

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

July 8, 2010 Meeting

10:00 AM – 12:00 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

Clinton Bench, 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 Amendment Five of the Federal Fiscal Years (FFYs) 2010 – 2013 Transportation Improvement Program (TIP)
- approve the minutes of the meeting of June 3rd

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – Clinton Bench, MassDOT

There was none.

3. Subcommittee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council – Laura Wiener, Regional Transportation Advisory Council

The Advisory Council will meet next on July 14. The agenda will include a presentation on GreenDOT.

5. Director's Report – Arnie Soolman, Director, Central Transportation Planning Staff

A. Soolman reported that the MPO has updated its Coordinated Human Services Transportation Plan (CHSTP) in anticipation of MassDOT's upcoming solicitation for proposals for transportation services that could be funded through the Job Access Reverse Commute and New Freedom Programs. The CHSTP and a flyer announcing MassDOT's solicitation will be posted on the MPO's website. The MPO will be hosting a workshop for applicants on July 20.

He also reported that the MPO has been encouraging members of the public to communicate with the MPO via the web. As a result, between April and June, there was a 41% increase in hits on the MPO's website as compared to the same period last year. Part of the reason for this increase may be due to the postcards that staff are distributing that provide links to MPO documents.

C. Bench noted that the increase in web communication will help to keep postage costs down and that it is consistent with MassDOT's GreenDOT policies.

Jim Gallagher, Metropolitan Area Planning Council (MAPC), inquired if MPO staff have received any feedback from people who do not have access to the web and if, in conducting the MPO's Regional Equity survey, staff has found people who are not aware of the MPO's work (because they do not have web access). Pam Wolfe, Manager of Certification Activities, MPO staff, replied that staff would be able to identify those problems through its Regional Equity Program outreach activities. Michael Callahan, MPO Staff, added that the MPO staff is continuing its usual outreach activities to communities and not relying only on the Website. He also remarked that staff has received 14 responses already after distributing a Regional Equity postcard requesting comments last week.

6. MARPA Consultations – *Clinton Bench, MassDOT; Marie Rose, MassDOT Highway; and Eric Bourassa, MAPC*

The Massachusetts Association of Regional Planning Agencies (MARPA) has been holding meetings to discuss regional targets and the distribution of additional obligation authority. Two meetings have been held thus far; four MARPA representatives and four MassDOT representatives attended them. At the last meeting there was a discussion about how much of the regional target funds are being directed to MassDOT's assets and to municipal assets. MassDOT Highway Division Administrator Luisa Paiewonsky will attend the next meeting in August.

Members discussed the topic further.

Mary Pratt, Town of Hopkinton, emphasized the importance of the census in the allocation of federal money to the region. She also stressed the need to fund improvements to municipal roadways.

Tom Kadzis, City of Boston, inquired as to why the additional \$38 million in obligation authority coming to the state is not being divided according to the existing formulas. E. Bourassa explained that the reason has to do with the MassDOT Highway Division's concerns that there is not enough funding to maintain the highway system and its view that the way funding is prioritized needs to be rethought. Also, the additional obligation authority is not solvent yet.

C. Bench added that the MassDOT Board of Directors will likely take up MassDOT Highway's five-year Capital Investment Program (CIP) in August. The CIP identifies \$3.5 billion worth of unmet highway construction needs.

David Koses, City of Newton, asked if the MARPA meetings are being considered public meetings under the state's open meeting law. C. Bench stated that he would follow up with MassDOT's counsel.

Steve Olanoff, Advisory Council, suggested that the MARPA meeting schedules be posted on the MPO's website.

7. Amendment Five of the FFYs 2010 – 2013 Transportation Improvement

Program – Hayes Morrison, TIP Manager, MPO Staff

Staff provided revised draft TIP tables for Amendment Five of the FFYs 2010 – 2013 TIP and a matrix summarizing comments received during the public review period. (See attached.)

There have been four changes to the draft TIP tables since the last version was provided to members. The changes are:

- the addition of earmarks for the *Boston – Longfellow Bridge Early Action Items* project
- the addition of an earmark for the *Winthrop – Winthrop Ferry Improvements Construction* project
- the list of projects receiving funding through the Job Access and Reverse Commute and New Freedom Programs
- a cost adjustment to the *Everett – Route 99* project

Four public comments were received (the full comments are attached):

- State Senator Thomas McGee expressed support for the inclusion of the *Lynn – Intersection Improvements at Route 129, Millard and Parker Hill Avenues and Den Quarry Road* project, which is included in the TIP as a project to be funded through the American Recovery and Reinvestment Act (ARRA)
- the Town of Danvers requested ARRA funding for the *Danvers – Liberty Street* project
- the Town of Belmont expressed support for the inclusion of an earmark to fund an alternatives analysis study for the possible consolidation of commuter rail stations on the Fitchburg line
- the Regional Transportation Advisory Council expressed support for the MPO's Clean Air and Mobility Program and expressed concern about the removal of the *Boston – South Bay Harbor Trail* project from the TIP

A motion to approve Amendment Five of the FFYs 2010 – 2013 TIP as presented was made by M. Pratt, and seconded by Ginger Esty, Town of Framingham. The motion passed unanimously.

During a discussion of the motion, before the vote, D. Koses asked about the status of the matching funds for the Belmont alternatives analysis study and the implications if there is no local match. Benjamin Bloomenthal, MBTA, reported that the Town of Belmont Board of Selectmen held a meeting and H. Morrison stated that there is an expectation that the town will vote on the issue in this fiscal year. She added that if there were no local match the federal funds would not be obligated for the study.

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

A motion to approve the minutes of the meeting of June 3 was made by John Romano, MassDOT Highway, and seconded by M. Pratt. The motion passed unanimously.

9. Long-Range Transportation Plan Update – *Anne McGahan, Long-Range Transportation Plan Manager, MPO Staff*

Staff distributed a revised schedule for the production of the new long-range transportation plan, *Paths to a Sustainable Region*. (See attached.) Staff continues to work on the needs assessment for the plan and is waiting for MAPC to provide the demographic forecast inputs. Financial information for the plan will not be available from MassDOT until the fall. The MPO would vote on the final plan in June of 2011.

Members discussed the schedule, the demographic forecasts, and project development.

In response to a question from E. Bourassa, A. McGahan explained that the development of the universe of projects and programs would include all the projects that the MPO is aware of now, as well as projects that arise following the needs assessment or during public outreach.

E. Bourassa stated that MAPC is working with MassDOT to finalize the demographic forecasts and that this schedule will work. He then answered questions from members about the development of the forecasts. He explained that MAPC is circulating the forecasts to municipalities to request comments and to better assess if trends are in line with plans for development. M. Pratt and D. Koses pointed out that there has been an update to the 2008 census, which should be taken into consideration for the most up-to-date population data.

In response to a question, K. Quackenbush explained that demographic forecasts would include those for the 101 municipalities in the Boston region as well as the forecasts developed by adjacent regional planning agencies for 63 other municipalities surrounding the Boston region. E. Bourassa added that work is underway to make the forecasts consistent statewide so that the hybrid forecasts will not have to be used in the future.

D. Koses suggested comparing MetroFuture projections to municipal projections.

M. Pratt expressed concern about using projections developed before the economic downturn given that there is likely to be a change in the sectors that drive development in the nation. While housing construction was a major economic force in recent decades, it may not be in the future. She indicated that the MPO cannot rely on projections made under past conditions, since economic conditions are changing, and that more current economic information has to be considered. On that point, G. Esty emphasized the need to have community input on the MPO's forecasts.

A. McGahan then provided an overview of the public comments that were received to date. (See attached comment summary matrix.) The topics of the comments included requests for additions to the plan's vision and policies (including the topic of economic

development), projects and programs, and specific performance measures. The comments also pertained to the demographic forecasts used for the plan, the needs assessment for the plan, parking reform, and coordination with other MPOs.

She also distributed a map showing the 40 districts in the CTPS model area (covering 164 municipalities) and a document showing the results of an analysis that examined passenger trip travel between those districts (2007 data). (See attached.) The assessment was designed to identify facilities where there is high travel but that may not have been apparent on the radial and circumferential corridor maps that staff developed earlier. This information could be used to determine if there are areas that would benefit from suburban transit.

Members asked questions and made comments:

Is each district similar in population? (L. Wiener)

No. (A. McGahan and Scott Peterson, MPO staff) While traffic analysis zones (TAZs) are designed to have roughly the same population numbers, the districts (shown on the map) do not have uniform characteristics because they are an artifact of the circumferential and radial corridors. This exercise is examining information in new ways to see if there are travel patterns that were not previously recognized. (K. Quackenbush)

Has staff noticed any new patterns? (C. Bench)

The process is just starting. (A. McGahan and K. Quackenbush)

How does the analysis treat a person who begins a trip by auto and then switches to transit? Would it be counted as one trip or two? (R. Reed)

It would count as one trip. (S. Peterson) The analysis results show the ultimate origins and destinations. If a traveler were to switch modes in a district between the districts of origin and the destination, the middle district would not be depicted in the results. (K. Quackenbush)

How is the “person trip” number in the charts generated? (T. Kadzis)

The “person trip” number in the first two charts [titled, “Most Passenger Trip Origins” and “Most Passenger Trip Destinations”] are a product of the first step of the modeling process, which specifies the number of trips from an origin and the number to a destination, irrespective of where the other end of each of the trips is located. The figures in the other charts are products of the second step of the modeling process, called trip distribution, which shows how the origin and destination ends of trips are linked together into full trips; that is, trips flowing from a particular origin to a particular destination. (K. Quackenbush)

What authority is driving the use of the framework that models the 101 Boston Region MPO municipalities plus 63 outside the region? (Wig Zamore, Somerville Transportation Equity Partnership)

The MPO has the prerogative to make that decision. (C. Bench)

How are people accounted for who begin their trip outside of the model area and end in the model area? People who, for example, begin their trip at a commuter rail station outside the model area should be counted. (C. Stickney) People passing through the region from external locations should be accounted for. (T. Bent)

This matrix does not include people who begin their trip outside of the model area. Trips from external locations will be added in (during modeling), but this matrix does not show those trips. (S. Peterson) When the regional modeling is done, it will include trips from external locations. This exercise is looking at trends and patterns that may not have been evident before. (C. Bench)

How is staff handling public comments on the plan? (D. Koses)

The comments will be addressed in the development of the plan. Commenters receive acknowledgement from the MPO (through the web or a mailed postcard). Members of the public will have additional opportunities to comment when the draft plan is released. (A. McGahan)

D. Koses pointed out that the demographics were an issue during the development of the last plan, and he suggested that the MPO schedule time on a future agenda to discuss the demographics. E. Bourassa stated that MAPC would give a presentation on the demographics.

