

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

July 2, 2009 Meeting

10:00 AM – 1:00 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston

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

Decisions

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

- approve the minutes of the June 11 meeting with recommended changes
- release the draft Amendment 4 of the Federal Fiscal Year (FFY) 2009 Element of the FFYs 2009 – 2012 Transportation Improvement Program (TIP) for a 30-day public review
- approve the report, “Assessment of Dudley South Corridor Bus Service and Potential Improvements”

Meeting Agenda

1. Public Comments

There were none.

2. Chair’s Report – David Mohler, EOT

The Governor signed the transportation reform bill. This fall the transportation agencies will be restructured into a Department of Transportation with a five-member board of directors. There will be four divisions – Highway (including what are now MassHighway, Massachusetts Turnpike Authority, and Department of Conservation and Recreation’s bridges), Rail and Transit, Aeronautics, and Registry of Motor Vehicles. There will also be a designated trust fund for transportation financing.

The Governor also signed the budget directing \$100 million to the Massachusetts Turnpike Authority (avoiding toll increases), \$160 million to the MBTA (not eliminating the need for fare increases), and \$15 million to the Regional Transit Authorities (RTAs).

EOT will be providing its finance plan for the Regional Transportation Plan (RTP) amendment later in the meeting for discussion.

EOT is proposing changing the MPO targets for the FFYs 2010 – 2013 TIP in order to flex \$75 million of highway dollars to transit over that three-year period. This action will make funding available for improvements to the Fitchburg commuter rail line.

EOT has recorded with the registry of deeds the taking of \$6.37 million worth of right-of-way for the *Concord and Lincoln – Route 2 (Crosby’s Corner)* project.

3. Subcommittee Chairs' Reports

There were none.

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

Secretary of Transportation James Aloisi is scheduled to attend the Advisory Council meeting in September.

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

The MPO's website has a new section on the MPO's bicycle and pedestrian activities. The site includes information on the MPO's rail trail conversion feasibility studies, other studies, and Walkable Communities workshops. The centerpiece is a database with over 500 bicycle and pedestrian counts covering 100 locations in 24 communities and a mapping interface.

A. Soolman recognized the following staff members for their contributions to this work: Cathy Buckley (who organized the counts and wrote the text), Sean Pfalzer (who created the database), David Knudsen and Ben Krepp (who programmed the database application and mapping interface), Lee Morrison (who edited the text), and Mark Scannell (who put the application on the web).

6. Meeting Minutes -- *Pam Wolfe, Manager of Certification Activities, CTPS*

A motion to approve the minutes of the June 11 meeting – with changes recommended by Mary Pratt, Town of Hopkinton, to pages 3, 6, and 7, and by Lourenço Dantas, Massachusetts Port Authority, to page 10 – was made by S. Woelfel, and seconded by M. Pratt. The motion passed. Brian Kane, MBTA Advisory Board, and William Tuttle, Massachusetts Turnpike Authority, abstained.

7. Amendment 4 of the FFY 2009 Element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) – *Hayes Morrison, TIP Manager, MPO Staff*

Staff provided members with draft TIP tables for their discussion of Amendment 4 of the FFY 2009 Element of the FFYs 2007 – 2010 TIP and a memorandum from the MetroWest RTA requesting funding for its paratransit operations. (See attached.)

H. Morrison discussed the changes to the element which are highlighted in the attached TIP tables, and which included some project cost updates, changes in project funding years, earmark funding, and adjustments to funding allotted to the RTAs. She then took questions from members:

Why has the cost doubled for the Watertown – Intersection Improvements at Three Locations project? (Jim Gallagher, MAPC)

Staff did not have an answer to this question.

Has money been taken out of the Bedford, Billerica, & Burlington – Middlesex Turnpike, Phase 2 project? (J. Gallagher)

No, the project cost estimate is about \$400,000 lower than previously programmed. This amendment reflects the latest project cost estimate. (H. Morrison)

Where has the \$500,000 from the Danvers/Peabody – Route 128 at Route 35 and Route 62 gone? (J. Gallagher)

Those funds have been moved to the FFY 2010 element. (H. Morrison)

Are we skipping a year (FFY 2009) of funding for the Lynn/Saugus – Route 107 (Fox Hill) Bridge project? (J. Gallagher)

Yes. The project was not funded in previous years because it was not ready. (H. Morrison)

Regarding the three High-Priority Project (HPP) earmarks for bicycle trail projects, is it not possible to access the design funds if the RTP has not been approved before the MPO adopts this TIP Amendment? (J. Gallagher)

That's correct. The project proponents are aware of that issue. (H. Morrison)

Is construction funding for the Franklin – Route 140 project and Boston – Sullivan Square, Phase 1 Design programmed in this TIP? (D. Mohler)

The *Route 140* construction is programmed in FFY 2011. We do not yet know about the *Sullivan Square* project. A significant amount of that project's earmark is still available. (H. Morrison)

What is the line item for the Somerville – Assembly Square Multimodal Access Improvements Construction project? (J. Gallagher) Is there a MassHighway project spending this money? (D. Mohler)

It is the construction portion of the *Assembly Square* project's earmark. There is an EOT scope of work that would use this funding. This line item will move to another TIP element if the project is not advertised in the current federal fiscal year. (H. Morrison)

What is the line item for the Weymouth Multi-Modal Center Construction project? (J. Gallagher)

The funds are for demolishing the old station and building a new one. (D. Mohler)

Are there only four more American Recovery and Reinvestment Act (ARRA) –funded projects that will be advertised in this region? What is happening with the rest of the projects? (J. Gallagher)

The four projects noted on the TIP tables have advertising dates, the others have advertising seasons and are listed on MassHighway's website. (H. Morrison) Some of the ARRA projects on the TIP tables may be advertised in FFY 2009, but many will not. Some may go into the FFY 2010 element and others into the Universe of Projects. (D. Mohler)

When will the MPO get more information about the projects proposed for the second phase of stimulus funding? (J. Gallagher)

EOT is currently assessing the best use of the second phase of stimulus funding and is enlisting the help of the Regional Planning Agencies. The MPO will have a project list to discuss before the MPO adopts the FFYs 2010 – 2013 TIP. (D. Mohler)

Can the MPO have an update on ARRA funding for transit projects? (J. Gallagher)

In Massachusetts there will be no lapse in ARRA funds for transit projects. (Peter Butler, Federal Transit Administration) Most of the ARRA transit projects on the TIP tables are going forward. (D. Mohler)

What is the probability of the North Bank Pedestrian Bridge project going forward? (Steve Olanoff, Advisory Council)

The project is expected to be advertised in FFY 2009. (D. Mohler)

A motion to release Amendment 4 of the FFY 2009 Element of the FFYs 2007 – 2010 TIP for a 30-day public review was made by Joe Cosgrove, MBTA, and seconded by S. Woelfel. The motion passed unanimously.

8. Report on Assessment of Dudley South Corridor Bus Service and Potential Improvements – Karl Quackenbush, Deputy Director, CTPS, and Rob Guptill, Project Manager, MPO Staff

Staff provided members with CDs of the MPO report, “Assessment of Dudley South Corridor Bus Service and Potential Improvements.” K. Quackenbush introduced the report by noting that the MPO approved a scope of work that led to this report in 2008. The objective of the study was to assess the operations of the MBTA bus routes #23 and #28 between Dudley Station and Ashmont and Mattapan Stations, respectively. The Patrick Administration’s recent interest in using ARRA funds to improve bus service on the Route 28 corridor (the 28X project) added impetus to this study.

R. Guptill then provided an overview of the study. He stated that the purpose of the study was to analyze the bus route operations in the Dudley South corridor with consideration of linkages to other bus routes, as well as, bicycle, pedestrian, and automobile modes. Staff analyzed existing conditions and made conceptual recommendations.

Staff used the MPO’s travel demand model to examine trips from within the corridor and from without. Most work trips were to employment areas in downtown Boston or the Longwood Medical Area. There were a significant number of intra-corridor non-work trips, but transit did not serve most of those trips.

Then staff conducted a service assessment of the two bus routes. Poor schedule adherence was identified as an issue that has been leading to bus bunching (or crowding due to buses running off schedule). Bus speeds were found to be slightly slower outbound, in general, and the Route 23 buses were generally slightly slower than Route 28 buses. Forty percent of passengers on the routes paid their fares with cash or CharlieTickets; these are slower methods of payment. Information from the MBTA’s systemwide

passenger survey was used to determine that both bus routes are used for neighborhood trips and that a majority of trips do not require a transfer. Passenger service ratings were below average for both routes with frequency of service and seat availability rated among the most important by passengers.

