

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

July 16, 2009 Meeting

9:00 AM – 5:30 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)

Decisions

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

- begin work on the development of the draft federal fiscal years (FFYs) 2010 – 2013 Transportation Improvement Program (TIP) using Option 1 of the staff recommendation
- adopt for the draft FFYs 2010 – 2013 TIP the transit element of the FFYs 2010 – 2013 TIP as presented
- flex the following amounts (inflated figures) of highway funds to the following expansion transit projects in the 2030 Build network of the draft Amendment to the Regional Transportation Plan (Amendment):
 - *Orange Line – Assembly Square*: \$11.6 million in the FFYs 2011-2015 band
 - *Green Line Extension to Route 16*: \$185 million in the FFYs 2016-2010 band
 - *Wonderland Station South Parking Garage and Access Improvements*: \$61 million in the FFYs 2016-2010 band
- adopt the staff recommendation for the highway expansion portion of the 2030 Build network for the draft Amendment with the following changes:
 - include the *Somerville – Assembly Square Roadway* project in the 2010 band as an American Recovery and Reinvestment Act (ARRA) funded project
 - move the *Canton – I-95 Northbound/Dedham Street Corridor* project to the FFYs 2011-2015 band of the RTP, contingent upon the project being fully funded by the developer (\$20 million) and ARRA (\$15 million)
 - include the *Boston – Rutherford Avenue* project in the 2020-2025 band of the RTP and the *Boston – Sullivan Square* project in the 2016-2020 band of the RTP

Meeting Agenda

1. Public Comments

Coleen Elstemeyer, Office of State Representative Ronald Mariano, offered the Representative's statement in support of programming the following projects in Weymouth in the Amendment and the FFYs 2010 – 2013 TIP: *Route 18 Capacity*

Improvements, and the South Weymouth Naval Air Station Access Improvements (Parkway construction and Multi-modal Center).

Kevin Donovan, South Shore Tri-Town Development Corporation, echoed Representative Mariano's comments regarding the *South Weymouth Naval Air Station Access Improvements* projects. He stated that the projects have the support of the towns of Abington, Rockland, and Weymouth.

State Representative Jason Lewis expressed support for programming the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project in the FFYs 2010 – 2013 TIP. He noted that the project has been 20 years in the making, that it has strong community support, connects town centers, commuter rail stations, and schools, and would provide a means for environmentally friendly transportation. He noted that the MPO has already contributed nearly \$800,000 to the project.

State Representative Kate Hogan expressed support for programming the *Hudson – Route 85* project in the TIP and the *Assabet River Rail Trail* project in the RTP. She noted that the *Hudson – Route 85* project would be ready by February 2010 and that, if it does not go forward on the TIP, the Town of Hudson will have to pay back about \$300,000 to developers. She also recommended that, due to the size of the investment required to build the *Concord and Lincoln – Route 2 (Crosby's Corner)* project, the state consider the project as a mega-project or to spread TIP funding over more than four years so that smaller projects will be able to go forward with MPO funding.

Sarah Hamilton, Medical Academic and Scientific Community Organization (MASCO), expressed support for including the *Urban Ring* project in the RTP Amendment as the project will serve the transit constrained Longwood area with its life science economy. She suggested that the MPO continue to model the financial and transportation benefits of that project.

Matt Zahler, A Better City, expressed support for including the *Urban Ring* and *Silver Line, Phase 3* projects in the RTP Amendment. He noted the importance that the projects would have in terms of helping the economic recovery of Massachusetts.

John Woodsmall, Town of Southborough, requested that the MPO program the *Southborough – Main Street (Route 30)* project in the TIP. He asked members to keep in mind that there is substantial new development planned for Route 9 that will impact traffic in the Route 30 corridor. He noted that commuters often use Route 30 to avoid Route 9 traffic.

Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force, stated that the *Green Line Extension* project (included in the RTP Amendment) must go forward even if federal New Starts funding is not available for it, since the project is a State Implementation Plan (SIP) commitment. The RTP would be in violation of air quality conformity regulations otherwise, he said. He also asked that the *Assembly Square Orange Line* project be included in the RTP.

Sarah Cannon Holden, Town of Lincoln Board of Selectmen, indicated that she was attending on behalf of the supporters of the *Crosby's Corner* project. She reported that there was a serious accident at that location just last week.

Referencing the state's Accelerated Bridge Program, Ellin Reisner, Somerville Transportation Equity Partnership, noted that the Department of Conservation and Recreation was to have a community meeting regarding the *Somerville – Route 28 Bridge over Washington Street* project. She said that the community does not want this project to go forward because they don't want the overpass. She suggested that the state may save money by not programming this project.

Don DiMartino, Town of Bellingham, provided an update on the *Bellingham – Pulaski Boulevard* project. He stated that the town's Board of Selectmen approved taking temporary easements on Monday. The project will be ready by fall.

2. Chair's Report – *David Mohler, EOT*

There was none.

3. Subcommittee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council – *Malek Al-Khatib, Regional Transportation Advisory Council*

The Advisory Council's committees for the certification documents will be meeting soon to work on the Council's comments. Secretary of Transportation James Aloisi confirmed that he will be attending the Advisory Council's meeting in September.

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

In light of the tight schedule for the RTP Amendment, the MPO's modeling staff has proactively coded many regionally significant projects in anticipation of the MPO's vote today. Staff is working hard to make sure the Amendment can be completed on schedule.

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

H. Morrison provided a summary of recent work on the TIP and the TIP-related issues at hand. Members were provided with the following materials for their discussion of the draft FFYs 2010 – 2013 TIP (see attached):

- TIP tables showing staff recommendations for highway projects: Options 1 and 2
- Indices of target projects for Options 1 and 2
- Memorandum describing factors used in preparing Option 2
- TIP table showing the MBTA Federal Funding Program for transit projects
- Public comment matrix

A. Soolman asked if the MPO would be adding more regionally significant projects in August. D. Mohler replied no.

A motion to approve for discussion the adoption of Option 1 to allow work to begin on the development of the draft FFYs 2010 –2013 TIP was made by Paul Regan, MBTA Advisory Board, and seconded by Stephen Woelfel, MassHighway. No action was taken on this motion.

Option 1 includes the *Concord and Lincoln – Route 2 (Crosby’s Corner)* project and assumes that funding of the project would be completed in FFY 2014. This option differs from the original version of Option 1, which staff prepared before the MPO’s targets were reduced by \$16.1 million (spread over the first three years of the TIP) for the Fitchburg Line project. The reduction in target funding led to the removal from Option 1 of the following projects: *Boston – Tremont Street, Phase 1; as well as projects that are not currently programmed in the TIP; Lynn – Intersections on Route 129; Hudson – Route 85; and Hanover – Route 53.*

Members began their deliberations on the TIP by working from Option 1. They discussed the impact on the TIP of future ARRA funding, the addition of federal earmarks, and the transit element of the TIP. There was extensive discussion of the benefits and drawbacks to continuing to program funding for the *Crosby’s Corner* project. Malek Al-Khatib recused himself from the discussion and vote on the option because of his employer’s involvement in the *Crosby’s Corner* project.

Highway Element

D. Mohler stated that the *Bellingham – Pulaski Boulevard* project is under consideration for ARRA funding, but it is too soon to remove MPO funding for the project. He assured MAPC that projects that they recommended for ARRA funding are actively being considered by EOT. EOT is awaiting feedback from the regional planning agencies on the projects that municipalities proposed for ARRA funding. The MPO will have the opportunity to discuss ARRA projects further.

Jim Gillooly, City of Boston, recommended that the *Boston – Tremont Street, Phase 1* project be restored to Option 1. He noted that the City paused the project to address MassHighway’s request that the design include bicycle accommodations. He also recommended that the MPO program approximately \$3 million of an earmark for the *Boston – Rutherford Avenue* project in FFY 2010.

A motion to amend Option 1 to include a \$3 million earmark for design for the *Boston – Rutherford Avenue* project in the FFY 2010 element of the FFYs 2010 –2013 TIP was made by J. Gillooly, and seconded by P. Regan.

The addition of this earmark would require the project be programmed in the first ten-year band of the RTP. The first phase of the project, which includes improvements to the Sullivan Square area, would cost about \$40 million per J. Gillooly.

A motion to table J. Gillooly's motion was made by M. Draisen, and seconded by Richard Reed, Town of Bedford. The motion failed, with five members voting yes, seven voting no.

J. Gillooly subsequently withdrew his motion when members agreed to address issues concerning earmarks later in the meeting after discussing the issue of *Crosby's Corner*.

Regarding *Crosby's Corner*, David Koses, City of Newton, stated that the project is too large to be funded out of the MPO's targets. He also stated that the MPO's policy should not be to continue supporting projects when costs increase dramatically, rather that the MPO's policy should be to spread target funding across different types of projects and at more locations.

Mary Pratt, Town of Hopkinton, stated that the MPO should continue to support the *Crosby's Corner* project unless the state agrees to fund it as a mega-project. She also noted that if *Crosby's Corner* were to be considered as a mega-project, the MPO would also have to consider a number of other high cost projects in the MPO's universe of projects as mega-projects as well, for example the *Concord – Concord Rotary/Route 2, Malden and Revere – Route 1 Improvements, Boston – Rutherford Avenue, and Framingham – Route 126/135 Grade Separation*. She noted that the MPO is funding a number of large projects and that the *Crosby's Corner* project shouldn't be removed from the TIP just because of its size.

Sue McQuaid, Regional Transportation Advisory Council, conveyed the Council's general concern about the high cost of the *Crosby's Corner* project and the lack of funding that would be available for other projects if that one were programmed. She also noted that the project has been planned for a long time and suggested that the funding for the project might be extended beyond four years to accommodate the programming of other, smaller projects. D. Mohler stated that the project is a four-year construction project that cannot be stretched out longer.

A motion to remove the *Crosby's Corner* project from Option 1 was made by D. Koses, and seconded by R. Reed. The motion failed. Voting yes were: Massport; MAPC; City of Boston; City of Newton; and Town of Bedford. All others voted no.

During a discussion of the motion, Lourenço Dantas, Massport, raised a question about whether MassHighway had considered alternatives to the *Crosby's Corner* project that would cost less than the project as designed but provide the same benefits. D. Mohler replied that the project could not be scaled back without being redesigned.

M. Draisen explained MAPC's position. He noted that the *Crosby's Corner* project is one of a number of potential projects along Route 2 that, in combination, could turn Route 2 into a major highway. He expressed concern about the MPO's ability to fund all the projects necessary to reduce congestion on Route 2. He further noted that, if those projects were all accomplished, increased development (the type that may not be

consistent with smart growth principles) would likely ensue and the added roadway capacity would likely be consumed in about ten years.

