

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

July 9, 2009 Meeting

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

David Mohler, Chair, representing James Aloisi, Executive Office of Transportation & Public Works (EOT)

Meeting Agenda

1. Public Comments

The meeting agenda focused on the amendment to the Regional Transportation Plan (RTP) and the development of the federal fiscal years (FFY) 2010 – 2013 Transportation Improvement Program (TIP). For the TIP discussion, staff presented two options for project programming for members to consider. These topics elicited a number of public comments that were voiced in this agenda item and throughout the meeting.

Green Line Extension

State Representative Denise Provost expressed the concerns of her constituents regarding the scaling back of the *Green Line Extension* project from the Route 16 terminus to College Avenue, as reflected in the financial plan for the RTP amendment. She remarked upon the air quality benefits of extending the line to the Route 16 terminus and said that she thought that changes in the project could run afoul of the State Implementation Plan (SIP) commitments. She expressed gratitude for EOT's support of the Green Line project and confidence that EOT wants to complete the whole project.

State Representative Carl Scoirino also expressed similar concern about changes to the *Green Line* project.

Bellingham – Pulaski Boulevard

State Representative Jennifer Callahan spoke in support of the *Bellingham – Pulaski Boulevard* project and requested that the MPO keep the project in the federal fiscal year (FFY) 2010 element of the TIP. She stated that the project is a major priority of the community, which invested over \$3 million in utilities, paving, and design work. She also noted that the corridor is important for commuting and for economic development in the area. The project's design is approved and it is ready for construction, she said.

Don DiMartino, Town of Bellingham, reported that the 100% design plans have been submitted, the Plans Specifications & Estimates will be ready for submittal by the end of the week, and the Environmental Notification Form certificate has been received. Right-of-way should be obtained by mid-August. The town submitted the project to the Lt. Governor's task force for consideration for American Recovery and Reinvestment Act (ARRA) funding and will resubmit its ARRA request to EOT.

Belmont – Trapelo Road

State Representative William Brownsberger spoke in support of including the *Belmont – Trapelo Road* project in the TIP [it is in Option 2]. He stated that the community has invested over \$1 million in the project, that the project has strong community support and economic benefits, and that it scores well by the MPO's project evaluation measures.

Stoneham, Winchester, and Woburn – Tri-Community Bikeway

State Representative Jason Lewis spoke in support of including the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project in the TIP [it is in Option 2]. He cited the project's regional benefits, noting that the project will provide recreation, a means for environmentally friendly transportation, and economic benefits. The six-mile route connects town centers, schools, shops, and restaurants, he said, and has strong support from the community and elected officials. He also added that approximately \$773,000 of federal/state money has been spent on the project to date.

Danvers – Liberty Street and Danvers – Collins Street

David Lane, Town of Danvers, spoke in support of two projects – *Danvers – Liberty Street* and *Danvers – Collins Street* – neither of which are programmed in the TIP options. He reported that the town has been working on getting the *Liberty Street* project on the TIP since 1996. The project, which would address a collapsing culvert, is very important to the town. The roadway links into the Route 128 interchange improvements. It is at 100% design and has no outstanding right-of-way issues. The *Collins Street* project is also ready; right-of-way has been obtained.

Marc Draisen, Metropolitan Area Planning Council (MAPC), suggested that the town might consider informing EOT that the projects could be candidates for stimulus funding through the ARRA. Geoffrey Howe, Greenman-Pedersen, Inc., stated that *Liberty Street* would be shovel ready for stimulus funding. D. Mohler stated that the contact at EOT is Rachel Bain (Rachel.Bain@eot.state.ma.us).

Concord and Lincoln – Route 2 (Crosby's Corner)

State Representative Cory Atkins expressed support for programming the *Concord and Lincoln – Route 2 (Crosby's Corner)* project in the TIP [it is in Option 1].

Other comments concerning this project were voiced during the TIP discussion.

2. Chair's Report – David Mohler, EOT

There was none.

3. Subcommittee Chairs' Reports

There were none.

4. Director's Report – Arnie Soolman, Director, Central Transportation Planning Staff (CTPS)

A. Soolman noted that due to the tight schedule for the RTP Amendment, MPO staff would be conducting a tremendous amount of work this summer.

He also reported that Jocelyn Moroney has resigned from the Transit Service Planning Group at CTPS and will be taking a job at EOT. Her position at CTPS will remain vacant through the summer.

M. Draisen asked about the process for amending the narrative portion of the RTP and which staff members would be responsible for it. He noted that this section is particularly important for explaining what the MPO can do and what it cannot do. D. Mohler replied that Anne McGahan is the primary MPO staff person responsible for the RTP, however since EOT provided the finance plan, EOT staff (likely D. Mohler, Kate Fichter, or Scott Hamway) will be assisting. A schedule for amending the text will be forthcoming.

Mary Pratt, Town of Hopkinton, registered her complaint that EOT has asked to flex \$75 million in the RTP finance plan from highway to transit to support the Fitchburg commuter rail line improvements, much of which is in a neighboring MPO, without involving the Boston Region MPO. She indicated that this action signals a loss of power for the MPO. She stated that the Commonwealth should take on funding for mega-projects.

5. Regional Transportation Advisory Council – Malek Al-Khatib, Regional Transportation Advisory Council

The Advisory Council's subcommittees are gearing up to review all the certification documents, including the RTP finance plan and the issues concerning the *Crosby's Corner* project. The Council would appreciate it if the MPO and EOT staff would meet with its subcommittees regarding these issues.

6. Discussion of the Finance Plan for the Regional Transportation Plan – David Mohler, EOT, and Anne McGahan, RTP Manager, MPO Staff

A. McGahan provided an overview of the RTP Amendment schedule. (See attached.) The MPO must select projects for the 2030 Build network by next week. MPO staff will conduct model runs on the 2030 network and the 2020 Build network for the air quality analysis, and complete an Environmental Justice analysis. Text for the RTP will be reviewed concurrently. The MPO is scheduled to vote to send the draft RTP out for public review on August 20. The public review period would end on September 22. MPO staff would provide copies of public comments to the MPO that week. The MPO would have its final vote on October 1, at which time the RTP would be submitted to the federal agencies.

D. Mohler stated that if the MPO needs more time (due to addressing public comments, for example) that the deadline could be extended, though this would mean that the state's highway and transit programs might be shut down temporarily while there is no valid RTP for the region.

Jim Gillooly, City of Boston, suggested that the MPO reconsider its policy of using a split of 70% for maintenance projects and 30% for expansion projects in light of the new requirement that all projects costing \$10 million or more must be listed in the RTP. He

asked for information about how the figures that the MPO is programming to for the RTP were generated and if there were provisions for the new rule.

A. McGahan explained that the finance plan (distributed on July 2) shows the Boston Region MPO's share of the MPO Discretionary Capital Program, which includes dollars for both maintenance and expansion. Projects in the MPO region would also get a portion of funds from statewide funding programs. D. Mohler added that EOT will be developing total amounts for programming targets.

M. Draisen remarked that the MPO may be programming a greater amount towards maintenance of the system, due to the fiscally constrained environment, with the exception of the expansion projects that are legal commitments and the Accelerated Bridge Program. He suggested that the MPO keep an eye to see if there are changes to the 70/30 split to advise the political leadership.

Members turned their attention to materials distributed by staff. (See attached.) Some of these materials had been distributed previously:

- *JOURNEY TO 2030* Project List: Evaluation Criteria Rating
- On-going No-Build Projects
- Projects Programmed in the TIP with Costs over \$10 million
- Projects in the TIP Universe with PRC Approval with Costs over \$10 million
- Additional Expansion Highway Projects Requested by Municipalities/Agencies, Additional Expansion Highway Projects in Other MPOs, and Bicycle Projects with earmarks or those over \$10 Million
- Environmental Services Division – Major Projects Update

A. McGahan provided updates on the projects listed on the “On-going No-Build Projects” handout (which includes projects in the current RTP), citing cost changes, earmarks, other funding sources, and design status as noted on the attached handout.

Members had comments about specific projects:

J. Gillooly noted that the City of Boston is conducting a community process that will provide input for developing a preferred option for the *Boston – Rutherford Avenue/Sullivan Square* project. The City expects to have a preliminary design, funded by the City, by the end of 2009.

M. Draisen stated that the MPO should be cautious about using ARRA funding for projects that developers have committed funding, such as the *Canton – I-95 Northbound/Dedham Street Ramp and Bridge* project.

Regarding the *Newton and Needham – Needham Street/Winchester Street* and *Needham – Highland Avenue* projects, A. McGahan noted that these two projects were once one project, but have since been separated so they are not considered expansion projects. However, the bridge that connects the two road segments is not included in either project.

Including the bridge would bring the project cost over \$10 million. David Koses, City of Newton, stated that the two projects should be considered one.

The *South Weymouth Naval Air Station Access Improvements* project was also split to separate the *Parkway Construction* and the *Multi-modal Center* portions. D. Mohler noted that the *Parkway Construction* project is a candidate for ARRA funding. In response to a question from Richard Reed, Town of Bedford, A. McGahan explained that funding must be allocated in five-year bands over the 20-year course of the RTP. There must be a model run for air quality conformity in the first 10-year period. D. Mohler added that the TIP sets the first five-year band of the RTP; the TIP and RTP documents must be consistent. The list is currently not financially constrained, so projects must be cut.

Thomas Bent, City of Somerville, asked about the status of the additional highway expansion projects (listed on the bottom of the attached list with the heading, “On-going No-Build Project”) that were brought to the MPO’s attention on Municipal TIP Input Days. A. McGahan provided updates:

- *Marshfield – Route 139 Widening*: The project design has changed from two to four lanes.
- *Milford – Veterans Memorial Drive*: This is a new project for building a bypass to Route 16.
- *Woburn – Montvale Avenue*: This project would add a lane from the I-93 ramp to Central Street.
- *MassPort – T Under D*: This project would put the Silver Line under D Street in South Boston.
- *Somerville – Assembly Square Roadway Project*: This project is for the upgraded roadway network in that area and reflects the City of Somerville’s request to change the functional classification of the roadways around Assembly Square.
- *Beverly – Route 128 Brimball Avenue Interchange Relocation*: This project would relocate an intersection and add a minor road.
- *Hanover – Route 53 Final Phase*: This project would add a lane in each direction of Route 53. It is the final phase of a project that the MPO has previously funded.

M. Draisen asked if the aforementioned projects would require full funding from the MPO. D. Mohler stated that the *Somerville – Assembly Square Roadway Project* would not require full funding from the MPO.

M. Draisen and Lourenço Dantas, Massport, suggested that the projects should show MPO Discretionary revenue listed separately from earmarks and other revenues.

D. Koses asked if the bicycle trail projects – *Assabet River Rail Trail*, *Bruce Freeman Rail Trail*, and *Border to Boston Bikeway* – have earmarks. H. Morrison replied that the *Assabet River Rail Trail* and *Border to Boston Bikeway* have earmarks, and the *Bruce Freeman Rail Trail* does not. D. Koses then asked if the earmarks are included, would the MPO have to program them in the early years of the RTP. Michael Chong, FHWA, stated

that the MPO should program them in the first five-year band so that construction funds are programmed as well as design.

Jim Gallagher, MAPC, asked if projects that cost over \$10 million but are phased in segments costing less than \$10 million would need to be listed in the RTP. M. Chong replied that the cost would be based on the entire project.

Members discussed how to proceed and made suggestions:

R. Reed recommended that the MPO give priority to programming projects that are more advanced (in terms of design, permitting, and right-of-way acquisition) than conceptual. L. Dantas added that members could start culling projects from the outer years of the RTP to focus on those that would be ready in the nearer term. M. Draisen agreed but advised not doing so in a fashion that would interrupt engineering or design processes underway. M. Draisen requested that staff provide more information on project readiness status by early next week.

As members discussed how to proceed, A. Soolman reminded members that the MPO will be amending the RTP again in FFY 2011 and that they will have that opportunity to revisit projects. J. Gillooly suggested that, in light of that fact, the MPO might be able to preserve projects that are currently unfundable by adding them to the illustrative projects list. M. Draisen advised that if the MPO takes this course, it should define what it means by illustrative projects, and use this as a way to send a message that there is not enough money for the MPO to do the projects it wants to do. Paul Regan, MBTA Advisory Board, added that if the MPO lists illustrative projects they should be ones that are focused on maintaining the state of good repair of the existing system, rather than a “wish list” of projects that have never been studied.

Due to the large number of attendees who wished to comment on the TIP, members deferred their discussion of the RTP to discuss the TIP.

7. Draft FFYs 2010 – 2013 Transportation Improvement Program – Hayes Morrison, TIP Manager, MPO Staff

Members were provided with the following materials (see attached):

- Public Comments on the Development of the FFYs 2010 – 2013 TIP Comment Matrix
- TIP Tables showing Staff Recommendations: Option 1 and Option 2
- Index of Target Projects for Option 1 and Option 2
- Table showing the differences between Option 1 and Option 2
- MBTA Federal Funding Program

As requested, staff provided members with two alternatives for beginning their deliberations on the development of the highway portion of the FFYs 2010 – 2013 TIP. Option 1 includes the *Concord and Lincoln – Route 2 (Crosby’s Corner)* project, and Option 2 excludes that project and redirects funds to other projects.

Discussion of the Crosby's Corner Project

M. Al-Khatib recused himself from the discussion due to his affiliation with the Louis Berger Group, which is involved in the design of the *Crosby's Corner* project.

At the request of members, D. Mohler provided a recap of the *Crosby's Corner* project. He noted that the project has been in the planning and development stage for approximately 15 years and is now at or near the 100% design stage. Last week, MassHighway bought part of the right-of-way for the project. The project cost is estimated at \$72 million and total right-of-way acquisition will cost another \$25 million, approximately. The project cost increased over the years in part due to a robust community process.

M. Pratt stated that when the project first increased greatly in cost, she advocated for the Commonwealth to fund it as a mega-project. She added, however, that the MPO should now stand by its past decisions and support the project. In the future, however, the Commonwealth should be responsible for funding projects that cost over \$50 million, she stated.

P. Regan also voiced support for funding the *Crosby's Corner* project. He noted that the project worked its way through the TIP process and that it is now time to program the project and show fairness to the communities.

Members then heard public comments regarding this project:

Sarah Cannon Holden, Town of Lincoln Board of Selectmen, spoke in support of programming the *Crosby's Corner* project, as in Option 1. She noted that in the 15 years that it took to get the project to this point, the Town of Lincoln has asked for no other TIP money. She then addressed issues of regional impact, project status, traffic dangers, and project cost noting the following:

- The project would have a regional impact and have more benefit to commuters in the region than to the towns that are the proponents of the project.
- The Minuteman Advisory Group on Interlocal Coordination (MAGIC) rated the project as one of its top priorities.
- The project is now at the 100% design stage, land takings have occurred, and MassHighway is ready to begin the work.
- Safety issues at the location have increased over the past 15 years, and there are regular accidents at the location.
- Traffic on Route 2 will likely get worse due to development on the Route 128 corridor and the addition of a new 300-resident facility in the area.
- The project will benefit the state's economy.
- The project has consistently met the MPO's evaluation criteria.
- Large projects are necessary to maintain integrity of regions' roadways, and there must be room in the TIP for larger projects. If the MPO chooses to only fund smaller projects this may become a policy that would be damaging to regional transportation needs and the MPO process. Option 1 achieves the proper balance between large and small projects.

S. Cannon Holden was accompanied by other supporters of the project: State Representative Tom Conroy; Tim Higgins, Administrator for the Town of Lincoln; Mark Whitehead, Planner for the Town of Lincoln; Dan Boynton, Town of Lincoln Planning Board; Lou Sideris, Minuteman National Park; and Rosamond Delon, Lincoln resident.

Members then asked questions of the project supporters, MPO staff, and EOT staff.

M. Draisen raised several questions:

- Where does Crosby's Corner stand from a public safety perspective, in relation to other major intersections in the region, and is there evidence that the safety problem is getting worse?
- Why is the Commonwealth not considering this project as a mega-project?
- Have the project cost increases grown to meet the Commonwealth's or MPO's goals or to meet residents' concerns?

Tim Higgins, Administrator for the Town of Lincoln, addressed the first two questions. He offered to provide safety related statistics. He noted that the safety issues are difficult to track because there are three police jurisdictions in the Crosby's Corner area. The town has heard that it is not a viable alternative to have the project as a mega-project, though the town is not aware of the rationale.