Staff developed a suite of recommendations to improve service for three segments of the corridor by employing bus rapid transit (BRT) elements:

- Dudley Station to Grove Hall: A busway in one direction and queue jumps in the other direction.
- Grove Hall to Ashmont Station (Route 23): Queue jumps.
- Grove Hall to Mattapan Station (Route 28): Busway in the median.

To follow this study, the MBTA and MPO staff will be conducting a detailed engineering analysis.

After the presentation, members asked questions and made comments:

What were the primary complaints identified through the rider survey? (David Koses, City of Newton)

The complaints focused on the issues of poor reliability and frequency of service. (R. Guptill)

Were passengers asked, through the survey, to provide input on their opinions about consolidating bus stops? (David Koses, City of Newton)

No, the survey was systemwide and did not include those questions. (R. Guptill)

Were there delays at certain times of the day? (M. Pratt)

Some of the delays for buses could be due to general traffic or boarding issues. (R. Guptill)

Are there estimates for capital costs for proposed improvements to the Route 23 corridor? (J. Gallagher)

Capital costs would include dedicated traffic lights for buses, fare vending machines, and shelters. (R. Guptill) Estimating costs was beyond the scope of this project. (K. Quackenbush) The MBTA is moving forward with a public process for the Route 23 corridor. (J. Cosgrove)

How well is the 28X project incorporating this study's recommendations? (L. Dantas)

The 28X project includes the use of median busways. MPO staff recommended concurrent flow, whereas the state is considering contra-flow.¹ The report also recommended that median busways would serve all bus routes along Blue Hill Avenue, whereas the state is considering restricting the busway to Route 28X. (R. Guptill)

Ginger Esty, Town of Framingham, suggested that in planning for the 28X project it might be beneficial to look at the design of a similar busway project that was completed

¹ EOT and MBTA are recommending a concurrent flow approach.

in Cleveland, Ohio. She noted that the Cleveland facility works very well. D. Koses concurred. He also noted that the Cleveland project has had mixed reviews. G. Esty also noted a concern about contra-flow operations, in that the reversing of traffic flow can be a danger to pedestrians who may not be expecting traffic to come from the opposite direction.

A motion to approve the report, "Assessment of Dudley South Corridor Bus Service and Potential Improvements" was made by J. Gallagher, and seconded by J. Cosgrove. The motion passed unanimously.

9. Discussion of the Finance Plan for the Regional Transportation Plan – David Mohler, EOT

EOT provided members with a finance plan for the RTP Amendment and a schedule for completing the Amendment by October 1, 2009. (See attached.) According to the schedule, members would vote on proposed projects on July 16. D. Mohler stated that the finance plan is EOT's best estimate based on the guidance that EOT is operating under at this time and the revenue that EOT anticipates is available.

M. Draisen asked that members receive the project information early enough so as to have enough time to digest the information before they vote (more than just a couple of days would be needed). D. Mohler replied that members are being provided with a list of transit expansion projects today. He added that, due to EOT's cash flow, no other transit expansion projects can go forward unless the MPO flexes some highway money to transit.

Members discussed three sections of EOT's and MBTA's finance plan (see attached financial documents):

EOT/MBTA Finance Plan: Public Transportation Expansion Projects

The \$1.1 billion worth of transit expansion projects included in the finance plan are those projects that the Commonwealth is legally required to design or construct under the State Implementation Plan (SIP): *Fairmount Line Improvements*, *Red-Blue Connector (design)*, *1,000 Parking Space Initiative*, and *Green Line Extension to College Avenue and the Union Square Spur*. Regarding the Green Line Extension, D. Mohler stated that EOT is committed to extending the line to Route 16, however, EOT cannot afford to build to that terminus at this time.

Members asked questions and made comments:

Is the federal share of the Green Line Extension project dependant on a successful federal [New Starts] application? And is the Commonwealth still committed to build the project if the federal funding is not awarded? (M. Draisen)

Yes. If the New Starts application is not approved, EOT will have to pay for the *Green Line Extension* out of existing revenues. (D. Mohler)

Are other MPOs in the state receiving similar project lists? (M. Draisen)

No. The Boston Region MPO is the only MPO in the state amending its RTP. (D. Mohler)

It might be useful for the Commonwealth to develop a statewide list of expansion projects. (M. Draisen)

The statewide list would include the SIP commitments and the Fitchburg commuter rail improvements. The Commonwealth is still committed to the *South Coast Rail* project; funding for that project will be amended into the RTP when a financing plan has been released. EOT is also continuing planning for the *Blue Line to Lynn* and the *Urban Ring*, though funding is not available to construct those projects at this time. (D. Mohler)

If the Silver Line, Phase 3 project is not included in the RTP Amendment can the Commonwealth apply for New Starts funding for the project? (J. Gallagher)

No. *Silver Line, Phase 3* would have to come out of the pipeline for New Starts funding. The MBTA's finance plan for that project shows that the MBTA cannot afford the non-federal share. (D. Mohler)

How does the Silver Line, Phase 3 project relate to the 28X project? (M. Draisen)

The projects do not relate. The 28X project should be included in this finance plan list as an ARRA funded project (100% federal share). However, EOT is considering taking 28X out of the pool of ARRA committed projects and applying for funding for the project through the ARRA TIGER grant program (a national, competitive grant program). (D. Mohler) Putting the project forward for a TIGER grant would give EOT an extra four to six weeks to work on civic engagement in the project area in Mattapan. (S. Woelfel) EOT wants to make sure that the community is supportive of the project since it would bring a major change to the community. (D. Mohler)

Do TIGER grant projects require an MPO endorsement? (J. Gallagher)

An MPO endorsement is not required, though the MPO would have to program the project in the TIP. (D. Mohler)

M. Draisen stated that if the Commonwealth is planning to apply for a TIGER grant it should ask for the MPO's endorsement, even though it is not required prior to submitting the application. He asked D. Mohler to convey this request to Secretary Aloisi. M. Pratt concurred.

Ed Silva, Federal Highway Administration, stated that if the MPO adds the 28X project to its list of illustrative projects in the RTP, demonstrating MPO support for the project, it would add value to the project's TIGER application.

Is the Commonwealth still committed to planning for the Green Line Extension to the Route 16 terminus? (Thomas Bent, City of Somerville)

Yes. (D. Mohler)

How much more money is needed to fund the Green Line Extension to Route 16? (L. Dantas)

There is a shortfall of approximately \$130 million. (S. Woelfel)

Does the proposed Silver Line Branch to South Station need to be included in the transit expansion list? (D. Koses)

No, it is not considered an expansion project. (D. Mohler)

Is the Red-Blue Connector project for design only? What about construction? (M. Al-Khatib)

Yes, the project is for design only. There is no funding for construction. (D. Mohler)

Should the Assembly Square Orange Line Station project be on the transit expansion list? (T. Bent)

Yes, it should be added when the \$10 million funding gap for the project is addressed. (D. Mohler and J. Cosgrove)

Does the earmark for the Assembly Square Orange Line Station project have an expiration date? (Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force)

There was an authorization for up to \$25 million in New Starts funding for the project, but funding was not yet appropriated. There are no lapses in funds. (P. Butler)

MBTA Finance Plan: Operations and Maintenance Costs

D. Mohler explained that the MBTA finance plan is based on the MBTA's budget and finance plan developed for the *Silver Line, Phase 3* project. The MBTA has a projected deficit of \$160 million in FFY 2010 that grows to \$200 million in FFY 2011. The MBTA is in the process of proposing a fare increase to address the deficit. Projected revenues of \$68 million from the fare increase and \$160 million from the sales tax increase in FFY 2010 will leave the MBTA with a surplus of \$62 million in that year. That surplus will help to fill the budget gap in FFY 2011. In future years, the figures are inflated based on the *Silver Line* finance plan. The finance plan includes projected savings of \$40 million per year from transportation reform measures and ridership growth of 1.12%.

The plan shows that with modest fare increases in future years, the MBTA will be able to operate and maintain the system at the current level of state of good repair. This plan does not address the \$2.7 billion backlog of transit maintenance projects; additional revenue is needed to address the backlog.