Staff was advised to provide a map showing details of the urban core.

10. Recertification Preparations – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

The MPO received formal notification about the meetings on the federal recertification of the MPO, which are scheduled for July 27-28. The Federal Highway Administration and Federal Transit Administration requested desk review materials, including documents on the MPO's memorandum of understanding and agreements. Staff have transmitted this information. The federal agencies sent an extensive list of questions for staff to answer; the deadline for responding is July 15. This material is in preparation and will be transmitted to TPPC members when sent to the federal agencies. The agencies also provided a schedule of discussion topics. Staff have conducted extensive public outreach to announce the meetings.

11. Operational Improvements at Selected Congested and High-Crash Intersections – *Karl Quackenbush, Deputy Technical Director of CTPS, and Chen-Yuan Wang, Project Manager, MPO Staff*

Staff presented a draft of the memoranda presenting the results of the *Operational Improvements at Selected Congested and High-Crash Intersections* study. (The information was provided to members on CD-rom.)

K. Quackenbush explained that the MPO staff has been conducting a series of analyses to identify safety and operational improvements, and capacity enhancements at intersections in the region. The report distributed today describes the results from the second set of

analyses (the work program was approved by the MPO in FFY 2009). A third study is in progress and a fourth is included in the draft FFY 2011 Unified Planning Work Program.

In recent years, these studies have focused on safety and the accommodation of bicyclists and pedestrians. Locations for study are determined by first examining crash data for high-crash locations, and by obtaining ideas generated from MAPC's outreach work. The more complicated intersections are eliminated (or those that staff would not be able to do justice to within the study budget). After the full list is presented to the MPO, a smaller group of intersections are selected for study and subjected to crash, capacity, and operations analyses. When selecting locations, staff considers the community's interest in making recommended improvements. Staff interacts with community officials regarding the study recommendations.

Chen-Yuan Wang summarized the study. He explained that the approach involved identifying solutions that could be implemented in the short-term and those that are long-term solutions (that may be higher-cost, complicated, or require land takings). The MPO's regional model was used to forecast future travel conditions 20 years out in the study locations.

The specific intersections studied are:

- Alewife Brook Parkway (Route 16) at Broadway in Somerville
- Main Street (Route 28) at Franklin Street in Reading
- Poplar Street (Route 62) at Locust Street (Route 35) in Danvers
- Western Avenue at Eastern Avenue/Stanwood Street and Western Avenue at Waitt Avenue/Maple Street in Lynn
- Boston Post Road at Landham Road in Sudbury

C. Wang stated that the Reading and Sudbury intersections are on roadways administered by MassDOT, while the others are on municipally owned roads.

He provided a status update noting the following:

- The City of Lynn and its consultant are already working to implement the recommendations of the study and are developing a functional design report.
- The Town of Sudbury and its consultant are incorporating the study recommendations in a corridor study.
- The Somerville intersection needs immediate attention to address a signal-timing problem that affects pedestrians.
- The Town of Reading has met with MassDOT regarding the study recommendations.
- A recommendation for retiming the signal at the Danvers intersection could be implemented by town. Staff will be following up with the town.

K. Quackenbush noted that in the case of the Danvers intersection the recommendation calls for increasing the signal cycle length by five seconds. This action would result in saving the average motorist 22 seconds and reduce traffic delay times. He noted that simple actions such as this can make a noticeable difference.

T. Kadzis inquired as to whether staff had a sense of whether towns would be spending municipal funds to implement such recommendations. He then suggested that the MPO's Clean Air and Mobility Program might be an avenue for funding these low-cost recommendations that have a large impact. C. Wang stated that staff would be following up with the Town of Danvers to see if they plan to implement the recommendation.

L. Wiener pointed out that there is a congestion problem all along the corridor that the Alewife Brook Parkway is on. She stated that the Town of Arlington is coordinating with the City of Cambridge regarding the redesign of the *Arlington – Massachusetts Avenue* project, and that the town would coordinate with C. Wang as well.

J. Gallagher asked if staff will be working with municipalities to implement the recommendations. K. Quackenbush replied that staff will be available to answer questions from municipalities and to provide data, but there is little money left in the project budget for additional outreach; it was not budgeted for.

J. Romano complimented staff on their work on the study.

12. State Implementation Plan Update – David Mohler, MassDOT

MassDOT will be submitting its annual status report on the State Implementation Plan projects to the Department of Environmental Protection this month.

13. Members Items

D. Mohler announced that Massachusetts has received two grants from the Federal Transit Administration: \$3 million to the MBTA for a Regional Bike Share System; and \$745,689 to the Pioneer Valley Transit Authority for an intelligent transportation system project for buses. E. Bourassa thanked D. Mohler and C. Bench for their work on the bike share project.

14. Adjourn

A motion to adjourn and convene the MPO meeting was made by P. Regan, and seconded by M. Pratt. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, July 8, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston
City of Newton
City of Somerville
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

Clinton Bench
John Romano
Marie Rose
Thomas Kadzis
David Koses
Thomas Bent
Eric Bourassa
Jim Gallagher
Paul Christner

Benjamin Bloomenthal
Paul Regan
Laura Wiener

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
Susan Schwartz
Jong Wai Tommee
Pam Wolfe

Other Attendees

Lynn Ahlgren

Michael Lambert
Sue McQuaid

Steve Olanoff

Karen Pearson
Amanda Richard
Wig Zamore

MetroWest Regional Transit
Authority
City of Somerville
Neponset Valley Chamber of
Commerce
Regional Transportation
Advisory Council
MassDOT
Office of State Senator McGee
Somerville Transportation Equity
Partnership/Mystic View Task
Force

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			Federal Funds	State Funds	Total Funds	Project Notes
Boston	604761	South Bay Harbor Trail (construction)	\$0	\$0	\$0	\$3,850,000 -- Project is not ready for FFY 2010, at 25% design, ROW still outstanding \$2,275,820
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$2,066,640	\$516,660	\$2,583,300	
				State/Local/In-Kind/MBTA/RTA		
			Federal Funds	Funds	Total Funds	
Boston Region	456661	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000	See Clean Air and Mobility handout for more information
	Boston	Boston Bike Share Amenities and Employee Bike Share	\$325,000	\$81,250	\$406,250	
	Cambridge	City of Cambridge Social Marketing Year 3	\$58,768	\$14,692	\$73,460	
	Cambridge	Cambridge Clean Cabs	\$150,000	\$37,500	\$187,500	
	Green Sts and Somerville DPH	Green Streets Walk/Ride Day Regionalization	\$164,683	\$41,171	\$205,854	
	Newton	Citywide Traffic Signal Timing Improvements	\$160,000	\$40,000	\$200,000	
	Salem	North Shore TMA Year 3	\$53,160	\$13,290	\$66,450	
	WalkBoston	Local Pedestrian Activity Maps	\$29,000	\$7,250	\$36,250	
	MetroWest RTA	Route 1 Service Year 3	\$252,206	\$63,052	\$315,258	
	MetroWest RTA	Route 7 Service Year 2	\$43,155	\$10,789	\$53,944	
	GATRA	Marshfield and Duxbury Service Year 3	\$132,009	\$33,000	\$165,000	
	CATA	Stage Fort Park Shuttle	\$8,000	\$2,000	\$10,000	
	MBTA	Bikes on Buses	\$217,785	\$54,446	\$272,231	
		Regionwide CMAQ Program Total	\$1,593,757	\$398,439	\$1,992,196	
		Congestion Mitigation and Air Quality Improvement Program Total	\$3,660,397	\$915,099	\$4,575,496	
				Minimum CMAQ Regional Target	\$0	

National Highway System

			Federal Funds	State Funds	Total Funds
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Four of Six	\$5,600,000	\$1,400,000	\$7,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six	\$8,000,000	\$2,000,000	\$10,000,000
		National Highway System Total	\$13,600,000	\$3,400,000	\$17,000,000

Surface Transportation Program

			Federal Funds	State Funds	Total Funds	Project Notes
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000	
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,790,464	\$447,616	\$2,238,080	\$1,611,950
Everett, Boston	602382	Route 99 (Broadway)	\$3,274,032	\$818,508	\$4,092,540	\$3,463,860
Weymouth, Rockland	604510	East-West Parkway	\$10,400,000	\$4,600,000	\$15,000,000	
		Surface Transportation Program Total	\$22,824,496	\$7,706,124	\$30,530,620	

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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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>
Danvers/Peabody 87612 Route 128 at Route 35 and Route 62	\$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>

Surface Transportation Program/Enhancement	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cambridge 605188 Cambridge Common (Construction)	\$144,000	\$36,000	\$180,000
Everett, Boston 602382 Route 99 (Broadway)	\$600,000	\$150,000	\$750,000
Surface Transportation Program/Enhancement Total	\$744,000	\$186,000	\$930,000

Total Regional Target Programming \$55,332,826
Boston Region MPO Regional Target with State Match \$56,607,514

Project Notes
Project was programmed last year and was not advertised
Transportation Enhancement award for this project

FEDERAL AID NON-TARGET PROJECTS

American Recovery and Reinvestment Act of 2009	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Arlington 605748 Reconstruction of Forest Street	\$1,672,580		\$1,672,580
Arlington, Cambridge, Somerville 605372 Minuteman Connector	\$3,600,000		\$3,600,000
Bellingham 602493 Pulaski Blvd	\$12,982,190		\$12,982,190
Boston Resurfacing on Federal Aid Roads within Boston	\$21,500,000		\$21,500,000
Boston, Newton, Watertown 605662 Nonantum Rd Improvements	\$7,926,360		\$7,926,360
Boston Region Massachusetts Emergency Transportation Fiber Optic Network	\$1,700,000		\$1,700,000
Boston Region Key Bus Route Investment (flex money to MBTA)	\$10,000,000		\$10,000,000
Braintree 602027 Resurfacing of Route 37	\$2,700,000		\$2,700,000
Braintree 602593 Reconstruction of Union Street	\$5,553,856		\$5,553,856
Cambridge Red Line Floating Slab Work - Harvard to Alewife (flex money to MBTA)	\$4,311,700		\$4,311,700
Canton 605807 Improvements on Route 138	\$1,230,430		\$1,230,430
Danvers/Peabody 605383 Resurfacing and Related work on Route 114	\$3,300,000		\$3,300,000
Framingham, Natick 604991 Route 9	\$12,500,000		\$12,500,000
Lynn 604651 Intersection Improvements at Rt 129, Millard and Parker Hill Avs. And Den Quarry Rd.	\$1,017,530		\$1,017,530
Lynnfield, Wakefield 605756 Improvements at Walnut St and I-95 and Salem St and Audubon Road and I-95	\$5,922,500		\$5,922,500
Medford 605122 Clippership Drive	\$1,000,000		\$1,000,000
Norwood 604916 Pleasant St at Morse St	\$1,151,600		\$1,151,600

Project Notes

American Recovery and Reinvestment Act of 2009 cont.

