

**Memorandum for the Record
Transportation Planning and Programming Committee of the
Boston Region Metropolitan Planning Organization (MPO)**

June 24, 2010 Meeting

10:00 AM – 1:00 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

David Mohler, Chair, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

The Transportation Planning and Programming Committee voted to take the following actions:

- approve the federal fiscal year (FFY) 2011 budget for the Central Transportation Planning Staff (CTPS), as recommended by the MPO's Administration & Finance Subcommittee
- elect the Metropolitan Area Planning Council (MAPC) to the vice chairmanship of the MPO's Transportation Planning and Programming Committee
- empower the Director of CTPS to hire MPO staff without seeking the approval of the MPO
- release the Draft FFY 2011 Unified Planning Work Program (UPWP) for a 30-day public review period
- release the Draft FFYs 2011 – 2014 Transportation Improvement Program (TIP) for a 30-day public review period
- approve the minutes of the meeting of May 20 with recommended changes

Meeting Agenda

1. Public Comments

John Lucas, Town of Rockland, requested that the MPO return the *Rockland – Salem Street* project to the TIP. He stated that the town has committed funds to pay for engineering. In response to a member's question, the project engineer reported that the project cost estimate is \$3.6 million, the project is at 75% design, and that it must still go through the right-of-way process.

Roland Bartl, Town of Acton, announced that the Commonwealth has awarded \$931,500 for the design of next two phases of the *Bruce Freeman Rail Trail* project and that with \$500,000 in Enhancement funding, the design can move forward.

Eric Hooper, Town of Sharon, requested support for a \$3 million project to improve signalization on South Main Street in Sharon. The town has redistricted the area for a business district and 40R housing with the intent to expand the town's tax base with retail, office, and residential developments. The project is at 75% design, and the town is awaiting comments from MassDOT Highway. At a later point during the public comment period, Ken Caputo, Coler & Colantonio, Inc., added that the TIP request only involves

the state highway elements and that there is \$4.5 million worth of additional investment underway in the business district, which has the potential to generate 400 new jobs.

Michelle Ciccolo, Town of Hudson, thanked the MPO for programming the *Hudson – Route 85* project. She reported that the town will soon submit 100% design plans to MassDOT Highway.

Dick Williamson, Friends of the Bruce Freeman Rail Trail, remarked upon the enthusiasm that people have for the Bruce Freeman Rail Trail. He stated that 125 people, including state representatives, attended the announcement of the state award for the project design. The Friends of the Bruce Freeman Rail Trail will be advocating for construction funding in the future.

Bill Sedewitz, Town of Framingham, requested that the MPO program funds for the *Framingham – Route 126* project in the FFY 2011 element of the TIP. The project is nearly at the 25% design stage and will be at full design by the end of the year, he said. The project has a federal earmark and the town is willing to provide funding that is not covered by that earmark. He also noted that work on gas and sewer lines will be complete by spring 2011. He stated that the total project cost estimate is \$7.5 million and the earmark is for \$4.5 million with \$500,000 in Enhancement funds. A discussion followed about the description of the project in the earmark (which includes a bridge replacement). Ginger Esty, Town of Framingham, advised that corrections be made to the interpretation of how the earmark funds are to be used. Michael Chong, Federal Highway Administration (FHWA), stated that FHWA would have to follow-up to ensure that the earmark language is consistent.

Dave Daltorio, Town of Hopkinton, requested that the MPO program a project for infrastructure and signalization improvements on the Route 135/Route 85 corridor. He stated that the town has appropriated funds for the design of the project.

John Woodsmall, Town of Southborough, reported on the progress of the *Southborough – Route 30/Main Street* project. Following a decision by the Board of Selectmen last week regarding design impacts to the town common, the project proponents will be able to move forward in preparing the revised 25% design plans, which are expected to be complete in the fall. He requested the MPO's consideration for programming the project if funds become available.

Steve Rollins, Town of Hanover, requested that the MPO program the final segment of the *Hanover – Route 53* project. He noted that the project is among the list of projects that MPO staff would recommend funding if money were available, and that the project – which costs less than \$1 million – is the least expensive of those projects. In response to a member's question, he reported that the town has completed its right-of-way work and that the project is at the 25% design phase. The project cannot receive final review from MassDOT Highway until it is programmed on the TIP, however. In response to a member's questions about the project's readiness, S. Rollins explained that MassDOT Highway still has to do its right-of-way work, but the town could have the project ready

by FFY 2011 or 2012. The project adds capacity; it connects the two finished segments of the roadway and would remove the existing bottleneck. The project is included in the MPO's long-range transportation plan.

Robert Markel, Town of Ipswich, requested the MPO's support for the *Ipswich – Route 1A/Route 133* project. He stated that the project includes \$880,000 worth of storm water improvements. The roadway is in poor condition and may require interim work to be done this year. It is the main artery to Cape Ann and important for the area's tourist economy. The storm water improvements will improve the quality of the storm water that flows into the Ipswich River, which supports the area's clamming industry.

Bill Deignan, City of Cambridge, requested that the MPO move the *Cambridge – Cambridge Common* project to an earlier TIP element, such as FFY 2011 or 2012. He reported on the heavy bicycle, pedestrian, and transit usage in the area of the Common. MassDOT Highway is reviewing the 25% design plans.

Joe Stigliani, Town of Hull, requested MPO support for a project for the reconstruction of Atlantic Avenue in Hull, which is one of three roads that lead out of the town. Following a public hearing on July 30, the 25% design plans will be submitted to MassDOT Highway. In response to a member's question regarding environmental issues associated with the project, J. Stigliani stated that the roadway abuts an Area of Critical Environmental Concern and that this project presents an opportunity to correct a drainage problem.

Trish Domigan, Vanasse Hangen Brustlin, Inc., provided an update on the *Danvers – Liberty Street* project and requested that the MPO program the project in the FFY 2011 element of the TIP. She reported that plans for the culverts will be submitted to MassDOT on June 26. The culvert design will allow for better flushing of water from the marsh. The 100% design plans are pending, right-of-way is secured, and the environmental permitting will be finalized soon, she said. The project proponents are working with MassDOT to reduce the project cost.

2. Chair's Report – D. Mohler, MassDOT

There was none.

3. Regional Transportation Advisory Council – Schuyler Larrabee, Regional Transportation Advisory Council

The Advisory Council will meet next on July 14. A presentation on GreenDOT and the Healthy Transportation Compact will be on the agenda. The Route 128 Business Council has joined the Advisory Council.

4. Director's Report – Arnie Soolman, Director, CTPS

A. Soolman reported that the MPO's Coordinated Human Services Transportation Plan has been updated. The document will be posted on the MPO's website after July 6. This plan inventories transportation services in the region that are available to the elderly and people with disabilities. It serves as a guide for people who are proposing new services

and as a guide to MPO staff in evaluating proposed services. MassDOT will be soliciting additional projects for the Job Access/Reverse Commute (JARC) and New Freedom Programs this summer.

Mary Pratt, Town of Hopkinton, pointed out that some of the proposals received for the MPO's Clean Air and Mobility Program could be eligible for JARC and New Freedom funding.

A. Soolman also noted that MPO staff members Hayes Morrison and Ben Krepp were recognized by the Chicago Metropolitan Agency for Planning for their work in developing the MPO's interactive TIP database.

5. Subcommittee Chairs Reports – Paul Regan, MBTA Advisory Board

The Administration & Finance Subcommittee recommended that the Committee approve the new FFY 2011 CTPS budget, which is level funded with a few minor line item changes.

A motion to approve the FFY 2011 budget for CTPS, as recommended by the Administration & Finance Subcommittee, was made by P. Regan, and seconded by M. Pratt. The motion passed unanimously.

6. MARPA Consultations – David Anderson, MassDOT Highway Division, and Eric Bourassa, MAPC

D. Anderson reported that the Massachusetts Association of Regional Planning Agencies (MARPA) held a kick-off meeting to start the discussion about the allocation of federal transportation dollars. A subcommittee will be formed to take a fresh look at how those dollars are allocated to line items.

E. Bourassa added that the group talked about the funding that is directed to MassDOT projects and municipal projects (with about 90% of the Boston Region MPO's target directed toward state highway projects), and voiced concerns about a potential decrease in funding that could undermine the MPO planning process. He noted that the MPO needs to be engaged in this process and that a balance must be struck between investment in state and municipal projects and MPO priority areas.

M. Pratt advocated for a gas tax with revenues dedicated to fund municipal roadway improvements.

P. Regan remarked upon the \$3 billion funding gap identified in MassDOT Highway's five-year Capital Investment Plan, the MBTA's deficits, and the MPO's fiscal situation. He cautioned against solutions that would result in transportation divisions and MPOs "robbing" one another of funds. He stated that a broader solution is needed to address the fiscal problem.

Tom Bent, City of Somerville, stated that the Boston Region MPO should have a place at the table at future MARPA discussions. D. Mohler stated that MAPC is representing the

Boston Region MPO on the MARPA subcommittee. Lourenço Dantas, Massachusetts Port Authority, expressed concern that the staff of the Boston MPO does not have representation on MARPA, whereas other MARPA members are also staff to their MPOs. D. Mohler stated that the Boston MPO could designate a CTPS staffer or another MPO member to MARPA in place of MAPC, but that only one representative from the MPO could attend.

