for congestion mitigation in the Boston Region through a data-oriented, performance-based approach and strategic recommendations for improvement. The CMP aims to formulate solutions for congestion management by establishing performance metrics, analyzing congestion on the regional transportation network using the metrics, identifying problem areas, recommending strategies to reduce congestion, and evaluating the recommendations and effectiveness of projects. The CMP may identify multiple strategies, such as improving regional access and cross-modal connectivity, travel demand management, policies to encourage mode shift, and other effective mitigation strategies. The CMP also considers strategies that can address other related transportation concerns such as traffic safety and environmental considerations.

To maintain program focus on the most relevant issues and community needs, CMP staff engage with various stakeholders affected by traffic congestion. This includes consistent engagement with the CMP Committee, other internal and external collaboration, as well as improving accessibility of CMP materials to the MPO board, regional transportation agencies, and members of the public by publishing them online in interactive formats.

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

[Federal requirements](#) also state that the CMP shall be developed and implemented as an integral part of the metropolitan transportation planning process, emphasizing the importance of coordination between different transportation plans and programs. While there are no other specific

requirements for how to create or implement a CMP, the MPO develops its CMP in alignment with [Federal guidance](#), which states that the CMP should be formulated with the following primary aims:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy
- Evaluation of the effectiveness of implemented strategies

Approach

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

1. Develop standardized processes for congestion performance evaluation

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

2. Create design frameworks for the CMP performance dashboard

MPO staff will work with the CMP Committee to create a framework for a performance measurement data dashboard within the Boston Region MPO's CMP web page. The framework would include ideas on content, interface design, and visualizations, such as interactive maps. The

dashboard is intended to offer a quick and easy way to communicate various congestion-related statistics and useful performance measures, such as travel time and cost of congestion delays, to stakeholders including the MPO board, CMP committee, municipalities, and members of the public.

3. ***Increase collaboration with other MPO programs and CMP Committee***

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

Anticipated Outcomes

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

Transportation Impact Mitigation

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

MPOs are federally required to [assess environmental mitigation activities](#), [consider strategies that preserve the existing and projected future metropolitan transportation infrastructure](#), and [reduce the vulnerability of the existing](#)

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

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

Approach

In FFY 2026, the TIM Program will focus on:

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

- **Contributing to the MPO's Long-Range Transportation Plan Needs Assessment:** Between 2019 and 2022, MPO staff developed the [Destination 2050 Needs Assessment](#), which includes the need to protect transportation assets from a range of hazards. MPO staff will complete the next Needs Assessment in FFY 2026.
- **Continuing Air Quality Analyses and Monitoring Efforts:** The TIM Program supports targeted analyses related to air quality and greenhouse gas emissions, and the impact they have on community well-being to strengthen the MPO's regional efforts to improve quality of life and community health. TIM staff conduct the state and federally required air quality analyses, including air quality conformity for the TIP and LRTP, greenhouse gas emissions estimates for the TIP, and determination of project eligibility for CMAQ funding.
- **Continuing Coordination and Engagement with Regional Agencies, Municipal Stakeholders, and Members of the Public:** In 2024, MPO staff developed [Strategies for Environmental Outreach and Engagement](#), which guides the MPO's approach for engaging with environmental stakeholders. MPO staff will continue to leverage these strategies to effectively engage with a range of stakeholders in identifying needs and coordinating hazard mitigation efforts across the region.

FFY 2026 Anticipated Outcomes

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

Freight Planning Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

- Incorporate goals, objectives, performance measures, targets, and relevant elements from the State Freight Plan and other state transportation plans and transportation processes into the metropolitan transportation planning process.
- Provide freight stakeholders a reasonable opportunity to provide feedback on the region's TIP and LRTP.

- Assist MassDOT, as needed, in measuring and setting targets for the Truck Travel Time Reliability Index to evaluate national freight movement on the Interstate Highway System, with targets reported to FHWA.
- Support the federally required 3C metropolitan transportation planning process by assisting in the development of federal certification documents, including the TIP, LRTP, and UPWP.
- The 2018-19 MPO certification review advised that the Freight Action Plan be updated every four years.

Approach

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

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

FFY 2026 Anticipated Outcomes

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

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Regional Model Enhancement

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

Approach

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

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

FFY 2026 Anticipated Outcomes

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

Data Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

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

Approach

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

- **Creating a data roadmap for the MPO:** MPO staff will review and update the data vision and draft a roadmap for achieving the vision. The roadmap will include priorities, actionable steps, milestones, and a phased timeline.

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

FFY 2026 Anticipated Outcomes

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

Bicycle and Pedestrian Planning Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

The Bicycle and Pedestrian Planning Program supports the following federal requirements for metropolitan planning organizations related to bicycle and pedestrian travel.

- MPOs are required to create a transportation plan that identifies pedestrian walkways and bicycle transportation facilities.
- MPOs are required to create a TIP that identifies congestion management strategies they have adopted, such as pedestrian and bicycle facilities, that demonstrate a systematic approach in addressing current and future transportation demand.
- The TIP must identify pedestrian walkway and bicycle transportation facilities in accordance with the fact that bicyclists and pedestrians must be given due consideration in MPOs' transportation plans. Where appropriate, bicycle transportation facilities and pedestrian walkways must

be considered in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

- Transportation plans and projects must provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.

Approach

In FFY 2026, the Bicycle and Pedestrian Planning Program, informed by the participation of the Bicycle and Pedestrian Steering Committee and the broader goals of the MPO's [LRTP](#), will focus on the following tasks:

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

FFY 2026 Anticipated Outcomes

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

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¹ Publicly available through the [Bicycle and Pedestrian Count Data Application](#).

Multimodal Mobility Infrastructure Program

FFY 2026 Total Budget	\$xxx,xxx
Schedule	Ongoing

Purpose

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

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

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

Approach

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

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

FFY 2026 Anticipated Outcomes

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

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