He also explained MAPC's belief that the safety problems at the location should be addressed, and that safety improvements could be done with a more modest expenditure. He then recommended re-examining the *Crosby's Corner* project with a focus on addressing the safety problems, rather than congestion. MAPC representatives suggested considering a project costing approximately \$20 million that would eliminate the flyover and focus on safety elements such as warning signs, measures to separate traffic, road widening, and improvements to intersection signals.

In response to MAPC's recommendation, M. Pratt stated that MassHighway has been designing the *Crosby's Corner* project for about 15 years and that scaling back the project now, as suggested, might only "put a band-aid" on the problem. She also noted that economic development outside of the urban core could benefit towns, by improving the local tax base.

P. Regan raised the issue of protecting the investment that the Commonwealth has already made to the *Crosby's Corner* project, which includes money spent for 15 years of design work and approximately \$6.7 million on land acquisition. He also noted that the project has a strong safety element, is advanced in design, and is outside the core Boston area (speaking to the MPO's policy of supporting geographic equity).

A motion to return the *Boston – Tremont Street, Phase 1* project to Option 1 with \$2.2 million of funding in the FFY 2011 element, and to shift \$2 million of funding for the *Crosby's Corner* project from the FFY 2011 element to the FFY 2012 element was made by J. Gillooly, and seconded by Thomas Bent, City of Somerville. The motion failed. Voting yes were: City of Somerville, City of Boston, MAPC, and MassHighway. All others voted no.

During a discussion of this motion, Ed Silva, Federal Highway Administration (FHWA), stated that the MPO should not be attempting to adjust the cash flow of projects and that the project schedule should be determined by engineers and actual construction scheduling.

M. Draisen suggested that the MPO might be able to restore the funding for the *Tremont Street* project when more is known about which projects will receive ARRA funding. At that time, when adjustments are made to change the source of funding for ARRA projects from MPO to ARRA funds, more MPO target money may be available. D. Mohler stated that EOT will have a decision on ARRA funded projects by August 20.

Members heard another public comment at this time. Wendy Landman, WalkBoston, voiced support for the restoration to the TIP of the *Tremont Street* project.

R. Reed requested that the MPO receive four-year cash flow information for the *Crosby's Corner* project. Staff was advised to obtain this information from MassHighway.

Secretary of Transportation James Aloisi arrived at the meeting and thanked the MPO members for their work. He took several questions from members and other attendees regarding the Commonwealth's obligations for paying of debt from the *Central Artery/Tunnel* project, the possibility of restructuring some of the Commonwealth's transportation debt under the new Department of Transportation structure, and the Commonwealth's collaboration with other New England states on high speed rail initiatives.

Members then turned their attention to the transit element of the TIP. (See attached.) Staff indicated that the items marked "new" are those projects that have not yet appeared in the TIP. In response to members' questions, Joe Cosgrove and Andrew Brennan, MBTA, provided the following information about the following line items:

- *Grant Anticipation Notes (GANs) Program*: previous GANs funding was spent on bus procurement and the first phase of the improvements to the Fairmount commuter rail line.
- *Green Line – Positive Train Control*: This is a pilot project for the automated operation of Green Line trolleys. No decision has been made regarding the full funding of the project.
- Funding for the "new" items came out of, in part, the *Redundant Operations Control Center* project (which is receiving Homeland Security funding) and other cost adjustments
- *Blue Line Vehicles*: This project has been completed.
- *Commuter Rail Accessibility*: Stations to receive funding through this line item are being determined.
- *Environmental Program*: The MBTA is federalizing its existing program.

P. Regan pointed out that the MBTA's project list is indicative of the fiscal crisis that the MBTA is facing in that the list does not include any expansion projects and that the MBTA is turning to the MPO to fund basic maintenance of the system. J. Cosgrove added that over the next ten years the MBTA will need to spend about \$2.2 billion to replace revenue vehicles; these costs will spike during the period from 2012 to 2016. P. Regan added that during that time, the MBTA will have to replace the Orange Line fleet, part of the Red Line and Green Line fleets, and part of the bus fleet.

The MBTA was asked to start providing the MPO with four-year funding information for the TIP (as opposed to three-year), and to show the MPO the entirety of the MBTA's Capital Investment Program (CIP) (so that the MPO can see the full picture of the MBTA's funding, rather than just the federal-aid portion).

J. Cosgrove suggested adding a placeholder in the TIP for the *Orange Line – Assembly Square* and *Fitchburg Commuter Rail Improvements* projects. The *Assembly Square* project has federal approval to begin preliminary engineering but there is a \$10 million funding gap in the RTP. Federal earmarks are being sought for the project. Developers are contributing \$50 million (for design and construction). The *Fitchburg* project is under design. J. Cosgrove also recommended adding several earmarks to the TIP.

A motion to adopt the transit element of the FFYs 2010 – 2013 TIP as presented – with the exception of the *Orange Line – Assembly Square* project – was made by P. Regan, and seconded by S. Woelfel. The motion passed unanimously.

Members agreed to address TIP projects affected by decisions on the projects to be included in the RTP Amendment at a later time.

7. Amendment to the Regional Transportation Plan – David Mohler, EOT, and Anne McGahan, RTP Manager, MPO Staff

Members were provided with the following materials for their discussion of the Amendment to the RTP (see attached):

- Memorandum titled “Information for Discussion on *JOURNEY TO 2030*”
- Memorandum titled “*JOURNEY TO 2030* – Staff Recommendation”
- Updated Finance Plan
- List of On-going No-Build and Build Projects (including breakdown of MPO funding share and earmarks, and design status) – Staff Recommendations
- Project Evaluation Criteria Ratings
- Project Costs through 2030
- Environmental Services Division – Major Projects Update
- Projects costing over \$10 million
- Memorandum outlining recommendations of the Metropolitan Area Planning Council

A. McGahan introduced the issues at hand relating to the RTP Amendment, including an overview of the criteria and process for developing the staff recommendation. Members then began deliberating about which projects to include in the RTP and matters concerning the allocation of funding across program areas.

M. Draisen asked about the statewide allocation funds in the statewide finance plan summary and in particular about the possibility of the state picking up more of the costs of the Boston Region MPO’s major infrastructure projects. D. Mohler explained that there is no available funding in this statewide budget item and that these funds are not targeted to MPO regions by formula, as is the allocation of discretionary funds. In addition, he said that other statewide items do fund projects in the Boston Region MPO area, serving needs in the region.

M. Draisen stated that the MPO staff recommendation is consistent with MetroFuture goals and objectives. He referred to MAPC’s correspondence, which laid out its suggestions for additional projects and programs for the Amendment. MAPC supports the staff recommendation with the following suggestions:

- Approximately 10% of the RTP funding should be set aside for an Enhancements Program to show a clearer MPO commitment to Enhancement projects. This funding could be used for some bicycle trail projects.
- There are critical transit projects that should be funded in the RTP, such as:
 - *Orange Line – Assembly Square*

- *Green Line Extension from College Avenue to Route 16*
- *Wonderland Station South Parking Garage and Access Improvements*
- *Fitchburg Line Multimodal Station at Route 128*
- The following highway projects should be added:
 - *Belmont – Trapelo Road*
 - *Bellingham – Pulaski Boulevard*
 - *Boston – Storrow Drive*
 - *Boston – Rutherford Avenue*
- \$50 million should be set-aside over the RTP's timeframe for the Congestion Mitigation and Air Quality Program (CMAQ).

L. Dantas raised the possibility of including a larger Enhancement Program that would incorporate CMAQ at \$10 million a year.

D. Koses advocated for including the *Newton and Needham – Needham Street/Winchester Street* and *Needham – Highland Avenue* projects as one project including the bridge reconstruction between the two roadway segments.

A motion to remove the *I-93/Route3 Interchange – Braintree Split* project from the list of recommended projects in the RTP was made by S. McQuaid, and seconded by L. Dantas. The motion failed.

During a discussion of the motion, the motion makers raised questions about the timing of the *Braintree Split* project given its stage of design and environmental work, and noted that other interchange projects are at a more advanced stage of design. L. Dantas recommended moving the project to an outer year of the RTP for modeling. Steve Olanoff, Regional Transportation Advisory Council, noted that the project should not be a high priority as it does not address the issue of traffic weaving from the HOV lane. Christine Stickney, Town of Braintree, urged members to keep the project in the RTP noting that the project addresses a critical traffic problem and is a priority for the South Shore. J. Gillooly added that the project is important to the City of Boston because traffic from the Split can back up to the south bay area of I-93 in Boston.

Members determined to first discuss the overall funding split across program areas before voting on individual projects. D. Mohler stated that, as the RTP and TIP must be closely aligned documents, the TIP should reflect similar portions of funding to program areas as in the RTP.

First, they heard comments from two members of the public:

Roland Bartl, Town of Acton, expressed disappointment that the Amendment does not include bicycle path projects, including the *Assabet River Rail Trail* and *Bruce Freeman Memorial Rail Trail*. He noted that there are bicycle path projects in the region that have been in the planning stages for as long as projects such as *Crosby's Corner*. He advocated for an Enhancement Program to fund these projects.

Jeff Rosenblum, City of Cambridge, voiced support for an approach involving an Enhancement Program, but also urged the MPO to first understand the implications of transit projects in the Amendment. He noted the value of transit and bicycle trail projects in improving mobility.

M. Draisen proposed focusing the discussion by assuming the acceptance of the staff recommendation and adding the following funding categories, projects, and costs:

Program Area	Projects	Cost (in millions)
Enhancements	- <i>Assabet River Rail Trail</i>	\$16.725
	- <i>Bruce Freeman Memorial Rail Trail</i>	\$36.85
	- <i>Somerville Community Path Extension to Lechmere</i>	\$20
	- <i>Bike to the Sea Trail</i>	\$20
	- <i>Upper Charles Trail</i>	\$20
	- <i>Border to Boston Trail</i>	\$26.269
	-Balance	\$60
	Transit	- <i>Orange Line – Assembly Square</i>
	- <i>Green Line Extension to Route 16</i>	\$130
	- <i>Wonderland Station South Parking Garage and Access Improvements</i>	\$50
	- <i>Fitchburg Line Multimodal Station at Route 128</i>	\$50
Highway (over \$10 million)	- <i>Belmont – Trapelo Road</i>	\$13.8
	- <i>Bellingham – Pulaski Boulevard</i>	\$13
	- <i>Boston – Rutherford Avenue</i>	\$85
CMAQ		\$50
Overall Unspent Balance		\$550

P. Regan commented that the transit projects (above) do little to solve the existing problems that the transit system is facing. He suggested that the MPO consider other projects that address the broader system, improve throughput, and make transit more dependable.

