

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

**October 7, 2010 Meeting**

10:00 AM – 12:00 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

**Decisions**

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

- approve the work program for *MBTA Neighborhood Maps and Bus Shelter Maps*
- approve the minutes of the meeting of September 16
- postpone action on the revision to the MPO's Memorandum of Understanding (MOU) until the federal recertification review team issues its comments, and then to address the revisions to the MOU section by section

**Meeting Agenda**

The chair and members recognized Jim Gallagher for his 30 years of service in transportation planning in the Boston region and gave him a certificate of appreciation.

**1. Public Comments**

There were none.

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

There was none.

**3. Subcommittee Chairs' Reports**

There were none.

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

The Advisory Council will meet on October 13. The agenda will include a report on the Massachusetts Statewide Airport Systems Plan.

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

The MPO has been complying with the new emergency regulations for the state's Open Meeting Law, which goes into effect on October 1, 2010. The regulation requires regional bodies to file a meeting notice with each municipality in the region at least 48 hours prior to the meeting and to notify each municipality in a manner prescribed by each municipality.

This summer the MPO submitted a comment to the Attorney General's Office requesting that e-mail be the standard for these communications. The Attorney General's Office subsequently determined that it is sufficient for regional bodies to post notices on their own websites, noting the time and date of meetings, rather than inform each municipality individually. Municipalities are not required to post the meetings of regional bodies.

**6. MBTA Neighborhood Maps and Bus Shelter Maps** – *Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff*

Members heard a presentation on the work program for *MBTA Neighborhood Maps and Bus Shelter Maps* at the meeting of September 16. At today's meeting, K. Quackenbush and Erik Scheier, MBTA, addressed several of the questions that members had raised regarding the location of existing maps, a neighborhood map for the Woodland Station, and the policy guiding decisions about where maps are placed.

K. Quackenbush provided a list of transit stations showing which ones already have neighborhood maps, which of those will be updated, and which stations will receive maps for the first time. (See attached.)

E. Scheier and David Koses, City of Newton, discussed the plans for a map at the Woodland Station. E. Scheier confirmed that there were discussions between an MBTA contractor and municipal representatives about preparing a map for Woodland Station (using a different funding source). D. Koses asked if the MBTA would be having further discussions about locations to show on that map. E. Scheier replied that the MBTA could revisit the issue if necessary.

E. Scheier discussed the MBTA's guidelines for determining where the maps are located. The focus has been on all subway stations and light rail stations with high boardings or bus connections. There are some constraints at light rail stations since some do not have frames where the maps can be mounted; the MBTA does not have the funding to install frames and mountings at all stations. In the future, the MBTA plans to add maps to commuter rail stations. The MBTA also responds to requests from community groups.

D. Koses stated that a map would be more useful at Newton Corner than at the Woodland Station. E. Scheier noted that the MBTA does not have the resources to put maps at all bus stations, unless there is a shelter.

D. Koses suggested that MPO staff post the audio recordings of Transportation Planning and Programming Committee meetings on the MPO's website. MPO staff will look into the feasibility of doing this.

A motion to approve the work program for *MBTA Neighborhood Maps and Bus Shelter Maps* was made by Eric Bourassa, Metropolitan Area Planning Council (MAPC), and seconded by Ginger Esty, Town of Framingham. The motion passed unanimously.

**7. Meeting Minutes** – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the meeting of September 16 was made by Mary Pratt, Town of Hopkinton, and seconded by E. Bourassa. The motion passed unanimously.

**8. Transportation Improvement Program** – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with a schedule for the federal fiscal year (FFY) 2011 Clean Air and Mobility Program activities. (See attached.) Based on this proposed schedule, MPO staff will conduct outreach to municipalities in December and hold a pre-proposal meeting for potential applicants in January. Proposals will be due in February. MPO staff and the MPO's Clean Air and Mobility Subcommittee will review proposals in February and March. The Transportation Improvement Program (TIP) would be amended in March to itemize the selected projects. Members gave staff approval to release this schedule.

H. Morrison then gave an overview of an inventory of TIP programming over the federal fiscal years 2008 – 2014. (See attached memorandum and PowerPoint presentation.) The presentation took inventory of TIP project funding during this time period and examined programming by project type, project purpose, and funding category. The attached memorandum shows a breakdown of MPO target programming and programming for the entire TIP. The funding for the Central Artery/Tunnel project and the State Implementation Plan projects was not included in the inventory. The inventory does not account for on-network bicycle and pedestrian facilities.

As series of graphs in the attached memorandum show the programming breakdown. One result shows a trend of increased target spending in the major highway category between FFY 2008 – 2014 (see page 6 of the memorandum). Another shows that more funding was spent on transit projects than on highway projects.

H. Morrison made several comments about the figures on the funding chart on page 22 of the memorandum:

- Congestion Mitigation and Air Quality (CMAQ) funding was higher in FFY 2010 due to the MBTA's project to procure locomotives.
- Bridge funding was higher in FFY 2011 due to Grant Anticipation Notes (GANS) payments in the Accelerated Bridge Program for the Longfellow Bridge and the Fore River Bridge.
- Bicycle and pedestrian funding was higher in FFY 2009 due to American Recovery and Reinvestment Act (ARRA) funds being spent on the Cambridge footbridge.
- Due to the programming of ARRA funds in FFY 2009 and 2010, the funding for those years is hard to compare to the other years.

Members then discussed the inventory.

D. Mohler asked for an explanation of the figure for transit spending in FFY 2010. H. Morrison stated that the figure includes the MBTA's *Locomotive and Coach*

*Procurement Program*, as well as, earmarks for the Beverly and Salem Intermodal Centers and the Weymouth Commuter Rail Station.

E. Bourassa asked for an explanation of the figure for roadway expansion and asked if it is due to the *Concord and Lincoln – Route 2 (Crosby’s Corner)* project. H. Morrison stated that the figure includes funding for the *Route 128 Add-a-Lane* project. She noted that the Crosby’s Corner project was categorized as a roadway maintenance/modernization project. D. Mohler stated that none of the projects funded through TIP targets should be characterized as maintenance projects, rather they are all modernization projects.

H. Morrison discussed the categorization of expansion projects and explained why the Crosby’s Corner project was not inventoried as an expansion project. Joe Onorato, MassDOT District 4, noted that the project involves a grade separation, but that it is not an expansion project, and that it should be categorized as a safety project.

D. Mohler and M. Pratt recommended that the inventory include a category for safety. H. Morrison noted that staff could break out the figures based on different categories that are in the TIP evaluation criteria and that projects should ideally be included in multiple categories, making the relationship not one to one.

H. Morrison also stated that the MPO staff will bring this information to the subregions. D. Mohler asked that staff also prepare a breakdown of TIP funding by subregion.

**9. 2010 – 2011 HOV Monitoring on I-93 North and the Southeast Expressway – Karl Quackenbush, Deputy Technical Director, Central Transportation Planning Staff** Members were provided with the work program for *2010 – 2011 HOV Monitoring on I-93 North and the Southeast Expressway*. (See attached.)

The Massachusetts Department of Environmental Protection requires MassDOT to monitor the usage of HOV lanes on the Southeast Expressway and Interstate 93 North and to compare it to usage of the general-purpose lanes. The purpose is to determine if the HOV lanes are meeting a standard for travel-time savings. Central Transportation Planning Staff (CTPS) conducts this work each year. The work program involves collecting travel-time data on a quarterly basis and occupancy counts on a semi-annual basis, and reporting this information to MassDOT. The reports are also posted on the MPO’s website.

Last year, staff was asked to investigate the possibility of using data from SmartRoutes Systems for this work. MPO staff subsequently contacted this company and discussed the MPO’s data needs and the possibility of contracting with the company. SmartRoutes then provided sample data, which was unprocessed and not of the same quality as that which CTPS collects. The SmartRoutes data had a mixture of confidence levels and included data from vehicles that did not traverse the entire route. It was not possible to distinguish between the data for the HOV lanes and the general-purpose lanes.

If CTPS were to contract with SmartRoutes, it would cost \$30,000 per year to access the data. This is exactly what it costs the staff to collect its own data, which for this particular legal requirement are superior. Therefore, MPO staff believes it is not a viable alternative to use the SmartRoutes data. Staff will, however, keep apprised of opportunities for using other available data to lower costs in this and other efforts

Members then asked questions and made comments.

*Is there a way to address total traffic volume in the study? (M. Pratt)*

Counts are done for both the HOV lanes and the general-purpose lanes. (D. Mohler) Staff conducts travel time runs in four five-week episodes a year. In addition, there are two periods when staff counts total traffic in the HOV lanes and the general-purpose lanes, and categorizes the information by vehicle occupancy. (K. Quackenbush)

D. Koses thanked staff for researching the SmartRoutes data.

*Consideration should be given to looking for opportunities for capital improvements that could enhance data collection, such as adding sensors on the road or permanent data collection stations. (Lourenço Dantas, Massachusetts Port Authority)*

That is a good suggestion. For now, using a temporary worker with a stopwatch to collect the data provides extremely good data to meet the legal requirement. (K. Quackenbush)

*Is Task 3 of the work program (the spring data collection) undertaken when colleges are in session? It would make a big difference if student traffic were not counted. (Christine Stickney, Town of Braintree)*

Staff attempts to collect this data when colleges are in session. There is a five-week window in which this work is conducted. (K. Quackenbush)

K. Quackenbush noted that historic data from previous years' work programs are available on the MPO's website in the Mobility Monitoring section.

**10. Update to Boston Region MPO Memorandum of Understanding – Pam Wolfe, Manager of Certification Activities, MPO Staff**

Members were provided with a table outlining the topics that members raised as discussion items for the revision of the MPO's Memorandum of Understanding (MOU). (See attached.) Members then discussed possible changes to the MOU.

M. Pratt recommended that the MPO not change the MOU. She noted that the federal transportation agencies appear pleased with how the MPO is currently operating. Addressing issues some members raised about MPO membership and voting, she noted that the MOU allows for the appropriate number of MassDOT representatives on the Transportation Planning and Programming Committee (representing the various aspects of the state transportation system). Also, while the Regional Transportation Advisory Council is seeking a voting seat, she noted that the organization is already a member of the Committee.

L. Dantas recommended that, at a minimum, the Committee should address the “housekeeping” issues highlighted in the table.

Paul Regan, MBTA Advisory Board, expressed that the Advisory Board is in favor of changing the MOU to allow for the MPO chair to be elected.

D. Mohler answered members’ questions about the process and requirements for changing the MOU. He explained that the federal transportation agencies are requiring the MPO to change the MOU to acknowledge the existence of MassDOT (since the existing MOU was prepared prior to the reorganization of the state’s transportation agencies).

Jim Gillooly, City of Boston, expressed that the MPO should update its election policy to allow every city and town in the region to run for a seat on the MPO. The MPO’s existing policy presents a barrier to fully open elections because a city and town in the same subregion cannot run at the same time if there is an incumbent. He said that this issue could be addressed outside of the MOU.

Steve Olanoff, Regional Transportation Advisory Council, stated that all the members’ comments outlined in the table have merit and should be discussed, and that the MPO must revise the MOU because the Massachusetts Turnpike Authority (for which there is a voting seat) no longer exists. M. Pratt expressed that MassDOT should retain this seat because the transportation system still collects tolls from the Turnpike and there is a designated fund for those revenues.

M. Pratt expressed opposition to having an elected chair and to opening up the election to all cities and towns. J. Gillooly responded to the latter point by stating that an elected municipality should not block another municipality from the same subregion from running. If an incumbent municipality runs and loses, no other municipality from that subregion would have had the opportunity to run for a seat on the MPO.

M. Draisen, MAPC, noted that the MPO’s goals were to include local representatives on the MPO who would represent the whole region, and to have a balance of representatives from the subregions. These goal have created anomalies such as J. Gillooly has raised. He agreed that the MPO should look for ways to open up its election system to address the problem of municipalities being barred from running.

M. Draisen also pointed out that most MPOs in the nation are controlled by local entities whereas the Commonwealth heavily controls the Boston Region MPO. As such, MAPC is not supportive of the MassDOT Highway Division having two seats (the seats designated for MassHighway and the Turnpike Authority prior to the reorganization). He recommended that one of those seats be given to another state agency – either the Executive Office of Energy and Environmental Affairs or the Executive Office of Housing and Economic Development. These agencies could bring perspectives on air quality and economic development issues to the transportation planning process. M.

Draisen noted that this change would not alter the balance between state and local votes, though he expressed his wish that there was more local representation on the MPO.

In response to a question from L. Dantas, M. Draisen reported that both the Executive Office of Energy and Environmental Affairs and the Executive Office of Housing and Economic Development are aware of MAPC's proposal. The Governor's Office would need to consider this recommendation and decide whether the MOU should be adjusted to admit those agencies.

Michael Lambert, City of Somerville, stated that the City of Somerville is supportive of MAPC's proposal.

D. Mohler stated that the Commonwealth's position is that MPO membership should be limited to those agencies that bring money or project implementation ability to the MPO.

Richard Reed, Town of Bedford, expressed support for more local representation on the MPO. He recommended considering a system in which there is more local representation with the state having veto authority.

D. Mohler suggested that the MPO further discuss whether there is enough local representation on the MPO, whether the municipal members should represent subregions, and whether there is an appropriate balance of members and votes.

Members then discussed the process for revising the MOU. L. Dantas suggested simplifying the document first, then going issue by issue. Laura Wiener, Regional Transportation Advisory Council, requested that staff prepare an annotated version of the MOU containing the issues raised by the members. M. Draisen advised that the MPO wait to change the MOU until the federal recertification review team returns its comments from its evaluation of the MPO's process; this would enable the MPO to address concerns that the team may raise. (Those comments are expected by the end of October.)

A motion to postpone action on the revision to the MOU until the federal recertification review team issues its comments, and then to address the revisions to the MOU section by section, was made by M. Draisen, and seconded by Ginger Esty, Town of Framingham. The motion passed unanimously.

L. Wiener recommended that the MPO address the MOU revisions by the end of the winter. M. Draisen concurred.

## **11. Members Items**

D. Mohler announced that MassDOT will propose an amendment to the TIP at the next meeting, on October 21, to program the *Medford – Interstate 93 Superstructure Replacement* project. This Accelerated Bridge Program project will replace seven bridges on Interstate 93 in Medford. The project will cost \$70 million.

Joe Cosgrove, MBTA, added that the MBTA may also propose an amendment to the transit element of the TIP.

## **12. Adjourn**



**Transportation Planning and Programming Committee Meeting Attendance  
Thursday, October 7, 2010, 10:00 AM**

**Member Agencies**

MassDOT  
MassDOT Highway  
City of Boston

City of Newton  
City of Somerville  
MAPC

Massachusetts Port  
Authority

MBTA  
MBTA Advisory Board  
Regional Transportation  
Advisory Council

Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

David Mohler  
John Romano  
Jim Gillooly  
Tom Kadzis  
David Koses  
Michael Lambert  
Marc Draisen  
Eric Bourassa  
Eric Halvorsen  
Lourenço Dantas

Joe Cosgrove  
Paul Regan  
Laura Wiener  
Steve Olanoff  
Richard Reed  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

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

**Other Attendees**

Jim Gallagher  
Joe Onorato  
Tom O'Rourke

Karen Pearson

Erik Scheier  
Bryan Slack

MassDOT District 4  
Neponset Valley Chamber of  
Commerce  
MassDOT Office of  
Transportation Planning  
MBTA  
MassDOT District 3

# Neighborhood Map Program

Updated 10.6.2010

STATION	STATUS
Alewife	Complete
Andrew	Complete
Davis	Complete
Forest Hills	Complete
Jackson Square	Complete
Lechmere	Complete
Malden	Complete
Quincy Center	Complete
Wellington	Complete
Wonderland	Complete
6 MHSL stations	Complete
Back Bay	Complete
Boylston	Complete
Braintree	Complete
Central	Complete
DTX	Complete
Harvard Square	Complete
Haymarket	Complete
JFK/UMASS	Complete
Kendall	Complete
North Quincy	Complete
Oak Grove	Complete
Orient Heights	Complete
Porter	Complete
State	Complete
Sullivan Square	Complete
Wood Island	Complete
Arlington	Complete
Ashmont	Complete
Beachmont	Complete
Broadway	Complete
Chinatown	Complete
Copley	Complete
Fields corner	Complete
Hynes	Complete
Kenmore	Complete
Mass Ave	Complete
Mattapan	Complete
Maverick	Complete
North Quincy	Complete
North Station	Complete
Park	Complete
Revere Beach	Complete
Wollaston	Complete
Longwood	Complete
Savin Hill	Proposed New
Brookline Village	Proposed New
Brookline Hills	Proposed New
Newton Center	Proposed New

Newton Highlands	Proposed New
Woodland	Proposed New
BU east	Proposed New
BU Central	Proposed New
BU West	Proposed New
Boston College	Proposed New
Rox Xing	Proposed Update
Ruggles	Proposed Update
South Station	Proposed Update
Green Street	Proposed Update
NEMC	Proposed Update
Stony Brook	Proposed Update
Shawmut	Proposed Update
Quincy Adams	Proposed Update
Communitiy College	Proposed Update
Suffolk Downs	Proposed Update
Airport	Proposed Update
Bowdoin	Proposed Update
Prudential	Proposed Update
Symphony	Proposed Update
Heath	Proposed Update
Northeastern	Proposed Update
Museum of FA	Proposed Update
Brigham Circle	Proposed Update
Beaconsfield	Proposed Update
Reservior	Proposed Update
Chestnut Hill	Proposed Update
Waban	Proposed Update
elliot	Proposed Update
Cleveland Circle	Proposed Update
Harvard Ave	Proposed Update
Washington st	Proposed Update
Courthouse	Proposed Update
World Trade Ctr	Proposed Update
Silver Line Way	Proposed Update

## SUMMARY

<b><u># OF STATIONS WITH MAPS</u></b>	
Total Existing	73
Total Proposed New	10
Total Proposed Updates	30
<b><u>TOTAL # OF MAPS BY LINE (EXISTING)</u></b>	
Green	22
Silver	17
mattapan Line	7
Red	20
Orange	104
Blue	16
Total	186

## Clean Air and Mobility Program – FFY 2011 Schedule

- **Wednesday, December 8, 2010 5:30PM**  
*Clean Air and Mobility Program “How-To” Seminar*  
TBD
- **Wednesday, December 15, 2010 9:00 AM**  
*Clean Air and Mobility Program “How-To” Seminar*  
TBD
- **Thursday, January 6, 2011 2:00 PM**  
*Preproposal Meeting*  
MPO Conference Room, Suite 2150, State Transportation Building,  
10 Park Plaza, Boston
- **Thursday, February 1**  
*Proposals due*
- **February 1 – March 20**  
*Technical review of proposals by MPO staff*
- **Thursday, February 17**  
*Proposal review by the MPO’s Clean Air and Mobility Program Subcommittee*
- **Thursday, March 3**  
*Proponent Input Day for MPO’s Clean Air and Mobility Program Subcommittee*
- **Thursday, March 10**  
*MPO’s Clean Air and Mobility Program Subcommittee recommends projects to the Transportation Planning and Programming Committee*
- **Thursday, March 17**  
*Transportation Planning and Programming Committee decides on projects to fund in the current TIP*



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Arnold J. Soolman  
Director, MPO Staff

The Boston Region MPO,  
the federally designated  
entity responsible for  
transportation decision-  
making for the 101 cities  
and towns in the MPO  
region, is composed of:

MassDOT Office of Planning and  
Programming  
City of Boston  
City of Newton  
City of Somerville  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton  
Metropolitan Area Planning Council  
Massachusetts Bay Transportation  
Authority Advisory Board  
Massachusetts Bay Transportation  
Authority  
MassDOT Highway Division  
Massachusetts Port Authority  
Regional Transportation Advisory  
Council (nonvoting)  
Federal Highway Administration  
(nonvoting)  
Federal Transit Administration  
(nonvoting)

## MEMORANDUM

**DATE** August 31, 2010

**TO** Transportation Planning and Programming Committee

**FROM** MPO Staff

**RE** Transportation Improvement Program Funding:  
Federal Fiscal Years 2008-2014

The accompanying exhibits (tables and charts) provide an overview of the Boston Region Metropolitan Planning Organization's Transportation Improvement Program (TIP) funding over the past three years and into the next four years. They show how TIP funding has been programmed in the recent past, federal fiscal years (FFYs) 2008-2010, and how the MPO plans to program funding in the near future, FFYs 2011-2014. The data also show trends in TIP funding across the entire period of FFYs 2008-2014.