Jim Gillooly, City of Boston, and T. Bent asked that the MPO be apprised of the options that are being considered at MARPA, before final decisions are made. E. Bourassa added that MARPA's decisions on targets should be approved by the MPO.

M. Pratt stated that MAPC should remain the MPO's MARPA representative.

A. Soolman noted that it is valuable for the MPO staff to sit in on the MARPA meetings and asked that the MPO staff be invited to attend. G. Esty supported this idea.

7. Amendment Five of the FFYs 2010 – 2013 TIP – *Joe Cosgrove, Director of Planning/Development, MBTA, and Frank DePaolo, Assistant General Manager, MBTA*
At the meeting of June 3, MPO members raised questions about the coordination of MBTA repair work on the Braintree Garage, the Old Colony commuter rail line, and the Union Street Bridge. F. DePaolo, Assistant General Manager for the MBTA, attended this meeting to provide information on the project schedules and to answer members' questions.

He explained that the project to replace ties on the Old Colony line will begin in September and extend through the end of calendar year 2011. Work will begin on the southern sections of the line first. The mainline work (from Braintree north) will likely occur toward the end of 2011. The MBTA will maintain weekday, peak hour commuter rail service, and provide free bus service to and from the Braintree Red Line station during mid-day work hours. The work on the mainline will occur on the weekends, at which time there will be no commuter rail service. The repainting of the Union Street Bridge will be part of the Old Colony work. The project to repair three MBTA garages may be conducted under separate contracts. The Braintree garage would likely be the first one to undergo repairs. The garage repairs will take place after the mainline work. Bids may go out by the end of 2011.

Christine Stickney, Town of Braintree, asked if the scope of work includes fixing a water pipe leak beneath the bridge, and how the MBTA would be handling public relations. F. DePaolo stated that he would look into the pipe issue. Regarding public relations, he said that the MBTA staff has visited every town affected by the projects. The MBTA has a webpage for the project, and will relay information via "seat drops" on trains, and public meetings and alerts.

8. Election of Vice Chair – *David Mohler, MassDOT*

A motion elect MAPC to the vice chairmanship of the MPO's Transportation Planning and Programming Committee was made by P. Regan, and seconded by M. Pratt. The motion passed unanimously.

9. Administration & Finance Subcommittee Recommendation – Paul Regan, MBTA Advisory Board

The Administration & Finance Subcommittee has recommended that the Director of CTPS have the authority to hire MPO staff without seeking the approval of the MPO.

A motion to empower the Director of CTPS to hire MPO staff without seeking the approval of the MPO was made by John Romano, MassDOT Highway Division, and seconded by T. Bent. The motion passed unanimously.

10. Draft FFY 2011 Unified Planning Work Program – Mary Ellen Sullivan, UPWP Manager, MPO Staff

The UPWP Subcommittee met this morning and recommended that the MPO endorse its recommendation to approve the Draft FFY 2011 UPWP for release to the public. Members were provided with draft copies of the document.

M.E. Sullivan summarized the development process for the document, noting that the process began in February 2010. During the development, consideration was given to public comments and recommendations from the Federal Highway Administration (FHWA) and the Federal Transit Administration. Federal guidance led to the development of the work programs for *Maintenance Costs for Municipally Controlled Roadways*, *Emergency Evacuation and Hazard Mitigation Mapping Phase 2*, and *Livable Communities Workshop Program*.

No corridor studies were included this year due to financial constraints. New projects include the work programs for *Impacts of Walking Radius on Transit Reliability and Frequency*, *Bicycle Network Evaluation*, *MPO Freight Study Phase 2*, *Regional HOV Systems Planning*, and *Roundabout Installation Screening Tool*.

A motion to release the Draft FFY 2011 UPWP for a 30-day public review period was made by T. Bent, and seconded by M. Pratt. The motion passed unanimously.

11. Draft FFYs 2011 – 2014 Transportation Improvement Program – Hayes Morrison, TIP Manager, MPO Staff, and Joe Cosgrove, Director of Planning/Development, MBTA

Members were provided with TIP tables showing the revised staff recommendation for the Draft FFYs 2011 – 2014 TIP and cash flows. (See attached.)

Highway Element

H. Morrison discussed the cash flows noting that for FFY 2011 the MPO has an additional \$17.85 million of target funding due to the \$5.37 million worth of additional obligation authority coming into the region and a surplus of \$12.48 million due to lower bids on the *Danvers/Peabody – Route 128 at Route 35 and Route 62* project. The MPO has a total remaining target of \$19.22 million within the four years of the TIP, the majority of which (\$17.8 million) is available in FFY 2011 (after the programming of

projects from the FFYs 2010 – 2013 TIP that have not yet been advertised). Staff is recommending that the MPO program those funds for the following projects:

- *Hudson – Route 85* (\$10.8 million)
- *Marshfield – Route 139* (\$5.68 million)
- *Milford – Route 16 Intersection Improvements* (\$3.5 million)

To incorporate these projects in FFY 2011, the cash flows were adjusted for the *Concord/Lincoln – Route 2 (Crosby’s Corner)* project in that TIP element. (D. Mohler noted that the cash flow change is consistent with the cash flow needs of the project.) Also, the *Boston – South Bay Harbor Trail (Construction)* project was moved outward from the FFY 2010 element of the TIP to the FFY 2014 element.

Members then discussed the target-funded highway portion of the TIP.

J. Gillooly raised questions about the proposed action to move the *Boston – South Bay Harbor Trail (Construction)* project to the FFY 2014 element. H. Morrison stated that the project has outstanding right-of-way certificates. J. Gillooly responded that the right-of-way issue affecting the project’s readiness is being addressed. He added that the project has the support of the bicycle and pedestrian community, and that it would provide a connection from the urban core to the waterfront. He suggested that the excess target money in FFY 2010 could have been used to fund this project.

David Koses, City of Newton, stated that projects, which have already been in a TIP, should be given priority in the FFY 2011 element before projects that are new to the TIP process.

D. Koses asked if any of the projects from the FFYs 2010 – 2013 TIP that have not yet been advertised could be ready for FFY 2011. L. Dantas asked about the readiness of the *Milford – Route 16 Intersection Improvements* project.

In response, D. Anderson provided updates on the readiness of the projects under consideration. He indicated that the MPO’s programming decision needs to be based on which projects can be ready in time and consideration given to whether there is a likelihood that factors could slow down the process of making a project ready.

The status of the three recommended projects – all of which are progressing well – is as follows:

- *Hudson – Route 85* will be at the 100% design phase in FFY 2011.
- *Marshfield – Route 139* is at the 75% design phase.
- *Milford – Route 16 Intersection Improvements* was advanced to the 75% design phase, but a new design will be submitted that better address pedestrian needs. Another public hearing may be needed.

The status of the projects in the FFY 2010 – 2013 TIP (that have yet to be advertised) is as follows:

- The *Arlington – Massachusetts Avenue* project would not be made ready for FFY 2011 due to issues such as the need for a resubmission of the design and right-of-way planning.
- The *Boston – South Bay Harbor Trail (Construction)* project would not be ready for FFY 2010 due to a right-of-way issue.
- MassDOT Highway has a 25% design submittal for the *Cambridge – Cambridge Common (Construction)* project, but no preliminary right-of-way plans. A public hearing would need to be held. The environmental permitting would not be challenging.
- Preliminary right-of-way plans are still needed for the *Somerville – Beacon Street* project.

Regarding the *Boston – South Bay Harbor Trail (Construction)* project, J. Gillooly stated that the project could be ready for FFY 2010, and that the city would like to see the project in the FFY 2011 element, if not in FFY 2010.

Regarding the *Cambridge – Cambridge Common (Construction)* project, Bill Deignan, City of Cambridge, stated that the project is within the existing right-of-way.

D. Koses asked about the readiness of the *Hanover – Route 53 Reconstruction* project. H. Morrison replied that the project is at the 25% design phase. The project adds capacity, but is already included in the long-range transportation plan. J. Gallagher requested that the Committee be provided with an answer regarding whether the Hanover project could be ready for FFY 2011.

H. Morrison then summarized the changes to the target funded portions of the FFY 2012, 2013, and 2014 TIP elements. In FFY 2012 there is a minor cost increase to the *Arlington – Massachusetts Avenue* project. In FFY 2013 there is a cost reduction to the *Concord/Lincoln – Route 2 (Crosby's Corner)* project and a cost increase to the *Weymouth – Route 18* project. The *Cambridge – Cambridge Common (Construction)* project was moved from the FFY 2013 element to the FFY 2014 element. The *Boston – South Bay Harbor Trail (Construction)* project was also moved to the FFY 2014 element. The amount of funding for the *Concord/Lincoln – Route 2 (Crosby's Corner)* project was increased in FFY 2014.

A motion to move the *Milford – Route 16 Intersection Improvements* project from the FFY 2011 element of the Draft FFYs 2011 – 2014 TIP to the FFY 2014 element, add the *Boston – South Bay Harbor Trail (Construction)* project to the FFY 2011 element, and to adjust the cost flows of the *Concord/Lincoln – Route 2 (Crosby's Corner)* project to restore the target balance in that element, was made by J. Gillooly, and seconded by D. Koses.