Members paused their discussion to hear a public comment. Michelle Ciccolo, Town of Hudson, asked if the *Hudson – Route 85* project could be moved to the FFYs 2011 – 2015 band of the Amendment in light of the possibility of receiving ARRA funding.

Resuming the amendment discussion, M. Draisen stated that MAPC supports including an illustrative project section. J. Cosgrove supported the idea of including projects in the

Illustrative list if the MPO knows the projects must be done and that they are capacity adding, such as the *South Station Expansion*, rather than creating a “wish list.”

A motion to adopt the aforementioned recommended project list was made by M. Draisen, and seconded by P. Regan.

Staff then added inflation factors to the proposed project list. The result of the calculation left approximately \$22 million per year for non-expansion projects.

A motion to add an intersections program (to fund projects that improve air quality by improving traffic throughput at intersections) for \$50 million to MAPC’s recommended list was made by L. Dantas, and seconded by J. Gillooly. No action was taken on this motion.

M. Draisen asked members to keep in mind that MAPC is concerned about the *Framingham – Route 126/Route 135 Grade Separation* project being excluded.

Members then debated whether to flex highway funds to transit. Some supported the idea while others expressed concern about pulling highway money away from the suburbs to largely fund transit projects in the urban core, and about the ripple effect this action could have on the TIP.

D. Mohler expressed EOT’s perspective that if funds are to be flexed to transit they would best be used to fund the *Green Line Extension to Route 16* and the *Orange Line – Assembly Square* projects. Eric Bourassa, MAPC, recommended reducing the amount of money flexed to the amount needed for those two projects.

S. Olanaff suggested providing some flex funding to support the *Wonderland Station South Parking Garage and Access Improvements* project. D. Mohler stated that EOT is considering giving some ARRA funding to this project and is seeking congressional earmarks for it. The project must be modeled and included in the first or second five-year band of the Amendment for the MPO to program the earmarks, if they are provided.

A motion to flex the following amounts (inflated figures) of highway funds to the following transit projects in the Amendment was made by E. Bourassa, and seconded by P. Regan:

- *Orange Line – Assembly Square*: \$11.6 million in the FFYs 2011-2015 band
- *Green Line Extension to Route 16*: \$185 million in the FFYs 2016-2020 band
- *Wonderland Station South Parking Garage and Access Improvements*: \$61 million in the FFYs 2016-2020 band

The motion passed. Voting no were: City of Boston; Town of Hopkinton; Town of Bedford; Town of Braintree; and Massachusetts Turnpike Authority.

Staff was directed to model this set of transit expansion projects. A. McGahan added that staff would have to include the *Russia Wharf* project, as well, since it is a SIP commitment.

Members turned their attention to the highway portion.

A motion to include the *Somerville – Assembly Square Roadway* project to the 2010 band in the RTP as an ARRA funded project was made by T. Bent, and seconded by S. Woelfel. The motion passed. Voting no were: MAPC and the Town of Hopkinton. The Town of Braintree abstained.

A motion to move the \$35 million *Canton – I-95 Northbound/Dedham Street Corridor* project to the FFYs 2011-2015 band of the RTP, contingent upon the project being fully funded by the developer (\$20 million) and ARRA (\$15 million), was made by S. Olanoff, and seconded by T. Bent. The motion passed. Voting no were: MAPC, Massport, and the Town of Hopkinton.

During a discussion of this motion, D. Mohler noted that it is not yet clear if the developer's I-Cubed application will be approved. If that application is not approved, the MPO may be asked to fund the developer's portion. In response to a member's question, D. Mohler stated that the project has independent utility even if the full Canton interchange project is not done.

A motion to move the *I-93/Route3 Interchange – Braintree Split* project to the 2020-2025 band of the Amendment was made by L. Dantas, and seconded by E. Bourassa. The motion failed. Four members voted in favor. During a discussion of the motion, C. Stickney expressed opposition to the motion and cited geographic equity as one reason that the project is important.

A motion to include the *Boston – Rutherford Avenue* project in the 2021-2025 band of the Amendment was made by J. Gillooly, and seconded by P. Regan. The motion passed unanimously.

A motion to adopt the highway portion of the Amendment incorporating the aforementioned motions was made by T. Bent, and seconded by J. Gillooly. The motion passed. M. Pratt voted no and all others voted yes.

8. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff
This item was not taken up.

9. Work Program for the Inner Suburban Mobility Study – Karl Quackenbush, Deputy Director, and Liz Moore, Manager, Transit Service Planning, MPO Staff
This item was not taken up.

10. Members Items
There were none.

11. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, July 16, 2009, 9:00 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

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent

Ed Silva

Marc Draisen
Eric Bourassa
Jim Gallagher
Stephen Woelfel
John Romano
Bill Tuttle
Lourenço Dantas
Joe Cosgrove
Paul Regan
Brian Kane
Malek Al-Khatib
Sue McQuaid
Steve Olanoff
Richard Reed
Christine Stickney
Mary Pratt

MPO Staff/CTPS

Michael Callahan
Sanjay Kaul
Maureen Kelly
Anne McGahan
Hayes Morrison
Efi Pagitsas
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Alicia Wilson
Pam Wolfe

Other Attendees

Cameron Bain

Roland Bartl
Dan Boynton
Andrew Brennan
Michelle Ciccolo
Glenn Clancy
Ned Corcoran

Don DiMartino
Kevin Donovan

Coleen Elstemeyer

Jay Flanagan

Stoneham Tri-Community
Bikeway
Town of Acton
Town of Lincoln Planning Board
MBTA
Town of Hudson
Town of Belmont
South Shore Tri-Town
Development Corporation
Town of Bellingham
South Shore Tri-Town
Development Corporation
Office of State Representative
Ronald Mariano
Town of Lincoln

Glenn Gibbs	Town of Ipswich
Jack Gillon	City of Quincy
Sarah Hamilton	MASCO
Kate Hogan	State Representative
Sarah Cannon Holden	Town of Lincoln Board of Selectmen
Wendy Landman	WalkBoston
Judy LaRocca	Town of Concord
Jason Lewis	State Representative
Tim McIntosh	Vanasse Hangen Brustlin, Inc.
Denise Provost	State Representative
Michael Rademacher	Town of Arlington
Ellin Reisner	Somerville Transportation Equity Partnership
Bill Renault	Town of Concord
Steve Rollins	Town of Hanover
Jeff Rosenblum	City of Cambridge
Beth Rudolph	Town of Winchester
Bill Steelman	Essex National Heritage Commission
Dick Williamson	Friends of the Bruce Freeman Rail Trail
Stephen Winslow	City of Somerville
John Woodsmall	Town of Southborough
Matt Zahler	A Better City
Wig Zamore	Somerville Transportation Equity Partnership/Mystic View Task Force

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>	\$0
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> moved from 2010
Surface Transportation Program/Enhancement Total	\$860,988	\$215,247	\$1,076,235	

Total Regional Target Programming \$54,523,582

**Boston Region MPO Regional Target with State Match \$54,184,159*

programming less target
-\$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	
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	

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
state target less difference (new target)	\$54,687,247	\$701,076

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

			<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 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

			<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	\$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>	<i>\$4,296,710</i>	

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>programming less target</i>
Boston Region MPO Regional Target with State Match	\$56,607,514	\$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
			<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	\$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

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody 87612 Route 128 at Route 35 and Route 62**	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total	\$3,867,039	\$429,671	\$4,296,710
	<i>Minimum HSIP Regional Target</i>		<i>\$4,296,710</i>

Total Regional Target Programming \$53,768,826

**Boston Region MPO Regional Target with State Match \$53,638,655*

*programming less target
-\$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

	<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	\$25,296,810	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

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
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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
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**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 \$11,006,510						
Boston	604761	South Bay Harbor Trail	2010	CMAQ \$3,850,000	\$3,850,000	\$3,850,000	\$3,850,000	
		NHS						
Weymouth	114906	Route 53 (Washington Street)/Middle Street	2010	CMAQ \$2,275,820	\$2,275,820	\$2,275,820	\$1,750,000	
		NHS						
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
			2013	CMAQ \$2,000,000				
Lexington	602133	Route 2A at Waltham St.	2010	CMAQ	\$1,611,950	\$1,661,950	\$1,000,000	
		NHS						
Everett	602382	Route 99 (Broadway)	2010	CMAQ \$2,434,140	\$2,434,140	\$2,434,140	\$2,161,720	
		NHS						
Norwood	604916	Pleasant St at Morse St	2010	CMAQ \$923,120	\$923,120	\$923,120	\$600,000	
		NHS						

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

**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	
			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 \$1,012,389	\$4,500,000	\$4,500,000	\$3,537,968
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	\$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

MEMORANDUM

To: Transportation Planning and Programming Committee

July 13, 2009

From: Hayes Morrison
Transportation Improvement Program Manager

Re: Factors in Preparing Staff Recommendation Option Two

All staff recommendations for the TIP are selected utilizing a multi-step process with consideration of a variety of data and inputs. These include: the Boston Region MPO's TIP Criteria and information regarding previous TIP programming, fiscal constraint, and readiness.

First, in preparing this particular recommendation, project programming status was considered. Projects that were included in the Draft FFYs 2009 – 2012 TIP and could feasibly be ready in FFY 2010 or 2011 were moved into those years. The majority of previously programmed projects fell into this category. These programming of these projects used all the available target monies in FFYs 2010 and 2011.

For programming the out-years (2012 and 2013), project readiness is less of a factor. For Option Two, MassHighway statements at Municipal TIP Input Days were used to determine possibly readiness in years 2012 and 2013.

All projects in the FFYs 2010 – 2013 TIP Universe of Projects that met this threshold were considered for Option Two. This list was considerably larger than available funding. At this point, projects were screened using the TIP Criteria and the results of project evaluations; projects with weaker evaluations were removed from consideration.

Projects with strong evaluations still had funding needs that exceeded the targets. Staff then gave special consideration to the following factors:

- Safety
- Bicycle accommodation
- Pedestrian accommodation
- Land Use and Economic Development Scores
- Previous study by CTPS/MAPC
- Previous investment by the Boston Region MPO
- Inclusion in JOURNEY TO 2030 (if warranted)
- Geographic Equity

Considering all of these factors, staff chose the seven projects listed below and detailed in the attached spreadsheet:

Belmont – 604688 – Trapelo Rd.
Chelsea – DM0342 – Beacham and Williams St.

