

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

May 26, 2011 Meeting

10:00 AM – 3:45 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

Decisions

The Transportation Planning and Programming Committee agreed to the following:

- approve the following changes to the MPO's membership as established in the MPO's Memorandum of Understanding (MOU):
 - have eight new municipal members who will come from each of the eight subregions and will be elected by the 101 municipalities in the MPO region with no distinction regarding whether the candidates are cities or towns
 - have four municipal at-large members with two from cities and two from towns
 - require that permanent members are not allowed to run for elected seats
 - the City of Boston will have one additional seat (for a total of two seats)
 - the MPO will do away with the Transportation Planning and Programming Committee
 - the Regional Transportation Advisory Council will become a voting member of the MPO
- conduct an annual review of the MPO's MOU
- table a motion regarding the addition of a seat on the MPO for a regional transit authority (RTA) until June 2
- table a motion regarding the adoption of a set of projects for the Long-Range Transportation Plan (LRTP) until June 2

Meeting Agenda

1. Public Comments

Victor Pap, Weymouth Town Council, asked that the MPO put the topic of the *Quincy – Fore River Bridge* replacement project on an MPO agenda so that concerns that the public has about the project can be discussed. He was joined by Sandra Gildea, North Weymouth Civic Association, Michael Long, East Braintree Civic Association, and Gary Peters, Fore River Bridge Neighborhood Association.

Glenn Clancy, Town of Belmont, provided an update on the *Belmont – Trapelo Road* project. He provided a timeline for the project and stated that the project could be ready for advertising in federal fiscal year (FFY) 2012. He asked the MPO to consider funding

this project. Representative Will Brownsberger also supported these comments and asked the MPO to keep the project on the Transportation Improvement Program (TIP).

Kristina Johnson, City of Quincy, asked the MPO to consider programming funding for a new bridge structure in Quincy center that would connect Hancock Street to the Burgin Parkway. She indicated that the new bridge structure would improve pedestrian and bicycle safety, allow transit to move more efficiently in the center, and catalyze economic development in the center. She reported that the project is under preliminary design and that the city owns the air rights at the proposed bridge location. She was not able to comment on whether the project would require eminent domain takings since the project is in the preliminary stages. Anne McGahan, Plan Manager, MPO Staff, noted that the project must be in the Long-Range Transportation Plan (LRTP) because it has air quality impacts as it adds a connection that does not currently exist.

State Representative Carl Sciortino expressed support for the *Green Line Extension to Route 16* and asked that the MPO include the project in the LRTP. He noted that the terminus to Route 16 was the preferred alternative in the Draft Environmental Impact Report.

Roland Bartl, Town of Acton, voiced support for the *Assabet River Rail Trail* and the *Bruce Freeman Rail Trail* projects. Regarding the *Assabet River Rail Trail*, he reported that an issue has been addressed regarding access to a commuter rail station, that the design of the trail is going forward, and that the proponents are working to include two miles of trail in Stowe. Don Rising, Town of Stow, added that he supported the MPO's Investment Strategy #1 for the LRTP, which includes funding for the trail in the near term. In response to a member's question, R. Bartl estimated the cost of the *Assabet River Rail Trail* as approximately \$17-19 million and the *Bruce Freeman Rail Trail* as approximately \$29 million.

Michael Donovan, Boston University, expressed support for the *Boston – Commonwealth Avenue, Phase 2* project. He reported that Boston University will provide funding for the project design; the University has secured \$2.7 million in federal earmarks for the project and will seek more.

2. Chair's Report – David Mohler, MassDOT

There was none.

3. Subcommittee Chairs' Reports

There were none.

**4. Regional Transportation Advisory Council Report – Laura Wiener, Chair,
Regional Transportation Advisory Council**

There was none.

5. Director's Report – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

The Unified Planning Work Program (UPWP) Subcommittee is scheduled to meet next week.

6. MPO Memorandum of Understanding – *David Mohler, MassDOT*

Members discussed changes to the MPO's Memorandum of Understanding (MOU). For a record of how members voted on motions detailed below, please see the attached summary.

D. Mohler presented MassDOT's proposal for changes to the MOU. (See attached.) MassDOT proposed to double the size of the MPO's municipal membership to 14 members. Eight of those members would represent subregions and would be elected by subregion (one per subregion) with no distinction regarding whether the candidates are cities or towns. Four members would be at-large with two from cities and two from towns. The City of Boston would have one additional seat (for a total of two seats).

Additionally, the body currently referred to as the Transportation Planning and Programming Committee would no longer exist. Members would meet simply as the MPO. The change would result in the Regional Transportation Advisory Council becoming a voting member of the MPO.

MassDOT believes that increasing local representation on the MPO will increase civic engagement, local involvement and transparency.

Members then offered opinions on MassDOT's proposal.

Jim Gillooly, City of Boston, thanked MassDOT for taking proportional representation into account in its proposal. He suggested admitting a non-voting member from any subregion that does not have an elected representative on the MPO. He also emphasized that the City of Boston contains 20% of the region's population and 30% of its jobs and much of the region's built infrastructure, and that it is important to have proportional representation.

Paul Regan, MBTA Advisory Board, voiced disagreement about the premise of expanding the MPO. He stated that MassDOT's proposal could actually weaken municipal stakeholders vis-à-vis the state since the state would maintain veto authority and still have the power to set the MPO's agenda. D. Mohler replied that MassDOT is willing to give up its veto power, but not to cede the MPO chairmanship.

Mary Pratt, Town of Hopkinton, and David Koses, City of Newton, stated that all MPO members should represent the entire MPO region. D. Koses added that having subregional representatives will result in members focusing on their own subregions, rather than the entire region. M. Pratt also expressed support for giving a vote to the Advisory Council.

Michael Chong, Federal Highway Administration (FHWA), expressed support for MassDOT's proposal for adding more municipal members.

John Westerling, Town of Hopkinton, voiced support for the MassDOT proposal since it would add transparency. He suggested that the MPO add a seat for the MetroWest Regional Transit Authority (MWRTA). He also suggested that the Advisory Council remain in an advisory position.

Tom Bent, City of Somerville, expressed concern that the changes in MassDOT's proposal could pit subregions against each other and be detrimental to the Inner Core in terms of the proportion of votes that would go to that subregion.

Richard Reed, Town of Bedford, noted that MassDOT's proposal would result in the state having less than a third of the vote. He suggested doubling the weight of Boston's vote rather than adding an additional seat for Boston. He stated that subregional candidates should run region-wide.

Laura Wiener, Regional Transportation Advisory Council, voiced support for the Advisory Council having a vote on the MPO given that the Advisory Council represents numerous entities. She expressed concern about adding seven new members citing that it would be difficult to get work accomplished with such a large body. She suggested keeping the existing number of local members and adding two at-large members.

Marc Draisen, Metropolitan Area Planning Council (MAPC), reported that MAPC is undecided about the proposal, but that it supports having as many regional voices on the MPO as possible. He noted that people do not restrict themselves to travelling in just one subregion but are concerned about the transportation system wherever they travel in the region. He voiced support for giving the vote to the Advisory Council. Speaking to the issue of whether a seat should be given to a regional transit authority (RTA), he expressed concern that adding a seat could give short shrift to the MBTA. He suggested that the MPO consider which RTAs serve the most people in the region (including those that are not based in the region).

Regarding the issue of RTA membership, P. Regan noted that it would be unfair to appoint a single RTA to the MPO when there are others outside the region, which provide more service to the Boston Region. He suggested that the Massachusetts Association of RTAs (MARTA) would be a more appropriate entity to serve than any single RTA.

Dennis Giombetti, Town of Framingham, voiced support for adding an RTA seat that would represent all the RTAs serving the region. He noted that since the existing MOU was formed, new RTAs have developed to serve growing areas.

David Anderson, MassDOT, expressed support for the proposal and noted that it would increase civic engagement.

