

**OFFERED BY COUNCILORS LIZ BREADON, ENRIQUE J. PEPÉN, COLETTA ZAPATA, CULPEPPER, DURKAN, FITZGERALD, FLYNN, LOUIJEUNE, MURPHY, SANTANA, WEBER, AND WORRELL**



## **CITY OF BOSTON IN CITY COUNCIL**

### **ORDER FOR A HEARING TO DISCUSS THE STATUS OF STATE AND FEDERAL FUNDING ALLOCATED FOR TRANSPORTATION AND STREETS PROJECTS**

*WHEREAS,* The City of Boston’s Streets Cabinet, Transportation Department (‘BTD’), Public Works Department, in coordination with the MBTA, MassDOT, and other relevant state-level departments and agencies, often rely on a combination of federal, state, and City funding to plan, design, and implement transportation projects throughout Boston; *and,*

*WHEREAS,* Federal funding for transportation projects in the City of Boston may be secured from sources that include the Massachusetts Bay Transportation Authority’s (‘MBTA’) rolling five-year Capital Investment Plan (‘CIP’) and the Boston Region Metropolitan Planning Organization’s Transportation Improvement Program (‘TIP’), a federally-required, five-year rolling capital plan that determines how specific federal transportation funding will be allocated in the Greater Boston area; *and,*

*WHEREAS,* State funding for transportation projects in the City of Boston may be secured from sources that include the MBTA CIP, the MPO TIP, and other transportation grant programs managed by state-level departments such as MassDOT; *and,*

*WHEREAS,* Numerous transportation projects located in the City of Boston have successfully secured federal and/or state funding to advance project planning, design, or implementation; these projects include: the Boylston Street pedestrian and bicyclist safety improvements project in the Fenway, which has secured approximately \$8MM in federal funding from the MPO TIP; the Columbus Ave Bus Lane Phase 2 project, which has secured approximately \$34MM in federal funding from the MPO TIP and the MBTA; the Dorchester Greenway project, which has received approximately \$3MM in state funding; the Blue Hill Ave Transportation Action Plan, which has received approximately \$146MM in federal funding from the Federal Transit Administration and the MBTA; and a sidewalk improvement project to along Vineland Street and Riverview Road in Brighton, which has received approximately \$3.8MM in state funding via MassDOT; *and,*

*WHEREAS,* In recent months, the City’s participation in numerous transportation projects has been indefinitely paused and the Streets Cabinet and BTD have yet to advance

many key transportation projects, ranging from smaller-scale pedestrian improvements to larger-scale corridor-level initiatives; *and*,

*WHEREAS*, Recent press coverage indicates that this pause on transportation projects appears to be a de facto policy; *and*,

*WHEREAS*, Federally-funded transportation projects must meet federal design and procurement deadlines in order to maintain eligibility for funding, with state funding subject to similar deadlines; *and*,

*WHEREAS*, The City's FY27 Budget is anticipated to be particularly constrained, due in part to limited revenue growth and the impact of destabilizing federal policies; *and*,

*WHEREAS*, Continued delays to the advancement of these transportation projects could jeopardize an estimated \$200MM in public investment for the City of Boston at a time the City can least afford to lose investment; *and*,

*WHEREAS*, This de facto pause has the potential to negatively impact the City, the Street Cabinet, BTD, the MBTA, and MassDOT's ability to effectively collaborate with and receive federal funds for future Boston-based projects; impacted projects may such important transportation initiatives as the MBTA's Mattapan High-Speed Line Transformation, which has been allocated approximately \$100MM in the FY26-30 MBTA CIP; the MBTA's Green Line Transformation project, which recently received \$100MM in federal funding; and the MBTA's Orange Line Southwest Corridor Modernization project, which has been allocated approximately \$39MM in the FY26-30 MBTA CIP; *and*,

*WHEREAS*, The potential loss of a significant amount of federal and state funding, and the jeopardization of future funding opportunities for scheduled Boston transportation project, must be thoroughly examined during the FY27 Budget process to ensure that the City is being fiscally responsible; *NOW, THEREFORE BE IT*

*ORDERED*: That the appropriate committee of the Boston City Council hold a hearing to discuss the current status of federal and state funding allocated to transportation projects in Boston and the implications that the potential loss of this funding will have on the City budget and future transportation projects, and that representatives from the Streets Cabinet, other relevant City departments, the MBTA, the MPO, and other interested members of the public are invited to attend.