Members asked questions and made comments:

Does this finance plan assume that MBTA service will be continuing at current levels? (D. Koses)

Yes. It assumes no or very limited service cuts. (D. Mohler)

M. Draisen stated that it is extremely important for members' to understand the elements of state of good repair that EOT and the MBTA are proposing to move forward and those

that are being deferred, and he asked for a dialogue on this issue. He indicated that this information will be important for the public to understand the MBTA's difficult financial situation, and he asked that this information be made available to the public. D. Mohler added that no one should interpret the financial plan as indicating that the MBTA is in good financial shape. M. Pratt concurred with M. Draisen and emphasized that the public and the legislature should be aware of what work is not being done.

B. Kane expressed his opinion that the projections for savings in the finance plan are inflated and that there is no guarantee that revenues from the sales tax will not remain flat. He raised a question about the need for better prioritization of projects. D. Mohler replied that the MPO prioritizes in its programming process and that the MPO could choose to flex highway funding to transit to address some of the MBTA's \$2.7 billion backlog. G. Esty added that the MPO considers geographic equity and funding across transit, highway, and bridge projects when it programs projects. M. Draisen noted that the coming month is the MPO's opportunity to set its priorities.

M. Al-Khatib stated that the MBTA needs more financial support from the Commonwealth to bring it into a state of good repair and to make its infrastructure safe. D. Mohler stated that the Commonwealth cannot afford to take on the MBTA's debt without making significant capital cuts. M. Al-Khatib then advocated that the MPO should make a statement about the need for more revenue, such as by raising the sales or gas taxes. D. Mohler stated that federal law prohibits the RTP finance plan from assuming sources of revenue that are currently not available.

If the plan can assume fare increases, can it also assume increases on the highway side (such as from future toll increases)? (J. Gillooly and M. Draisen)

The plan cannot assume future tolls on current non-tolled facilities. Toll revenues must also go to the tolled facility and are not new revenue for the system as a whole. (D. Mohler)

M. Draisen raised the idea of including toll increases, comparable to fare increases, over the course of the RTP as a way to raise revenue (if the statutes governing the tolls did not limit the reallocation of those revenues to other facilities). He noted that, with this finance plan, the state is making a policy decision to increase fares but not tolls.

M. Pratt stated that the funding of the *Central Artery/Tunnel* is not being addressed and that tolls on I-93 could have helped fund that project. She added that she thinks that toll revenue should fund the tolled-facilities.

Paul Regan, MBTA Advisory Board, stated that sales tax revenues are anemic and that inflation-based increases in the finance plan may be offset due to rising construction costs.

S. Olanoff, Advisory Board, stated that the finance plan tables should show where in time fare increases would occur and the amounts spent toward state of good repair.

EOT/MassHighway Statewide Finance Plan

D. Mohler explained several line items in the federal aid program. He noted that the total figures include the federal and local matches. Those matches can be a 80/20% or 90/10% split (federal to local share) or 100% federal share:

- Special Bridge funding needs to be spent by 2010.
- The last Grant Anticipation Notes (GANs) payment for the *Central Artery/Tunnel* project will be in 2024. Those payments will be increasing in the later years.
- GANs payments for the Accelerated Bridge Program begin in 2011.

He then explained several of the state line items:

- The NFA Construction (Non-Federal Aid) line item is for the maintenance program of MassHighway.
- NFA Project Ops is for the funding of MassHighway employees' salaries (who are paid with bond funding).
- The line item for Regional Major Infrastructure Projects is for the payment of debts for projects under construction.
- The line item for MPO Discretionary Capital Program reflects the MPOs' targets. The Boston Region MPO share of the targets is \$1.94 billion over the 20 years.

Members asked questions and made comments:

Does the capital portion of the Accelerated Bridge GANs payment come from a grant? (P. Regan)

It will be paid with federal-aid. (D. Mohler)

Is the end date for NFA Project Ops, as anticipated by the legislature, certain in this plan? (M. Draisen)

EOT developed a plan to take employees out of bond-paid salaries. It is unlikely that employees will be bond paid through 2030, but without another revenue stream currently available for salaries, that assumption cannot be reflected in the finance plan. (D. Mohler)

Is the flexing of highway funding to transit incorporated in this plan? (M. Draisen)

There is to be a \$75 million flex of funding from highway to transit, but it is not yet subtracted from these totals. (D. Mohler)

A new bill in Congress permits the flexing of some ARRA money from highway to transit. Is that incorporated in this plan? (M. Draisen)

No. Congress amended ARRA to say that 10% of Section 5307 ARRA capital funds could be used for transit operating costs. The MBTA could ask the MPO to make this change.

10. Members Items

There were none.

Staff distributed a memorandum describing the outreach for the UPWP Public Involvement Plan and outreach materials. (See attached.)

11. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, July 2, 2009, 10:00 AM

Member Agencies

EOT
City of Boston

City of Newton
City of Somerville

Federal Highway
Administration
Federal Transit
Administration
MAPC

MassHighway
MassPike
MassPort
MBTA
MBTA Advisory Board

Regional Transportation
Advisory Council
Town of Bedford
Town of Braintree
Town of Hopkinton
Town of Framingham

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Michael Lambert
Ed Silva

Peter Butler

Mark Draisen
Jim Gallagher
Stephen Woelfel
William Tuttle
Lourenço Dantas
Joe Cosgrove
Paul Regan
Brian Kane
Malek Al-Khatib

Richard Reed
Christine Stickney
Mary Pratt
Ginger Esty

MPO Staff/CTPS

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

Other Attendees

Judy LaRocca
Sue McQuaid
Steve Olanoff
Wig Zamore

Town of Concord
Neponset Valley Chamber of Commerce
Advisory Council
Somerville Transportation Equity
Partnership/Mystic View Task Force

**DRAFT
Amendment Four
FFY 2009 Element of the FFYs 2007 - 2010 TIP**

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

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

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

Indicates a project moved to a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount</i>
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000	
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000	
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,100,000	
Watertown	602053	Intersection Improvements at Three Locations	\$1,431,296	\$357,824	\$1,789,120	\$875,000
			<i>Federal Funds</i>	<i>State/Local 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	\$490,838	\$122,710	\$613,548	
Boston Region		Regional Transportation Demand Management Program				
		<i>City of Boston Bike-year 2</i>	\$28,000	\$7,000	\$35,000	
		<i>City of Cambridge-year 2</i>	\$34,229	\$8,557	\$42,786	
		<i>City of Salem - year 2</i>	\$49,616	\$12,404	\$62,020	
Boston Region		Suburban Mobility Improvement Program				
		<i>MetroWest Regional Transit Authority-Year 2 funding for Framingham-Newton fixed-route bus service</i>	\$202,900		\$202,900	
		<i>Greater-Attleborough Taunton Regional Transit Authority-Year 2 funding for Duxbury/Marshfield fixed-route bus service:</i>	\$158,961		\$158,961	
		<i>Greater-Attleborough Taunton Regional Transit Authority-Year 3 funding for Franklin bus service</i>	\$91,188		\$91,188	
		<i>MetroWest Regional Transit Authority-Year 1 funding for new Saturday bus service between Framingham, Southborough, and Mc</i>	\$43,438		\$43,438	
		<i>Town of Acton: Year 1 funding for new town-wide dial-a-ride service</i>	\$52,794	\$13,199	\$65,993	
		<i>Town of Acton: Year 1 funding for new commuter rail station park & ride service</i>	\$42,394	\$10,599	\$52,993	
		<i>Town of Hull: Year 1 funding for new summer season ferry service from Boston to Hull (Nantasket Beach)</i>	\$46,141	\$11,535	\$57,676	
Congestion Mitigation and Air Quality Improvement Program Total			\$14,136,499	\$3,534,125	\$17,670,623	
				<i>CMAQ Regional Target</i>	\$8,593,420	

**DRAFT
Amendment Four
FFY 2009 Element of the FFYs 2007 - 2010 TIP**

National Highway System			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Three of Six	\$9,567,511	\$2,391,878	\$11,959,389	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One of Six	\$2,400,000	\$600,000	\$3,000,000	
National Highway System Total			\$11,967,511	\$2,991,878	\$14,959,389	