A motion to accept MassDOT's proposal for changes to the MPO's Memorandum of Understanding was made by Stephen Woelfel, MassDOT, and seconded by J. Gillooly. This action would implement the following changes:

- add eight new municipal members would represent subregions and would be elected by subregion (one per subregion) with no distinction regarding whether the candidates are cities or towns
- add four municipal members who would be at-large, with two from cities and two from towns
- the City of Boston would have one additional seat (for a total of two seats)
- the body currently referred to as the Transportation Planning and Programming Committee would be referred to as the MPO
- the Regional Transportation Advisory Council would become a voting member of the MPO

An amendment to the motion to clarify that the municipal representatives would be elected by the 101 municipalities in the region was made by R. Reed, and seconded by T. Bent. The amended motion did not carry.

An amendment to the original motion to redraw the boundaries for MPO elected municipalities was made by L. Wiener, and seconded by P. Regan. This action would combine MAPC subregions, increase population represented by these subregional elected members, and reduce the number of a subregional elected members to five. There would be one subregional representative each from the North, West, and South areas of the MPO, two from the Inner Core, and one from Boston, as well as two at-large members (one from a city and one from a town) elected by the 101 municipalities, This amended motion did not carry.

An amendment to the Advisory Council's motion to add one additional seat to the Inner Core with three municipal members at-large, was made by T. Bent, and seconded by J. Gillooly. This amended motion did not carry.

Members then voted on the original motion. The motion carried but consensus was not reached.

A motion to accept MassDOT's proposal for changes to the MPO's MOU, with the clarification that subregional representatives would be elected by the 101 municipalities in the region and that permanent members would not be allowed to run for at-large seats, was made by M. Draisen, and seconded by S. Woelfel. The motion carried and members reached consensus.

A motion to conduct an annual review of the MPO's MOU was made by D. Mohler, and seconded by J. Gillooly. The motion carried.

A motion to add one seat for an RTA was made by J. Westerling, and seconded by D. Giombetti.

During a discussion of this motion, P. Regan stated that MARTA would bring a broader perspective than a single RTA. M. Pratt expressed agreement.

M. Draisen suggested that eligible RTAs should be those serving at least one municipality in the MPO region, and that one RTA could represent all the RTAs serving the region. He suggested that MARTA could oversee the process for choosing an RTA to serve on the MPO.

D. Mohler advocated for selecting either the MetroWest RTA or the Cape Ann Transportation Authority (CATA) since they are wholly located within the Boston Region MPO area and are oriented toward serving customers in the Boston area. P. Regan noted, however, that there are RTAs outside of this region that provide service to Boston.

J. Westerling revised his motion to add one seat on the MPO for either MWRTA or CATA (since they are wholly located within the MPO). D. Giombetti concurred with the revision.

Members discussed this motion and their need to have more information regarding the service RTAs provide to this region before voting on this matter.

A motion to table J. Westerling's motion until June 2 was made by M. Draisen, and seconded by J. Gillooly. The motion carried.

Staff was directed to research information on the RTAs serving the region and provide ridership figures for the MPO's continued discussion on June 2.

A motion to add two seats to the MPO for legislators (one for a senator and one for a representative to be chosen by the Senate President and House Speaker respectively) was made by D. Mohler, and seconded by S. Woelfel. The motion did not carry.

During a discussion of the motion, several members cited reasons for their vote against adding the legislative seats. M. Pratt noted that legislators act only for their constituents (rather than for the region). M. Draisen added his concern that difficulties could arise when the MPO would discuss projects in a legislator's district, and that there is normally a separation of executive and legislative functions. J. Gillooly noted that the action the MPO took earlier to add subregional representatives addresses the legislators' interest in having increased representation.

The Chair asked if any members would make a motion to add a seat to the MPO for a member of the business community or a non-profit. No member made that motion.

Members then addressed the question of whether the MPO should consider population, employment, and the amount of infrastructure in an area when making membership decisions. J. Gillooly expressed concern that the vote on membership this morning would result in diminished representation for the Inner Core communities. L. Wiener concurred

and noted that the MPO's action on that vote was a move away from the MPO's goals of promoting smart growth. She expressed support for considering population when making membership decisions.

Members agreed to continue the discussion of MOU issues on June 2. The topics to be discussed would be term limits, RTA membership, quorum requirements, voting requirements, and the state veto power.

7. Long-Range Transportation Plan – Anne McGahan, Plan Manager, MPO Staff
Members were provided with the most recent public comments that have been submitted on the Long-Range Transportation Plan (LRTP) and a matrix containing summaries of those comments. A. McGahan summarized the new comments. They include 30 comments supporting the *Green Line Extension to Route 16*, seven opposed to the *Green Line Extension to Route 16*, and other comments voicing support for early action items on the *Urban Ring*, and the *Boston – Commonwealth Avenue Phase 2*, *Community Path*, and *Boston – Causeway Street* projects.

Members were provided with financial tables showing potential investment strategies for the LRTP. (See attached.) A. McGahan started the discussion of projects and programs by stating that the members decided, at the last meeting, to begin working with Investment Strategy #1 (as shown on Table 1A of the attached financial tables).

A. McGahan and H. Morrison provided a recap of the financial information that was presented to members at the last meeting. They explained that the MPO normally has two categories of funding available to it for programming: Regional Discretionary and Major Infrastructure funding. However, there is an expectation that nearly \$70 million of Major Infrastructure funds may not be available to the MPO for the first timeband of this LRTP, FFYs 2011 – 2015. That would leave the MPO with over \$305 million of Regional Discretionary funding available in that timeband. Of that amount, approximately \$282 million is already committed to projects programmed in the Transportation Improvement Program (TIP), leaving nearly \$23 million left for programming in that timeband.

At the last meeting, members decided to move several projects, originally programmed in *JOURNEY TO 2030*, out of the first timeband of this LRTP: the *Belmont – Trapelo Road*, *Canton – I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor*, and *Assabet River Rail Trail* projects.

Since the last meeting, the Massachusetts Port Authority requested that the MPO program \$25 million in the first timeband of the LRTP for the *Boston – Conley Haul Road* project. The Massachusetts Port Authority would fund this project.

Members then discussed programming the first timeband.

M. Draisen expressed concern about moving the *Belmont – Trapelo Road* project from the timeband since the project is at the 75% design stage, incorporates Complete Streets concepts, and could be ready within the FFY 2011 – 2015 period. D. Mohler added that

the project is the most ready of any project in that timeband. Under federal rules, projects costing over \$10 million must be programmed in the LRTP. The MPO could, however, program the *Trapelo Road* project when it develops the TIP and then amend the LRTP to add the project into the appropriate timeband. Since the project does not have an air quality impact, there would be no impact to the model run by excluding it from the LRTP project list now.

At the last meeting, members had discussed the constraints that the \$10 million rule places on the MPO when programming projects and expressed their desire for the federal transportation agencies to remove that restriction.

D. Mohler also noted that FHWA will not take final action on environmental certification documents for projects that are not in the LRTP.

The scenario under consideration (shown on Table 1A) had 84% of dollars programmed for named projects and left 16% of dollars unprogrammed during the first timeband. D. Mohler noted that the MPO has programmed too much in that timeband for named projects and advised that the MPO should leave more funds unprogrammed for maintenance projects. Stephen Woelfel, MassDOT, added that the financials presented to members do not assume a possible 20 – 30% cut in funding that could result from Congressional action. He also cautioned against fully allocating funding.

D. Mohler stated that the project list shown in Strategy #2 (Table 2A) shows a more appropriate allocation of revenues in terms of the split between funding for named projects and funding left unallocated. In the second scenario, 74% is programmed to named projects and 26% is unallocated.

J. Gillooly inquired as to when the MPO would know if it has access to the Major Infrastructure funds. D. Mohler replied that MassDOT will make the decision on how to spend the funds by the end of this year. If the funds are not directed to a specific project, they could be distributed to fund bridges, maintenance, or possibly MPO targets.

Members further discussed how to handle the issue of programming the *Trapelo Road* project in the TIP and the LRTP. D. Mohler advised not programming the project in the LRTP now, but rather addressing the project in the TIP development. He expressed confidence that the project could be programmed before FFY 2015 in the TIP due to its readiness. He also noted that there are other projects that will need to have their opportunity to compete for TIP funding.

A. McGahan also recommended working with Strategy #2, noting that the MPO has limited funds and that this scenario was developed using the Needs Assessment to determine which projects meet the region's needs. L. Dantas also expressed support for working with Strategy #2 and suggested that the members could add projects to this scenario.