During a discussion of this motion, the Chair requested that staff provide a description of the Milford project. H. Morrison explained that the project would upgrade every major intersection along Route 16 in Milford (seven intersections), bring the intersections into

compliance with the Americans with Disabilities Act (ADA), and could possibly provide air quality benefits.

J. Gillooly urged the members to support programming the *South Bay Harbor Trail* project in FFY 2011 considering that the project has already been in the TIP (whereas the Milford project is new to the TIP), that the project has been in development for six or seven years already, and that it will bring benefits to an environmental justice community by providing safe access to the waterfront from a landlocked area.

M. Chong, FWHA, objected to the MPO adjusting cash flows of the *Crosby's Corner* project and noted that the MPO must program funds for the year that those funds are needed. D. Anderson stated that spending on the *Crosby's Corner* project would probably not occur until the fourth quarter of FFY 2011. J. Gillooly pointed out that the staff recommendation for the TIP already includes cash flow adjustments to the *Crosby's Corner* project, and that his recommendation would not have a major impact on that project.

D. Koses added to J. Gillooly's recommendation by suggesting that cash flows for the *Crosby's Corner* project could be further adjusted to make room for the \$1 million *Cambridge Common* project in FFY 2011.

E. Bourassa raised the issue of whether it would be fair to move the *South Bay Harbor Trail* project out to FFY 2014 considering the MPO's policy of advancing projects that are already in the TIP. J. Gillooly also cautioned about the MPO starting to change that policy.

M. Pratt expressed support for programming the Milford project in FFY 2011, noting that the road needs to be fixed and that it needs to be brought into compliance with the ADA.

P. Regan also expressed support for programming the Milford project in FFY 2011 because he believes it is a regionally significant air quality improvement project, while the *South Bay Harbor Trail* project is not. He stated that the MPO should be focused on funding basic transportation projects that improve air quality and mobility.

Joe Onorato, MassDOT Highway District 4, stated that the City of Boston has not presented its solution to the *South Bay Harbor Trail* project's right-of-way issue to MassDOT Highway, so the agency does not know if the solution would solve the problem.

Bryan Slack, MassDOT Highway District 3, stated that the Milford project is a priority for District 3 and that the final design is anticipated by next spring.

J. Gillooly noted that if the City of Boston does not convince the MPO and MassDOT that the *South Bay Harbor Trail* project will be ready for FFY 2011 during the public comment period for the TIP, the MPO could still remove the project after the public comment period.

A motion to close discussion and take up J. Gillooly's motion was made by Christine Stickney, Town of Braintree. The motion failed. The following members voted no: MassDOT; MassDOT Highway; Massachusetts Port Authority; MBTA; MBTA Advisory Board; and the towns of Bedford, Braintree, Framingham, and Hopkinton. The following members voted yes: the cities of Boston, Newton, and Somerville; MAPC; and the Regional Transportation Advisory Council.

A motion to move the *Milford – Route 16 Intersection Improvements* project to the FFY 2014 element of the Draft FFYs 2011 – 2014 TIP and to add the *Cambridge – Cambridge Common (Construction)* project to the FFY 2011 element was made by D. Koses, and seconded by J. Gillooly. The motion failed. The following members voted no: MassDOT; MassDOT Highway; Massachusetts Port Authority; MBTA; MBTA Advisory Board; the city of Somerville; the towns of Bedford, Braintree, Framingham, and Hopkinton; and the Regional Transportation Advisory Council. The following members voted yes: MAPC and the cities of Boston and Newton.

During a discussion of this motion (prior to the vote), G. Esty noted that it would be more equitable, in terms of geography, for the MPO to support the Milford project (in FFY 2011). D. Koses stated that it is good policy for the MPO to keep projects in the TIP and to not have new projects move in ahead of previously programmed ones. T. Bent voiced agreement adding that the MPO would lose credibility if it did not hold to this policy and that projects should not be dropped from the TIP unless there is a compelling reason. J. Gillooly also agreed that programmed projects should not be moved because of a new project.

P. Regan countered by stating that since there is a limited pool of transportation funding available, the MPO should be choosing projects based on which ones will bring the most benefits in terms of mobility and air quality.

M. Pratt advised that the MPO stop inviting municipalities to bring new projects to the MPO, considering that the MPO does not have the funds to pay for existing projects.

A motion to approve the release of the highway element of the Draft FFYs 2011 – 2014 TIP as presented for a 30-day public comment period was made by C. Stickney, and seconded by M. Pratt. The motion passed unanimously.

Transit Element

J. Cosgrove provided an overview of the transit element of the TIP. (See attached tables showing transit project costs and descriptions.) He explained that federal funding is becoming increasingly important for the MBTA's Capital Investment Program (CIP), and that the MBTA is using its bond funds to match federal dollars.

Twenty-five percent of CIP funds are being spent on vehicles programs. The MBTA will be receiving locomotives this fall through a deal with Utah Transit Authority, and then it will receive 20 new locomotives between November 2012 and 2013. New commuter rail

coaches will be procured between August 2011 and 2012. Coach overhauls will be done from next spring through 2014. The MBTA also has a program to overhaul its CNG bus fleet. Subway programs include procuring new Orange Line vehicles through FFY 2018, replacing Red Line cars through FFY 2018, and overhauling Red Line cars beginning this summer. Other important initiatives are the *Bridge and Tunnel Program*, *Track Upgrade Program*, and the *Accessibility Program*.

J. Cosgrove also discussed federal earmarks, including a Small Starts earmark for the *Fitchburg Line Improvements* project, and a New Starts earmark for the *Orange Line – Assembly Square* project.

Members then discussed the transit element.

P. Regan asked if the MBTA will be constrained in using its own bond funds to match federal dollars in FFY 2015 and beyond. J. Cosgrove acknowledged that this is a concern and stated that the MBTA's finance group is working on ways to fully-fund the vehicle programs. P. Regan then commented on the mounting state-of-good repair needs of the MBTA and the agency's limited ability to match federal funds in the future.

M. Pratt also expressed concern about the financial situation and emphasized the need to do basic state-of-good repair, such as electrical upgrades, on the system.

P. Regan asked if the MBTA has selected a medium for Automated Fare Collection on the commuter rail. J. Cosgrove replied that there will be a pilot program in 2011 or 2012.

Regarding projects that have federal earmarks, P. Regan asked whether the MBTA would have to pay the balance of projects costs if the earmarks are insufficient. J. Cosgrove explained that the situation differs from case to case. Some earmarks would lapse and the balance on others would be the responsibility of municipalities.

J. Gillooly requested that the MBTA provide information to clarify how much money has already been spent on line items in the MBTA Federal Funding Program and how much is to be spent moving forward.

A motion to approve the release of the Draft FFYs 2011 – 2014 TIP for a 30-day public review period was made by P. Regan, and seconded by T. Bent. The motion passed unanimously.

12. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff

A motion to approve the minutes of the meeting of May 20 – with changes to pages 10 and 11 as recommended by E. Bourassa – was made by T. Bent, and seconded by J. Romano. The motion passed unanimously.

M. Pratt reiterated a point that she made at the meeting of May 20 when she stated that some of the Clean Air and Mobility Program applications might be eligible for funding through the JARC or New Freedom Programs, and that the Clean Air and Mobility

Program subcommittee should coordinate with the MPO's Regional Equity Manager on this matter.

13. Work Program for 2010 Freight Study

The discussion of the work program for *2010 Freight Study – A Profile of Truck Impacts* was postponed until the next meeting.

14. Safety and Operations Analyses at Selected Intersections: Selection Procedure – Karl Quackenbush, Deputy Technical Director of CTPS

Members approved the selection procedure for the *Safety and Operations Analyses at Selected Intersections* study. (See attached memorandum.)

15. GreenDOT

The presentation on GreenDOT was postponed.

16. State Implementation Plan Update – David Mohler, MassDOT

MassDOT will provide a status update on the State Implementation Plan in July, when it will be submitting its annual status report to the Department of Environmental Protection.

17. Members Items

Staff will provide a briefing on the preparations for the MPO's recertification process, which will take place the week of July 26.