Rosamond Delon, Lincoln resident, spoke to the question of the project cost increase. She stated that the increases are largely due to the design for building a flyover, land takings that would put the flyover in the right geometry, and addition of service roads. The costs have increased as the designs have been refined. She also noted that the project has been on the table for 35 years, and that property owners in the project area have not been fighting the land takings.

Dan Boynton, Town of Lincoln Planning Board, reported that he lives on Route 2 and observes crashes regularly. While many of the crashes are serious, many others are "fender benders" that go unreported, he said. Drivers often do not expect to see a traffic light when they come over the hill and crashes can cause backups to Route 128, he said. He said that the minor accidents occur about once or twice a week, and a serious accident occurs once or twice a month.

Several members raised questions about the crash rate measures used in the RTP and TIP evaluation criteria. (Two of the crash measures that the MPO uses are: crashes per mile and crashes per million entering vehicles.) Staff was asked to provide additional information on crashes for this project before the next MPO meeting.

R. Reed asked why this project cannot be a mega-project. D. Mohler stated that the Commonwealth has no funding for the project outside the MPO targets and that the non-federal aid program is not large enough. The Commonwealth is still paying off mega-projects such as the *Route 146* and *Brightman Street Bridge* projects. In the short term there is no funding for another mega-project. There is no new revenue coming to EOT.

Other supporters of *Crosby's Corner* voiced the following comments later in the discussion:

State Representative Tom Conroy underscored the comments made earlier by the representatives from the Town of Lincoln. He noted that: in 15 years the town has only advocated for this one project for TIP funding; Crosby's Corner has been the number one traffic issue in Lincoln for 40 years; and that Route 2 provides access to an economic hub.

A representative from the Office of Senator Susan Fargo expressed the Senator's support for the project. He noted that the communities involved have responded to all requests and the property owners have been cooperative. He asked that the MPO consider the project's benefits in terms of improving congestion, safety, air quality, and maintenance issues.

Elise Woodward, Town of Concord Board of Selectmen, expressed Concord's support noting that the project will reduce congestion and improve safety and air quality.

Michelle Ciccolo, Minuteman Advisory Group on Interlocal Coordination (MAGIC), expressed MAGIC's support for the project; it is the subregion's most urgent priority. Frank Ching, City of Waltham, expressed the city's support for the *Crosby's Corner* project and TIP Option 1. He remarked on the project's regional impact noting that traffic from Route 2 can affect traffic on Routes 126 and 117, and Waltham's Main Street and Trapelo Road.

Lou Sideris, Minuteman National Park, voiced the Park's support for the *Crosby's Corner* project and described its benefits for preserving the Route 2A/Battle Road historic area for visitors to enjoy. He noted that many drivers re-route themselves to Route 2A/Battle Road due to the inconvenience and dangers of driving through Crosby's Corner. That added cut-through traffic inhibits the visitors to the Park. Route 2A/Battle Road is designated as a State Scenic Byway, which may lead to it becoming a National Scenic Byway. He stated that the area is an important economic tourism generator for the Commonwealth.

Discussion of the Boston – Tremont Street Project

J. Gillooly pointed out changes to Option 1, including the removal of the *Boston – Tremont Street, Phase 1* project. He stated that the *Tremont Street* project had been ready to go, but was paused while, at the request of MassHighway, the City looked at bicycle accommodation. He expressed concern that the project was removed from the TIP and requested more information on the reason for the changes.

D. Mohler replied that the changes resulted from the EOT decision to flex highway funds to transit to support improvements to the Fitchburg commuter rail line over a three-year period. H. Morrison explained that both Options 1 and 2 show a reduction of approximately \$16.1 million from the MPO's targets over the period of FFYs 2010 to

2013. Funding on Option 1 was reduced by: removing the previously recommended new projects in the outer years; reducing by \$2 million the funding for the Congestion Mitigation Air Quality Improvement Program; the removal of the *Boston – Tremont Street, Phase 1* project; and the removal of less than \$2 million in funding from *Crosby’s Corner* project in FFYs 2012 and 2013.

Public Comments on Other Projects

Members then heard comments from proponents of other projects:

Bedford, Burlington, Billerica – Middlesex Turnpike Improvements, Phase 3

State Representative William Greene expressed disappointment that the *Bedford, Burlington, Billerica – Middlesex Turnpike Improvements, Phase 3* project had been removed from the TIP after the towns of Bedford, Burlington, and Billerica had worked cooperatively with the MPO. He stated that the project is an example of regionalism and is important for serving the economic engine in the Billerica area. He stated that the Northern Middlesex Council of Governments (NMCOG) has agreed to contribute \$1 million to the project. He requested that the MPO add the project to the FFY 2012 element of the TIP.

Abdul Alkhatib, Town of Billerica, provided an update and asked for the MPO’s support for the *Bedford, Burlington, Billerica – Middlesex Turnpike Improvements, Phase 3* project. The environmental permitting and right-of-way work is underway. Sarah Bradbury, NMCOG, stated that the NMCOG will contribute \$1 million of its target money if the Boston Region MPO programs the project in FFY 2012 (making the Boston Region’s share \$18.2 million). Richard Reed, Town of Bedford, added that Bedford has already acquired right-of-way for the project and invested \$5 million in the project.

Belmont – Trapelo Road

Glenn Clancy, Town of Belmont, spoke about the *Belmont – Trapelo Road* project. The project is at 25% design and is expected to be at 75% design by September. The town funded \$1 million of the design. Zoning changes were approved by town meeting and a special town meeting will be held in the fall to address right-of-way and rights-of-entry. He noted that the project will have economic benefits to the corridor area.

Reading – West Street

George Zambouras, Town of Reading, commented that the *Reading – West Street* project is further along than some other projects on the TIP and it could be ready by January. He expressed interest in receiving ARRA money for the project, but noted that since the project is not on the TIP the town has not been able to get comments from the MassHighway District. The project cost estimate is approximately \$6 million (reduced on advice from MassHighway to eliminate full depth construction).

Wayland – Route 30/Route 27 Interchange

Don Ouellette, Town of Wayland, provided an update on the *Wayland – Route 30/Route 27 Interchange* project, which was removed from the TIP’s Universe of Projects. The town is working aggressively to get the project ready and address right-of-way issues by

winter. He requested the project be returned to the TIP queue. He also expressed support for the *Crosby's Corner* project, noting that the roadway is very dangerous in inclement weather.

Bikeways and Rail Trails

Mel Kleckner, Town of Winchester, and Ken Pruitt, Stoneham resident and project volunteer, spoke in support of the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project citing the project's environmental benefits and noting that the trail would provide a safe off road option for biking and walking. The project has been in the works for 20 years. In response to a member's follow up question, D. Mohler explained that the project was removed from the TIP last summer when, due to fiscal constraint, the decision was made to remove all bicycle path projects from the TIP.

Bill Clark, Town of Milton, advocated for the *Central Avenue Bikeway* project, which is not on either TIP option. The project was an unfunded Footprints Road project in 2003. He said the project is at 25% design and has no right-of-way issues. The project would connect to a business district, schools, several Transit Oriented Development projects, the Neponset Bikeway, and the Red Line. The project is a priority of the town and the Three Rivers Interlocal Council. It has a cost estimate of \$3.4 million.

Roland Bartl, Town of Acton, pointed out that the *Assabet River Rail Trail* and *Bruce Freeman Rail Trail* projects must be programmed in the first ten-year band of the RTP so that High-Priority Project (HPP) earmark funding and Enhancement funding may be accessed. He expressed concern that not all HPP funding is programmed in the TIP.

Dick Williamson, Friends of the Bruce Freeman Rail Trail, voiced his opinion that the state's Enhancement Program is not functioning as it should. He noted that the Enhancement Program provides a major source of bicycle trail funding in other states, but Massachusetts has let \$87 million of those funds not be spent for trail projects. He remarked that an EOT proposal to study the problem is not necessary because the problem is obvious – when there is a fiscal crunch, trail projects get cut. He stated that earmark funding appears to be the only way to build trail projects in Massachusetts. He expressed hope that the funding process could be changed to better address trail projects. D. Mohler added that the Enhancement funds are spent in this state, but those funds were directed by the MPO to other projects.

Norwood – Pleasant Street at Morse Street

Andrew Murphy, Town of Norwood, stated that the town is pleased to see the *Norwood – Pleasant Street at Morse Street* project programmed in the FFY 2010 TIP element. The town has acquired the necessary easements. There are no other right-of-way takings and abutters are supportive. The 100% design will be submitted in two weeks by the town's consultant, Vanasse Hangen Brustlin, Inc.

Ipswich – North Green Improvements (Construction)

Glenn Gibbs, Town of Ipswich, thanked the MPO for supporting the *Ipswich – North Green Improvements (Construction)* project. The town supports the TIP recommendation.

Hudson – Route 85

Michelle Ciccolo, Town of Hudson, provided an update on the *Hudson – Route 85* project. The town is working with District 3 to get the *Route 85* project ready in time for possible ARRA funding. It is at 25% design, but the plans are advanced. The town has agreed to take the road back from MassHighway and maintain it in perpetuity. If the project is not done, the town will have to pay \$300,000 back to the developer. She also commented on the *Assabet River Rail Trail* project and stated that the Acton/Maynard section should go first, before the Hudson/Stow section.

Southborough – Main Street (Route 30)

John Woodsmall, Town of Southborough, requested that the *Southborough – Main Street (Route 30)* project be funded in the TIP. The project, at 25% design, will be at 75% design next spring and ready for construction by 2011.

Canton – Route 138, Phase 2

Sue McQuaid, Neponset Valley Chamber of Commerce, speaking for the Town of Canton, provided an update on the status of the *Canton – Route 138, Phase 2* project and requested that the MPO program the project in the TIP. The project was presented to the MPO at Municipal TIP Input Day. Speaking to issues of project readiness, she reported that MassHighway has signed a work permit. Vanasse Hangen Brustlin, Inc. is doing the 100% design plans, and the notice to proceed and bid documents have been prepared. The project cost estimate is \$850,000.

Cambridge – Cambridge Common (Construction)

Jeff Rosenblum, City of Cambridge, urged the MPO to keep the *Cambridge – Cambridge Common (Construction)* project in the FFY 2012 element of the TIP. He stated that the project has been reviewed as an Enhancement project. The city will be submitting the 25% designs to MassHighway this month, and the project has no right-of-way issues.

After hearing public comments, members agreed to convene on July 16 at 9AM to proceed with their decision-making on the TIP and RTP. Staff was asked to provide details on the criteria used to select the projects for the TIP Options.

8. Members Items

There were none.

9. Adjourn

A motion to adjourn was made by M. Draisen, and seconded by S. Woelfel. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, July 9, 2009, 10:00 AM

Member Agencies

EOT
City of Boston

City of Newton
City of Somerville

Federal Highway
Administration
MAPC

MassHighway
MassPike
MassPort
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Braintree
Town of Hopkinton
Town of Framingham

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent

Michael Chong

Marc Draisen
Eric Bourassa
Jim Gallagher
Stephen Woelfel
John Romano
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib

Richard Reed
Christine Stickney
Mary Pratt
Ginger Esty

MPO Staff/CTPS

Michael Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Pam Wolfe

Other Attendees

Lynn Ahlgren

Abdul Alkhatib
Cory Atkins
Cameron Bain

Roland Bartl
Dan Boynton
Sarah Bradbury

William Brownsberger
Jennifer Callahan
Bob Campbell
Noah Chensin
Frank Ching
Michelle Ciccolo

Glenn Clancy

MetroWest Regional Transit
Authority
Town of Billerica
State Representative
Stoneham Tri-Community
Bikeway
Town of Acton
Town of Lincoln Planning Board
Northern Middlesex Council of
Governments
State Representative
State Representative
Town of Braintree
Conservation Law Foundation
City of Waltham
Town of Hudson and Minuteman
Advisory Group on Interlocal
Coordination
Town of Belmont

Bill Clark	Town of Milton	Ken Pruitt	Stoneham resident
Romin Coebel	Fenway CDC	Michael Rademacher	Town of Arlington
Tom Conroy	State Representative	Ellin Reisner	Somerville Transportation Equity Partnership
Rosamond Delon	Town of Lincoln	Bill Renault	Town of Concord
Don DiMartino	Town of Bellingham	Beth Rudolph	Town of Winchester
Denis Fraine	Town of Bellingham	Jeff Rosenblum	City of Cambridge
Darryl Gallant	Vanasse Hangen Brustlin, Inc.	Luke Sawitsky	EOT
Glenn Gibbs	Town of Ipswich	Carl Scoirtino	State Representative
William Greene	State Representative	Lou Sideris	Minuteman National Park
Tim Higgins	Town of Lincoln, Town Administrator	John Snell	Lincoln resident
Sarah Cannon Holden	Town of Lincoln Board of Selectmen	Mark Whitehead	Town of Lincoln
Geoffrey Howe	Greenman-Pedersen, Inc.	Dick Williamson	Friends of the Bruce Freeman Rail Trail
Kristina Johnson	City of Quincy	John Woodsmall	Town of Southborough
Mel Kleckner	Town of Winchester	Elise Woodward	Town of Concord Board of Selectmen
Ken Krause	Medford Green Line Neighborhood Alliance	George Zambouras	Town of Reading
David Lane	Town of Danvers	Wig Zamore	Somerville Transportation Equity Partnership/Mystic View Task Force
Judy LaRocca	Town of Concord		
Jason Lewis	State Representative		
Robert Libin	Office of Senator Susan Fargo		
Sue McQuaid	Neponset Valley Chamber of Commerce		
Andrew Murphy	Town of Norwood		
Thomas Nally	A Better City		
Tommy O'Connell	Office of State Representative Jason Lewis		
Steve Olanoff	Regional Transportation Advisory Council		
Don Ouellette	Town of Wayland		
Karen Pearson	EOT		
Denise Provost	State Representative		

**Proposed Schedule for JOURNEY to 2030 Amendment
7/2/2009**

Task	Date	
Review Current Plan for all changes to text	May 27 to June 27, 2008	completed
2030 No-Build run complete	June 19, 2008	completed
TPPC Meeting to vote on final network, network sent to modeling	June 26, 2008	Discuss and approve 2010 network, modeling complete
<hr/>		
Highway and Transit Finance Plans distributed to TPPC	July 2, 2009	
Discussion of transit and highway projects	July 9, 2009	
Finalize 2030 Build, send 2030 Build to modeling	July 16, 2009	
Disuss 2020 Build Network, send to modeling	July 30, 2009	
2030 Build Model Run complete (AQ sent to EOT)	July 30, 2009	
EJ Analysis complete	August 6, 2009	
2020 Model Runs Complete (AQ sent to EOT)	August 13, 2009	
TPPC Meeting to vote amendment for public review	August 20, 2009	
Public Comment Period begins - FHWA, FTA, EPA, DEP receive document as well	August 23, 2009	
Public Comment Period ends	September 22, 2009	
TPPC receives comments	September 24, 2009	
TPPC meets to discuss comments and responses	October 1, 2009	
Final MPO vote	October 1, 2009	
Plan to Federal Agencies	October 1, 2009	
Discussion of major revisions of text with TPPC		
Chapter 3 - Amendments to Plan Process	Thursday July 3, 2008	completed
Chapter 11 - Land Use and Economic Development	Thursday July 3, 2008	completed
Chapter 12 - Finances		
Chapter 13 - Recommended Plan		
Chapter 14 - Environmental Justice		
Chapter 15 - Air Quality		

JOURNEY to 2030 Projects List
Evaluation Criteria Rating

DRAFT

Page in Universe of Projects and Programs Binder	Community	Project	Mobility														Safety & Security				Preservation	Environment			Regional Equity		Land Use & Economic Development			Revised Current Cost	Project Info.		Notes						
			MMS Data							MMS Data							MMS Data					Overall Rating	Preserves Existing System	Improves Air Quality	Protects Water, Open Space, Wildlife, etc.	Preserves Natural/Cultural Resources	Overall Rating	Improves Mobility for EJ Residents	Addresses EJ Issue		Overall Rating	Considers Land Use & Economic Plans		Supports Sustainable Development	Serves Existing Center of Activity	Provides Links for Economic Activities	Overall Rating	Current Status of Project	Type of Project
			Average Daily Traffic Entering Interchange ¹	Peak Hour Speed Index - Range ²	Average Peak Hour Speed Index In Peak Direction	Average Delay Per Mile - AM/PM (Seconds of Delay per Mile)	Average AM/PM Delay at Intersection (Seconds of Delay)	Volume/Practical Capacity - Range	Volume/Practical Capacity - Average	Improves Connections/Access to System	Improves Public Transit Service	Expands System Capacity	Provides Bike & Ped Facilities	Addresses Suburban Transit Needs	Better Access for Target Populations	Improves Freight Mobility	Overall Rating	Crashes Per Year ³	Crashes/Mile	Crash Rate Per Million Vehicles ⁴																			