Members, however, decided to continue working with Strategy #1 (Table 1A).

D. Mohler asked about which projects in Strategy #1 do not need to be included in the model runs because they are not air quality significant. A. McGahan named the following projects: *Boston – Sullivan Square*, *Newton/Needham – Needham Street/Highland Avenue* (if the project is split), *Belmont – Trapelo Road*, *Assabet River Rail Trail*, and *Bruce Freeman Rail Trail*.

J. Gillooly provided details on the *Boston – Sullivan Square* project and distributed a project description. He expressed concern about removing the project from the LRTP since the project may be air quality significant. This project will remove an underpass and create a new grid of streets. It would involve a “road diet” and result in safer crossings from Charlestown to Sullivan Square and better bicycle network connections. This project costs \$40 million. The associated *Boston – Rutherford Avenue* project costs \$31 million.

A. McGahan stated that if the *Sullivan Square* and *Rutherford Avenue* projects were combined they would need to be in the LRTP since the Rutherford portion involves a lane reduction (and thus has an air quality impact). J. Gillooly reported that the City of Boston is willing to phase the project. Staff was advised to list the project segments as one project costing \$71 million in the FFY 2016 – 2020 timeband.

D. Mohler asked members if they wished to begin moving projects to or from each timeband of the LRTP. Members took no action on the suggestion.

A motion to approve Strategy #1 (including the *Boston – Sullivan Square and Rutherford Avenue* project in the FFY 2016 – 2020 timeband) as the approved list of projects for the LRTP was made by J. Gillooly, and seconded by Joe Cosgrove, MBTA. The motion did not carry.

A motion to approve Strategy #1, with the addition of the *Cambridge – Route 2/Route 16 Intersection* and the *Revere – Route 1/Route 16 Interchange* in the FFY 2031 – 2035 timeband, as the approved list of projects for the LRTP was made by L. Dantas, and seconded by L. Wiener. The motion did not carry.

D. Koses cautioned that the MPO should be considering the maintenance needs of the MBTA when making these decisions. The issue was then raised about whether it would make sense to flex highway funds to a transit expansion project (the *Green Line Extension to Route 16*).

D. Mohler expressed concern about the number of projects on the list given the MPO’s funding constraints and given that the scenario under consideration only provides 11% of funding for maintenance needs.

A motion to approve Strategy #2 as the approved list of projects for the LRTP was made by D. Mohler, and seconded by L. Wiener.

An amendment to the motion, to add the *Green Line Extension to Route 16* project to the FFY 2016 – 2020 timeband, was made by L. Wiener, and seconded by T. Bent. The motion did not carry.

During a discussion of the amended motion, L. Weiner stated that the segment to Route 16 makes the *Green Line Extension* much better and noted that it would serve many more people. T. Bent concurred and added that the state has made a commitment to the project. D. Mohler expressed support for the project but maintained his concern about the small amount of unallocated money in the scenario under consideration.

An amendment to the original motion on Strategy #2, to split the *Boston – Sullivan Square and Rutherford Avenue* so that the Sullivan Square portion is in the FFY 2016 – 2020 timeband and the Rutherford Avenue portion in the FFY 2021 – 2025, was made by J. Gillooly. The motion did not advance for lack of a second.

An amendment to the original motion on Strategy #2, to add the *Framingham – Route 126/Route 135 Grade Separation* to the FFY 2026 – 2030 timeband and to remove the *Isolated Intersection Improvement Program* from that timeband, was made by D. Giombetti. The motion did not advance for lack of a second.

An amendment to the original motion on Strategy #2, to add the *Boston – Sullivan Square* project to the FFY 2016 – 2020 timeband, was made by J. Gillooly, and seconded by D. Koses. The motion did not carry.

A motion to move the original motion and approve Strategy #2 as the approved list of projects for the LRTP was made by P. Regan, and seconded by R. Reed.

During a discussion of this motion, Roland Bartl, Town of Acton, voiced concern that Strategy #2 contains no bicycle trail projects. He expressed concern that a federal earmark for the *Assabet River Rail Trail* could be lost if the project is not programmed in the LRTP.

Several members recommended tabling the motion to have more time for discussion. L. Dantas also pointed out that if Strategy #2 were approved, the *Green Line Extension to Route 16* would not be modeled and its impacts would not be assessed.

A motion to table the motion to approve Strategy #2 was made by T. Bent, and seconded by J. Gillooly. The motion carried.

8. Members Items

Staff distributed the draft staff recommendation for the FFYs 2012 – 2015 TIP. (See attached.)

9. Adjourn

A motion to adjourn was made by S. Woelfel and seconded by P. Regan. The motion carried.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, May 26, 2011, 10:00 AM

Member Agencies

MassDOT

MassDOT Highway
City of Boston

City of Newton
City of Somerville
Federal Highway
Administration
MAPC

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

Representatives and Alternates

David Mohler
Stephen Woelfel
David Anderson
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Michael Chong

Marc Draisen
Eric Halvorsen
Lourenço Dantas
Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Dennis Giombetti
Mary Pratt
John Westerling

MPO Staff/CTPS

Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Pam Wolfe

Other Attendees

Roland Bartl
Justin Bensan
Will Brownsberger
Ed Carr

Glenn Clancy
Rocco DiRico
Michael Donovan
Sandra Gildea

Mike Gowing
Tom Hauenstein
Kristina Johnson
Brian Kane
Erin Kinahan
Patrick Lally
Judy LaRocca

Michael Long
Rafael Mares

Town of Acton
MBTA Advisory Board
State Representative
Metro West Regional Transit
Authority
Town of Belmont
Office of Representative Markey
Boston University
North Weymouth Civic
Association
Acton
MAPC
City of Quincy
MBTA Advisory Board
MassDOT District 6
Office of Representative Markey
Bruce Freeman Rail Trail
Advisory Committee
East Braintree Civic Association
Conservation Law Foundation

Robert McGaw	Town of Belmont
John McQueen	Regional Transportation Advisory Committee
Alan Moore	Friends of the Community Path
Joe Onorato	MassDOT District 4
Mary Anne Padien	Office of State Senator Karen Spilka
Victor Pap	Weymouth Town Council
Karen Pearson	MassDOT
Gary Peters	Fore River Bridge Neighborhood Association
Elin Reisner	Somerville Transportation Equity Partnership
Dan Rising	Town of Stowe
Carl Sciortino	State Representative
Stephen Silveira	ML Strategies
Clodagh Stoker-Long	City of Medford
Sheri Warrington	Office of State Senator Thomas McGee
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force

Boston Region MPO Memorandum of Understanding

Summary of Votes

Motions – 6-2-11 Meeting	Votes	Decision
<i>Original Motion</i>		
Make one of the at-large members an Inner Core Representative and remove city/town distinction for the at-large members; Boston can't hold the 2 nd Inner Core seat (MAPC)	Did not carry Yes – Bedford, Braintree, Newton, RTAC, MAPC, MBTA Advisory Board, Boston, Somerville No – Hopkinton, MassDOT-C, MassDOT-Hwy, MBTA, MassDOT, Massport, Framingham	
Approve MAPC proposal but use a 2 city/1 town distinction (RTAC)	Did not carry Yes – Bedford, Braintree, Newton, RTAC, MAPC, MBTA Advisory Board, Boston, Somerville No – Hopkinton, MassDOT-C, MassDOT-Hwy, MBTA, MassDOT, Massport, Framingham	
Straw Poll to see if anyone would change their vote if the city/town distinction were 1 city/2 towns	No votes would change	
Eliminate the state veto power (MassDOT-C)	Carried	
Require a majority to pass a vote on regular MPO business and a two-thirds vote to pass certification documents (MAPC)	Carried	

