



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
Karl H. Quackenbush, Executive Director, MPO Staff

MEMORANDUM

DATE September 12, 2013
TO Boston Region Metropolitan Planning Organization
FROM Sean Pfalzer, Transportation Improvement Program Manager,
MPO Staff
RE Proposed Updates to Draft Amendment Six to the FFYs 2013–16 TIP

The purpose of this memorandum is to provide information regarding updates to the draft Amendment Six of the federal fiscal years (FFYs) 2013–16 Transportation Improvement Program (TIP). These updates, which affect the Non-Target Highway Program and the Transit Program, have been proposed since the approval on August 1 of draft Amendment Six for a 30-day public review. MPO staff recommends that these updates be incorporated into draft Amendment Six, which is scheduled to be adopted at the September 12 MPO meeting.

These proposed updates include a revised cost estimate for the Bowker Overpass in Boston, the addition of a gas storage tank for the Cape Ann Transportation Authority (CATA), and modifications to carryover funding for the Massachusetts Bay Transportation Authority (MBTA). In addition, there are two State Transportation Improvement Program (STIP) adjustments that need to be reflected in the Boston Region MPO TIP. These adjustments include shifting highway funds to transit for the purchase of MBTA commuter rail locomotives, and the purchase and rehabilitation of a facility for the new MetroWest Regional Transit Authority (MWRTA) transit center in Framingham.

NON-TARGET HIGHWAY PROGRAM FUNDING

- **Deck Patching and Superstructure Repairs on the Bowker Overpass (Boston)**

The project had an initial cost increase of \$2,750,000, reflected in draft Amendment Six, due to the difficulties in estimating the demolition of the concrete deck. The revised project cost estimate (\$13.99M) is slightly higher than that due to the inclusion of an incentive/disincentive clause, thus an additional \$449,759 would need to be programmed to cover the full cost of the project.

TRANSIT PROGRAM FUNDING

- **CATA Gas Storage Tank**

CATA proposes the purchase and installation of a gas storage tank with \$100,000 of Section 5307 funds matched with \$20,000 of toll credits (approved

by the MassDOT Rail and Transit Division). The gas storage tank is needed to support CATA's transition from diesel-powered vehicles to gas-powered vehicles.

- **MBTA Super Grant**

The MBTA proposes several funding adjustments to draft Amendment Six to maintain consistency with their Super Grant submission to the Federal Transit Administration (FTA) and to reflect the amount of remaining carryover funding available. The changes are listed below, with the identified funding sources:

- Shift of \$15 million of carryover FFY 2012 funds from Stations to Preventative Maintenance
- Shift of \$15 million of FFY 2013 funds from Preventative Maintenance to Facilities
- Decrease of \$3.2 million (carryover FFY 2011 funds) from Systems Upgrades to reflect the amount of remaining carryover funding available
- Decrease of \$5.4 million (carryover FFY 2010 funds) from Stations to reflect the amount of remaining carryover funding available

STIP ADJUSTMENTS TO BE REFLECTED IN DRAFT AMENDMENT SIX

- **MWRTA New Transit Center**

MassDOT shifted approximately \$7.2 million of Statewide CMAQ (Congestion Mitigation and Air Quality Improvement Program) funds from the Federal Highway Administration (FHWA) to FTA in FFY 2013 for the purchase and rehabilitation of a facility for a new transit center at 15 Blandin Avenue in Framingham. The CMAQ funds will be matched with \$1,797,533 of toll credits (approved by the MassDOT Rail and Transit Division).

- **MBTA Commuter Rail Locomotives**

MassDOT shifted approximately \$13 million of Statewide CMAQ funds from FHWA to FTA in FFY 2013 for the purchase of MBTA commuter rail locomotives. The total amount is slightly more than \$16 million, which includes a 20 percent match of \$3,202,468 from the MBTA.