Surface Transportation Program			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$4,673,473	\$1,168,368	\$5,841,841	\$6,245,005
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,200,000	\$1,800,000	\$9,000,000	\$9,500,000
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	
Salem	601017	Route 1A (Bridge Street)	\$5,280,000	\$1,320,000	\$6,600,000	
Surface Transportation Program Total			\$22,342,273	\$5,585,568	\$27,927,841	

Highway Safety Improvement Program (HSIP) Project			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$3,867,039	\$429,671	\$4,296,710	
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710	
					<i>HSIP Regional Target</i>	\$4,296,710

Surface Transportation Program/Enhancement			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Ipswich	604945	North Green Improvements (Design)	\$73,440	\$18,360	\$91,800	
Cambridge	605188	Cambridge Common/Flagstaff Park (Design)	\$144,000	\$36,000	\$180,000	
Surface Transportation Program/Enhancement Total			\$217,440	\$54,360	\$271,800	

Total Regional Target Programming **\$65,126,363**
Boston Region MPO Regional Target with State Match \$65,225,104

FEDERAL-AID NON-TARGET PROJECTS

FEDERAL-AID American Recovery and Reinvestment Act of 2009

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Arlington	PROG-7	Cyrus Dallin or Thompson or Stratton Elementary School(s) Sidewalk Improvements	\$448,000		\$448,000	
Arlington/Somerville	DCR920	Minuteman Bike Path Connector	\$3,000,000		\$3,000,000	9/5/2009
Boston	M0330B	Northern Ave Sidewalk Improvements	\$800,000		\$800,000	
Boston		Dorchester Ave	\$12,926,000		\$12,926,000	8/15/2009
Boston		Resurfacing on Federal Aid Roads within Boston	\$21,000,000		\$21,000,000	8/15/2009
Burlington, Lexington, Reading, Woburn	605018	Guide and Traffic Sign Repair on I-95	\$3,289,560		\$3,289,560	advertised

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FFY 2009 Element of the FFYs 2007 - 2010 TIP**

FEDERAL-AID American Recovery and Reinvestment Act of 2009 cont.

Cambridge and Charlestown	DCR927	North Bank Pedestrian Bridge	\$36,000,000	\$36,000,000	
Concord		Route 2	\$3,575,000	\$3,575,000	advertised
Harvard and Littleton	604400	Route 2	\$5,784,600	\$5,784,600	advertised
Lincoln	604629	Route 2	\$1,289,990	\$1,289,990	advertised
Lynn	DCR901	Blossom St Ferry Terminal	\$4,000,000	\$4,000,000	
Metro Boston	DCR930	Pavement Improvements to Metro Parkway System	\$3,000,000	\$3,000,000	
Metro Boston	DCR934	Sidewalk Improvements to Metro Parkway System	\$700,000	\$700,000	
Newton	MTA-MHS-04	Harvard St Bridge	\$3,500,000	\$3,500,000	
Region		Regionwide ITS Program	\$5,000,000	\$5,000,000	
Statewide	MTA-ALL-01	Statewide Communications Network Expansion	\$2,000,000	\$2,000,000	
Somerville		Magon Square	\$3,100,000	\$3,100,000	
Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000	\$518,000	
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400	\$6,059,400	8/15/2009
Weston	MTA-MHS-02	Ramp G over Turnpike	\$3,000,000	\$3,000,000	
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$2,000,000	\$2,000,000	
Highway ARRA Total			\$120,990,550	\$120,990,550	

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130	
Framingham	604013	Fountain Street over MBTA and CSX	\$3,120,000	\$780,000	\$3,900,000	moved to 2010
Hanover	605101	Route 53 over Route 3	\$10,807,520	\$2,701,880	\$13,509,400	
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet	\$3,158,748	\$789,687	\$3,948,435	
Bridge Total			\$21,991,172	\$5,497,793	\$27,488,965	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Advance Construction Bridge						
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000	
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,000,000	\$1,000,000	\$5,000,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000	
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000	ac balance to be paid from 2010 on
Advance Construction Bridge Total			\$13,600,000	\$3,400,000	\$17,000,000	

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Special Bridge Funds			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Danvers	603715	Route 1 over Centre Street	\$7,654,400	\$1,913,600	\$9,568,000	\$6,700,000
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,680,000	\$420,000	\$2,100,000	\$1,500,000
Special Bridge Funds Total			\$9,334,400	\$2,333,600	\$11,668,000	
			Federal-Aid Bridge Total		\$56,156,965	

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Marlborough, Hudson & Berlin	604877	Interstate 495	\$13,403,988	\$1,489,332	\$14,893,320
Stoneham, Winchester & Reading	604878	Interstate 93	\$9,855,648	\$1,095,072	\$10,950,720
Interstate Maintenance Total			\$23,259,636	\$2,584,404	\$25,844,040

National Highway System Statewide Preservation			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000	
Wilmington and Methuen	605396	Guide and Traffic Sign Repair on I-93	\$4,044,401	\$808,880	\$4,044,401	
Somerville to Wilmington	604938	Guide and Traffic Sign Repair on I-93	\$5,008,542	\$1,001,708	\$5,008,542	
National Highway System Pavement Preservation Total			\$10,609,554	\$2,652,389	\$13,261,943	

FEDERAL AID EARMARKED FUNDING

High-Priority Projects (TEA-21)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension) Construction, Phase Two (HPP 924)	\$1,922,102	\$480,526	\$2,402,628	
Boston		Symphony Area/Huntington Ave Streetscape Design (HPP 447)	\$200,000	\$50,000	\$250,000	
High-Priority Projects (SAFETEA-LU)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Acton and Maynard	604531	Assabet River Rail Trail Design (HPP 1761)	\$452,000	\$113,000	\$565,000	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension) Construction, Phase Two	\$718,000	\$179,500	\$897,500	
Boston		Pedestrian Improvements to Kenmore Sq Construction (HPP 682)	\$3,318,758	\$829,690	\$4,148,448	
Boston	604775	Longwood Ave / Urban Ring Tunnel Study (HPP 856)	\$96,033	\$24,008	\$120,041	
Boston	600636	Massachusetts Avenue Construction (HPP 270)	\$1,260,573	\$315,143	\$1,575,716	
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996	
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873	
Danvers to Peabody	604874	Border to Boston Bikeway Design (HPP 843)	\$718,000	\$179,500	\$897,500	
Danvers & Peabody	87612	Route 128 Improvements Construction (1477)	\$1,106,253	\$276,563	\$1,382,816	
Franklin	604988	Route 140 Design (HPP 4279)	\$400,000	\$100,000	\$500,000	
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562	

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Hull	604743	West Corner Culvert Construction (HPP 1681)	\$143,600	\$35,900	\$179,500	
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750	
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451	
Somerville	604872	Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219	
Watertown	601686	Pleasant Street and Howard Street Construction	\$341,449	\$85,362	\$426,811	
Watertown*	605139	Watertown Bike Path Construction (HPP 1400)	\$576,618	\$144,155	\$720,773	
Watertown*	605139	Watertown Bike Path Construction (HPP 1424)	\$579,339	\$144,835	\$724,174	
Walpole	605187	Washington St Design (HPP 2431)	\$125,650	\$31,412	\$157,062	all of earmark for construction in 2010
Weymouth		Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750	
Transportation Improvement Projects (SAFETEA-LU)						
Boston to Worcester		Rail Line Improvements (TI 172)	\$8,985,072	\$2,246,268	\$11,231,340	
		High-Priority Projects Total	\$38,434,327	\$9,608,582	\$48,042,909	
*match to be provided by the Department of Conservation and Recreation						
Section Earmarks Other Match						
Section 112			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Medford	605122	Clippership Drive Streetscape Construction	\$990,000		\$990,000	
Cambridge	600991	Kendall Square/Broadway Streetscape Construction	\$750,000		\$750,000	
Section 117						
Cambridge	604993	Innovation Blvd Streetscape Construction	\$990,000		\$990,000	
Malden		Pleasant St Design	\$310,200		\$310,200	
Somerville		Streetscape Improvements Construction	\$983,928		\$983,928	
Section 125						
Norwood	603417	Morse St Bridge	\$665,000		\$665,000	
Section 330						
Winthrop		Winthrop Ferry Improvements Construction	\$496,750		\$496,750	
High-Priority Project (SAFETEA-LU) Other Match			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Boston	604774	National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000	
2004 Ferry Boat Discretionary Commuter Ferry			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290	
2005 Ferry Boat Discretionary Ferry Infrastructure			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209	
Eastern Federal Lands Highway Division			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Minuteman National Park (Concord)		Pavement Management Project	\$230,000		\$230,000	
		Other Earmarks Total	\$7,106,277	\$118,100	\$7,224,377	
FFY 2009 Federal-Aid Non-Target Non-Bridge Projects Total					\$55,267,286	
FFY 2009 Total Federal-Aid Highway Program					\$436,403,397	
FFY 2009 Total Highway Program					\$436,403,397	