Motions – 6-2-11 Meeting (contd.)	Votes	Decision
Institute a three term limit (nine years) (Braintree)	Did not carry	
Add an RTA that is wholly within the MPO region; self-selected by a caucus of the RTAs (<i>Framingham</i>)	Did not carry – voice vote	
Release V2 draft for public review (<i>Framingham</i>)	Carried Yes – Bedford, Braintree, RTAC, Hopkinton, MAPC, MassDOT-C, MassDOT-Hwy, MBTA Advisory Board, MBTA, MassDOT, Massport, Framingham No – Newton, Boston, Somerville	Circulate V2 draft MOU for public review
Motions – 5-26-11 Meeting	Votes	Decision
<i>Original Motion</i>		
Approve the MassDOT proposal, including eliminate TPPC and make RTAC a voting MPO member (<i>MassDOT</i>)	Carried, but no consensus Yes – Hopkinton, MAPC, MassDOT, MassDOT-C, MassDOT-Hwy, MBTA, Boston, Somerville, Massport, Framingham No – Braintree, Newton, RTAC, MBTA Advisory Board, Bedford	-Have 8 elected municipal members, 1 from each MAPC Subregion, elected by their respective Subregions -Have 4 at-large elected municipal members; 2 cities/2 towns -Add another seat for Boston -Eliminate the TPPC -Make RTAC a voting member of the MPO
<i>Proposed Amendments</i>		
All elected municipal members (including Subregional members) are elected by 101 municipalities (<i>Bedford</i>)	Did not carry Yes – RTAC, MassDOT, MassDOT-C, MassDOT-Hwy, MBTA, Boston, Somerville, Bedford No – Braintree, Newton, Hopkinton, MAPC, MBTA Advisory Board, Framingham	

Motions – 5-26-11 Meeting (contd.)	Votes	Decision
<p>-Combine some Subregions into new MPO Subregions for elected municipal members (for more balance on population): North, West, South, Inner Core -North, West, and South have 1 representative; Inner Core has 2 -Boston has 1 seat -Reduce number of at-large elected municipal members to 2 (w-city/town) (RTAC)</p>	<p>Did not carry Yes – Newton, RTAC, MAPC, MBTA Advisory Board No – Braintree, Hopkinton, MassDOT, MassDOT-C, MassDOT-Hwy, MBTA, Boston, Somerville, Bedford, Framingham Abstain – Massport</p>	
<p>Approve RTAC amendment, except that Boston has 2 seats and there are 3 at-large elected municipal members (no-city/town) (Somerville)</p>	<p>Did not carry Yes – Braintree, Newton, RTAC, MAPC, Boston, Somerville, Bedford No – Hopkinton, MassDOT, MassDOT-C, MassDOT-Hwy, MBTA, MBTA Advisory Board, Framingham Abstain – Massport</p>	
<p>Approve the MassDOT proposal (including RTAC membership) with changes: -Elected municipal members are elected by the 101 -No permanent members can run for an elected seat -City/town distinction for at-large (MAPC)</p>	<p>Carried and Consensus Yes – Braintree, RTAC, Hopkinton, MAPC, MassDOT, MassDOT-C, MassDOT-Hwy, MBTA, Boston, Somerville, Bedford, Massport, Framingham No – Newton, MBTA Advisory Board</p>	<p>-Have 8 elected municipal members, 1 from each MAPC Subregion, elected by the 101 -Have 4 at-large elected municipal members; 2 cities/2 towns -Add another seat for Boston -No permanent member can run for an elected seat -Eliminate the TPPC -Make RTAC a voting member of the MPO</p>

Motions – 5-26-11 Meeting (contd.)	Votes	Decision
Add an additional seat for an RTA; revised to add an additional seat for an RTA wholly located in region (<i>Hopkinton</i>)	Withdrawn and revised version tabled to 6-2	
Add 2 state legislators (1 Senator, 1 Representative) (<i>MassDOT</i>)	Did not carry Yes – Framingham, MBTA Advisory Board, MBTA, MassDOT-Hwy, MassDOT-C, MassDOT, Hopkinton No – Bedford, Massport, Somerville, Boston, MAPC, RTAC, Newton, Braintree	
5-12 Straw Poll Results		
Questions	Straw Poll Votes	
Should the municipal membership be expanded?	6 Yes	Framingham, MassDOT, MassDOT -C, Hopkinton, RTAC, Newton
	7 No	Boston, Massport, Somerville, Advisory Board, MassDOT-Hwy, MAPC, Braintree
	Abstain	MBTA
Should the MPO keep the status quo relative to membership?	9 Yes	Framingham, Boston, Somerville, Advisory Board, MassDOT Highway, Hopkinton, MBTA, Newton, Braintree
	4 No	Massport, MassDOT Chair, MAPC, RTAC
	Abstain	MassDOT
Should there be a subregional limitation on who can run for election? (and keeping city/town distinction)	3 Yes	MBTA, Hopkinton, Framingham
	11 No	Braintree, Newton, RTAC, MAPC, MassDOT Chair, MassDOT Highway, Advisory Board, Somerville, Boston, Massport, MassDOT

**Boston Region MPO
Memorandum of Understanding
Written Public Comments, May 11, 2011**

Name	Affiliation	Date	Remarks
Senator Thomas McGee	Massachusetts Senate	4/11/2011	<ul style="list-style-type: none"> * Current MPO operation is not inclusive enough. * System is complex and frustrating. * A member of the Legislature should be added to the MPO. * All information to be discussed at meetings should be posted at least 48 hours in advance. * The MPO should strive to have a geographically diverse membership. This may require the addition of more municipalities to the MPO. * There should be term limits for the municipal members of the MPO. * The RTAC should actively bring together all stakeholders and ensure that any sub regions and concerned groups are not underrepresented on the RTAC. * TIP information, such as the First Tier of Projects, the Universe of Projects, and the evaluation criteria for projects should be posted online. * Detailed future federal aid payments for the Central Artery/Tunnel project should be posted online. * The MPO should meet quarterly in a location other than Boston.
MetroWest Legislators including Sen. Spilka, Rep. Benson, Rep. Linsky, Sen. Ross, Rep. Sannicandro, Sen. Flanagan, Rep. Walsh, Sen. Eldridge, Rep. Atkins, Rep. Levy	Massachusetts General Court	4/12/2011	<ul style="list-style-type: none"> * The MetroWest region is growing dramatically and is a powerful economic center. Economic vitality is tremendously important and the suburban areas are home to many new industrial clusters. * Transportation agencies were recently reorganized, and transforming the MPO would be consistent with what happened at the state level. * The MPO should build a new Memorandum of Understanding on a new vision, rather than using the existing MOU as the baseline. * The requirement that the MPO should have an equal number of elected cities and towns should remain. * The MetroWest Regional Transit Authority should be added as a voting member. * The MOU should recognize that local government have an essential role to play in programming transportation funds, not just the City of Boston. * There should be a member of the MPO that represents the business/employer community. * Geographic diversity should be a TIP project evaluation criteria. * The text requiring a \$400 million statewide road and bridge program, exclusive of the Central Artery, should be retained.
Paul Yorkis	Town of Medway	4/27/2011	<ul style="list-style-type: none"> * The inner core and Boston have too much voting weight. * The MPO should retain the requirement that 3 elected municipalities be towns. * The MPO should consider giving GATRA a seat on the MPO. They serve Medway, Franklin, and Bellingham. * There should be more transparency and public involvement regarding the TIP evaluation criteria. * The TIP process needs to evolve to make it easier to use non-formula transportation funds, such as earmarks. * The Boston Region MPO should have a large number of projects "shovel ready" in case unforeseen funding becomes available. * Corridor projects should not be designed piece meal by the towns along the route. Good highway planning needs to look at the whole highway, in the way that transit planning considers the entire corridor and does not ask individual towns to design their piece of the corridor. * Regional geographic equity should be a criteria for project selection. A more equitable allocation of funds will help the entire region.
Denis Fraine	Town of Bellingham	4/28/2011	The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities.
Louis Celozzi	Town of Milford	4/29/2011	The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities.
Robert Markel	Town of Ipswich	4/29/2011	<ul style="list-style-type: none"> * The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities. * Opening up the board to more members would create a chaotic situation.