Limited Access Highway Projects - Interchanges (2 of 2)

1-52	Revere	Mahoney Circle Grade Separation	52,500	35-53%	44%	36.5/88.8	N/A	2	1	2	1	0	0	2	2	48	2.52	3	3	3	0	0	1	0	0	0	0	1	0	2	2	1	1	1	1	1.00	\$15,600,000	RTP	MI/AQ	Questionable community support. Development of parcels in project area will hinder project. A high crash location (#46) with high crash rate. LOS D in AM and LOS D and F in PM. The 18th most delayed intersection in the MPO region. Moves regional trips from local roads; benefits this EJ community. Revere is a state economic target area. Within 1/2 mile of MBTA Blue Line rapid transit station.
1-40	Marlborough and Hudson	I-495/I-290/Route 85 Connector Interchange ⁶	97,000	83-98%	91%	N/A	N/A	2	0	2	0	0	0	2	2	53	1.50	2	3	3	0	0	0	0	0	0	0	0	0	0	2	1	1	1	1.25	\$28,704,000	RTP	MI/AQ	Existing safety problems. A high crash location (#48), with medium crash rates; truck rollovers. Ramps at or near LOS F.	
1-16	Canton	I-95 Northbound/Dedham Street Ramp and Bridge	106,500	71-80%	76%	N/A	N/A	3	1	3	0	1	0	2	3	NA	NA	1	2	1	0	0	0	0	0	0	0	0	0	0	2	-1	1	1	0.75	\$3,500,000	RTP	AQ	Benefit for local streets and access to major industrial/commercial area. Improves access to Westwood and MBTA 128 commuter rail station. Implements previous MPO study; consistent with local growth planning study. In protected area (ACEC). Provides direct connection with Westwood business district and MBTA commuter station, eliminating circuitous access from I-95/Route 128. Canton opposition.	
1-18	Concord	Concord Rotary/Route 2 ⁶	42,000	36-48%	42%	21.4/69.8	N/A	3	0	2	0	0	0	2	2	41	2.44	3	3	3	0	0	0	0	0	0	0	0	0	-2	-1	-1	0	-1.00	\$41,600,000	RTP	MI	A high crash location (#123) and high crash rate. One of 5 busiest radial routes to Boston; high commuting use. Questionable support by Concord.		
1-8	Boston	Route 1A/Boardman Street Grade Separation ⁶	65,500	33-40%	36%	55.4/133.5	N/A	2	1	2	0	0	0	2	2	8	0.32	1	2	2	0	0	1	0	0	0	0	0	0	1	-1	1	1	0.25	\$10,400,000	RTP	MI/AQ	A high crash location (#600). LOS D in AM and F in PM. Ranked 1A's worst intersection. Air quality benefits.		
1-22	Danvers and Peabody	Route 1/Route 114 Corridor Improvements	77,000	N/A	N/A	N/A	N/A	2	0	2	0	0	0	1	2	40	1.41	2	2	2	0	0	0	0	0	0	0	0	0	2	-1	-1	1	0.25	\$48,672,000	RTP	MI/AQ	A high crash location (#15). Serious congestion in AM and PM. Corridors are in designated redevelopment districts.		
1-72	Wilmington and Reading	I-93/Route 129 Interchange Improvement Project	177,000	88%	88%	N/A	N/A	1	0	1	0	0	0	1	1	49	0.76	1	2	2	0	0	0	0	0	0	0	0	0	0	-1	-1	1	-0.25	\$18,200,000	RTP	MI/AQ	Two high crash locations (#46 and #136). LOS D in PM at one ramp; LOS F in AM and E in PM at another (the 15th most delayed intersection in N. Suburban subregion in PM).		

¹ "Average Daily Traffic Entering Interchange" is a measure of the traffic activity at the interchange. It is defined by the sum of the ADT entering the interchange from all approaches, highway and arterial/other. ADT volumes were collected in 2003-2008.

² Speeds were collected during spring 2004-fall 2007.

³ Crash data is from 2004 - 2006

⁴ Crash rate per million entering vehicles = (Avg. # of crashes per year * 10⁶) / (ADT * 365)

⁵ Safety Rating is largely based on the following criteria: crash rate < 1: 1; crash rate greater than 1 but less than 2: 2; crash rate > 2: 3

⁶ ADT counts are from major road only, not all 4 approaches to the interchange.

JOURNEY to 2030 RTP Projects List
Evaluation Criteria Rating

Page in Universe of Projects and Programs Binder	Community	Project	Mobility							Safety & Security					Preservation	Environment	Regional Equity	Land Use & Economic Development	Revised Current Cost	Project Info.		Notes																						
			MMS Data			MMS Data				MMS Data										Current Status of Project	Type of Project																							
			Average Major Road ADT ¹	Range of Peak Hour Speed Index ²	Average Peak Hour Speed Index ³	Average Delay Per Mile - AM/PM (Seconds of Delay per Mile)	Average AM/PM Delay at Intersection / Intersection (Seconds of Delay)	Range of Volume/Practical Capacity ⁴	Average of Volume/Practical Capacity ⁵	Improves Connections/Access to System	Improves Public Transit Service	Expands System Capacity	Provides Bike & Ped Facilities	Addresses Suburban Transit Needs	Better Access for Target Populations	Improves Freight Mobility	Overall Rating	Crashes Per Year	Crashes/Mile			Crashes/Average Annual Daily Traffic (Crashes per Million Vehicles)	Enhances Safety of Infrastructure for Users	Component of Safety/Security Initiative	Overall Rating	Preserves Existing System	Overall Rating	Improves Air Quality	Protects Water, Open Space, Wildlife, etc.	Preserves Natural/Cultural Resources	Overall Rating	Improves Mobility for EJ Residents	Addresses EJ Issue	Overall Rating	Considers Land Use & Economic Plans	Supports Sustainable Development	Serves Existing Center of Activity	Provides Links for Economic Activities	Overall Rating					
Limited Access Highway Projects - Segments (1 of 1)																																												
1-4	Beverly to Peabody	Route 128 Capacity Improvements	80,200	73-102%	89%			73-125%	100%	2	0	3	0	0	0	3	3	271	41		3	3	3	2	2	1	0	0	0	0	0	0	0	0	0	2	-3	-1	1	-0.25	\$150,800,000	RTP	MI/ AQ	Eight high crash locations (#22 to #166). Oldest remaining section of 128; poor design standards and high volumes.
1-38	Malden and Revere	Route 1 Improvements	86,600	30-110%	85%			108%	108%	1	0	3	0	0	0	3	3	100	55		3	3	3	0	0	0	0	0	0	0	0	0	0	2	-1	1	1	0.75	\$67,600,000	RTP	MI/ AQ	A high crash location (#79). Congestion SB AM and NB PM peaks. Two redevelopment areas in project area; state economic target area. High crash location and substandard horizontal curve design.		
1-68	Weymouth to Duxbury	Route 3 South Additional Lanes	85,900	60-105%	96%			82-130%	107%	1	0	3	0	0	0	3	3	321	20		2	3	3	0	0	1	0	0	0	0	0	0	-3	-3	-1	1	-1.50	\$219,024,000	RTP	MI/ AQ	Four high crash locations (#8 to #84). LOS E and F AM and PM peaks; breakdown lane used in peaks.			

¹ Average Major Road ADT: Values were calculated based on the information presented in the Traffic Volumes on Major Highways in Massachusetts book (May 2007). The ADT values were determined by matching the project area to the road segments presented in the book, converting the AWDT to ADT with a 0.875 adjustment factor and then averaging the segment values for the project.

² Range of Peak Hour Speed Index: The speed index values were calculated by matching up the project area to the travel time run values conducted by the MMS. The speed from each segment of the travel time run was divided by the posted speed limit for that segment for Northbound/Eastbound and Southbound/Westbound direction during both the AM and PM Peak Hour. The results of these calculations were then used to define the range of values.

³ Average Peak Hour Speed Index: The speed index values were calculated by matching up the project area to the travel time run values conducted by the MMS. The speed from each segment of the travel time run was divided by the posted speed limit for that segment for Northbound/Eastbound and Southbound/Westbound direction during both the AM and PM Peak Hour. The results of these calculations were then averaged by project.

⁴ Range of Volume/Practical Capacity: Values were calculated based on the information presented in the Traffic Volumes on Major Highways in Massachusetts book (May 2007). The ADT values were determined by matching the project area to the road segments presented in the book, converting the AWDT to ADT with a 0.875 adjustment factor. These values were then divided by the Practical Capacity (20,000 vehicle per lane) to generate the V/PC figures for each segment within the project area. The V/PC were then used to define the range.

⁵ Average of Volume/Practical Capacity: Values were calculated based on the information presented in the Traffic Volumes on Major Highways in Massachusetts book (May 2007). The ADT values were determined by matching the project area to the road segments presented in the book, converting the AWDT to ADT with a 0.875 adjustment factor. These values were then divided by the Practical Capacity (20,000 vehicle per lane) to generate the V/PC figures for each segment within the project area. The V/PC were then averaged to provide the value per project.

JOURNEY to 2030 Projects List
Evaluation Criteria Rating

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Page in Universe of Projects and Programs Binder	Community	Project	Mobility										Safety & Security					Preservation	Environment	Regional Equity	Land Use & Economic Development					Revised Current Cost	Project Info.		Notes																	
			MMS Data					MMS Data					Crashes Per Year	Crashes/Mile	Crashes/Average Annual Daily Traffic (Crashes per Million Vehicles)	Enhances Safety of Infrastructure for Users	Component of Safety/Security Initiative				Overall Rating	Preserves Existing System	Overall Rating	Improves Air Quality	Protects Water, Open Space, Wildlife, etc.		Preserves Natural/Cultural Resources	Overall Rating		Improves Mobility for EJ Residents	Addresses EJ Issue	Overall Rating	Considers Land Use & Economic Plans	Supports Sustainable Development	Serves Existing Center of Activity	Provides Links for Economic Activities	Overall Rating	Current Status of Project	Type of Project							
			Range of Average daily Traffic	Range of Peak Hour Speed Index	Average Peak Hour Speed Index	Average Delay Per Mile - AM/PM (Seconds of Delay per Mile)	Average AM/PM Delay at Intersection (Seconds of Delay)	Range of Volume/Practical Capacity	Average Volume/Practical Capacity	Improves Connections/Access to System	Improves Public Transit Service	Expands System Capacity																												Provides Bike & Ped Facilities	Addresses Suburban Transit Needs	Better Access for Target Populations	Improves Freight Mobility	Overall Rating		
Arterial Roadway Projects - Intersections																																														
1-28	Framingham	Route 126/Route 135 Grade Separation	36,800			218/220							2	0	0	1	0	0	2	2	33		2.46	3	2	3	0	0	1	0	0	1	0	1	1	2	2	2	2	2.00	\$52,000,000	RTP	MI	A high crash location (#130). Intersection at LOS F in AM and PM. Second worst in MetroWest subregion and 8th worst in MPO region. MBTA commuter rail station in the vicinity and LIFT buses operate in area. Is an identified EJ community. Linked to downtown redevelopment.		
Arterial Roadway Projects - Segments																																														
1-66	Weymouth	Route 18 Capacity Improvements	25,200 to 36,600			51/55							3	0	3	1	0	0	2	3	367		81	3	2	3	0	0	0	0	0	0	0	0	0	0	3	1	1	2	1.75	\$26,100,000	RTP/TIP	MI/AQ	Three high crash locations (#8 to #298). Six intersections in the top 25 most delayed in South Shore Coalition subregion. Provides access to South Weymouth commuter rail station on Plymouth Line. Part of development plan for S. Weymouth Naval Air Station, site designated for redevelopment. Weymouth is a state economic target area.	
1-26	Everett, Medford, Revere	Route 16 (Revere Beach Parkway)	40,200 to 52,800			102/102							2	0	3	0	0	0	2	3	197		86	3	2	3	0	0	0	0	0	0	0	0	1	1	1	1	-1	1	0.50	\$97,344,000	RTP	MI/AQ	Four high crash locations (#11 to #539). LOS E/F in AM and PM. Would improve access to MBTA Wellington Orange Line station. Important access to Telecom City site. Everett is a state economic target area.	
1-2	Bedford, Burlington and Billerica	Middlesex Turnpike Improvements	15,000-20,000			25/28							1	0	3	1	0	0	2	2	20		9	1	2	1	0	0	0	0	0	0	0	0	0	0	2	-1	-1	1	0.25	\$33,041,840	RTP/TIP	MI/AQ	LOS E in AM and PM along Turnpike. LOS F at 6 of 7 intersections. Adding sidewalks. Improvements in a multi-community Economic Opportunity Area.	
1-44	Newton and Needham	Needham Street/Highland Avenue	25,200 to 34,000			N/A							1	0	1	0	0	0	1	1	90		65	2	2	2	0	0	0	0	0	0	0	0	0	0	2	-1	-1	1	0.25	\$8,100,000	RTP	AQ?	One high crash location (#41). LOS E/F in AM and PM. MBTA bus route uses Needham St. in Newton. Needham section in a redevelopment district; project would facilitate.	
1-10	Boston	Rutherford Avenue	12,600 to 29,100			N/A							1	1	-1	0	0	0	0	0	23		20	1	2	1	0	0	0	0	0	0	0	0	0	0	2	2	2	3	2.25	\$79,300,000	RTP	MI	Two Orange Line rapid transit stations adjacent to project. An Urban Ring Phase 2 route. Would improve access to historic resources and park; improve pedestrian facilities; add open space. Boston is a state economic target area.	
	Woburn	Montvale Avenue	33,600 to 36,400										1	0	2	0	0	0	1	1	44		220	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$3,400,000	AQ	Improvements in traffic flow. Adding additional lanes between I-93 and Washington Street and will improve flow at Montvale and Washington Street intersection.	
7-10	Marshfield	Route 139 Improvements	6,200 to 20,100			10/14							1	0	2	0	0	0	1	1	22		10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	-1	-1	1	0.00	\$7,150,200	AQ	Sidewalks and shared bicycle lane (shoulder) included. Development consistent with local master plan.
7-4	Milford	Route 16 Bypass Road	17,800 to 25,000			56/68							2	0	3	0	0	0	1	2	23		48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-1	-2	0	-0.25		AQ	Improvements in traffic flow and a bike trail extension. Crash information is for Route 16 in area of bypass.	

