

# Transportation Improvement Program: Distribution of Regional Target Funding

## Funding Allocation By Project Type: Currently Programmed Projects (FFYs 2019-23)

L RTP Investment Category	Amount Allocated	Percent Target Funding FFYs 2019–23	Number of Projects	Average Cost/Project
Complete Streets	\$167,408,231	33.0%	22	\$7,609,465
Major Infrastructure	\$167,191,355	32.9%	4	\$41,797,839
Major Infrastructure–Transit	\$105,500,000	20.8%	1	\$105,500,000
Intersection Improvements	\$47,222,933	9.3%	8	\$5,902,867
Bicycle/Pedestrian	\$15,934,573	3.1%	2	\$7,967,286
Community Transportation	\$4,415,000	0.9%	N/A	N/A
<b>TOTAL</b>	<b>\$507,670,091</b>	<b>100.0%</b>	<b>35</b>	<b>N/A</b>

Dollar amounts shown reflect inflated costs beginning in FFY 2021. Costs also reflect most recent project information received through TIP readiness conversations in February and March, 2019. Major Infrastructure-Transit values are for the Green Line Extension project.

## Funding Allocation By Project Type: New Projects Under Consideration (FFY 2024)

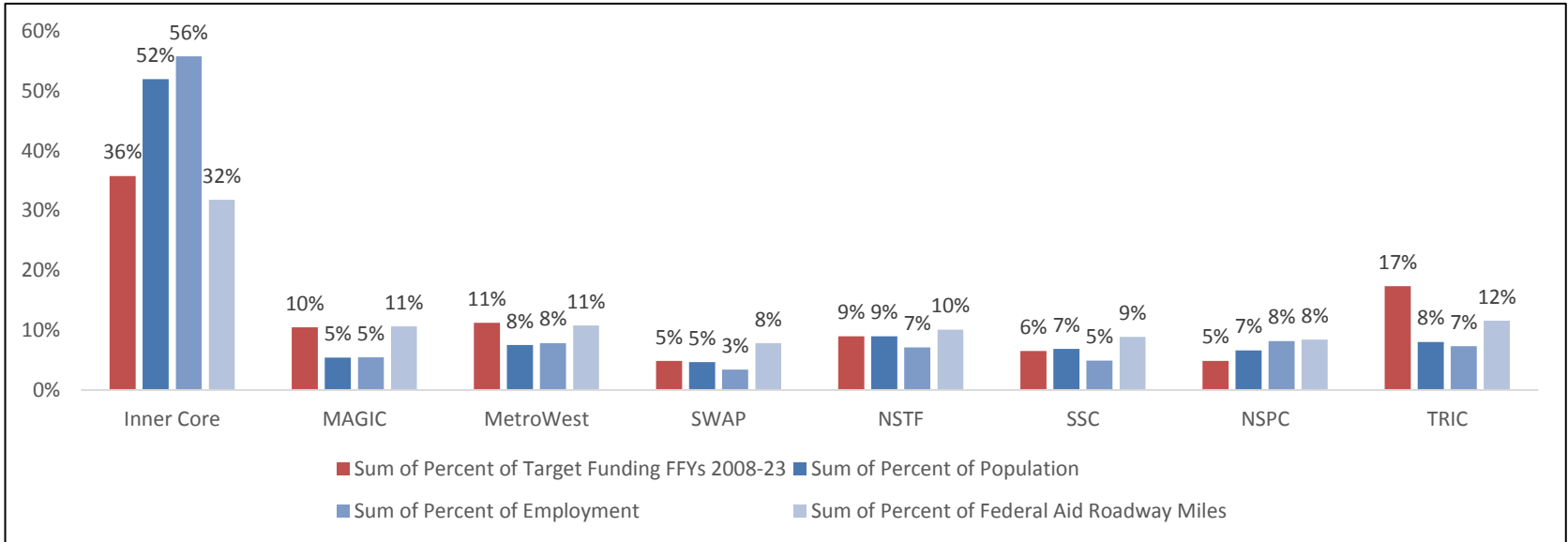
L RTP Investment Category	Total Candidate Project Cost	Percent Target Funding FFY 2024	Number of Candidate Projects	Average Cost/Project
Complete Streets	\$70,166,479	53.9%	8	\$8,770,810
Major Infrastructure	\$30,040,949	23.1%	1	\$30,040,949
Intersection Improvements	\$15,830,404	12.2%	5	\$3,166,081
Bicycle/Pedestrian	\$12,111,909	9.3%	4	\$3,027,977
Community Transportation	\$2,000,000	1.5%	N/A	N/A
Major Infrastructure–Transit	\$0	0%	0	0
<b>TOTAL</b>	<b>\$130,149,741</b>	<b>100.0%</b>	<b>18</b>	<b>N/A</b>

Dollar amounts shown reflect inflated costs. Projects included are those that would be ready for programming in FFY 2024 or earlier, based on feedback from MassDOT Highway District contacts during TIP readiness conversations in February and March, 2019. The only major infrastructure project under consideration that is currently programmed in the FFY 2021-25 L RTP time band (#605313 in Natick) is included.

## Key Takeaways:

- Funding allocated to major infrastructure projects in FFYs 2020-23 is well below 50% of total funds when considering roadway projects only, but exceeds that threshold when funds flexed to transit are included.
- In FFY 2024, average project costs by category remain similar to those in FFYs 2019-23 for complete streets projects, while costs for intersection improvement and bicycle/pedestrian projects are markedly lower.
- This overall funding distribution by project type can help inform future discussions on changes to existing L RTP investment categories.

### MPO Target Funding, FFYs 2008-23 (Current and Recent TIPs)



### MPO Target Funding, FFYs 2019-23 (Current TIP)