Quincy 604664 Quincy Center Concourse, Phase II	\$8,100,000		\$8,100,000
Revere Wonderland Station Garage (flex money to MBTA)	\$22,700,000		\$22,700,000
Somerville 605680 Assembly Square Access Improvements	\$15,000,000		\$15,000,000
Somerville 603288 Reconstruction of Washington St	\$1,750,000		\$1,750,000
Winchester Wedgemere Commuter Rail Accessibility Enhancement	\$2,000,000		\$2,000,000
American Recovery and Reinvestment Act Total	\$147,618,746		\$147,618,746

\$138,144,350

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High-Priority Projects (TEA-21)

			Federal Funds	State/Local Funds	Total Funds
Boston	604871	Huntington Ave/Symphony Area Streetscape Construction (HPP 447)	\$0	\$0	\$0
Boston	604871	Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$0	\$0	\$0

High-Priority Projects (SAFETEA-LU)

			Federal Funds	State/Local Funds	Total Funds
Acton to Stow	604531	Assabet River Rail Trail Design (HPP 1761)	\$1,079,881	\$269,970	\$1,349,851
Boston		Chelsea St Bridge Replacement Construction (HPP 2592)	\$1,700,000	\$425,000	\$2,125,000
Boston		Chelsea St Bridge Replacement Construction (HPP 4265)	\$6,008,000	\$1,502,000	\$7,510,000
Boston	604421	Longfellow Bridge Early Action Items (HPP 2960)	\$2,669,700	\$667,425	\$3,337,125
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000
Boston	605790	East Boston Haul Road Design (HPP 2032)	\$0	\$0	\$0
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Boston		Sullivan Square, Phase I Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Boston		North Washington St Bridge Design (HPP 2586)	\$1,760,000	\$440,000	\$2,200,000
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville	604872	Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 431)*	\$0	\$0	\$0
Sudbury		Assabet River NWR Parking Design and Construction (HPP 451)**	\$336,000	\$84,000	\$420,000
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630	Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000
Weymouth		Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750

Section 112

			Federal Funds	Other Funds	Total Funds
Boston	604421	Longfellow Bridge Early Action Items	\$693,000		\$693,000
Medford	605122	Clippership Drive Streetscape Construction	\$990,000		\$990,000

Section 117

			Federal Funds	Other Funds	Total Funds
Milton		East Milton Square Parking Study (#871)	\$150,000		\$150,000
Somerville		Adaptive Reuse and Streetscape Improvements Construction	\$350,000		\$350,000

Section 330

Winthrop		Winthrop Ferry Improvements Construction	\$496,750		\$496,750
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PLHD Awards (2003)

			Federal Funds	Other Funds	Total Funds
Boston		Long Island Pier Improvements	\$35,000		\$35,000

2004 Ferry Boat Discretionary Commuter Ferry

			Federal Funds	State/Local Funds	Total Funds
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290

2005 Ferry Boat Discretionary Ferry Infrastructure

			Federal Funds	State/Local Funds	Total Funds
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209

Project Notes

\$2,675,290 -- Project not ready, to be moved to 2012

\$1,025,100 -- Project not ready, to be moved to 2012

Earmark to be used in FFY 2011 and 2012

\$2,484,748 -- Project not ready, to be moved to 2011

Amendment Five FFYs 2010 - 2013 TIP

FFY 2010

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

High-Priority Projects cont.

2009 Ferry Boat Discretionary Ferry Infrastructure

Winthrop	Winthrop Ferry Improvements Construction	\$150,000	\$37,500	\$187,500
		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Minuteman National Park (Concord)	Pavement Management Project	\$230,000		\$230,000
Faneuil Hall Marketplace	Visitor Center Renovation	\$3,691,604	\$922,901	\$4,614,505
		High-Priority Projects Total		\$58,143,187

*Additional money to be provided from outside sources

**Project management by US Fish and Wildlife

National Highway System - Non Target

Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$12,400,000	\$3,100,000		\$15,500,000
			NHS Non Target Total	\$12,400,000	\$3,100,000	\$15,500,000

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>		<i>Total Funds</i>	
Boston	604388	Route 145 over Belle Isle Inlet	\$4,228,424	\$1,057,106		\$5,285,530	<i>Project Notes</i>
Framingham	604013	Fountain St over MBTA	\$3,120,000	\$780,000		\$3,900,000	
Wayland	602723	Pelham Island Road over the Sudbury River	\$0	\$0		\$0	\$4,008,480
Major Bridge Total			\$7,348,424	\$1,837,106		\$9,185,530	

Advance Construction Bridge

Boston	604517	Chelsea Street Bridge	\$9,200,000	\$2,300,000		\$11,500,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$7,200,000	\$1,800,000		\$9,000,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Four	\$6,880,000	\$1,720,000		\$8,600,000
Advance Construction Bridge Total			\$23,280,000	\$5,820,000		\$29,100,000

Special Bridge Program

			<i>Federal Funds</i>	<i>State Funds</i>		<i>Total Funds</i>	
Bellingham/Franklin	605239	Bridge Preservation on I-495 (5 Bridges)	\$5,034,588	\$1,258,647		\$6,293,235	<i>Project Notes</i>
Littleton	604841	Taylor Street over I-495	\$0	\$0		\$0	Project will not be ready for 2010, no future advertising date given
Littleton	605504	Route 2A over I-495	\$3,931,058	\$982,765		\$4,913,823	
Maynard	603658	Route 27 over the Assabet River	\$2,728,130	\$682,033		\$3,410,163	\$6,300,000
Special Bridge Total			\$11,693,777	\$2,923,444		\$14,617,221	

Accelerated Bridge Program - Federal Aid GANS Projects***

			<i>Federal Funds</i>	<i>State Funds</i>		<i>Total Funds</i>	
Ashland	603602	Route 135 (Union Street) over the Sudbury River				\$3,150,000	
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)				\$60,000,000	
Boston	603654	Morton Street over the MBTA				\$0	Project to be funded in 2011
Boston	603443	River Street over the MBTA and Amtrak				\$9,633,664	
Wellesley	600776	Rockland Street over CSX				\$2,286,129	
Accelerated Bridge Program Total						\$75,069,793	

***GANs conversion to federal aid to begin in 2015

Federal-Aid Bridge Total \$143,472,544

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Waltham	604710 Interstate 95	\$23,916,555	\$2,657,395	\$26,573,950
Interstate Maintenance Total		\$23,916,555	\$2,657,395	\$26,573,950
		Total Highway Program		\$431,141,253

Project Notes

\$22,008,800

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	\$50,000,000		\$50,000,000
State Transportation Program (STP)/ Flex	\$20,000,000		\$20,000,000
State Transportation Program (STP)	\$11,290,000		\$11,290,000
Federal-Aid Subtotal	\$151,290,000		
Federal-Aid Matching Funds Subtotal			\$151,290,000
2010 Central Artery/Tunnel Funds Total			\$151,290,000

Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project****	\$38,300,000	\$10,300,000	\$48,600,000
Fairmount Improvements		\$46,900,000	\$46,900,000
Red Line-Blue Line Connector Design		\$6,000,000	\$6,000,000
1,000 Parking Spaces		\$3,000,000	\$3,000,000
State Implementation Plan Total			\$104,500,000

FTA New Starts funding. Should New Starts funding not be awarded, the

COMMONWEALTH I-CUBED PROGRAM

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville		\$13,000,000	\$13,000,000
605680 Assembly Square Access Improvements			
I-CUBED Program Total			\$13,000,000

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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Regional Transit Program

Section 3037 - Job Access and Reverse Commute (JARC)		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$76,500	\$19,125	\$95,625
Boston Area	Logan TMA	\$92,984	\$92,984	\$185,968
MetroWest	MetroWest RTA	\$887,250	\$887,250	\$1,774,500
North Shore	North Shore Workforce Investment Board	\$71,905	\$17,976	\$89,881
North Shore	North Shore Workforce Investment Board	\$187,000	\$187,000	\$374,000
JARC Match Total		\$1,315,639	\$1,204,335	\$2,519,974

Section 3037 - New Freedom		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Operating Company	\$59,885	\$59,885	\$119,770
South Shore	Greater Attleboro-Taunton Region Transit	\$77,965	\$77,965	\$155,930
Greater Lynn	Greater Lynn Senior Services, Inc.	\$179,698	\$44,925	\$224,623
North Shore	North Shore Workforce Investment Board	\$71,905	\$17,976	\$89,881
North Shore	North Shore Workforce Investment Board	\$187,000	\$187,000	\$374,000
New Freedom MBTA Match Total		\$576,453	\$387,751	\$964,204

American Recovery and Reinvestment Act of 2009		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Systemwide	Operating Assistance for FFY 2010	\$18,067,444		\$18,067,444
Blue Line	Orient Heights Track Reconstruction	\$19,000,000		\$18,910,000
Systemwide	Emergency Station Lighting Program	\$1,500,000		\$1,500,000
Systemwide	Substation Control Battery Set Replacement	\$3,200,000		\$3,200,000
Systemwide	Tunnel Dewatering Pump Station Rehab Program	\$2,307,556		\$2,307,556
Orange Line/Commuter Rail	Back Bay Re-Roofing Project	\$1,625,000		\$1,625,000
Red Line	North Quincy Station Platform Repairs	\$4,000,000		\$4,000,000

American Recovery and Reinvestment Act of 2009 cont.