18. Adjourn

A motion to adjourn was made by J. Gillooly, and seconded by J. Romano. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, June 24, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville

Federal Highway
Administration

MAPC

Massachusetts Port
Authority

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council

Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
David Anderson
John Romano
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Michael Chong

Eric Bourassa
Jim Gallagher
Lourenço Dantas

Joe Cosgrove
Paul Regan
Schuyler Larrabee

Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Mike Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Jong Wai Tommee
Pam Wolfe

Other Attendees

Lynn Ahlgren

Roland Bartl
Dan Boynton
Rob Cahoon
Jim Cantwell
Ken Caputo
Allam Chiocra
Michelle Ciccolo
Rick Clarke
G. Crocher
Dave Daltorio
Bill Deignan
Frank DePaolo
Trish Domigan
Eric Hooper
Adam Kiel

MetroWest Regional Transit
Authority
Town of Acton
Town of Lincoln Planning Board
Coler & Colantonio, Inc.
State Representative
Coler & Colantonio, Inc.
Town of Rockland
Town of Hudson
Town of Ipswich
Louis Berger Group
Town of Hopkinton
City of Cambridge
MBTA
Vanasse Hangen Brustlin, Inc.
Town of Sharon
Town of Framingham DPW

Tim Kochan	MassDOT District 5
Michael Lambert	City of Somerville
Tony Lionetta	BETA Group
John Lucas	Town of Rockland
Robert Markel	Town of Ipswich
Kevin McHugh	Coneco Engineers and Scientists
Sue McQuaid	Neponset Valley Chamber of Commerce
John McQueen	Regional Transportation Advisory Board
Steve Olanoff	Regional Transportation Advisory Council
Joe Onorato	MassDOT District 4
Karen Pearson	MassDOT
Ken Petraglia	BETA Group
Robert Prud'homme	Kleinfelder/SEA
Bill Renault	Town of Concord
Richard Rodgers	Town of Danvers
Steve Rollins	Town of Hanover
Bill Sedewitz	Town of Framingham DPW
Bryan Slack	MassDOT District 3
Joe Stigliani	Town of Hull DPW
Dick Williamson	Friends of Bruce Freeman Rail Trail
John Woodsmall	Town of Southborough

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2011

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$8,000,000	\$2,000,000	\$10,000,000	
Milford		Route 16 Intersection Improvements	\$2,800,000	\$700,000	\$3,500,000	
Somerville	604331	Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611	
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region	456661	Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	\$2,000,000
		Congestion Mitigation and Air Quality Improvement Program Total	\$15,190,089	\$3,797,522	\$18,987,611	
			<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>	

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Five of Six	\$4,800,000	\$1,200,000	\$6,000,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six	\$9,600,000	\$2,400,000	\$12,000,000	
		National Highway System Total	\$14,400,000	\$3,600,000	\$18,000,000	

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$831,590	\$207,897	\$1,039,487	\$3,177,736
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$0	\$0	\$0	\$12,485,290
Hudson	604812	Route 85	\$8,651,584	\$2,162,896	\$10,814,480	
Marshfield	604915	Route 139	\$4,546,128	\$1,136,532	\$5,682,660	
		Surface Transportation Program Total	\$831,590	\$207,897	\$17,536,627	

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2011

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<i>Indicates a new funding category</i>

Highway Safety Improvement Program (HSIP) Project	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln 602984 Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total	\$3,867,039	\$429,671	\$4,296,710
	<i>Minimum HSIP Regional Target</i>		\$4,296,710

Surface Transportation Program/Enhancement	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich 604945 North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235
Surface Transportation Program/Enhancement Total	\$860,988	\$215,247	\$1,076,235

Total Regional Target Programming	\$59,897,183	<i>\$59,897,183</i>
<i>*Boston Region MPO Regional Target with State Match</i>	<i>\$59,897,183</i>	<i>\$0</i>

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Project Notes</i>
Boston 604871 Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290	moved in from the 2010 element
Boston 604871 Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100	moved in from the 2010 element

High-Priority Projects (SAFETEA-LU)	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Project Notes</i>
Boston 605791 Warren St/Blue Hill Ave Construction (HPP 2129)	\$0	\$0	\$0	moved to 2012
Boston 605789 Melnea Cass Blvd Construction (HPP 756)	\$0	\$0	\$0	moved to 2012
Boston 605789 Melnea Cass Blvd Construction (HPP 4284)	\$0	\$0	\$0	moved to 2012
Boston 605790 East Boston Haul Road Design (HPP 2032)	\$2,000,000	\$500,000	\$2,500,000	\$1,344,000
Franklin 604988 Route 140 Improvements Construction (HPP 4279)	\$0	\$0	\$0	moved to 2012
Malden 605173 Pleasant Ave Construction (HPP 589)	\$0	\$0	\$0	moved to 2012
Somerville 604331 Somerville Community Path Design and Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389	
Somerville 605219 Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748	moved in from the 2010 element

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2011

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Section 112

Cambridge	605684	Kendall Square/Broadway Streetscape Construction	\$750,000	\$0	\$750,000
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Section 117

Malden	605173	Pleasant Ave Construction	\$0	\$0	\$0
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moved to 2012

	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
High-Priority Projects Total	\$8,508,022	\$1,939,505	\$10,447,527

*Additional money to be provided from outside sources

FEDERAL-AID BRIDGE PROJECTS

Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Hudson	604006	Houghton St over the Assabet River	\$2,033,058	\$508,264	\$2,541,322
Newton	605106	Hammond St over the MBTA	\$739,912	\$184,978	\$924,890
Wayland	602723	Pelham Island Road over the Sudbury River	\$0	\$0	\$0
Bridge Total			\$2,772,970	\$693,242	\$3,466,212

moved to 2010

Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$3,600,000	\$900,000	\$4,500,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	\$3,200,000	\$800,000	\$4,000,000
Advance Construction Bridge Total			\$26,800,000	\$6,700,000	\$33,500,000

Accelerated Bridge Program - Federal Aid GANs Projects**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)			\$290,000,000
Framingham	603710	Winter Street over MBTA			\$6,760,129
Quincy/Weymouth	604382	Fore River Bridge (Route 3A over the Fore River)			\$255,000,000
Accelerated Bridge Program Total					\$551,760,129
Federal-Aid Bridge Total					\$588,726,341

**GANs conversion to federal aid to begin in 2015

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2011

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FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			Federal Funds	State Funds	Total Funds	
Boston/Somerville	606167	Interstate 93	\$8,424,000	\$936,000	\$9,360,000	\$9,516,000
Burlington	605589	Interstate 95	\$9,720,000	\$1,080,000	\$10,800,000	\$9,760,000
Canton	606166	Interstate 95	\$4,752,000	\$528,000	\$5,280,000	\$3,894,240
Danvers	606163	Interstate 95	\$2,415,600	\$268,400	\$2,684,000	
Walpole/Norwood/Sharon/Canton	605590	Interstate 95	\$6,640,200	\$737,800	\$7,378,000	\$5,837,700
Interstate Maintenance Total			\$31,951,800	\$3,550,200	\$35,502,000	

National Highway System Pavement Preservation			Federal Funds	State Funds	Total Funds	
Acton		Route 2	\$0	\$0	\$0	\$4,670,160
National Highway System Pavement Preservation Total			\$0	\$0	\$0	

Total Highway Program \$694,573,051

CENTRAL ARTERY/TUNNEL PROJECT

	Federal Funds	State Funds	Total Funds
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge	\$25,000,000		\$25,000,000
State Transportation Program (STP)/ Flex	\$44,365,000		\$44,365,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000

Federal-Aid Subtotal	\$159,365,000		
Federal-Aid Matching Funds Subtotal			\$159,365,000
Total Federal Fiscal Year 2011 Central Artery/Tunnel Funds			\$159,365,000

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2011

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Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN

	Federal Funds	State Funds	Total Funds
Green Line Extension Project***	\$100,000,000	\$38,300,000	\$138,300,000
Fairmount Improvements		\$48,700,000	\$48,700,000
Red Line-Blue Line Connector Design		\$18,000,000	\$18,000,000
1,000 Parking Spaces		\$34,500,000	\$34,500,000
State Implementation Plan Total			\$239,500,000

***Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

Regional Transit Program

Section 5307		Federal Funds	MBTA Funds	Total Funds	
Systemwide	Locomotive and Coach Procurement	\$40,000,000	\$10,000,000	\$50,000,000	\$25,000,000
Systemwide	ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000	
Red Line	Power System Improvements	\$11,000,000	\$2,750,000	\$13,750,000	
Systemwide	Station Rehab Program	\$10,000,000	\$2,500,000	\$12,500,000	\$8,750,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000	\$12,500,000
Systemwide	Station Management Program	\$0	\$0	\$0	\$18,750,000
Bus	CNG Bus Overhaul Program	\$3,000,000	\$750,000	\$3,750,000	\$15,000,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Elevator Replacement/Rehabilitation	\$3,000,000	\$750,000	\$3,750,000	\$5,000,000
Systemwide	Grant Application Notes (GANs) Program	\$7,000,000	\$1,750,000	\$8,750,000	
Systemwide	Preventative Maintenance	\$12,000,000	\$3,000,000	\$15,000,000	\$18,750,000
Systemwide	Maintenance Facilities - Equipment	\$1,000,000	\$250,000	\$1,250,000	
Commuter Rail	Commuter Rail Systems Upgrades	\$3,000,000	\$750,000	\$3,750,000	
Systemwide	Specialized Non-Revenue Vehicles	\$4,000,000	\$1,000,000	\$5,000,000	\$3,750,000