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FFY 2009 Element of the FFYs 2007 - 2010 TIP**

Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$56,845,000	\$14,211,250	\$71,056,250
Federal-Aid Subtotal	\$126,845,000		
Federal-Aid Matching Funds Subtotal		\$31,711,250	
			FFY 2009 Central Artery/Tunnel Funds Total \$158,556,250

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Section 5309		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$21,600,000	\$5,400,000	\$27,000,000
Red Line	Red Line Number 2 Car Overhaul	\$14,190,124	\$3,547,531	\$17,737,655
Systemwide	Kawasaki Coaches	\$1,600,000	\$400,000	\$2,000,000
Systemwide	Locomotive and Coach Procurement	\$33,295,500	\$8,323,875	\$41,619,375
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Power Improvements	\$7,080,000	\$1,770,000	\$8,850,000
Systemwide	Bridge and Tunnel Program	\$4,800,000	\$1,200,000	\$6,000,000
Section 5309 MBTA Match Total		\$92,965,624	\$23,241,406	\$116,207,030

Section 5309 Omnibus Earmarks 2008		<i>Federal Funds</i>	<i>Funds</i>	<i>Total Funds</i>
Salem/Beverly	Intermodal Station Improvements (Salem/Beverly)	\$783,750	\$156,750	\$940,500
Blue Line	Wonderland Station Intermodal Transit Improvements (Revere, MA)	\$950,000	\$190,000	\$1,140,000
Section 5309 Omnibus Earmarks Total		\$1,733,750	\$346,750	\$2,080,500

Section 5307 (Carryover)		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Bus	Everett Maintenance Facility	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Redundant Operations Control Center	\$8,652,318	\$2,163,080	\$10,815,398
Red Line	Power System Improvements	\$8,652,318	\$2,163,080	\$10,815,398
Section 5307 Carryover MBTA Match Total		\$15,052,318	\$3,763,080	\$18,815,398

project will not be completed this year

Section 5309 (Carryover Earmarked Funds)		<i>Federal Funds</i>	<i>Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center	\$1,146,400	\$286,600	\$1,433,000
Blue Line/North Shore	Feasibility Study for Blue Line Extension to Lynn	\$3,136,160	\$784,040	\$3,920,200
Salem	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Beverly	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Quincy	Quincy Catamaran	\$973,371	\$243,343	\$1,216,714
Revere	Wonderland Station	\$876,034	\$219,009	\$1,095,043
Red Line	Red Line Number 2 Car Overhaul	\$2,678,793	\$669,698	\$3,348,491
Systemwide	Power Improvements	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program	\$11,124,000	\$2,781,000	\$13,905,000
Systemwide	Positive Train Control	\$800,000	\$200,000	\$1,000,000
Boston	Commonwealth Ave	\$525,280	\$131,320	\$656,600
Boston	Improvements at Harbor Islands Park	\$217,360	\$54,340	\$271,700
Hingham	Hingham Intermodal Center	\$3,756,172	\$939,043	\$4,695,215
Commuter Rail	Auburndale Station	\$1,264,000	\$316,000	\$1,580,000

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FFY 2009 Element of the FFYs 2007 - 2010 TIP**

Section 5309 (Carryover Earmarked Funds) cont.		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Commuter Rail	Rockport Improvements	\$1,338,386	\$334,596	\$1,672,982
Commuter Rail	Fitchburg Line Improvements	\$6,272,160	\$1,568,040	\$7,840,200
Medford	Medford Downtown Parking	\$973,371	\$243,343	\$1,216,714
Melrose	Commuter Rail Station Improvement	\$686,000	\$171,500	\$857,500
Ferry	Vessel Procurement, Engine Overhaul and Improvements at Quincy	\$5,980,000	\$1,495,000	\$7,475,000
Woburn	Woburn Park & Ride Facility	\$1,439,840	\$359,960	\$1,799,800
Section 5309 MBTA Various Match Total		\$49,134,070	\$12,283,517	\$61,417,587

FEDERAL-AID American Recovery and Reinvestment Act of 2009

MBTA 5307 Urban Formula		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
The RIDE	Vehicle Procurement (up to 108 vans)	\$5,500,000		\$5,500,000
Systemwide	Track and Right of Way Improvements	\$3,800,000		\$3,800,000
Systemwide	Rolling Stock (Buses)	\$30,700,000		\$30,700,000
Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$39,810,000		\$39,810,000
Systemwide	Station Upgrade Program	\$21,703,250		\$21,703,250
Systemwide	Facility Upgrade Program	\$14,636,188		\$14,636,188
Bus	Bus Stop and Corridor Enhancements (including Bus 23 and Silver Line)	\$10,325,000		\$10,325,000
MBTA 5307 Urban Formula ARRA Funds Total		\$126,474,438		\$126,474,438

MBTA 5309 Fixed Guide way

Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$10,000,000		\$10,000,000
Commuter Rail	Bridge Program (Drawbridge Repairs)	\$3,000,000		\$3,000,000
Systemwide	Station Upgrade Program	\$12,918,000		\$12,918,000
Commuter Rail	Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)	\$17,595,648		\$17,595,648
Systemwide	Facility Upgrade Program	\$8,000,000		\$8,000,000
MBTA 5309 - Fixed Guide way ARRA Funds Total		\$51,513,648		\$51,513,648

MBTA ARRA Funds Total \$177,988,086 \$177,988,086

MetroWest Regional Transit System

Systemwide	Vehicle and Equipment Procurement	\$750,000		\$750,000
MWRTA ARRA Funds Total		\$750,000		\$750,000

Cape Ann Transportation Authority

Systemwide	Bus and Equipment Procurement	\$676,170		\$676,170
CATA ARRA Funds Total		\$676,170		\$676,170

Federal-Aid Subtotal

Federal-Aid Various Matching Funds Subtotal

Federal-Aid MBTA Matching Funds Subtotal

\$476,024,805

\$12,871,952

\$61,203,790

FFY 2009 Regional Transit Funds Total \$551,873,467

FFY 2009 TIP Total \$1,148,913,614

Memo

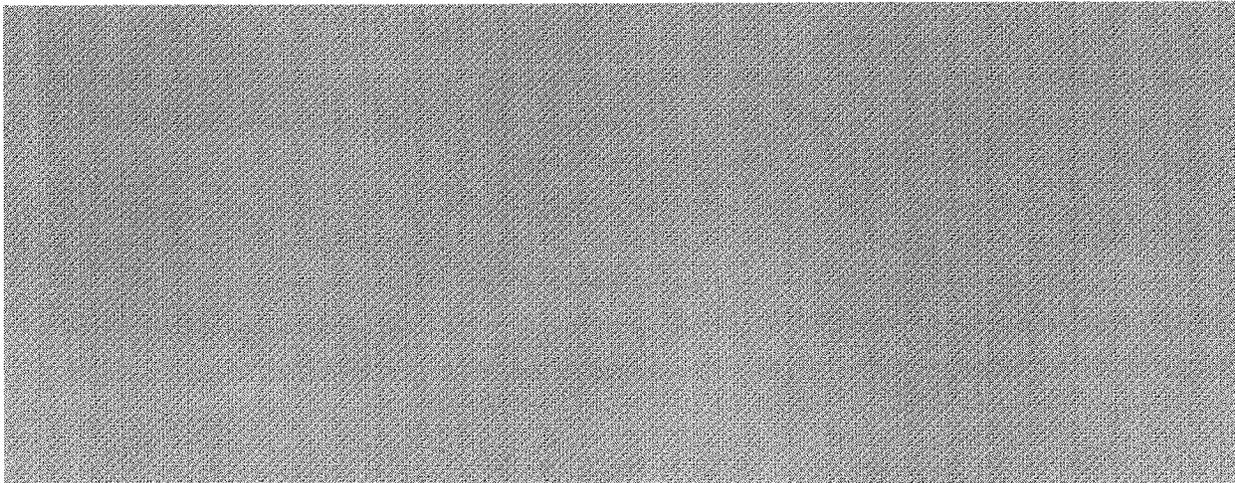
To: Boston Metropolitan Planning Organization

From: Ed Carr, Administrator

Date: 6/30/2009

Re: Boston MPO TIP

The MetroWest Regional Transit Authority (MWRTA) requests that the Boston Metropolitan Area's Transportation Improvement Program (TIP) reflect \$1 million in Federal Transit Administration Section 5307 funding to support paratransit operations as required by the Americans with Disabilities. The remaining \$446,082.00 of Section 5307 funds allocated to the MWRTA will be used to fund bus capital equipment.