Red Line/Commuter Rail	Braintree Station Parking Garage Structural Repairs	\$4,500,000		\$4,500,000
American Recovery and Reinvestment Act Total		\$54,200,000		\$54,110,000

American Recovery and Reinvestment Act of 2009		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
MetroWest RTA	Reimbursement for Operating	\$75,000		\$75,000
Cape Anne Transit Authority	Reimbursement for Operating	\$67,615		\$67,615
American Recovery and Reinvestment Act Total		\$142,615		\$142,615

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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Section 5307		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	<i>Project Notes</i>
Systemwide	Locomotive and Coach Procurement	\$12,000,000	\$3,000,000	\$15,000,000	
Systemwide	ITS Initiatives	\$5,000,000	\$1,250,000	\$6,250,000	
Red Line	Power System Improvements	\$7,000,000	\$1,750,000	\$8,750,000	
Systemwide	Station Rehab Program	\$8,000,000	\$2,000,000	\$10,000,000	
Green Line	MBTA Accessibility Program	\$12,000,000	\$3,000,000	\$15,000,000	
Bus	CNG Bus Overhaul Program	\$10,000,000	\$2,500,000	\$12,500,000	
Bus	Everett Maintenance Facility	\$5,000,000	\$1,250,000	\$6,250,000	
Systemwide	Elevator Replacement/Rehabilitation	\$5,000,000	\$1,250,000	\$6,250,000	
Systemwide	Grant Anticipation Notes (GANs) Program	\$18,000,000	\$4,500,000	\$22,500,000	
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000	
Systemwide	Bus Arrival LCD Signage	\$2,400,000	\$600,000	\$3,000,000	
Systemwide	Specialized Non-Revenue Vehicles	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Parking Program	\$21,000,000	\$5,250,000	\$26,250,000	\$6,250,000
Systemwide	Station Accessibility Program	\$0	\$0	\$0	\$20,000,000
Commuter Rail	Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000	
<i>Section 5307 cont.</i>					
Commuter Rail	System Upgrades	\$3,600,000	\$900,000	\$4,500,000	
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000	
Ferry System	Ferry System Upgrades	\$4,000,000	\$1,000,000	\$5,000,000	
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000	
<i>Federal Funds State Funds 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 5307 (carryover)					
Systemwide	Locomotive and Coach Procurement (2009 funds)	\$19,200,000	\$4,800,000	\$24,000,000	
Systemwide	ITS Initiatives (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Power (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Station Rehab (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000	
Green Line	MBTA Accessibility Program (2009 funds)	\$21,600,000	\$5,400,000	\$27,000,000	
Systemwide	Station Management Program (2009 funds)	\$2,800,000	\$700,000	\$3,500,000	
Bus	CNG Bus Overhaul Program (2009 funds)	\$12,000,000	\$3,000,000	\$15,000,000	
Bus	Everett Maintenance Facility (2009 funds)	\$4,400,000	\$1,100,000	\$5,500,000	
Bus	Everett Maintenance Facility (2008 funds)	\$6,400,000	\$1,600,000	\$8,000,000	
Systemwide	Elevator Replacement /Rehabilitation (2009 funds)	\$25,862,679	\$6,465,679	\$32,328,349	

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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Section 5307 (carryover) cont.

Systemwide	MBTA Enhancement Program (2009 funds)	\$1,354,482	\$338,621	\$1,693,103
Systemwide	Bus and Train Arrival LCD Signage (2009 funds)	\$4,800,000	\$1,200,000	\$6,000,000
Orange Line	Orange Line Vehicles (2008 funds)	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Maintenance Facilities - Equipment (2008 funds)	\$3,000,000	\$750,000	\$3,750,000
Section 5307 carryover MBTA Match Total		\$115,417,161	\$28,854,290	\$144,271,451

Section 5309

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	<i>Project Notes</i>
Blue Line	Blue Line Modernization	\$0	\$0	\$0	\$10,625,000
Red Line	Red Line Number 2 Car	\$14,000,000	\$3,500,000	\$17,500,000	
Systemwide	Kawasaki Coaches	\$2,000,000	\$500,000	\$2,500,000	
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000	
Green Line	Positive Train Control	\$1,000,000	\$250,000	\$1,250,000	
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000	
Commuter Rail	Coach Rehabilitation and Safety Program (CRAPS)	\$8,500,000	\$2,125,000	\$10,625,000	
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000	
Section 5309 Infrastructure Program		Federal Funds	MBTA Funds	Total Funds	
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$0	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$18,125,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000	
Systemwide	Signal System Upgrades	\$22,000,000	\$5,500,000	\$27,500,000	\$6,250,000
Section 5309 MBTA Match Total		\$102,500,000	\$25,625,000	\$130,000,000	

Section 5309 (carryover)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Blue Line	Blue Line Modernization (2009 funds)	\$0	\$0	\$0	\$27,000,000
Red Line	Red Line No. 2 Car Overhaul (2009 funds)	\$14,190,124	\$3,547,531	\$17,737,655	
Red Line	Red Line No. 2 Car Overhaul (2008 funds)	\$2,678,793		\$3,348,491	
Systemwide	Kawasaki Coaches (2009 funds)	\$1,600,000	\$400,000	\$2,000,000	
Systemwide	Locomotive and Coach Procurement (2009 funds)	\$33,295,500	\$8,323,875	\$41,619,375	

Amendment Five FFYs 2010 - 2013 TIP FFY 2010

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Indicates a new funding category

Section 5309 Infrastructure Program (carryover)

Red Line	Columbia Junction (2009 funds)	\$0	\$0	\$0	\$13,000,000
Systemwide	Power Improvements (2009 funds)	\$7,080,000	\$1,770,000	\$8,850,000	
Systemwide	Power Improvements (2008 funds)	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Bridge and Tunnel Program (2009 funds)	\$26,400,000	\$6,600,000	\$33,000,000	\$6,000,000
Systemwide	Bridge and Tunnel Program (2008 funds)	\$11,924,000	\$2,981,000	\$14,905,000	
Section 5309 Carryover MBTA Match Total		\$101,168,417	\$25,292,104	\$126,460,521	
MetroWest	MetroWest Transportation Authority (2009 funds)	\$406,296	\$101,574	\$507,870	
Section 5309 Carryover State Match Total		\$406,296	\$101,574	\$507,870	

Section 5309 (carryover) Earmark Funds

		Federal Funds	Funds	Total Funds
Beverly/Salem	Beverly/Salem Intermodal Center (2009 funds)	\$783,750	\$195,938	\$979,688
Beverly/Salem	Beverly/Salem Intermodal Center (2008 funds)	\$245,000	\$61,250	\$306,250
Blue Line/North Shore	Feasibility Study - Blue Line Extension to Lynn (2008 funds)	\$1,960,000	\$490,000	\$2,450,000
Salem	Beverly/Salem Intermodal Center (2008 funds)	\$434,720	\$108,680	\$543,400
Salem	Beverly/Salem Intermodal Center (2007 funds)	\$401,280	\$100,320	\$501,600
Boston	Commonwealth Avenue/Green Line (2008 funds)	\$656,600	\$164,150	\$820,750
Commuter Rail	Auburndale Station/Newton RT Handicap (2009 funds)	\$380,000	\$95,000	\$475,000
Commuter Rail	Auburndale Station/Newton RT Handicap (2008 funds)	\$392,000	\$98,000	\$490,000
Commuter Rail	Rockport Improvements (2008 funds)	\$597,740	\$149,435	\$747,175
Commuter Rail	Rockport Improvements (2007 funds)	\$551,760	\$137,940	\$689,700
Commuter Rail	Fitchburg Line Improvements (2009 funds)	\$30,000,000	\$7,500,000	\$37,500,000
Commuter Rail	Fitchburg Line Improvements (2008 funds)	\$5,880,000	\$1,470,000	\$7,350,000
Medford	Medford Downtown Parking (2008 funds)	\$434,720	\$108,680	\$543,400
Medford	Medford Downtown Parking (2007 funds)	\$401,280	\$100,320	\$501,600
Melrose	Commuter Rail Station Improvement (2008 funds)	\$686,000	\$171,500	\$857,500
Revere	Wonderland Station Intermodal (2009 funds)	\$406,296	\$101,574	\$507,870
Revere	Wonderland Station Intermodal (2010 funds)	\$750,000	\$187,500	\$937,500
Revere	Wonderland Station Intermodal (2009 funds)	\$950,000	\$237,500	\$1,187,500
Woburn	Woburn Park and Ride Facility (2008 funds)	\$391,248	\$97,812	\$489,060
Woburn	Woburn Park and Ride Facility (2009 funds)	\$406,296	\$101,574	\$507,870
Section 5309 Carryover Earmark Other Match Total		\$46,708,690	\$11,677,173	\$58,385,863

Section 5339

		Federal Funds	Local Funds	Total Funds
Belmont	Alternatives Analysis	\$142,500	\$28,500	\$171,000
Section 5339 Total		\$142,500	\$28,500	\$171,000

Project Notes

feasibility of combining the two existing stations into a single multimodal transportation facility