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2011

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Systemwide	Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000	
Commuter Rail	Commuter Rail Accessibility Program	\$3,000,000	\$750,000	\$3,750,000	\$6,250,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000	
Ferry System	Ferry System Upgrades	\$0	\$0	\$0	Will not be part of the FFYs 2011-14 program
Section 5307 MBTA Match Total		\$130,000,000	\$32,500,000	\$162,500,000	
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703	
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603	
Section 5307 State Match Total		\$1,947,444	\$486,862	\$2,434,306	
Section 5309 Infrastructure Program		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Blue Line	Blue Line Modernization	\$7,000,000	\$1,750,000	\$8,750,000	
Red Line	Red Line Number 2 Car	\$8,000,000	\$2,000,000	\$10,000,000	
Systemwide	Kawasaki Coaches	\$0	\$0	\$0	\$11,250,000
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000	\$18,750,000
Green Line	Positive Train Control	\$2,000,000	\$500,000	\$2,500,000	
Subway	Station Platform Program	\$3,000,000	\$750,000	\$3,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$5,000,000	\$1,250,000	\$6,250,000	\$1,250,000
Subway	Vehicle Programs	\$11,000,000	\$2,750,000	\$13,750,000	\$27,500,000
Red Line	Columbia Junction	\$4,000,000	\$1,000,000	\$5,000,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$8,000,000	\$2,000,000	\$10,000,000	\$7,500,000
Systemwide	Track Upgrades	\$33,000,000	\$8,250,000	\$41,250,000	\$6,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000	
Section 5309 MBTA Match Total		\$94,000,000	\$23,500,000	\$117,500,000	
Federal-Aid Subtotal		\$224,000,000			
Federal-Aid State Matching Funds Subtotal			\$486,862		
Federal-Aid MBTA Matching Funds Subtotal				\$56,000,000	
Total FFY 2011 Regional Transit Funds				\$282,434,306	
Total FFY 2011 TIP Total				\$1,375,872,357	

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2012

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Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total		\$1,600,000	\$400,000	\$2,000,000
		<i>Minimum CMAQ Regional Target</i> \$0		

National Highway System

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	87800 Route 128 Improvement Program Contract 3, Year Six of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Four of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year One of Six	\$9,600,000	\$2,400,000	\$12,000,000
National Highway System Total		\$24,000,000	\$6,000,000	\$30,000,000

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Project Notes</i>
Arlington	604687 Massachusetts Ave	\$2,838,723	\$709,681	\$3,548,404	
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$8,400,000	\$2,100,000	\$10,500,000	\$2,650,000
Weymouth	601630 Route 18	\$3,760,000	\$940,000	\$4,700,000	
Surface Transportation Program Total		\$8,400,000	\$2,100,000	\$18,748,404	

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2012

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Highway Safety Improvement Program (HSIP) Project	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln 602984 Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total	\$3,867,039	\$429,671	\$4,296,710
	<i>Minimum HSIP Regional Target</i>		\$4,296,710
		Total Regional Target Programming	\$55,045,114
		<i>*Boston Region MPO Regional Target with State Match</i>	\$55,044,658

*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011 and 2012

state target	\$55,388,323 less AC/programs	\$8,591,613
less AC/programs multiplied by 1.04 for 2012	\$8,935,278 difference	\$343,665
state target less difference (new target)	\$55,044,658	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Weymouth 601630 Route 18 Construction (HPP 1236)	\$10,065,631	\$2,516,408	\$12,582,039
High-Priority Projects (SAFETEA-LU)			
Arlington 604687 Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996
Boston 605790 East Boston Haul Road Design/Construction (HPP 2032)	\$2,499,370	\$624,843	\$3,124,213
Boston 605791 Warren St/Blue Hill Ave Construction (HPP 2129)	\$2,153,997	\$538,499	\$2,692,496
Boston 605789 Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248
Boston 605789 Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375
Franklin 604988 Route 140 Improvements Construction (HPP 4279)	\$4,607,375	\$1,151,844	\$5,759,219
Malden 605173 Pleasant Ave Construction (HPP 589)	\$1,367,848	\$341,962	\$1,709,810
Section 117			
Malden 605173 Pleasant Ave Construction	\$1,657,656	\$0	\$1,657,656

\$1,680,000
 moved from 2011
 moved from 2011
 moved from 2011
 moved from 2011
 moved from 2011

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2012

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Section 129		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Arlington	604687 Massachusetts Ave Construction	\$750,000		\$750,000
High-Priority Projects Total		\$30,203,972	\$6,949,079	\$37,153,052

FEDERAL-AID BRIDGE PROJECTS

Bridge		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bridge Total				

Advance Construction Bridge		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517 Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston	603370 Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4	\$8,000,000	\$2,000,000	\$10,000,000
Needham, Wellesley	603711 Route 128 Improvement Program	\$1,600,000	\$400,000	\$2,000,000
Advance Construction Bridge Total		\$30,400,000	\$7,600,000	\$38,000,000
		Federal-Aid Bridge Total		\$38,000,000

\$5,000,000

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Foxborough/Sharon	605596 Interstate 95	\$7,554,240	\$839,360	\$8,393,600
Woburn/Wilmington	604879 Interstate 93	\$0	\$0	\$0
Interstate Maintenance Total		\$7,554,240	\$839,360	\$8,393,600

\$17,607,040

\$12,668,480

National Highway System Pavement Preservation		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Acton to Littleton	604472 Route 2	\$3,269,112	\$934,032	\$4,670,160
Randolph	605607 Route 24	\$0	\$0	\$0
Weymouth/Braintree	605602 Route 3	\$0	\$0	\$0
National Highway System Pavement Preservation Total		\$3,736,128	\$934,032	\$4,670,160

moved to 2013

moved to 2014

Total Highway Program \$143,261,926

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2012

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CENTRAL ARTERY/TUNNEL PROJECT	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge			
State Transportation Program (STP)/ Flex	\$75,960,000		\$75,960,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000
Federal-Aid Subtotal	\$165,960,000		
Federal-Aid Matching Funds Subtotal			\$165,960,000
Total Federal Fiscal Year 2012 Central Artery/Tunnel Funds			\$165,960,000

Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project**	\$100,000,000	\$134,300,000	\$234,300,000
Fairmount Improvements		\$18,000,000	\$18,000,000
Red Line-Blue Line Connector Design		\$5,000,000	\$5,000,000
1,000 Parking Spaces		\$30,500,000	\$30,500,000
State Implementation Plan Total			\$287,800,000

**Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2012

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Indicates a new funding category

Regional Transit Program

<i>Section 5307</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Systemwide	Locomotive and Coach Procurement	\$47,000,000	\$11,750,000	\$58,750,000	\$58,750,000
Systemwide	ITS Initiatives	\$3,000,000	\$750,000	\$3,750,000	\$3,750,000
Systemwide	Power Improvements	\$23,000,000	\$5,750,000	\$28,750,000	\$28,750,000
Systemwide	Station Rehab	\$8,000,000	\$2,000,000	\$10,000,000	\$8,750,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000	\$8,750,000
Systemwide	Station Management Program	\$0	\$0	\$0	\$18,750,000
Bus	CNG Bus Overhaul Program	\$0	\$0	\$0	\$15,000,000
Bus	Everett Maintenance Facility	\$2,000,000	\$500,000	\$2,500,000	\$5,000,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000	\$12,500,000
Systemwide	Maintenance Facilities - Equipment	\$2,000,000	\$500,000	\$2,500,000	
Commuter Rail	Commuter Rail Systems Upgrades	\$3,000,000	\$750,000	\$3,750,000	
Systemwide	Specialized Non-Revenue Vehicles	\$0	\$0	\$0	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000	\$10,000,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000	\$2,500,000
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000	
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703	
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603	
Section 5307 State Match Total		\$1,947,444	\$486,862	\$2,434,306	

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2012

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 Indicates a new funding category

Regional Transit Program cont.

Section 5309 Infrastructure Program

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Systemwide	Kawasaki Coaches	\$6,000,000	\$1,500,000	\$7,500,000	
Systemwide	Locomotive and Coach Procurement	\$5,000,000	\$1,250,000	\$6,250,000	\$10,000,000
Subway	Station Platform Program	\$4,000,000	\$1,000,000	\$5,000,000	\$3,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$8,000,000	\$2,000,000	\$10,000,000	\$6,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000	\$13,750,000
Red Line	Columbia Junction	\$2,000,000	\$500,000	\$2,500,000	\$5,000,000
Systemwide	Bridge and Tunnel Program	\$9,000,000	\$2,250,000	\$11,250,000	\$10,000,000
Systemwide	Track Upgrades	\$33,000,000	\$8,250,000	\$41,250,000	\$3,000,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000	
	Section 5309 MBTA Match Total	\$94,000,000	\$23,500,000	\$117,500,000	
Federal-Aid Subtotal		\$228,000,000			
Federal-Aid State Matching Funds Subtotal			\$486,862		
Federal-Aid MBTA Matching Funds Subtotal				\$57,000,000	
				Total FFY 2012 Regional Transit Funds	\$287,434,306
				Total FFY 2012 TIP Total	\$884,456,232

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2013

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Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region	Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	
	Congestion Mitigation and Air Quality Improvement Program Total	\$1,600,000	\$400,000	\$2,000,000	
				<i>Minimum CMAQ Regional Target</i>	\$8,593,420

National Highway System

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Five of Six	\$9,600,000	\$2,400,000	\$12,000,000	
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year Two of Six	\$12,000,000	\$3,000,000	\$15,000,000	
	National Highway System Total	\$21,600,000	\$5,400,000	\$27,000,000	

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Somerville	601820 Beacon Street	\$1,055,752	\$263,938	\$1,319,690	
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$11,200,000	\$2,800,000	\$14,000,000	\$15,300,000 overall project cost is down \$900,000
Weymouth	601630 Route 18	\$7,056,000	\$1,764,000	\$8,820,000	\$6,000,000 -- project cost increase from \$23.3M to \$26.1M
	Surface Transportation Program Total	\$12,255,752	\$3,063,938	\$24,139,690	