Name	Affiliation	Date	Remarks
Arnold Pinsley	Natick resident	5/2/2011	<ul style="list-style-type: none"> * MassDOT, Massport, and the MBTA should be represented solely by MassDOT. * The MBTA and Massport seats should be replaced by seats for the MetroWest Regional Transit Authority and the Cape Ann Transit Authority. * Travel patterns have changed over the last 40 years. Travel is less oriented towards Boston. The majority of work trips originating in MetroWest are destined for a location in MetroWest.
Frank DeMasi	Wellesley resident	5/2/2011	<ul style="list-style-type: none"> * The MetroWest Regional Transit Authority, Cape Ann Transit Authority, and a Transportation Management Association (TMA) should have seats on the MPO. * An economic development entity should have a seat on the MPO. * The MPO should intensify its recruitment of cities and towns to run for the municipal MPO seats. * The number of MPOs should be reduced to build larger representative groups. A MetroWest MPO could consist of the MAPC MetroWest sub region, the Montachusett MPO and the Central Mass. MPO.
Patrick Reffett	Town of Natick	5/2/2011	<ul style="list-style-type: none"> * The state has under-invested in transportation in MetroWest despite strong growth. A reformation of the existing MPO would give Metro West and opportunity to have better representation. * Three of the elected municipal seats should be held by towns. * The MetroWest Regional Transit Authority should be a voting member of the MPO. * The "other" 100 communities in the MPO area should also have an essential role in transportation planning and programming. * The state should only have 1 vote on the MPO in light of the 2009 consolidation of transportation agencies. * A representative of the business/employer community should be added to the MPO. * Geographic equity should be part of the TIP decision making process. * The requirement that at least \$400 million be spent annually on a statewide road and bridge program should be retained.
Ed Carr	MetroWest RTA	5/3/2011	<ul style="list-style-type: none"> * MetroWest Regional Transit Authority is a designated recipient of federal funds and is required to participate in transportation planning. * As a member of the MPO, the MetroWest RTA would bring the perspective of suburban public transportation issues to the MPO. * RTAs present an opportunity for communities to come together to share perspectives and consider the transit needs of the 11 municipalities that are represented by the MetroWest RTA. * Having a representative participate on the MPO allows for more understanding of what is happening during the process.
Gino Carlucci	South West Advisory Planning Committee	5/5/2011	<ul style="list-style-type: none"> * The MPO should retain the requirement that 3 elected municipalities be towns and 3 be cities.
Jim Gallagher	Somerville resident	5/9/2011	<ul style="list-style-type: none"> * The MOU should include a requirement that meeting materials be posted on the MPO's website and available to the public at least 48 hours prior to any Transportation Planning and Programming Committee or MPO meeting. * If necessary information is not available to the public at least 48 hours in advance of the meeting, the agenda item should be tabled until the next meeting.
Mayor Thomas Menino	City of Boston	5/10/2011	<ul style="list-style-type: none"> * The City of Boston hosts a substantial portion of the region's major highway, transit, rail, and port facilities. * 19.6% of the region's population and 30.4% of its jobs are in Boston, yet Boston only has 7.1% of the MPO's votes, and 14.3% of its municipal votes. * Boston is expected to produce a large share of the region's population and job growth from now to 2035. * It's important that the MOU deliberations do not lead to a diminution of Boston's relative representation on the MPO. * Any revisions to the MPO's structure and operation should provide Boston with representation commensurate with its population, jobs, and transportation facilities.

Name	Affiliation	Date	Remarks
Thomas Bent and Michael Lambert	City of Somerville	9/29/2010	<ul style="list-style-type: none"> * The SIP Commitments should receive the same protections and priority that was accorded construction of the Central Artery/Tunnel in the MOU. * The MOU should continue to call for funding estimates to be provided to the MPO before MARPA meetings, and for two representatives to accompany MAPC to budget deliberations. * Projects supported by the MassDOT Highway Division should offer clear evidence of conformity to TIP criteria and the MPO's goals. * MPO members should have at least one week to consider any proposed changes to the TIP. * MassDOT's number of seats on the MPO should be reduced. The state's Housing and Economic Development agency should fill one of the eliminated seats, and EOEAA should be considered to fill another.
Dennis Harrington	City of Quincy	5/11/2011	<ul style="list-style-type: none"> * Boston is home to 618,000 people and hosts the majority of the region's "built infrastructure." It should continue to play an integral role. * Quincy has the third highest population in the region, and its representation (and the South Shore) should be strengthened. * Quincy does not support MAPC subregional representation. Any increase in membership should be based on geography and population alone. The 3 largest cities other than Boston should be considered for permanent seats on the MPO board (1 west, south, and north of Boston). * Advocacy groups should participate in the MPO process through its Advisory Council. It would be too difficult to prioritize what type of advocacy groups can run in the MPO election. * Quincy does not support term limits for MPO members. It takes years for members to learn the MPO process.
Boston City Council	City of Boston	5/11/2011	<ul style="list-style-type: none"> * Any revisions to the governing structure of the MPO should equitably account for the proportion of population and jobs in the City of Boston relative to the entire MPO region. * The MPO should also consider that Boston hosts numerous regional attractions that draw millions of visitors each year.
State legislators including Rep. Basile, Rep. Michlewitz, Rep. Holmes, Rep. Coppinger, Rep. Sanchez, Sen. DiDomenico, Rep. O'Flaherty, Rep. Collins, Rep. Rushing, Rep. Malia, Sen. Petrucci, Sen. Rush's Chief of Staff, John Regan, Rep. Henriquez	Massachusetts General Court	5/11/2011	<ul style="list-style-type: none"> * The City of Boston hosts a substantial portion of the region's major highway, transit, rail, and port facilities. * 19.6% of the region's population and 30.4% of its jobs are in Boston, yet Boston only has 7.1% of the MPO's votes, and 14.3% of its municipal votes. * Boston is expected to produce a large share of the region's population and job growth from now to 2035. * It's important that the MOU deliberations do not lead to a diminution of Boston's relative representation on the MPO. * Any revisions to the MPO's structure and operation should provide Boston with representation commensurate with its population, jobs, and transportation facilities.

FINANCIAL OVERVIEW TABLE: 2011-2030 Federal Transportation Funding Summary

Federal Funding in the Boston Region	2011-15	2016-20	2021-25	2026-30	2011-30 Total
Federal Transportation Funding in the Boston Region	\$ 2,603,422,000	\$ 2,970,340,817	\$ 3,798,696,995	\$ 4,465,377,400	\$ 13,837,837,212
Federal Transit Funding in the Boston Region	\$ 1,425,000,000	\$ 1,558,498,817	\$ 1,806,724,995	\$ 2,094,489,400	\$ 6,884,713,212
Federal Highway Funding in the Boston Region	\$ 1,178,422,000	\$ 1,411,842,000	\$ 1,991,972,000	\$ 2,370,888,000	\$ 6,953,124,000
MPO Federal Highway Discretionary and Major Infrastructure Funding	\$ 375,600,000	\$ 569,590,000	\$ 815,610,000	\$ 1,018,440,000	\$ 2,779,240,000
<i>Major Infrastructure</i>	\$ 69,930,000	\$ 93,990,000	\$ 141,990,000	\$ 173,490,000	\$ 479,400,000
<i>Regional Discretionary Funding</i>	\$ 305,670,000	\$ 475,600,000	\$ 673,620,000	\$ 844,950,000	\$ 2,299,840,000

TABLE 1a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 1 "Current Approach"