Hanover – 602602 – Route 53

Hudson – 604812 – Route 85

Marlborough – 604697 – Farm Road

Natick – 605034 – Route 27

Winchester, Woburn, Stoneham – 604652 – Tri – Community Bikeway

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

**Public Comments on the Development of the FFYs 2010 - 2013 TIP Comment Matrix
(Received 7/10 - 7/15)**

7/8/2009	Stephen W. Schemel, 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.	
7/8/2009	Sarah Cannon Holden, Chairman of the Town of Lincoln Board of Selectmen	Urges the MPO to vote to maintain Crosby's Corner within the FY 2010-2013 TIP. The project remains the highest priority of the MAGIC sub-region and the Minute Man National Historical Park and its 1.2 million annual visitors are also key stakeholders. The improvements will increase safety and efficiency along the Route 2 corridor and alleviate pressure on Route 2A. The MPO has consistently voted to preserve a place for the project even with revised cost projections over the last two years and urges the MPO to not let this regional transportation project take a back seat to multiple smaller projects.	
7/8/2009	Nancy A. Nelson, Superintendent of the Minute Man National Park Service	Minute Man National Historical Park supports funding for Lincoln's Crosby's Corner TIP submission because the intersection is dangerous, inconvenient, and it bisects the National Park. Since drivers use Route 2A to avoid Crosby's Corner, park visitors are unable to have a safe experience. The Crosby's Corner reconstruction has always been seen as the key to reducing the high volume of through traffic on Route 2A and enhancing the historic route which is an important tourism economic generator for Massachusetts.	
7/10/2009	Sharon Iovanni, Executive Director of the Stoneham Chamber of Commerce	Requests on behalf of the Stoneham Chamber of Commerce that the Tri-Community Bike Path project be placed back on the TIP. The project runs through the center of Stoneham to the Woburn city line and could serve as a year-round recreational and educational resource upon completion.	
7/10/2009	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.	
7/11/2009	David Goodman	Supports the development of the Tri-Community Bike-Greenway and disagrees with some of the concerns expressed by others that the project will increase noise and crime, and decrease property values. States that bike paths provide a safe place to ride, attract people to a community, and reduce the public cost of maintaining roads, buses, and rail transportation.	

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
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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
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MEMORANDUM

To: Transportation Planning & Programming Committee **July 16, 2009**
From: Anne McGahan, Manager, Long Range Transportation Plan
Re: Information for Discussion on JOURNEY TO 2030

The following is the information provided for discussion and selection of expansion projects for the JOURNEY TO 2030 Plan Amendment:

Plan Finances:

1. Updated EOT/MassHighway Finances dated July 14, 2009 – this shows the total amount of funding available under the highway funding category. This information was revised to reflect the change in TIP targets associated with the Fitchburg CRR project.
2. Updated Finance Plan Assumptions (showing the split off statewide allocations to the Boston MPO)
3. EOT/MassHighway Finances distributed to TPPC on July 2, 2009
4. MBTA Finance Plan Operations and Maintenance distributed to TPPC on July 2, 2009
5. MBTA Finance Plan Expansions distributed to TPPC on July 2, 2009

Criteria:

1. Updated Criteria – revised to include updated costs, added Hudson Route 85 (was missing from original list), revised Middlesex Turnpike to rate Phase III rather than Phase II & III which was included in original rating, and updated safety information.

Projects:

1. Project Status 7-13-09 – updated based on comments from the July 9th TPPC meeting
2. Project Costs Through 2030
3. Staff Recommendation for Expansion Projects in Amendment
4. Staff Recommendation Assumptions for Expansion Projects in Amendment

Additional Project Information:

1. Projects Over \$10 Million
2. Status of Projects currently under environmental review
3. List of Bridges over \$10M and List of Non-Expansion Highway Projects over \$10M proposed in 2010-2013 TIP

MEMORANDUM

To: Transportation Planning & Programming Committee **July 16, 2009**
From: Anne McGahan, Manager, Long Range Transportation Plan
Re: JOURNEY TO 2030 – Staff Recommendation

Attached is the staff recommendation for expansion projects for inclusion in the draft Plan Amendment. All projects that were in the original Plan as well as those projects identified at Municipal TIP Day are listed in this table with their 2009 cost. Those projects that have costs shown in the 2010 to 2030 columns are the projects that are included in the staff recommendation.

If a project has an earmark(s) identified with it, the earmark is shown in the table. The earmarks are not included in the totals at the bottom of each column. At the bottom of each column is the total available funding for the specific time period and a percentage of the recommended expansion projects compared to the available funding.

Projects in the 2010 and 2011-2015 columns are those projects that are in the Option One staff recommendation for FFYs 2010-2013 Transportation Improvement Program, along with projects that are assumed to be ready during that time period which have earmarks for 100% of the project. The projects chosen for the 2016 through 2030 timeframes were selected based on the following information:

- Design Status
- Evaluation Criteria Ratings
- Availability of Earmarks (as well as percentage of earmark to total project)

The costs of projects in 2016 through 2030 have been increased by 4% per year to the year of expected construction. The midpoint of the five-year periods was used: 2018 for the 2016-2020 time period, 2023 for the 2021-2025 time period, 2028 for the 2026-2030 time period. As was done in the last Plan, the costs for projects included in the TIP were held constant.

The overall percentage of the cost of the expansion projects to total available funding is 55%, leaving 45% of the available funding for maintenance of the system and other non-expansion projects included in the TIP.

EOT/MassHighway Statewide Finance Plan - Summary

Sources of Funds

Obligation Authority	2010	2011 - 2015	2016 -2020	2021 -2025	2025- 2030	Total
Available OA - FHWA Revised Guidance	\$532	\$2,708	\$3,086	\$3,578	\$4,148	\$14,052
Assumed Redistribution - FHWA Revised Guidance	\$37	\$188	\$215	\$249	\$288	\$977
(a) Special Bridge OA	\$30	\$0	\$0	\$0	\$0	\$30
(b) American Recovery & Reinvestment Act	\$285	\$0	\$0	\$0	\$0	\$285
(d) CA/T GANs	(\$151)	(\$686)	\$0	\$0	\$0	(\$837)
(e) Accelerated Bridge GANs	\$0	(\$150)	(\$750)	(\$208)	\$0	(\$1,108)
Subtotal MHD Available OA	\$733	\$2,060	\$2,551	\$3,619	\$4,436	\$13,399
MHD State Match - GO Debt	\$95	\$471	\$603	\$872	\$1,088	\$3,129
Subtotal MHD Available OA w/ Match	\$828	\$2,531	\$3,154	\$4,491	\$5,524	\$16,528
NFA Construction - GO Debt	\$110	\$779	\$1,030	\$1,080	\$1,115	\$4,114
NFA Project Ops - GO Debt	\$215	\$1,078	\$1,100	\$1,130	\$1,165	\$4,688
Subtotal NFA- GO Debt	\$325	\$1,857	\$2,130	\$2,210	\$2,280	\$8,802
Accelerated Bridge - Special Obligation Bonds	\$415	\$1,322	\$0	\$0	\$0	\$1,737
Total Sources - Highway	\$1,567	\$5,710	\$5,284	\$6,701	\$7,804	\$27,066

Statewide Allocation	2010	2011 - 2015	2016 -2020	2021 -2025	2025- 2030	Total
Statewide Resurfacing Program	\$88	\$419	\$518	\$739	\$907	\$2,671
Statewide Infrastructure Program	\$13	\$140	\$210	\$299	\$367	\$1,029
Statewide Bridge Program	\$118	\$652	\$839	\$1,188	\$1,471	\$4,268
Accelerated Bridge Program	\$415	\$1,322	\$0	\$0	\$0	\$1,737
Statewide Maintenance Program	\$110	\$779	\$1,030	\$1,080	\$1,115	\$4,114
ARRA Projects	\$285	\$0	\$0	\$0	\$0	\$285
Special Bridge Projects	\$30	\$0	\$0	\$0	\$0	\$30
Regional Major Infrastructure Projects	\$41	\$208	\$261	\$375	\$460	\$1,345
Project Operations	\$215	\$1,078	\$1,100	\$1,130	\$1,165	\$4,688
Federal-Aid Administrative Takedowns (Planning, EWO, etc.)	\$67	\$351	\$446	\$637	\$781	\$2,282
MPO Discretionary Capital Program	\$132	\$684	\$878	\$1,253	\$1,539	\$4,486
Total Uses - Highway	\$1,514	\$5,632	\$5,282	\$6,701	\$7,805	\$26,934

Boston RTP Share of MPO Discretionary Capital Program	\$56.72	\$293.70	\$377.28	\$538.41	\$661.31	\$1,927.42
Estimated Boston Share of Regional Major Infrastructure Projects	\$0.00	\$37.81	\$112.14	\$161.13	\$197.65	\$577.91
Total Share of Discretionary Capital Program	\$56.72	\$331.51	\$489.42	\$699.54	\$858.96	\$2,505.33

Boston Share of Statewide Allocation	2010	2011 - 2015	2016 -2020	2021 -2025	2025- 2030	Total
Statewide Resurfacing Program	\$27.81	\$132.40	\$163.69	\$233.52	\$286.61	\$844.04
Statewide Infrastructure Program	\$4.25	\$44.20	\$66.36	\$94.48	\$115.97	\$325.26
Statewide Bridge Program	\$34.71	\$191.65	\$246.67	\$349.27	\$432.47	\$1,254.77
Accelerated Bridge Program*	\$26.63	\$1,020.14				
Statewide Maintenance Program	\$34.76	\$246.16	\$325.48	\$341.28	\$352.34	\$1,300.02
ARRA Projects						
Special Bridge Projects						