Highway Safety Improvement Program (HSIP) Project

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710	
	Highway Safety Improvement Program Total	\$3,867,039	\$429,671	\$4,296,710	
				<i>Minimum HSIP Regional Target</i>	\$4,296,710

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2013

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Surface Transportation Program/Enhancement

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cambridge	605188	Cambridge Common (Construction)	\$0	\$0	\$0
Surface Transportation Program/Enhancement Total			\$0	\$0	\$0

\$1,000,000 -- moved to 2014

Total Regional Target Programming **\$57,436,400**

Boston Region MPO Regional Target with State Match* **\$57,303,412

*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2012, and 2013

state target	\$57,408,851	less AC/programs	\$1,292,141
less AC/programs multiplied by 1.04 for 2012 and 2013	\$1,397,580	difference	\$105,439
state target less difference (new target)	\$57,303,412		

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$2,064,248	\$516,062	\$2,580,310

High-Priority Projects (SAFETEA-LU)

Boston		East Boston Haul Road Design (HPP 2032)	\$0	\$0	\$0
Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$0	\$0	\$0

\$1,680,000
moved to 2014

High-Priority Projects Total **\$2,064,248** **\$516,062** **\$2,580,310**

FEDERAL-AID BRIDGE PROJECTS

Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Chelsea	604428	Washington Ave over the MBTA	\$2,952,584	\$738,146	\$3,690,730
Bridge Total			\$2,952,584	\$738,146	\$3,690,730

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2013

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Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$11,200,000	\$2,800,000	\$14,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$8,000,000	\$2,000,000	\$10,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$12,000,000	\$3,000,000	\$15,000,000
Needham, Wellesley	603711	Route 128 Improvement Program	\$10,400,000	\$2,600,000	\$13,000,000
Advance Construction Bridge Total			\$41,600,000	\$10,400,000	\$52,000,000
			Federal-Aid Bridge Total		\$52,000,000

Accelerated Bridge Program - Federal Aid GANs Projects**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Peabody	603531	Howley Street over the North River			\$1,153,260
Accelerated Bridge Program Total					\$1,153,260

**GANs conversion to federal aid to begin in 2015

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Franklin to Milford	606169	Interstate 495	\$14,394,240	\$1,599,360	\$15,993,600
Foxborough	606171	Interstate 95	\$8,276,688	\$919,632	\$9,196,320
Lexington/Burlington	606170	Interstate 95	\$9,328,410	\$1,036,490	\$10,364,900
Wakefield to Lynnfield	605597	Interstate 95	\$8,059,275	\$895,475	\$8,954,750
Wilmington to Woburn	604879	Interstate 93	\$11,121,264	\$1,235,696	\$12,356,960
Interstate Maintenance Total			\$8,059,275	\$895,475	\$8,954,750

\$14,713,200
\$11,541,200

National Highway System Pavement Preservation

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Northborough/Marlborough	605610	Route 20	\$0	\$0	\$0
Weymouth	605602	Route 3	\$2,342,400	\$585,600	\$2,928,000
National Highway System Pavement Preservation Total			\$0	\$0	\$0

project scope is now just in Northborough, in 2014

Total Highway Program \$70,124,720

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2013

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CENTRAL ARTERY/TUNNEL PROJECT

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge			
State Transportation Program (STP)/ Flex	\$86,555,000		\$86,555,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000
Federal-Aid Subtotal	\$176,555,000		
Federal-Aid Matching Funds Subtotal			\$176,555,000
Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds			\$176,555,000

Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project***	\$100,000,000	\$150,000,000	\$250,000,000
1,000 Parking Spaces			\$1,100,000
State Implementation Plan Total			\$251,100,000

***Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2013

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Regional Transit Program

Section 5307		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Systemwide	Locomotive and Coach Procurement	\$37,000,000	\$9,250,000	\$46,250,000	\$25,000,000
Systemwide	ITS Initiatives	\$2,000,000	\$500,000	\$2,500,000	\$5,000,000
Systemwide	Power Improvements	\$24,000,000	\$6,000,000	\$30,000,000	\$25,000,000
Systemwide	Station Rehab	\$6,000,000	\$1,500,000	\$7,500,000	\$8,750,000
Green Line	MBTA Accessibility Program	\$7,000,000	\$1,750,000	\$8,750,000	\$8,750,000
Systemwide	Station Management Program	\$13,000,000	\$3,250,000	\$16,250,000	\$18,750,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000	\$12,500,000
Systemwide	Specialized Non-Revenue Vehicles	\$2,000,000	\$500,000	\$2,500,000	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000	\$10,000,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000	\$2,500,000
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000	
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703	
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603	
Section 5307 State Match Total		\$1,947,444	\$486,862	\$2,434,306	

Staff Recommendation FFYs 2011 - 2014 TIP

FFY 2013

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Indicates a new funding category

Regional Transit Program cont.

Section 5309 Infrastructure Program		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Systemwide	Kawasaki Coaches	\$20,000,000	\$5,000,000	\$25,000,000	\$13,750,000
Systemwide	Locomotive and Coach Procurement	\$5,000,000	\$1,250,000	\$6,250,000	\$37,500,000
Subway	Station Platform Program	\$0	\$0	\$0	\$8,750,000
Commuter Rail	CRASP	\$8,000,000	\$2,000,000	\$10,000,000	\$1,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000	
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$12,000,000	\$3,000,000	\$15,000,000	\$7,500,000
Systemwide	Track Upgrades	\$15,000,000	\$3,750,000	\$18,750,000	\$6,250,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000	\$6,250,000
Section 5309 MBTA Match Total		\$94,000,000	\$23,500,000	\$117,500,000	
Federal-Aid Subtotal		\$228,000,000			
Federal-Aid State Matching Funds Subtotal			\$486,862		
Federal-Aid MBTA Matching Funds Subtotal				\$57,000,000	
Total FFY 2013 Regional Transit Funds				\$287,434,306	
Total FFY 2013 TIP Total				\$785,214,026	

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2014

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Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	604761 South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000	moved from 2010
		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region	Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total		\$1,600,000	\$400,000	\$5,850,000	
		<i>Minimum CMAQ Regional Target</i>		<i>\$8,593,420</i>	

National Highway System

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Six of Six	\$9,200,000	\$2,300,000	\$11,500,000	
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year Three of Six	\$11,920,000	\$2,980,000	\$14,900,000	
National Highway System Total		\$21,120,000	\$5,280,000	\$26,400,000	

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$15,374,126	\$3,843,532	\$19,217,658	\$17,100,000
Surface Transportation Program Total		\$15,374,126	\$3,843,532	\$19,217,658	

Highway Safety Improvement Program (HSIP) Project

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710	
Highway Safety Improvement Program Total		\$3,867,039	\$429,671	\$4,296,710	
		<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>	

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2014

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Surface Transportation Program/Enhancement

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cambridge	605188	Cambridge Common (Construction)	\$800,000	\$200,000	\$1,000,000
Surface Transportation Program/Enhancement Total			\$800,000	\$200,000	\$1,000,000

moved from 2013

Total Regional Target Programming **\$56,764,368**
Boston Region MPO Regional Target with State Match* **\$56,722,788

*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011, 2012, and 2013

state target	\$57,408,851 less AC/programs	\$5,494,483
less AC/programs multiplied by 1.04 for 2012, 2013 and 2014	\$6,180,546 difference	\$686,063
state target less difference (new target)	\$56,722,788	

Discussions regarding the distribution of the additional \$31M obligation authority (OA) provided to the Commonwealth are ongoing. The Massachusetts Association of Regional Planning Agencies (MARPA) and MassDOT will provide information regarding the additional OA prior to the final publication of the Boston Region MPO TIP.

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$2,064,248	\$516,062	\$2,580,310

High-Priority Projects (SAFETEA-LU)

Boston		East Boston Haul Road Design (HPP 2032)	\$1,344,000	\$336,000	\$1,680,000
Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$899,899	\$224,975	\$1,124,874

High-Priority Projects Total **\$5,385,184**

FEDERAL-AID BRIDGE PROJECTS

Bridge

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
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Bridge Total

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2014

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<i>Indicates a new funding category</i>

Advance Construction Bridge	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Advance Construction Bridge Total	\$0	\$0	\$0
	Federal-Aid Bridge Total		\$0

Accelerated Bridge Program - Federal Aid GANs Projects**	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Peabody 603531 Howley Street over the North River			\$1,153,260
Accelerated Bridge Program Total			\$1,153,260

**GANs conversion to federal aid to begin in 2015

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Foxborough to Franklin 606176 Interstate 195	\$13,854,456	\$1,539,384	\$15,393,840
Interstate Maintenance Total	\$13,854,456	\$1,539,384	\$15,393,840

National Highway System Pavement Preservation	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Randolph to Canton 605607 Route 24	\$1,249,280	\$312,320	\$1,561,600
National Highway System Pavement Preservation Total	\$1,249,280	\$312,320	\$1,561,600
	Total Highway Program		\$80,258,252

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2014

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CENTRAL ARTERY/TUNNEL PROJECT	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge			
State Transportation Program (STP)/ Flex	\$86,555,000		\$86,555,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000
Federal-Aid Subtotal	\$176,555,000		
Federal-Aid Matching Funds Subtotal			\$176,555,000
Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds			\$176,555,000

Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project***	\$100,000,000	\$150,000,000	\$250,000,000
1,000 Parking Spaces			\$1,100,000
State Implementation Plan Total			\$251,100,000

***Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2014

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Regional Transit Program

Section 5307

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$39,000,000	\$9,750,000	\$48,750,000
Systemwide	ITS Initiatives	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Power Improvements	\$24,000,000	\$6,000,000	\$30,000,000
Systemwide	Station Rehab	\$6,000,000	\$1,500,000	\$7,500,000
Green Line	MBTA Accessibility Program (LRAP)	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$13,000,000	\$3,250,000	\$16,250,000
Bus	Everett Maintenance Facility	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Maintenance Facilities - Equipment	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000

Section 5307 cont.

