

OFFERED BY COUNCILOR BREADON



CITY OF BOSTON

IN THE YEAR TWO THOUSAND TWENTY SIX

RESOLUTION IN SUPPORT OF SAFEGUARDING 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, Many Boston projects have successfully secured federal or state support, including: 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, 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, In recent months, the City has paused its involvement in several transportation initiatives, and the Streets Cabinet and BTD have not advanced a number of key projects, from small-scale pedestrian improvements to major corridor-level efforts; *and,*

WHEREAS, The Boston City Council Committee on Planning, Development, and Transportation held a hearing on the status of state and federal funding allocated for transportation and streets projects on April 23, 2026, where it heard from the Chief of Streets and the Director of Office of Neighborhood Services, advocacy groups, and concerned residents about these stalled projects; *and,*

WHEREAS, At this hearing, representatives from BTD confirmed that there have been concerns raised by funding partners around Boston’s delay in meeting milestones for to federally- and state-funded projects, and that many projects remain significantly behind schedule; *and,*

WHEREAS, This delay is already having a tangible impact on Boston’s ability to deliver much-needed safety improvements, with the Boston Metropolitan Planning Organization (MPO) choosing to remove the Boylston Street pedestrian and bicyclist safety improvements project in the Fenway, which had been allocated approximately \$8MM in federal funding, from their five-year TIP, delaying the project start date to at least 2031; *and,*

WHEREAS, The Trump administration has shown itself willing to rescind federal funding allocated to projects in Boston, with \$327 million for the I-90 Allston Multimodal Project cancelled as part of the “Big Beautiful Bill” Act; *and,*

WHEREAS, Delaying compliance with existing grant deadlines poses a risk to the safety and lives of pedestrians, bikers, transit riders, and drivers—all Bostonians getting from one place to another every day; *and,*

WHEREAS, The loss of these funds would not only delay or cancel critical infrastructure improvements, but also undermine public trust and damage the City’s credibility and competitiveness in securing future funding; ***NOW, THEREFORE BE IT***

RESOLVED: That the Boston City Council calls on the Administration, the Streets Cabinet, and all relevant City departments to take necessary action to ensure these externally-funded transportation projects are advancing in a timely manner to maintain compliance with funding deadlines and requirements and fully secure and retain these funds.

Filed on: April 27, 2026