

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

**June 5, 2008 Meeting**

10:00 AM – 1:00 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

David Mohler, Chair, representing Bernard Cohen, Executive Office of Transportation & Public Works (EOTPW)

**Decisions**

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

- re-elect Barbara Lucas as vice chair of the Transportation Planning and Programming Committee
- approve the meeting minutes of May 8 and May 15 with recommended changes

**Meeting Agenda**

**1. Public Comments**

Vice Chair Barbara Lucas, Metropolitan Area Planning Council (MAPC), opened the meeting and invited public comments.

*Concord – Route 62 Project*

Jim Shuris, Town of Concord, provided an update on the Concord – Route 62 project and expressed support for keeping the project programmed in the FFY 2008 element of the FFY 2007 – 2010 Transportation Improvement Program (TIP). (At the meeting of May 22, members discussed deferring the project.) The town has secured all temporary rights-of-entry and these are being forwarded to MassHighway. The project goes before the town's Conservation Commission on June 18 for permitting. The 100% design plans will be completed by June 20. In response to questions from Mary Pratt, Town of Hopkinton, he explained that the town has been working with the Conservation Commission regarding this project for the past 18 months, and that no Board of Health review is required. He added that work to run electric cables underground will be completed this month. The town is contributing \$100,000 for lighting improvements on Route 62.

*Distribution of TIP Documents*

Jeff Rosenblum, City of Cambridge, requested that the MPO provide draft working TIP documents to the public in advance of meetings at which the topic will be discussed. Pam Wolfe, MPO staff, noted that the MPO's current policy is to distribute working documents to members before distributing them to interested members of the public. She asked members if they would like to revisit this policy. Hayes Morrison, MPO staff, explained the current practice, which is to send TIP materials to TIP contacts a week in advance of a scheduled vote and to call each municipality with a project that might be affected by an upcoming MPO action. J. Shuris stated that H. Morrison keeps municipalities well informed of upcoming MPO votes and meetings.

During a discussion of this issue, members voiced a variety of opinions and suggestions:

- Working documents could be emailed to TIP contacts at the same time members receive the documents. (B. Lucas)
- It is better to have staff call TIP contacts to alert them of upcoming MPO actions, as this allows the TIP contacts to address concerns with staff. (Paul Regan, MBTA Advisory Board)
- If the MPO decides to review its policy for releasing documents to TIP contacts, the MPO should also reconsider its policy for distributing information to the Regional Transportation Advisory Council. (Thomas Kadzis, City of Boston)
- Municipalities could be given the opportunity to request materials through a subscription service. (David Koses, City of Newton, Richard Reed, Town of Bedford, and Michael Chong, Federal Highway Administration)
- Materials could be posted on the MPO's website for downloading. (Carey Duques, City of Salem, and Mary Pratt, Town of Hopkinton)
- Staff could distribute a summary of materials. (Shirin Karanfiloglu, Massachusetts Turnpike Authority.)

Thomas Bent, City of Somerville, also expressed support for releasing working documents to the public. P. Regan added that, if this is done, there should be a caveat that documents are subject to change. Joe Cosgrove, MBTA, expressed concern that sending out too much information could generate confusion. Members did not resolve this issue but agreed by consensus that the Chair and Vice Chair would discuss the matter further with staff and come back to the Committee with a recommendation.

#### *Bellingham – Pulaski Boulevard Project*

State Representative Jennifer Callahan spoke in support of the Bellingham – Pulaski Boulevard project and advocated for moving it from the FFY 2011 element of the TIP to an earlier element. She praised the Town of Bellingham for being forward thinking and appropriating town monies for projects before seeking state and federal funding. The town has already appropriated \$3.5 million for this project and would be willing to contribute more. She also stated that Pulaski Boulevard is a top crash location.

The Pulaski Boulevard project is the town's priority and is at the 100% design stage, though right-of-way must still be acquired. She noted that the project would be done on time and would have the added benefit of connecting with a project underway in Franklin.

Donald DiMartino, Town of Bellingham, stated that 147 rights-of-entry are required and that MassHighway is recommending five years on temporary easements. In October the town meeting will be voting on temporary easements.

M. Pratt noted that she mentioned at a SouthWest Advisory Planning Committee (SWAP) meeting that the Pulaski Boulevard project is the Town of Bellingham's top priority.

## **2. Chair's Report** – *David Mohler, EOTPW*

EOTPW presented the proposed \$3 billion Accelerated Bridge Program to the Joint Committee on Bonding, Capital Expenditures, and State Assets. The bill must go through Ways & Means. Grant Anticipation Notes (GANS) would be among the funding mechanisms used to pay for this program. In response to a question from P. Regan, D. Mohler stated that by recommending the use of GANS, the Commonwealth is establishing the bridge program as a priority. There is a federally established limit as to how much GANS the state can issue.

A Massachusetts Association of Regional Planning Agencies (MARPA) meeting is scheduled for June 13 at MAPC's offices. The regional targets will be discussed.

## **3. Subcommittee Chairs' Reports** – *Barbara Lucas, MAPC, and Mary Ellen Sullivan, MPO Staff*

B. Lucas reported that the Suburban Mobility and Transportation Demand Management (TDM) Subcommittee is meeting this afternoon to discuss three Suburban Mobility proposals and three TDM proposals.

M.E. Sullivan reported that the Unified Planning Work Program (UPWP) met this morning and discussed proposed FFY 2009 projects. MAPC presented its recommendation from the subregions. The subcommittee will meet on June 12 at 1:30 PM and on June 19 at 9 AM. The subcommittee will vote on the draft UPWP on the 19<sup>th</sup>.

## **4. Regional Transportation Advisory Council** – *Steve Olanoff, Regional Transportation Advisory Council*

The Advisory Council will meet on June 11 at 3 PM. Agenda items will include the TIP and UPWP.