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
Section 5307 State Match Total		\$1,947,444	\$486,862	\$2,434,306

Staff Recommendation FFYs 2011 - 2014 TIP FFY 2014

Indicates a change in project cost
Indicates removed from TIP (cost not reflected in total)
Indicates a project moved in from another TIP element
Indicates a project moved out to another TIP element (cost not reflected in total)
Indicates a new addition to the TIP (action taken as denoted)
Indicates a new funding category

Regional Transit Program cont.

Section 5309 Infrastructure Program

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Kawasaki Coaches	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Locomotive and Coach Procurement	\$19,000,000	\$4,750,000	\$23,750,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Section 5309 MBTA Match Total		\$94,000,000	\$23,500,000	\$117,500,000
Federal-Aid Subtotal		\$228,000,000		
Federal-Aid State Matching Funds Subtotal			\$486,862	
Federal-Aid MBTA Matching Funds Subtotal				\$57,000,000
Total FFY 2014 Regional Transit Funds				\$287,434,306
Total FFY 2014 TIP Total				\$795,347,558

MBTA Federal Funding Program

Section	Title	FY08 (Fed. Portion)	FY09 (Fed Portion)	FY10 (Fed. Portion)	Total FY08-FY10 (Fed. Portion)	Amendment May 2010	Total FY08-FY10 After Amendment	FY11 (Fed. Portion)	FY12 (Fed Portion)	FY13 (Fed Portion)	FY14 (Fed Portion)
Section 5307											
	Systemwide		19,200,000	12,000,000	31,200,000		31,200,000	40,000,000	47,000,000	37,000,000	39,000,000
	Systemwide		4,000,000	1,800,000	5,800,000		5,800,000	4,000,000	3,000,000	2,000,000	2,000,000
	Systemwide		4,000,000	7,000,000	11,000,000		11,000,000	11,000,000	23,000,000	24,000,000	24,000,000
	Systemwide		4,000,000	8,000,000	12,000,000		12,000,000	10,000,000	8,000,000	6,000,000	6,000,000
	Green Line		21,600,000	12,000,000	33,600,000	(16,000,000)	17,600,000	7,000,000	7,000,000	7,000,000	7,000,000
	Blue Line										
	Systemwide		2,800,000	-	2,800,000		2,800,000			13,000,000	13,000,000
	Bus		12,000,000	10,000,000	22,000,000		22,000,000	3,000,000			
	Bus	6,400,000	4,400,000	5,000,000	15,800,000		15,800,000	4,000,000	2,000,000	4,000,000	2,000,000
	Systemwide		-	-	-		-	-	-	-	-
	Systemwide		25,862,679	5,000,000	30,862,679		30,862,679	3,000,000	4,000,000	4,000,000	4,000,000
	Systemwide		19,985,000	18,000,000	37,985,000		37,985,000	7,000,000	-	-	-
	Systemwide		1,354,482		1,354,482		1,354,482				
	Systemwide		10,000,000	10,000,000	20,000,000		20,000,000	12,000,000	12,000,000	12,000,000	12,000,000
	Systemwide		4,800,000	2,400,000	7,200,000		7,200,000	-	-	-	-
New	Orange Line	2,000,000		1,600,000	3,600,000		3,600,000				
New	Systemwide	3,000,000			3,000,000		3,000,000	1,000,000	2,000,000		2,000,000
New	Commuter Rail	3,652,319		3,600,000	7,252,319		7,252,319	3,000,000	3,000,000		
New	Systemwide			5,600,000	5,600,000		5,600,000	4,000,000		2,000,000	
New	Systemwide			5,000,000	5,000,000	16,000,000	21,000,000	4,000,000	4,000,000	4,000,000	4,000,000
New	Systemwide			16,000,000	16,000,000		16,000,000	16,000,000	14,000,000	14,000,000	14,000,000
New	Commuter Rail			5,000,000	5,000,000		5,000,000	3,000,000	3,000,000	3,000,000	3,000,000
New	Systemwide			2,000,000	2,000,000		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
New	Ferry System			4,000,000	4,000,000		4,000,000				
Section 5307 Total		15,052,319	134,002,161	134,000,000	283,054,480	-	283,054,480	134,000,000	134,000,000	134,000,000	134,000,000
Section 5309 Infrastructure											
	Blue Line		21,600,000	8,500,000	30,100,000	(30,100,000)	-	7,000,000	-	-	-
	Red Line	2,678,793	14,190,124	14,000,000	30,868,917		30,868,917	8,000,000	-	-	-
	Systemwide		1,600,000	2,000,000	3,600,000		3,600,000		6,000,000	20,000,000	20,000,000
	Systemwide		33,295,500	8,000,000	41,295,500		41,295,500	8,000,000	5,000,000	5,000,000	19,000,000
New	Green Line			1,000,000	1,000,000		1,000,000	2,000,000	-	-	-
New	Subway			7,000,000	7,000,000		7,000,000	3,000,000	4,000,000		
New	Commuter Rail			8,500,000	8,500,000		8,500,000	5,000,000	8,000,000	8,000,000	
New	Subway			22,000,000	22,000,000		22,000,000	11,000,000	22,000,000	22,000,000	22,000,000
	Red Line		10,400,000	7,000,000	17,400,000	(17,400,000)	-	4,000,000	2,000,000	7,000,000	7,000,000
	Systemwide	4,000,000	7,080,000	-	11,080,000		11,080,000				
	Systemwide	11,924,000	4,800,000	6,000,000	22,724,000	30,100,000	52,824,000	8,000,000	9,000,000	12,000,000	6,000,000
New	Systemwide			5,000,000	5,000,000		5,000,000	33,000,000	33,000,000	15,000,000	15,000,000
New	Systemwide			5,000,000	5,000,000	17,400,000	22,400,000	5,000,000	5,000,000	5,000,000	5,000,000
Section 5309 Infrastructure Program Total		18,602,793	92,965,624	94,000,000	205,568,417	-	205,568,417	94,000,000	94,000,000	94,000,000	94,000,000
CMAQ flex											
	Commuter Rail					30,000,000	30,000,000	25,000,000	20,000,000		
	Bus					217,785	217,785				
CMAQ flex Total		-	-	-	-	30,217,785	30,217,785	25,000,000	20,000,000	-	-
Section 5309 Earmark Funds (Carryover)											
	Commuter Ferry		2,031,480		2,031,480						
	Commuter Rail		380,000		380,000						
	Commuter Rail		451,440		451,440						
	Commuter Rail		391,875		391,875						
	Commuter Rail		29,700,000		29,700,000						
	Commuter Ferry		2,500,000		2,500,000						
	Bus		406,296		406,296						
	Commuter Rail		620,730		620,730						
	Bus		451,440		451,440						
	Orange Line			1,000,000	1,000,000						
	Commuter Rail			37,452,000	37,452,000						
	Commuter Rail			700,000	700,000						

MBTA Federal Funding Program

Commuter Rail	Auburndale Station Newton RT Accessibility (FFY10)		1,000,000	1,000,000						
Blue Line	Wonderland Intermodal Improvements (FFY10)		750,000	750,000						
Earmark Carryover Total		-	36,933,261	40,902,000	77,835,261	-	-	-	-	-
TIGGER										
Environmental	Kingston/Newburyport Layover-Wind Turbine Program		2,500,000	2,500,000						
TIGGER Total		-	-	2,500,000	2,500,000	-	-	-	-	-
TIGER										
Blue Line	Wonderland TOD Plaza		20,000,000	20,000,000						
TIGGER Total		-	-	20,000,000	20,000,000	-	-	-	-	-
Section 5339										
Alt. Anal.	Belmont Station Consolidation Planning Study	142,500		142,500	142,500	142,500	142,500			
Section 5339 Total		-	142,500	-	142,500	142,500	142,500	-	-	-
Grand Total		# 33,655,112 #	264,043,546	291,402,000	589,100,658	488,765,397	228,000,000	228,000,000	228,000,000	228,000,000

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
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Section 5307 Formula Funds

Locomotive & Coach Procurement	Procurement of locomotives replacing 30-year vehicles; procurement of 75 bilevel coaches	\$412.00	\$163	31.2
ITS Initiatives	ITS management capacity projects including Disaster Recovery & Increased Storage Area Network Capacity; Database Technology Standardization and Web communication improvements	19.5	\$11	5.8
Power Improvements	Projects include Orange Line substation upgrades, transformer replacements, Red Line traction power	269	\$82	11
Station Rehab	Revive & Guide--Subway Station refurbishment, state of good repair	60.1	\$30	12
Green Line LRAP -MBTA Accessibility Program	Station accessibility improvements on Green Line including Arlington/Copley; Park Street, Gov't Center	45.5	\$28	17.6
Station Management Program	Phase II design/implementation of Automated Fare Collection transition on commuter rail, ferry, parking	35.5	\$26	2.8