Amendment Five FFYs 2010 - 2013 TIP

FFY 2010

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Congestion Mitigation and Air Quality Improvement Program		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive Procurement	\$30,000,000	\$7,500,000	\$37,500,000
Congestion Mitigation and Air Quality Improvement Program Total		\$30,000,000	\$7,500,000	\$37,500,000
Section 115 Earmarks		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Green Line	Lechmere Station Relocation	\$1,000,000		\$1,000,000
Beverly/Salem	Beverly/Salem Intermodal Centers	\$1,100,000		\$1,100,000
Revere	Wonderland Station Improvements	\$300,000		\$300,000
Revere	Wonderland Station Improvements	\$1,900,000		\$1,900,000
Section 330		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Winthrop	Water Transportation Ferry FY03	\$496,750		\$496,750
Ferry Boat Discretionary (Carryover Earmarked Funds)		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Winthrop	Water Transportation Service Ferry (2007 funds)	\$472,399	\$118,100	\$590,499
Winthrop	Water Transportation Service Ferry (2009 funds)	\$950,000	\$237,500	\$1,187,500
Ferry	Ferry System Improvements (2008 funds)	\$4,103,000	\$1,025,750	\$5,128,750
Previous Flex Funds (Carryover)		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	FFY2007 CMAQ Funds for Diesel Oxidation Catalysts	\$250,000	\$50,000	\$300,000
Woburn	FFY2007 STP Funds for Anderson RTC	\$120,000	\$30,000	\$150,000
Various Carryover Earmarks Total		\$10,692,149	\$1,461,350	\$12,153,499
Transit Investment for Greenhouse Gas and Energy Reductions Grant Awards		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Kingston and Newburyport Layovers	Wind Turbine Program	\$2,500,000		\$2,500,000
TIGGER Grant Total		\$2,500,000		\$2,500,000
Transportation Investment Generating Economic Recovery Grant Awards		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Revere	Wonderland Station Transit Oriented Development (TOD) Plaza	\$20,000,000		\$20,000,000
TIGGER Grant Total		\$20,000,000		\$20,000,000
Federal-Aid Subtotal		\$589,133,861		
Federal-Aid State/Local Matching Funds Subtotal			\$1,948,212	
Federal-Aid MBTA Matching Funds Subtotal				\$127,448,567
FFY 2010 Regional Transit Funds Total				\$718,466,125
FFY 2010 TIP Total				\$1,418,397,378

Project Notes

**Public Comments on the Draft Amendment Five to the FFY 2010 Element of the FFYs 2010 - 2013 TIP
(updated July 7, 2010)**

Date	Affiliation/Name	Comment	MPO Action
6/23/2010	Wayne P. Marquis, Town Manager, Town of Danvers	Requests, with support from the City of Salem, that the Liberty Street project be reconsidered as a candidate for amendment five to the FFY 2010 element of the FFYs 2010-2013 TIP. Liberty Street is a major connection from Route 35 to Route 128 for the community and region. It has been used a detour route for motorists since the CAI plant explosion in 2006, but the pavement condition has a structurally deficient rating. The current pavement width does not allow for bike use, and there are non-ADA compliant sidewalks along the corridor. There are two dry granite block culverts under the Liberty Street causeway at the Porter River, and both are in need of improvements. Further deterioration to the culverts could cause the waterline to rupture, and lead to water failure for the City of Salem. Final culvert submission is scheduled for June 25, 2010, with the 100% roadway submission to follow shortly thereafter. Attached a project status fact sheet.	
7/1/2010	Thomas G. Younger, Town Administrator, Town of Belmont	Supports the administrative modification to the FFY 2010 UPWP programming earmark funding for an alternative analysis study for possible consolidation of stations on the Fitchburg line in Belmont. Notes that this modification is included in amendment five to the FFY 2010 element of the FFYs 2010-2013 TIP. Belmont commuter rail station consolidation has undergone two studies and the Town of Belmont is interested in determining the feasibility of combining two existing stations into a single multimodal transportation facility. The study will investigate locations between the two existing stations that could potentially serve as a new site for the Belmont Center Station.	
7/6/2010	Schuyler Larrabee, Vice Chair, Regional Transportation Advisory Council	Supports the proposed amendment and is impressed by the creative and innovative projects and programs proposed for funding through the Clean Air and Mobility Program. Suggests that the MPO consider creating and adequately funding similar programs to address other important transportation problems. Expresses concern about the removal of the South Bay Harbor Trail from the FFY 2010 element of the TIP. The project serves neighborhoods in Boston that are identified by the MPO as environmental justice areas, and would serve dense neighborhoods close to the popular and well-utilized Southwest Corridor trail. States that the project would promote modal split balance, and believes the project should be a top priority to receive programming funds.	

TOWN OF DANVERS

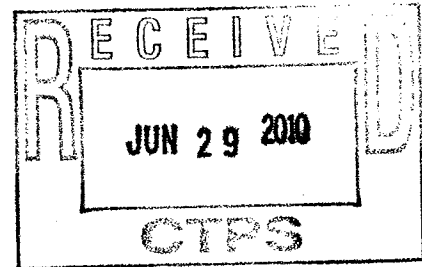


Town Hall, Sylvan Street
Danvers, MA 01923
Telephone (978) 777-0001
Fax (978) 777-1025
wmarquis@mail.danvers-ma.org

Wayne P. Marquis, Town Manager

June 23, 2010

David J. Mohler, Chairman
Transportation Planning & Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116



Regarding: Comment on Amendment to the federal fiscal year (FFY) 2010 element of its FFYs 2010 - 2013 Transportation Improvement Program

Dear Mr. Mohler:

On behalf of the Town of Danvers and with support from the City of Salem, I am requesting that the Liberty Street Transportation Improvement Project be reconsidered as a candidate for the Amendment to the Federal Fiscal Year 2010 element of its FFY 2010 - 2013 Transportation Improvement Program.

Operating as an urban arterial, Liberty Street is a major connection from Route 35 to Route 128 for the community and region. As you know, the explosion at the CAI plant on November 22, 2006 caused Water Street in Danvers to be closed and traffic detoured on area roadways. Liberty Street was used as a detour route for motorists travelling on Route 35 to Routes 62 and 128. If the Liberty Street infrastructure further deteriorates, this important regional roadway may require emergency closure and cause further traffic congestion on the community roadways.

The pavement condition on Liberty Street has deteriorated to have a structurally deficient rating, and is in need of full depth pavement reconstruction. The current pavement width does not allow for bike use, and there are intermittent, non-ADA compliant sidewalks along the corridor. The Riverside School is located on Liberty Street, and there are no accommodations currently to allow for student drop-off on Liberty Street, which causes major traffic delays in the morning and afternoon on Liberty Street.

There are two dry granite block culverts under the Liberty Street causeway at the Porter River. The culverts are in poor shape, with evidence of deterioration. There is evidence of concrete deterioration, reinforcement steel exposure, and the granite blocks forming the interior of the culverts displaced and falling into the Porter River, potentially causing major roadway failure at the causeway.

Improvements to these culverts and the roadway itself are vital, not only for the Town of Danvers, but to the City of Salem. A 30-inch water main currently passes through the

David Mohler, Chairman
Page 2
June 23, 2010

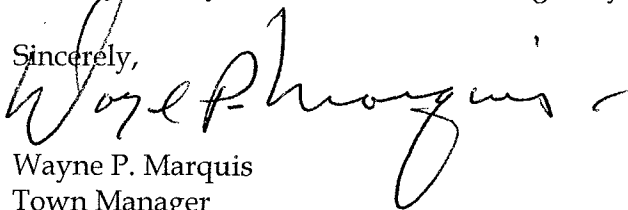
culverts which is the primary water source for the City of Salem. If the culverts continue to deteriorate, the waterline could rupture which would then require immediate action to avoid an emergency water failure for the City of Salem.

The final culvert submission is scheduled for June 25, 2010, with the 100% roadway submission to follow shortly thereafter. The Right-of-Way has been secured for the project, and the environmental permitting process is close to completion, with all permits in hand by August 2010. A fact sheet has been attached to this letter for informational purposes.

The Town respectfully requests your reconsideration for the inclusion of this project on the 2010 TIP, listed as an ARRA project. The Liberty Street Improvement Project has been rated number one community priority, as it serves as a major utility corridor for the City of Salem, and a transportation connection between Route 128, the City of Salem and Route 35. This project is also a priority for the Town, with the deterioration of the Porter River culverts in severe need of replacement.

Thank you for your consideration. It is greatly appreciated.

Sincerely,



Wayne P. Marquis
Town Manager

WPM:af

Attachment

cc: David Lane
Robert Lee
Richard Rodgers

Liberty Street, Danvers
Project Status Fact Sheet - June, 2010

ROADWAY DESIGN

- 100% plans ready for submission, pending final culvert design.
- Utility coordination completed for project

CULVERT & EMBANKMENT DESIGN

- Preliminary bridge plans approved 11/19/09
- Comments on geotechnical report responded to 12/09
- Hydraulic comments on culverts submitted 4/26/10; approval in 5/10
- Final culvert submission on 6/25/10

ENVIRONMENTAL

Wetlands Protection Act - Danvers Conservation Commission

- ≈ Order of Conditions issued September 22, 2008
- ≈ Amendment needed for revised culvert design - to be filed
- ≈ Extension permit will be needed for work past September 22, 2011

401 Water Quality Certification - DEP

- ≈ Application submitted October 3, 2009
- ≈ Site Walk with DEP held December 7, 2009
- ≈ Processing completed, waiting to issue
- ≈ Requested hold on issuance for revised culvert design

Chapter 91 License - DEP

- ≈ Minor modification to existing license may be required
- ≈ May be maintenance only
- ≈ Not filed; waiting for final culvert and slope design

10/404 Permit - US Army Corps of Engineers

- ≈ Application submitted October 3, 2009
- ≈ Joint processing meeting has been held
- ≈ Received comments from USEPA January 22, 2010
- ≈ Received comments from USACE January 29, 2010
- ≈ Response to comments drafted; need revised culvert design to complete and submit

Right of Way

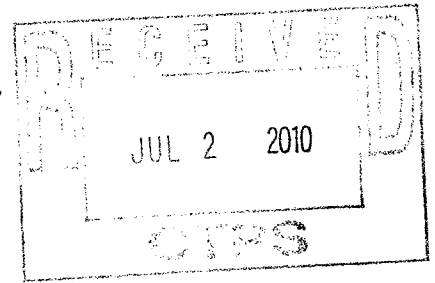
- Forty-six (46) temp easements secured
- Three (3) land takings [plus the one taking from the Town of Danvers - total of four (4) takings] completed
- Town Meeting vote authorizes easements and land takings for Liberty Street

Construction Cost

- \$ 8,061,817.50 / Designer reviewing design elements to reduce construction cost of project.