Two analyses were conducted: one of Target project funding and one of total TIP project funding. (Target project funding is that portion of a FFY's federal funding for which the MPO has total programming authority.)

The first series of exhibits presents the results of the Target project funding analysis, the second series the results of the total TIP project funding analysis. Each of the two series is organized in the same way:

### Target Project Funding Exhibits

Funding by Project Type – pp. 4-6  
Funding by Project Purpose – pp. 7-9  
Funding by Funding Category – pp. 10-12

### Total TIP Project Funding Exhibits

Funding by Project Type – pp. 13-15  
Funding by Project Purpose – pp. 16-18  
Funding by Funding Category – pp. 19-21

As shown in the outline above, in each analysis TIP funding was examined by project type, project purpose, and funding category. In each of these three examinations, the analysis was done for three time frames: FFYs 2008-2010, FFYs 2011-2014, and across all FFYs 2008-2014 elements. The funding for the Central Artery/Tunnel project is not included in any of these analyses.

*The project type analysis* divides funded projects into the eight project types listed below. Note: Not all of these types are represented in every exhibit.

- **Major Highway** – Limited-access-roadway projects, *such as the Route 128 Improvement Program in Canton, Randolph and Westwood and in Dedham, Needham and Westwood, and the Route 2 (Crosby's Corner) project in Concord and Lincoln*
- **Arterial and Intersection** – Arterial roadway and intersection projects, *such as Route 85 in Hudson and Magoun Square in Somerville*
- **Bicycle and Pedestrian** – Projects dedicated solely to bicycle and pedestrian facilities such as walkways, paths, and trails, *such as the Somerville Community Path, Phase 1, and the North Bank Pedestrian Bridge in Cambridge and Charlestown*  
(This category does not include arterial and intersection, clean air and mobility, or bridge projects that provide bicycle and pedestrian accommodations or improvements as part of the larger project.)
- **Clean Air and Mobility** – CMAQ-eligible projects that improve air quality or mobility, *such as the Cambridge Clean Cabs Program and the MetroWest RTA Route 1 Shuttle Service*  
(This title refers also to projects in the program known as the Suburban Mobility/Transportation Demand Management Program in the FFY 2008 and 2009 TIP elements.)
- **Freight** – Freight-focused projects, *such as the East Boston Haul Road project in Boston*
- **Bridge** – Bridge projects, *such as the Longfellow Bridge in Boston and the Fore River Bridge in Quincy and Weymouth*
- **Transit** – MBTA, MWRTA, and CATA transit projects, *such as the MBTA's Station Accessibility Program and the Beverly/Salem Intermodal Center*
- **Other** – Enhancement and other various projects, *such as the North Green Improvements in Ipswich and the Cambridge Common project*

*The project purpose analysis* divides funded projects into nine categories of project purpose:

- **Roadway Maintenance/Modernization** – Maintenance and/or modernization of major highways, arterials and intersections, freight facilities, bridges, and other facilities, *such as Magoun Square in Somerville and Route 53 over Route 3 in Weymouth*
- **Roadway Expansion** – Expansion of lanes on—or construction of major new—highways, arterials and intersections, freight facilities, and bridges, and other projects, *such as the Route 128 Improvement Program in Canton, Randolph and Westwood and in Dedham, Needham and Westwood, and the East-West Parkway in Weymouth and Rockland*
- **Multimodal Facilities** – Construction of new multimodal centers, shared-use paths, transit parking garages, and other multimodal facilities, *such as the Somerville Community Path, Phase 1, Wonderland Station Garage in Revere, and Weymouth Multimodal Center*
- **Clean Air and Mobility** – CMAQ-eligible projects that improve air quality or mobility, *such as the Cambridge Clean Cabs Program and MetroWest RTA Route 1 Shuttle Service*
- **Study/Design** – Study and/or design of surface transportation projects, *such as the East Boston Haul Road project in Boston*
- **Operations** – Traffic operation improvement programs and projects, *such as the Boston Traffic Management Center and the Regional ITS Program*

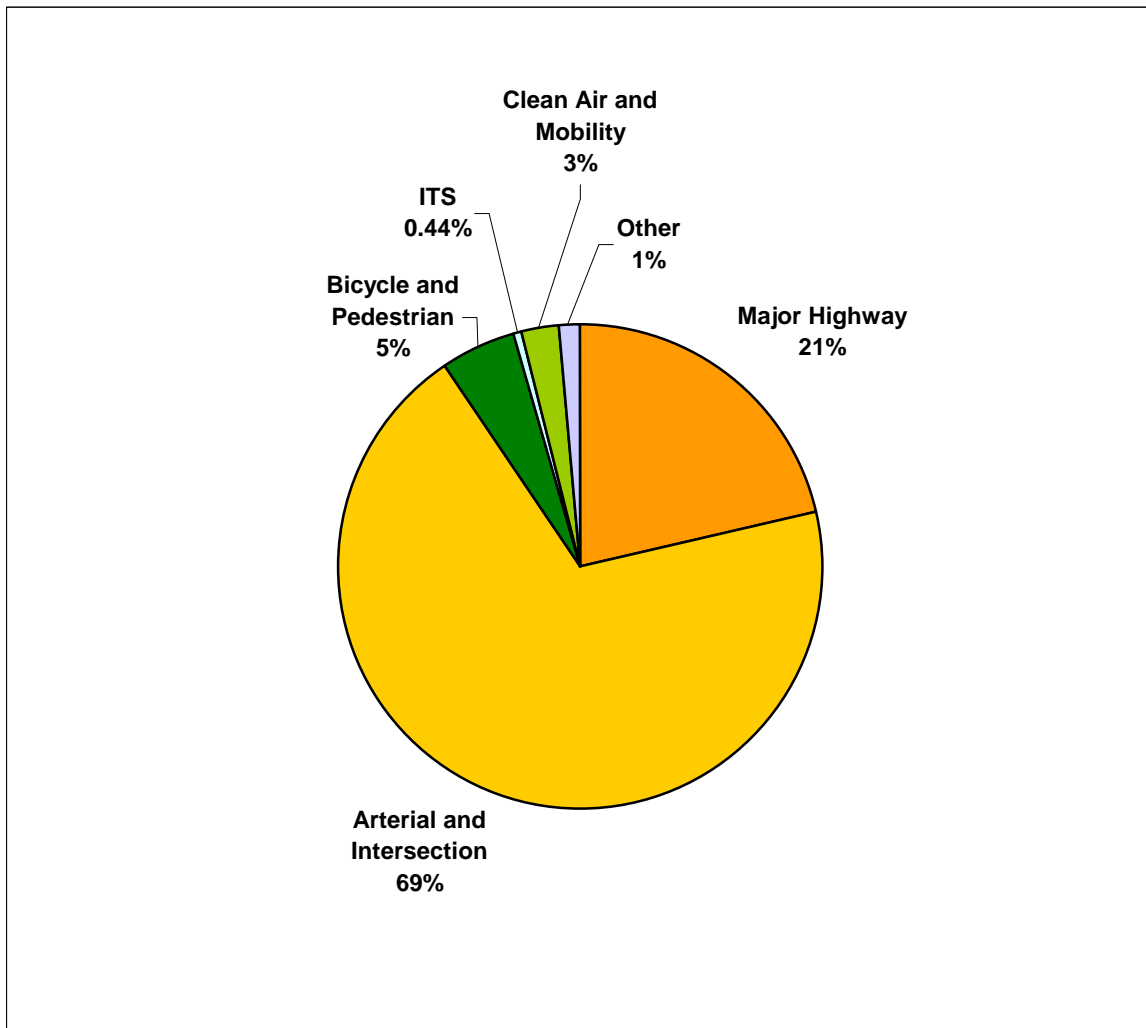
- **Transit Maintenance/Modernization** – Transit state-of-good-repair projects, *such as the MBTA’s Locomotive and Coach Procurements Program and Columbia Junction project*
- **Transit Expansion** – Expansion and/or extension of existing transit railways, *such as the Fitchburg Line Improvements*
- **Other** – Programs and projects with a broad range of purposes, *such as Hybrid Locomotive Switches and the JARC and New Freedom grant programs*

*The funding category analysis* looks at projects sorted into ten funding categories; some of these are singular funding streams, and some categories combine several funding streams:

- **CMAQ** – A wide range of projects eligible for Congestion Mitigation Air Quality funds that reduce transportation-related emissions, *such as the Upper Charles Trail, Phase 2, in Milford and Clean Air and Mobility programs and projects*
- **NHS/HSIP/IM/NHSPP** – Projects that consist of improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network funded with National Highway System, Highway Safety Improvement Program, Interstate Maintenance, or National Highway System Pavement Preservation programs, *such as the Route 2 (Crosby’s Corner) project in Concord and Lincoln, and Route 128 Improvement Program in Canton, Randolph and Westwood and in Dedham, Needham and Westwood*
- **STP** – Broad range of surface transportation capital needs, including many roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities funded through the Surface Transportation Program, *such as Route 85 in Hudson and Intersection Improvements at Route 2A and Waltham St. in Arlington*
- **Enhancement** – Funds identified for specific projects in annual appropriations, *such as the North Green Improvements in Ipswich and the Cambridge Common project*
- **Earmark** – Funds identified for a specific project in federal legislation, *such as Huntington Ave./Symphony Area Streetscape Construction in Boston and the Chelsea Street Bridge in Boston*
- **Bridge** – Replacement and rehabilitation of any public bridge, *such as the Longfellow Bridge in Boston and the Fore River Bridge in Quincy and Weymouth*
- **Section 5307 and 5309** – Capital and preventative maintenance projects, new starts or extensions to existing fixed-guideway systems, fixed-guideway modernization, and bus and related facilities funded through various federal transit formula funds, *such as the MBTA’s Locomotive and Coach Procurements Program and Columbia Junction project*
- **Highway ARRA** – Highway projects funded through the American Recovery and Reinvestment Act, *such as the Pulaski Boulevard project in Bellingham and the Nonantum Road Improvements in Boston, Newton, and Watertown*
- **Transit ARRA** – Transit projects funded through the American Recovery and Reinvestment Act, *such as the Back Bay Station Re-roofing Project in Boston*
- **Other** – Projects funded through various special grant programs, *such as the Wonderland Station Transit Oriented Development project in Revere (Transportation Investment Generating Economic Recovery grant)*

### TARGET PROJECTS BY PROJECT TYPE FFYs 2008-10 TIP Funding

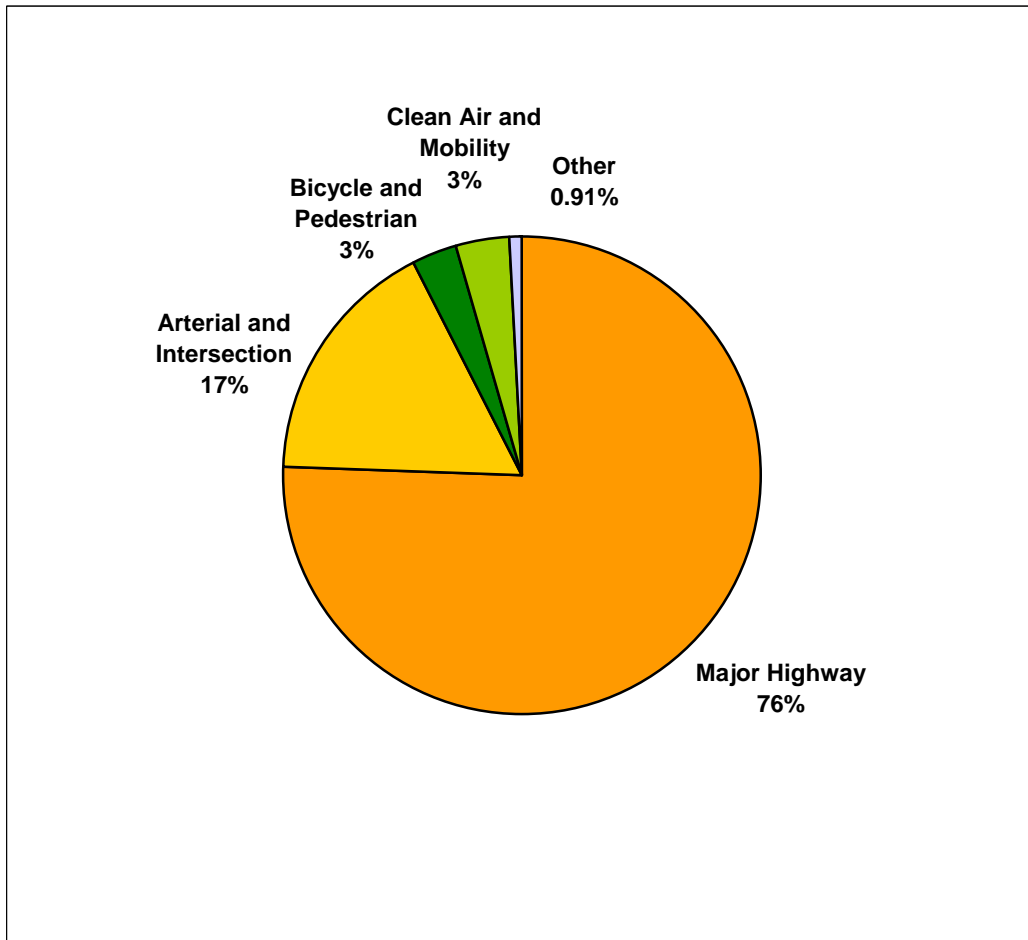
Project Type	2008	2009	2010	Total	%
Major Highway	\$7,630,000	\$14,959,389	\$17,000,000	<b>\$39,589,389</b>	<b>21.33%</b>
Arterial and Intersection	\$53,417,219	\$38,862,412	\$36,160,630	<b>\$128,440,261</b>	<b>69.20%</b>
Bicycle and Pedestrian	\$0	\$9,300,000	\$0	<b>\$9,300,000</b>	<b>5.01%</b>
ITS	\$405,000	\$405,000	\$0	<b>\$810,000</b>	<b>0.44%</b>
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	<b>\$5,083,758</b>	<b>2.74%</b>
Other	\$1,920,000	\$271,800	\$180,000	<b>\$2,371,800</b>	<b>1.28%</b>
<b>Total</b>	<b>\$65,029,474</b>	<b>\$65,225,104</b>	<b>\$55,340,630</b>	<b>\$185,595,208</b>	<b>100.00%</b>





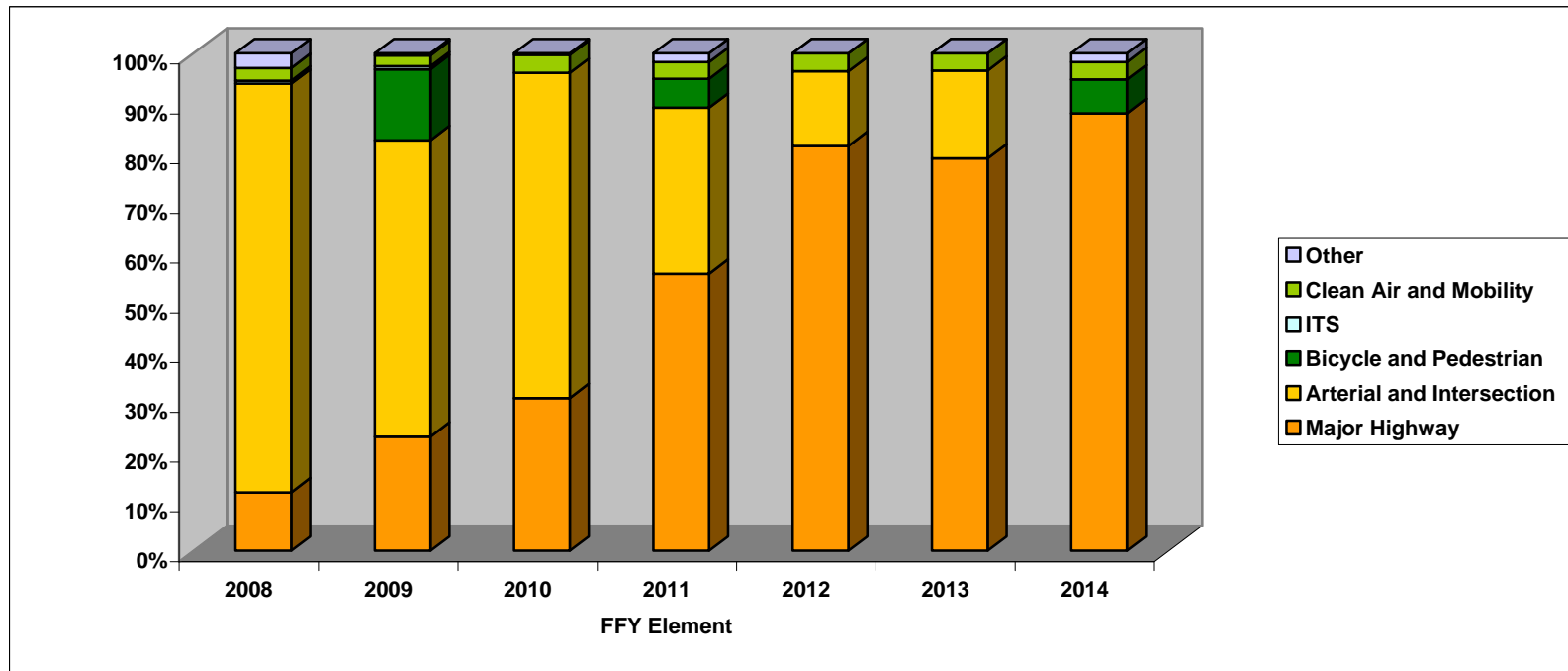
**TARGET PROJECTS BY PROJECT TYPE  
FFYs 2011-14 TIP Funding**