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
CNG Bus Overhaul Program	Mid-life overhaul of 123 CNG NABI buses	27.5	\$3	22

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
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Section 5307

Everett Maintenance Facility	Retrofit of facility for CNG vehicle support; facility repairs/upgrades	69.8	\$12	15.8
Elevator Replacement/Rehabilitation	Systemwide elevator/escalator upgrades/replacements including redundant elevators at Park/Harvard/Porter/Downtown Crossing	182	\$15	30.863
Grant Anticipation Notes (GANS) Program	Debt program for funding of Fairmount Phase I station upgrades and CNG bus procurement		\$7	38
MBTA Enhancement Program	System signage and communication upgrades	1.5	\$0	1.354
Preventive Maintenance	Revenue vehicle fleet maintenance systemwide at MBTA facilities	57.6	\$48	20
Bus & Train Arrival LCD Signage	ITS communications, installation of next bus/train signs/audio	8.7	\$0	7.2
Orange Line Vehicles	Vehicle engineering for scheduled fleet replacement/procurement	578	\$0	3.6

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
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Section 5307

Maintenance Facilities-- Equipment	Materials procurements of parts/tools at MBTA garages/carhouses	11.4	\$5	3
Commuter Rail Systems Upgrades	State of Good Repair/Safety projects including Positive Train Control design, Radio Frequency change	15	\$6	7.252
Specialized Non-Revenue Vehicles	SMI non-revenue equipment including snow plows, tampers	20.6	\$6	5.6
Parking Program	State of Good Repair; Rehab of parking structures at Quincy Adams, Quincy Center, Alewife	40	\$16	21
Station Accessibility Program	System accessibility improvements including stations at Symphony, Hynes, Science Park, Wollaston	339.51	\$58	16
Commuter Rail Accessibility	Station accessibility improvements including Path of travel, wayfinding	20	\$12	5

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
Environmental Program	Environmental compliance/remediation response management	25.28	\$8	2
Ferry System Enhancements	Various efforts including dock repairs and engine overhauls	8.5	\$0	4

Total 5307

\$536

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
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Section 5309

Blue Line Modernization	Upgrade of Blue Line Stations including station accessibility	295.6	\$7	0
Red Line No. 2 Car Overhaul	Overhaul of No. 2 fleet vehicles (1988) as part of State of Good Repair maintenance program	65.5	\$8	30.87
Kawasaki Coaches	Midlife overhaul of 74 Kawasaki bilevel coaches acquired in 1990-91 to maintain/extend useful life; Overhaul work includes replacing and reconditioning trucks, couplers, HVAC system, electrical system, batteries and chargers, interior fixtures and safety/emergency equipment.	99	\$46	3.6
Locomotive & Coach Procurement	Procurement of locomotives replacing 30-year vehicles; procurement of 75 bilevel coaches	\$418.3	\$37	41.296
Positive Train Control	Design/engineering for Positive Train Control on Green Line including engineering study for PTC on Mattapan High Speed Line	3.5	\$2	1
Station Platform Program	State of Good Repair--Platform replacement/repair program at stations on Orange Line and Red Line	15	\$7	7
CRASP--Commuter Rail	Project funds overhaul of key components of the commuter rail coach fleet including trucks, brakes, couplers and draft gears as well as air conditioning systems and toilets. Program for 270 coaches.		\$21	8.5

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
Subway Vehicle Programs	Procurement of Orange Line replacement fleet (146 cars) and replacement of Red Line #1 cars (74 cars)	\$877	\$77	22
Columbia Junction	This project funds the installation of new switches, cables and track modules, which will increase service reliability at this critical junction on the Red Line.	65	\$20	-
Power Improvements	Projects include Orange Line substation upgrades, transformer replacements, Red Line traction power	268.5		11.08
Bridge & Tunnel Program	Repair, reconstruction and inspection of MBTA bridge and tunnel infrastructure. Major projects include Merrimack Bridge; Beverly Drawbridge; Shawsheen River bridges; Neponset River bridge; Red Line tunnel repair Harvard to Alewife.	164.1	\$35	52.82
Track Upgrade	Tie repair/replacement program	283.67	\$96	5
Signal System Upgrades	Upgrade of signal system on subway lines--Orange/Red/Blue	272.3	\$20	22.4

Total - Section 5309 Program

\$376

CMAQ Flex

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
Locomotive Procurement	Procurement of locomotives	186	\$45	30
Clean Air & Mobility Bus Bike Rack	Installation of front-mounted bike racks on 310 MBTA buses.	.27		0.22

Total--CMAQ Flex Funds

\$45

Section 5309 Carryover Earmarks

Hingham Marine Intermodal	FFY09 earmark			\$ 2.03
Auburndale Station Accessibility	FFY09 earmark			\$ 0.38
Salem Intermodal	FFY09 earmark			.451
Salem/Beverly Intermodal	FFY09 earmark			.392
Fitchburg Line Small Starts	FFY09 earmark			29.7

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
MBTA Ferry	FFY09 earmark			2.5
Woburn Park & Ride/Magazine Hill	FFY09 earmark			.406
Rockport Station	FFY09 earmark			.621
Medford Downtown Revit. Park & Ride Improvements	FFY09 earmark			.451
Assembly Square Exempt New Starts	FFY10 earmark; Construction new station on Orange Line			1
Fitchburg Line Small Starts	FFY10 earmark;			37.452
Salem/Beverly Intermodal	FFY10 earmark			.7
Auburndale Station Accessibility	FFY10 earmark			1

MBTA FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 MBTA PROJECT STATUS AS OF June 2010

Project Name	Brief Project Description	Authorized Budget (in millions)	TIP FY11-14	Prior TIP FY08-10
Wonderland Intermodal Improvements	FFY10 earmark			.75

Total--Section 5309 Earmark Carryover

TOTAL MBTA Federal Program:

\$957

MEMORANDUM**DATE: June 24, 2010****TO: Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization****FROM: Chen-Yuan Wang, Project Manager****RE: *Safety and Operations Analyses at Selected Intersections: Selection Procedure***

This study was one of the recommendations from the Boston Region MPO's Congestion Management Process (CMP), funded through the MPO's Unified Planning Work Program. The study's purpose is to evaluate up to twelve intersections from throughout the region and develop recommendations for safety and operations improvements.

The selection of intersections was based on two major sources. The first was the MassDOT Registry Division 2006-2008 crash database, which includes all the intersections and interchanges in the Commonwealth. The selection procedure consisted of the following steps:

- Rank all the intersections in the Boston region by the number of EPDO¹ (Equivalent Property Damage Only) crashes.
- Retain intersections with a high number of EPDO crashes.
- Exclude intersections that were already programmed in the 2010-2013 Transportation Improvement Program, have been or were being studied by the MPO or other agencies.
- Exclude large complicated intersections and locations related to highway interchanges or major traffic rotaries.
- Exclude intersections belonging to a group of intersections that may require a corridor or a subarea study.
- Review the screened intersections' location, geometry, and congestion conditions from the CMP database.
- Identify top 25 intersections.
- Contact the cities and towns about any existing intersection studies or designs and determine their interest in project implementation.

The second source was through the coordination with MAPC to solicit potential locations from MAPC Subregions and individual cities and towns. Danvers and Rockport proposed several intersections. Staff applied the similar steps above to evaluate the proposed intersections and selected a Rockport intersection with location significance and an EDPO value higher than that of other intersections on the proposed list.

¹ EPDO = 10 * Fatality Crashes + 5 * Injury Crashes + 1 * Other Crashes (Property Damage Only or Not Reported)

In summary, the selection was comprehensive and was applied iteratively with extensive data screenings and numerous interactions with cities and towns. Nine intersections were selected through this intensive effort. Table 1 lists the selected intersections by their locations, total number of EPDO crashes from 2006 to 2008, total number of crashes, the number of fatal/injury crashes, and the number of crashes involving with pedestrians or cyclists.

Table 1 Selected Intersections in the Boston Region

City/Town	Street 1	Street 2	2006-08 EDPO	Total Crashes	Fatal Crashes	Injury Crashes	Ped./Bike Crashes
Natick	Rte 135/ West Central St	Speen St	149	93	0	14	0
Wilmington	Rte 129/Lowell St	Woburn St	143	59	0	21	0
Chelsea	Broadway	Congress Ave	142	58	0	21	4
Chelsea	Broadway	Everett Ave	41	17	0	6	6
Stoughton	Central St	Pearl St	104	48	0	14	2
Bolton	Rte 117/ Main St	Ret 110/ Still River Rd	100	35	1	14	0
Holbrook	Weymouth St	Pine St & Sycamore St	77	33	0	11	0
Milford	Rte 140/ Prospect St	Water St & Williams St	70	29	1	8	0
Rockport	Rte 127/ Main St	Broadway & Parker St	31	15	0	4	1

Note: EPDO = 10*Fatal Crashes + 5*Injury Crashes + 1*Other Crashes (Property Damage Only or Not Reported)

CW/cw

cc: Karl Quackenbush, CTPS