* Includes DCR bridges but not District numbers

Ongoing No-Build Project	Updated Current 2009 Cost*	2010	2011-2020	2021-2030	MPO Funding	Earmark**	Design Status	Status
Route 128 Additional Lanes (Randolph to Wellesley)	\$251,500,000	✓	✓		\$251,500,000	\$0	Ongoing	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)	\$19,200,000	✓			\$19,200,000	\$0	75%	Phase 2 of 3 in the 2009 element of TIP for \$13.8M. This is Phase 3. In MHD Environmental as project in permitting 25-100% design
Route 128 Capacity Improvements (Beverly to Peabody)	\$156,832,000			✓	\$156,832,000	\$0		From Lisco Memo - Potential Long-Range Plans for Improving Express Highways
East Boston Haul Road/Chelsea Truck Route (Boston)	\$18,000,000	✓	✓		\$12,375,787	\$5,624,213	ENF	Massport - In planning looking for programming in outer TIP year, Massport will file ENF in fall 2009
Route 1A/Boardman Street Grade Separation (Boston)	\$10,816,000		✓		\$10,816,000	\$0		Route 1A Corridor Study, project is inactive in MHD Environmental Services Division, if reactivated a new feasibility study would be needed.
Rutherford Avenue/Sullivan Square (Boston)	\$85,507,000	✓	✓		\$70,129,290	\$15,377,710		Recommendation from Rutherford Ave Study (1999), community process underway with completion in 2009 (4 earmarks)
Consolidated Rental Car Facility (Logan Airport, Boston)[1]	\$453,000,000	✓	✓		\$0	\$453,000,000		Needs to be listed in Plan for Massport, no MPO money
I-93/Route 3 Interchange - Braintree Split (Braintree)	\$36,017,000		✓		\$36,017,000	\$0		Braintree Split study with recommendations (2005)
I-93/I-95 Interchange (Canton)	\$225,000,000		✓		\$225,000,000	\$0	EA/EIR	Project in MHD Environmental Services Division as project in progress, probably ready for 2012.
I-95 Northbound/Dedham Street Ramp and Bridge (Canton)[2]	\$3,786,000	✓			\$0	\$3,786,000		Project to be paid for by developer
Concord Rotary/Route 2 (Concord)	\$43,264,000			✓	\$43,264,000	\$0	25%	Project in MHD Environmental Services Division as project in progress, preparing 25% plans, supported by Concord and Acton. Draft EA/EIR in late summer 2009.
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)	\$72,000,000	✓	✓		\$72,000,000	\$0	75%	Programmed in past TIPs, 100% design by August 2009. In MHD Environmental as project in permitting 25-100% design.
Route 1/Route 114 Corridor Improvements (Danvers and Peabody)	\$50,619,000			✓	\$50,619,000	\$0		Project inactive in Environmental Section of MassHighway. Some elements of project built as mitigation by developer, however ramp has not been improved.
Telecom City Boulevard (Everett, Malden, and Medford)	\$16,440,000		✓		\$16,440,000	\$0		Economic Development Plan, new bridge, now called River's Edge
Revere Beach Parkway (Everett, Medford, and Revere)	\$101,238,000			✓	\$101,238,000	\$0		Signal coordination in Lower North Shore Improvement Study (Everett requested widening)
Route 126/Route 135 Grade Separation (Framingham)	\$54,080,000			✓	\$54,080,000	\$0		Framingham and MassHighway project
Route 85 Improvements (Hudson)	\$8,400,000		✓		\$8,400,000	\$0	25%	Part of the I-495/I290 Interchange. Separated on request from Hudson.
Route 1 Improvements (Malden and Revere)	\$70,304,000			✓	\$70,304,000	\$0	PRC App.	Lower North Shore Improvement Study, in MHD Environmental Services as project in progress with FEIR anticipated by end of 2009 and 25% design mid 2010.
I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)	\$29,852,000		✓		\$29,852,000	\$0	ENF	Project in MHD Environmental Services Division as project in progress. Certificate on ENF issued, no is EIR required.
Needham Street/Winchester Street (Newton and Needham) [3]	\$6,000,000		✓		\$6,000,000	\$0	25%	Needham, Newton, MassHighway project
Highland Avenue (Needham) [3]	\$2,100,000		✓		\$2,100,000	\$0	25%	Needham, Newton, MassHighway project
Quincy Center Concourse, Phase 2 (Quincy)	\$7,511,068		✓		\$0	\$7,511,068	100%	Quincy - 100% design plans received by MassHighway
I-93/I-95 Interchange (Reading and Woburn)	\$194,792,000		✓		\$194,792,000	\$0	PRC App.	Project in MHD Environmental Services Division as project in progress. I-93/I-95 Interchange Transportation Study, early action items being scoped
Mahoney Circle Grade Separation (Revere)	\$16,224,000			✓	\$16,224,000	\$0		MassHighway project, no PRC approval, project on hold in MHD Environmental Services Division.
Route 1/Route 16 Interchange (Revere)	\$4,975,000		✓		\$4,975,000	\$0		Lower North Shore Improvement Study
Route 1A/Route 16 Connection (Revere)	\$50,078,000			✓	\$50,078,000	\$0		Lower North Shore Improvement Study
Boston Street (Salem)	\$2,488,000		✓		\$2,488,000	\$0	PRC App.	MassHighway in preliminary design phase
Bridge Street (Salem)	\$10,000,000		✓		\$10,000,000	\$0	25%	MassHighway project. In MHD Environmental as project in permitting 25-100% design.
I-93/Mystic Avenue Interchange (Somerville)	\$63,274,000			✓	\$63,274,000	\$0		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		✓		\$0	\$52,000,000	FEIR	In MHD Environmental Services as project in progress, Naval Station Redevelopment, \$52 million for Parkway construction (to be funded with non-MPO revenues)
S. Weymouth Naval Air Station Access Improvements (Multi-modal Center)[4]	\$10,014,750		✓		\$0	\$10,014,750	FEIR	In MHD Environmental Services as project in progress, Naval Station Redevelopment \$10 million for Multi-Modal Center. Programmed in 2009 TIP.
Route 18 Capacity Improvements (Weymouth)	\$26,100,000	✓			\$11,517,961	\$14,582,039	Pre 25%	In MHD Environmental Services as project in progress. Was in 2010 element of TIP
Route 3 South Additional Lanes (Weymouth to Duxbury)	\$227,785,000			✓	\$227,785,000	\$0	PRC App.	In MHD Environmental Services as project in progress, DEIR/EA on hold awaiting traffic modeling
I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)	\$18,928,000		✓		\$18,928,000	\$0		Phase from Woburn St to Rte 38 nearing completion - reconstruction with sidewalks, project dropped by MHD Environmental Services Division.
New Boston Street Bridge (Woburn)	\$4,500,000			✓	\$4,500,000	\$0	PRC App.	City of Woburn request, Woburn asked for this project for 2010 at Municipal TIP Day.
Total	\$2,402,624,818				\$1,840,729,038	\$561,895,780		

* Cost in 2009 Dollars - the 4%/year cost increase is not included

** Match to be determined

[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'

[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. Multi-modal center programmed in 2009 TIP.

Marshfield – Route 139 Widening (in Universe of Projects list in Plan)	\$7,150,200						25%
Milford – Veterans Memorial Drive (in Universe of Projects list in Plan)							
Woburn – Montvale Avenue	\$3,400,000						PRC App.
MassPort – T Under D	\$80,000,000						
Somerville – Assembly Square Roadway Project	\$28,000,000						75%
Beverly – Route 128 Brimball Avenue Interchange Relocation	\$20,000,000						PRC App.
Hanover – Route 53 Final Phase	\$1,000,000						25%
Total Additional Projects	\$139,550,200						

In MHD Environmental Services as project in progress, draft EA/EIR expected to be filed in August 2009.

Projects included in the 2021-2030 Timeframe

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							MMS Data					MMS Data			MMS Data				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	Enhances Safety of Infrastructure for Users ⁵	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 - Interchanges (1 of 2)

1-50	Reading and Woburn	I-93/I-95 Interchange	327,000	51-78%	59%	N/A	N/A		2	0	3	0	0	0	2	3	147		1.23	2	3	3	0	0	1	0	0	1	0	0	0	1	2	1	1	1.25	\$194,792,000	RTP	MI/AQ	A high crash location (#1); with moderately high crash rate. It is used daily by the highest number of commuters.
1-14	Canton	I-93/I-95 Interchange	212,000	46-80%	60%	N/A	N/A		2	1	3	0	1	0	2	3	67		0.87	1	3	2	0	0	0	1	0	1	0	0	0	2	-1	-1	1	0.25	\$225,000,000	RTP	MI/AQ	A high crash location (#23) with low crash rate. Chronic congestion AM and PM. LOS F; Route to 128 commuter rail station; used by feeder shuttles to station. Implements previous MPO study; consistent with local growth planning study. Much abutting land protected (ACEC), MBTA station access. economic development district.
5-10	Braintree	I-93/Route 3 Interchange (Braintree Split)	253,000	33-80%	64%	N/A	N/A		2	1	3	0	0	0	2	3	55		0.56	1	3	2	0	0	0	0	0	0	0	0	-1	-1	-1	0	-0.75	\$36,017,000	RTP	MI/AQ*	A high crash location (#30) with low crash rate. Congestion in AM NB (entering split) and PM SB (both entering and leaving split). Implements results of previous MPO study. * AQ depending on alternative chosen.	
1-62	Somerville	I-93/Mystic Avenue Interchange	174,000	31-36%	34%	N/A	N/A		2	1	2	1	0	0	2	2	106		1.67	2	3	3	0	0	0	0	0	0	0	2	2	2	-1	1	2	1.00	\$63,274,000	RTP	MI/AQ	A high crash location (#4) with medium crash rate. Design addresses safety on the arterial local road network. Some elements at LOS F in AM. At the intersection of 2 major regional roadways. Used by 3 MBTA bus routes accessing Orange Line rapid transit and commuter rail stations; will provide access to proposed Assembly Square station and major future development; rezoned to encourage high-density/mixed use development. Somerville is a state economic target area. Lack of direct access from Route 28, south of I-93; lack of pedestrian access under I-93.
1-20	Concord and Lincoln	Route 2/Crosby's Corner Grade Separation ⁶	50,000	66-120%	93%	27.8/34.7	N/A		2	0	3	0	0	0	2	2	31	18	1.70	2	3	2	0	0	1	0	0	1	0	0	1	-1	-3	1	-0.50	\$72,000,000	RTP/TIP	MI/AQ	AM and PM LOS F (1995). High commuting use. Consistent with Concord long-range planning. High crash location (#775) with low crash rate.	
1-56	Revere	Route 1A/Route 16 Connection ⁶	52,500	60-65%	63%	36.5/88.8	N/A		2	0	1	0	0	0	2	2	N/A		N/A	1	2	1	0	0	0	1	0	0	1	1	1	1	1	1	1.00	\$50,078,000	RTP	MI	A high usage corridor to Boston and Logan. Below 70% posted speed in AM and at LOS E/F in PM. Revere is a state economic target area.	
1-54	Revere	Route 1/Route 16 Interchange	133,000	102-114%	108%	N/A	N/A		2	0	3	0	0	0	2	3	39		0.81	1	2	2	0	0	0	0	0	0	1	1	1	-1	-1	1	0.00	\$4,975,000	RTP	AQ	A high crash location (#80) with low crash rate. Will improve mobility regional connections from Routes 1A, 107, and 1. Benefits EJ community. Linked to other improvements in the corridor. Revere is a state economic target area. Route 1/Route 16 would remove traffic now going through Mahoney Circle. Direct connection would relieve Mahoney Circle/Route 60 traffic delays.	