EOT/MassHighway Statewide Finance Plan - Summary

Sources of Funds

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

Statewide Allocation	2010	2011 - 2015	2016 -2020	2021 -2025	2025- 2030	Total
Statewide Resurfacing Program	\$88	\$419	\$518	\$739	\$907	\$2,671
Statewide Infrastructure Program	\$41	\$183	\$210	\$299	\$367	\$1,100
Statewide Bridge Program	\$128	\$665	\$839	\$1,188	\$1,471	\$4,291
Accelerated Bridge Program	\$415	\$1,322	\$0	\$0	\$0	\$1,737
Statewide Maintenance Program	\$110	\$779	\$1,030	\$1,080	\$1,115	\$4,114
ARRA Projects	\$285	\$0	\$0	\$0	\$0	\$285
Special Bridge Projects	\$30	\$0	\$0	\$0	\$0	\$30
Regional Major Infrastructure Projects	\$41	\$208	\$261	\$375	\$460	\$1,345
Project Operations	\$215	\$1,078	\$1,100	\$1,130	\$1,165	\$4,688
Federal-Aid Administrative Takedowns (Planning, EWO, etc.)	\$67	\$351	\$446	\$637	\$781	\$2,282
MPO Discretionary Capital Program	\$147	\$706	\$878	\$1,253	\$1,539	\$4,523
Total Uses - Highway	\$1,567	\$5,711	\$5,282	\$6,701	\$7,805	\$27,066

Boston RTP Share of MPO Discretionary Capital Program	\$63.17	\$303.37	\$377.28	\$538.41	\$661.31	\$1,943.53
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EOT/MassHighway Statewide Finance Plan

Sources of Funds

Obligation Authority	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Available OA - FHWA Revised Guidance	\$532	\$532	\$532	\$532	\$548	\$564	\$581	\$599	\$617	\$635	\$654	\$674	\$694	\$715	\$736	\$759	\$781	\$805	\$829	\$854	\$879
Assumed Redistribution - FHWA Revised Guidance	\$37	\$37	\$37	\$37	\$38	\$39	\$40	\$42	\$43	\$44	\$46	\$47	\$48	\$50	\$51	\$53	\$54	\$56	\$58	\$59	\$61
(a) Special Bridge OA	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
(b) American Recovery & Reinvestment Act	\$285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
(d) CA/T GANs	(\$151)	(\$159)	(\$166)	(\$177)	(\$184)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
(e) Accelerated Bridge GANs	\$0	\$0	\$0	\$0	\$0	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$58)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal MHD Available OA	\$733	\$410	\$403	\$392	\$402	\$454	\$472	\$490	\$510	\$529	\$550	\$571	\$684	\$765	\$788	\$811	\$836	\$861	\$886	\$913	\$940
MHD State Match - GO Debt	\$95	\$93	\$91	\$88	\$93	\$106	\$110	\$116	\$120	\$126	\$131	\$137	\$166	\$177	\$193	\$199	\$204	\$211	\$218	\$224	\$231
Subtotal MHD Available OA w/ Match	\$828	\$503	\$494	\$480	\$495	\$560	\$582	\$606	\$630	\$655	\$681	\$708	\$850	\$942	\$981	\$1,010	\$1,040	\$1,072	\$1,104	\$1,137	\$1,171
NFA Construction - GO Debt	\$110	\$110	\$154	\$165	\$165	\$185	\$200	\$200	\$210	\$210	\$210	\$210	\$210	\$220	\$220	\$220	\$220	\$220	\$225	\$225	\$225
NFA Project Ops - GO Debt	\$215	\$209	\$214	\$215	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$230	\$230	\$230	\$230	\$230	\$235	\$235	\$235
Subtotal NFA- GO Debt	\$325	\$319	\$368	\$380	\$385	\$405	\$420	\$420	\$430	\$430	\$430	\$430	\$430	\$450	\$450	\$450	\$450	\$450	\$460	\$460	\$460
Accelerated Bridge - Special Obligation Bonds	\$415	\$955	\$342	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,567	\$1,776	\$1,203	\$886	\$880	\$965	\$1,002	\$1,026	\$1,060	\$1,085	\$1,111	\$1,138	\$1,280	\$1,392	\$1,431	\$1,460	\$1,490	\$1,522	\$1,564	\$1,597	\$1,631

Statewide Allocation	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Statewide Resurfacing Program	\$88	\$85	\$82	\$79	\$81	\$92	\$96	\$99	\$103	\$108	\$112	\$116	\$140	\$156	\$161	\$166	\$171	\$176	\$181	\$187	\$192
Statewide Infrastructure Program	\$41	\$43	\$38	\$32	\$33	\$37	\$39	\$40	\$42	\$44	\$45	\$47	\$57	\$63	\$65	\$67	\$69	\$71	\$73	\$76	\$78
Statewide Bridge Program	\$128	\$128	\$128	\$128	\$132	\$149	\$155	\$161	\$168	\$174	\$181	\$189	\$226	\$243	\$250	\$258	\$266	\$273	\$282	\$290	\$299
Accelerated Bridge Program	\$415	\$955	\$342	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide Maintenance Program	\$110	\$110	\$154	\$165	\$165	\$185	\$200	\$200	\$210	\$210	\$210	\$210	\$210	\$220	\$220	\$220	\$220	\$220	\$225	\$225	\$225
ARRA Projects	\$285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Special Bridge Projects	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Regional Major Infrastructure Projects	\$41	\$40	\$40	\$40	\$41	\$47	\$48	\$50	\$52	\$54	\$57	\$59	\$71	\$79	\$82	\$84	\$87	\$89	\$92	\$95	\$97
Project Operations	\$215	\$209	\$214	\$215	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$220	\$230	\$230	\$230	\$230	\$230	\$235	\$235	\$235
Federal-Aid Administrative Takedowns (Planning, EWO, etc.)	\$67	\$67	\$67	\$68	\$70	\$79	\$82	\$86	\$89	\$93	\$96	\$100	\$120	\$135	\$139	\$143	\$147	\$151	\$156	\$161	\$166
MPO Discretionary Capital Program	\$147	\$139	\$139	\$134	\$138	\$156	\$162	\$169	\$175	\$182	\$190	\$197	\$237	\$265	\$273	\$281	\$290	\$299	\$307	\$317	\$326
MHD Construction- Subtotal Uses	\$1,567	\$1,776	\$1,203	\$886	\$880	\$965	\$1,002	\$1,026	\$1,060	\$1,085	\$1,111	\$1,138	\$1,280	\$1,392	\$1,420	\$1,449	\$1,479	\$1,510	\$1,552	\$1,584	\$1,618

**EOT/MBTA Finance Plan
Public Transportation Expansion Project Summary**

	2010	2011 - 2015	2016 - 2020	2021 - 2025	2026 - 2030	Total
Fairmount Phase II	\$47	\$67	\$0	\$0	\$0	\$114
Red-Blue Connector	\$6	\$23	\$0	\$0	\$0	\$29
1,000 Parking Space Initiative	\$7	\$18	\$0	\$0	\$0	\$25
Green Line (Main Line to College Avenue, Union Square Spur)*	\$49	\$885	\$0	\$0	\$0	\$934
- Green Line - State Share	\$10	\$458	\$0	\$0	\$0	\$468
- Green Line - Federal Share	\$38	\$428	\$0	\$0	\$0	\$466
Total SIP	\$109	\$992	\$0	\$0	\$0	\$1,101

*EOT remains committed to the Route 16 terminal station for the Green Line project and will work to identify additional federal funding necessary to implement it.