## **5. Action Items**

### **Election of Vice Chair** – *David Mohler, EOTPW*

A motion to re-elect Barbara Lucas as vice chair of the Transportation Planning and Programming Committee was made by M. Pratt, and seconded by T. Bent. The motion passed. B. Lucas abstained.

### **Meeting Minutes** – *Pam Wolfe, MPO Staff*

A motion to approve the meeting minutes of May 8 – with a change to page 3 recommended by B. Lucas, a correction to page 5 recommended by M. Pratt, and a correction to the attendance list recommended by R. Reed – was made by T. Kadzis, and seconded by P. Regan. The motion passed. R. Reed abstained.

B. Lucas raised an issue about an item discussed at the meeting of May 8. She stated that other MPOs in the state should be asked to contribute to the statewide Household Survey. D. Mohler noted that the survey will largely benefit this region and that the data collected will be used for the MPO's regional model.

A motion to approve the meeting minutes of May 15 – with changes to pages 4 and 8 recommended by B. Lucas, and Lourenço Dantas, Massport, respectively, and an addition to page 6 recommended by M. Pratt – was made by T. Kadzis, and seconded by M. Pratt. The motion passed unanimously.

**6. JOURNEY TO 2030** – *Anne McGahan, MPO Staff*

Staff distributed a proposed schedule of tasks for developing the amendment to the regional transportation plan, JOURNEY TO 2030. (See attached.)

In creating the schedule, staff assumed that the U.S. Environmental Protection Agency (EPA) would issue a decision on the substitute State Implementation Plan (SIP) commitment projects by mid-June and that the MPO would have 60 days to amend the plan. Staff also assumed that the Committee would meet every week in June and that they would finalize the amendment by the end of the fiscal year in September.

Staff is currently reviewing the plan for text changes. Per the proposed schedule, in June the Committee would discuss finance and projects. (Costs for highway projects in the plan have increased \$56 million since the plan was first approved.) Also in June, staff would run the 2030 No Build model with new land use assumptions. Members would vote on the final transportation network on June 26. The 2030 Build model would be run in July and the air quality and environmental justice analyses would be conducted. Each model run will take two weeks.

The draft amendment would be released for public review in late July to early September. Public comments would be distributed to members as received. The MPO would respond to comments in mid-September. The MPO would vote on the amendment on September 18. This timeframe would ensure that the FFYs 2009 - 2012 TIP would be a part of the conforming plan.

B. Lucas raised the possibility that the state will not have an approved State Transportation Improvement Program (STIP) by the start of FFY 2009. M. Chong noted that the FFY 2007 – 2010 TIP will still be valid if the FFY 2009 – 2012 STIP is not approved. D. Mohler added that the approval of all the TIPs in the state is contingent upon the adoption of this MPO's plan.

Staff also distributed guidance from FHWA and the Federal Transit Administration on developing the Plan. (See attached for details.) Members discussed the guidance and raised several questions and issues:

*Per the guidance, transit financial plan tables must be annualized. How will the MPO handle projects that are in the later years of the plan? (M. Pratt)*

Every project in the plan has a cost estimate. These estimates will be annualized with costs inflated by 4% each year to the point of advertising. (D. Mohler)

*What is meant by the term “clear delineation of expenditure by project” regarding transit financial plan tables? (P. Regan)*

Specific projects must be listed, rather than listing project categories (such as New Starts), and annualized expenditures for each project must be shown. (D. Mohler)

*Unlike many highway projects, most transit projects are phased over a period of years. Does this affect that funding scheme? (P. Regan)*

For regionally significant projects there must be a table showing spending from FFYs 2009 through 2030. (D. Mohler)

*How will the MPO handle projects that are largely in another region, but that have elements in this MPO (such as South Coast Rail)? (J. Cosgrove)*

Additional clarification from the Federal Transit Administration (FTA) would be needed. (D. Mohler)

*Financials for the Silver Line III application will be updated in September, but this does not coincide well with the timing of the plan amendment. (J. Cosgrove)*

The best available financial information will be used in developing the plan. M. Chong advised the MPO to use the most current figures available for the amendment and subsequently revise with more accurate figures, if needed. (D. Mohler)

*Why are transit projects being annualized? (T. Kadzis)*

This is due to more rigorous requirements from FTA for New Starts projects. (M. Chong)

B. Lucas noted some implications for the plan under this guidance. She stated that the MPO will need to take time to consider which New Starts projects to move forward, and to consider whether to include projects that are listed in the plan but are not in this region. She commented that since there is no requirement to annualize FHWA-funded projects, it might appear that highway projects are under-funded compared to transit projects. D. Mohler noted that the MPO could chose to annualize the highway element as well as the transit element. The state's financial analyses supporting the Bridge Bond Bill will provide the inputs for our considerations. B. Lucas requested that EOTPW provide the MPO with that information.

## **7. Transportation Improvement Program – Hayes Morrison, MPO Staff**

Staff distributed two sets of matrices showing options for consideration as the Committee begins work on the draft FFYs 2009 – 2012 TIP. (See attached TIP tables labeled Option 1 and Option 2.) The tables show only projects that would be funded out of the MPO's targets; they do not include transit projects. Option 1 is consistent with the programming in the FFYs 2007 - 2010 and FFYs 2008 - 2011 TIPs, however it shows the removal of two projects due to cost increases. Option 2 takes into account readiness, municipal and MassHighway priorities, and project ratings from the MPO's project evaluation criteria. Both include the new Highway Safety Improvement Program (HSIP).

J. Gallagher noted that Option 1 does not include some projects that the MPO committed to program (such as the Franklin – King Street Ramps project). (At the May 22 meeting members reacted favorably to a proposal from the Town of Franklin to program the project in FFY 2008 if another project drops out due to problems with readiness.)