Ratings scale: -3 to 3

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

**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								MMS Data					MMS Data		MMS Data				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	Enhances Safety of Infrastructure for Users ⁵	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 - 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	\$16,224,000	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	\$29,852,000	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	\$3,786,000	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	0	-2	-1	-1	0	-1.00	\$43,264,000	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	\$10,816,000	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	\$50,619,000	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	\$18,928,000	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; crash rate greater than 1 but less than 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**

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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												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
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	1	0	0	0	2	-3	-1	1	-0.25	\$156,832,000	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	2	-1	1	1	0.75	\$70,304,000	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	1	0	0	-3	-3	-1	1	-1.50	\$227,785,000	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 average 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																									
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	\$54,080,000	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	355	71	3	2	3	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	1	1	1	1	-1	1	0.50	\$101,238,000	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	11	5	1	2	1	0	0	0	0	0	0	0	0	2	-1	-1	1	0.25	\$19,200,000	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.			
	Hudson	Washington Street (Route 85) Widening	26,000			17/19			1	0	2	2	0	0	1	2	118	75	1	1	1	0	0	0	0	0	0	0	0	2	1	1	1	1.25	\$8,400,000	AQ	AQ				
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	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	2	2	2	3	2.25	\$85,507,000	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	79	66	3	2	2	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	60	25	1	1	1	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	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

Project Costs Through 2030

	Project Location	Project Name		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Limited Access Segment																
1-4	Beverly to Peabody	Route 128 Capacity Improvements	X	\$150,800,000	\$156,832,000	\$163,105,280	\$169,629,491	\$176,414,671	\$183,471,258	\$190,810,108	\$198,442,512	\$206,380,213	\$214,635,421	\$223,220,838	\$232,149,672	\$241,435,659
1-68	Weymouth to Duxbury	Route 3 South Additional Lanes	X	\$219,024,000	\$227,784,960	\$236,896,358	\$246,372,213	\$256,227,101	\$266,476,185	\$277,135,233	\$288,220,642	\$299,749,468	\$311,739,446	\$324,209,024	\$337,177,385	\$350,664,481
1-38	Malden and Revere	Route 1 Improvements	X	\$67,600,000	\$70,304,000	\$73,116,160	\$76,040,806	\$79,082,439	\$82,245,736	\$85,535,566	\$88,956,988	\$92,515,268	\$96,215,879	\$100,064,514	\$104,067,094	\$108,229,778
Limited Access Interchange																
1-50	Reading and Woburn	I-93/I-95 Interchange	X	\$187,300,000	\$194,792,000	\$202,583,680	\$210,687,027	\$219,114,508	\$227,879,089	\$236,994,252	\$246,474,022	\$256,332,983	\$266,586,302	\$277,249,755	\$288,339,745	\$299,873,335
1-14	Canton	I-93/I-95 Interchange	X	\$225,000,000	\$234,000,000	\$243,360,000	\$253,000,000	\$263,000,000	\$273,400,000	\$284,360,000	\$295,820,000	\$307,820,000	\$320,320,000	\$333,360,000	\$346,960,000	\$361,240,000
5-10	Braintree	I-93/Route 3 Interchange (Braintree Split)	X	\$34,632,000	\$36,017,280	\$37,457,971	\$38,956,290	\$40,514,542	\$42,135,123	\$43,820,528	\$45,573,349	\$47,396,283	\$49,292,135	\$51,263,820	\$53,314,373	\$55,446,948
1-62	Somerville	I-93/Mystic Avenue Interchange	X	\$60,840,000	\$63,273,600	\$65,804,544	\$68,436,726	\$71,174,195	\$74,021,163	\$76,982,009	\$80,061,289	\$83,263,741	\$86,594,291	\$90,058,062	\$93,660,385	\$97,406,800
1-20	Concord and Lincoln	Route 2/Crosby's Corner Grade Separation	X	\$72,000,000	\$74,880,000	\$77,875,200	\$80,990,208	\$84,229,816	\$87,599,009	\$91,102,969	\$94,747,088	\$98,536,972	\$102,478,450	\$106,577,589	\$106,577,589	\$110,840,692
1-56	Revere	Route 1A/Route 16 Connection	X	\$48,152,000	\$50,078,080	\$52,081,203	\$54,164,451	\$56,331,029	\$58,584,271	\$60,927,641	\$63,364,747	\$65,899,337	\$68,535,310	\$71,276,723	\$74,127,792	\$77,092,903
1-54	Revere	Route 1/Route 16 Interchange	X	\$4,784,000	\$4,975,360	\$5,174,374	\$5,381,349	\$5,596,603	\$5,820,467	\$6,053,286	\$6,295,418	\$6,547,234	\$6,809,124	\$7,081,489	\$7,364,748	\$7,659,338
1-52	Revere	Mahoney Circle Grade Separation	X	\$15,600,000	\$16,224,000	\$16,872,960	\$17,547,878	\$18,249,794	\$18,979,785	\$19,738,977	\$20,528,536	\$21,349,677	\$22,203,664	\$23,091,811	\$24,015,483	\$24,976,103
1-40	Marlborough and Hudson	I-495/I-290/Route 85 Connector Interchange	X	\$28,704,000	\$29,852,160	\$31,046,246	\$32,288,096	\$33,579,620	\$34,922,805	\$36,319,717	\$37,772,506	\$39,283,406	\$40,854,742	\$42,488,932	\$44,188,489	\$45,956,029
1-16	Canton	I-95 Northbound/Dedham Street Ramp and Bridge	X	\$3,640,000	\$3,785,600	\$3,937,024	\$4,094,505	\$4,258,285	\$4,428,617	\$4,605,761	\$4,789,992	\$4,981,591	\$5,180,855	\$5,388,089	\$5,603,613	\$5,827,757
1-18	Concord	Concord Rotary/Route 2	X	\$41,600,000	\$43,264,000	\$44,994,560	\$46,794,342	\$48,666,116	\$50,612,761	\$52,637,271	\$54,742,762	\$56,932,472	\$59,209,771	\$61,578,162	\$64,041,289	\$66,602,940
1-8	Boston	Route 1A/Boardman Street Grade Separation	X	\$10,400,000	\$10,816,000	\$11,248,640	\$11,698,586	\$12,166,529	\$12,653,190	\$13,159,318	\$13,685,691	\$14,233,118	\$14,802,443	\$15,394,541	\$16,010,322	\$16,650,735
1-72	Wilmington and Reading	I-93/Route 129 Interchange Improvement Project	X	\$18,200,000	\$18,928,000	\$19,685,120	\$20,472,525	\$21,291,426	\$22,143,083	\$23,028,806	\$23,949,958	\$24,907,957	\$25,904,275	\$26,940,446	\$28,018,064	\$29,138,786
1-22	Danvers and Peabody	Route 1/Route 114 Corridor Improvements	X	\$48,672,000	\$50,618,880	\$52,643,635	\$54,749,381	\$56,939,356	\$59,216,930	\$61,585,607	\$64,049,032	\$66,610,993	\$69,275,433	\$72,046,450	\$74,928,308	\$77,925,440
3-18	Wilmington, Tewksbury, and Andover	Lowell Junction		Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	alternative chosen: \$5,400,000 to \$10,700,000	alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	alternative chosen: \$5,400,000 to \$10,700,000
Arterial Intersection																
1-28	Framingham	Route 126/Route 135 Grade Separation	X	\$52,000,000	\$54,080,000	\$56,243,200	\$58,492,928	\$60,832,645	\$63,265,951	\$65,796,589	\$68,428,453	\$71,165,591	\$74,012,214	\$76,972,703	\$80,051,611	\$83,253,675
Arterial Segments																
1-66	Weymouth	Route 18 Capacity Improvements	X		\$26,100,000	\$27,144,000	\$28,229,760	\$29,358,950	\$30,533,308	\$31,754,641	\$33,024,826	\$34,345,819	\$35,719,652	\$37,148,438	\$38,634,376	\$40,179,751
1-2	Bedford, Burlington and Billerica	Middlesex Turnpike Improvements	X		\$19,200,000	\$19,968,000	\$20,766,720	\$21,597,389	\$22,461,284	\$23,359,736	\$24,294,125	\$25,265,890	\$26,276,526	\$27,327,587	\$28,420,690	\$29,557,518
1-26	Everett, Medford, Revere	Route 16 (Revere Beach Parkway)	X	\$97,344,000	\$101,237,760	\$105,287,270	\$109,498,761	\$113,878,712	\$118,433,860	\$123,171,215	\$128,098,063	\$133,221,986	\$138,550,865	\$144,092,900	\$149,856,616	\$155,850,880
1-10	Boston	Rutherford Avenue	X	\$79,300,000	\$82,472,000	\$85,770,880	\$89,201,715	\$92,769,784	\$96,480,575	\$100,339,798	\$104,353,390	\$108,527,526	\$112,868,627	\$117,383,372	\$122,078,707	\$126,961,855
1-44	Newton	Needham Street	X		\$6,000,000	\$6,240,000	\$6,489,600	\$6,749,184	\$7,019,151	\$7,299,917	\$7,591,914	\$7,895,591	\$8,211,414	\$8,539,871	\$8,881,466	\$9,236,724
1-44	Needham	Highland Avenue	X		\$2,100,000	\$2,184,000	\$2,271,360	\$2,362,214	\$2,456,703	\$2,554,971	\$2,657,170	\$2,763,457	\$2,873,995	\$2,988,955	\$3,108,513	\$3,232,854
5-22	Hudson	Washington Street (Route 85) Widening	X		\$8,400,000	\$8,736,000	\$9,085,440	\$9,448,858	\$9,826,812	\$10,219,884	\$10,628,680	\$11,053,827	\$11,495,980	\$11,955,819	\$12,434,052	\$12,931,414
Collector/Local																
1-64	Weymouth, Hingham, and Rockland	S. Weymouth Naval Air Station Access Improvements	X		\$62,000,000	\$64,480,000	\$67,059,200	\$69,741,568	\$72,531,231	\$75,432,480	\$78,449,779	\$81,587,770	\$84,851,281	\$88,245,332	\$91,775,146	\$95,446,151
1-48	Quincy	Quincy Center Concourse, Phase 2	X		\$7,511,068	\$7,811,511	\$8,123,971	\$8,448,930	\$8,786,887	\$9,138,363	\$9,503,897	\$9,884,053	\$10,279,415	\$10,690,592	\$11,118,215	\$11,562,944
1-74	Woburn	New Boston Street Bridge	X		\$4,500,000	\$4,680,000	\$4,867,200	\$5,061,888	\$5,264,364	\$5,474,938	\$5,693,936	\$5,921,693	\$6,158,561	\$6,404,903	\$6,661,099	\$6,927,543
1-60	Salem	Bridge Street	X		\$10,000,000	\$10,400,000	\$10,816,000	\$11,248,640	\$11,698,586	\$12,166,529	\$12,653,190	\$13,159,318	\$13,685,691	\$14,233,118	\$14,802,443	\$15,394,541
1-24	Everett, Malden, Medford	Telecom City Boulevard	X	\$15,808,000	\$16,440,320	\$17,097,933	\$17,781,850	\$18,493,124	\$19,232,849	\$20,002,163	\$20,802,250	\$21,634,340	\$22,499,713	\$23,399,702	\$24,335,690	\$25,309,117
1-58	Salem	Boston Street	X	\$2,392,000	\$2,487,680	\$2,587,187	\$2,690,675	\$2,798,302	\$2,910,234	\$3,026,643	\$3,147,709	\$3,273,617	\$3,404,562	\$3,540,744	\$3,682,374	\$3,829,669
Freight																
1-6/ 6-34	Boston	East Boston Haul Road/Chelsea Truck Route	X		\$18,000,000	\$18,720,000	\$19,468,800	\$20,247,552	\$21,057,454	\$21,899,752	\$22,775,742	\$23,686,772	\$24,634,243	\$25,619,613	\$26,644,397	\$27,710,173
Additional Projects																
7-4	Milford	Route 16 Bypass Road		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7-10	Marshfield	Route 139 Improvements		\$0	\$7,150,000	\$7,436,000	\$7,733,440	\$8,042,778	\$8,364,489	\$8,699,068	\$9,047,031	\$9,408,912	\$9,785,269	\$10,176,679	\$10,583,747	\$11,007,097
6-50	MassPort	T Under D		\$0	\$80,000,000	\$83,200,000	\$86,528,000	\$89,989,120	\$93,588,685	\$97,332,232	\$101,225,521	\$105,274,542	\$109,485,524	\$113,864,945	\$118,419,543	\$123,156,325
	Woburn	Montvale Avenue		\$0	\$3,400,000	\$3,536,000	\$3,677,440	\$3,824,538	\$3,977,519	\$4,136,620	\$4,302,085	\$4,474,168	\$4,653,135	\$4,839,260	\$5,032,831	\$5,234,144
	Somerville	Assembly Square Roadway Project		\$0	\$28,000,000	\$29,120,000	\$30,284,800	\$31,496,192	\$32,756,040	\$28,000,000	\$29,120,000	\$30,284,800	\$31,496,192	\$32,756,040	\$34,066,281	\$35,428,933
	Beverly	Route 128 Brimball Avenue Interchange		\$0	\$20,000,000	\$20,800,000	\$21,632,000	\$22,497,280	\$23,397,171	\$20,000,000	\$20,800,000	\$21,632,000	\$22,497,280	\$23,397,171	\$24,333,058	\$25,306,380
	Hanover	Route 53 Final Phase		\$0	\$1,000,000	\$1,040,000	\$1,081,600	\$1,124,864	\$1,169,859	\$1,000,000	\$1,040,000	\$1,081,600	\$1,124,864	\$1,169,859	\$1,216,653	\$1,265,319