<b>Project Type</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>	<b>%</b>
Major Highway	\$33,336,197	\$44,796,710	\$45,296,710	\$49,914,368	<b>\$173,343,985</b>	<b>75.65%</b>
Arterial and Intersection	\$19,997,140	\$8,248,404	\$10,139,690	\$0	<b>\$38,385,234</b>	<b>16.75%</b>
Bicycle and Pedestrian	\$3,487,611	\$0	\$0	\$3,850,000	<b>\$7,337,611</b>	<b>3.20%</b>
Clean Air and Mobility	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$8,000,000</b>	<b>3.49%</b>
Other	\$1,076,235	\$0	\$0	\$1,000,000	<b>\$2,076,235</b>	<b>0.91%</b>
<b>Total</b>	<b>\$59,897,183</b>	<b>\$55,045,114</b>	<b>\$57,436,400</b>	<b>\$56,764,368</b>	<b>\$229,143,065</b>	<b>100.00%</b>



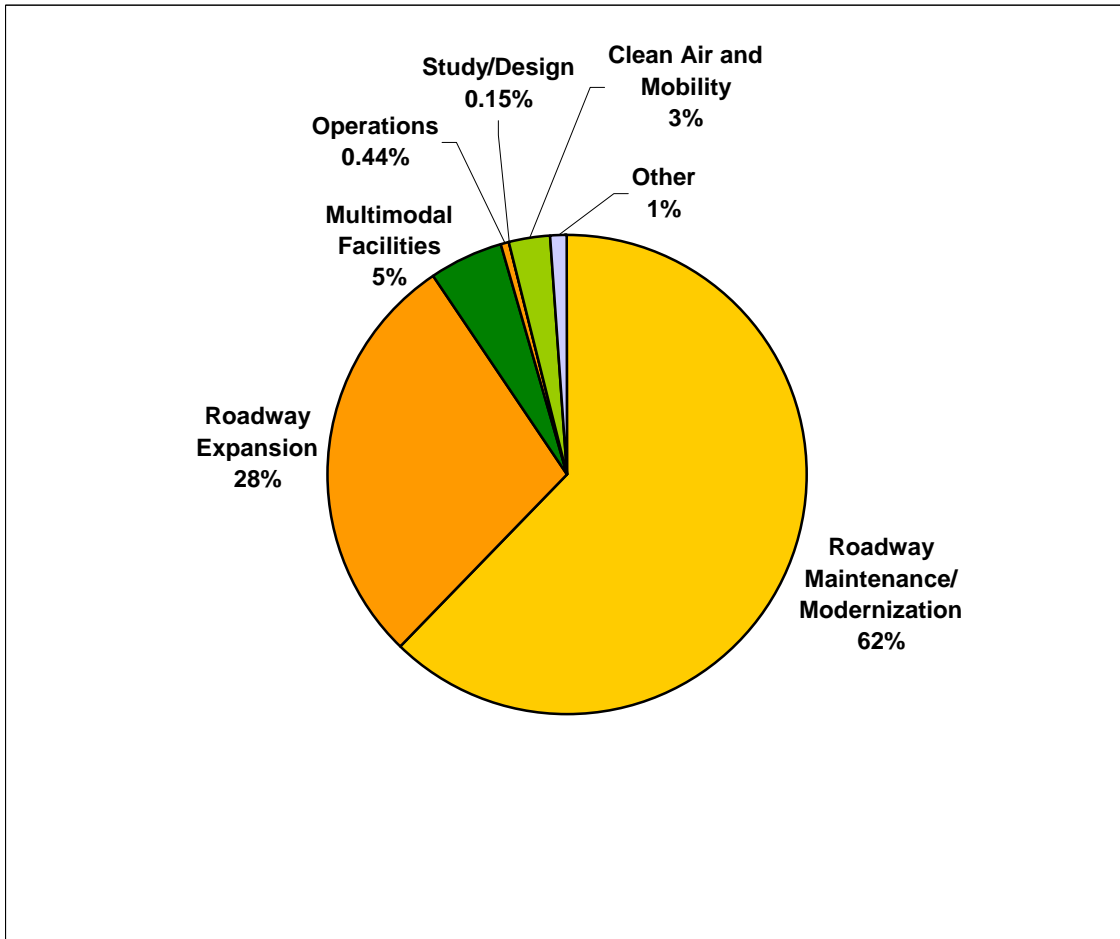
### TARGET PROJECTS BY PROJECT TYPE FFYs 2008-14 TIP Funding

Project Type	2008	2009	2010	2011	2012	2013	2014	Total	%
Major Highway	\$7,630,000	\$14,959,389	\$17,000,000	\$33,336,197	\$44,796,710	\$45,296,710	\$49,914,368	\$212,933,374	51.34%
Arterial and Intersection	\$53,417,219	\$38,862,412	\$36,160,630	\$19,997,140	\$8,248,404	\$10,139,690	\$0	\$166,825,495	40.22%
Bicycle and Pedestrian	\$0	\$9,300,000	\$0	\$3,487,611	\$0	\$0	\$3,850,000	\$16,637,611	4.01%
ITS	\$405,000	\$405,000	\$0	\$0	\$0	\$0	\$0	\$810,000	0.20%
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$13,083,758	3.15%
Other	\$1,920,000	\$271,800	\$180,000	\$1,076,235	\$0	\$0	\$1,000,000	\$4,448,035	1.07%
<b>Total</b>	<b>\$65,029,474</b>	<b>\$65,225,104</b>	<b>\$55,340,630</b>	<b>\$59,897,183</b>	<b>\$55,045,114</b>	<b>\$57,436,400</b>	<b>\$56,764,368</b>	<b>\$414,738,273</b>	<b>100.00%</b>



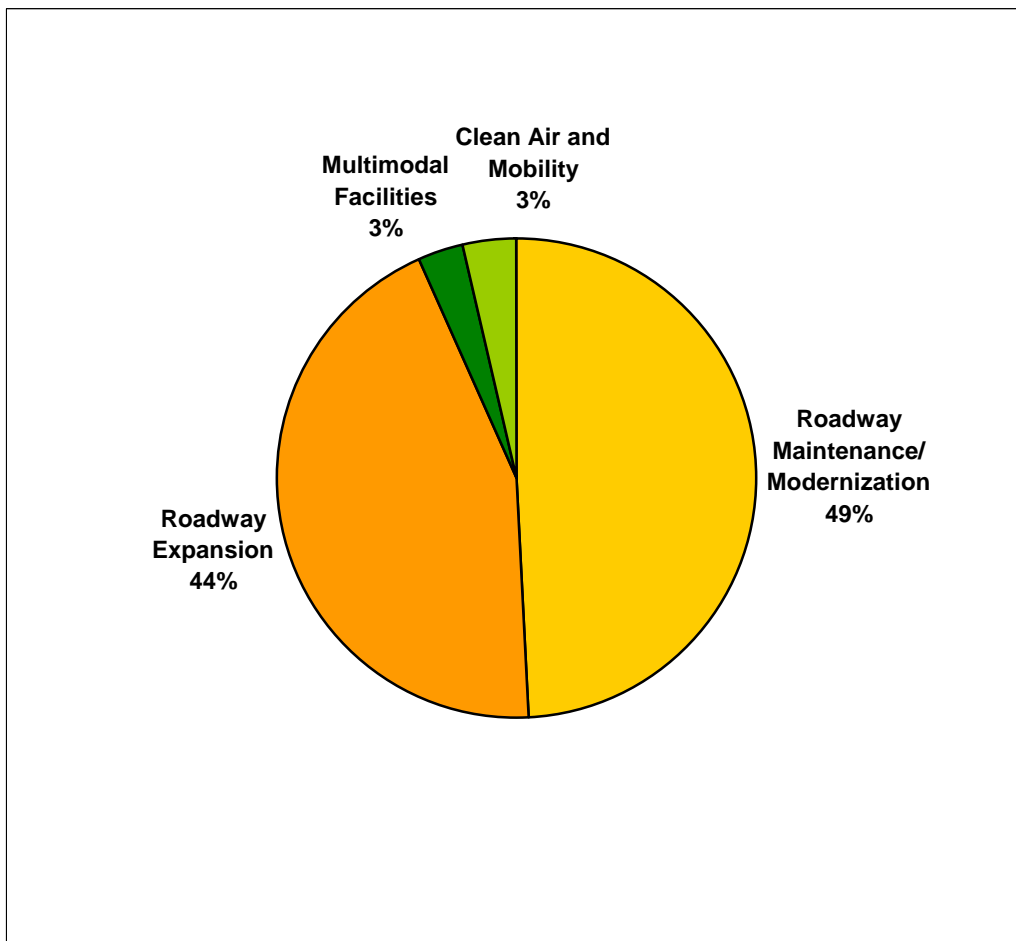
**TARGET PROJECTS BY PROJECT PURPOSE  
FFYs 2008-10 TIP Funding**

<b>Project Purpose</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Total</b>	<b>%</b>
Roadway Maintenance/Modernization	\$53,417,219	\$38,862,412	\$23,340,630	<b>\$115,620,261</b>	<b>62.30%</b>
Roadway Expansion	\$7,630,000	\$14,959,389	\$30,000,000	<b>\$52,589,389</b>	<b>28.34%</b>
Multimodal Facilities	\$0	\$9,300,000	\$0	<b>\$9,300,000</b>	<b>5.01%</b>
Operations	\$405,000	\$405,000	\$0	<b>\$810,000</b>	<b>0.44%</b>
Study/Design	\$0	\$271,800	\$0	<b>\$271,800</b>	<b>0.15%</b>
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	<b>\$5,083,758</b>	<b>2.74%</b>
Other	\$1,920,000	\$0	\$0	<b>\$1,920,000</b>	<b>1.03%</b>
<b>Total</b>	<b>\$65,029,474</b>	<b>\$65,225,104</b>	<b>\$55,340,630</b>	<b>\$185,595,208</b>	<b>100.00%</b>



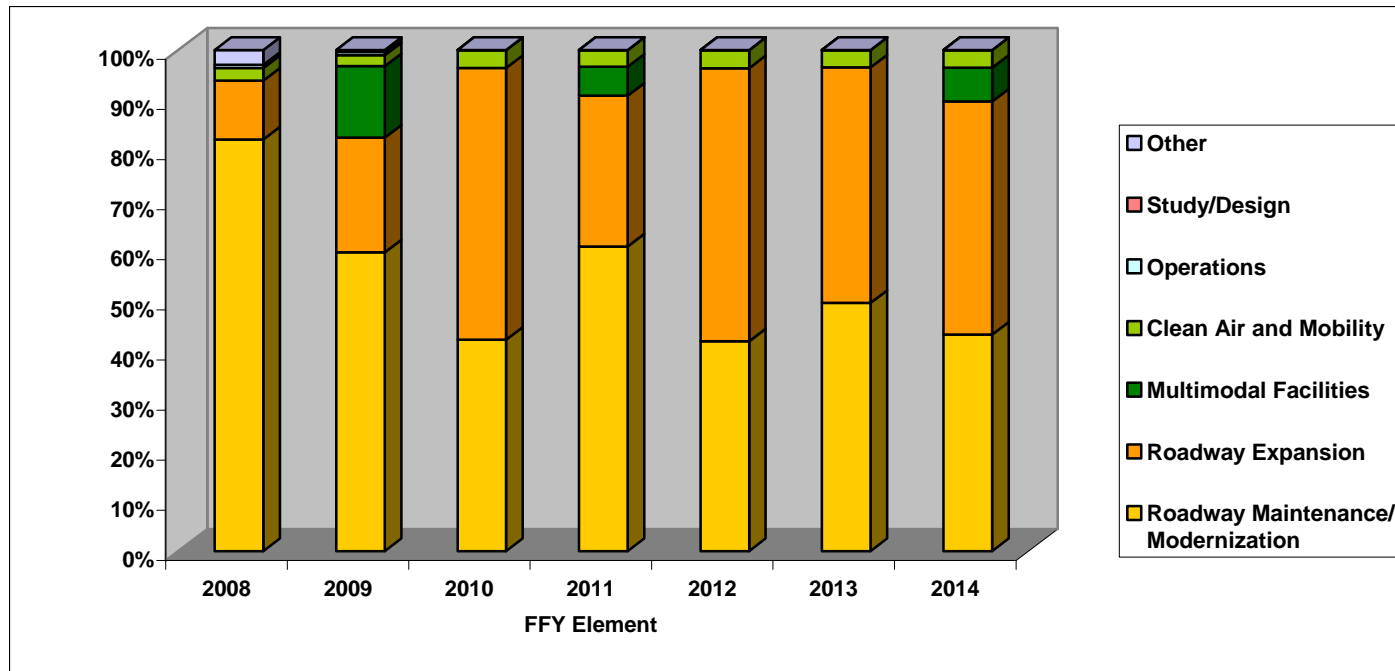
**TARGET PROJECTS BY PROJECT PURPOSE  
FFYs 2011-14 TIP Funding**

<b>Project Purpose</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>	<b>%</b>
Roadway Maintenance/ Modernization	\$36,409,572	\$23,045,114	\$28,436,400	\$24,514,368	<b>\$112,405,454</b>	<b>49.05%</b>
Roadway Expansion	\$18,000,000	\$30,000,000	\$27,000,000	\$26,400,000	<b>\$101,400,000</b>	<b>44.25%</b>
Multimodal Facilities	\$3,487,611	\$0	\$0	\$3,850,000	<b>\$7,337,611</b>	<b>3.20%</b>
Clean Air and Mobility	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$8,000,000</b>	<b>3.49%</b>
<b>Total</b>	<b>\$59,897,183</b>	<b>\$55,045,114</b>	<b>\$57,436,400</b>	<b>\$56,764,368</b>	<b>\$229,143,065</b>	<b>100.00%</b>



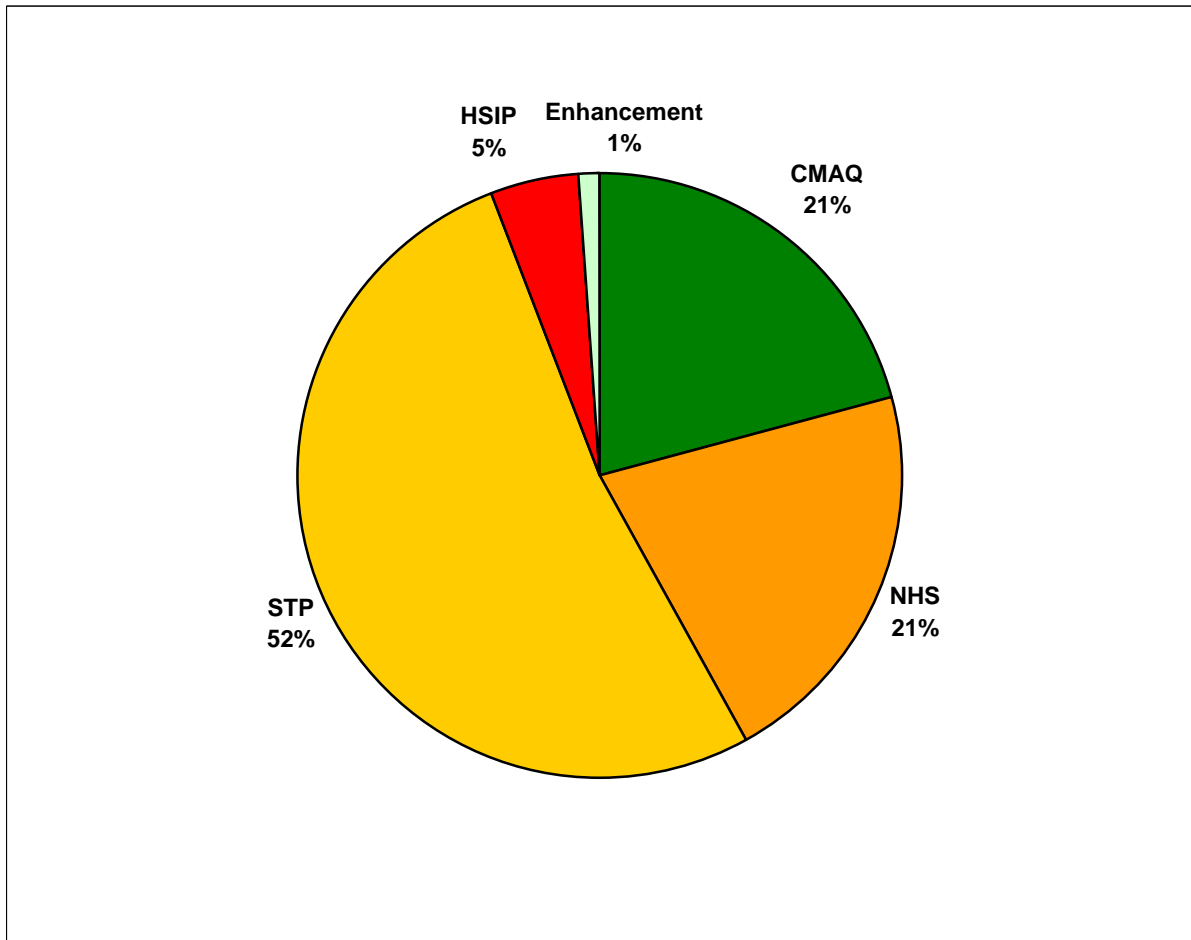
### TARGET PROJECTS BY PROJECT PURPOSE FFYs 2008-14 TIP Funding

Project Purpose	2008	2009	2010	2011	2012	2013	2014	Total	%
Roadway Maintenance/Modernization	\$53,417,219	\$38,862,412	\$23,340,630	\$36,409,572	\$23,045,114	\$28,436,400	\$24,514,368	\$228,025,715	54.98%
Roadway Expansion	\$7,630,000	\$14,959,389	\$30,000,000	\$18,000,000	\$30,000,000	\$27,000,000	\$26,400,000	\$153,989,389	37.13%
Multimodal Facilities	\$0	\$9,300,000	\$0	\$3,487,611	\$0	\$0	\$3,850,000	\$16,637,611	4.01%
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$13,083,758	3.15%
Operations	\$405,000	\$405,000	\$0	\$0	\$0	\$0	\$0	\$810,000	0.20%
Study/Design	\$0	\$271,800	\$0	\$0	\$0	\$0	\$0	\$271,800	0.07%
Other	\$1,920,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,920,000	0.46%
<b>Total</b>	<b>\$65,029,474</b>	<b>\$65,225,104</b>	<b>\$55,340,630</b>	<b>\$59,897,183</b>	<b>\$55,045,114</b>	<b>\$57,436,400</b>	<b>\$56,764,368</b>	<b>\$414,738,273</b>	<b>100.00%</b>