H. Morrison noted that there have been major cost increases to the following projects:

- Concord and Lincoln – Route 2 (Crosby’s Corner)
- Weymouth – Route 18
- Bedford, Billerica, and Burlington – Middlesex Turnpike, Phase 3
- Acton and Maynard – Assabet River Rail Trail (this project has not been approved by MassHighway’s Project Review Committee)
- Acton, Carlisle, and Westford – Bruce Freeman Memorial Bicycle Path

R. Reed noted that the Bedford, Billerica, and Burlington – Middlesex Turnpike project will be ready in FFY 2009. (This project was deferred from the FFY 2008 element of the FFYs 2007 – 2010 TIP in the draft amendment to that element.) In Option 1 it is programmed in FFY 2010 element. He asked why a project not previously programmed in FFY 2009 has been added to the element rather than priority being given to projects already programmed. H. Morrison explained that the only way to move the \$19.1 million Middlesex Turnpike project into FFY 2009 would be to move out another high-cost project such as the Concord and Lincoln – Route 2 (Crosby’s Corner) project. Under Option 1, additional money was applied to the Crosby’s Corner project under the new Highway Safety Improvement Program (HSIP) funding category.

J. Rosenblum inquired about why it looked as though the funding for the Belmont, Cambridge, and Somerville – Bicycle Facility project was reduced. H. Morrison stated that an earmark would be applied to this project. B. Lucas requested a breakdown of each project’s funding by program category.

J. Rosenblum requested that the MPO program design money for the Cambridge Common project in the FFY 2009 element of the TIP. He noted that this Enhancement project has \$180,000 in design funds and the City of Cambridge is contributing \$140,000. The project is not yet at the 25% design stage (at which point the MPO may consider programming on the TIP). He expressed concern that the project would not be able to get construction funding if it does not get funding to reach 25% design. He stated that it was his understanding that if a project goes through the Enhancement process it would be programmed in a reasonable period of time.

D. Mohler explained that, when applying federal money to a project, the entire design and construction of the project must be programmed within the four-year period of the TIP. B. Lucas asked M. Chong about the process for programming design funds in a later TIP year, such as FFY 2010, and not constructing until a year beyond the current TIP. M. Chong replied that all parts of the project should be budgeted before programming however, FHWA would consider it.

M. Pratt stated that in Option 2, the Franklin – King Street Ramps project should be given priority (based on the discussions of May 22).

D. DiMartino, Town of Bellingham, stated that the town’s top priority is the Pulaski Boulevard project.

H. Morrison provided an overview of Option 2. In this scenario the following projects were removed:

- Concord and Lincoln – Route 2 (Crosby's Corner)
- Weymouth – Route 18
- Bedford, Billerica, and Burlington – Middlesex Turnpike
- Milford – Upper Charles Trail (removed due to lease issues)

The following projects were added:

- Danvers and Peabody – Route 128 at Route 62 and Route 35 (a significant safety project, and a priority of MassHighway)
- Franklin – King Street Ramps (a priority of the Town of Franklin, MassHighway, and the SouthWest Advisory Planning Committee)
- Winchester – Intersection Improvements at Four Locations (a priority of the Town of Winchester, MassHighway, and the North Suburban Planning Council)
- Boston Region – Vehicle Retrofit Alternative Fuel Program (a staff proposed program under the Congestion Mitigation and Air Quality Improvement Program)
- Saugus – Interchange at Walnut Street and Route 1 (a safety project and a priority of the Town of Saugus and MassHighway)
- Hudson – Route 85 (Washington Street)
- Bellingham – Pulaski Boulevard (a priority of the Town of Bellingham and the SouthWest Advisory Planning Committee)
- Arlington – Massachusetts Avenue, Phase 1
- Braintree – Union Street (a safety project)
- Natick and Wellesley – Route 9 and Oak Street
- Reading – West Street
- Danvers – Liberty Street

Regarding the proposed Vehicle Retrofit Alternative Fuel Program, H. Morrison noted that staff received calls from the Cities of Beverly and Chelsea and Tufts University inquiring about funding programs for municipal vehicle retrofits. B. Lucas suggested that new programs should be discussed prior to being added to the TIP.

J. Gallagher noted several other projects that should be considered for inclusion in the TIP based on a ranking he conducted on land use and economic development criteria, community priorities, and project readiness:

- Framingham – Route 126
- Belmont – Trapelo Road
- Quincy Center Concourse, Phase 2
- Beverly – Route 1A/Rantoul Street

H. Morrison stated that staff considered all of these projects in developing the two options. It was noted that the Quincy project has already been funded. G. Esty stated that sewer work needs to be done under Framingham's Route 126, so this is not an optimal

time to program this project. H. Morrison agreed that the Belmont and Beverly projects are good projects, however there was not room to program them.

J. Shuris spoke in support of the Concord and Lincoln – Route 2 (Crosby’s Corner) project. He noted that the project cost estimate is now nearly \$70 million and with inflation it would be even more costly to construct in the future (in four years it will cost close to \$100 million). The project is nearing the 100% design stage. He emphasized that the project is not only for the benefit of Concord and Lincoln but that it is a corridor project for Route 2 East and West, and that it will tie in with the Concord rotary project. Improvements to the corridor will have an impact for commuters and economic development in the region. He pointed out that there are “accidents waiting to happen” due to new development along the corridor and that homeowners in the area have been unable to sell their homes. He voiced support for Option 1.

B. Lucas agreed that the project is a corridor project and she expressed sympathy for the landowners in the project area. She asked about the availability of funding for right-of-way acquisition, which is estimated to cost \$30 million above the \$70 million project cost estimate. D. Mohler stated that he expects that MassHighway will include the right-of-way costs in its request for FFY 2009 and 2010 capital spending.

Members decided to use Option 1 as the document that they will work from when developing this TIP. Staff was advised to distribute Option 1 along with a list of ready projects to all TIP contacts.

#### **8. Members’ Items**

There were none.