Project Costs Through 2030

	Project Location	Project Name		2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Limited Access Segment													
1-4	Beverly to Peabody	Route 128 Capacity Improvements	X	\$251,093,085	\$261,136,808	\$271,582,281	\$282,445,572	\$293,743,395	\$305,493,131	\$317,712,856	\$330,421,370	\$343,638,225	\$357,383,754
1-68	Weymouth to Duxbury	Route 3 South Additional Lanes	X	\$364,691,060	\$379,278,702	\$394,449,850	\$410,227,844	\$426,636,958	\$443,702,436	\$461,450,534	\$479,908,555	\$499,104,897	\$519,069,093
1-38	Malden and Revere	Route 1 Improvements	X	\$112,558,969	\$117,061,328	\$121,743,781	\$126,613,532	\$131,678,073	\$136,945,196	\$142,423,004	\$148,119,924	\$154,044,721	\$160,206,510
Limited Access Interchange													
1-50	Reading and Woburn	I-93/I-95 Interchange	X	\$311,868,268	\$324,342,999	\$337,316,719	\$350,809,387	\$364,841,763	\$379,435,433	\$394,612,851	\$410,397,365	\$426,813,259	\$443,885,790
1-14	Canton	I-93/I-95 Interchange	X	\$320,245,158	\$333,054,964	\$346,377,163	\$360,232,249	\$374,641,539	\$389,627,201	\$405,212,289	\$421,420,780	\$438,277,612	\$455,808,716
5-10	Braintree	I-93/Route 3 Interchange (Braintree Split)	X	\$57,664,826	\$59,971,419	\$62,370,275	\$64,865,087	\$67,459,690	\$70,158,078	\$72,964,401	\$75,882,977	\$78,918,296	\$82,075,028
1-62	Somerville	I-93/Mystic Avenue Interchange	X	\$101,303,072	\$105,355,195	\$109,569,403	\$113,952,179	\$118,510,266	\$123,250,677	\$128,180,704	\$133,307,932	\$138,640,249	\$144,185,859
1-20	Concord and Lincoln	Route 2/Crosby's Corner Grade Separation	X	\$115,274,320	\$119,885,293	\$124,680,704	\$129,667,932	\$134,854,650	\$140,248,836	\$145,858,789	\$151,693,141	\$157,760,866	\$164,071,301
1-56	Revere	Route 1A/Route 16 Connection	X	\$80,176,620	\$83,383,684	\$86,719,032	\$90,187,793	\$93,795,305	\$97,547,117	\$101,449,002	\$105,506,962	\$109,727,240	\$114,116,330
1-54	Revere	Route 1/Route 16 Interchange	X	\$7,965,712	\$8,284,340	\$8,615,714	\$8,960,342	\$9,318,756	\$9,691,506	\$10,079,166	\$10,482,333	\$10,901,626	\$11,337,691
1-52	Revere	Mahoney Circle Grade Separation	X	\$25,975,147	\$27,014,153	\$28,094,719	\$29,218,507	\$30,387,248	\$31,602,738	\$32,866,847	\$34,181,521	\$35,548,782	\$36,970,733
1-40	Marlborough and Hudson	I-495/I-290/Route 85 Connector Interchange	X	\$47,794,270	\$49,706,041	\$51,694,282	\$53,762,054	\$55,912,536	\$58,149,037	\$60,474,999	\$62,893,999	\$65,409,759	\$68,026,149
1-16	Canton	I-95 Northbound/Dedham Street Ramp and Bridge	X	\$6,060,868	\$6,303,302	\$6,555,434	\$6,817,652	\$7,090,358	\$7,373,972	\$7,668,931	\$7,975,688	\$8,294,716	\$8,626,504
1-18	Concord	Concord Rotary/Route 2	X	\$69,267,058	\$72,037,740	\$74,919,250	\$77,916,020	\$81,032,661	\$84,273,967	\$87,644,926	\$91,150,723	\$94,796,752	\$98,588,622
1-8	Boston	Route 1A/Boardman Street Grade Separation	X	\$17,316,764	\$18,009,435	\$18,729,812	\$19,479,005	\$20,258,165	\$21,068,492	\$21,911,231	\$22,787,681	\$23,699,188	\$24,647,155
1-72	Wilmington and Reading	I-93/Route 129 Interchange Improvement Project	X	\$30,304,338	\$31,516,511	\$32,777,172	\$34,088,259	\$35,451,789	\$36,869,861	\$38,344,655	\$39,878,441	\$41,473,579	\$43,132,522
1-22	Danvers and Peabody	Route 1/Route 114 Corridor Improvements	X	\$81,042,458	\$84,284,156	\$87,655,522	\$91,161,743	\$94,808,213	\$98,600,541	\$102,544,563	\$106,646,346	\$110,912,199	\$115,348,687
3-18	Wilmington, Tewksbury, and Andover	Lowell Junction		Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000	Depending on the alternative chosen: \$5,400,000 to \$10,700,000
Arterial Intersection													
1-28	Framingham	Route 126/Route 135 Grade Separation	X	\$86,583,822	\$90,047,175	\$93,649,062	\$97,395,025	\$101,290,826	\$105,342,459	\$109,556,157	\$113,938,403	\$118,495,940	\$123,235,777
Arterial Segments													
1-66	Weymouth	Route 18 Capacity Improvements	X	\$41,786,941	\$43,458,419	\$45,196,755	\$47,004,625	\$48,884,811	\$50,840,203	\$52,873,811	\$54,988,763	\$57,188,314	\$59,475,847
1-2	Bedford, Burlington and Billerica	Middlesex Turnpike Improvements	X	\$30,739,819	\$31,969,411	\$33,248,188	\$34,578,115	\$35,961,240	\$37,399,690	\$38,895,677	\$40,451,504	\$42,069,564	\$43,752,347
1-26	Everett, Medford, Revere	Route 16 (Revere Beach Parkway)	X	\$162,084,915	\$168,568,312	\$175,311,045	\$182,323,486	\$189,616,426	\$197,201,083	\$205,089,126	\$213,292,691	\$221,824,399	\$230,697,375
1-10	Boston	Rutherford Avenue	X	\$132,040,329	\$137,321,942	\$142,814,820	\$148,527,413	\$154,468,509	\$160,647,250	\$167,073,140	\$173,756,065	\$180,706,308	\$187,934,560
1-44	Newton	Needham Street	X	\$9,606,193	\$9,990,441	\$10,390,059	\$10,805,661	\$11,237,887	\$11,687,403	\$12,154,899	\$12,641,095	\$13,146,739	\$13,672,608
1-44	Needham	Highland Avenue	X	\$3,362,168	\$3,496,654	\$3,636,521	\$3,781,981	\$3,933,261	\$4,090,591	\$4,254,215	\$4,424,383	\$4,601,359	\$4,785,413
5-22	Hudson	Washington Street (Route 85) Widening	X	\$13,448,671	\$13,986,617	\$14,546,082	\$15,127,925	\$15,733,042	\$16,362,364	\$17,016,859	\$17,697,533	\$18,405,434	\$19,141,652
Collector/Local													
1-64	Weymouth, Hingham, and Rockland	S. Weymouth Naval Air Station Access Improvements	X	\$99,263,998	\$103,234,557	\$107,363,940	\$111,658,497	\$116,124,837	\$120,769,831	\$125,600,624	\$130,624,649	\$135,849,635	\$141,283,620
1-48	Quincy	Quincy Center Concourse, Phase 2	X	\$12,025,462	\$12,506,480	\$13,006,740	\$13,527,009	\$14,068,089	\$14,630,813	\$15,216,046	\$15,824,687	\$16,457,675	\$17,115,982
1-74	Woburn	New Boston Street Bridge	X	\$7,204,645	\$7,492,831	\$7,792,544	\$8,104,246	\$8,428,416	\$8,765,552	\$9,116,174	\$9,480,821	\$9,860,054	\$10,254,456
1-60	Salem	Bridge Street	X	\$16,010,322	\$16,650,735	\$17,316,764	\$18,009,435	\$18,729,812	\$19,479,005	\$20,258,165	\$21,068,492	\$21,911,231	\$22,787,681
1-24	Everett, Malden, Medford	Telecom City Boulevard	X	\$26,321,482	\$27,374,341	\$28,469,315	\$29,608,088	\$30,792,411	\$32,024,107	\$33,305,072	\$34,637,275	\$36,022,766	\$37,463,676
1-58	Salem	Boston Street	X	\$3,982,856	\$4,142,170	\$4,307,857	\$4,480,171	\$4,659,378	\$4,845,753	\$5,039,583	\$5,241,167	\$5,450,813	\$5,668,846
Freight													
1-6/ 6-34	Boston	East Boston Haul Road/Chelsea Truck Route	X	\$28,818,580	\$29,971,323	\$31,170,176	\$32,416,983	\$33,713,662	\$35,062,209	\$36,464,697	\$37,923,285	\$39,440,217	\$41,017,825
Additional Projects													
7-4	Milford	Route 16 Bypass Road		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7-10	Marshfield	Route 139 Improvements		\$11,447,380	\$11,905,276	\$12,381,487	\$12,876,746	\$13,391,816	\$13,927,489	\$14,484,588	\$15,063,972	\$15,666,530	\$16,293,192
6-50	MassPort	T Under D		\$128,082,577	\$133,205,881	\$138,534,116	\$144,075,480	\$149,838,500	\$155,832,040	\$162,065,321	\$168,547,934	\$175,289,851	\$182,301,446
	Woburn	Montvale Avenue		\$5,443,510	\$5,887,700	\$6,368,136	\$6,887,208	\$7,444,819	\$8,042,862	\$8,687,776	\$9,378,287	\$10,114,119	\$10,899,811
	Somerville	Assembly Square Roadway Project		\$36,846,090	\$38,319,933	\$39,852,731	\$41,446,840	\$43,104,714	\$44,828,902	\$46,622,058	\$48,486,941	\$50,426,418	\$52,443,475
	Beverly	Route 128 Brimball Avenue Interchange		\$26,318,636	\$27,371,381	\$28,466,236	\$29,604,886	\$30,789,081	\$32,020,644	\$33,301,470	\$34,633,529	\$36,018,870	\$37,459,625
	Hanover	Route 53 Final Phase		\$1,315,932	\$1,368,569	\$1,423,312	\$1,480,244	\$1,539,454	\$1,601,032	\$1,665,074	\$1,731,676	\$1,800,944	\$1,872,981

