



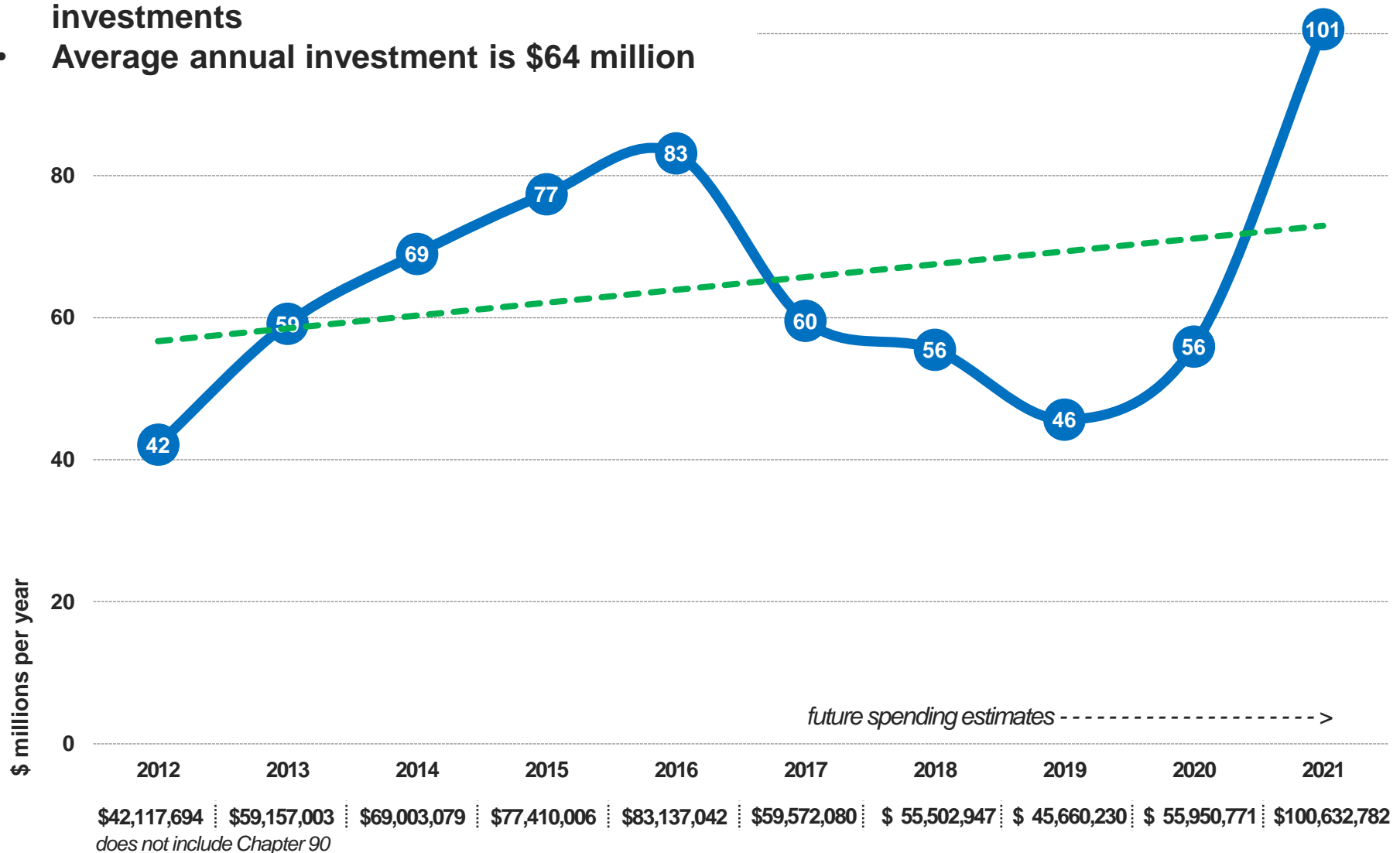
# FY 2012-2021 spending

in the  
**Suburban  
Edge  
Community  
Commission**

*Ashland, September 16, 2016*

# Roadway spending in SECC region 2012-2021

- Investments made specifically in one or more of the SECC member communities
- Does not include District or Statewide investments
- Average annual investment is \$64 million