Ratings scale: -3 to 3

MI = Major Investment (Over \$10 Million)
AQ = Regionally Significant for AQ Conformity

Ongoing No-Build Project	2007 Plan Cost	2010	2011-2020	2021-2030	2007 Plan Total	Updated Cost	Status
Route 128 Additional Lanes (Randolph to Wellesley)	\$301,350,000	\$32,000,000	\$219,500,000		\$301,350,000	\$251,500,000	This cost is lower since money has been spent down since adoption of Plan in 2007.
Recommended Projects							
Middlesex Turnpike Improvements Phase 3 (Bedford, Burlington, and Billerica)	\$14,400,000	\$14,400,000			\$14,400,000	\$19,200,000	Phase 2 of 3 in the 2009 element of TIP for \$13.8M, Phase 3 is \$19.2M and is shown here
Route 128 Capacity Improvements (Beverly to Peabody)	\$145,000,000			\$293,743,000	\$293,743,000	\$293,743,000	From Lisco Memo - Potential Long-Range Plans for Improving Express Highways
East Boston Haul Road/Chelsea Truck Route (Boston)	\$14,000,000	\$5,401,600	\$11,767,500		\$17,169,100	\$18,000,000	\$5.6 million is an earmark, Massport - In planning looking for programming in outer TIP year, requested that price be increased to \$18,000,000
Route 1A/Boardman Street Grade Separation (Boston)	\$10,000,000		\$13,686,000		\$13,686,000	\$13,686,000	Route 1A Corridor Study - 1990, project is inactive in MHD Environmental Services Division, if reactivated a new feasibility study would be needed.
Rutherford Avenue/Sullivan Square (Boston)	\$79,300,000	\$21,252,500	\$79,443,000		\$100,695,500	\$100,695,500	Boston recommendation from Rutherford Ave Study (1999), Sullivan Square earmark of \$11.6 million, part is programmed in 2009
Consolidated Rental Car Facility (Logan Airport, Boston)[1]	\$453,000,000	\$49,000,000	\$404,000,000		\$453,000,000	\$453,000,000	Needs to be listed in Plan for Massport, no MPO money
I-93/Route 3 Interchange - Braintree Split (Braintree)	\$33,300,000		\$45,573,000		\$45,573,000	\$45,573,000	Braintree Split study with recommendations (2005)
I-93/I-95 Interchange (Canton)	\$120,000,000		\$164,228,000		\$164,228,000	\$225,000,000	Project in MHD Environmental Services Division, probably ready for 2012, most recent estimate from MHD Environmental's most recent alternative.
I-95 Northbound/Dedham Street Ramp and Bridge (Canton)[2]	\$3,500,000	\$3,500,000			\$3,500,000	\$3,500,000	Project to be paid for by developer
Concord Rotary/Route 2 (Concord)	\$40,000,000			\$81,033,000	\$81,033,000	\$81,033,000	Preparing 25% plans - in design phase (Route 2 Corridor Study), questionable support by Concord, supported by Acton.
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)	\$31,500,000	\$12,450,000	\$19,050,000		\$31,500,000	\$72,000,000	In past TIP (\$39 million programmed in 2011 and 2012, remaining should be programmed in 2013 and 2014) - (Route 2 Corridor Study)
Route 1/Route 114 Corridor Improvements (Danvers and Peabody)	\$46,800,000			\$94,808,000	\$94,808,000	\$94,808,000	Project inactive in Environmental Section of MassHighway. Developer paid for some ramp improvements.
Telecom City Boulevard (Everett, Malden, and Medford)	\$15,200,000		\$20,802,000		\$20,802,000	\$20,802,000	Economic Development Plan, new bridge, now called River's Edge
Revere Beach Parkway (Everett, Medford, and Revere)	\$93,600,000			\$189,616,000	\$189,616,000	\$189,616,000	Signal coordination in Lower North Shore Improvement Study (Everett requested widening)
Route 126/Route 135 Grade Separation (Framingham)	\$50,000,000			\$101,291,000	\$101,291,000	\$101,291,000	Framingham and MassHighway project
Route 85 Improvements (Hudson)	\$5,900,000		\$8,075,000		\$8,075,000	\$10,659,000	Part of the I-495/I290 Interchange, Separated on request from Hudson, cost increase to \$8,100,000 increased by 4%/year to 2015.
Route 1 Improvements (Malden and Revere)	\$65,000,000			\$131,678,000	\$131,678,000	\$131,678,000	Lower North Shore Improvement Study, approved by PRC, in MHD Environmental Services with FEIR anticipated by end of 2009 and 25% design mid 2010.
I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)	\$27,600,000		\$37,773,000		\$37,773,000	\$37,773,000	MassHighway project
Needham Street/Winchester Street (Newton and Needham) [3]	\$6,000,000		\$7,896,000		\$7,896,000	\$6,000,000	Needham, Newton, MassHighway project
Highland Avenue (Needham) [3]	\$2,100,000		\$2,763,000		\$2,763,000	\$2,100,000	Needham, Newton, MassHighway project
Quincy Center Concourse, Phase 2 (Quincy)	\$7,000,000		\$9,580,000		\$9,580,000	\$7,500,000	Quincy - 100% design plans received by MassHighway
I-93/I-95 Interchange (Reading and Woburn)	\$171,000,000		\$234,025,000		\$234,025,000	\$246,474,000	I-93/I-95 Interchange Transportation Study
Mahoney Circle Grade Separation (Revere)	\$15,000,000			\$30,387,000	\$30,387,000	\$30,387,000	MassHighway project, no PRC approval, project on hold in MHD Environmental Services Division.
Route 1/Route 16 Interchange (Revere)	\$4,600,000		\$6,295,000		\$6,295,000	\$6,295,000	Lower North Shore Improvement Study
Route 1A/Route 16 Connection (Revere)	\$46,300,000			\$93,795,000	\$93,795,000	\$93,795,000	Lower North Shore Improvement Study
Boston Street (Salem)	\$2,300,000		\$3,148,000		\$3,148,000	\$3,148,000	MassHighway in preliminary design phase
Bridge Street (Salem)	\$3,500,000		\$4,790,000		\$4,790,000	\$13,159,000	MassHighway 25% design plans received by MassHighway, cost increase to \$10,000,000 increased by 4%/year to 2015.
I-93/Mystic Avenue Interchange (Somerville)	\$58,500,000			\$118,510,000	\$118,510,000	\$118,510,000	Mystic Avenue/Route 128/I-93 Interchange Improvement Study - 1994 earmark for study in the 2009 element of TIP
S. Weymouth Naval Air Station Access Improvements (Parkway construction)[4]	\$52,000,000		\$52,000,000		\$52,000,000	\$52,000,000	Naval Station Redevelopment, \$52 million for Parkway construction (not included in the total to be funded with non-MPO revenues)
S. Weymouth Naval Air Station Access Improvements (Multi-modal Center)[4]						\$10,000,000	Naval Station Redevelopment \$10 million for Multi-Modal Center (cost included in total, funding with federal earmark). Programmed in 2009 TIP.
Route 18 Capacity Improvements (Weymouth)	\$24,000,000	\$24,000,000			\$24,000,000	\$26,100,000	Was in 2010 element of TIP
Route 3 South Additional Lanes (Weymouth to Duxbury)	\$210,600,000			\$426,637,000	\$426,637,000	\$426,637,000	Federal requirement - using shoulder in peak - required to build additional lane to accommodate. May want to include Braintree Split in study area.
I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)	\$17,500,000		\$23,950,000		\$23,950,000	\$23,950,000	Phase from Woburn St to Rte 38 nearing completion - reconstruction with sidewalks, project dropped by MHD Environmental Services Division.
New Boston Street Bridge (Woburn)	\$2,400,000			\$4,862,000	\$4,862,000	\$4,862,000	City of Woburn request, no PRC approval no design plans, Woburn asked for 2010 at Municipal TIP Day, MassHighway site -\$4.5M
Total	\$1,663,750,000	\$109,504,100	\$912,344,500	\$1,566,360,000	\$2,638,058,600	\$2,725,974,500	
				Difference		\$87,915,900	

[1] This project will be paid for by the Massachusetts Port Authority. Funding for this project will come from General Airport Revenue Bonds, taxable revenue bonds supported by revenue from the daily Customer Facility Charge and rent from car companies, and Transportation Infrastructure Finance and Innovation Act (TIFIA) funds

[2] This project will be paid for by the developer and is not included in the total.

[3] The Needham Street/Highland Avenue project has been split in two because it is currently split by MassHighway. The Needham Street description has been changed to be a three lane cross-section rather than four-lane. It is currently a three lane cross-section so it is no longer an expansion.

The Highland Avenue project in Needham does not include an expansion. The roadway is currently a four lane section from south of the bridge at the Needham/Newton town line to Webster Street. The bridge is a two lane bridge and should be widened to accommodate these projects. The bridge widening is not included in either of the projects' designs or costs.

[4] Total project is \$62 million; the \$52 million for the construction of the Parkway will be funded with non-MPO revenues (state, local, etc.); \$10 million for the Multi-modal Center will be funded with federal earmark and is included in the total. Multi-modal center programmed in 2009 TIP.

Marshfield – Route 139 Widening (in Universe of Projects list in Plan)	\$7,150,200	25% design plans approved May 2008
Milford – Veterans Memorial Drive (in Universe of Projects list in Plan)		
Woburn – Montvale Avenue	\$3,400,000	PRC Approval, no design plans
MassPort – T Under D	\$80,000,000	
Somerville – Assembly Square Roadway Project	\$50,000,000	
Beverly – Route 128 Brimball Avenue Interchange Relocation	\$15,500,000	
Hanover – Route 53 Final Phase	\$1,000,000	

**PROJECTS CURRENTLY PROGRAMMED IN THE TRANSPORTATION IMPROVEMENT PROGRAM WITH
COSTS OVER \$10,000,000**

Project	Location	Cost	Currently Listed in Plan
Route 128 Improvement Program Contract 4	Canton, Randolph & Westwood	\$61,000,000	Y
Route 128 Improvement Program Contract 5	Dedham, Needham & Westwood	\$72,000,000	Y
Route 128 Improvement Program	Needham & Wellesley	\$53,219,389	Y
Middlesex Turnpike Phase II	Bedford, Billerica, & Burlington	\$13,438,679	Y
Pulaski Boulevard	Bellingham	\$13,006,510	N
Route 128 at Routes 35 & 62	Danvers & Peabody	\$34,982,000	N
Route 18 Roadway Improvements	Weymouth	\$26,100,000	Y
Route 2 (Crosby's Corner)	Concord & Lincoln	\$71,943,985	Y

**PROJECTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM UNIVERSE WITH PRC APPROVAL
WITH COSTS OVER \$10,000,000**

Project	Location	Cost	Currently Listed in Plan
Bridge Street (Beverly/Salem Bridge)	Salem	\$10,000,000	Y
Route 27 (North Main Street)	Natick	\$10,129,579	N
Lechmere Station Relocation and Expansion	Cambridge	\$11,120,000	N
Massachusetts Avenue Bridge	Boston	\$12,000,000	N
Route 93 Lighting	Somerville & Medford	\$12,250,429	N
Route 107 (Fox Hill) Bridge	Lynn & Saugus	\$13,600,000	N
Pulaski Boulevard, Phase 1	Bellingham	\$13,006,510	N
Route 1/Walnut Street	Saugus	\$18,525,078	N
Middlesex Turnpike Improvement Project, Phase Three	Bedford, Billerica & Burlington	\$191,200,000	Y
Concord Rotary (Routes 2/2A/119)	Concord	\$31,000,000	Y
Route 2A (Marrett Road) Bridge	Lexington	\$21,087,700	N
I-495/I-290 Interchange	Hudson & Marlborough	\$25,000,000	Y
Border to Boston Bikeway	Danvers	\$26,269,150	N
Route 128 Interchanges Phase 2	Danvers & Peabody	\$34,982,000	N
Revere Beach Parkway Bridge	Everett & Medford	\$41,320,000	N
Route 1	Malden, Revere, Saugus	\$65,563,620	Y
Route 3A (Washington Street) Bridge	Quincy & Weymouth	\$255,360,000	N
Longfellow Bridge	Boston & Cambridge	\$267,500,000	N

Additional Expansion Highway Projects Requested by Municipalities/Agencies

Project	Cost (if available)
Marshfield – Route 139 Widening (in Universe of Projects list in Plan)	\$7,150,200
Milford – Veterans Memorial Drive (in Universe of Projects list in Plan)	
Woburn – Montvale Avenue	\$3,400,000
MassPort – T Under D (Boston Waterfront)	\$80,000,000
Somerville – Assembly Square Roadway Project	\$50,000,000
Westwood – Westwood Station Projects (over and above the I-95 Northbound/Dedham Street Ramp and Bridge (Canton))	
Beverly – Route 128 Brimball Avenue Interchange Relocation (possible expansion project)	15,500,555
Hanover – Route 53 Final Phase (included in Staff's TIP recommendation)	\$1,000,000

Additional Expansion Highway Projects In Other MPOs

Project	Cost (if available)
Merrimack Valley – Tri-Town Interchange	
Central Mass – I-90/I495 (Westborough and Hopkinton)	
Central Mass – I-495/Route 9 (Westborough and Southborough)	

Bicycle Projects with Earmarks or Those over \$10 Million

Project	Cost (if available)
Assabet River Rail Trail	\$20,000,000
Bruce Freeman Rail Trail	\$20,000,000
Border to Boston Bikeway	\$42,500,000

Additional Expansion Highway Projects Requested by Municipalities/Agencies

Project	Cost (if available)
Marshfield – Route 139 Widening (in Universe of Projects list in Plan)	\$7,150,200
Milford – Veterans Memorial Drive (in Universe of Projects list in Plan)	
Woburn – Montvale Avenue	\$3,400,000
MassPort – T Under D (Boston Waterfront)	\$80,000,000
Somerville – Assembly Square Roadway Project	\$50,000,000
Westwood – Westwood Station Projects (over and above the I-95 Northbound/Dedham Street Ramp and Bridge (Canton))	
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Additional Expansion Highway Projects In Other MPOs

Project	Cost (if available)
Merrimack Valley – Tri-Town Interchange	
Central Mass – I-90/I495 (Westborough and Hopkinton)	
Central Mass – I-495/Route 9 (Westborough and Southborough)	

Bicycle Projects with Earmarks or Those over \$10 Million

Project	Cost (if available)
Assabet River Rail Trail	\$20,000,000
Bruce Freeman Rail Trail	\$20,000,000
Border to Boston Bikeway	\$42,500,000

**Environmental Services Division - Major Projects Update
July 2, 2009**

FUNDED MAJOR PROJECTS IN PROGRESS				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
Andover - Tewksbury - Wilmington	I-93/Lowell Junction Interchange	\$150,000,000	Project included in Merrimack Valley RTP	EIS/EIR
Beverly	Route 128/Brimball Ave. Interchange	\$20-26 Million	Not Listed	EA/EIR
Boston - Cambridge	Longfellow Bridge	\$250,000,000	Not Listed	ENF/EA /4F
Canton-Dedham-Westwood	I-95/I-93/University Ave/Dedham Street	\$225,000,000 (2012)	Current - \$120,000,000 2011-2020 - \$164,228,000	EA/EIR
Concord	Concord Rotary	\$30,000,000	Current - \$40,000,000 2021-2030 - \$81,033,000	EA/EIR
Marlborough - Hudson	I-290/I-495 Interchange Improvement Project	\$31,000,000	Current - \$27,600,000 2011-2020 - \$37,773,000	ENF/Unknown
Quincy-Weymouth	Fore River Bridge Replacement	\$152,000,000	Not Listed	Unknown
Revere - Malden - Saugus	Route 1 Relocation and Add-a-Lane	\$70,000,000	Current - \$65,000,000 2021-2030 - \$131,678,000	EA/EIR
Weymouth-Rockland	East-West Parkway/Multimodal Center	\$62,000,000	Current - \$42,000,000 2011-2020 - \$42,000,000	EA/FEIR
Weymouth-Abington	Route 18 Widening	\$26,100,000	Current - \$24,000,000 2007-2010 - \$24,000,000	EA/Report
Weymouth-Duxbury	Route 3 South Improvements	\$125,000,000 – \$200,000,000	Current - \$210,000,000 2021-2030 - \$426,637,000	EA/SDEIR
Woburn - Reading - Stoneham	I-95/I-93 Interchange Improvements	\$260,000,000	Current - \$187,300,000 2011-2020 - \$246,474,000	EIS/EIR

**Environmental Services Division - Major Projects Update
July 2, 2009**

PROJECTS IN PERMITTING - 25% - 100% DESIGN				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
Bedford –Billerica-Burlington	Middlesex Turnpike phase II	\$33,000,000	Current - \$13,800,000 2007-2010 - \$33,041,840 (Phase II & III together)	EA-FONSI 8/03. FEIR Cert. 8/03
Bedford –Billerica-Burlington	Middlesex Turnpike phase III	Unknown	Current - \$19,200,000	EA-FONSI 8/03. FEIR Cert. 8/03
Concord - Lincoln	Crosby's Corner Safety Improvements	\$72,000,000	Current - \$72,000,000	FEIR Cert. 4/02
Dedham-Needham-Westwood	Rt 128 Add-a-Lane Bridge Contract IV	\$92,000,000	Total Rte 128 Project - \$301,350,000	EA/FEIR approved 4/99
Needham-Wellesley	Rt 128 Add-a-Lane Bridge Contract V	\$126,500,000	Total Rte 128 Project - \$301,350,000	EA/FEIR approved 4/99
Salem	Reconstruction of Bridge Street from Flint to Washington	\$15,500,000	Current - \$10,000,000 2011-2020 - new cost \$13,159,000	Re-evaluation/NOPC