Office of the Board of Selectmen
Town of Belmont
Massachusetts
www.belmont-ma.gov



455 CONCORD AVENUE
BELMONT, MASSACHUSETTS 02478

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selectmen@belmont-ma.gov

July 1, 2010

SELECTMEN
RALPH T. JONES, Chair
ANGELO R. FIRENZE, Vice-Chair
MARK PAOLILLO

TOWN ADMINISTRATOR
THOMAS G. YOUNGER

Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116-3968

Re: FFY 2010-2013 TIP Amendment: Consolidation of Belmont Rail Stations


To Whom It May Concern:

The Town of Belmont supports the administrative modification of the FFY 2010 Unified Planning Work Program (UPWP) programming earmark funding for an alternatives analysis study for possible consolidation of stations on the Fitchburg Line in Belmont. This modification is included in the proposed amendment to the federal fiscal year (FFY) 2010 element of the Boston Region MPO's 2010-2013 Transportation Improvement Program.

The concept of a consolidated Belmont commuter rail station was first identified in the "Fitchburg Commuter Rail Line Service Expansion Study," completed by the MBTA in February 2005. The subsequent "Fitchburg Commuter Rail Line Improvement Implementation Plan," completed by the MBTA in September 2005, recommended Belmont Station consolidation as it would "improve travel time, while still serving the same populations." Belmont is interested in determining the feasibility of combining the two existing stations into a single multimodal transportation facility at which commuter rail, local and regional transit routes, and other modes would converge. A new Belmont Central Station would offer greater transit amenities to its riders and by offering increased commuter parking could substantially increase the ridership levels currently existing at the two Belmont stations. A new station would also replace two older, decaying stations currently used by Belmont riders. The new station would be designed to meet modern standards for accessibility and safety. The proposed feasibility study will investigate locations between the two existing stations that could potentially serve as a new site for the Belmont Center Station. Among the issues to be addressed will be, site availability, zoning requirements, access, parking, ridership impacts, economic development potential, and cost implications.

The Town thanks you for supporting the proposed amendment.

Sincerely,


Thomas G. Younger,
Town Administrator

REGIONAL TRANSPORTATION ADVISORY COUNCIL



July 5, 2010

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft Amendment 5 to the 2010 Element of the FFYs 2010-2013 TIP

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming to the MPO.

The Advisory Council's Transportation Improvement Program (TIP) Committee and the full Advisory Council met on June 9, 2010 to discuss and prepare comments on draft amendment 5 to the 2010 element of the 2010-2013 Transportation Improvement Program. The Advisory Council supports the proposed amendment and is impressed by the creative and innovative projects and programs proposed for funding through the Clean Air and Mobility Program. The MPO should consider creating and adequately funding similar programs to address other important transportation problems because of their potential to foster creative solutions.

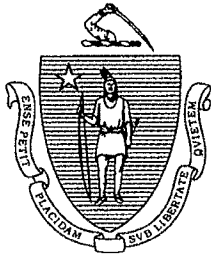
While supportive of the draft amendment as a whole, the removal of the South Bay Harbor Trail from the 2010 element of the 2010-2013 TIP concerns the Advisory Council's TIP Committee. This project serves neighborhoods in Boston that have been identified by the MPO as environmental justice areas, and would serve dense neighborhoods close to the popular and well-utilized Southwest Corridor trail. It also would promote modal split balance, which is one of the Advisory Council's priorities for TIP development. We realize the MPO faces severe financial constraints, but we think this project should be a top priority to receive any funds that are made available for programming.

Sincerely,

Schuyler Larrabee, Vice Chair

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, ROOM 112, BOSTON 02133-1053

SENATOR THOMAS M. McGEE
THIRD ESSEX AND MIDDLESEX
DISTRICT

TEL: (617) 722-1350
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Thomas.McGee@state.ma.us

COMMITTEES:
CHAIR - LABOR & WORKFORCE DEVELOPMENT
CHAIR - PUBLIC SERVICE
CHAIR - CHILDREN'S CAUCUS
VICE-CHAIR - CHILDREN, FAMILIES AND
PERSONS WITH DISABILITIES
VICE-CHAIR - FINANCIAL SERVICES
JUDICIARY
TRANSPORTATION

July 7, 2010

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing to support the inclusion of the Intersection and Signal Improvements at Lynnfield Street and Millard Avenue Project (#604651) in Amendment 5 of the FFY 2010-2013 Transportation Improvement Program (TIP).

This project was included as a priority project by the Metropolitan Area Planning Council to receive American Recovery and Reinvestment Act funding for 2010. The project was included in the first draft of the FFY 2010-2013 project list released by the Boston Metropolitan Planning Organization earlier this year and is currently in the public comment phase.

Upgrades to this intersection would improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection and the immediate approaches.

Again, I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize the positive impacts in public safety and quality of life that this project would have on the City of Lynn.

Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas M. McGee".

Thomas M. McGee
State Senator
Third Essex and Middlesex District

**Schedule for Paths to a Sustainable Region (2035)
July 8, 2010**

Task	Original Completion Date	Revised Completion Date
Establish Corridors	2/18/2010	completed
Document Existing Transportation System & Services	3/18/2010	completed
Summarize Data and Updating Information		
EJ - existing conditions and needs	3/18/2010	completed
Review/Summarize previous work/studies	3/18/2010	completed
Summarize previous comments	3/18/2010	completed
Update Visions and Policies	4/1/2010	completed
CMP Coordination/Develop Performance Measure	4/29/2010	ongoing
Complete Updated 2030 No-Build Run for Needs	4/29/2010	7/9/2010
Complete 2009 Base Case Model	4/29/2010	8/13/2010
Final Demographic Inputs for 2035 (MAPC)	6/30/2010	8/13/2010
Complete Needs Assessment	7/15/2010	8/13/2010
Final Model Results for 2035 No-Build	7/15/2010	9/16/2010
Projection of Future Revenues (MassDOT)	7/15/2010	9/16/2010
Public Review of Work to date	8/12/2010	9/16/2010
Develop Universe of Projects and Programs	8/12/2010	9/16/2010
Develop and Model Alternative Networks	10/21/2010	12/16/2010
EJ Analysis of Alternative Scenarios	11/18/2010	1/13/2011
Public Review of Alternative Scenarios	12/16/2010	2/10/2011
TPPC votes on Recommended Projects and Programs	1/6/2011	3/3/2011
EJ and AQ Analysis of Recommended Plan	1/27/2011	3/24/2011
TPPC votes on Circulation of Draft Plan	2/3/2011	3/31/2011
Public Comment Period begins on Draft Plan	2/6/2011	4/3/2011
Public Comment Period ends	3/7/2011	5/2/2011
TPPC receives comments	3/10/2011	5/5/2011
TPPC meets to discuss comments and responses	3/17/2011	5/12/2011
Final MPO Vote/Plan Adopted	4/7/2011	6/2/2011

Public Comments on the Development of Paths to a Sustainable Region: 2035

Date	Affiliation/Name	Source of Comment	Comment	Topic
5/12/2010	State Representative Mary Grant	Letter	Supports the following regionally significant projects in the Plan: Route 128 - Exit 19 Interchange; Beverly MBTA Parking Garage; Route 127; Route 128 - North of Route 1; and North-South Rail Link. Also supports two local projects; Cabot Street project and Route 1A - Rantoul Street project. States that the Route 128 - Exit 19 Interchange project will improve access to a regional entertainment venue and that its convenient highway location will facilitate economic development for under-utilized property.	Project Requests
5/17/2010	Meg Robertson, Massachusetts Commission for the Blind	Website	Requests a greater emphasis on improving pedestrian access to subway stations, i.e. Sullivan Station and providing better lighting within stations.	Program Request
5/18/2010	Linda Olson Pehlke, Town of Brookline Climate Action Committee	Website	States that the Plan's Visions and Policies have listed many important and positive ideas and policies, however there does not seem to be any guidelines on setting priorities. Believes that this may interfere with goals to meet the Global Warming Solutions Act reduction targets. For instance, the MPO is still building new capacity that will stimulate further sprawl, etc. Suggests that the MPO include a goal to assign a certain percentage of funds to alternative transportation. Expresses her commitment to parking reform, though it is difficult politically. States that some really good research about the costs, amount of land, impacts on travel, impact on the ability to retain dense commercial centers, etc. with our current excessive parking requirements would be very helpful. Suggests that the MPO could add a bit of research and education to aid in the implementation of parking reform.	Visions & Policies: Climate Change; Performance Measures; Parking Reform
5/24/2010	Alice Boelter, Boelter & Associates	TRANSREPORT	Expresses that there is a need for water transportation to connect coastal communities. States that this cannot be done under the current MBTA contracting procedures and believes that planning needs to be done in coordination with MassDEP to prevent construction of parking garages in downtown waterfronts.	Project Request
5/25/2010	Eric Weis, East Coast Greenway (ECG)	Website	Requests the consideration of adding bicycle route corridors to those already included (high volume roads and railroads). Notes that the East Coast Greenway (ECG) travels through the Boston MPO region from Worcester, through Boston, then north to NH. More details are available at greenway.org . States that much of the ECG route is also being eyed as the route for US Bike Route 1, currently being planned as part of the US National Bicycle Route System. Thanks staff for providing the new tool to provide input. Provides his contact information: call Eric at (401) 450-7155 or email him at eric@greenway.org for more information.	Program Request
5/26/2010	Roland Bartl, Town of Acton	Website	Inquires whether there is an effort to coordinate with neighboring MPO's along the outside circumferential corridor. Believes that it would make a lot of sense to include all of I-495 in the development of the Plan. The current boundaries do not make a lot of sense.	Coordination between MPOs