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$167,700,000	\$142,700,000	\$25,000,000				\$167,700,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
*Sullivan Square	Boston	Modernization - Roadway	\$43,300,000		\$41,600,000				\$41,600,000	\$15,377,710
Rutherford Avenue	Boston	Modernization - Roadway	\$49,200,000			\$78,771,000			\$78,771,000	
Needham Street/Highland Avenue	Newton and Needham	Modernization - Roadway	\$18,400,000			\$29,460,000			\$29,460,000	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,950,000		\$113,950,000	
Trapelo Road	Belmont	Modernization - Roadway	\$14,591,678	\$17,070,199					\$17,070,199	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000				\$169,730,470		\$458,731,000	
		Modernization - Roadway					\$289,000,530			
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor	Canton	Expansion - Roadway	\$35,000,000	\$40,945,050					\$40,945,050	
Middlesex Turnpike Phase III	Bedford, Billerica, Burlington	Expansion - Roadway	\$20,800,000		\$27,371,000				\$27,371,000	
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000				\$194,790,000		\$194,790,000	
Route 53	Hanover	Expansion - Roadway	\$1,000,000		\$1,316,000				\$1,316,000	
New Boston Street Bridge	Woburn	Expansion - Roadway	\$4,900,000		\$6,448,066				\$6,448,066	
Montvale Avenue	Woburn	Expansion - Roadway	\$3,700,000		\$4,870,000				\$4,870,000	
Bridge Street	Salem	Expansion - Roadway	\$10,800,000		\$14,212,000				\$14,212,000	
Assabet River Rail Trail	Hudson to Acton	Expansion - Bike/Ped	\$18,100,000	\$21,174,440					\$21,174,440	
Bruce Freeman Rail Trail	Acton, Concord	Expansion - Bike/Ped	\$18,700,000			\$29,939,000			\$29,939,000	
Green Line Extension College Ave to Route 16	MBTA	Expansion - Transit	\$140,608,000		\$185,031,000				\$185,031,000	
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171		\$48,313,763	

Programmed Highway Discretionary and Major Infrastructure Funding
Unassigned Highway Discretionary and Major Infrastructure Funding
Total Highway Discretionary and Major Infrastructure Funding

\$316,846,730	\$364,158,885	\$626,355,772	\$782,169,171	\$0	\$2,089,530,558
\$58,753,270	\$205,431,115	\$189,254,228	\$236,270,829	\$0	\$689,709,442
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding

84%	64%	77%	77%		75%
16%	36%	23%	23%		25%

Modernization - Roadway Funding Programmed
Expansion - Roadway Funding Programmed
Expansion - Bike/Ped Funding Programmed
Expansion - Transit Funding Programmed
Clean Air and Mobility Funding Programmed

\$85,260,029	\$58,465,144	\$526,677,160	\$402,950,530	\$0	\$1,073,352,864	51%
\$200,412,261	\$109,725,922	\$57,060,840	\$364,520,470	\$0	\$731,719,492	35%
\$21,174,440	\$0	\$29,939,000	\$0	\$0	\$51,113,440	2%
\$0	\$185,031,000	\$0	\$0	\$0	\$185,031,000	9%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$0	\$48,313,763	2%

TABLE 1b: 2011-2030 Federal Transportation Funding Summary - Strategy 1 "Current Approach"
by Investment Category and MPO Discretionary and Major Infrastructure Funding

MPO Investment Categories (Plus) <i>by primary purpose of projects</i>	2008-11 Unassigned Highway Discretionary Funding	Percentage of Unassigned Highway Discretionary Funding	2011-30 Federal Funding in the Region	Percentage of 2011-30 Federal Funding in the Region	Percentage of Highway Funding in the Region
Transit*			\$ 6,884,713,212	49.92%	
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.04%	28.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,673,658,663	12.14%	24.2%
Expansion - Roadway			\$ 731,719,492	5.31%	10.6%
Expansion - Transit**			\$ 185,031,000	1.34%	2.7%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 118,701,425	0.86%	1.7%
Clean Air and Mobility			\$ 48,313,763	0.35%	0.7%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 5,886,695	0.04%	0.1%
Expansion - Freight Specific			\$ -	0.00%	0.0%
Statewide Maintenance***			\$ 2,190,005,000	15.88%	31.7%
Other****	\$ 2,191,800	2.3%	\$ 15,928,962	0.12%	0.2%
Total	\$ 94,811,754	100.0%	\$ 13,790,333,212	100.0%	100.0%

*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

**All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

***Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

****Includes funds that don't fit into an investment category, such as study/design.

TABLE 2a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 2 "Regional Needs-Based Focus"

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$167,700,000	\$142,700,000	\$25,000,000				\$167,700,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000				\$169,730,470		\$458,731,000	
		Modernization - Roadway					\$289,000,530			
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor	Canton	Expansion - Roadway	\$35,000,000	\$40,945,050					\$40,945,050	
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000				\$194,790,000		\$194,790,000	
I-495/I-290/Route 85 Interchange	Marlborough and Hudson	Expansion - Roadway	\$37,400,000		\$9,843,170				\$49,215,849	
		Modernization - Roadway			\$39,372,679					
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171		\$48,313,763	
Isolated Intersection Improvement Program	Regionwide	Modernization - Roadway	\$2,000,000 per year		\$12,309,487	\$14,270,069	\$16,542,921		\$43,122,477	

Programmed Highway Discretionary and Major Infrastructure Funding
Unassigned Highway Discretionary and Major Infrastructure Funding
Total Highway Discretionary and Major Infrastructure Funding

\$278,602,091	\$144,836,155	\$502,455,841	\$684,762,092	\$0	\$1,610,656,179
\$96,997,909	\$424,753,845	\$313,154,159	\$333,677,908	\$0	\$1,168,583,821
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding

74%	25%	62%	67%		58%
26%	75%	38%	33%		42%

Modernization - Roadway Funding Programmed
Expansion - Roadway Funding Programmed
Expansion - Bike/Ped Funding Programmed
Expansion - Transit Funding Programmed
Clean Air and Mobility Funding Programmed

\$68,189,830	\$68,547,310	\$432,716,229	\$305,543,451	\$0	\$874,996,820	54%
\$200,412,261	\$65,352,026	\$57,060,840	\$364,520,470	\$0	\$687,345,596	43%
\$0	\$0	\$0	\$0	\$0	\$0	0%
\$0	\$0	\$0	\$0	\$0	\$0	0%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$0	\$48,313,763	3%

TABLE 2b: 2011-2030 Federal Transportation Funding Summary - Strategy 2 "Regional Needs-Based Focus"
by Investment Category and MPO Discretionary and Major Infrastructure Funding

MPO Investment Categories (Plus) <i>by primary purpose of projects</i>	2008-11 Unassigned Highway Discretionary Funding	Percentage of Unassigned Highway Discretionary Funding	2011-30 Federal Funding in the Region	Percentage of 2011-30 Federal Funding in the Region	Percentage of Highway Funding in the Region	Percentage Change in Highway Funding from Strategy 1
Transit*			\$ 6,884,713,212	49.9%		
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.0%	28.0%	0.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,891,957,199	13.7%	27.4%	13.0%
Expansion - Roadway			\$ 687,345,596	5.0%	10.0%	-6.1%
Expansion - Transit**			\$ -	0.0%	0.0%	-100.0%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 114,625,340	0.8%	1.7%	-3.4%
Clean Air and Mobility			\$ 48,313,763	0.4%	0.7%	0.0%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 9,983,497	0.1%	0.1%	69.6%
Expansion - Freight Specific			\$ -	0.0%	0.0%	N/A
Statewide Maintenance***			\$ 2,190,005,000	15.9%	31.7%	0.0%
Other****	\$ 2,191,800	2.3%	\$ 27,014,604	0.2%	0.4%	69.6%
Total	\$ 94,811,754	100.0%	\$ 13,790,333,212	100.0%	100.0%	

*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

**All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

***Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

****Includes funds that don't fit into an investment category, such as study/design.

TABLE 3a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 3 "New Mix of Projects and Programs - Lower Cost/More Flexibility"