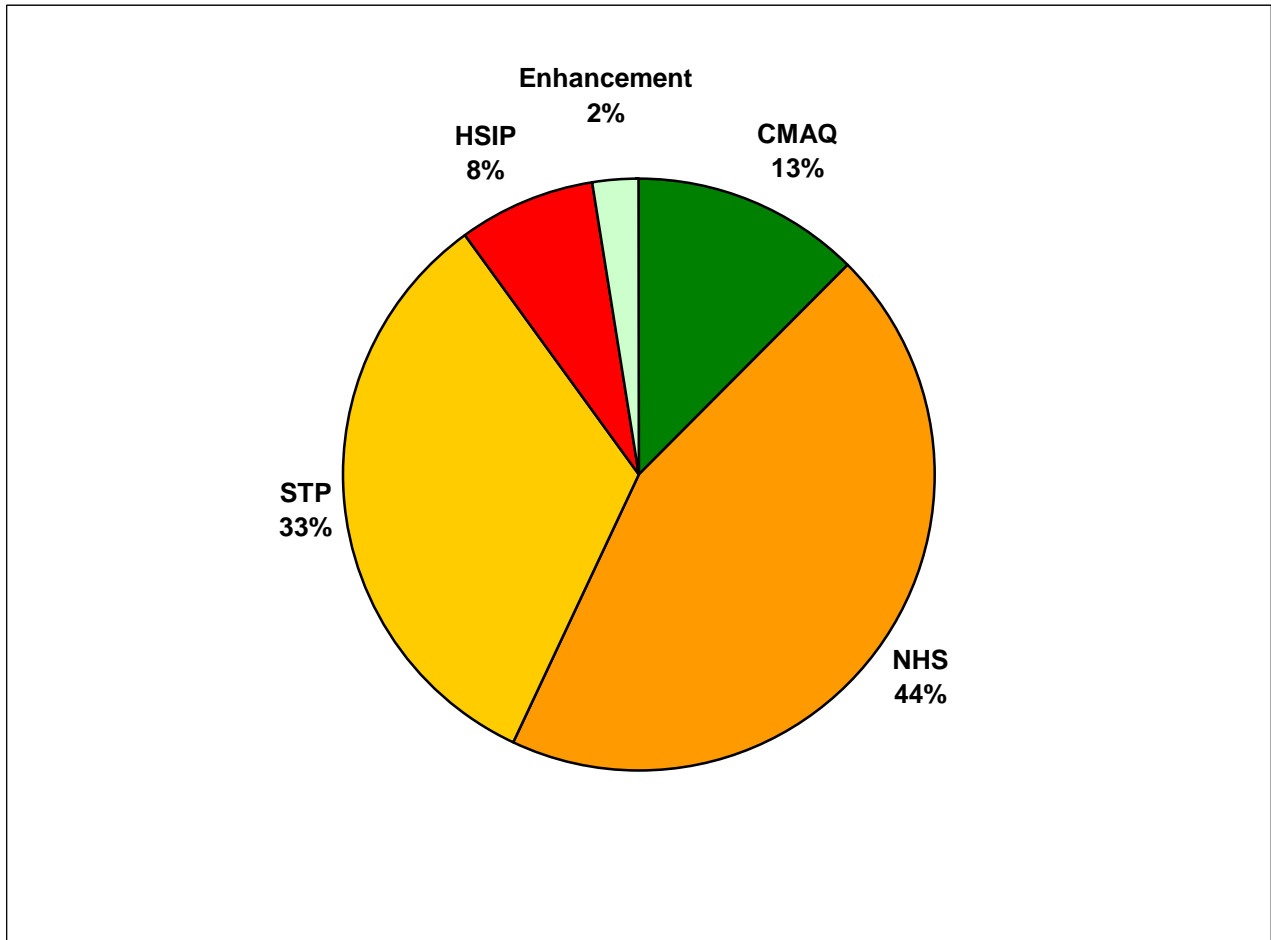
**TARGET PROJECTS BY FUNDING CATEGORY  
FFYs 2008-10 TIP Funding**

<b>Funding Category</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Total</b>	<b>%</b>
CMAQ	\$16,240,946	\$17,670,623	\$4,583,300	<b>\$38,494,869</b>	<b>20.74%</b>
NHS	\$7,630,000	\$14,959,389	\$17,000,000	<b>\$39,589,389</b>	<b>21.33%</b>
STP	\$40,359,123	\$28,026,582	\$28,530,620	<b>\$96,916,325</b>	<b>52.22%</b>
HSIP	\$0	\$4,296,710	\$4,296,710	<b>\$8,593,420</b>	<b>4.63%</b>
Enhancement	\$799,405	\$271,800	\$930,000	<b>\$2,001,205</b>	<b>1.08%</b>
<b>Total</b>	<b>\$65,029,474</b>	<b>\$65,225,104</b>	<b>\$55,340,630</b>	<b>\$185,595,208</b>	<b>100.00%</b>



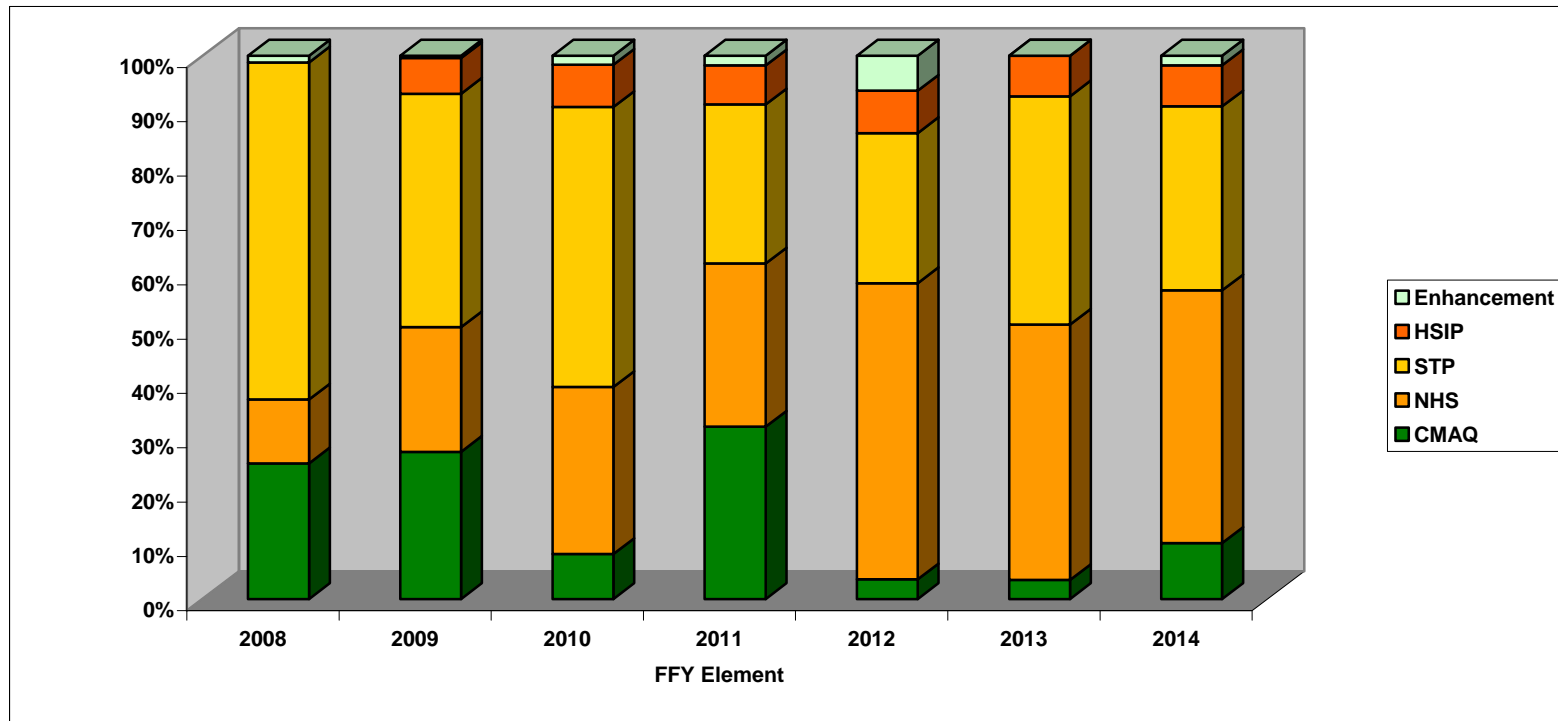
**TARGET PROJECTS BY FUNDING CATEGORY  
FFYs 2011-14 TIP Funding**

<b>Funding Category</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>	<b>%</b>
CMAQ	\$18,987,611	\$2,000,000	\$2,000,000	\$5,850,000	<b>\$28,837,611</b>	<b>12.58%</b>
NHS	\$18,000,000	\$30,000,000	\$27,000,000	\$26,400,000	<b>\$101,400,000</b>	<b>44.25%</b>
STP	\$17,536,627	\$15,200,000	\$24,139,690	\$19,217,658	<b>\$76,093,975</b>	<b>33.21%</b>
HSIP	\$4,296,710	\$4,296,710	\$4,296,710	\$4,296,710	<b>\$17,186,840</b>	<b>7.50%</b>
Enhancement	\$1,076,235	\$3,548,404	\$0	\$1,000,000	<b>\$5,624,639</b>	<b>2.45%</b>
<b>Total</b>	<b>\$59,897,183</b>	<b>\$55,045,114</b>	<b>\$57,436,400</b>	<b>\$56,764,368</b>	<b>\$229,143,065</b>	<b>100.00%</b>



### TARGET PROJECTS BY FUNDING CATEGORY FFYs 2008-14 TIP Funding

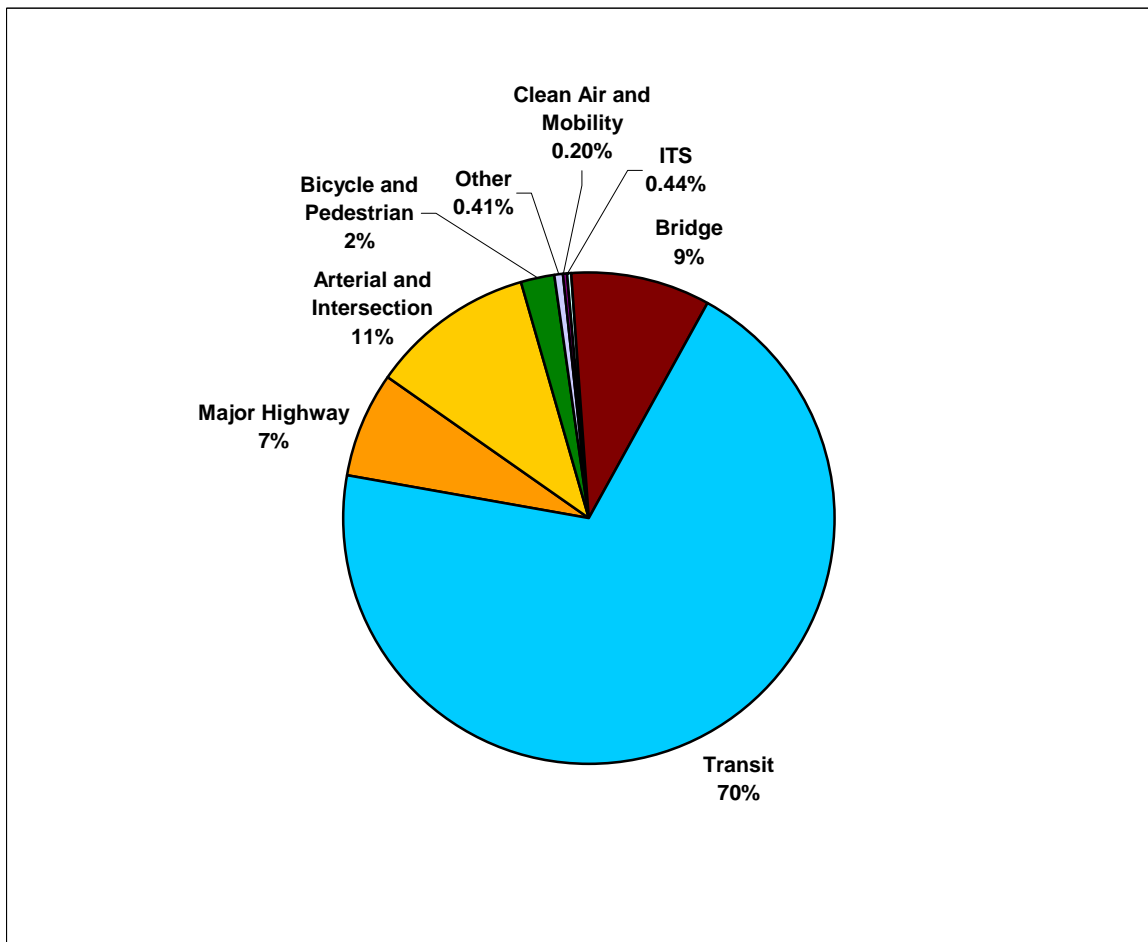
Funding Category	2008	2009	2010	2011	2012	2013	2014	Total	%
CMAQ	\$16,240,946	\$17,670,623	\$4,583,300	\$18,987,611	\$2,000,000	\$2,000,000	\$5,850,000	<b>\$67,332,480</b>	<b>16.23%</b>
NHS	\$7,630,000	\$14,959,389	\$17,000,000	\$18,000,000	\$30,000,000	\$27,000,000	\$26,400,000	<b>\$140,989,389</b>	<b>33.99%</b>
STP	\$40,359,123	\$28,026,582	\$28,530,620	\$17,536,627	\$15,200,000	\$24,139,690	\$19,217,658	<b>\$173,010,300</b>	<b>41.72%</b>
HSIP	\$0	\$4,296,710	\$4,296,710	\$4,296,710	\$4,296,710	\$4,296,710	\$4,296,710	<b>\$25,780,260</b>	<b>6.22%</b>
Enhancement	\$799,405	\$271,800	\$930,000	\$1,076,235	\$3,548,404	\$0	\$1,000,000	<b>\$7,625,844</b>	<b>1.84%</b>
<b>Total</b>	<b>\$65,029,474</b>	<b>\$65,225,104</b>	<b>\$55,340,630</b>	<b>\$59,897,183</b>	<b>\$55,045,114</b>	<b>\$57,436,400</b>	<b>\$56,764,368</b>	<b>\$414,738,273</b>	<b>100.00%</b>





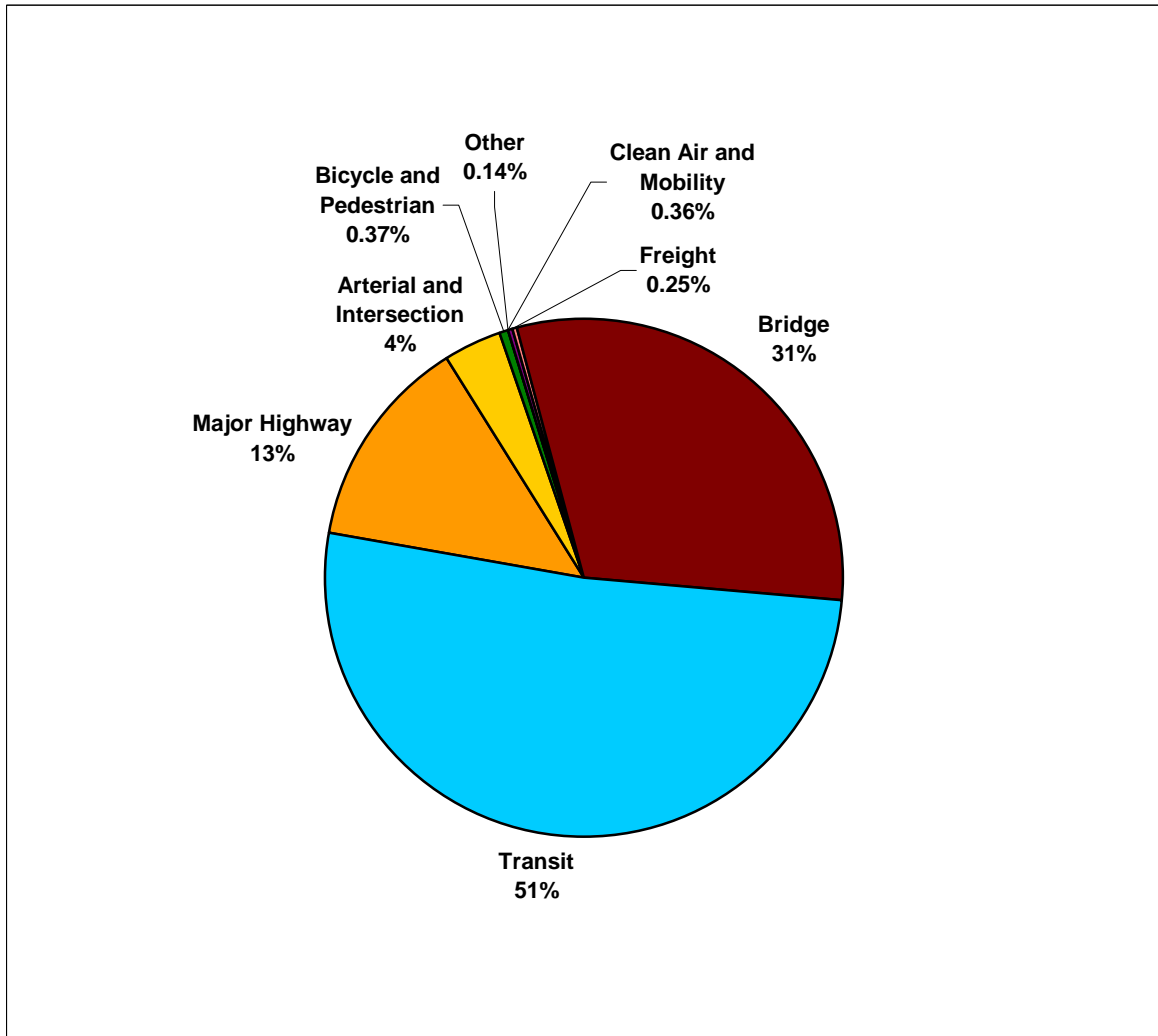
### TOTAL TIP PROJECTS BY PROJECT TYPE FFYs 2008-10 TIP Funding

Project Type	2008	2009	2010	Total	%
Major Highway	\$46,043,143	\$74,836,088	\$59,522,700	\$180,401,931	6.93%
Arterial and Intersection	\$60,988,737	\$82,464,044	\$142,717,527	\$286,170,308	10.99%
Bicycle and Pedestrian	\$0	\$52,127,456	\$5,286,413	\$57,413,869	2.20%
Other	\$2,638,000	\$1,489,800	\$6,599,330	\$10,727,130	0.41%
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	\$5,083,758	0.20%
ITS	\$2,370,933	\$7,405,000	\$1,700,000	\$11,475,933	0.44%
Bridge	\$23,552,564	\$57,421,965	\$153,712,669	\$234,687,198	9.01%
Transit	\$379,459,041	\$581,006,678	\$857,748,459	\$1,818,214,178	69.82%
<b>Total</b>	<b>\$516,709,673</b>	<b>\$858,177,534</b>	<b>\$1,229,287,098</b>	<b>\$2,604,174,305</b>	<b>100.00%</b>