**Environmental Services Division - Major Projects Update
July 2, 2009**

PENDING, ON HOLD, AND INACTIVE MAJOR PROJECTS				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
East Boston	Route 1A /Boardman Street	\$10,000,000	Current - \$10,000,000 2011-2020 - \$13,686,000	EA/EIR
East Boston	East Boston Haul Road	\$14,000,000	Current - \$14,000,000 2011-2020 - \$17,169,100	
Danvers	Rt. 114/I-95 Improvements	\$35,000,000 (1994)	Current - \$46,800,000 2021-203- - \$94,808,000	EA/EIR
Littleton	Route 2 Interchange/MBTA	\$10,000,000 (Interchange only)	Not Listed	EIS/EIR
Revere	Mahoney Circle Grade Separation	\$25,000,000	Current - \$15,000,00 was included in Plan 2021-2030 - \$30,387,000	EA/EIR
Wilmington & Reading	I-93/Rt. 129 Interchange Improvements	\$10,000,000	Current - \$17,500,000 2011-2020 - \$23,950,000	EIR Cert 12/99
Wilmington	I-93/Rt. 125/Ballardvale Rd.		Not Listed Ramp was constructed	EA; FEIR Cert. 7/00

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

Date	Affiliation/Name	Comment	MPO Action
5/14/2009	Robert L. Hedlund, State Senator James Cantwell, State Representative	Express support of the proposed Route 139 Corridor Improvement project which will help further promote economic development throughout the corridor. Route 139 is one of Marshfield's vital arteries and targeted development corridors, yet its existing bottlenecks and traffic congestion have limited its growth potential. Believes that a reconstruction of the corridor will generate tax revenue for the state and the town.	
5/19/2009	Dennis P. Flynn, Co-Chair of The Main Street Council	Requests that the TPPC include Southborough's Reconstruction of Main Street (Route 30) project in the FFY 2010-2013 TIP. The Main Street Council has worked closely with the departments, boards, and commissions of the town to provide input into the 25% design and believes that the project will enhance safety and accessibility, while reducing traffic congestion along the corridor.	
5/20/2009	Charles E. Gaffney, Chairman of the Town of Southborough Planning Board	Requests that the TPPC include Southborough's Reconstruction of Main Street (Route 30) project in the FFY 2010-2013 TIP. Close coordination between the Southborough boards, commissions, and residents have gone into the 25% design and Main Street improvements will enhance the functionality, beauty, historic character, and socioeconomic vitality of downtown.	
5/27/2009	Wayne P. Marquis, Town Manager of Danvers	Notes that the Collins Street project was Danver's top priority for the TIP, but requests that the Liberty Street project now be considered the top priority project since it will be ready first for construction. Liberty Street will involve full depth pavement reconstruction and improvements to two culverts on the roadway to improve accommodations and lessen traffic delays.	
5/27/2009	Gino Carlucci, Chair of the South West Advisory Planning Committee (SWAP)	Thanks the Committee for scheduling SWAP priority projects in FFY 2009 and proposes the following projects for inclusion in future TIPs: Bellingham - Pulaski Blvd.; Franklin - Route 140; Medway - Route 109; Wrentham - Route 1A/I-495 slip ramps, Taunton Street.	
5/27/2009	Lt. Paul Taber, Director of Marshfield Police/Emergency Management Agency	Expresses concern regarding the heavy traffic backups at the Route 139 corridor between Furnace Street and School Street in the event of an evacuation. Marshfield is a Nuclear Emergency Planning Zone (EPZ) and since Plain Street/Rte. 139 is the only evacuation route within the Radiological Emergency Response Plan (RERP), an evacuation would be delayed by traffic congestion and likely accidents. From January 1, 2008 to May 27, 2009 there were 106 motor vehicle accidents and the heavy traffic congestion of the area made it difficult for emergency vehicles to respond in a safe and timely manner.	
5/28/2009	William N. Brownsberger, State Representative	States that Belmont's financial commitment (over \$1 million in design funds) to the Trapelo Road Corridor project, when numerous other roads are in need of repair, demonstrates a deep community commitment to the project. He hopes that the Committee will support it in the upcoming TIP decision.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

5/28/2209	Michelle Ciccolo, Chair of MAGIC	<p>Requests on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) that the following projects remain on the 2009 TIP: Middlesex Turnpike Phase 2 (Bedford), Assabet River Rail Trail Design (Acton, Maynard), Assabet River Rail Trail Design (Hudson, Stow). Asks that Route 2 "Crosby's Corner" (Concord, Lincoln) and Route 111 Bike/Pedestrian (Boxborough) be considered as urgent projects and included in the FY 2010-2013 TIP. The Crosby's Corner project will submit its 100% design by August and it is necessary to reduce the estimated 50 accidents per year at this location. The Route 111 project is necessary to improve pedestrian and bicycle accommodations and to prevent culvert failure. Asks that the following high priority projects be included in the FY 2010-2013 TIP: Route 85/Washington St. (Hudson); Route 2A-Waltham Street (Lexington); Middlesex Turnpike Phase 2 (Bedford); Middlesex Turnpike Phase 3 (Bedford); Assabet River Rail Trail (Acton, Maynard); Assabet River Rail Trail (Hudson, Stow).</p> <p>Asks that the following significant projects be included in the FY 2010-2013 TIP: Route 20/Landham Road Intersection (Sudbury); Bruce Freeman Memorial Bike Path (Acton, Carlisle, Concord, Sudbury); Route 85/Hudson Road (Bolton); Houghton Street Bridge (Hudson); Minuteman Connector/West Lexington Greenway (Lexington).</p>	
5/29/2009	<p>Jamie Eldridge, State Senator Jen Benson, State Representative Cory Atkins, State Representative Kate Hogan, State Representative</p>	<p>Express support for the inclusion of the Assabet River Rail Trail (ARRT) in the FFY 2010-2013 TIP. Two of the five communities, Hudson and Marlborough, involved in the project have received millions of dollars in state and federal funding to design, construct, and complete the initial section of the transportation corridor. Seeks high priority status from the Boston MPO so that the communities can access their federal earmarks and expedite the project's completion.</p>	
5/29/2009	<p>Jamie Eldridge, State Senator Steven Panagiotakos, State Senator Susan Fargo, State Senator Cory Atkins, State Representative Tom Conroy, State Representative Jen Benson, State Representative Jim Arciero, State Representative</p>	<p>Support the inclusion of Phase 2 of the Bruce Freeman Rail Trail (BFRT) in the FFY 2010-2013 TIP. Phase 1 of the BFRT that connects the communities of Chelmsford and Westford is currently under construction. Phase 2 is undergoing 25% design and MassHighway held public workshops on June 3 and September 24 of 2008 that received widespread support. CTPS conducted a feasibility study of Phase 3 in 2006 and concluded the project could move forward. CSXT currently owns the Right-of-Way for Phase 3, but the rails and ties have been removed.</p>	
6/1/2009	Paul G. Yorkis, Medway SWAP Representative	<p>Requests that the TPPC release \$300,000 in the state transportation bond bill to the Route 109 in Medway to finalize design work. Notes that the project has support from the community and legislative members, including \$9,383,000 in HPP funds from Congressman James McGovern. States that the project will enhance pedestrian and bicycle accommodations, improve safety, and increase regional development.</p>	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

6/10/2009	Laura Wiener, Chair of the Inner Core Committee (ICC)	Requests consideration of the following Priority Project List for inclusion in the FFY 2010 Element of the TIP (note: "regional" projects are marked with an asterisk): Arlington - Mass. Ave (Phase 1); Belmont - Trapelo Road and Belmont Street, Bike Facility*; Boston - Tremont Street (Phase 1), South Bay Harbor Trail, Huntington Ave./Symphony Area, Warren Street/Blue Hill Ave., Melnea Cass Blvd.; Cambridge - Broadway/Kendall Square; Chelsea - Spruce Street, Beacham & Williams Street*, Washington Ave.; Everett - Route 99 Broadway*, TeleCom Blvd. (Phase 2); Lynn - Lynnfield Street/Millard Ave./Parker Hill Ave./Den Quarry Road; Malden - Bike to the Sea*; Medford - Clippership Drive, Medford Square Parking Garage; Melrose - Lebanon & Main Street; Milton - Central Ave.; Newton - Needham Street; Revere - Route 1, Wonderland; Somerville - Magoun Square, Community Path, Lower Broadway; Watertown - Intersection Improvements at 3 locations, Pleasant St. & Howard St.; Waltham - Multimodal Transportation Center*; Winthrop - Route 145. Also requests that the UPWP develop a coordinated planning program for projects in the Charles River Basin with Phase II of EOT's Sequencing Study.	
6/15/2009	Carolyn C. Dykema, State Representative Karen E. Spilka, State Senator Scott P. Brown, State Representative David Paul Linsky, State Representative	Express support for the inclusion of the Upper Charles Trail (Phase 2) project in Holliston on the FY2009 TIP. Phase 2 of the project will extend the trail in the towns of Holliston and Sherborn and will connect with a section of the Bay Circuit Trail. Holliston is prepared to begin the project once it is placed back on the TIP and believes it can offer benefits to the community by providing healthy and environmentally friendly options for recreation and travel.	
6/18/2009	Thomas M. McGee, State Senator Richard R. Tisei, State Senator Katherine Clark, State Representative	Request that the Lebanon Street Reconstruction project and the Main Street Intersection project in the City of Melrose be included in the FFY 2010-2013 TIP. The Lebanon Street Reconstruction project involves improved roadway and pedestrian accommodations and was included on the priority project list submitted by the Inner Core Committee. The project is at the 100% design stage and has an estimated cost of \$3,400,000. The Main Street project includes safety improvements at several downtown intersections and has a cost estimate of \$1,875,000.	
6/18/2009	Thomas M. McGee, State Senator Lori A. Ehrlich, State Representative	Request that the Humphrey and Salem Streets Reconstruction project in the Town of Swampscott be included in the FFY 2010-2013 TIP. The project includes safety and accessibility improvements for both pedestrians and vehicular traffic. The project has received preliminary approval from MassHighway and has an estimated cost of \$2,300,000.	
6/18/2009	Thomas M. McGee, State Senator Anthony D. Galluccio, State Senator Kathi-Anne Reinstein, State Representative Mark Falzone, State Representative	Request that the Route 1/Walnut Street interchange project in the Town of Saugus be included in the FFY 2010-2013 TIP. The Walnut Street Bridge over Route 1 is the final stage to be completed of a longstanding three part project. The interchange was ranked 11th in MassHighway's "Top 1000 Crash Locations Report: 1999-2001" and the replacement of the bridge is essential to reconfiguring the interchange and addressing public safety concerns. Notes that the project was removed from the FFY 2007 TIP pending right-of-way changes, but indicates that design is 75% complete with the first bridge submission reviewed.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

6/18/2009	Thomas M. McGee, State Senator Lori A. Ehrlich, State Representative	Request that the following projects in the Town of Marblehead be included in the FFY 2010-2013 TIP: Main Artery Roadway Resurfacing estimated at \$1,450,000; Village Street Bridge Repair estimated at \$750,000; Village, Vine, Pleasant, Cross Streets project to reconfigure an unsignalized intersection to improve safety estimated at \$400,000.	
6/18/2009	Thomas M. McGee, State Senator Lori A. Ehrlich, State Representative Mark Falzone, State Representative Robert F. Fennell, State Representative Steven M. Walsh, State Representative	Request that the following projects in the City of Lynn be included in the FFY 2010-2013 TIP: Intersection and Signal Improvements at Lynnfield Street and Millard Avenue estimated at \$850,000; Intersection and Signal Improvements at Boston Street and Washington Street estimated at \$1,500,000; Intersection and Signal Improvements at the City of Lynn Common estimated at \$2,500,000. All of the projects will improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection. The project at the City of Lynn Common also intends to increase activity and encourage "Smart Development" around the Common.	
6/22/2009	Brian O'Connor, Chair of the Winchester Board of Selectmen	Requests that Phase III (Construction) of the Tri-Community Bikeway/Greenway project be programmed in the FY 2010-2013 Transportation Improvement Program (TIP). The project intends to revitalize and reconnect the area by improving access to parks, civic buildings, commercial downtown areas, commuter rail stops and potentially other trails. The project has been supported by state and federal funds, including \$186,000 through the Massachusetts Transportation Enhancement Program to fund Phase I and \$598,000 through the FY 2007 TIP to fund Phase II. Phase III was programmed in previous TIPs, but voted off in June 2008. Asks that the MPO reinstate construction funding for this project.	
6/22/2009	Martha White, Town Administrator of Natick	Requests that the following projects of the Town of Natick be included in the TIP: Oak Street Intersection with Route 9 that has utilized MORE grant funds to advance the design (25% submitted) and intends to use a federal appropriation of \$1,400,000 for construction; Route 27 (North Main Street) that has submitted 25% design plans to MassHighway; The Route 27 and Route 9 Intersection that has had MassHighway review its conceptual plans; Cochituate Rail Trail which is under conceptual design plans.	
6/24/2009	Paul F. Matthews, Executive Director & Adam C. Ploetz, Manager of Sustainable Development Programs (495/Metrowest Partnership)	Express concern regarding the defunding of Phase 1 of construction of the Holliston portion of the Upper Charles Trail in the 2010 Element of the FFY 2010-2013 TIP. The construction of the Holliston's Phase 1 of the Trail has been delayed by right-of-way negotiations with CSX, and although CSX has provided a draft Purchase and Sales agreement to Holliston, defunding the Phase 1 construction could further delay progress. The project is a longstanding priority of the region and will expand commuting and recreational opportunities, reduce air pollution, and provide connections to two MBTA commuter rail stations.	
7/1/2009	Kenneth Pruitt, Stoneham resident	Expresses disappointment that the Tri-Community Bikeway/Greenway project planned for the communities of Stoneham, Woburn, and Winchester has been removed from the TIP after decades of volunteer involvement. Urges that the project be reinstated on the 2010-2013 TIP.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

7/1/2009	Richard S. Gregorio, Stoneham resident	Endorses the Tri-Community Bike Path for the municipalities of Stoneham, Woburn, and Winchester and notes that the communities have worked diligently on the project for the last two decades. The project is a key to improving the quality of life and stimulating local business and it is imperative that it be included in the Transportation Improvement Program (TIP).	
7/1/2009	Patricia Sweeney, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/1/2009	Kaiueu Brown, Stoneham employee	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/2/2009	Jason Lewis, State Representative James Dwyer, State Representative Patricia Jehlen, State Senator Richard Tisei, State Senator	Request that the Tri-Community Bike-Greenway project be programmed in the 2010-2013 Transportation Improvement Program (TIP). The project is a six mile pedestrian and bicycle path that would connect residential, commercial, recreational and civic areas, including commuter rail stations, town buildings, shops, restaurants, and schools within the communities of Winchester, Woburn, and Stoneham. Notes that the project has received design and Congestion Mitigation and Air Quality (CMAQ) funds in the past and hopes that construction funding for the Tri-Community Bikeway will be restored in the 2010-2013 TIP.	
7/2/2009	Susan McNamara, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/2/2009	Jamie Fosburgh, Chair of the Winchester Greenway Committee	Urges for reinstatement of the Tri-Community Bikeway/Greenway into the FY 2010-2013 TIP. The communities of Winchester, Stoneham, and Woburn have worked together since 1997 on this multi-use pathway project, which has strong local support as evident by almost 100 individual signatures on the attached petition. The signatures were collected at Winchester's Town Day on June 6, 2009 and the petition includes members of the departments, boards, and commissions of the towns. Notes that the Commonwealth has made a substantial investment of \$800,000 in the project, but without funding the project will fail to progress.	
7/3/2009	Kristen T. Wigandt, Esq., Friend of the Stoneham Bikeway	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

7/3/2009	Thomas R. Fuller, Woburn resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/3/2009	Concetta E. Bain, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/6/2009	Lisa Dean, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/6/2009	John F. DePinto, Chair of the Stoneham Board of Selectmen	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/6/2009	Paulene Russo, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/6/2009	David Ragucci, Town Administrator of Stoneham	Supports the Tri-Community Bikeway/Greenway project for the Towns of Stoneham, Winchester and the City of Woburn because it will link schools with parks, pass by the Stoneham Boys and Girls Club, and pass along the edge of commercial businesses. The communities have dedicated an abundance of time and effort into this project and we hope to bring it to fruition.	
7/6/2009	Edith & William Previdi, Stoneham residents	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