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$167,700,000	\$142,700,000	\$25,000,000				\$167,700,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000		\$131,593,178				\$131,593,178	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
*Sullivan Square	Boston	Modernization - Roadway	\$43,300,000		\$41,600,000				\$41,600,000	\$15,377,710
Trapelo Road	Belmont	Modernization - Roadway	\$14,591,678		\$19,201,653				\$19,201,653	
Route 2/Route 16 Intersection	Cambridge	Modernization - Roadway	\$40,000,000				\$77,916,020		\$77,916,020	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,952,179		\$113,952,179	
Route 1/Route 16 Interchange	Revere	Modernization - Roadway	\$10,000,000				\$19,479,005		\$19,479,005	
MassDOT/Mass State Police Communications Interface for Real-time Information	Regionwide	Management & Operations - Roadway	\$10,000,000		\$13,159,318				\$13,159,318	
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$3,000,000 per year	\$11,000,000	\$16,405,230	\$19,018,157	\$22,047,257		\$68,470,644	
Bottleneck Program (e.g., Route 53, Montvale Avenue, New Boston Street Bridge)	Regionwide	Expansion - Roadway	\$4,000,000 per year		\$10,936,820	\$12,678,772	\$14,698,171		\$76,627,525	
		Management & Operations - Roadway			\$10,936,820	\$12,678,772	\$14,698,171			
Complete Streets Program (e.g., Mass Ave, Arlington)	Regionwide	Modernization - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Isolated Intersection Improvement Program	Regionwide	Modernization - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
MBTA Safety Program (e.g., Positive Train Control and Bridge restoration)	Regionwide	Modernization - Transit	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Advanced Transit Management Program (e.g., BRT Enhancements, Hand-held, real-time, vehicle location devices, Real-time information, Automatic passenger counters)	Regionwide	Modernization - Transit	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Management & Operations Program (e.g., Employ Critical Infrastructure Surveillance, Deploy and Manage Dynamic Message Signs, Arterial Traffic Monitoring)	Regionwide	Management & Operations - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
MassDOT Bay State Greenway Priority 100 Program (e.g., Northern Strand/Bike to the Sea, Mass Central Rail Trail, Bruce Freeman Rail Trail)	Regionwide	Expansion - Bike/Ped	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	

Programmed Highway Discretionary and Major Infrastructure Funding
Unassigned Highway Discretionary and Major Infrastructure Funding
Total Highway Discretionary and Major Infrastructure Funding

\$238,657,041	\$447,448,855	\$672,027,960	\$439,168,857	\$1,797,302,713
\$136,942,959	\$122,141,145	\$143,582,040	\$579,271,143	\$0
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding

64%	79%	82%	43%	65%
36%	21%	18%	57%	35%

Modernization - Roadway Funding Programmed
Expansion - Roadway Funding Programmed
Expansion - Bike/Ped Funding Programmed
Clean Air and Mobility Funding Programmed
Maintenance/Modernization - Transit Funding Programmed
Management and Operations - Roadway Funding Programmed

\$68,189,830	\$121,414,076	\$469,161,246	\$270,139,889	\$0	\$928,905,041	52%
\$159,467,211	\$198,038,854	\$69,739,612	\$14,698,171	\$0	\$441,943,847	25%
\$0	\$21,873,640	\$25,357,543	\$29,396,342	\$0	\$76,627,525	4%
\$11,000,000	\$16,405,230	\$19,018,157	\$22,047,257	\$0	\$68,470,644	4%
\$0	\$43,747,279	\$50,715,086	\$58,792,685	\$0	\$153,255,050	9%
\$0	\$45,969,777	\$38,036,315	\$44,094,513	\$0	\$128,100,605	7%

TABLE 3b: 2011-2030 Federal Transportation Funding Summary - Strategy 3
"New Mix of Projects and Programs - Lower Cost/More Flexibility"
by Investment Category and MPO Discretionary and Major Infrastructure Funding

MPO Investment Categories (Plus) <i>by primary purpose of projects</i>	2008-11 Unassigned Highway Discretionary Funding	Percentage of Unassigned Highway Discretionary Funding	2011-30 Federal Funding in the Region	Percentage of 2011-30 Federal Funding in the Region	Percentage of Highway Funding in the Region	Percentage Change in Highway Funding from Strategy 1
Transit*			\$ 7,037,968,262	51.0%	3.9%	2.2%
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.0%	27.5%	0.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,783,436,225	12.9%	25.4%	6.6%
Expansion - Roadway			\$ 441,943,847	3.2%	6.3%	-39.6%
Expansion - Transit**			\$ -	0.0%	0.0%	-100.0%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 172,944,874	1.3%	2.5%	45.7%
Clean Air and Mobility			\$ 68,470,644	0.5%	1.0%	41.7%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 136,489,536	1.0%	1.9%	2218.6%
Expansion - Freight Specific			\$ -	0.0%	0.0%	N/A
Statewide Maintenance***			\$ 2,190,005,000	15.9%	31.2%	0.0%
Other****	\$ 2,191,800	2.3%	\$ 22,699,824	0.2%	0.3%	42.5%
Total	\$ 94,811,754	100.0%	\$ 13,790,333,212	100.0%	100.0%	

*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

**All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

***Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

****Includes funds that don't fit into an investment category, such as study/design.

FFYs 2011 Element with the FFYs 2012-15 Staff Recommendation

Municipality	Project #	Project Name	2011	2012	2013	2014	2015	Total Target Funds Programmed	Other Funds (Including Federally Legislated Funds)	Total in TIP	Project Cost Estimate
Boston Region	456661	Clean Air and Mobility Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000			\$11,000,000	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$6,316,197	\$16,596,710	\$10,696,710	\$12,326,710	\$22,253,710	\$68,190,037		\$68,190,037	\$68,189,830
Milford	606142	Route 16 Intersection Improvements	\$3,500,000					\$3,500,000		\$3,500,000	\$3,500,000
Somerville		Assembly Square Flex to Transit	\$12,500,000					\$12,500,000		\$12,500,000	\$12,500,000
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3	\$3,330,000					\$3,330,000		\$3,330,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$14,670,000	\$9,000,000	\$9,000,000	\$5,000,000		\$37,670,000		\$37,670,000	
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5		\$13,700,000	\$28,000,000	\$30,000,000	\$30,000,000	\$101,700,000		\$101,700,000	
Hudson	604812	Route 85	\$10,814,480					\$10,814,480		\$10,814,480	\$10,814,480
Marshfield	604915	Route 139	\$5,682,660					\$5,682,660		\$5,682,660	\$5,682,660
Ipswich	604945	North Green Improvements (Construction)	\$1,076,235					\$1,076,235		\$1,076,235	\$1,076,235
Arlington	604687	Massachusetts Ave		\$3,548,404				\$3,548,404	\$2,196,996	\$5,745,400	\$5,745,400
Belmont	604688	Trapelo Road		\$14,591,678							\$14,591,678
Cambridge	605188	Cambridge Common (Construction)		\$1,000,000				\$1,000,000	\$1,124,874	\$2,124,874	\$3,479,310
Somerville	604331	Community Path, phase 1		\$690,000				\$690,000	\$1,012,389	\$1,702,389	\$1,676,740
Weymouth	601630	Route 18			\$8,820,000	\$7,650,000		\$16,470,000	\$14,933,980	\$31,403,980	\$31,349,250
Somerville	601820	Beacon Street			\$1,319,690			\$1,319,690	\$2,580,310	\$3,900,000	\$3,900,000
Boston	604761	South Bay Harbor Trail (Construction)				\$3,850,000		\$3,850,000		\$3,850,000	\$3,850,000
Lynn	602094	Route 129 (Broadway)					\$4,600,000	\$4,600,000		\$4,600,000	\$4,556,670

Total Committed Regional Discretionary Funds:	\$59,889,572	\$61,126,792	\$59,836,400	\$60,826,710	\$59,853,710	
Total:						\$301,533,184
Total Available Regional Discretionary Funds:	\$59,897,183	\$61,134,400	\$59,825,453	\$60,820,240	\$60,560,026	\$302,237,302
Total Potential Major Infrastructure Funds:						\$69,929,000
Available Regional Discretionary Funds:						\$704,118
Available Regional Discretionary and Major Infrastructure Funds:						\$70,633,118

DRAFT FFYs 2012-15 TIP FFY 2012

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

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			Federal Funds	State/Local Funds	Total Funds	Previous Funds/Notes
Somerville	604331	Somerville Community Path, phase 1	\$552,000	\$138,000	\$690,000	from 2011
Boston Region		Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	
	<i>Arlington</i>	<i>Intersection of Route 3 and Route 60</i>				
	<i>Framingham</i>	<i>Cochituate Rail Trail</i>				
	<i>Hopkinton</i>	<i>Crosswalk Beacon at Church and Main Sts.</i>				
	<i>Scituate</i>	<i>Scituate Sidewalk Installation and Improvements</i>				
	<i>Westwood</i>	<i>Crosswalk Improvements on Washington St.</i>				
Congestion Mitigation and Air Quality Improvement Program Total			\$2,152,000	\$538,000	\$2,690,000	
			<i>Minimum CMAQ Regional Target</i>		\$0	