# STIP roadway investments in the next five-years\*



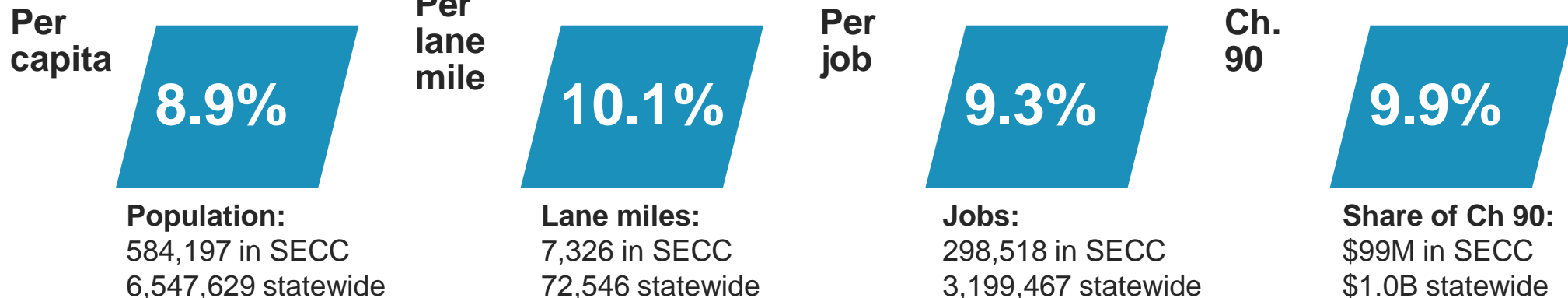
Next five-year investment in SECC region: \$278 million

Next five-year investment statewide: \$2.8 billion



**9.9%** of investments in SECC

## comparison points



# STIP Transit Investments FFY 17-18 (MWRTA)



## FTA §5307 Federal Funds \$3.9 million

- Non-Fixed route ADA Paratransit Service
- Acquisition of Bus Support Equipment and Facilities
- Intermodal Terminal
- Equipment/Facilities

## State Funds \$5.4 million

- \$3.65 million for the construction of Bus Stations/Terminals

# Highlighted FY 12-16 investments in your area



- **Roadway**

- Kenneth F. Burns Bridge
  - \$143.5 million
- Taylor Street bridge replacement over I-495 in Littleton, I-495 over Route 2 and I-495 over Railroad Bridge
  - \$47 million
- I-495 maintenance in Bolton – Boxborough – Harvard
  - \$16.5 million
- Reconstruction of Route 85 in Hudson
  - \$11 million

- ▶ **Bicycle and pedestrian**

- ▶ Assabet River Rail Trail Construction in Acton and Maynard
  - \$7.9 million

- ▶ **Transit - MWRTA**

- ▶ Compressed Natural Gas (CNG) Facility - \$1.5 million
- ▶ Blandin Avenue Maintenance Hub - \$7.1 Million

# Highlighted FY 17-21 investments in your area



## ► Roadway

- Reconstruction of I-90/I-495 Interchange in Hopkinton/Westborough
  - \$270 million / *spending starting FY 2021 at \$31.7 million*
- Interstate maintenance on I-290 in Marlborough and Northborough
  - \$13.6 million
- Reconstruction of Route 27 in Natick
  - \$12.9 million
- Resurfacing on Route 9 in Shrewsbury, Northborough & Westborough
  - \$16 million (*\$12.8 million in SECC region*)
- Interstate maintenance on I-495 in Marlborough, Hudson & Berlin
  - \$12.5 million