EOT/MBTA Finance Plan
Public Transportation Expansion Project

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Fairmount Phase II	\$47	\$49	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Red-Blue Connector	\$6	\$18	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1,000 Parking Space Initiative	\$7	\$13	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Green Line (Main Line to College Avenue, Union Square Spur)*	\$49	\$138	\$234	\$250	\$235	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
- Green Line - State Share	\$10	\$38	\$134	\$150	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
- Green Line - Federal Share	\$38	\$100	\$100	\$100	\$100	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SIP	\$109	\$218	\$262	\$250	\$235	\$28	\$0														

Notes.

*EOT remains committed to the Route 16 terminal station for the Green Line project and will work to identify additional federal funding necessary to implement it.

MBTA Finance Plan
Operation and Maintenance Costs - Summary

OPERATING SOURCES & USES OF FUNDS

<i>(Dollars in Millions)</i>	Fiscal Year	2010	2011 -2015	2016 -2020	2021 - 2025	2026 - 2030	Total
Revenues:							
Sales Tax		\$767	\$4,079	\$4,926	\$5,705	\$6,559	\$22,036
Additional Tax Revenue		\$160	\$851	\$1,028	\$1,190	\$1,368	\$4,597
Local Assessments		\$150	\$809	\$915	\$1,036	\$1,172	\$4,082
Operating Revenue							
Fare Revenue		\$526	\$2,718	\$3,029	\$3,329	\$3,533	\$13,135
Additional Fare Revenue		\$68	\$693	\$1,332	\$1,820	\$2,533	\$6,446
Non-Fare Revenue		\$23	\$152	\$177	\$206	\$240	\$798
Total Revenues		\$1,694	\$9,302	\$11,408	\$13,286	\$15,404	\$51,094
Operating Expenses:							
Operating Expenses		(\$1,182)	(\$6,901)	(\$8,883)	(\$10,689)	(\$12,818)	(\$40,473)
Projected Savings from Reform		\$0	\$200	\$200	\$200	\$200	\$800
Total Operating Expenses		(\$1,182)	(\$6,701)	(\$8,683)	(\$10,489)	(\$12,618)	(\$39,673)
Remaining Amt for Rev. Bonds		\$512	\$2,601	\$2,725	\$2,797	\$2,786	\$11,421
Debt Service Expense:							
Prior Obligations (Pre-Forward Funding)							
Bond Debt Service		(\$169)	(\$684)	(\$172)	(\$105)	(\$92)	(\$1,223)
Operating Lease Payments		(\$13)	(\$31)	\$0	\$0	\$0	(\$44)
Sub-Total Prior Obligations		(\$182)	(\$715)	(\$172)	(\$105)	(\$92)	(\$1,266)
Revenue Bonds (Post-Forward Funding)							
Bond Debt Service		(\$263)	(\$1,798)	(\$2,546)	(\$2,672)	(\$2,688)	(\$9,967)
Sub-Total Revenue Bonds		(\$263)	(\$1,798)	(\$2,546)	(\$2,672)	(\$2,688)	(\$9,967)
Less: Net Total Debt Service		(\$445)	(\$2,513)	(\$2,718)	(\$2,777)	(\$2,780)	(\$11,233)
Operating Surplus/(Deficit)		\$67	\$89	\$7	\$20	\$6	\$188
Less: Deficiency Fund Contribution		\$0	\$0	\$0	\$0	\$0	\$0
Less: Capital Maintenance Fund Contribution		\$0	\$0	\$0	\$0	\$0	\$0
Less: Sec. 20 Surplus Requirement Stabilization Fund		(\$5)	(\$24)	(\$29)	(\$34)	(\$39)	(\$131)
Available for Discretionary Capital Or Liquidity		\$62	\$64	(\$23)	(\$14)	(\$33)	\$57
Running Total		\$62	\$126	\$103	\$89	\$57	

MBTA Finance Plan

Operation and Maintenance Costs

OPERATING SOURCES & USES OF FUNDS

(Dollars in Millions)	Fiscal Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Sales Tax		\$767	\$775	\$790	\$813	\$838	\$863	\$896	\$949	\$977	\$1,028	\$1,076	\$1,076	\$1,093	\$1,142	\$1,170	\$1,224	\$1,265	\$1,265	\$1,293	\$1,351	\$1,385
Additional Tax Revenue		\$160	\$162	\$165	\$170	\$175	\$180	\$187	\$198	\$204	\$214	\$224	\$224	\$228	\$238	\$244	\$255	\$264	\$264	\$270	\$282	\$289
Local Assessments		\$150	\$154	\$158	\$162	\$166	\$170	\$174	\$178	\$183	\$188	\$192	\$197	\$202	\$207	\$212	\$217	\$223	\$228	\$234	\$240	\$246
Fare Revenue		\$526	\$533	\$538	\$544	\$549	\$554	\$571	\$588	\$605	\$624	\$642	\$650	\$658	\$666	\$674	\$682	\$690	\$698	\$707	\$715	\$724
Additional Fare Revenue		\$68	\$70	\$72	\$79	\$184	\$189	\$195	\$272	\$280	\$288	\$297	\$300	\$304	\$400	\$405	\$410	\$415	\$420	\$560	\$566	\$573
Non-Fare Revenue		\$23	\$30	\$30	\$30	\$31	\$31	\$33	\$34	\$35	\$37	\$38	\$38	\$40	\$41	\$43	\$45	\$45	\$46	\$48	\$49	\$51
Total Revenues		\$1,694	\$1,723	\$1,752	\$1,897	\$1,942	\$1,987	\$2,056	\$2,219	\$2,285	\$2,378	\$2,470	\$2,486	\$2,525	\$2,694	\$2,747	\$2,833	\$2,901	\$2,921	\$3,111	\$3,203	\$3,268
Operating Expenses		(\$1,182)	(\$1,244)	(\$1,304)	(\$1,374)	(\$1,449)	(\$1,530)	(\$1,627)	(\$1,695)	(\$1,769)	(\$1,868)	(\$1,924)	(\$1,950)	(\$2,053)	(\$2,131)	(\$2,219)	(\$2,336)	(\$2,389)	(\$2,439)	(\$2,561)	(\$2,662)	(\$2,767)
Projected Savings from Reform		\$0	\$40																			
Total Operating Expenses		(\$1,182)	(\$1,204)	(\$1,264)	(\$1,334)	(\$1,409)	(\$1,490)	(\$1,587)	(\$1,655)	(\$1,729)	(\$1,828)	(\$1,884)	(\$1,910)	(\$2,013)	(\$2,091)	(\$2,179)	(\$2,296)	(\$2,349)	(\$2,399)	(\$2,521)	(\$2,622)	(\$2,727)
Remaining Amt for Rev. Bonds		\$512	\$519	\$488	\$563	\$533	\$497	\$470	\$564	\$556	\$550	\$586	\$576	\$512	\$603	\$568	\$537	\$553	\$522	\$590	\$581	\$541
Debt Service Expense:																						
Prior Obligations (Pre-Forward Funding)																						
Bond Debt Service		(\$169)	(\$159)	(\$127)	(\$159)	(\$136)	(\$104)	(\$47)	(\$32)	(\$31)	(\$31)	(\$30)	(\$30)	(\$19)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)
Operating Lease Payments		(\$13)	(\$11)	(\$12)	(\$8)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-Total Prior Obligations		(\$182)	(\$170)	(\$139)	(\$166)	(\$136)	(\$104)	(\$47)	(\$32)	(\$31)	(\$31)	(\$30)	(\$30)	(\$19)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)	(\$18)
Revenue Bonds (Post-Forward Funding)																						
Bond Debt Service		(\$263)	(\$313)	(\$325)	(\$352)	(\$389)	(\$419)	(\$497)	(\$512)	(\$498)	(\$511)	(\$528)	(\$543)	(\$514)	(\$549)	(\$525)	(\$541)	(\$538)	(\$549)	(\$524)	(\$555)	(\$522)
Sub-Total Revenue Bonds		(\$263)	(\$313)	(\$325)	(\$352)	(\$389)	(\$419)	(\$497)	(\$512)	(\$498)	(\$511)	(\$528)	(\$543)	(\$514)	(\$549)	(\$525)	(\$541)	(\$538)	(\$549)	(\$524)	(\$555)	(\$522)
Less: Net Total Debt Service		(\$445)	(\$483)	(\$464)	(\$518)	(\$525)	(\$523)	(\$544)	(\$544)	(\$529)	(\$542)	(\$558)	(\$573)	(\$533)	(\$567)	(\$543)	(\$559)	(\$556)	(\$567)	(\$542)	(\$573)	(\$540)
Operating Surplus/(Deficit)		\$67	\$37	\$24	\$45	\$9	(\$26)	(\$75)	\$20	\$27	\$8	\$27	\$2	(\$21)	\$36	\$25	(\$22)	(\$4)	(\$45)	\$47	\$8	\$0
Less: Deficiency Fund Contribution		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less: Capital Maintenance Fund Contribution		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less: Sec. 20 Surplus Requirement Stabilization Fund		(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$6)	(\$6)	(\$6)	(\$6)	(\$6)	(\$6)	(\$7)	(\$7)	(\$7)	(\$7)	(\$7)	(\$8)	(\$8)	(\$8)
Available for Discretionary Capital Or Liquidity		\$62	\$32	\$19	\$40	\$4	(\$31)	(\$80)	\$14	\$21	\$2	\$21	(\$4)	(\$28)	\$29	\$18	(\$29)	(\$11)	(\$53)	\$40	(\$0)	(\$8)
Available Revenue Running Total		\$62	\$94	\$113	\$153	\$157	\$126	\$46	\$60	\$81	\$83	\$104	\$100	\$72	\$101	\$119	\$90	\$78	\$25	\$65	\$65	\$57
Fare Recovery Ratio		45%	44%	43%	41%	39%	37%	36%	36%	35%	34%	34%	34%	33%	32%	31%	30%	29%	29%	28%	27%	27%
Revenue Recovery Ratio		52%	53%	51%	56%	54%	52%	50%	54%	53%	52%	52%	52%	50%	53%	51%	49%	49%	49%	52%	51%	49%