#### **9. Adjourn**

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, June 5, 2008, 10:00 AM**

**Member Agencies**

EOTPW  
City of Boston  
City of Newton  
City of Salem  
City of Somerville  
Federal Highway  
Administration  
MAPC  
  
MassHighway  
MassPike  
MBTA  
MBTA Advisory Board  
Advisory Council  
Town of Bedford  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

David Mohler  
Thomas Kadzis  
David Koses  
Carey Duques  
Thomas Bent  
Michael Chong  
  
Barbara Lucas  
Jim Gallagher  
Steve Woelfel  
Shirin Karanfiloglu  
Joe Cosgrove  
Paul Regan  
Steve Olanoff  
Richard Reed  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

Maureen Kelly  
Ryan Lundergan  
Anne McGahan  
Hayes Morrison  
Karl Quackenbush  
Arnie Soolman  
Mary Ellen Sullivan  
Pam Wolfe

**Other Attendees**

Jennifer Callahan  
John DePriest  
Donald DiMartino  
Sue McQuaid  
Jeff Rosenblum  
Jim Shuris  
Laura Wiener  
John Woodsmall  
  
State Representative  
City of Chelsea  
Town of Bellingham  
Neponset Valley Chamber of Commerce  
City of Cambridge  
Town of Concord  
Town of Arlington  
Town of Southborough

**Proposed Schedule for JOURNEY to 2030 Amendment  
6/2/2008**

Task	Date
Review Plan for all changes to text	May 27 to June 27, 2008
TPPC Meeting to discuss finances and projects	Thursday June 5, 2008
TPPC Meeting to discuss finances and projects	Thursday June 12, 2008
TPPC Meeting to discuss finances and projects	Thursday June 19, 2008
2030 No-Build run complete	Thursday June 19, 2008
TPPC Meeting to vote on final network, network sent to modeling	Thursday June 26, 2008
2030 Build Model Run complete	Thursday July 17, 2008
2010 and 2020 Model Runs for AQ Analysis	July 17 to August 7, 2008
EJ Analysis complete	Thursday July 31, 2008
TPPC Meeting to vote amendment for public review Draft Document out without final AQ numbers - with note to follow	Thursday July 31, 2008
Public Comment Period begins	Monday, August 4, 2008
Air Quality Analysis complete	Wednesday August 13, 2008
Public Comment Period ends	Tuesday, September 2, 2008
TPPC receives comments	Thursday September 4, 2008
TPPC receives response to comments in mailing	Thursday September 11, 2008
Final MPO vote Assuming a SIP approval by EPA by mid-June with effectiveness date 30 days later, the Plan will be completed within the 60-day timeframe required by FHWA letter dated 9-27-07.	Thursday September 18, 2008
Discussion of major revisions of text with TPPC	
Chapter 3 - Amendments to Plan Process	Thursday July 3, 2008
Chapter 11 - Land Use and Economic Development	Thursday July 3, 2008
Chapter 12 - Finances	Thursday July 17, 2008
Chapter 13 - Recommended Plan	Thursday July 17, 2008
Chapter 14 - Environmental Justice	Thursday July 31, 2008
Chapter 15 - Air Quality	Thursday July 31, 2008

**MA FHWA-FTA Region I Fiscal Constraint Guidance  
Boston Region MPO Transportation Plan  
FY 2008-FY 2030**

**Highway and Bridge Revenues**

- A trend analysis of SAFETEA-LU apportionments or obligation limitation, and NFA funding should be undertaken from FY 2008 to FY 2030 for revenues expected to be available to the Boston Region MPO.
- The financial plan should account for the new financing strategy to provide funding on the structurally deficient bridges in the Boston Region over the next eight years, consistent with the accelerated bridge repair bond bill expected to be filed by the governor.

**Transit Revenues**

- Similar to Highway and Bridge Revenues, use a trend analysis of SAFETEA-LU Urbanized Area Formula Area and Fixed Guideway Modernization Formula funds to the Boston region.
- For the Bus and Bus Facilities Discretionary program, the MPO should exercise caution on the programming of these funds since it is a very competitive program. Typical annual earmarks from this program are relatively small (link to FTA Apportionment Notice to view typical earmarks [http://www.fta.dot.gov/laws/leg\\_reg\\_federal\\_register.html](http://www.fta.dot.gov/laws/leg_reg_federal_register.html) )
- For New Starts/Capital Investment Program, the MPO should again exercise caution on the programming of these funds. As previously discussed with EOTPW staff, it is not unreasonable to assume that the Boston MPO could implement two New Starts projects simultaneously. However, the annual receipt of New Starts funds should be reasonable (link to FTA Apportionment Notice to view typical earmarks [http://www.fta.dot.gov/laws/leg\\_reg\\_federal\\_register.html](http://www.fta.dot.gov/laws/leg_reg_federal_register.html))
- Also, for any proposed Federal-aid TCM, the MPO should describe a contingency plan if New Starts funds do not become available (i.e., commitment of state bond funds).

**Transit Financial Plan Tables – Characteristics**

- Annualize – no banding of years
- Costs in year of expenditure dollars
- Clear delineation of expenditure by project (regionally significant and all TCMs) and funding sources

### Other Considerations

- Regionally significant projects and all major projects must be included in the transportation plan, prior to MassHighway/EOTPW/MBTA seeking action from FHWA/FTA, including any environmental actions. These projects must be included in the transportation plan, prior to programming in the TIP/STIP.
- As stated in our previous correspondence to EOTPW, please ensure that the Longfellow Bridge is programmed in the amended transportation plan.
- The cost estimates for all projects (highway, bridge and transit) in the transportation plan must use an inflation rate to reflect "year of expenditure dollars". In response to questions about the rate of inflation that should be assumed, a four (4) percent annual inflation rate for construction costs for 2008 and beyond - for both highway and transit improvements is often recommended.
- It is important to note that the 4% inflation rate applies to "planning-level" cost estimation only. It is not to be used in place of the more researched forecasts required during project development for risk assessments and cost estimation of New Starts. This information does not change the FTA requirement for the more rigorous cost estimation by project sponsors during Alternatives Analyses, Preliminary Engineering, and Final Design, with associated documentation.
- We recognize that circumstances may warrant the use of a lower or higher rate. That is acceptable provided that documentation is included in the financial plans that accompany metropolitan plans, TIPs, and STIPs. The documentation should be a concise, clear explanation of the basis for the assumption that substantiates the "reasonableness" of the forecast, citing past trends, as appropriate. We recognize that cost escalation and inflation rates are not an "exact science." In fact, several proprietary sources are available for use in forecasting capital costs in relation to the Consumer Price Index.