**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

7/15/2009

Accelerated Bridge Program Projects over \$10M

Project			Cost (if available)
Boston/Cambridge	604361	Longfellow Bridge	\$254,125,000
Boston		Cambridge St over Charles River	\$15,930,000
Boston		North Harvard St over Charles River	\$15,870,000
Boston		Route 2 over Solders Field Rd	\$25,860,000
Boston		Casey Overpass over Washington St	\$28,370,000
Boston		Route 3A (Morrissey Blvd) over Neponset River	\$30,860,000
Boston		Storrow Drive westbound over Storrow Dr eastbound	\$12,900,000
DCR		DCR Bridge Preservation Program	\$100,000,000
Everett/Medford		Revere Beach PKWY over the Malden River	\$41,320,000
Ipswich		Route 1A over the MBTA	\$10,711,115
Medford		Main Street (Route 38) over Mystic River	\$11,620,000
Quincy/Weymouth	604382	Route 3A over the Fore River	\$242,592,000
Revere		Revere Beach PKWY over MBTA	\$31,030,000
Revere		Blue Lane and Revere Beach PKWY	\$10,000,000
Somerville		Route 28 over Washington St	\$22,910,000

Bridge Projects over \$10M

Project			Cost (if available)
Boston	604517	Chelsea St Bridge	\$69,000,000
Boston	603370	Route 99 over Mystic River	\$58,000,000
Dedham	603206	Route 128 Add-a-Lane Bridge (contract IV)	\$46,000,000
Lynn/Saugus	26710	Temporary Bridge Route 107 over the Saugus River	\$13,600,000
Needham/Wellesley	603711	Route 128 Add-a-Lane Bridge (contract V)	\$55,000,000

Roadway Projects over \$10M (non-expansion)

Project			Cost (if available)
Bellingham	602493	Pulaski Blvd	\$13,006,510
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62**	\$34,982,000

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 (earmark \$1,349,851)	\$20,000,000
Bruce Freeman Rail Trail (transportation enhancement funds anticipated pending inclusion in Plan (\$500,000))	\$20,000,000
Border to Boston Bikeway (earmark for \$899,901)	\$42,500,000

**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	\$19,120,000	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

**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



Metropolitan Area Planning Council

60 Temple Place, Boston, Massachusetts 02111 617/451-2770 Fax 617/482-7185

Serving 101 cities and towns in metropolitan Boston

July 16, 2009

Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Regional Transportation Plan

Dear Boston MPO Members:

Clearly, the Commonwealth and the Boston Region MPO are facing severe funding constraints as we seek to amend the Regional Transportation Plan (Journey to 2030). Although the Legislature, with the support of the Governor, provided an additional \$275 million to the transportation sector in the FY2010 state budget, none of that money was provided for capital projects, either to upgrade our current transportation infrastructure or to build needed expansions. At the same time, the federal government is requiring that we produce an amended RTP that faithfully tracks the amount of funds we are actually likely to have available. This means that we must find a way to equitably reduce the number and costs of projects so that it is "fiscally constrained" consistent with federal requirements.

Below is a description of criteria that MAPC believes can be used to fairly evaluate the list and arrive at an amended RTP. We also provide a sample list of transportation projects that we believe deserve strong consideration for their inclusion in the RTP, given the limited resources we have to program. This is not a comprehensive list, but rather examples of projects that are consistent with MetroFuture and the project selection criteria of the MPO.

MAPC encourages the Boston MPO to prioritize projects that meet the following criteria:

- 1) They will foster residential and economic development consistent with smart growth principles;
- 2) They will address public safety concerns;
- 3) They will promote public transit, biking and walking, if necessary by flexing highway dollars to transit; and

- 4) They are located equitably across the region and within Environmental Justice communities.

Consistent with these principles, here is a sample list of projects that should be prioritized for inclusion:

Roadway

Project	2009 Cost
Middlesex Turnpike Improvements (Bedford, Burlington, Billerica) Phase 3	\$19,200,000
East Boston Haul Road/Chelsea Truck Route (Boston)	\$18,000,000
Rutherford Avenue/Sullivan Square (Boston)	\$84,507,000
Route 85 Improvements (Hudson)	\$8,400,000
Quincy Center Concourse, Phase 2 (Quincy)	\$7,511,068
I-93/I-95 Interchange (Reading and Woburn)	\$194,792,000
Route 18 Capacity Improvements (Weymouth)	\$26,100,000
Pulaski Boulevard (Bellingham)	\$13,006,510
Trapelo Road (Belmont)	\$13,800,000
Storrow Drive (Boston)	\$50,000,000

Transit

Project	2009 Cost
Assembly Square Orange Line Station - one headhouse	\$10,000,000
Cost of a second headhouse (Somerville)	\$20,000,000
Wonderland Station South Parking Garage and Access Improvements (Revere)	\$50,000,000
Fitchburg Line Multimodal Station at Rte. 128 (Waltham and Weston)	\$50,000,000
Lechmere Station Relocation and Expansion (Cambridge)	\$11,120,000
Green Line Extension, College Ave. to Rte. 16 (Medford)	\$130,000,000

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Bicycle Paths

Project	2009 Cost
Assabet River Rail Trail (Acton, Maynard, Stow, Hudson)	\$16,725,000
Bruce Freeman Rail Trail (Acton, Carlisle, Westford, Sudbury, Concord)	\$36,850,000
Somerville Community Path Extension to Lechmere (Somerville)	\$20,000,000
Bike to the Sea (Everett, Malden, Saugus, Revere, Lynn)	\$20,000,000
Upper Charles Trail (Holliston, Hopkinton, Medway, Millis, Ashland)	\$20,000,000
Border to Boston	\$26,269,150

CMAQ

We also need to be mindful of funding for CMAQ projects, which include our ongoing funding of Suburban Mobility and TDM projects, the bike parking program, and future programs to promote walking and to fund minor signal and intersection upgrades that will have major air quality benefits. In the most recent proposals for the FY2010 TIP, MPO staff has proposed consolidating all these different CMAQ funded categories into a single CMAQ Projects category, funded at \$2,000,000 annually, to allow flexibility and encourage innovative programs. While these projects are not required to be specifically listed in the RTP, we suggest a line item of \$2,500,000 annually be included to insure that funding is reserved for these important projects.

Plan Narrative

MAPC also recommends that the Boston Region MPO include in the RTP a modest list of critical regional transportation projects as "illustrative projects," clearly indicating that we support these projects even though we cannot currently fund them. This will provide the public with a specific understanding of projects we would like to advance if additional funds become available either from state or federal sources. Projects should be chosen for this list based on the same principles we listed earlier in this memo, and we would expect it to include roadway, transit, and bike/ped projects that are most necessary to advance MetroFuture and smart growth goals.

Furthermore, we recommend producing two model runs: one modeling all the projects included in the amended RTP, and a second model that includes both the projects in the amended RTP and this small list of illustrative projects.

This process of listing and modeling illustrative projects would, in our opinion, better illustrate why we need additional transportation revenue at the state level to achieve improved air quality and development goals.

Although our task is difficult, we look forward to working with all of our colleagues at the MPO to meet the challenges we face in a way that responsibly serves the public.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Draisen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Marc Draisen
Executive Director