7/7/2009	Beverly A. Woods, Executive Director of Northern Middlesex Council of Governments	Requests that the Boston MPO program the Middlesex Turnpike Phase III, the final phase of the project, in the TIP. Phase I is complete, Phase II is anticipated to be advertised this fiscal year, and therefore it is imperative that Phase III be programmed and advanced to construction. Phase III is currently at 75% design and expects to be ready for advertisement in FFY 2012. The Northern Middlesex MPO is willing to commit \$1 million in STP monies to the project out of its \$4 million target. The project will alleviate traffic, improve safety, encourage bicycling and walking, and promote economic development. Anticipates that Phase II and III will support an additional 1.7 million square feet of new commercial, industrial, and residential development and 2,500 new jobs.	
7/7/2009	Stephen E. Rotondi, Stoneham resident and business owner	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/7/2009	Susan Beccia, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/7/2009	Robert L. Rivers & family, Stoneham residents	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square. Attached photos of the Stoneham Bikeway Tour on June 28, 2009.	
7/7/2009	Kathleen Romanos, Stoneham resident	Asks the Committee to consider funding the Tri-Community Bikeway project in the TIP that would benefit a wide spectrum of our communities' people. I'm 67 years old and I recently upgraded my 25-year-old bike to go riding with my daughter and 7-year-old grandson; I'm sure that many other families would also benefit from this project.	
7/7/2009	Mary M. Pecoraro, Stoneham resident	Urges the Committee to place the Tri-Community Bike-Greenway project back on the TIP. The project has been in the design stages for over twenty years and the citizens of the community were dismayed after it was removed from the TIP in 2008. The project would join the three communities of Stoneham, Woburn, and Winchester by providing a common place to meet their neighbors and allow us to utilize the publically-owned railroad bed in a positive, healthful way.	
7/7/2009	Linda M. O'Brien, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

7/7/2009	Anne M. Harrington, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/7/2009	John Harrington, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/7/2009	Stephen R. Geary, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/7/2009	May L. Yao, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/7/2009	Richard A. Catino	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/8/2009	Cameron Bain, Technical Advisor of the Stoneham Tri- Community Bike/Greenway	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/8/2009	Elizabeth B. Luciano, Stoneham resident	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	

Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix (7/9/09)

7/8/2009	Christine DelRossi, Stoneham Recreation Program Coordinator	Requests that the Tri-Community Bike-Greenway project in Stoneham be placed back on the TIP. The project enjoys the support of the town officials and citizens, but it was taken off the TIP in June of 2008. The proposed bikeway will link Stoneham, Woburn, and Winchester as well as connect schools with parks, the library, and the Boys' and Girls' club. The second phase of the trail will link up with the Minuteman Bikeway at Alewife Station and connect to the future Woburn Linear Park over the former Woburn Loop into Woburn Square.	
7/8/2009	Catherine Moore, Stoneham resident	Urges the Committee to place the Tri-Community Bike-Greenway project back on the schedule of the Transportation Improvement Program (TIP) for 2011. The project is vital to providing a safe route to school for children, a link to the Sweetwater Brook, an alternative transportation route, and a needed link to the Minuteman Bikeway. This project would help achieve Mass Highway's September 2006 goal to mitigate bicycle-automobile conflicts and to encourage bicycle travel, and also it would also provide bike riders like me an opportunity to bike to work.	

Staff Recommendation Option One 2010 Element of the FFYs 2010 - 2013 TIP

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
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>	<i>previous amount/notes</i>
Bellingham	602493	Pulaski Blvd**		\$1,600,000	\$400,000	\$2,000,000	
Boston	604761	South Bay Harbor Trail (construction)		\$3,080,000	\$770,000	\$3,850,000	
Boston	601274	Tremont Street , Phase 1		\$0	\$0	\$0	\$1,456,000 project removed from TIP
Somerville	604331	Somerville Community Path, Phase 1		\$0	\$0	\$0	\$3,487,611 moved to 2011
Weymouth	114906	Route 53 (Washington Street)/Middle Street		\$1,820,656	\$455,164	\$2,275,820	\$1,750,000
				<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region		Regionwide CMAQ Program		\$1,600,000	\$400,000	\$2,000,000	\$1,550,000
		Congestion Mitigation and Air Quality Improvement Program Total		\$8,100,656	\$2,025,164	\$10,125,820	
				<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>	
National Highway System				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Four of Six**		\$5,600,000	\$1,400,000	\$7,000,000	\$4,630,368
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six**		\$8,000,000	\$2,000,000	\$10,000,000	\$6,073,682
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One of Six**				\$0	\$5,048,780 contract not ready until 2012
		National Highway System Total		\$13,600,000	\$3,400,000	\$17,000,000	

Staff Recommendation Option One 2010 Element of the FFYs 2010 - 2013 TIP

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Arlington	604687	Massachusetts Ave	\$0	\$0	\$2,650,000	\$2,650,000 moved to 2012
Bellingham	602493	Pulaski Blvd**	\$8,805,208	\$2,201,302	\$11,006,510	\$7,500,000
Boston	601274	Tremont Street , Phase 1	\$0	\$0	\$0	\$744,000 project removed from TIP
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62**	\$7,360,000	\$1,840,000	\$9,200,000	\$3,000,000
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950	moved in from 2011, was \$1M
Everett	602382	Route 99 (Broadway)	\$1,947,312	\$486,828	\$2,434,140	\$2,161,720
Norwood	604916	Pleasant St at Morse St	\$738,496	\$184,624	\$923,120	\$600,000
Weymouth	601630	Route 18**	\$0	\$0	\$0	\$10,700,000 moved to 2012, 2013
Surface Transportation Program Total			\$20,140,576	\$5,035,144	\$25,175,720	

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**	\$3,437,368	\$859,342	\$4,296,710
Highway Safety Improvement Program Total			\$3,437,368	\$859,342	\$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>	<i>previous amount/notes</i>
Ipswich		North Green Improvements (Construction)	\$0	\$0	\$0	\$1,076,235 moved to 2011
Surface Transportation Program/Enhancement Total			\$0	\$0	\$0	

Total Regional Target Programming **\$56,598,250**
Boston Region MPO Regional Target with State Match **\$56,607,514**

programming less target
\$9,264

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290	
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100	

Staff Recommendation Option One 2010 Element of the FFYs 2010 - 2013 TIP

High-Priority Projects (SAFETEA-LU)

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Boston	Warren St/Blue Hill Ave Construction (HPP 2129)	\$0	\$0	\$0	\$2,692,496 moved to 2011
Boston	Melnea Cass Blvd Construction (HPP 756)	\$0	\$0	\$0	\$2,423,248 moved to 2012
Boston	Melnea Cass Blvd Construction (HPP 4284)	\$0	\$0	\$0	\$5,007,375 moved to 2013
Hudson & Stow	604531 Assabet River Rail Trail (Design) (HPP 1761)**	\$0	\$0	\$0	\$326,250 programming dependent on the Plan
Quincy	604664 Quincy Center Concourse, Phase II**	\$6,008,850	\$1,502,213	\$7,511,063	project moved in from 2009
Somerville	604331 Somerville Community Path, Phase 1 Construction (HPP 2782)	\$0	\$0	\$0	\$1,012,389 moved to 2011
Somerville	Assembly Square Construction (HPP 4281)	\$0	\$0	\$0	\$6,259,219 programmed in 2009 TIP
Somerville	605219 Improvements to Broadway in East Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748	
Walpole	605187 Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825	now reflect total available earmark
High-Priority Projects Total				\$15,271,026	
Total Federal-Aid Highway Program					

* Additional money to be provided from outside sources

** Project that should be included in the Plan

Staff Recommendation Option One FFY 2011 Element of the FFYs 2010 - 2013 TIP

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

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>	<i>previous amount/notes</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)**	\$8,000,000	\$2,000,000	\$10,000,000	
Somerville	604331	Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611	moved from 2010
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region	Regionwide CMAQ Program		\$1,600,000	\$400,000	\$2,000,000	\$1,550,000
Congestion Mitigation and Air Quality Improvement Program Total			\$12,390,089	\$3,097,522	\$15,487,611	
			<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>	
National Highway System			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Five of Six**	\$4,800,000	\$1,200,000	\$6,000,000	\$9,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six**	\$9,600,000	\$2,400,000	\$12,000,000	\$8,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two of Six**	\$0	\$0	\$0	\$10,527,000 contract not ready until 2012
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>	<i>previous amount/notes</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$2,542,189	\$635,547	\$3,177,736	
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62**	\$9,988,232	\$2,497,058	\$12,485,290	
Somerville	601820	Beacon Street	\$0	\$0	\$0	\$1,319,690 moved to 2013
Surface Transportation Program Total			\$12,530,421	\$3,132,605	\$15,663,026	

Staff Recommendation Option One

FFY 2011 Element of the FFYs 2010 - 2013 TIP

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)**	\$3,437,368	\$859,342	\$4,296,710	
Highway Safety Improvement Program Total	\$3,437,368	\$859,342	\$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 North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235	<i>previous amount/notes</i>
Surface Transportation Program/Enhancement Total	\$860,988	\$215,247	\$1,076,235	moved from 2010

Total Regional Target Programming	\$54,523,582	
<i>*Boston Region MPO Regional Target with State Match</i>	\$54,184,159	<i>programming less target</i>
		-\$339,423

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

state target	\$54,526,295	state target less AC/programs	\$8,553,394
less AC/programs multiplied by 1.04	\$8,895,530	difference	\$342,136
state target less difference (new target)	\$54,184,159		

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (SAFETEA-LU)

Boston Warren St/Blue Hill Ave Construction (HPP 2129)	\$2,153,997	\$538,499	\$2,692,496	moved in from 2010
Boston Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248	moved in from 2010
Boston Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375	moved in from 2010
Somerville 604331 Somerville Community Path, Phase 1 Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389	moved in from 2010

High-Priority Projects Total	\$11,135,508
Total Highway Program	

** Project that should be included in the Plan

Staff Recommendation Option One FFY 2012 Element of the FFYs 2010 - 2013 TIP

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

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	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000	\$1,550,000
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	087800 Route 128 Improvement Program Contract 3, Year Six of Six**	\$4,800,000	\$1,200,000	\$6,000,000	\$5,150,243
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Four of Six**	\$9,600,000	\$2,400,000	\$12,000,000	\$13,926,318
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year One of Six**	\$9,600,000	\$2,400,000	\$12,000,000	\$12,424,220
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>	
Arlington	604687 Massachusetts Ave	\$2,120,000	\$530,000	\$2,650,000	moved from 2010
Concord & Lincoln	602984 Route 2 (Crosby's Corner)**	\$8,400,000	\$2,100,000	\$10,500,000	
Somerville	Magon Square			\$0	\$3,100,000 ARRA funded
Weymouth	601630 Route 18 **	\$3,437,368	\$859,342	\$5,250,000	from 2010 and split (2012 and 2013)
Surface Transportation Program Total		\$8,400,000	\$2,100,000	\$18,400,000	

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)**	\$3,437,368	\$859,342	\$4,296,710	
Highway Safety Improvement Program Total		\$3,437,368	\$859,342	\$4,296,710	
		<i>Minimum HSIP Regional Target</i>		\$4,296,710	

Staff Recommendation Option One FFY 2012 Element of the FFYs 2010 - 2013 TIP

Surface Transportation Program/Enhancement

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

\$1,000,000 moved to 2013

Total Regional Target Programming **\$54,696,710**

Boston Region MPO Regional Target with State Match* **\$54,687,247

programming less target
-\$9,463

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

	\$55,388,323 te target less AC/programs	\$8,591,613
less AC/programs multiplied by 1.04 for 2011 and 2012	\$9,292,689	difference \$701,076
state target less difference (new target)	\$54,687,247	

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**	\$10,065,631	\$2,516,408	\$12,582,039

moved in from 2010

High-Priority Projects (SAFETEA-LU)

Arlington	604687 Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996
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moved in from 2010

High-Priority Project (SAFETEA-LU) Other Match

		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Arlington	604687 Massachusetts Ave Construction	\$750,000		\$750,000

moved in from 2010

High-Priority Projects Total **\$14,779,035**
Total Highway Program

** Project that should be included in the Plan

Staff Recommendation Option One

FFY 2013 Element of the FFYs 2010 - 2013 TIP

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	Regionwide CMAQ 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>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)**	\$12,240,000	\$3,060,000	\$15,300,000
Somerville	601820 Beacon Street	\$1,055,752	\$263,938	\$1,319,690
Weymouth	601630 Route 18 **	\$9,988,232	\$2,497,058	\$6,000,000
Surface Transportation Program Total		\$12,240,000	\$3,060,000	\$22,619,690

moved from 2011
from 2010 to 2012 and 2013

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)**	\$3,437,368	\$859,342	\$4,296,710
Highway Safety Improvement Program Total		\$3,437,368	\$859,342	\$4,296,710
		<i>Minimum HSIP Regional Target</i>		\$4,296,710

Staff Recommendation Option One FFY 2013 Element of the FFYs 2010 - 2013 TIP

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	moved in from 2012
Surface Transportation Program/Enhancement Total	\$800,000	\$200,000	\$1,000,000	

Total Regional Target Programming \$56,916,400 \$141,316

**Boston Region MPO Regional Target with State Match \$57,057,716*

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

	\$57,408,851	ute target less AC/programs	\$2,812,141	
less AC/programs multiplied by 1.04 for 2011, 2012 and 2013	\$3,163,276	difference	\$351,135	
state target less difference (new target)	\$57,057,716			

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	moved from 2011
High-Priority Projects Total			\$2,580,310	
			Total Highway Program	

** Project that should be included in the Plan

Staff Recommendation Option Two 2010 Element of the FFYs 2010 - 2013 TIP

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

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	previous amount/notes
Bellingham	602493	Pulaski Blvd**	\$1,600,000	\$400,000	\$2,000,000	
Boston	604761	South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000	
Boston	601274	Tremont Street , Phase 1	\$0	\$0	\$0	\$1,456,000 moved to 2011
Somerville	604331	Somerville Community Path, Phase 1	\$0	\$0	\$0	\$3,487,611 moved to 2011
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,820,656	\$455,164	\$2,275,820	\$1,750,000
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region	Regionwide CMAQ Program		\$1,600,000	\$400,000	\$2,000,000	\$1,550,000
Congestion Mitigation and Air Quality Improvement Program Total			\$8,100,656	\$2,025,164	\$10,125,820	
			<i>Minimum CMAQ Regional Target</i>		<i>\$0</i>	

National Highway System

			Federal Funds	State Funds	Total Funds	previous amount/notes
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Four of Six**	\$5,600,000	\$1,400,000	\$7,000,000	\$4,630,368
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six**	\$8,000,000	\$2,000,000	\$10,000,000	\$6,073,682
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One of Six**	\$0	\$0	\$0	\$5,048,780 contract not ready until 2012
National Highway System Total			\$13,600,000	\$3,400,000	\$17,000,000	

Staff Recommendation Option Two 2010 Element of the FFYs 2010 - 2013 TIP

Surface Transportation Program			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Arlington	604687	Massachusetts Ave	\$0	\$0	\$0	\$2,650,000 moved to 2011
Bellingham	602493	Pulaski Blvd**	\$8,805,208	\$2,201,302	\$11,006,510	\$7,500,000
Boston	601274	Tremont Street , Phase 1	\$0	\$0	\$0	\$744,000 moved to 2011
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62**	\$7,360,000	\$1,840,000	\$9,200,000	\$3,000,000
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950	moved in from 2011, was \$1M
Everett	602382	Route 99 (Broadway)	\$1,947,312	\$486,828	\$2,434,140	\$2,161,720
Norwood	604916	Pleasant St at Morse St	\$738,496	\$184,624	\$923,120	\$600,000
Weymouth	601630	Route 18**	\$0	\$0	\$0	\$10,700,000 moved to 2011
Surface Transportation Program Total			\$20,140,576	\$5,035,144	\$25,175,720	

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**	\$3,437,368	\$859,342	\$4,296,710
Highway Safety Improvement Program Total			\$3,437,368	\$859,342	\$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>	<i>previous amount/notes</i>
Ipswich		North Green Improvements (Construction)	\$0	\$0	\$0	\$1,076,235 moved to 2012
Surface Transportation Program/Enhancement Total			\$0	\$0	\$0	

Total Regional Target Programming	\$56,598,250	
<i>Boston Region MPO Regional Target with State Match</i>	\$56,607,514	<i>programming less target</i> \$9,264

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Boston		Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290	
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100	

Staff Recommendation Option Two 2010 Element of the FFYs 2010 - 2013 TIP

High-Priority Projects (SAFETEA-LU)