## ■ Bicycle and pedestrian

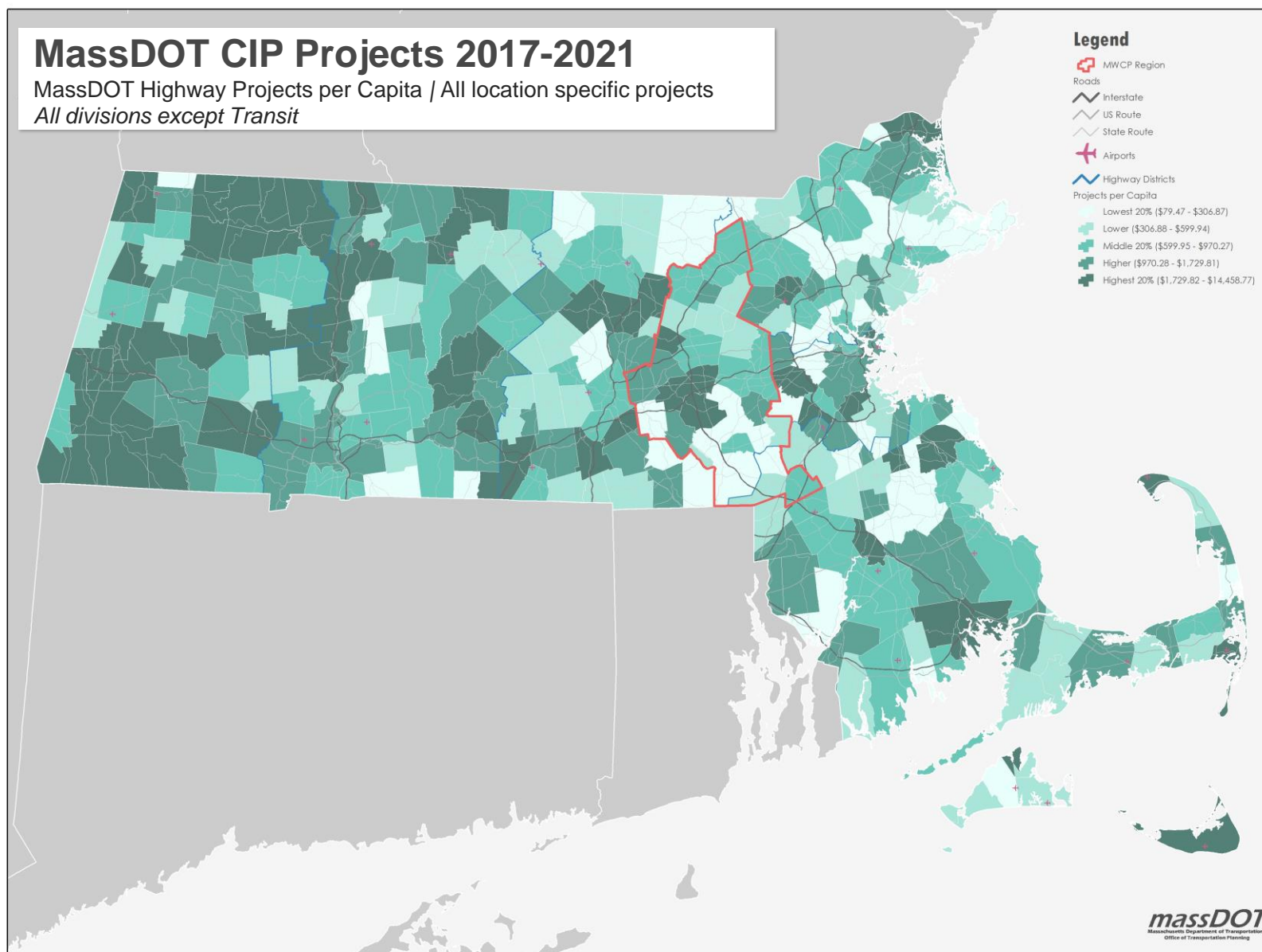
- Bruce Freeman Rail Trail in Acton - \$5,990,400