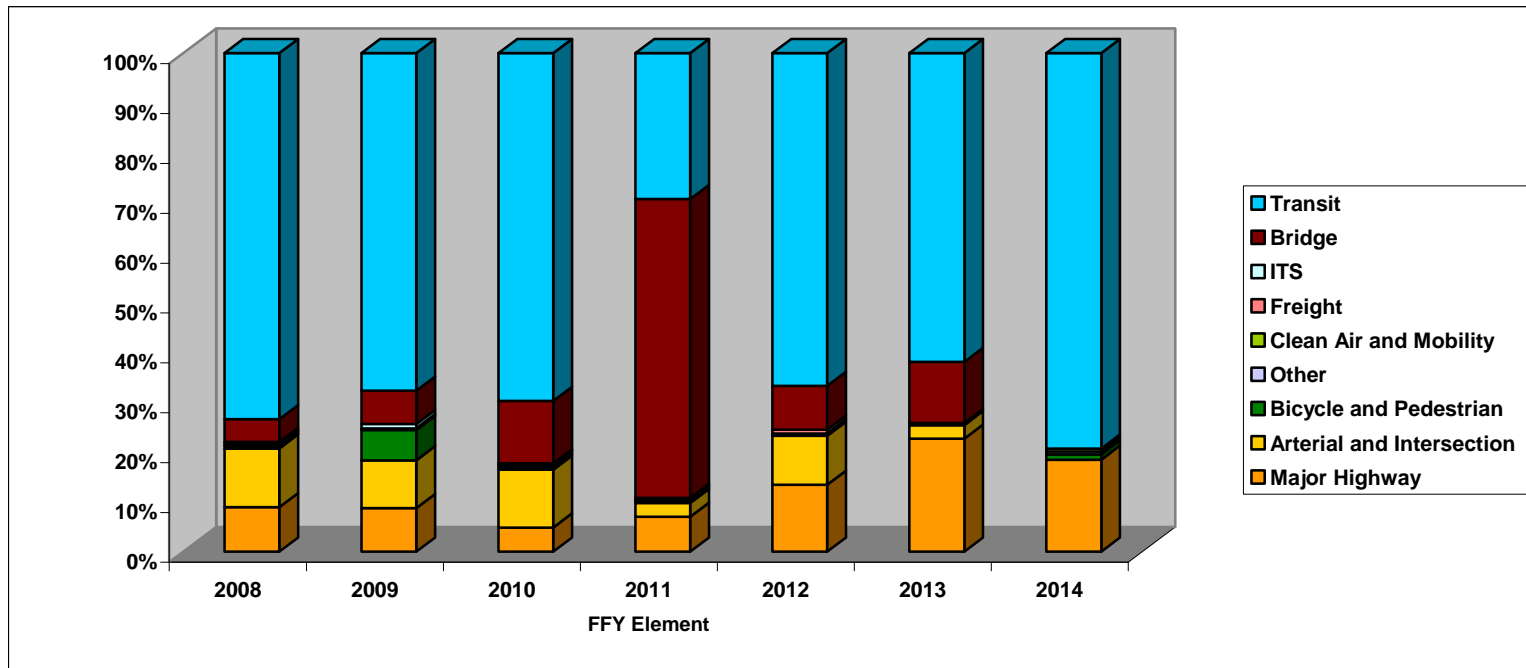
**TOTAL TIP PROJECTS BY PROJECT TYPE  
FFYs 2011-14 TIP Funding**

<b>Project Type</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>	<b>%</b>
Major Highway	\$68,838,197	\$57,860,470	\$105,091,240	\$66,869,808	<b>\$298,659,715</b>	<b>13.34%</b>
Arterial and Intersection	\$26,932,278	\$42,277,243	\$12,720,000	\$0	<b>\$81,929,521</b>	<b>3.66%</b>
Bicycle and Pedestrian	\$4,500,000	\$0	\$0	\$3,850,000	<b>\$8,350,000</b>	<b>0.37%</b>
Other	\$1,076,235	\$0	\$0	\$2,124,874	<b>\$3,201,109</b>	<b>0.14%</b>
Clean Air and Mobility	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$8,000,000</b>	<b>0.36%</b>
Freight	\$2,500,000	\$3,124,213	\$0	\$0	<b>\$5,624,213</b>	<b>0.25%</b>
Bridge	\$588,726,341	\$38,000,000	\$56,843,990	\$0	<b>\$683,570,331</b>	<b>30.53%</b>
Transit	\$287,434,306	\$287,434,306	\$287,434,306	\$287,434,306	<b>\$1,149,737,224</b>	<b>51.35%</b>
<b>Total</b>	<b>\$982,007,357</b>	<b>\$430,696,232</b>	<b>\$464,089,536</b>	<b>\$362,278,988</b>	<b>\$2,239,072,113</b>	<b>100.00%</b>



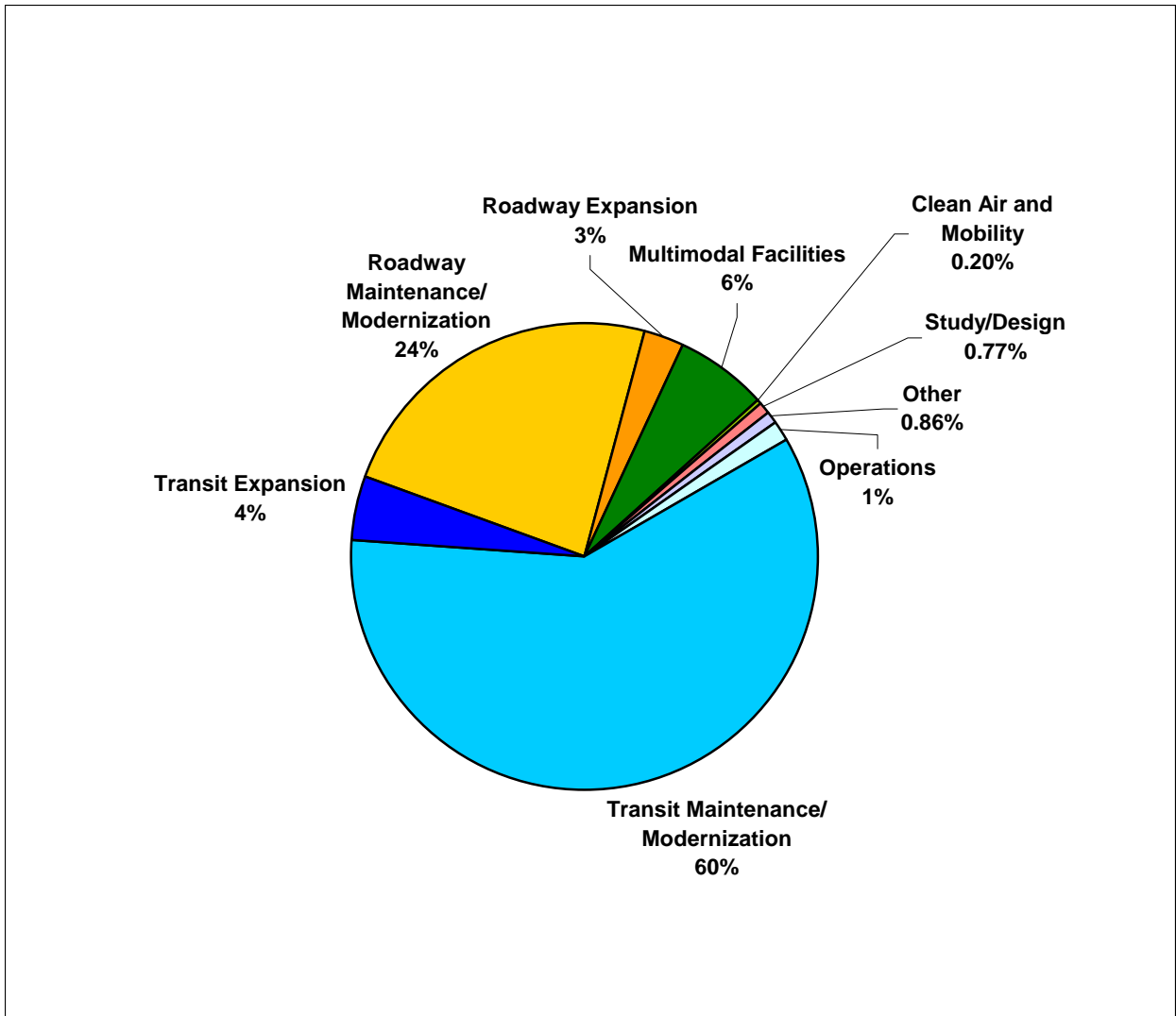
### TOTAL TIP PROJECTS BY PROJECT TYPE FFYs 2008-14 TIP Funding

Project Type	2008	2009	2010	2011	2012	2013	2014	Total	%
Major Highway	\$46,043,143	\$74,836,088	\$59,522,700	\$68,838,197	\$57,860,470	\$105,091,240	\$66,869,808	<b>\$479,061,646</b>	<b>9.89%</b>
Arterial and Intersection	\$60,988,737	\$82,464,044	\$142,717,527	\$26,932,278	\$42,277,243	\$12,720,000	\$0	<b>\$368,099,829</b>	<b>7.60%</b>
Bicycle and Pedestrian	\$0	\$52,127,456	\$5,286,413	\$4,500,000	\$0	\$0	\$3,850,000	<b>\$65,763,869</b>	<b>1.36%</b>
Other	\$2,638,000	\$1,489,800	\$6,599,330	\$1,076,235	\$0	\$0	\$2,124,874	<b>\$13,928,239</b>	<b>0.29%</b>
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$13,083,758</b>	<b>0.27%</b>
Freight	\$0	\$0	\$0	\$2,500,000	\$3,124,213	\$0	\$0	<b>\$5,624,213</b>	<b>0.12%</b>
ITS	\$2,370,933	\$7,405,000	\$1,700,000	\$0	\$0	\$0	\$0	<b>\$11,475,933</b>	<b>0.24%</b>
Bridge	\$23,552,564	\$57,421,965	\$153,712,669	\$588,726,341	\$38,000,000	\$56,843,990	\$0	<b>\$918,257,529</b>	<b>18.96%</b>
Transit	\$379,459,041	\$581,006,678	\$857,748,459	\$287,434,306	\$287,434,306	\$287,434,306	\$287,434,306	<b>\$2,967,951,402</b>	<b>61.28%</b>
<b>Total</b>	<b>\$516,709,673</b>	<b>\$858,177,534</b>	<b>\$1,229,287,098</b>	<b>\$982,007,357</b>	<b>\$430,696,232</b>	<b>\$464,089,536</b>	<b>\$362,278,988</b>	<b>\$4,843,246,417</b>	<b>100.00%</b>



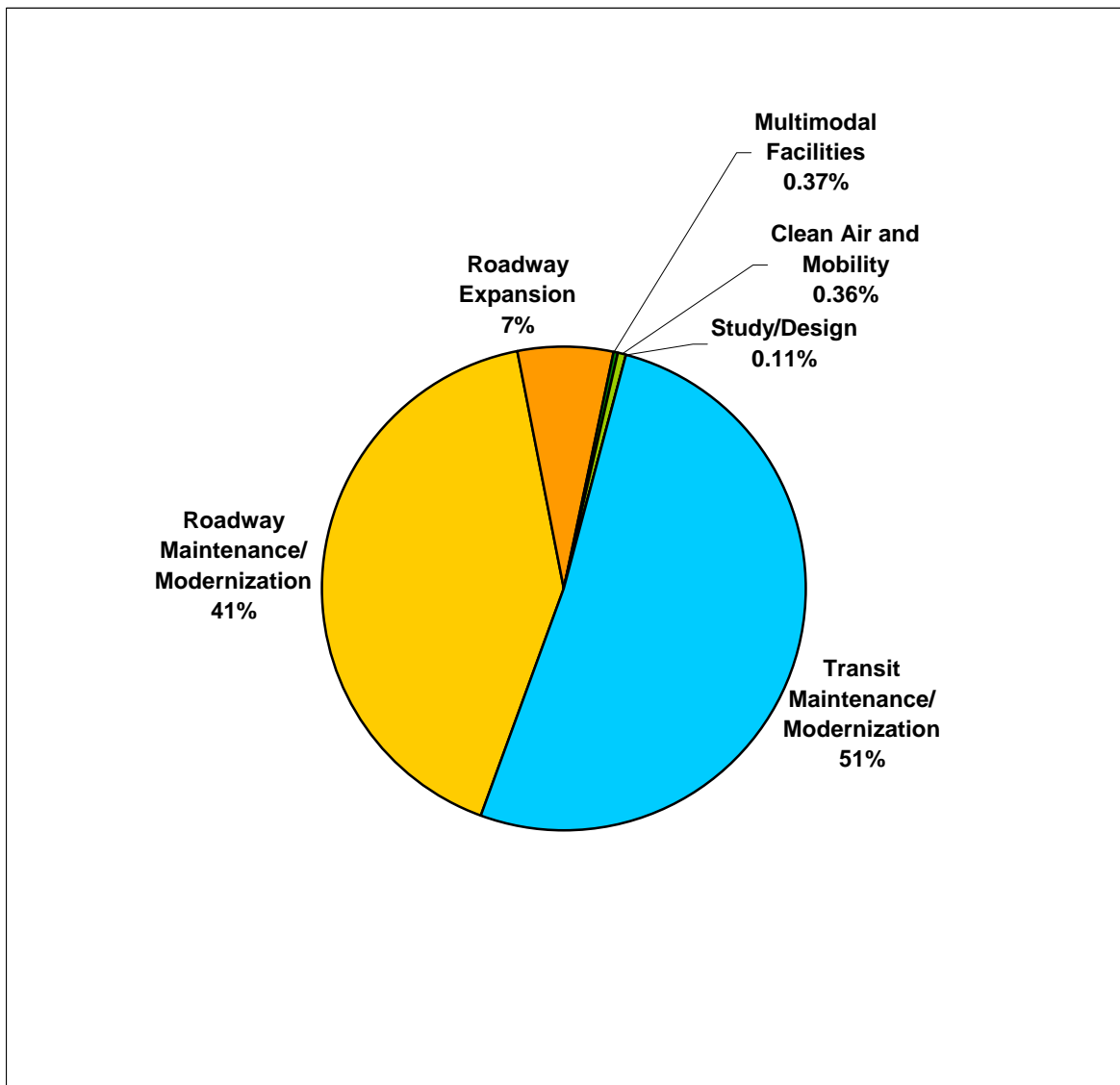
**TOTAL TIP PROJECTS BY PROJECT PURPOSE  
FFYs 2008-10 TIP Funding**

<b>Project Purpose</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Total</b>	<b>%</b>
Roadway Maintenance/ Modernization	\$121,967,811	\$193,283,903	\$301,613,621	<b>\$616,865,335</b>	<b>23.69%</b>
Roadway Expansion	\$7,630,000	\$14,959,389	\$47,500,000	<b>\$70,089,389</b>	<b>2.69%</b>
Multimodal Facilities	\$11,167,192	\$73,114,291	\$83,637,777	<b>\$167,919,260</b>	<b>6.45%</b>
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	<b>\$5,083,758</b>	<b>0.20%</b>
Study/Design	\$1,704,633	\$4,349,177	\$13,990,487	<b>\$20,044,297</b>	<b>0.77%</b>
Other	\$5,229,439	\$9,893,520	\$7,239,709	<b>\$22,362,668</b>	<b>0.86%</b>
Operations	\$2,370,933	\$7,405,000	\$28,374,353	<b>\$38,150,286</b>	<b>1.46%</b>
Transit Maintenance/ Modernization	\$364,982,410	\$486,340,103	\$697,581,151	<b>\$1,548,903,664</b>	<b>59.48%</b>
Transit Expansion	\$0	\$67,405,648	\$47,350,000	<b>\$114,755,648</b>	<b>4.41%</b>
<b>Total</b>	<b>\$516,709,673</b>	<b>\$858,177,534</b>	<b>\$1,229,287,098</b>	<b>\$2,604,174,305</b>	<b>100.00%</b>



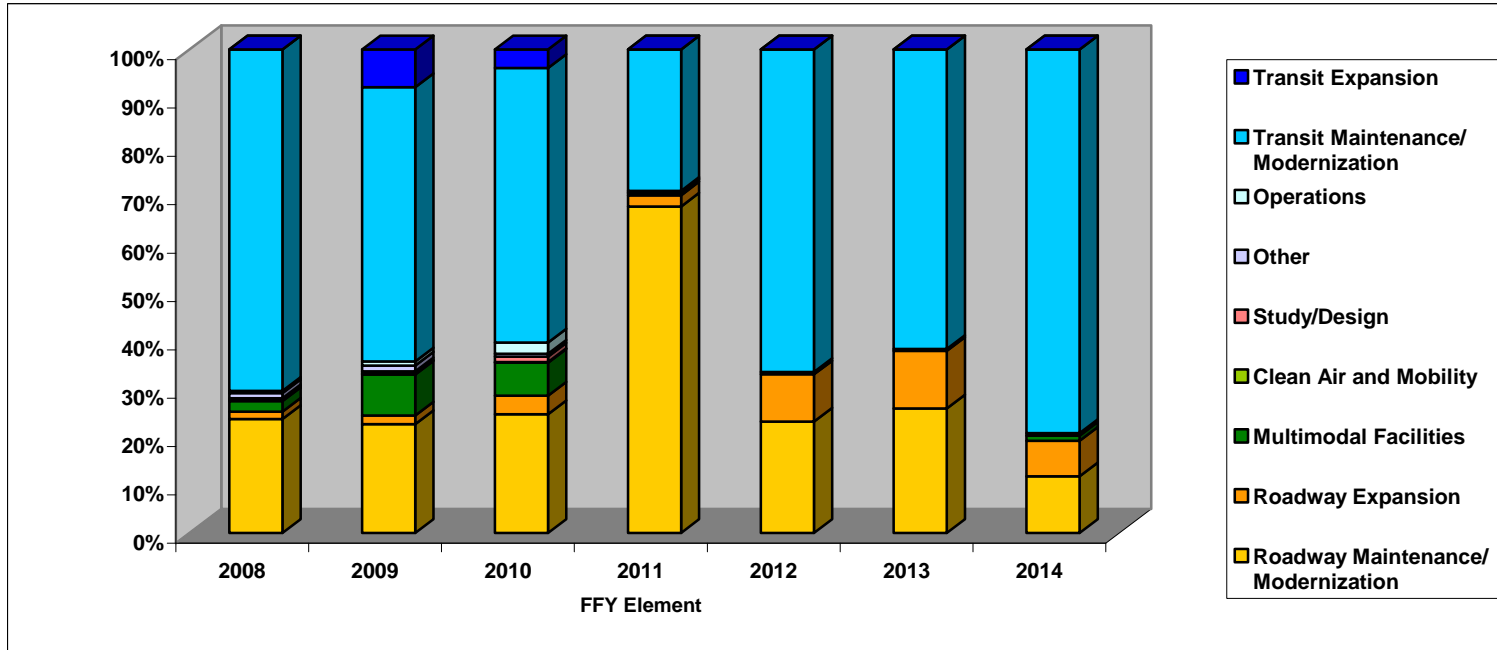
**TOTAL TIP PROJECTS BY PROJECT PURPOSE  
FFYs 2011-14 TIP Funding**

<b>Project Purpose</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Total</b>	<b>%</b>
Roadway Maintenance/Modernization	\$663,073,051	\$99,261,926	\$119,655,230	\$42,594,682	<b>\$924,584,889</b>	<b>41.29%</b>
Roadway Expansion	\$22,500,000	\$42,000,000	\$55,000,000	\$26,400,000	<b>\$145,900,000</b>	<b>6.52%</b>
Multimodal Facilities	\$4,500,000	\$0	\$0	\$3,850,000	<b>\$8,350,000</b>	<b>0.37%</b>
Clean Air and Mobility	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$8,000,000</b>	<b>0.36%</b>
Study/Design	\$2,500,000	\$0	\$0	\$0	<b>\$2,500,000</b>	<b>0.11%</b>
Transit Maintenance/Modernization	\$287,434,306	\$287,434,306	\$287,434,306	\$287,434,306	<b>\$1,149,737,224</b>	<b>51.35%</b>
<b>Total</b>	<b>\$982,007,357</b>	<b>\$430,696,232</b>	<b>\$464,089,536</b>	<b>\$362,278,988</b>	<b>\$2,239,072,113</b>	<b>100.00%</b>