Regulatory Basis for Fiscal Constraint Guidance

**40 CFR Part 51 REQUIREMENTS FOR PREPARATION,  
ADOPTION, AND SUBMITTAL OF IMPLEMENTATION PLANS**

**§ 93.113 Criteria and procedures: Timely implementation of TCMs.**

- (a) The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.
- (b) For transportation plans, this criterion is satisfied if the following two conditions are met:
- (1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
  - (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.
- (c) For TIPs, this criterion is satisfied if the following conditions are met:
- (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.
  - (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.
  - (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.
- (d) For FHWA/FTA projects which are not from a conforming transportation plan and TIP, this criterion is satisfied if the project does not interfere with the implementation of any TCM in the applicable implementation plan.

## **23 CFR Part 450 Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule**

### **§ 450.322 Development and content of the metropolitan transportation plan.**

**(f)(10)(vi)** For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

### **§ 450.324 Development and content of the transportation improvement program (TIP).**

**(e)** The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

**(5)** In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;

**(6)** In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93);

**(i)** ... In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulation (40 CFR part 93) and shall provide for their timely implementation.

**(l)** As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

**(3)** In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

**DRAFT FFY 2009 Option One - Current Programming**

**Regional Highway Program**

*Indicates a change in project cost*

*Indicates removed from TIP*

*Indicates a project moved in from another TIP element*

*Indicates a new addition to the TIP (pending action)*

*Indicates a project moved out to another TIP element*

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$3,262,502	\$815,625	\$4,078,127	moved in from 2008
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$5,600,000	\$1,400,000	\$7,000,000	from \$32M to \$69.9M
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,264,000	ROW lease issues
Somerville	604331	Somerville Community Path, Phase 1	\$2,022,624	\$505,656	\$2,528,280	moved out to 2010
Wakefield	603311	Salem Street--Three Intersections	\$1,580,800	\$395,200	\$1,976,000	moved to 2008
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000	moved to 2010
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000	
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000	
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000	
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000	
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$14,747,424</b>	<b>\$3,686,856</b>	<b>\$13,033,127</b>	
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>	

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three of Six	\$8,180,278	\$2,045,070	\$10,225,348	\$11,724,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One Six	\$2,400,000	\$600,000	\$3,000,000	\$8,069,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$2,321,694	\$580,424	\$2,902,118	project not ready until 2010
<b>National Highway System Total</b>			<b>\$10,580,278</b>	<b>\$2,645,070</b>	<b>\$13,225,348</b>	

**DRAFT FFY 2009 Option One - Current Programming**

<b>Surface Transportation Program</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$16,446,404	\$4,111,601	\$20,558,005	from \$32M to \$69.9M
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	\$5,720,000
Salem	601017	Route 1A (Bridge Street)	\$5,491,200	\$1,372,800	\$6,864,000	
<b>Surface Transportation Program Total</b>			<b>\$27,126,404</b>	<b>\$6,781,601</b>	<b>\$33,908,005</b>	
<b>Highway Safety Improvement Program (HSIP) Project</b>			<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	<b>New Program</b>
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	
<b>Total Regional Target Programming</b>					<b>\$64,463,190</b>	
<i>Boston Region MPO Regional Target with State Match</i>					<i>\$64,463,190</i>	<i>\$0</i>

DRAFT FFY 2010 Option One - Current Programming

**Regional Highway Program**

- Indicates a change in project cost
- Indicates removed from TIP
- Indicates a project moved in from another TIP element
- Indicates a new addition to the TIP (pending action)
- Indicates a project moved out to another TIP element

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, Phase 2-A	\$6,406,400	\$1,601,600	\$8,008,000	\$7,700,000	from 2011
Acton & Maynard	604531	Assabet River Rail Trail	\$9,401,600	\$2,350,400	\$11,752,000	\$11,300,000	project does not PRC approval
Boston	604761	South Bay Harbor Trail (construction)	\$3,203,200	\$800,800	\$4,004,000	\$3,850,000	moved to 2011
Boston	601274	Tremont Street , Phase 1	\$1,211,392	\$302,848	\$1,514,240	\$1,456,000	from 2009
Somerville	604331	Somerville Community Path, Phase 1	\$2,103,529	\$525,882	\$2,629,411	\$2,528,280	from 2009
Watertown	602053	Intersection Improvements at Three Locations	\$728,000	\$182,000	\$910,000	\$875,000	
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,456,000	\$364,000	\$1,820,000	\$1,750,000	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000		
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000		
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000		
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>					<b>\$16,431,651</b>		
					<i>CMAQ Regional Target</i>	\$12,890,131	

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funding Amount</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$3,704,294	\$926,074	\$4,630,368	\$5,016,130
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$6,307,318	\$1,576,829	\$7,884,147	\$7,004,246
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two	\$4,039,024	\$1,009,756	\$5,048,780	\$8,652,800
<b>National Highway System Total</b>			<b>\$14,050,636</b>	<b>\$3,512,659</b>	<b>\$17,563,295</b>	