RTP Schedule

TPPC begins discussion of highway/transit finance plans	July 2, 2009
TPPC votes on proposed projects	July 16, 2009
TPPC determines impact of selected set of projects	July/mid-August
TPPC votes RTP amendment for public review	August 20, 2009
Public comment period begins	August 24, 2009
TPPC discusses comments and votes final RTP amendment	October 1, 2009
Plan amendment to federal agencies	October 1, 2009

Memorandum

To: Transportation Planning and Programming Committee

July 2, 2009

From: Mike Callahan, MPO Staff

Re: UPWP Public Involvement Plan

The following public outreach actions for the draft FFY 2010 UPWP have been taken in accordance with the MPO's public participation process. The 30-day public review and comment period begins July 6th and ends August 4th.

- Post a public notice of the public review and comment period on the MPO website (Notice was posted on Monday, June 29).
- Publish a legal notice in the *Boston Globe*, *Bay State Banner*, *El Mundo*, and *La Semana*. (*Boston Globe* notice appeared in print on Sunday, June 28).

Below are further staff recommendations to solicit public involvement during the public review and comment period.

- Post the draft UPWP on the MPO's website. It will be available on both the homepage and the UPWP page. The public can also obtain the draft UPWP by phone, fax, or e-mail. The document will be available in PDF, CD, printed, and accessible formats.
- Distribute a press release by e-mail to the MPO's media listserve announcing the draft UPWP public review and comment period.
- Send by U.S. Postal Service a CD of the draft UPWP to Regional Transportation Advisory Council members, local officials, state legislators, regional equity contacts, and public libraries in the region.
- Host an Open House in the MPO Conference Room on Wednesday, July 22 from 12 to 2 p.m. and 5:30 to 7:30 p.m. The Open House will feature a UPWP presentation by Mary Ellen Sullivan. MPO and MAPC staff will also present recently completed work such as the MetroFuture results and implementation plan, updates on the 2010-2013 TIP and Journey to 2030 Plan Amendment, and planned improvements to the MPO's travel demand model.
- Distribute a flyer announcing the Open House and the public review and comment period for the draft UPWP. The flyer will be distributed to the MPOInfo e-mail listserve and the MPO's e-mail list of local officials in the region.
- A member of the Boston Region MPO staff will attend July subregion meetings of the Metropolitan Area Planning Council to present the Draft UPWP and receive comments.
- The UPWP Subcommittee is scheduled to meet on August 6 to review and respond to the comments. A summary of comments and responses will be included in Appendix B of the final FFY 2010 UPWP.
- The Transportation Planning and Programming Committee is scheduled to vote on the final FFY 2010 UPWP at its meeting on August 13.

PRESS RELEASE

FOR IMMEDIATE RELEASE

JULY 2, 2009

Contact: Maureen Kelly

Telephone: 617-973-7097

Boston Region Metropolitan Planning Organization

E-mail: mkelly@bostonmpo.org

Boston Region MPO Releases Draft *Unified Planning Work Program* for Public Review;

The Boston Region Metropolitan Planning Organization (MPO) is circulating its draft federal fiscal year 2010 Unified Planning Work Program (UPWP) for public review. The UPWP describes 79 surface transportation planning studies and projects that have been proposed for the upcoming federal fiscal year, which begins October 1, 2009. These activities are relevant to the 101-municipality area in eastern Massachusetts that composes the Boston Region MPO area. The studies and projects outlined in the draft UPWP would be conducted by Boston Region MPO staff and the Metropolitan Area Planning Council for the MPO and for other clients, including state transportation agencies and municipalities.

Copies of the draft UPWP may be obtained after 12:00 noon on Monday, July 6, at the MPO website, www.bostonmpo.org, or by contacting the MPO staff (see contact information below). Copies will be available in print, CD, and accessible formats.

The public comment period on the draft UPWP will begin on **Monday, July 6, 2009**, and end at 5:00 PM on **Tuesday, August 4, 2009**. Written comments must be received by the MPO, addressed to David Mohler, Chair, MPO Transportation Planning and Programming Committee, via the mailing address, e-mail address, or fax number listed below before the close of the comment period. Comments may also be conveyed by calling the MPO staff at the phone numbers below.

David Mohler, Chair, TPPC

By mail: State Transportation Building
10 Park Plaza, Suite 2150
Boston 02116-3968

By email: publicinformation@bostonmpo.org

By fax: (617) 973-8855

MPO staff

By phone: (617) 973-7119

By TTY: (617) 973-7089

The Boston Region MPO is responsible for conducting regional transportation planning and for programming federal capital funding for transit and highway projects in 101 municipalities in eastern Massachusetts. The MPO members include transportation and planning agencies and organizations, and municipalities.

The Boston Region Metropolitan Planning Organization (MPO) will host an Open House on Wednesday, July 22. The Open House is an opportunity for the MPO staff to update the public, and receive feedback, on the work being conducted by the MPO.

The Open House will include presentations on the following topics:

- Draft Unified Planning Work Program
- MetroFuture results and implementation plan
- Updates on the 2010-2013 Transportation Improvement Program (TIP) and Journey to 2030 Transportation Plan Amendment
- Upgrades to the Boston Region MPO's travel demand model

A highlight of the Open House will be a presentation about new and ongoing studies to be conducted by the MPO's staff during the upcoming federal fiscal year (FFY). These studies are included in the Unified Planning Work Program (UPWP), which is an annual document that programs transportation planning projects to be conducted within the Boston metropolitan region during a given federal fiscal year. The Boston Region MPO has released the draft FFY 2010 UPWP for a 30-day public review and comment period beginning July 6 and ending August 4.

The Draft FFY 2010 UPWP can be obtained at the MPO's website, www.bostonmpo.org, or by one of the means below. Copies of the UPWP will be available in PDF, CD, printed, and accessible formats.

VOICE: 617.973.7100

TTY: 617.973.7089

FAX: 617.973.8855

E-MAIL: Mary Ellen Sullivan at
mesullivan@bostonmpo.org

For more information, or to request special accommodations, such as an interpreter, please contact the Boston MPO by one of the means above.

MPO OPEN HOUSE

Two Sessions!

Wednesday, July 22, 2009

12:00 p.m. – 2:00 p.m. &

5:30 p.m. – 7:30 p.m.

State Transportation Building
Suite 2150, MPO Conference Room
10 Park Plaza, Boston, MA 02116

The State Transportation Building is accessible from the following transit services:

Silver Line – New England Medical Center (NEMC) Station

Orange Line – NEMC or Chinatown Station

Green Line – Boylston or Arlington Station

MBTA Bus Routes 43 & 55

To learn more about the Boston MPO, please visit www.bostonmpo.org.