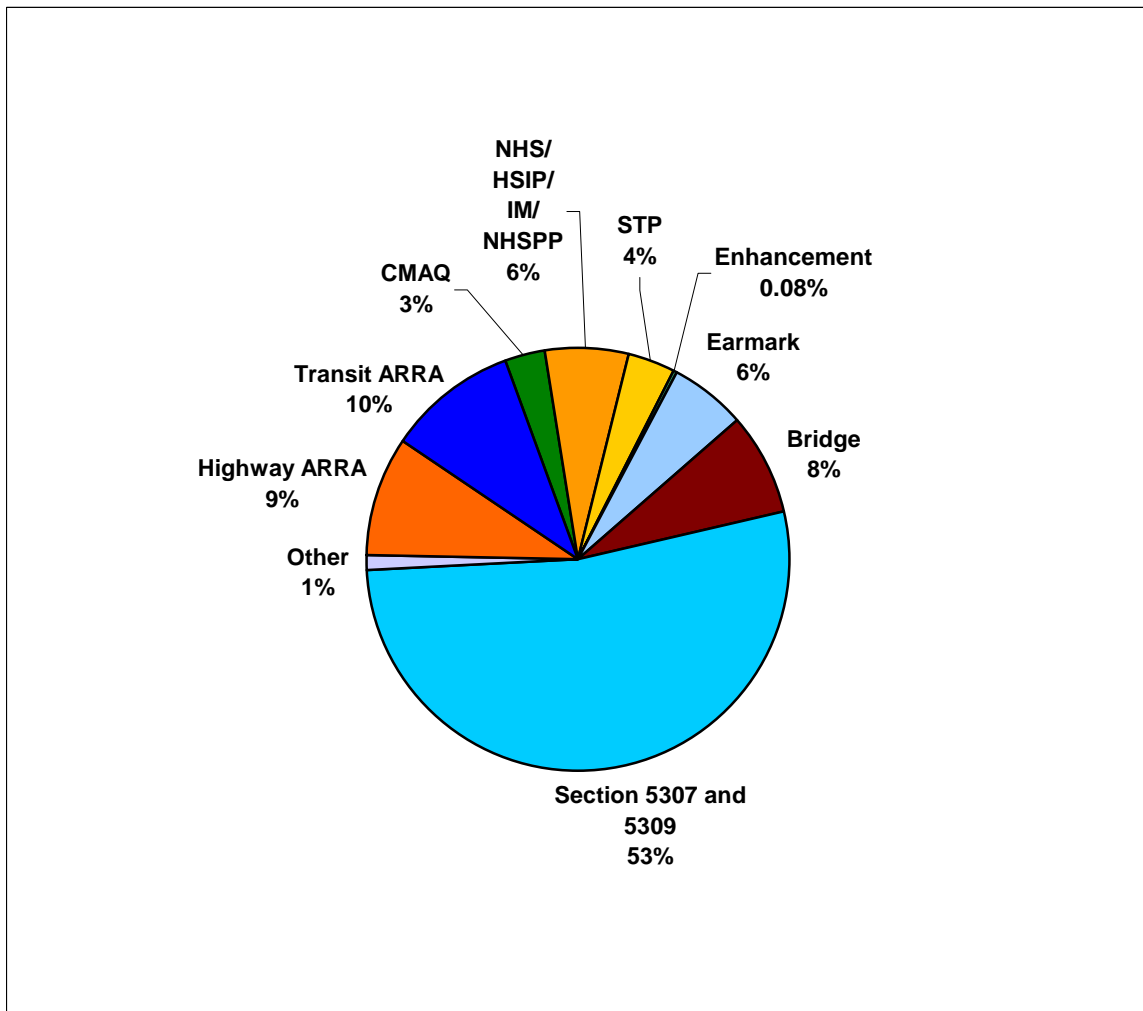
### TOTAL TIP PROJECTS BY PROJECT PURPOSE FFYs 2008-14 TIP Funding

Project Purpose	2008	2009	2010	2011	2012	2013	2014	Total	%
Roadway Maintenance/Modernization	\$121,967,811	\$193,283,903	\$301,613,621	\$663,073,051	\$99,261,926	\$119,655,230	\$42,594,682	<b>\$1,541,450,223</b>	<b>31.83%</b>
Roadway Expansion	\$7,630,000	\$14,959,389	\$47,500,000	\$22,500,000	\$42,000,000	\$55,000,000	\$26,400,000	<b>\$215,989,389</b>	<b>4.46%</b>
Multimodal Facilities	\$11,167,192	\$73,114,291	\$83,637,777	\$4,500,000	\$0	\$0	\$3,850,000	<b>\$176,269,260</b>	<b>3.64%</b>
Clean Air and Mobility	\$1,657,255	\$1,426,503	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	<b>\$13,083,758</b>	<b>0.27%</b>
Study/Design	\$1,704,633	\$4,349,177	\$13,990,487	\$2,500,000	\$0	\$0	\$0	<b>\$22,544,297</b>	<b>0.47%</b>
Other	\$5,229,439	\$9,893,520	\$7,239,709	\$0	\$0	\$0	\$0	<b>\$22,362,668</b>	<b>0.46%</b>
Operations	\$2,370,933	\$7,405,000	\$28,374,353	\$0	\$0	\$0	\$0	<b>\$38,150,286</b>	<b>0.79%</b>
Transit Maintenance/Modernization	\$364,982,410	\$486,340,103	\$697,581,151	\$287,434,306	\$287,434,306	\$287,434,306	\$287,434,306	<b>\$2,698,640,888</b>	<b>55.72%</b>
Transit Expansion	\$0	\$67,405,648	\$47,350,000	\$0	\$0	\$0	\$0	<b>\$114,755,648</b>	<b>2.37%</b>
<b>Total</b>	<b>\$516,709,673</b>	<b>\$858,177,534</b>	<b>\$1,229,287,098</b>	<b>\$982,007,357</b>	<b>\$430,696,232</b>	<b>\$464,089,536</b>	<b>\$362,278,988</b>	<b>\$4,843,246,417</b>	<b>100.00%</b>



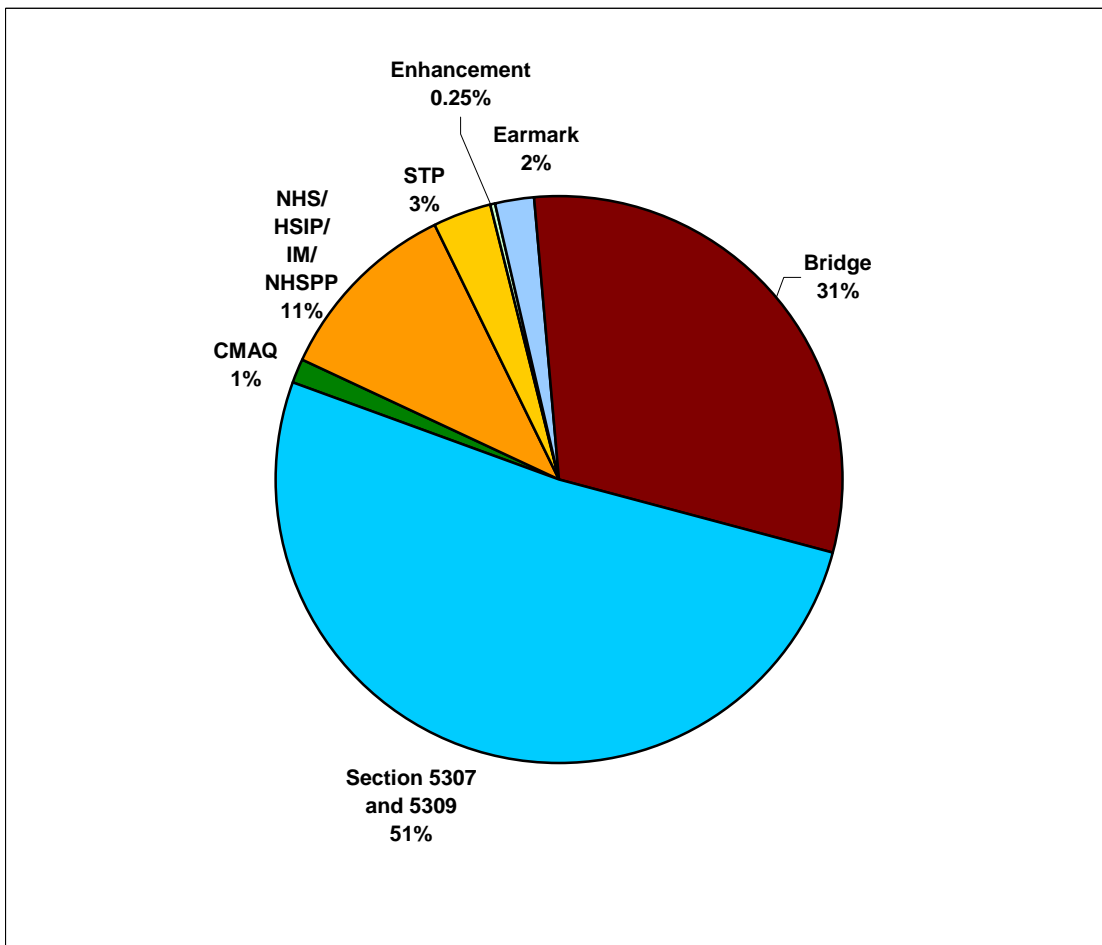
### TOTAL TIP PROJECTS BY FUNDING CATEGORY FFYs 2008-10 TIP Funding

Funding Category	2008	2009	2010	Total	%
CMAQ	\$16,240,946	\$17,670,623	\$42,083,300	\$75,994,869	2.92%
NHS/HSIP/IM/NHSPP	\$45,862,346	\$58,362,082	\$63,370,660	\$167,595,088	6.44%
STP	\$40,359,123	\$28,026,582	\$30,530,620	\$98,916,325	3.80%
Enhancement	\$799,405	\$271,800	\$930,000	\$2,001,205	0.08%
Earmark	\$15,632,748	\$58,808,625	\$80,281,686	\$154,723,058	5.94%
Bridge	\$23,552,564	\$53,256,965	\$127,972,544	\$204,782,073	7.86%
Section 5307 and 5309	\$370,953,102	\$368,878,134	\$629,731,011	\$1,369,562,247	52.59%
Other	\$3,309,439	\$3,493,819	\$25,984,178	\$32,787,436	1.26%
Highway ARRA	\$0	\$89,994,648	\$147,618,746	\$237,613,394	9.12%
Transit ARRA	\$0	\$179,414,256	\$80,784,353	\$260,198,609	9.99%
<b>Total</b>	<b>\$516,709,673</b>	<b>\$858,177,534</b>	<b>\$1,229,287,098</b>	<b>\$2,604,174,305</b>	<b>100.00%</b>



**TOTAL TIP PROJECTS BY FUNDING CATEGORY  
FFYs 2011-14 TIP Funding**

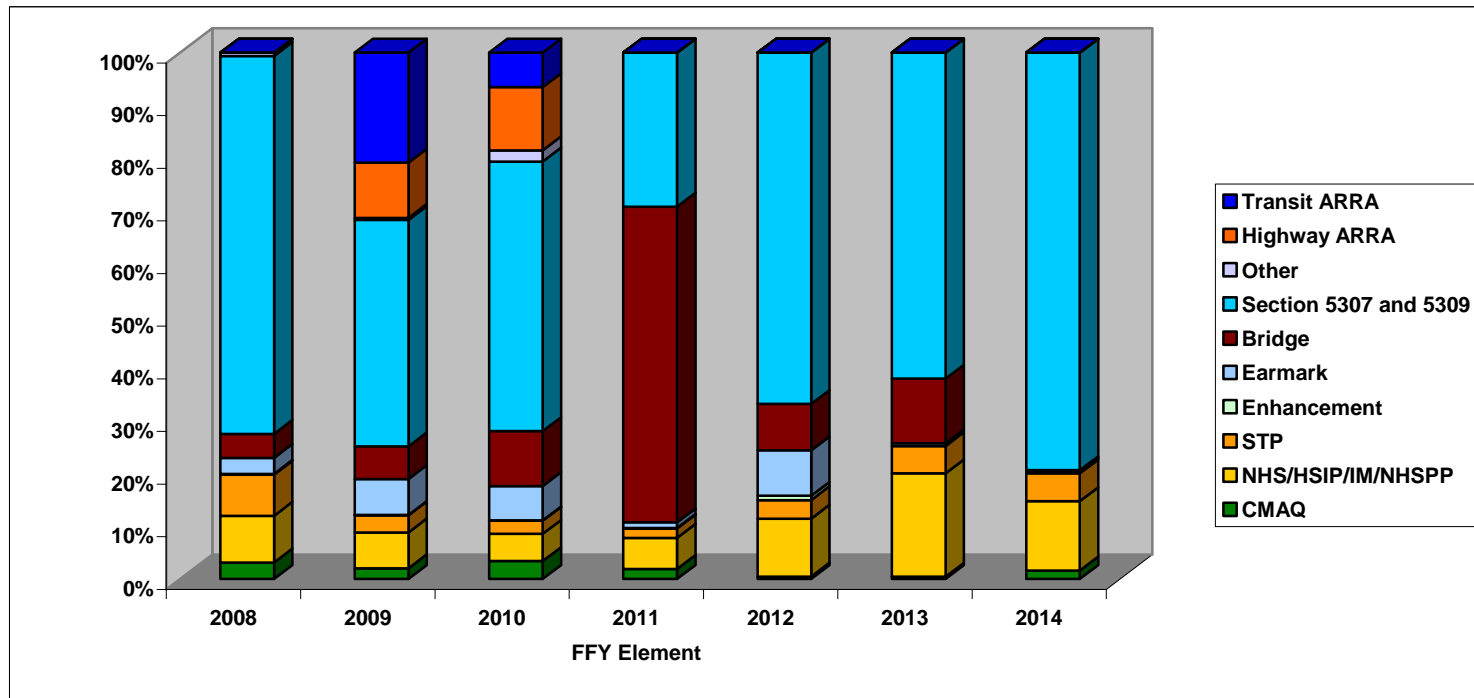
Funding Category	2011	2012	2013	2014	Total	%
CMAQ	\$18,987,611	\$2,000,000	\$2,000,000	\$5,850,000	\$28,837,611	1.29%
NHS/HSIP/IM/NHSPP	\$57,798,710	\$47,360,470	\$91,091,240	\$47,652,150	\$243,902,570	10.89%
STP	\$17,536,627	\$15,200,000	\$24,139,690	\$19,217,658	\$76,093,975	3.40%
Enhancement	\$1,076,235	\$3,548,404	\$0	\$1,000,000	\$5,624,639	0.25%
Earmark	\$10,447,527	\$37,153,052	\$2,580,310	\$1,124,874	\$51,305,763	2.29%
Bridge	\$588,726,341	\$38,000,000	\$56,843,990	\$0	\$683,570,331	30.53%
Section 5307 and 5309	\$287,434,306	\$287,434,306	\$287,434,306	\$287,434,306	\$1,149,737,224	51.35%
<b>Total</b>	<b>\$982,007,357</b>	<b>\$430,696,232</b>	<b>\$464,089,536</b>	<b>\$362,278,988</b>	<b>\$2,239,072,113</b>	<b>100.00%</b>





### TOTAL TIP PROJECTS BY FUNDING CATEGORY FFYs 2008-14 TIP Funding

Funding Category	2008	2009	2010	2011	2012	2013	2014	Total	%
CMAQ	\$16,240,946	\$17,670,623	\$42,083,300	\$18,987,611	\$2,000,000	\$2,000,000	\$5,850,000	<b>\$104,832,480</b>	<b>2.16%</b>
NHS/HSIP/IM/NHSPP	\$45,862,346	\$58,362,082	\$63,370,660	\$57,798,710	\$47,360,470	\$91,091,240	\$47,652,150	<b>\$411,497,658</b>	<b>8.50%</b>
STP	\$40,359,123	\$28,026,582	\$30,530,620	\$17,536,627	\$15,200,000	\$24,139,690	\$19,217,658	<b>\$175,010,300</b>	<b>3.61%</b>
Enhancement	\$799,405	\$271,800	\$930,000	\$1,076,235	\$3,548,404	\$0	\$1,000,000	<b>\$7,625,844</b>	<b>0.16%</b>
Earmark	\$15,632,748	\$58,808,625	\$80,281,686	\$10,447,527	\$37,153,052	\$2,580,310	\$1,124,874	<b>\$206,028,821</b>	<b>4.25%</b>
Bridge	\$23,552,564	\$53,256,965	\$127,972,544	\$588,726,341	\$38,000,000	\$56,843,990	\$0	<b>\$888,352,404</b>	<b>18.34%</b>
Section 5307 and 5309	\$370,953,102	\$368,878,134	\$629,731,011	\$287,434,306	\$287,434,306	\$287,434,306	\$287,434,306	<b>\$2,519,299,471</b>	<b>52.02%</b>
Other	\$3,309,439	\$3,493,819	\$25,984,178	\$0	\$0	\$0	\$0	<b>\$32,787,436</b>	<b>0.68%</b>
Highway ARRA	\$0	\$89,994,648	\$147,618,746	\$0	\$0	\$0	\$0	<b>\$237,613,394</b>	<b>4.91%</b>
Transit ARRA	\$0	\$179,414,256	\$80,784,353	\$0	\$0	\$0	\$0	<b>\$260,198,609</b>	<b>5.37%</b>
<b>Total</b>	<b>\$516,709,673</b>	<b>\$858,177,534</b>	<b>\$1,229,287,098</b>	<b>\$982,007,357</b>	<b>\$430,696,232</b>	<b>\$464,089,536</b>	<b>\$362,278,988</b>	<b>\$4,843,246,417</b>	<b>100.00%</b>



# TIP Funding FFYs 2008-14

October 7, 2010

Hayes Morrison



**Boston Region Metropolitan Planning Organization**

# TIP Inventory FFYs 2008-14

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- FFYs 2008-10 are an inventory of spending
- FFYs 2011-14 are a listing of current programming
  
- No CA/T or SIP project spending was cataloged
- Bicycle and Pedestrian funding does not include on network facilities