**DRAFT FFY 2010 Option One - Current Programming**

**Surface Transportation Program**

			<i>Total Funds w/ Inflation</i>				
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Value</i>	<i>Current Project Cost</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$8,428,572	\$2,107,143	\$10,957,144	\$10,535,715	from 2008
Bedford, Billerica & Burlington	29492	Middlesex Turnpike (Mitre Extension), Phase Three	\$15,205,600	\$3,801,400	\$19,767,280	\$19,007,000	
Boston	601274	Tremont Street , Phase 1	\$619,008	\$154,752	\$804,710	\$773,760	from 2009
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 2	\$8,553,183	\$2,138,296	\$10,691,479	\$69,848,530	from \$32M to \$69.9M
Everett	602382	Route 99 (Broadway)	\$1,729,376	\$432,344	\$2,248,189	\$2,161,720	
Weymouth	601630	Route 18	\$6,160,000	\$1,540,000	\$7,700,000	\$23,700,000	moved to 2011/2012
<b>Surface Transportation Program Total</b>					<b>\$24,701,522</b>		

**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	<b>New Program</b>
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	

**Total Regional Target Programming** **\$62,993,178**  
**Boston Region MPO Regional Target with State Match** **\$62,993,178**      \$0

\*Projects Programmed in FFY 2010 have a 4% inflation rate applied

**DRAFT FFY 2011 Option One - Current Programming**

**Regional Highway Program**

Indicates a change in project cost
Indicates removed from TIP
Indicates a project moved in from another TIP element
Indicates a new addition to the TIP (pending action)
Indicates a project moved out to another TIP element

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Total Funds w/ Inflation Value</i>			<i>Current Project Cost</i>	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, Phase 2-A	\$6,662,656	\$1,665,664	\$8,328,320	7,700,000	moved to 2010
Boston	604761	South Bay Harbor Trail (construction)	\$3,331,328	\$832,832	\$4,164,160	\$3,850,000	from 2010
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$2,400,000	\$600,000	\$3,000,000	\$69,848,530	
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	\$4,391,802	\$1,097,951	\$5,489,753	\$5,075,585	moved to 2012
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000		
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000		
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000		
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$11,363,130</b>	<b>\$2,840,783</b>	<b>\$8,714,160</b>		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$7,200,000	\$1,800,000	\$9,000,000	project funded over six years
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$6,516,756	\$1,629,189	\$8,145,945	\$12,926,754
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$8,518,948	\$2,129,737	\$10,648,685	\$13,267,200
<b>National Highway System Total</b>			<b>\$15,035,704</b>	<b>\$3,758,926</b>	<b>\$27,794,630</b>	

**DRAFT FFY 2011 Option One - Current Programming**

**Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>		
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$3,991,106	\$997,776	\$4,988,882	\$69,848,530	
Somerville	601820	Beacon Street	\$1,258,982	\$314,746	\$1,573,728	\$1,455,000	\$1,139,272
Weymouth	601630	Route 18	\$9,733,832	\$2,433,458	\$12,167,290	from 2010	
<b>Surface Transportation Program Total</b>					<b>\$18,729,900</b>		

**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	New Program
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>	
					<i>HSIP Regional Target</i>	\$4,296,710

**Total Regional Target Programming** **\$59,535,400**  
*Boston Region MPO Regional Target with State Match* **\$59,535,400** \$0

\*Projects Programmed in FFY 2011 have a 4% inflation rate applied for 2010 and 2011

**DRAFT FFY 2012 Option One - Current Programming**

**Regional Highway Program**

Indicates a change in project cost

Indicates removed from TIP

Indicates a project moved in from another TIP element

Indicates a new addition to the TIP (pending action)

Indicates a project moved out to another TIP element

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	\$4,567,474	\$1,141,869	\$5,709,343	\$5,075,585	from 2011
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000		
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000		
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000		
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$1,240,000</b>	<b>\$310,000</b>	<b>\$7,259,343</b>		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$3,782,207	\$945,552	\$4,727,759
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$9,575,926	\$2,393,982	\$11,969,908
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$9,842,028	\$2,460,507	\$12,302,535
<b>National Highway System Total</b>			<b>\$23,200,162</b>	<b>\$5,800,040</b>	<b>\$29,000,202</b>

**Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$5,138,659	\$1,284,665	\$6,423,324
Weymouth	601630	Route 18	\$10,044,657	\$2,511,164	\$12,555,821
<b>Surface Transportation Program Total</b>			<b>\$15,183,316</b>	<b>\$3,795,829</b>	<b>\$18,979,145</b>

**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	<b>New Program</b>
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	

<b>Total Regional Target Programming</b>	<b>\$59,535,400</b>	
<i>Boston Region MPO Regional Target with State Match</i>	<i>\$59,535,400</i>	\$0

\*Projects Programmed in FFY 2012 have a 4% inflation rate applied for 2010, 2011 and 2012

## Worksheet

**Multi-Year Projects**

		request	programmed	
Dedham, Needham & Westwood - 603206	2007			
Route 128 Improvement Program Contract 4, Year Two	2008			
	2009	\$3,000,000	\$3,000,000	
	2010	\$8,069,000	\$7,884,147	
	2011	\$7,004,000	\$8,145,945	
	2012	\$12,927,000	\$11,969,908	
		\$31,000,000	\$31,000,000	\$0
Needham & Wellesley - 603711	2009			
Route 128 Improvement Program Contract 5, Year One	2010			
	2011	\$6,080,000	\$5,048,780	
	2012	\$8,653,000	\$10,648,685	
		\$13,267,000	\$12,302,535	
		\$28,000,000	\$28,000,000	\$0
Canton, Randolph, Westwood - 87800	2007			
Route 128 Improvement Program Contract 4, Year One	2008			
	2009	\$17,628,000	\$17,628,000	
	2010	\$4,632,000	\$4,632,000	
	2011	\$11,724,000	\$10,225,348	
	2012	\$5,016,000	\$4,630,368	
		\$9,000,000	\$9,000,000	
		\$5,000,000	\$4,727,759	
		\$53,000,000	\$50,843,475	(\$2,156,525)
Crosby's Corner	2009		\$31,854,715	
	2010		\$14,988,189	
	2011		\$12,285,592	
	2012		\$10,720,034	
		\$69,848,530	\$69,848,530	\$0
Route 18	2011		\$12,167,290	
	2012		\$12,555,821	
		\$25,633,920	\$24,723,111	(\$910,809)