Public Comments on the Development of Paths to a Sustainable Region: 2035

6/1/2010	Pat Brown, Sudbury resident	Website	Provides the following comments on the "Visions and Policies" for the 2035 Plan: add a glossary of terms that provides definitions and acronyms, such as needs-based strategy, ITS, TMAs, to help citizens understand the document; add a new vision to require future maintenance and operating costs be included in the plans for any system expansion; add a new vision to require that data be collected to conduct a cost/benefit analysis of any major expenditures; amend Livability section to read, "Energy use is managed efficiently and alternative energy sources are used where appropriate and cost effective"; incorporate new statement to include balancing and addressing the needs of all stakeholders - transit riders, drivers, cyclists, pedestrians, and taxpayers; states that the viability of all transportation infrastructure should be protected from natural and man-made threats, and therefore, emergency response and evacuation routes should receive priority, but all infrastructure should be protected as much as possible.	Visions & Policies: maintenance & operations, cost/benefit analysis, livability
6/1/2010	Pat Brown, Sudbury resident	Website	Provides two additional comments on the "Visions and Policies" for the 2035 Plan: there is only one reference to freight in this draft, but freight transportation should receive more emphasis in both vision and policy statements; incorporate a specific statement indicating that preservation and improvement of freight mobility in the System Preservation, Modernization, and Efficiency Vision to ensure that maintenance of the freight infrastructure is a focus of this plan; requests that projects be forced to describe whether the proposed project maintains or expands freight transport facilities; include a statement indicating that the safety and security of the freight transportation system is a priority should appear in the Safety and Security Vision; include a policy to educate cyclists, pedestrians, and motorists in using the roads safely, responsibly and effectively in the Safety and Security Policies.	Visions & Policies: freight
6/2/2010	Anonymous	TRANSREPORT	Requests that there be a focus on regional connections and bottlenecks. Should start by funding the I-95/I-93 Interchange in Canton and the I-93/Route 128 Interchange in Woburn.	Project Requests
6/3/2010	Marjonie Jeffries, Milton resident	TRANSREPORT	States that her vision is for: Roads to be safe enough for 80% of kids to bicycle or walk to school; 80% of people to bicycle to public transportation, with safe and weather-protected bicycle parking; lanes on I-93 and I-95 dedicated for public transportation. Also supports study of how Copenhagen, Denmark reduced their driving and facilitated bicycle transportation.	Program Requests and Performance Measures
6/10/2010	John Businger, New England Rail Coalition	RTAC meeting	Urges that the next Plan address public health, economic growth, and the development of an intercity rail corridor.	Visions & Policies: health and economic growth
6/10/2010	Frank DeMasi, Town of Wellesley	RTAC meeting	States that he hopes the Plan will consider how external issues outside the region impact the Boston Region MPO.	Needs Assessment
6/10/2010	Tom Yardley, MASCO	RTAC meeting	Expresses concern about the demographic inputs that are used for the Transportation Demand Model.	Demographics

Public Comments on the Development of Paths to a Sustainable Region: 2035

6/10/2010	Tad Read, BRA	RTAC meeting	Urges the MPO to establish a healthy transportation mode share goal. (I.e. X% by 20XX)	Performance Measures: Health
6/24/2010	Urban Ring Institutional and Business Committee	Invite Us Over	Urges the MPO to incorporate a strong economic development component in the Visions and Policies section of the new Plan. Also expresses concern about accurate demographics.	Visions & Policies: economic development; Demographics

2007 Passenger Trip Travel Information

Top 5 District with Most Passenger Trip Origins

Rank		Person Trips
1	District 8 to all destinations	813,300
2	District 39 to all destinations	592,000
3	District 34 to all destinations	589,400
4	District 05 to all destinations	579,700
5	District 07 to all destinations	562,100

Top 5 District with Most Passenger Trip Destinations

Rank		Person Trips
1	all origins to District 08	855,400
2	all origins to District 01	745,400
3	all origins to District 07	727,400
4	all origins to District 39	571,600
5	all origins to District 36	536,700

Top 5 Intra-district with Most Passenger Trips

Rank		Person Trips
1	District 08 to District 08	457,300
2	District 39 to District 39	353,600
3	District 34 to District 34	349,000
4	District 40 to District 40	347,700
5	District 38 to District 38	319,200

Top 5 Adjacent to District with Most Passenger Trips

Rank		Person Trips
1	District 18 to District 19	70,900
2	District 06 to District 07	62,000
3	District 33 to District 21	58,600
4	District 25 to District 24	58,500
5	District 19 to District 18	55,500

Top 5 Non-Adjacent to District with Most Passenger Trips

Rank		Person Trips
1	District 08 to District 01	45,700
2	District 10 to District 08	33,500
3	District 01 to District 08	22,500
4	District 08 to District 10	21,800
5	District 04 to District 12	15,500

District Identification

8 (Brookline, East Newton)

39 (East Bridgewater, West Bridgewater, Easton, Bridgewater, Raynham, Taunton, Middleborough, Lakeville)

34 (Chelmsford, Lowell, Dracut, Tyngsborough, Dunstable)

5 (Malden, Medford, Everett)

7 (Cambridge)

8 (Brookline, East Newton)

1 (Boston Proper)

7 (Cambridge)

39 (East Bridgewater, West Bridgewater, Easton, Bridgewater, Raynham, Taunton, Middleborough, Lakeville)

36 (Hudson, Marlborough, Southborough, Hopkinton, Berlin, Northborough, Westborough, Upton, Northbridge)

8 (Brookline, East Newton)

39 (East Bridgewater, West Bridgewater, Easton, Bridgewater, Raynham, Taunton, Middleborough, Lakeville)

34 (Chelmsford, Lowell, Dracut, Tyngsborough, Dunstable)

40 (Marshfield, Duxbury, Pembroke, Hanson, Halifax, Kingston, Plympton, Carver)

38 (Foxborough, Wrentham, Mansfield, Plainville, North Attleborough, Attleboro, Norton)

18 (Swampscott, Salem, Marblehead, Beverly, Wenham, Hamilton) to 19 (Lynnfield, Peabody, Danvers, Middleton, Topsfield, Boxford)

6 (Somerville) to 7 (Cambridge)

33 (Haverhill, Methuen, Lawrence) to 21 (North Andover, Andover, Tewksbury)

25 (Sudbury, Framingham, Ashland, Sherborn, Holliston) to 24 (Wayland, Weston, Natick, Wellesley, Needham, Dover)

19 (Lynnfield, Peabody, Danvers, Middleton, Topsfield, Boxford) to 18 (Swampscott, Salem, Marblehead, Beverly, Wenham, Hamilton)

8 (Brookline, East Newton) to 1 (Boston Proper)

10 (Southeast Boston) to 8 (Brookline, East Newton)

1 (Boston Proper) to 8 (Brookline, East Newton)

8 (Brookline, East Newton) to 10 (Southeast Boston)

4 (Winthrop, Chelsea, Revere) to 12 (Woburn, Stoneham, Winchester)

2007 Vehicle Trip Travel Information

Top 5 District with Most Vehicle Trip Origins

Rank		Vehicle Trips
1	District 39 to all destinations	400,800
2	District 34 to all destinations	379,300
3	District 36 to all destinations	365,100
4	District 38 to all destinations	360,900
5	District 40 to all destinations	333,300

Top 5 District with Most Vehicle Trip Destinations

Rank		Vehicle Trips
1	all origins to District 39	400,400
2	all origins to District 34	377,100
3	all origins to District 36	366,500
4	all origins to District 38	361,400
5	all origins to District 12	336,600

Top 5 Intra-district with Most Vehicle Trips

Rank		Vehicle Trips
1	District 39 to District 39	234,800
2	District 40 to District 40	233,400
3	District 34 to District 34	229,300
4	District 38 to District 38	210,500
5	District 36 to District 36	203,100

Top 5 Adjacent to District with Most Vehicle Trips

Rank		Vehicle Trips
1	District 18 to District 19	46,500
2	District 19 to District 18	45,800
3	District 21 to District 33	37,600
4	District 25 to District 24	37,300
5	District 24 to District 25	37,100

Top 5 Non-Adjacent to District with Most Vehicle Trips

Rank		Vehicle Trips
1	District 07 to District 05	13,500
2	District 05 to District 07	12,000
3	District 17 to District 30	10,600
4	District 30 to District 17	10,500
5	District 01 to District 08	9,500

District Identification

39 (East Bridgewater, West Bridgewater, Easton, Bridgewater, Raynham, Taunton, Middleborough, Lakeville)
 34 (Chelmsford, Lowell, Dracut, Tyngsborough, Dunstable)
 36 (Hudson, Marlborough, Southborough, Hopkinton, Berlin, Northborough, Westborough, Upton, Northbridge)
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 40 (Marshfield, Duxbury, Pembroke, Hanson, Halifax, Kingston, Plympton, Carver)