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Boston	Warren St/Blue Hill Ave Construction (HPP 2129)	\$0	\$0	\$0	\$2,692,496 moved to 2011
Boston	Melnea Cass Blvd Construction (HPP 756)	\$0	\$0	\$0	\$2,423,248 moved to 2012
Boston	Melnea Cass Blvd Construction (HPP 4284)	\$0	\$0	\$0	\$5,007,375 moved to 2013
Hudson & Stow	604531 Assabet River Rail Trail (Design) (HPP 1761)**	\$0	\$0	\$0	\$326,250 programming dependent on Plan
Quincy	604664 Quincy Center Concourse, Phase II**	\$6,008,850	\$1,502,213	\$7,511,063	project moved in from 2009
Somerville	605219 Improvements to Broadway in East Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748	
Somerville	Assembly Square Construction (HPP 4281)	\$0	\$0	\$0	\$6,259,219 programmed in 2009 TIP
Somerville	604331 Somerville Community Path, Phase 1 Construction (HPP 2782)	\$0	\$0	\$0	\$1,012,389 moved to 2011
Walpole	605187 Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825	now reflect total available earmark
High-Priority Projects Total				\$15,271,026	
Total Federal-Aid Highway Program					

* Additional money to be provided from outside sources

** Project that should be included in the Plan

Staff Recommendation Option Two FFY 2011 Element of the FFYs 2010 - 2013 TIP

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

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	previous amount/notes
Boston	601274	Tremont Street , Phase 1	\$1,164,800	\$291,200	\$1,456,000	moved from 2010
Somerville	604331	Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611	moved from 2010
			Federal Funds	State/Local Funds	Total Funds	
Boston Region	Regionwide CMAQ Program		\$1,600,000	\$400,000	\$2,000,000	\$1,550,000
Congestion Mitigation and Air Quality Improvement Program Total			\$5,554,889	\$1,388,722	\$6,943,611	
			<i>Minimum CMAQ Regional Target</i>		\$0	

National Highway System

			Federal Funds	State Funds	Total Funds	previous amount/notes
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Five of Six**	\$4,800,000	\$1,200,000	\$6,000,000	\$9,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six**	\$9,600,000	\$2,400,000	\$12,000,000	\$8,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two of Six**	\$0	\$0	\$0	\$10,527,000 contract not ready until 2012
National Highway System Total			\$14,400,000	\$3,600,000	\$18,000,000	

Surface Transportation Program

			Federal Funds	State Funds	Total Funds	previous amount/notes
Arlington	604687	Massachusetts Ave	\$2,120,000	\$530,000	\$2,650,000	moved from 2010
Boston	601274	Tremont Street , Phase 1	\$595,200	\$148,800	\$744,000	moved from 2010
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62**	\$6,430,864	\$1,607,716	\$8,038,580	
Somerville	601820	Beacon Street	\$1,055,752	\$263,938	\$1,319,690	
Weymouth	601630	Route 18 **	\$8,560,000	\$2,140,000	\$10,700,000	from 2010
Surface Transportation Program Total			\$6,430,864	\$1,607,716	\$23,452,270	

Staff Recommendation Option Two

FFY 2011 Element of the FFYs 2010 - 2013 TIP

Highway Safety Improvement Program (HSIP) Project

Danvers/Peabody	87612	Route 128 at Route 35 and Route 62**	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
			\$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>

Total Regional Target Programming *programming less target*

**Boston Region MPO Regional Target with State Match* \$53,768,826
\$53,638,655
-\$130,171

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

state target	\$54,526,295	target less AC/programs	\$22,191,005
less AC/programs multiplied by 1.04	\$23,078,645	difference	\$887,640
state target less difference (new target)	\$53,638,655		

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
Weymouth	601630	Route 18 Construction**	\$10,065,631	\$2,516,408	\$12,582,039

moved in from 2010

High-Priority Projects (SAFETEA-LU)

Arlington	604687	Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996
Boston		Warren St/Blue Hill Ave Construction (HPP 2129)	\$2,153,997	\$538,499	\$2,692,496
Boston		Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248
Boston		Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375
Somerville	604331	Somerville Community Path, Phase 1 Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389

moved in from 2010
moved in from 2010
moved in from 2010
moved in from 2010
moved in from 2010

High-Priority Project (SAFETEA-LU) Other Match

Section 129

			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Arlington	604687	Massachusetts Ave Construction	\$750,000		\$750,000

moved in from 2010

High-Priority Projects Total **\$13,332,504**
Total Highway Program

** Project that should be included in the Plan

Staff Recommendation Option Two FFY 2012 Element of the FFYs 2010 - 2013 TIP

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

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	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000	\$1,550,000
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	087800 Route 128 Improvement Program Contract 3, Year Six of Six**	\$4,800,000	\$1,200,000	\$6,000,000	\$5,150,243
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Four of Six**	\$9,600,000	\$2,400,000	\$12,000,000	\$13,926,318
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year One of Six**	\$9,600,000	\$2,400,000	\$12,000,000	\$12,424,220
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>	
Belmont	604688 Trapelo Road and Belmont St**	\$6,562,632	\$1,640,658	\$8,203,290	
Hudson	604812 Washington St (Route 85)**	\$6,480,000	\$1,620,000	\$8,100,000	
Somerville	Magon Square			\$0	\$3,100,000 ARRA funded
Surface Transportation Program Total		\$13,042,632	\$3,260,658	\$16,303,290	

Highway Safety Improvement Program (HSIP) Project

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Belmont	604688 Trapelo Road and Belmont St**	\$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 Option Two FFY 2012 Element of the FFYs 2010 - 2013 TIP

Surface Transportation Program/Enhancement		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Cambridge	605188 Cambridge Common (Construction)	\$0	\$0	\$1,000,000	\$1,000,000 moved to 2013
Ipswich	North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235	moved from 2010
Surface Transportation Program/Enhancement Total		\$860,988	\$215,247	\$1,076,235	

Total Regional Target Programming **\$53,676,235** *programming less target*

Boston Region MPO Regional Target with State Match* **\$53,479,836 *-\$196,399*

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

\$55,388,323	target less AC/programs	\$23,388,323
less AC/programs multiplied by 1.04 for 2011 and 2012	difference	\$1,908,487
state target less difference (new target)		\$53,479,836

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (SAFETEA-LU)

Federal Funds *State/Local Funds* *Total Funds*

High-Priority Projects Total
Total Highway Program

** Project that should be included in the Plan

Staff Recommendation Option Two FFY 2013 Element of the FFYs 2010 - 2013 TIP

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>
Winchester, Woburn, Stoneham	Tri-Community Bikeway	\$4,060,468	\$1,015,117	\$5,075,585
		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total		\$1,600,000	\$400,000	\$7,075,585
		<i>Minimum CMAQ Regional Target</i>		\$8,593,420

previously in 2008 TIP, design paid for with ENH

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>
Chelsea	Beacham and Williams St	\$4,000,000	\$1,000,000	\$5,000,000
Hanover	602602 Route 53 Reconstruction**	\$680,000	\$170,000	\$850,000
Marlborough	604697 Reconstruction of Farm Road	\$2,173,848	\$543,462	\$2,717,310
Natick	605034 Route 27**	\$4,666,295	\$1,166,574	\$5,832,869
Surface Transportation Program Total		\$11,520,143	\$2,880,036	\$14,400,179

Highway Safety Improvement Program (HSIP) Project		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Natick	605034 Route 27**	\$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 Option Two FFY 2013 Element of the FFYs 2010 - 2013 TIP

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	moved from 2012
Surface Transportation Program/Enhancement Total			\$800,000	\$200,000	\$1,000,000	

Total Regional Target Programming	\$53,772,474	\$89,134
<i>*Boston Region MPO Regional Target with State Match</i>	<i>\$53,861,608</i>	

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

	\$57,408,851	target less AC/programs	\$28,408,851
less AC/programs multiplied by 1.04 for 2011, 2012 and 2013	\$31,956,094	difference	\$3,547,243
state target less difference (new target)	\$53,861,608		

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (SAFETEA-LU)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Chelsea		Beacham and Williams St Construction (HPP 3538)	\$1,799,800	\$449,950	\$2,249,750

High-Priority Projects Total
Total Highway Program

** Project that should be included in the Plan

**Index of Target Projects - Option One
FFYs 2010 - 2013 TIP Development**

					Programmed	Project Cost	Amount in 2009 TIP	
Bellingham	602493	Pulaski Blvd	2010	CMAQ	\$2,000,000	\$13,006,510	\$13,006,510	\$9,500,000
				NHS				
				STP	\$11,006,510			
				HSIP				
				Earmark				
Boston	604761	South Bay Harbor Trail	2010	CMAQ	\$3,850,000	\$3,850,000	\$3,850,000	\$3,850,000
				NHS				
				STP				
				HSIP				
				Earmark				
Weymouth	114906	Route 53 (Washington Street)/Middle Street	2010	CMAQ	\$2,275,820	\$2,275,820	\$2,275,820	\$1,750,000
				NHS				
				STP				
				HSIP				
				Earmark				
Boston Region	Regionwide CMAQ Program		2009	CMAQ	n/a	\$8,000,000	n/a	\$1,550,000 (annually)
				NHS				
			STP					
			HSIP					
			Earmark					
			2010	CMAQ	\$2,000,000			
				NHS				
				STP				
				HSIP				
				Earmark				
			2011	CMAQ	\$2,000,000			
				NHS				
				STP				
				HSIP				
				Earmark				
			2012	CMAQ	\$2,000,000			
				NHS				
				STP				
				HSIP				
				Earmark				
			2013	CMAQ	\$2,000,000			
				NHS				
				STP				
				HSIP				
				Earmark				
Lexington	602133	Route 2A at Waltham St.	2010	CMAQ		\$1,611,950	\$1,661,950	\$1,000,000
				NHS				
				STP	\$1,611,950			
				HSIP				
				Earmark				
Everett	602382	Route 99 (Broadway)	2010	CMAQ		\$2,434,140	\$2,434,140	\$2,161,720
				NHS				
				STP	\$2,434,140			
				HSIP				
				Earmark				
Norwood	604916	Pleasant St at Morse St	2010	CMAQ		\$923,120	\$923,120	\$600,000
				NHS				
				STP	\$923,120			
				HSIP				
				Earmark				

					Programmed	Project Cost	TIP
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4	2009	CMAQ NHS STP HSIP Earmark	\$11,959,389	\$30,959,389	Contract Value \$53,219,389 paid off in 2012
			2010	CMAQ NHS STP HSIP Earmark	\$7,000,000		
			2011	CMAQ NHS STP HSIP Earmark	\$6,000,000		
			2012	CMAQ NHS STP HSIP Earmark	\$6,000,000		
			2013	CMAQ NHS STP HSIP Earmark			
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 5	2009	CMAQ NHS STP HSIP Earmark	\$3,000,000	\$49,000,000	Full Contract Value \$61,000,000 from '09 - '14
			2010	CMAQ NHS STP HSIP Earmark	\$10,000,000		
			2011	CMAQ NHS STP HSIP Earmark	\$12,000,000		
			2012	CMAQ NHS STP HSIP Earmark	\$12,000,000		
			2013	CMAQ NHS STP HSIP Earmark	\$12,000,000		
Needham & Wellesley	603711	Route 128 Improvement Program Contract 6	2009	CMAQ NHS STP HSIP Earmark		\$27,000,000	Full Contract Value \$72,000,000 from '12 - beyond '14
			2010	CMAQ NHS STP HSIP Earmark			
			2011	CMAQ NHS STP HSIP Earmark			
			2012	CMAQ NHS STP HSIP Earmark	\$12,000,000		
			2013	CMAQ NHS STP HSIP Earmark	\$15,000,000		

					Programmed	Project Cost	Amount in 2009 TIP	
Danvers/Peabody	87612	Route 128 at Routes 35 and 62	2009	CMAQ NHS STP HSIP Earmark	\$9,000,000	\$34,982,000	\$34,982,000	\$25,000,000
			2010	CMAQ NHS STP HSIP Earmark	\$9,200,000 \$4,296,710			
			2011	CMAQ NHS STP HSIP Earmark	\$12,485,290			
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	2011	CMAQ NHS STP HSIP Earmark	\$10,000,000 \$3,177,736 \$4,296,710	\$51,867,866	\$71,943,985	\$69,848,530
			2012	CMAQ NHS STP HSIP Earmark	\$10,500,000 \$4,296,710			
			2013	CMAQ NHS STP HSIP Earmark	\$15,300,000 \$4,296,710			
Ipswich		North Green Improvement Project	2009	CMAQ NHS STP HSIP Enhancement	\$91,800	\$91,800	\$1,168,035	\$904,600
			2011	CMAQ NHS STP HSIP Enhancement	\$1,076,235			
Somerville	604331	Somerville Community Path, Phase 1	2011	CMAQ NHS STP HSIP Earmark	\$3,487,611 \$1,012,389	\$4,500,000	\$4,500,000	\$3,537,968
Boston	601274	Tremont Street - Phase 1	2011	CMAQ NHS STP HSIP Earmark	\$1,456,000 \$744,000	\$2,200,000	\$2,200,000	\$2,200,000
Arlington	604687	Massachusetts Ave	2012	CMAQ NHS STP HSIP Earmark Earmark	\$2,650,000 \$1,446,996 \$750,000	\$4,846,996	\$2,000,000	\$4,846,996
Weymouth	601630	Route 18 Roadway Improvements	2012	CMAQ NHS STP HSIP Earmark	\$5,250,000 \$7,291,047	\$26,032,093	\$26,100,000	\$23,082,039
			2013	CMAQ NHS STP HSIP Earmark	\$6,200,000 \$7,291,046			
Cambridge	605188	Cambridge Common	2009	CMAQ NHS STP HSIP Enhancement	\$180,000	\$180,000	\$1,180,000	\$1,180,000
			2012	CMAQ NHS STP HSIP Enhancement	\$1,000,000			
Somerville	601820	Beacon Street	2013	CMAQ NHS STP HSIP Earmark	\$1,319,690 \$2,580,310	\$3,900,000	\$3,900,000	\$3,900,000

**Index of Target Projects - Option Two
FFYs 2010 - 2013 TIP Development**

					Programmed	Project Cost	Amount in 2009 TIP	
Bellingham	602493	Pulaski Blvd	2010	CMAQ	\$2,000,000	\$13,006,510	\$13,006,510	\$9,500,000
				NHS STP HSIP Earmark	\$11,006,510			
Boston	604761	South Bay Harbor Trail	2010	CMAQ	\$3,850,000	\$3,850,000	\$3,850,000	\$3,850,000
				NHS STP HSIP Earmark				
Weymouth	114906	Route 53 (Washington Street)/Middle Street	2010	CMAQ	\$2,275,820	\$2,275,820	\$2,275,820	\$1,750,000
				NHS STP HSIP Earmark				
Boston Region	Regionwide CMAQ Program		2009	CMAQ	n/a	\$8,000,000	n/a	\$1,550,000 (annually)
			2010	CMAQ	\$2,000,000			
			2011	CMAQ	\$2,000,000			
			2012	CMAQ	\$2,000,000			
			2013	CMAQ	\$2,000,000			
Lexington	602133	Route 2A at Waltham St.	2010	CMAQ		\$1,611,950	\$1,661,950	\$1,000,000
				NHS STP HSIP Earmark	\$1,611,950			
Everett	602382	Route 99 (Broadway)	2010	CMAQ		\$2,434,140	\$2,434,140	\$2,161,720
				NHS STP HSIP Earmark	\$2,434,140			
Norwood	604916	Pleasant St at Morse St	2010	CMAQ		\$923,120	\$923,120	\$600,000
				NHS STP HSIP Earmark	\$923,120			
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4	2009	CMAQ	\$11,959,389	\$30,959,389	Contract Value \$53,219,389 paid off in 2012	
			2010	CMAQ	\$7,000,000			
			2011	CMAQ	\$6,000,000			
			2012	CMAQ	\$6,000,000			
			2013	CMAQ				