**Projects Removed**

Acton & Maynard	604531	Assabet River Rail Trail	2010
Bedford, Billerica & Burlington	29492	Middlesex Turnpike (Mitre Extension), Phase Three	2010

## FFY 2009 Option Two - Evaluation/Priority Driven

### Regional Highway Program

<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP</i>
<i>Indicates a project moved in from another TIP element</i>
<i>Indicates a new addition to the TIP (pending action)</i>
<i>Indicates a project moved out to another TIP element</i>

### FEDERAL-AID TARGET PROJECTS

#### Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$3,262,502	\$815,625	\$4,078,127	from 2008
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,264,000	ROW lease issues
Somerville	604331	Somerville Community Path, Phase 1	\$2,022,624	\$505,656	\$2,528,280	moved out to 2010
Wakefield	603311	Salem Street--Three Intersections	\$1,580,800	\$395,200	\$1,976,000	moved to 2008
Danvers and Peabody	87612	Route 128 at Route 62 and Route 35	\$8,800,000	\$2,200,000	\$11,000,000	in 2008 element of 2007 TIP
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000	previously unfunded project
Winchester	601019	Intersection Improvements at Four Locations	\$2,000,000	\$500,000	\$2,500,000	previously unfunded project
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000	
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000	
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000	
Boston Region		Vehicle Retrofit/Alternative Fuel Program	\$200,000	\$50,000	\$250,000	new program
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$26,685,926</b>	<b>\$6,671,481</b>	<b>\$25,003,127</b>	
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>	

#### National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Two	\$7,288,050	\$1,822,013	\$9,110,063	\$11,724,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three	\$2,400,000	\$600,000	\$3,000,000	\$8,069,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$2,321,694	\$580,424	\$2,902,118	project not ready until 2010
<b>National Highway System Total</b>			<b>\$9,688,050</b>	<b>\$2,422,013</b>	<b>\$12,110,063</b>	

### FFY 2009 Option Two - Evaluation/Priority Driven

**Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>	
Danvers and Peabody	87612	Route 128 at Route 62 and Route 35	\$7,762,632	\$1,940,658	\$9,703,290	in 2008 element of 2007 TIP
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	\$5,720,000
Salem	601017	Route 1A (Bridge Street)	\$5,491,200	\$1,372,800	\$6,864,000	
<b>Surface Transportation Program Total</b>			<b>\$10,680,000</b>	<b>\$2,670,000</b>	<b>\$23,053,290</b>	

**Highway Safety Improvement Program (HSIP) Project**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Danvers and Peabody	87612	Route 128 at Route 62 and Route 35	\$3,437,368	\$859,342	\$4,296,710	<b>New Program</b>
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>	

*HSIP Regional Target* \$4,296,710

**Total Regional Target Programming** **\$64,463,190**  
*Boston Region MPO Regional Target with State Match* \$64,463,190 \$0

FFY 2010 Option Two - Evaluation/Priority Driven

**Regional Highway Program**

Indicates a change in project cost
Indicates removed from TIP
Indicates a project moved in from another TIP element
Indicates a new addition to the TIP (pending action)
Indicates a project moved out to another TIP element

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Acton & Maynard	604531	Assabet River Rail Trail	\$9,401,600	\$2,350,400	\$11,752,000	\$11,300,000	project does not PRC approval moved to 2012
Boston	604761	South Bay Harbor Trail (construction)	\$3,203,200	\$800,800	\$4,004,000	\$3,850,000	
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,458,450	\$364,613	\$1,823,063	\$1,750,000	
Boston	601274	Tremont Street , Phase 1	\$1,211,392	\$302,848	\$1,514,240	\$1,456,000	from 2009
Somerville	604331	Somerville Community Path, Phase 1	\$2,103,779	\$525,945	\$2,629,723	\$2,528,580	from 2009
Saugus	601513	Interchange at Walnut St and Route 1	\$11,969,469	\$2,992,367	\$14,961,836	\$14,386,381	previously unfunded project
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$520,000	\$130,000	\$650,000		
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000		
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000		
Boston Region		Vehicle Retrofit/Alternative Fuel Program	\$200,000	\$50,000	\$250,000		new program
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$21,386,290</b>	<b>\$5,346,572</b>	<b>\$26,732,862</b>		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$5,219,466	\$1,304,866	\$6,524,332	\$5,016,130
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$6,685,562	\$1,671,390	\$8,356,952	\$7,004,246
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two	\$4,481,010	\$1,120,252	\$5,601,262	\$8,652,800
<b>National Highway System Total</b>			<b>\$16,386,037</b>	<b>\$4,096,509</b>	<b>\$20,482,546</b>	

**FFY 2010 Option Two - Evaluation/Priority Driven**

**Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>		
Boston	601274	Tremont Street , Phase 1	\$647,096	\$161,774	\$808,870	\$777,760	from 2009
Everett	602382	Route 99 (Broadway)	\$1,798,551	\$449,638	\$2,248,189	\$2,161,720	
Hudson	604812	Route 85 (Washington St)	\$6,739,200	\$1,684,800	\$8,424,000	\$8,100,000	previously unfunded project
<b>Surface Transportation Program Total</b>			<b>\$9,184,847</b>	<b>\$2,296,212</b>	<b>\$11,481,059</b>		

**Highway Safety Improvement Program (HSIP) Project**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Saugus	601513	Interchange at Walnut St and Route 1	\$3,437,368	\$859,342	\$4,296,710	<b>New Program</b>
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	

