

Executive Summary

What is the region's Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is the region's five-year transportation capital plan for federal aid projects. Each year the MVMPO prepares and approves a list of projects that are candidates to receive federal funding over a five-year horizon. Projects must be programmed on the TIP to receive federal aid.

How is the TIP developed?

The TIP programs federal aid from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

On the highway side, the TIP contains two primary types of federal aid projects: regional projects and statewide projects. Regional projects are typically developed by member communities in coordination with MVMPO staff and MassDOT. These projects are typically confined to a single municipality and tend to benefit residents, employees, and visitors who travel through the specific municipality. By contrast, statewide projects tend to be greater in geographic scope and/or magnitude of benefit in that they support statewide mobility. Statewide projects may also support specific policy goals of the state (such as improving access to schools through the Safe Routes to School program). Most FHWA TIP projects support infrastructure construction; however, various federal aid programs have numerous eligibilities including capital purchase and design.

On the transit side, the TIP contains both capital and operating support for the region's transit authority (MeVa). Capital projects include a range of project-types, including but not limited to replacing rolling stock, preventative maintenance, and upgrading facilities. Operating projects include subsidies for operations and short-range planning support.

Federal aid projects are supported by two types of federal aid funding: apportioned aid and discretionary aid. Federal surface transportation legislation develops programs (often referred to as "funding colors") and associated funding ceilings to allow states and regional governments to obligate the use of federal funds for their projects. Funds that are *apportioned* are approved by congress and divvyed up to states through specific program formulas. In Massachusetts, regional funds are further broken up by formula. Funds that are *discretionary* are available to recipients, as warranted, by federal approval, most typically through competitive grant programs administered by the Federal Highway Administration or Federal Transit Administration. *Earmarks* provide funding for priorities specifically included in federal surface transportation legislation.

What projects are funded in this year's TIP?

This cycle programs federal aid for the following regional target projects:

- Corridor Improvements on Route 114 between Waverly Road and Mill Street in North Andover (2025-2028)
- Reconstruction on Route 97 between West Main and Moulton Street in Georgetown (2026)
- Intersection Improvements at Route 1 and Merrimack Street in Newburyport (2027)
- A trail connector between the Riverwalk and Salisbury Ghost Trail in Amesbury (2027)

- Reconstruction of North Avenue between Main Street and the New Hampshire Line in Haverhill (2027-2029)
- Reconstruction of Route 133 between Shawhseen Road and North Main Street in Andover (2029-2030)

This cycle also programs federal aid for the following statewide projects:

- I-495 bridge replacements in Haverhill/Methuen (2024-2026)
- Lawrence to Manchester Rail Trail (2024-2026)
- Replacement of the Basiliere Bridge in Haverhill (2025-2027)
- Replacement of the Short Street Bridge over the Spicket River in Lawrence (2026)
- A segment of the Border to Boston Trail between Georgetown Road and West Main Street in Georgetown and Boxford (2026)
- Safe Routes to School Improvements for Community Day Arlington in Lawrence (2026)
- Interstate Improvements on I-93 between Andover and Tewksbury (2026)
- Bridge replacement on Tewksbury Street over the MBTA Commuter Rail in Andover (2026)
- Bridge replacement over the Merrimack River in Andover (2026)
- A segment of the Border to Boston Trail between Georgetown and Byfield in Georgetown and Newbury (2027)
- Three culvert replacements in Haverhill on Route 110 (2027)
- I-495 bridge preservation in Lawrence (2027)
- Bridge replacement on Route 213 over the Methuen Rail Trail in Methuen (2027)
- Safe Routes to School Improvements for Bagnall Elementary in Groveland (2028)
- Resurfacing and related work on Route 28 in Andover (2029)

This cycle additionally programs various transit projects that allow Merrimack Valley Transit (MeVa) to operate their year-round fare-free fixed route service, operate paratransit services, and maintain vehicles and other infrastructure.

Financial tables are shown below and can be translated upon request.