# TIP Inventory FFYs 2008-14

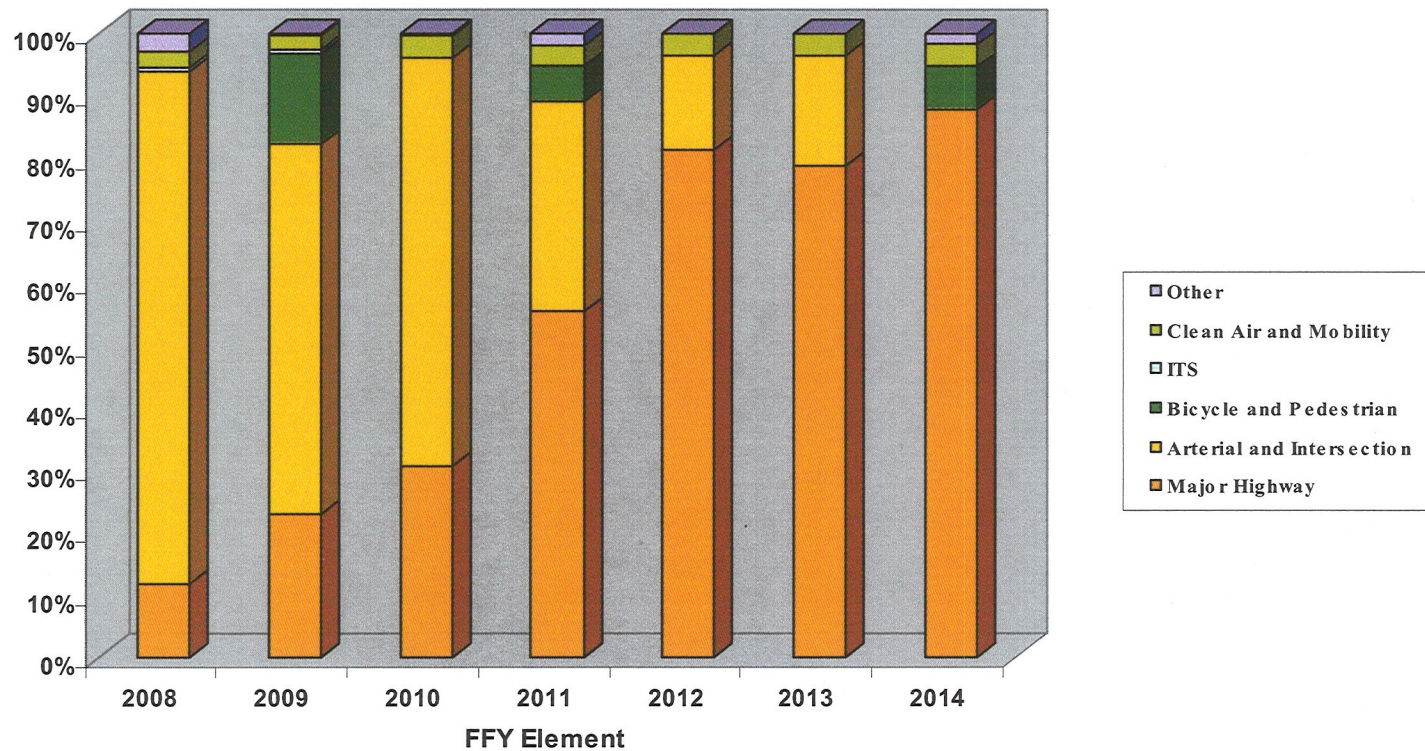
## Categories

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- **Project Type**
    - A listing of programming by project type (pp. 4-6)
  - **Project Purpose**
    - A listing of programming by purpose for investment (pp. 7-9)
  - **Funding Category**
    - A listing of programming by Federal Funding Category (pp. 10-12)
-

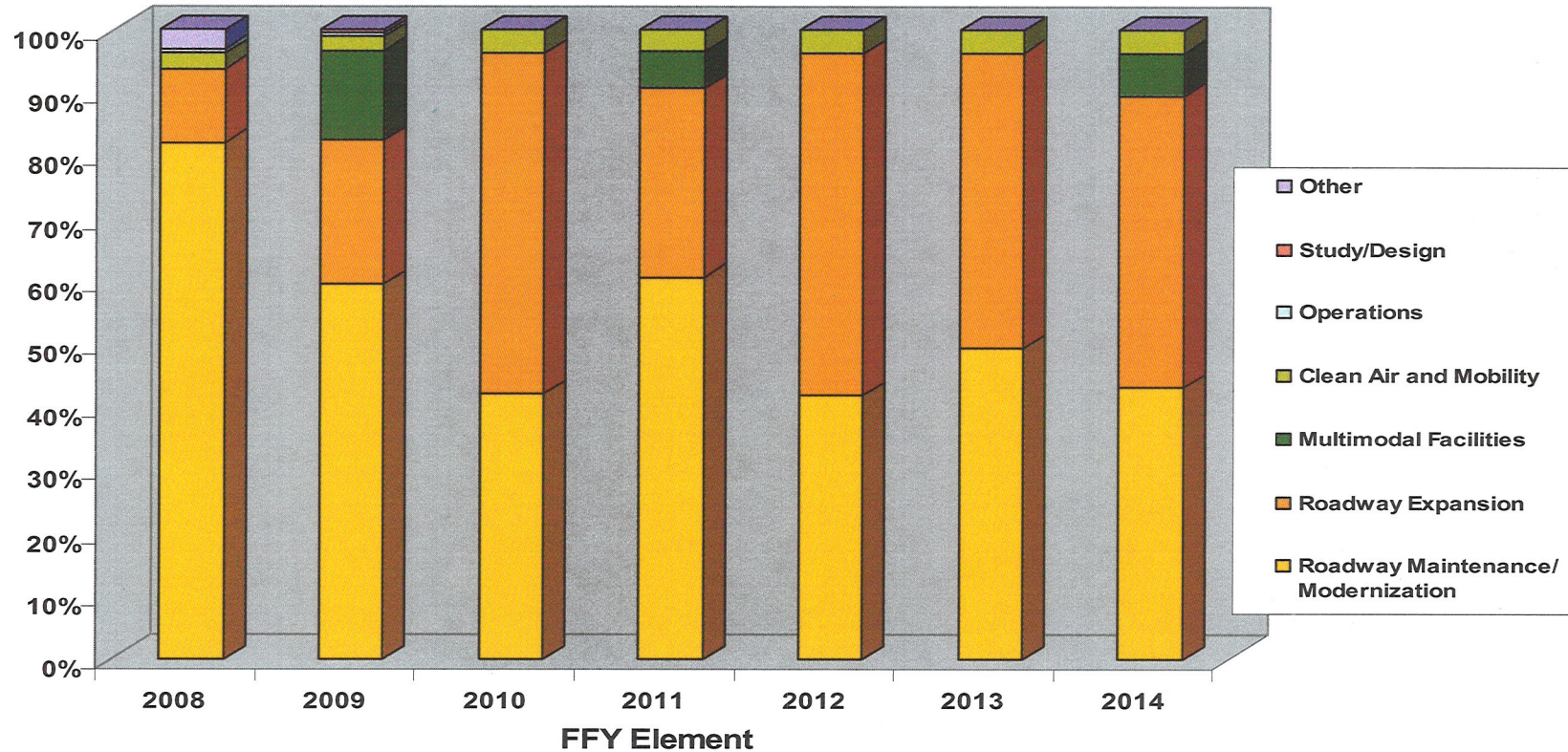
# TIP Inventory FFYs 2008-14

## Target Projects by Project Type



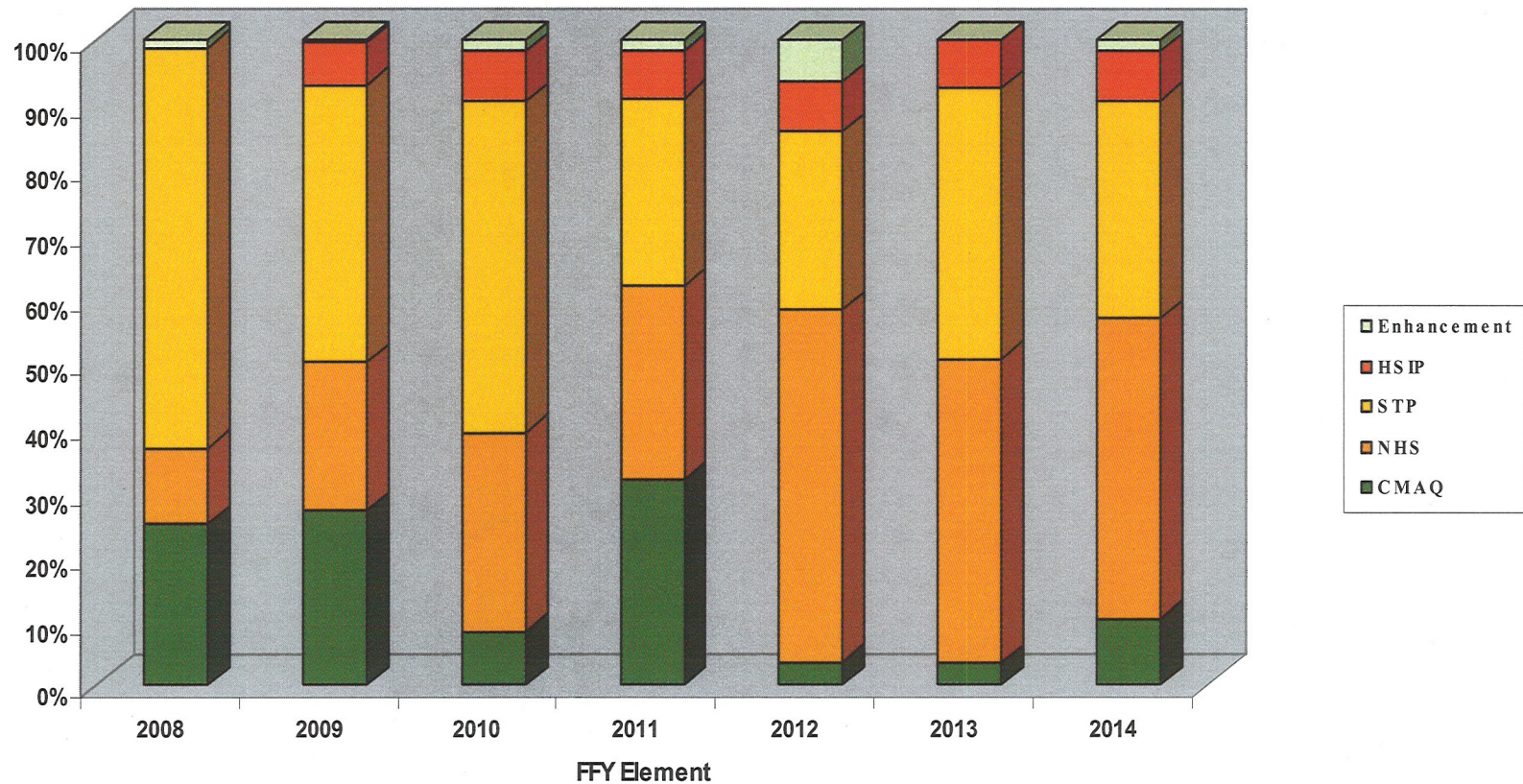
# TIP Inventory FFYs 2008-14

## Target Projects by Project Purpose



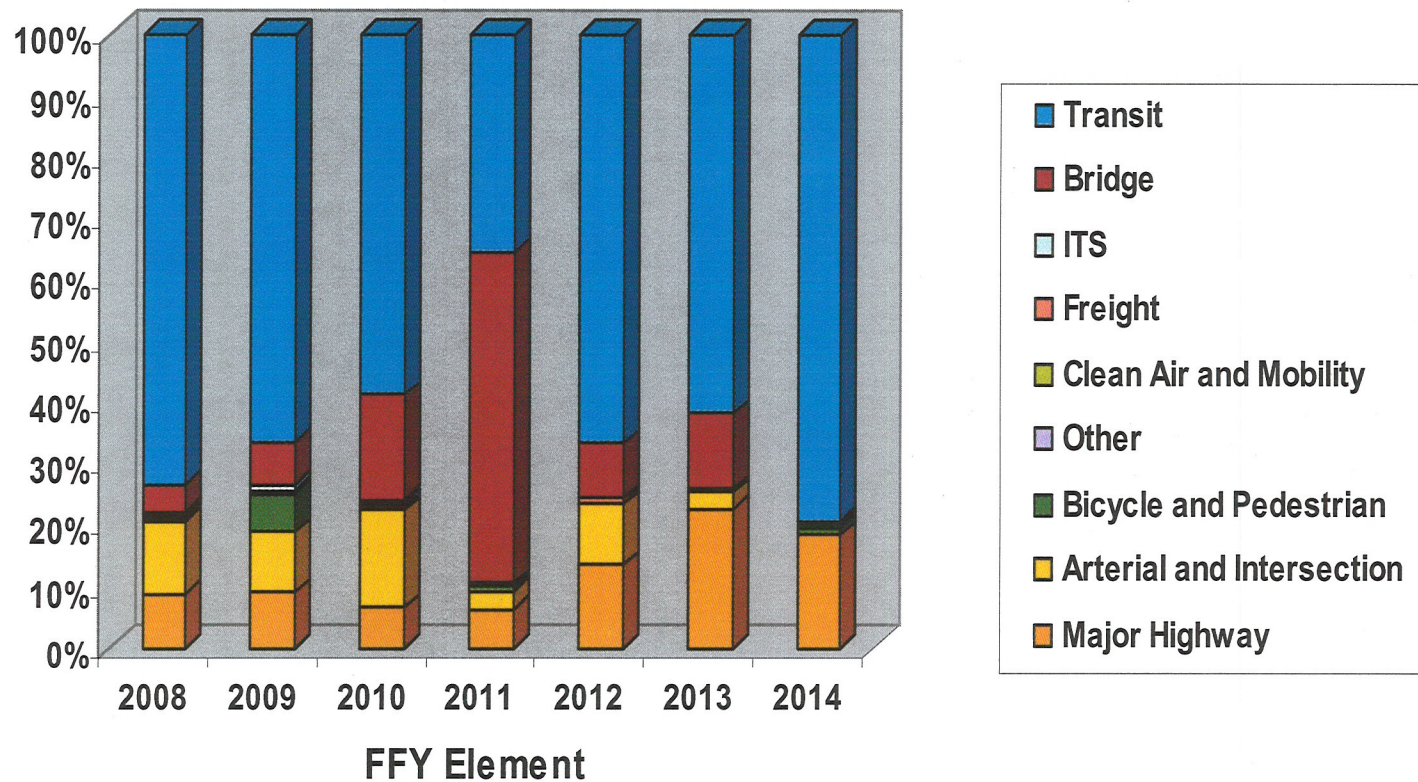
# TIP Inventory FFYs 2008-14

## Target Projects by Funding Category



# TIP Inventory FFYs 2008-14

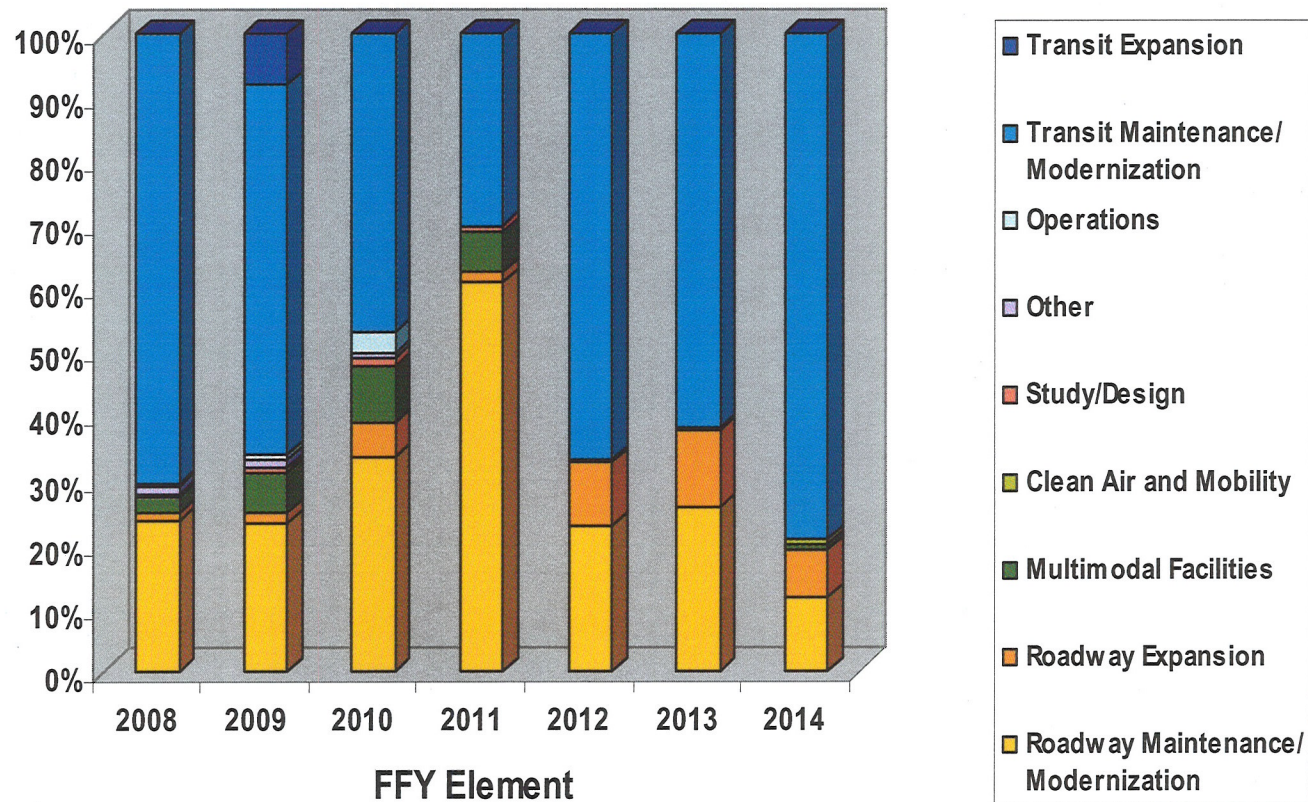
## Total TIP Projects by Project Type





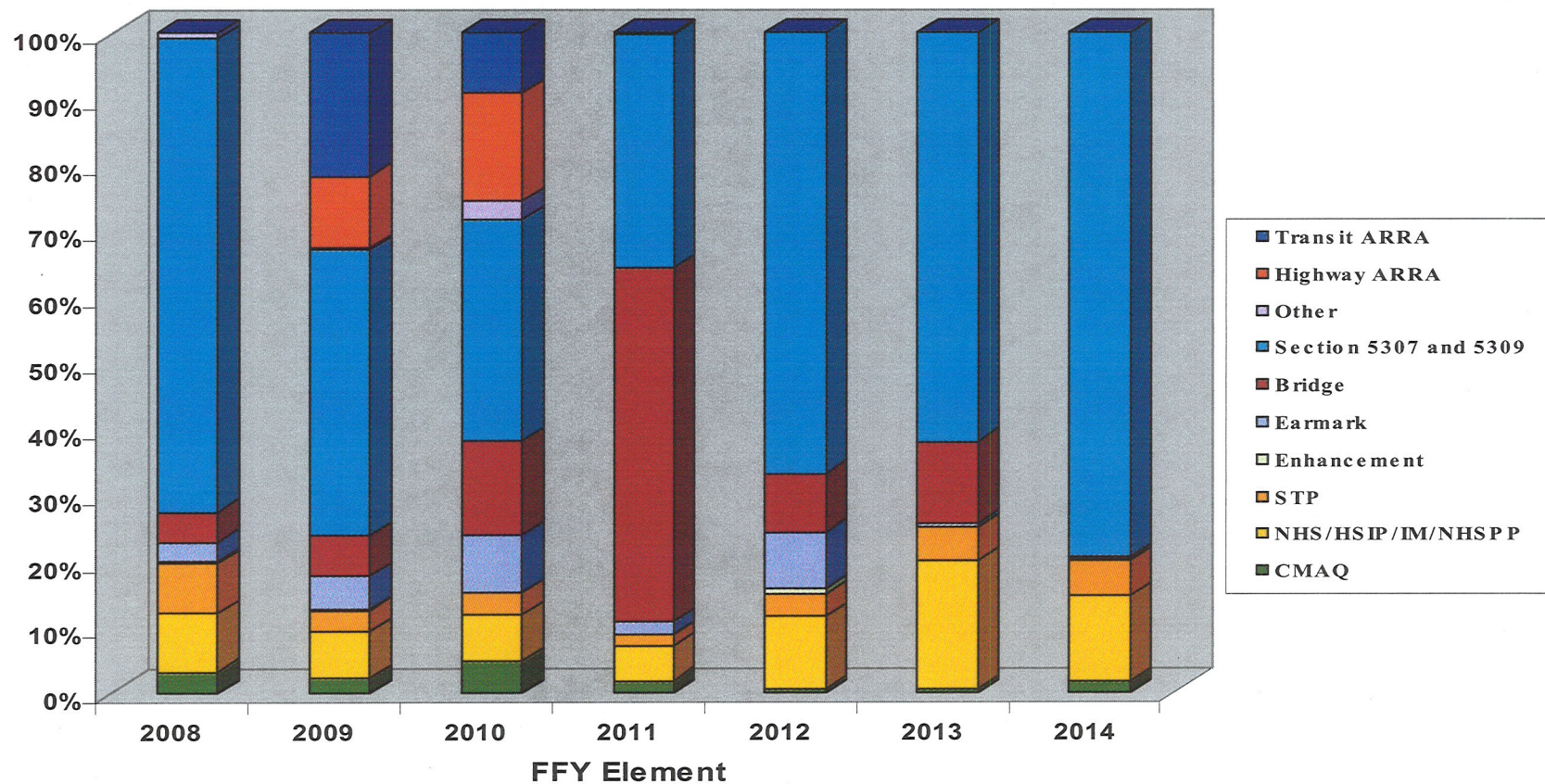
# TIP Inventory FFYs 2008-14

## Total TIP Projects by Project Purpose



# TIP Inventory FFYs 2008-14

## Total TIP Projects by Funding Category



# TIP Inventory FFYs 2008-14

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## Interesting figures:

- CMAQ in 2010 was higher than average due to MBTA locomotive contract
- Bridge funding in 2011 is higher than average due to the Accelerated Bridge Program
- Bicycle and Pedestrian funding was higher than average in 2009 due to Recovery Act funds being used on the footbridge
- More Recovery Act funds were spent on transit than highway

# TIP Inventory FFYs 2008-14

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If you have any questions, comments, or suggestions please let me know.





# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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www.bostonmpo.org

Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Arnold J. Soolman  
Director, MPO Staff

The Boston Region MPO,  
the federally designated  
entity responsible for  
transportation decision-  
making for the 101 cities  
and towns in the MPO  
region, is composed of:

MassDOT Office of Planning and  
Programming  
City of Boston  
City of Newton  
City of Somerville  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton  
Metropolitan Area Planning Council  
Massachusetts Bay Transportation  
Authority Advisory Board  
Massachusetts Bay Transportation  
Authority  
MassDOT Highway Division  
Massachusetts Port Authority  
Regional Transportation Advisory  
Council (nonvoting)  
Federal Highway Administration  
(nonvoting)  
Federal Transit Administration  
(nonvoting)

## MEMORANDUM

**DATE** October 21, 2010  
**TO** Transportation Planning and Programming Committee  
of the Boston Region Metropolitan Planning Organization  
**FROM** Arnold J. Soolman, CTPS Director  
**RE** Work Program for: 2010-2011 HOV Monitoring on I-93 North and the  
Southeast Expressway

### ACTION REQUIRED

Review and approval

### PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for 2010-2011 HOV Monitoring on I-93 North and the Southeast Expressway in the form of the draft dated October 21, 2010.

### PROJECT IDENTIFICATION

Unified Planning Work Program Classification  
Regional Planning Studies

CTPS Project Number  
23226

Client  
Massachusetts Department of Transportation, Highway Division  
*Project Supervisor: Bob Frey*

CTPS Project Supervisors  
*Principal: Efi Pagitsas*  
*Manager: Seth Asante*

Funding  
MassDOT SPR Contract #62846

## IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

## BACKGROUND

In 1998, the Massachusetts Department of Environmental Protection began requiring monitoring of the Southeast Expressway and I-93 North general-purpose and HOV lanes to determine HOV performance. The requirements are set forth in 310 CMR 7.37, which calls for travel time data collected Monday through Friday seasonally throughout the year. This work scope provides for the continuation of this process and documents the projected tasks, products, scheduling, and costs of HOV monitoring for 2010-2011.

## OBJECTIVE(S)

The objectives of this work are:

1. To collect travel time runs on the I-93 North and Southeast Expressway HOV lane segments and their associated general-purpose lane segments during the fall of 2010 and the winter, spring, and summer of 2011.
2. To collect AM period vehicle occupancy counts on the I-93 North and Southeast Expressway HOV lane segments and their associated general-purpose lane segments during the fall of 2010 and the spring of 2011.
3. To calculate average speed, travel time, vehicle occupancy, and HOV travel time savings throughout this period.
4. To analyze and document the results in written and graphic format.

## WORK DESCRIPTION

The work required to accomplish the study objectives will be carried out in four tasks as described below:

### Task 1 Collect Travel Time Data

CTPS will collect sample travel time data using stopwatches and Global Positioning System (GPS) satellite receivers in rented automobiles on the I-93 North and Southeast Expressway HOV and general-purpose lanes. The collection hours are between 6:00 and 10:00 AM on I-93 North southbound and the Southeast Expressway northbound and between 3:00 and 7:00 PM on the Southeast Expressway southbound. Data will be collected over the course of four quarters throughout the year, beginning in the fall of 2010.

#### *Products of Task 1*

- Travel time data for the general-purpose and HOV lanes in electronic form and on handwritten field notes.

### Task 2 Process and Analyze Travel Time Data

CTPS will process the data collected using GPS technology and incorporate it into the geographic information system (GIS) travel time database. CTPS will then combine the GPS data with data collected using the stopwatch method during the same season and analyze it using tables and graphs.

#### *Products of Task 2*

- Four sets of tables and graphs presenting seasonal estimates of speed, travel time, and HOV travel time savings for I-93 North during the AM period, for the Southeast Expressway during the AM period, and for the Southeast Expressway during the PM period.

### Task 3 Collect Vehicle Occupancy Data

CTPS will collect vehicle occupancy data on both the I-93 North and Southeast Expressway HOV lanes and their associated general-purpose lanes on a typical weekday during the fall of 2010 and again during the spring of 2011. Data will be collected throughout the four hours of AM HOV operation.

#### *Products of Task 3*

- Total numbers of vehicles and their occupants, grouped by fifteen-minute intervals, on a typical weekday during the spring and fall for each of the two HOV and seven general-purpose lanes under study.

#### Task 4 Document Travel Time Savings

The data collected in Task 1 and analyzed in Task 2 will be used to produce five technical memoranda documenting high-occupancy vehicle (HOV) lane performance. The occupancy data collected in Task 3 will be reported bi-annually and including a calculation of the total vehicles and persons and vehicle occupancy for I-93 North and Southeast Expressway HOV and general-purpose lanes.

##### *Products of Task 4*

- Four memos documenting the most recent performance of the HOV lanes by seasons (fall, winter, spring, and summer). The spring and fall memos will also include the results of vehicle occupancy counts.
- A fifth memo generated at the end of the project year, documenting the year's performance of the HOV lanes.

#### ESTIMATED SCHEDULE

It is estimated that this project would be completed twelve months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

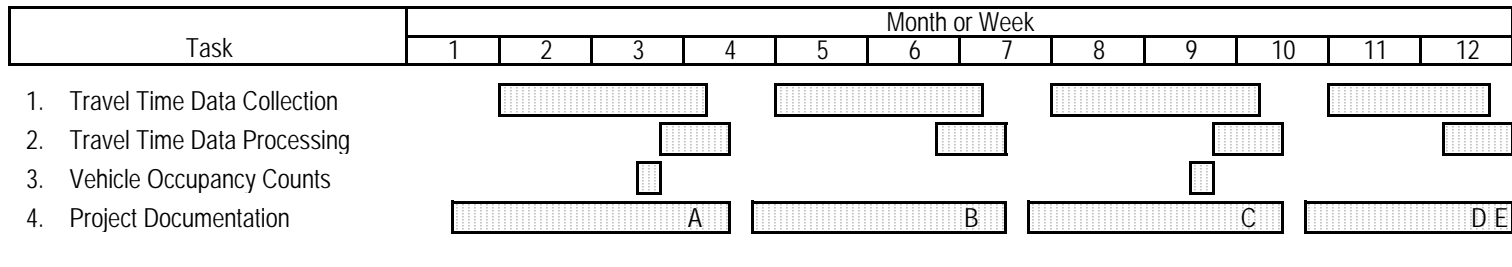
#### ESTIMATED COST

The total cost of this project is estimated to be \$60,000. This includes the cost of 40.0 person-weeks of staff time, overhead at the rate of 90.69 percent and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/SAA/saa



Exhibit 1  
 ESTIMATED SCHEDULE  
 2010-2011 HOV Monitoring on I-93 North and Southeast Expressway



Products/Milestones

- A: Memo documenting fall 2010 travel times and vehicle occupancy
- B: Memo documenting winter 2010-2011 travel times
- C: Memo documenting spring 2011 travel times and vehicle occupancy
- D: Memo documenting summer 2011 travel times
- E: Memo documenting annual travel times and vehicle occupancy

Exhibit 2  
 ESTIMATED COST  
 2010-2011 HOV Monitoring on I-93 North and Southeast Expressway

<b>Direct Salary and Overhead</b>	<b>\$53,628</b>
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Task	Person-Weeks								Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	P-2	P-1	Temp	Total			
1. Travel Time Data Collection	0.0	0.5	0.0	0.0	0.0	1.0	21.5	23.0	\$12,417	\$11,261	\$23,678
2. Travel Time Data Processing	0.0	2.0	0.0	0.0	0.0	2.0	2.0	6.0	\$5,555	\$5,038	\$10,593
3. Vehicle Occupancy Counts	0.0	1.0	0.0	0.0	0.0	1.0	6.0	8.0	\$5,323	\$4,828	\$10,151
4. Project Documentation	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	\$4,828	\$4,378	\$9,206
<b>Total</b>	<b>1.0</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>29.5</b>	<b>40.0</b>	<b>\$28,123</b>	<b>\$25,505</b>	<b>\$53,628</b>

<b>Other Direct Costs</b>	<b>\$6,372</b>
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Travel	\$6,372
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<b>TOTAL COST</b>	<b>\$60,000</b>
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*Funding*  
 MassDOT SPR Contract #62846

September 30, 2010

**MOU Update  
Members' Ideas for Discussion – Memorandum of Understanding**

Member	Issue/Topic	Concern Raised	Comment or Remedy	Current MOU Section	Suggested Revision to MOU
Metropolitan Area Planning Council	Project Selection	MPO policies should be more effectively integrated with project selection.	MPO should increase emphasis on linking land use with transportation planning, with a focus on implementing GreenDOT policy directive.	Page 8, Section 4.B. Prioritization Criteria	
		State and local priorities need to be balanced in project selection.	State should provide adequate regional targets; MassDOT should design and implement MPO-programmed projects quickly.	Page 11, Section 4.D.2 Statewide Road and Bridge Program; Page 12, Section 4.D.3 Regional Road and Bridge Program; Page 12, Section 5. Development of MPO Highway Funding Targets	
	Information Flow	Important information (such as readiness and cost) arrives late to MPO; the MPO's ability to shift resources to other projects is limited.	There should be a schedule for regular updates to the MPO on progress of all projects at 75%; the MPO should keep a list of MPO (TIP criteria/LRTP policy-based) priority projects and programs (both those programmed and those unfunded) and a list of Highway Division priorities and provide regular updates on these; MPO should weigh in on MPO preferences for Highway Division priorities.	Page 8, Section 4.A Page 11, Section 4.D.2 Statewide Road and Bridge Program; Page 13, Section 6. Improvement of TIP-Related Information Page 14, Section 6B	Implement current language; make a new provision to provide for MPO input to MassDOT on MassDOT priorities; add text providing for quarterly progress reports on MPO and Highway Division priority projects and programs.
		Last minute notifications on readiness and cost reduce MPO's options; MPO then has no alternative but to program state priorities.	Materials for all meetings must be posted at least 48 hours in advance for an item to be considered when it involves a certification action.	Page 14, Section 6.B. TIP Project Information and Dissemination	Make a new requirement that information for certification actions must be pre-posted (48 hours) on MPO website.
			Information from the federal agencies on funding should be quickly transmitted.	Page 14, Section 6.A.	Add text.
	MPO Membership	MassDOT has strong influence over MPO decisions: MassDOT has four votes (agencies no longer independent), control over planning process, the MPO chairmanship, and favorable voting rules.	Eliminate the vote of the former MassTurnpike or replace the vote with a transportation-impacting entity such as Executive Office of Energy and Environmental Affairs or Executive Office of Housing and Economic Development.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization	Revise the composition of MPO to either eliminate one MassDOT member or add a member reflecting energy, land use, housing interests.
	Project Initiation	With so many projects vying for limited transportation resources, there is greater need to prioritize projects. Sometimes MassDOT advances projects that are less consistent with MPO policies.	MPO should evaluate projects at project initiation (pre-25%) along with MassDOT review; MPO should give input during MassDOT Project Review Committee process or create an MPO PRC.	Page 14, Section 6.B. TIP Project Information and Dissemination	Add a section to MOU detailing MPO and MassDOT coordination on project initiation.
	Housekeeping	Some text is no longer relevant or needs to be updated.	Add or remove text as identified: Page 2 should have text on SAFETEA-LU; page 8 & 9 text on developing TIP criteria is outdated.		Add or remove text as needed.
	Refreshed Commitments		Many of the MPO's processes are already clearly spelled out in the current MOU. MPO processes would be improved if members reviewed and recommitted to implementing the existing MOU provisions.	None	

Member	Issue	Concern Raised	Comment or Remedy	Current MOU Section	Suggested Revision to MOU
Town of Bedford	Election Process for Municipal Membership	There is no guidance on whether it is appropriate for ballots to be pre-completed (during a campaign) for a candidate and circulated to municipalities.	Consider having one official ballot. The MOU should clearly state whether: 1) only MAPC may print and circulate ballots or material that looks like a ballot, or 2) any municipality may do so.	Page 4, Section D. Municipal Membership	Add text that makes the preferred option clear.
	MPO Membership		Consider lifting the specification of three cities and three towns for the elected municipal seats.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization (MPO), paragraph 3	
			Consider reducing the number of seats held by state agencies.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization (MPO), paragraph 1	
	Information Flow		Add provisions for timely dissemination of information related to agenda items, particularly for action items.	Page 4, Section 2.C. 1. Planning and Programming Committee Officers and Responsibilities, paragraph 2	
City of Boston	MPO Membership		The current number of members is at or close to the limits of a practical, workable organizational structure; any expansion of number of members would call for weighted voting	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization, paragraph 1	
	Voting Rules	The rules requiring “one elected municipality” for passage of a motion is onerous.	Text should be changed to simply “one municipality”.	Page 6, Section 2.F. Voting Rules	Revise text from “...one of the elected municipalities....” to “one municipality”.
Regional Transportation Advisory Council	Election Procedure	There are limitations with the current organization restricting cities and town and subregions.	Simplify and open up the process. Revise the election procedures to be less restrictive on whether members are cities or towns and which MAPC Subregion they are in.	Page 5, Section 2. D. Municipal Membership, paragraph 2	Add text to guide the revision of election procedures.
	MPO Membership		Consider whether there should be more municipalities on the MPO and whether they should be in the majority.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization	
		The state currently has too many votes, since the Turnpike Authority was not removed from the MPO when it was eliminated in the transportation reform.	Consider replacing the seat with member/s, such as: Executive Office of Energy and Environmental Affairs (promoting concepts incorporated in MassDOT’s GreenDOT); Executive office of Housing and Economic Development (promote linking transportation planning and land use & economic growth); a Regional Transit Authority (suburban transit needs); a regional economic development organization.	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization	
			Consider having the Chair be elected by members.	Page 3, Section 2. Composition and Roles of	

Member	Issue	Concern Raised	Comment or Remedy	Current MOU Section	Suggested Revision to MOU
				the Boston Metropolitan Planning Organization	
	Voting Rules	The voting system is complicated.	Consider having motions decided by a simple majority.	Page 6, Section 2. F. Voting Rules	
			The Advisory Council should have a vote on the MPO.	Page 3, Section 2, Composition and Roles of the Boston Metropolitan Planning Organization, paragraph 2 and Page 5, Section 2. E. The Regional Transportation Advisory Council	On page 3, revise text to state that the Advisory Council has a vote on the MPO. On page 5, add text providing the Advisory Council a vote on the MPO.
	Functions and Roles		Consider whether committees should be chaired by state agencies or by other members.	Page 7, Section 3.C. Establishment of Committees and Task Forces	
	TIP Criteria		The committee should be reconstituted and the criteria reviewed and revised as needed.	Page 8, Section 4.B. Prioritization Criteria	
	Housekeeping	The Central Artery material is no longer relevant.	Revise or remove the Central Artery Section.	Page 10, Section 4.D. 1. Central Artery/Tunnel Project	Remove or revise this text.
	Development of Targets		Discuss the role of MARPA in allocation of federal funds to the MPOs.	Page 12, Section 5. Development of MPO Highway Funding Targets	
City of Somerville	Project Selection/Prioritization	Progress on SIP commitments is not meeting target dates.	Commitments are essential to the Central Artery Project and should receive the same priority.	Page 9, Section 4.C. Transit	Add language that gives priority to SIP transit commitments.
		The MPO has adopted the MetroFuture growth plan.	Projects advanced by MassDOT Highway Division should conform to TIP Criteria and MAPC and MPO goals	Page 12, Section 4.D.3. Regional Road and Bridge Program	
	Development of Targets		Existing provisions should be retained and revived.	Page 12, Section 5. Development of MPO Highway Funding Targets	Keep provisions
	Information Flow	Members are not given enough time to review new proposals and changes.	The current language is not specific enough; members should be given a week to prepare for votes on TIP items.	Page 13, Section 6.B. TIP Project Information and Dissemination	Revise text to provide for receipt of information one week in advance of proposed TIP action.
	MPO Membership	Transportation agencies have been reorganized.	The number of MassDOT seats should be reduced. The Executive Office of Housing and Urban Development should fill one of the former MassDOT seats. Consider Executive Office of Energy and Environmental Affairs should fill another seat. This would increase inter-agency coordination	Page 3, Section 2. Composition and Roles of the Boston Metropolitan Planning Organization, paragraph 1	Revise text.