**Total Regional Target Programming** **\$62,993,177**  
**Boston Region MPO Regional Target with State Match** **\$62,993,178**

\$1

\*Projects Programmed in FFY 2010 have a 4% inflation rate applied

FFY 2011 Option Two - Evaluation/Priority Driven

**Regional Highway Program**

Indicates a change in project cost

Indicates removed from TIP

Indicates a project moved in from another TIP element

Indicates a new addition to the TIP (pending action)

Indicates a project moved out to another TIP element

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	\$4,391,802	\$1,097,951	\$5,489,753	\$5,075,585	
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, Phase 2-A	\$6,662,656	\$1,665,664	\$8,328,320	\$7,700,000	\$3,000,000
Bellingham	602493	Pulaski Blvd	\$2,163,200	\$540,800	\$2,704,000	\$2,500,000	previously unfunded project
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$520,000	\$130,000	\$650,000		
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000		
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000		
Boston Region		Vehicle Retrofit/Alternative Fuel Program	\$200,000	\$50,000	\$250,000		new program
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>					<b>\$18,322,073</b>		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

**National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$10,359,264	\$2,589,816	\$12,949,080	project funded over six years
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$6,516,756	\$1,629,189	\$8,145,945	\$12,926,754
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$5,341,331	\$1,335,333	\$6,676,664	\$13,267,200
<b>National Highway System Total</b>			<b>\$11,858,087</b>	<b>\$2,964,522</b>	<b>\$27,771,689</b>	

**FFY 2011 Option Two - Evaluation/Priority Driven**

<b>Surface Transportation Program</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Bellingham	602493	Pulaski Blvd	\$6,056,960	\$1,514,240	\$7,571,200	\$7,000,000	previously unfunded project
Somerville	601820	Beacon Street	\$1,258,982	\$314,746	\$1,573,728	\$1,455,000	
<b>Surface Transportation Program Total</b>					<b>\$9,144,928</b>		
<b>Highway Safety Improvement Program (HSIP) Project</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Arlington	604687	Massachusetts Ave, Phase 1	\$3,461,120	\$865,280	\$4,326,400		previously unfunded project
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>		<b>New Program</b>
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>		
			<b>Total Regional Target Programming</b>		<b>\$59,535,400</b>		
			<i>Boston Region MPO Regional Target with State Match</i>		<i>\$59,535,400</i>		\$0

\*Projects Programmed in FFY 2011 have a 4% inflation rate applied for 2010 and 2011

**Regional Highway Program**

Indicates a change in project cost

Indicates removed from TIP

Indicates a project moved in from another TIP element

Indicates a new addition to the TIP (pending action)

Indicates a project moved out to another TIP element

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Acton & Maynard	604531	Assabet River Rail Trail	\$10,168,771	\$2,542,193	\$12,710,963	\$11,300,000	from 2010
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Boston Region		Improving the Region's Bicycle Parking Infrastructure Program	\$520,000	\$130,000	\$650,000		
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000		
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000		
Boston Region		Vehicle Retrofit/Alternative Fuel Program	\$200,000	\$50,000	\$250,000		new program
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$11,608,771</b>	<b>\$2,902,193</b>	<b>\$14,510,963</b>		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

**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 Four	\$9,197,682	\$2,299,421	\$11,497,103
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$12,490,523	\$3,122,631	\$15,613,154
<b>National Highway System Total</b>			<b>\$21,688,206</b>	<b>\$5,422,051</b>	<b>\$27,110,257</b>

**Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>		
Braintree**	602593	Union St	\$952,563	\$238,141	\$1,190,703	\$1,058,531	previously unfunded project
Natick/Wellesley**	601586	Route 9 and Oak St	\$2,699,674	\$674,918	\$3,374,592	\$3,000,000	previously unfunded project
Reading	601705	West St	\$5,666,930	\$1,416,732	\$7,083,662	\$6,297,350	previously unfunded project
Danvers**	601825	Liberty St	\$1,574,810	\$393,702	\$1,968,512	\$1,750,000	previously unfunded project
<b>Surface Transportation Program Total</b>			<b>\$10,893,976</b>	<b>\$2,723,494</b>	<b>\$13,617,470</b>		

**Highway Safety Improvement Program (HSIP) Project**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Braintree**	602593	Union St	\$3,437,368	\$859,342	\$4,296,710		<b>New Program</b> previously unfunded project
<b>Highway Safety Improvement Program Total</b>					<b>\$4,296,710</b>		
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>		

**Total Regional Target Programming** **\$59,535,400**  
*Boston Region MPO Regional Target with State Match* *\$59,535,400*

\$0

\*Projects Programmed in FFY 2012 have a 4% inflation rate applied for 2010, 2011 and 2012

# Workbook

## Multi-Year Projects

		request	programmed	
Dedham, Needham & Westwood - 603206	2007			
Route 128 Improvement Program Contract 4, Year Two	2008			
	2009	\$3,000,000	\$3,000,000	
	2010	\$8,069,000	\$8,356,952	
	2011	\$7,004,000	\$8,145,945	
	2012	\$12,927,000	\$11,497,103	
		\$31,000,000	\$31,000,000	\$0
Needham & Wellesley - 603711	2007			
Route 128 Improvement Program Contract 5, Year One	2008			
	2009			
	2010	\$6,080,000	\$5,601,262	
	2011	\$8,653,000	\$6,676,664	
	2012	\$13,267,000	\$15,613,154	
		\$28,000,000	\$27,891,080	(\$108,920)
Canton, Randolph, Westwood - 87800	2007			
Route 128 Improvement Program Contract 4, Year One	2008			
	2009	\$4,632,000	\$4,632,000	
	2010	\$11,724,000	\$9,110,063	
	2011	\$5,016,000	\$6,524,332	
	2012	\$9,000,000	\$12,949,080	
		\$5,000,000	\$5,000,000	
		\$53,000,000	\$50,843,475	\$2,156,525