			Programmed	Project Cost	Amount in 2009 TIP		
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 5	2009	CMAQ NHS STP HSIP Earmark \$3,000,000	\$49,000,000	Full Contract Value \$61,000,000 from '09 - '14	
			2010	CMAQ NHS STP HSIP Earmark \$10,000,000			
			2011	CMAQ NHS STP HSIP Earmark \$12,000,000			
			2012	CMAQ NHS STP HSIP Earmark \$12,000,000			
			2013	CMAQ NHS STP HSIP Earmark \$12,000,000			
Needham & Wellesley	603711	Route 128 Improvement Program Contract 6	2009	CMAQ NHS STP HSIP Earmark	\$27,000,000	Full Contract Value \$72,000,000 from '12 - beyond '14	
			2010	CMAQ NHS STP HSIP Earmark			
			2011	CMAQ NHS STP HSIP Earmark			
			2012	CMAQ NHS STP HSIP Earmark \$12,000,000			
			2013	CMAQ NHS STP HSIP Earmark \$15,000,000			
Danvers/Peabody	87612	Route 128 at Routes 35 and 62	2009	CMAQ NHS STP HSIP Earmark \$9,000,000	\$34,832,000	\$34,982,000	\$25,000,000
			2010	CMAQ NHS STP HSIP Earmark \$9,200,000 \$4,296,710			
			2011	CMAQ NHS STP HSIP Earmark \$8,038,580 \$4,296,710			
Arlington	604687	Massachusetts Ave	2011	CMAQ NHS STP HSIP Earmark Earmark \$2,650,000 \$1,446,996 \$750,000	\$4,846,996	\$2,000,000	\$4,846,996
Boston	601274	Tremont Street - Phase 1	2011	CMAQ NHS STP HSIP Earmark \$1,456,000 \$744,000	\$2,200,000	\$2,200,000	\$2,200,000
Somerville	601820	Beacon Street	2011	CMAQ NHS STP HSIP Earmark \$1,319,690 \$2,580,310	\$3,900,000	\$3,900,000	\$3,900,000
Weymouth	601630	Route 18 Roadway Improvements	2011	CMAQ NHS STP HSIP Earmark \$10,700,000 \$12,582,039	\$23,282,039	\$26,100,000	\$23,082,039

				Programmed	Project Cost	Amount in 2009 TIP		
Somerville	604331	Somerville Community Path, Phase 1	2011	CMAQ NHS STP HSIP Earmark	\$3,487,611	\$4,500,000	\$4,500,000	\$3,537,968
					\$1,012,389			
Belmont	604688	Trapelo Road and Belmont St	2012	CMAQ NHS STP HSIP Earmark	\$8,203,290 \$4,296,710	\$12,500,000	? Aprox \$12- \$13M	
Hudson	604812	Washington St (Route 85)	2012	CMAQ NHS STP HSIP Earmark	\$8,100,000	\$8,100,000	\$8,100,000	
Ipswich		North Green Improvement Project	2009	CMAQ NHS STP HSIP Enhancement	\$91,800		\$1,168,035	\$904,600
			2012	CMAQ NHS STP HSIP Enhancement	\$1,076,235	\$1,076,235		
Cambridge	605188	Cambridge Common	2009	CMAQ NHS STP HSIP Enhancement	\$180,000	\$180,000	\$1,180,000	\$1,180,000
			2013	CMAQ NHS STP HSIP Enhancement	\$1,000,000	\$1,000,000		
Winchester, et al.	604652	Tri-Community Bikeway	2013	CMAQ NHS STP HSIP Earmark	\$5,075,585	\$5,075,585	\$5,075,585	design paid for with ENH in 2008
Chelsea		Williams and Beacham Sts	2013	CMAQ NHS STP HSIP Earmark	\$5,000,000 \$2,249,750	\$7,249,750	?	new
Hanover	602602	Route 53 Reconstruction	2013	CMAQ NHS STP HSIP Earmark	\$850,000	\$850,000	\$850,000	new
Marlborough	604697	Reconstruction of Farm Road	2013	CMAQ NHS STP HSIP Earmark	\$2,717,310	\$2,717,310	\$2,717,310	new
Natick	605034	Route 27	2013	CMAQ NHS STP HSIP Earmark	\$5,832,869 \$4,296,710	\$10,129,579	\$10,129,579	new

Projects Included in Options One and Two

Project ID	Municipality	Project	Description	Design Status	Lastest Submission to MassHighway	Cost	Crash Rate	Bicycle Accommodations	Pedestrian Accommodations	Involved in CTPS Study	In the RTP	EJ Area	Land Use	Economic Development
87612	Danvers & Peabody	Route 128	Safety improvement project that will reconstruct and widen Route 128 to include an outside and inside shoulder. A precast concrete median barrier will be installed.	100% received	9/17/2007	\$34,982,000				x			2	0
602493	Bellingham	Pulaski Blvd.	Improvements include widening the roadway, rehabilitating the pavement, improving the signals, and providing pedestrian safety.	100% submitted	12/4/2008	\$2,000,000 (\$13,006,510)	279	x	X				1	2
602133	Lexington	Route 2 & Waltham St.	Intersection improvement project that will modify state highway traffic signal locations and upgrade the statewide highway lighting system.	75% submitted	12/5/2008	\$1,611,950	100	x	X				0	1
601820	Somerville	Beacon St.	Reconstructing to include new sidewalks, curbing, drainage, and signal improvements.	75% submitted	3/25/2004	\$1,319,690	60	X	X			x	4	2
604916	Norwood	Pleasant St. & Morse St.	Reconstruction of intersection that includes installation of traffic signals, curbing, signage, and upgraded drainage.	75% submitted	9/5/2008	\$923,120	19	x	X				2	1
114906	Weymouth	Route 53	Roadway project includes traffic signals improvements, road widening, and new sidewalks, signs and pavement markings.	75% submitted	1/7/2002	\$2,275,820				x			2	1
602382	Everett	Route 99 (Broadway)	Reconstruction to upgrade signal system to include left-turn phasing to improve safety and traffic flow. Also includes sidewalk reconstruction to improve pedestrian safety.	25% received	12/4/2008	\$2,434,140	131		x			x	2	2
604331	Somerville	Community Bike Path	Construction of a 2-mile multi-use path that will connect the Minuteman Commuter Bikeway to the Paul Dudley White Paths along the Charles River.	25% received	12/15/2006	\$4,500,000	1	X	X			x	4	2
604761	Boston	South Bay Harbor Trail	Construction of a multi-use trail and a pedestrian trail originating at Ruggles Station and extending to the Fan Pier. Connects with the existing at Ruggles Southwest Corridor Trail.	25% submitted	3/12/2009	\$3,850,000	186	X	X				4	3
604687	Arlington	Mass Ave.	Design of Massachusetts Ave. reconstruction that will include new bicycle and pedestrian accommodations to improve safety.	PRC approved	12/1/2005	\$2,650,000	104 (#101 out of top 200)	X	X				4	2
605188	Cambridge	Cambridge Common	Reconstruction of the bicycle and pedestrian paths in Cambridge Common.	PRC approved	6/12/2008	\$1,000,000	65	X	X			x	5	1
601630	Weymouth	Route 18	Reconstruction & widening project that includes Bridge W-32-13 Route 18 over the Old Colony Railroad (MBTA).	PRC approved	12/11/1995	\$26,100,000					x		5	2

Projects Included in Option Two														
Project ID	Municipality	Project	Description	Design Status	Lastest Submission to MassHighway	Cost	Crash Rate	Bicycle Accommodations	Pedestrian Accommodations	Involved in CTPS Study	In the RTP	EJ Area	Land Use	Economic Development
604652	Winchester, Woburn, Stoneham	Tri-Community Bikeway	Bikeway construction project to link Wedgemere Station (Winchester) with Horn Pond (Woburn) and Recreation Park (Stoneham) and provide non-motorized transportation access.	25% approved	10/15/2008	\$5,075,585	28	X	X				5	3
604688	Belmont	Trapelo Rd.	Reconstruction project to provide signal, sidewalk, bicycle, and streetscape improvements. Includes construction of new culvert at Beaver Brook to alleviate flooding.	25% received	10/22/2007	\$12,500,000	337	X	X	x			5	3
602602	Hanover	Route 53	Intersection improvement that includes installation a new traffic signal, resurfacing, signage, and widening.	25% submitted	7/10/2006	\$850,000	8	x		x			1	1
604812	Hudson	Route 85	Reconstruction project that includes adding left-turn lanes, signalizing intersections, and sidewalks to improve safety, traffic flow, and bicycle and pedestrian accommodations.	25% submitted	7/31/2008	\$8,100,000	353	x	X		x		2	3
605034	Natick	Route 27	Reconstruction project that includes minor roadway widening, pavement reconstruction, improved sidewalks, and upgraded signals.	25% submitted	6/26/2009	\$10,129,579			X					
604697	Marlborough	Farm Road	Last phase of a three phase reconstruction project that will improve safety through roadway improvements, signalization, and sidewalk accommodations.	25% submitted	2/8/2008	\$2,717,310	61		x				1	0
DM0342	Chelsea	Beacham St. & Williams St.	Reconstruction of the corridor to include drainage, lighting, sidewalks, curbing, crosswalks, street trees, signage, and a signal at the Beacham St. and Market St. intersection.	Conceptual		\$4,500,000	72	x	X	x		x	5	1
Project Included in Option Two But Removed From Option One														
601274	Boston	Tremont St.	Reconstruction of Tremont St. from Court St. to Boylston St. to improve safety through new sidewalks and wheelchair ramps, and the upgrading of traffic control signals.	25% submitted	11/9/2006	\$2,200,000	56	X	X				5	2
Project Included in Option One But Removed From Option Two														
602984	Concord and Lincoln	Crosby's Corner	Provides safety improvements at Crosby's Corner (intersection of Route 2, Cambridge Turnpike and Route 2A/ the Concord Turnpike). Construction of neighborhood service roads which will be parallel to Route 2 and the constructing a bridge to carry Route 2 over the other routes (grade seperation). Starts at the Bedford Road intersection in Lincoln and extends to 300 feet west of Sandy Pond Road in of Concord.	75% submitted	11/7/2008	\$71,943,985	143	X	X	x	x		2	2

MBTA Federal Funding Program

Section	Title	FY07 (Fed. Portion)	FY08 (Fed. Portion)	FY09 Federal	FY09 MBTA	FY09 Total	FY10 (Fed. Portion)	FY11 (Fed. Portion)	FY12 (Fed Portion)
Section 3037									
Systemwide	Job Access			1,502,650	375,662	1,878,312			
New Freedom									
Systemwide	New Freedom			1,292,406	323,101	1,615,507			
Section 5307									
Systemwide	Locomotive and Coach Procurement	(\$5.6M transferred from Blue Line Vehicle		19,200,000	4,800,000	24,000,000	20,000,000	20,000,000	20,000,000
Systemwide	ITS Initiatives			4,000,000	1,000,000	5,000,000	5,000,000	6,000,000	6,000,000
Systemwide	Power			4,000,000	1,000,000	5,000,000	7,000,000	11,000,000	20,000,000
Systemwide	Station Rehab			4,000,000	1,000,000	5,000,000	8,000,000	7,000,000	7,000,000
Green Line	MBTA Accessibility Program			21,600,000	5,400,000	27,000,000	12,000,000	10,000,000	7,000,000
Blue Line	Blue Line Vehicles (\$2.4M to Bus/Train Arrival Program and \$5.6M to Locomotive/Coach Procurement)			-	-	-	-	-	-
Systemwide	Station Management Program			2,800,000	700,000	3,500,000	-	15,000,000	15,000,000
Bus	CNG Bus Overhaul Program			12,000,000	3,000,000	15,000,000	10,000,000	12,000,000	12,000,000
Bus	Everett Maintenance Facility	6,400,000		4,400,000	1,100,000	5,500,000	5,000,000	4,000,000	4,000,000
Systemwide	Redundant Operations Control Center (transfer to POWER)	8,652,319		-	-	-	-	-	-
Systemwide	Elevator Replacement /Rehabilitation			25,862,679	6,465,670	32,328,349	5,000,000	4,000,000	4,000,000
Systemwide	Grant Application Notes (GANs) Program			19,985,000	4,996,250	24,981,250	18,000,000	7,000,000	-
Systemwide	MBTA Enhancement Program			1,354,482	338,621	1,693,103			
Systemwide	Preventive Maintenance			10,000,000	2,500,000	12,500,000	10,000,000	10,000,000	10,000,000
Systemwide	Bus and Train Arrival LCD Signage	(\$2.4 M transferred from Blue Line Vehicle		4,800,000	1,200,000	6,000,000	2,400,000	-	-
New	Systemwide	Specialized Non-Revenue Vehicles					4,000,000	3,000,000	3,000,000
New	Systemwide	Parking Program					5,000,000	4,000,000	4,000,000
New	Systemwide	Station Accessibility Program (1)					16,000,000	16,000,000	14,000,000
New	Commuter Rail	Commuter Rail Accessibility					5,000,000	5,000,000	8,000,000
New	Systemwide	Environmental Program					2,000,000	2,000,000	2,000,000
Section 5307 Total			15,052,319	134,002,161	33,500,540	167,502,701	134,400,000	134,000,000	134,000,000
High Priority Projects (SAFETEA-LU)									
Bus	HPP Bus - Framingham Transit System			406,296	81,259	16,252			
Section 115 (Earmarks)									
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			
Total				4,300,000	-	4,300,000			

MBTA Federal Funding Program

Section 5309									
	Blue Line	Blue Line Modernization		21,600,000	5,400,000	27,000,000	8,500,000	7,000,000	-
	Red Line	Red Line No. 2 Car Overhaul	2,678,793	14,190,124	3,547,531	17,737,655	14,000,000	8,000,000	-
	Systemwide	Kawasaki Coaches		1,600,000	400,000	2,000,000	2,000,000	9,000,000	11,000,000
	Systemwide	Locomotive and Coach Procurement		33,295,500	8,323,875	41,619,375	8,000,000	15,000,000	30,000,000
New	Green Line	Positive Train Control					1,000,000	2,000,000	-
New	Subway	Station Platform Program					7,000,000	7,000,000	7,000,000
New	Commuter Rail	CRASP					8,500,000	1,000,000	1,000,000
Section 5309 Total			2,678,793	49,085,624	12,271,406	61,357,030	49,000,000	49,000,000	49,000,000
Section 5309 Infrastructure Program									
	Red Line	Columbia Junction		10,400,000	2,600,000	13,000,000	7,000,000	7,000,000	7,000,000
	Systemwide	Power Improvements	4,000,000	7,080,000	1,770,000	8,850,000			
	Systemwide	Bridge and Tunnel Program	11,924,000	4,800,000	1,200,000	6,000,000	6,000,000	6,000,000	6,000,000
New	Systemwide	Track Upgrades					5,000,000	5,000,000	5,000,000
New	Systemwide	Signal Systems Upgrades					5,000,000	5,000,000	5,000,000
Section 5309 Infrastructure Program Total			15,924,000	22,280,000	4,456,000	27,850,000	23,000,000	23,000,000	23,000,000
Section 5309 (Carryover Earmarked Funds)									
	Beverly/Salem	Beverly/Salem Intermodal Center	245,000	-					
	Blue Line/North Shore	Feasibility Study - Blue Line Extension to Lynn	1,960,000	-					
	Salem	Beverly/Salem Intermodal Center	401,280	434,720					
	Beverly	Beverly/Salem Intermodal Center	401,280	434,720					
	Quincy	Quincy/Catamaran							
	Revere	Wonderland Station	361,152	391,248					
	Boston	Commonwealth Avenue/Green Line		656,600					
	Boston	Improvements at Harbor Islands Park		271,700					
	Hingham	Hingham Intermodal Center	1,805,760	1,956,240					
	Commuter Rail	Auburndale Station/Newton RT Handicap		392,000					
	Commuter Rail	Rockport Improvements	551,760	597,740					
	Commuter Rail	Fitchburg Line Improvements		5,880,000					
	Medford	Medford Downtown Parking	401,280	434,720					
	Melrose	Commuter Rail Station Improvement		686,000					
	Ferry	Ferry System Improvements		4,103,000					
	Woburn	Woburn Park and Ride Facility	361,152	391,248					
	Newburyport	Newburyport		434,720					
Total			4,283,664	19,269,656	-				
Previous Flex Funds (Carryover)									
	Systemwide	FFY2007 CMAQ Funds for Diesel Oxidation Catalysts		250,000	50,000	10,000			
	Woburn	FFY2007 STP Funds for Anderson RTC		120,000	24,000	4,800			
Total				370,000	74,000	14,800			
Grand Total			4,283,664	52,924,768	205,367,785	50,227,946	256,709,731	206,400,000	206,000,000

(1) To include Symphony/Hynes/Wollaston and Science Park