## ■ Transit – MWRTA

- Construction of bus stations/terminal - \$3,650,000

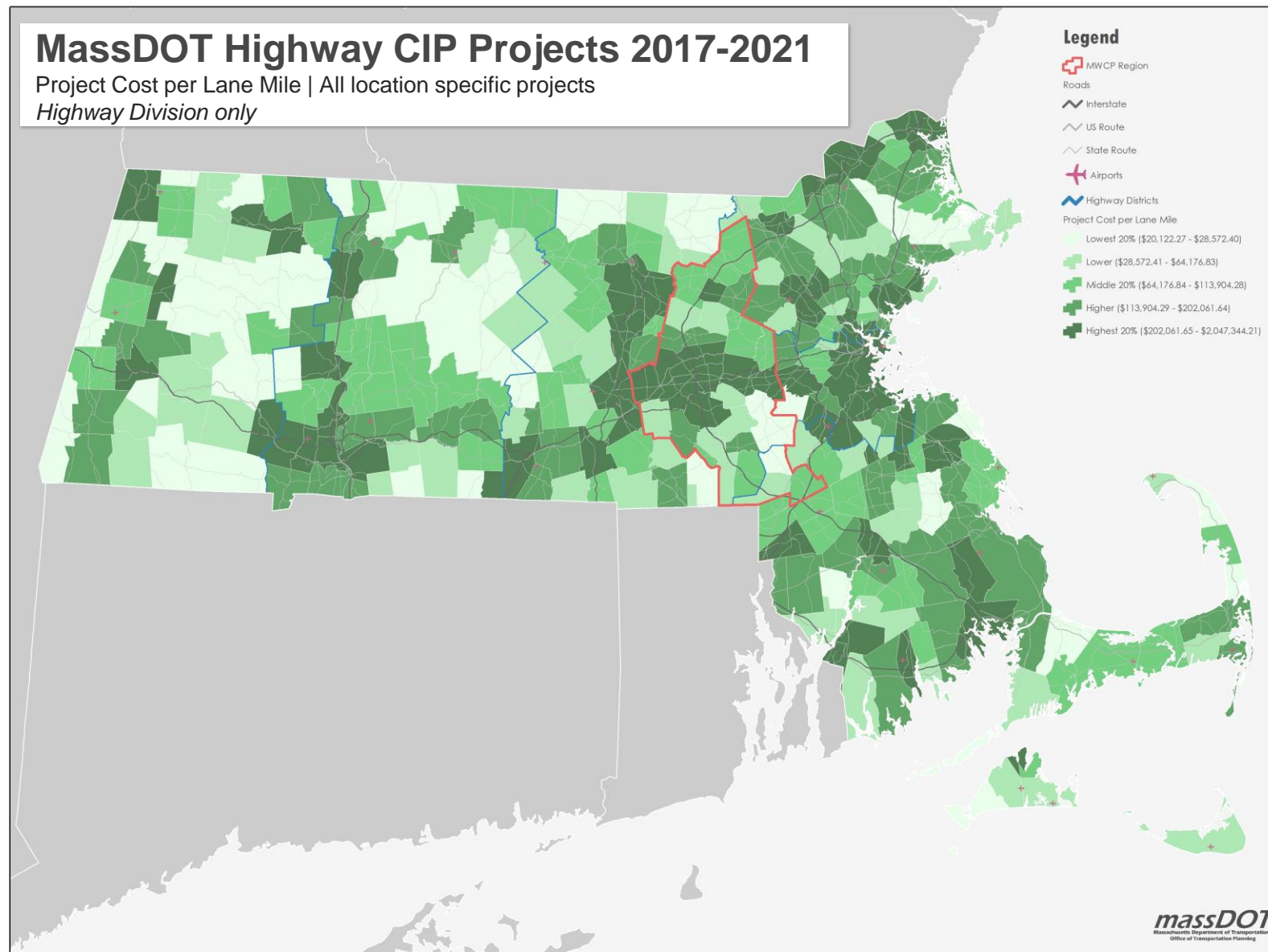
## ■ MBTA

- Natick Center comprehensive design



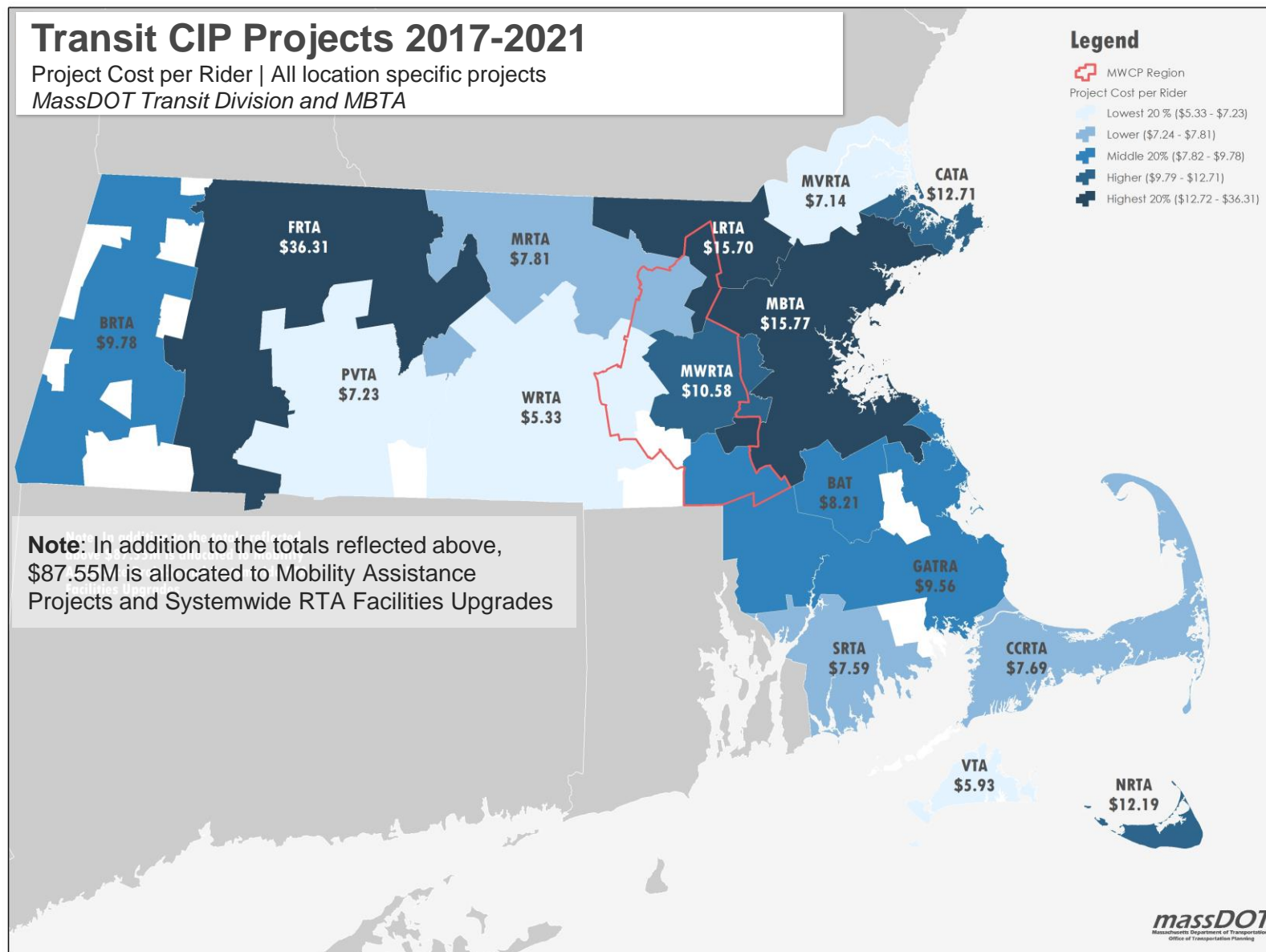
Spending per capita was greatest in the Berkshires as well as in lower population areas surrounding Worcester and other rural municipalities scattered across the state.





*The funding distribution per lane mile was greater where Interstates and major federal or state roads bisect municipalities. This occurred around the major cities in Massachusetts where the Interstates tend to meet, as well as more suburban or rural municipalities through which these Interstates pass.*





RTA	\$ per Rider
BRTA	\$9.78
FRTA	\$36.31
PVTA	\$7.23
MRTA	\$7.81
WRTA	\$5.33
LRTA	\$15.70
MWRTA	\$10.58
MVRTA	\$7.14
MBTA	\$15.77
BAT	\$8.21
SRTA	\$7.59
CATA	\$12.71
GATRA	\$9.56
CCRTA	\$7.69
VTA	\$5.93
NRTA	\$12.19

Even though the MBTA includes subway and commuter rail infrastructure while regional transit authorities are mainly funding vehicles, the MBTA does not receive the most funding per rider. Franklin RTA received over twice the amount per rider as the MBTA and the Lowell RTA received approximately the same amount per rider as the MBTA. The RTA figures also do not include the statewide RTA funding, which, if distributed evenly across the RTAs (and does not include the MBTA), would provide approximately an extra \$2 per rider.