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

National Highway System

			Federal Funds	State Funds	Total Funds	Previous Funds/Notes
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Six of Six	\$0	\$0	\$0	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four of Six	\$7,200,000	\$1,800,000	\$9,000,000	\$12,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One of Six	\$10,960,000	\$2,740,000	\$13,700,000	\$12,000,000
National Highway System Total			\$18,160,000	\$4,540,000	\$22,700,000	

Surface Transportation Program

			Federal Funds	State Funds	Total Funds	Previous Funds/Notes
Arlington	604687	Massachusetts Ave	\$2,838,723	\$709,681	\$3,548,404	
Belmont	604688	Trapelo Road	\$11,673,342	\$2,918,336	\$14,591,678	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$9,840,000	\$2,460,000	\$12,300,000	\$10,500,000
Weymouth	601630	Route 18	\$0	\$0	\$0	\$4,700,000 - moved to 2013, 2014
Surface Transportation Program Total			\$9,840,000	\$2,460,000	\$30,440,082	

DRAFT FFYs 2012-15 TIP

FFY 2012

Highway Safety Improvement Program (HSIP) Project

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

Surface Transportation Program/Enhancement

Cambridge	605188	Cambridge Common (Construction)	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
			\$800,000	\$200,000	\$1,000,000	from 2014
Surface Transportation Program/Enhancement Total			\$800,000	\$200,000	\$1,000,000	

Total Regional Target Programming **\$61,126,792**

**Boston Region MPO Regional Target with State Match* *\$61,134,400*

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

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

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

Weymouth	601630	Route 18 Construction (HPP 1236)	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
			\$0	\$0	\$0	\$14,933,980 - to 2013

High-Priority Projects (SAFETEA-LU)

Arlington	604687	Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996	
Boston	606134	Warren St/Blue Hill Ave Construction (HPP 2129)	\$0	\$0	\$0	\$2,392,496 - to 2014
Boston	605789	Melnea Cass Blvd Construction (HPP 756)	\$0	\$0	\$0	\$2,423,248 - moved to 2014
Boston	605789	Melnea Cass Blvd Construction (HPP 4284)	\$0	\$0	\$0	\$5,007,375 - moved to 2014
Boston		Improvements to Gainsborough and St. Botolph Sts. Design (HPP 2012)	\$400,000	\$100,000	\$500,000	
Franklin	604988	Route 140 Improvements Construction (HPP 4279)	\$0	\$0	\$0	\$5,759,219 - moved to 2014
Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$899,899	\$224,975	\$1,124,874	from 2014
Malden	605173	Pleasant Ave Construction (HPP 589)	\$1,367,848	\$341,962	\$1,709,810	
Somerville	604331	Somerville Community Path Design and Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389	from 2011

Section 117

Malden	605173	Pleasant Ave Construction	\$1,657,656	\$0	\$1,657,656	
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Section 129

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

High-Priority Projects Total **\$7,042,911** **\$1,158,814** **\$8,201,725**

DRAFT FFYs 2012-15 TIP FFY 2013

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

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>	<i>Previous Funds/Notes</i>
Boston Region		Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	
	<i>Arlington</i>	<i>Intersection of Route 3 and Route 60</i>				
	<i>Framingham</i>	<i>Cochituate Rail Trail</i>				
	<i>Hopkinton</i>	<i>Crosswalk Beacon at Church and Main Sts.</i>				
	<i>Scituate</i>	<i>Scituate Sidewalk Installation and Improvements</i>				
	<i>Westwood</i>	<i>Crosswalk Improvements on Washington St.</i>				
		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	

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Five of Six	\$7,200,000	\$1,800,000	\$9,000,000	\$12,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two of Six	\$22,400,000	\$5,600,000	\$28,000,000	\$15,000,000
		National Highway System Total	\$29,600,000	\$7,400,000	\$37,000,000	

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville	601820	Beacon Street	\$1,055,752	\$263,938	\$1,319,690
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$5,120,000	\$1,280,000	\$6,400,000
Weymouth	601630	Route 18	\$7,056,000	\$1,764,000	\$8,820,000
		Surface Transportation Program Total	\$6,175,752	\$1,543,938	\$16,539,690

DRAFT FFYs 2012-15 TIP FFY 2013

Highway Safety Improvement Program (HSIP) Project

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

Total Regional Target Programming **\$59,836,400**

Boston Region MPO Regional Target with State Match* **\$59,825,453

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

	state target	\$61,134,400 less AC/programs	\$32,723,670
less AC/programs multiplied by 1.04 for 2012 and 2013		\$34,032,617 difference	\$1,308,947
state target less difference (new target)		\$59,825,453	

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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 Funds/Notes</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$2,064,248	\$516,062	\$2,580,310	
Weymouth	601630	Route 18 Construction (HPP 1236)	\$11,947,184	\$2,986,796	\$14,933,980	\$14,933,980 - from 2012

High-Priority Projects (SAFETEA-LU)

Boston		Improvements to Gainsborough and St. Botolph Sts. Construction (HPP 2012)	\$377,834	\$94,459	\$472,293
Boston		Improvements to Gainsborough and St. Botolph Sts. Construction (HPP 2012)	\$1,732,520	\$433,130	\$2,165,650
High-Priority Projects Total			\$16,121,786	\$4,030,447	\$20,152,233

DRAFT FFYs 2012-15 TIP FFY 2014

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

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

Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

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

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Six of Six	\$4,000,000	\$1,000,000	\$5,000,000	\$11,500,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Three of Six	\$24,000,000	\$6,000,000	\$30,000,000	\$14,900,000
National Highway System Total			\$28,000,000	\$7,000,000	\$35,000,000	

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$6,424,000	\$1,606,000	\$8,030,000	
Weymouth	601630	Route 18	\$6,120,000	\$1,530,000	\$7,650,000	moved from 2012 and 2013
Surface Transportation Program Total			\$12,544,000	\$3,136,000	\$15,680,000	

DRAFT FFYs 2012-15 TIP FFY 2014

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

Total Regional Target Programming \$60,826,710
**Boston Region MPO Regional Target with State Match \$60,820,240*

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

state target	\$61,134,400 less AC/programs	\$3,850,000
less AC/programs multiplied by 1.04 for 2012, 2013 and 2014	\$4,164,160 difference	\$314,160
state target less difference (new target)	\$60,820,240	

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

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (SAFETEA-LU)

Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$899,899	\$224,975	\$1,124,874
Boston	606134	Warren St/Blue Hill Ave Construction (HPP 2129)	\$1,913,997	\$478,499	\$2,392,496
Boston	605789	Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248
Boston	605789	Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375
Franklin	604988	Route 140 Improvements Construction (HPP 4279)	\$4,607,375	\$1,151,844	\$5,759,219
High-Priority Projects Total			\$13,365,770	\$3,341,442	\$16,707,212

DRAFT FFYs 2012-15 TIP

FFY 2015

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

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

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

Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Boston Region	Clean Air and Mobility Program	\$2,400,000	\$600,000	\$3,000,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total		\$2,400,000	\$600,000	\$3,000,000	
		<i>Minimum CMAQ Regional Target</i>		\$8,593,420	

National Highway System

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Six of Six	\$0	\$0	\$0	\$11,500,000
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year Three of Six	\$24,000,000	\$6,000,000	\$30,000,000	\$14,900,000
National Highway System Total		\$24,000,000	\$6,000,000	\$30,000,000	

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$14,365,600	\$3,591,400	\$17,957,000
Lynn	602094 Route 129 (Broadway)	\$3,680,000	\$920,000	\$4,600,000
Surface Transportation Program Total		\$18,045,600	\$4,511,400	\$22,557,000

DRAFT FFYs 2012-15 TIP FFY 2015

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

Total Regional Target Programming \$59,853,710
**Boston Region MPO Regional Target with State Match \$60,560,026*

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

state target	\$61,134,400 less AC/programs	\$4,600,000
less AC/programs multiplied by 1.04 for 2012, 2013 and 2014	\$5,174,374 difference	\$574,374
state target less difference (new target)	\$60,560,026	

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

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (SAFETEA-LU)

High-Priority Projects Total \$0