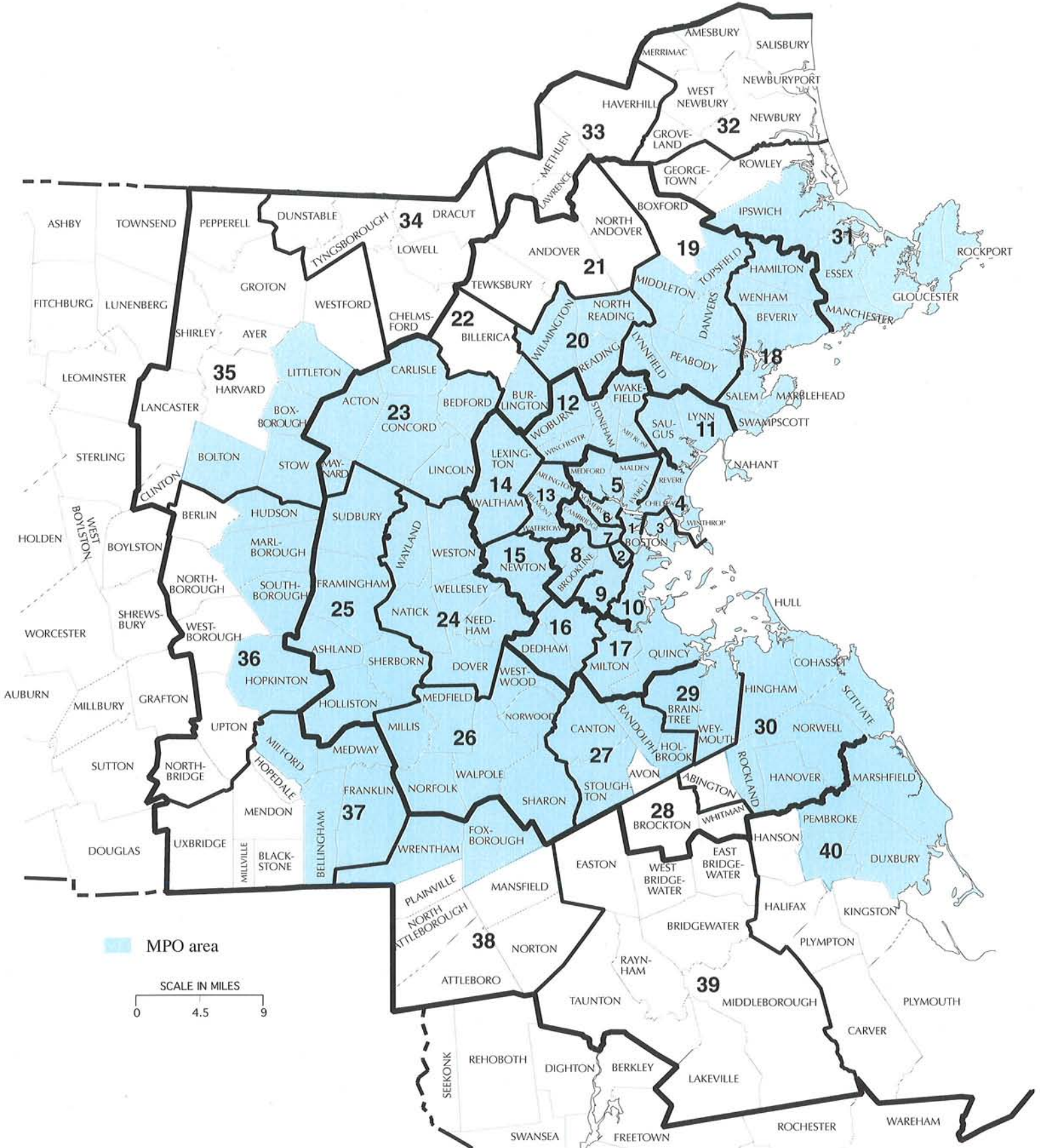
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 36 (Hudson, Marlborough, Southborough, Hopkinton, Berlin, Northborough, Westborough, Upton, Northbridge)
 38 (Foxborough, Wrentham, Mansfield, Plainville, North Attleborough, Attleboro, Norton)
 12 (Woburn, Stoneham, Winchester)

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7 (Cambridge) to 5 (Malden, Medford, Everett)
 5 (Malden, Medford, Everett) to 7 (Cambridge)
 17 (Quincy, Milton) to 30 (Hingham, Cohasset, Scituate, Norwell, Hanover, Rockland, Abington)
 30 (Hingham, Cohasset, Scituate, Norwell, Hanover, Rockland, Abington) to 17 (Quincy, Milton)
 1 (Boston Proper) to 8 (Brookline, East Newton)

CTPS Model Districts



Summary of Operational Improvements at Selected Congested and High-Crash Intersections

Community	Main Street	Minor Streets	Jurisdiction	Existing Control	Recommended Improvements
Somerville	Alewife Brook Pkwy (Route 16)	Broadway	MassDOT	Traffic Signal	<ul style="list-style-type: none"> • Increase pedestrian signal phase from 17 seconds to 21 seconds. • Change Broadway signal operation from split phasing to protected-permissive LT phasing. • Upgrade signal and controller equipment. • Install “countdown” pedestrian signals. • Estimated cost: \$ \$250 – 500K • Long term: Consider adding a LT lane on both approaches of the parkway
Reading	Main Street (Route 28)	Franklin Street	MassDOT	Traffic Signal	<ul style="list-style-type: none"> • Short term: Retime traffic signal to reduce “yellow trap” situation. Estimated cost: \$ 2K – 4K • Long term: Consider adding a WB RT lane and update signal system. Estimated cost: \$ 750K – 1,000K
Danvers	Poplar Street (Route 62)	Locust Street (Route 35)	Town	Traffic Signal	<ul style="list-style-type: none"> • Short term: Retime traffic signal to improve traffic flow. Estimated cost: \$ 2K – 4K • Long term: Add a LT lane on both approaches of Poplar Street and upgrade the signal system. Estimated cost: \$ 750K – 1,250K
Lynn	Western Avenue (Route 107)	Eastern Avenue/ Stanwood Street	City	Two-Way Stop	<ul style="list-style-type: none"> • Signalize the intersection with slight geometry modifications on SB and WB approaches. • Coordinate this signal with the Waitt Avenue signal. • Include accessible pedestrian signals. • Estimated cost: \$ 750K – 1,000K
Lynn	Western Avenue (Route 107)	Waitt Avenue/ Maple Street	City	Traffic Signal	<ul style="list-style-type: none"> • Add a NB RT lane by removing two on-street parking spaces. • Coordinate this signal with the Eastern Avenue signal. • Install accessible pedestrian signals. • Estimated cost: \$ 20K – 40K
Sudbury	Boston Post Road (Route 20)	Landham Street	MassDOT	Two-Way Stop	<ul style="list-style-type: none"> • Signalize the intersection with geometry modifications on all approaches. • Include accessible pedestrian signals. • Maintain preferable 6’ shoulders on Route 20 for bike traveling. • Estimated cost: \$ 750K – 1,250K



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

MEMORANDUM

DATE July 8, 2010
TO Transportation Planning and Programming Committee
FROM Alicia Wilson *aw*
RE JARC and New Freedom Grant Programs Update

Job Access and Reverse Commute (JARC) (49 USC Section 5316) and New Freedom (49 USC Section 5317) are federal formula grant programs whose eligible recipients are states and public bodies. MassDOT is the eligible recipient for the Boston urbanized area, which contains the Boston Region MPO and four other MPOs in Massachusetts.

At the request of MassDOT, the five MPOs are conducting a new solicitation for proposals, which are due no later than August 20, 2010. MassDOT uses a competitive selection process to determine which proposals will be funded. Funding available for the urbanized area is \$3,047,098 for the JARC Program and \$2,264,720 for the New Freedom Program.

JARC provides grants to support the development and maintenance of projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to employment. New Freedom provides grants for new public transportation services and public transportation alternatives that assist individuals with disabilities and go beyond the requirements of the Americans with Disabilities Act of 1990.

At the end of the solicitation period that ended on March 5, 2010, the Boston Region MPO decided to recommend seven proposals for funding by MassDOT. The JARC proposals totaled \$1,315,639; the New Freedom proposals totaled \$576,543. All seven proposals were funded.

Brief descriptions of the funded proposals follow.

JARC AWARDS

Cape Ann Transportation Authority

Acquire and implement an Interactive Voice Response system.

Logan Transportation Management Association

Institute an early-morning shuttle for travel before MBTA service hours begin.

The Boston Region MPO, the federally designated entity responsible for transportation decision-making for the 101 cities and towns in the MPO region, is composed of:

MassDOT Office of Planning and Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Bay Transportation Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory Council (nonvoting)
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)

MetroWest Regional Transit Authority

Institute a bus route to serve East Marlborough.

City of Salem/North Shore Workforce Investment Board

Fund the second year of a subscription paratransit service providing access across the North Shore to various employment corridors.

NEW FREEDOM AWARDS

Cape Ann Transportation Operating Company

Provide transportation services from the CATA service area to various medical facilities.

City of Salem/North Shore Workforce Investment Board

Fund the second year of a subscription paratransit service providing access across the North Shore to various employment corridors. (This proposal requested funding from both programs.)

Greater Attleboro-Taunton Regional Transit Authority/Bill's Taxi

Institute an enhanced demand-response service to medical facilities and other locations in the Foxborough area.

Greater Lynn Senior Services, Inc.

Fund phase 2 of a mobility management program that assists elders and adults with disabilities to effectively connect with the mobility options they need.

AW/aw

Learn about upcoming transportation projects and plans at the Boston Region Metropolitan Planning Organization's public workshops and open house!

Two important regional transportation-planning documents are now out for public review and comment:

- The draft federal fiscal years (FFYs) 2011–14 Transportation Improvement Program (TIP)
- The draft FFY 2011 Unified Planning Work Program (UPWP)

The Transportation Improvement Program establishes the list of highway and transit projects to receive federal funding during its four-year period. The Unified Planning Work Program contains information about transportation planning studies and work that will be conducted in the Boston metropolitan region during the upcoming federal fiscal year. The meetings will also feature an update on Paths to a Sustainable Region, the region's new Long-Range Transportation Plan, which is currently being developed. Visit www.bostonmpo.org for more information.

Open House – State Transportation Building **Thursday, July 15: Noon–1:30 PM & 5:00–6:30 PM**

- 10 Park Plaza, Suite 2150, MPO Conference Room, Boston, Mass. 02116
- Accessible by the Silver and Orange Lines (Tufts Medical Center Station), Green Line (Boylston or Arlington Station), and MBTA bus Routes 43 & 55
- Photo identification is required to enter the State Transportation Building

Public Workshop – Natick **Tuesday, July 20: 5:00–7:00 PM**

- Morse Institute Library, Lebowitz Meeting Hall
14 East Central Street, Natick, Mass. 01760
- Accessible by the Worcester/Framingham commuter rail line (Natick Station)

Public Workshop – Burlington **Wednesday, July 21: 4:45–6:45 PM**

- Burlington Public Library, Fogelberg Area
22 Sears Street, Burlington, Mass. 01803
- Accessible by MBTA bus Route 350

The documents can be obtained at the MPO's website, www.bostonmpo.org. Copies of the document are also obtainable in CD, print, and accessible formats through contacting us at the numbers or e-mail address below.

For more information or to request special accommodation, such as an interpreter, please contact the Boston Region MPO at:
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