

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

March 10, 2011 Meeting

10:00 AM – 12:15 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

Decisions

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

- approve the minutes of the meeting of February 24
- approve the work program for the *Roundabout Installation Screening Tool*
- release the proposed revisions to the MPO's Memorandum of Understanding for a 30-day public review period; ask for input on the municipal city/town designation question

Meeting Agenda

1. Public Comments

Jim Gallagher reminded MPO staff to post meeting materials along with the agenda on the MPO website.

2. Chair's Report – *Clinton Bench, MassDOT*

MassDOT is asking the Federal Highway and Transit Administrations (FHWA and FTA) to approve an amendment to the State Transportation Improvement Program (STIP). (See attached letters.) The amendment would reduce the amount of funding for the FFYs 2011 element of the FFYs 2011—2014 Transportation Improvement Program (TIP) by \$40 million. This action is occurring because of the FHWA and FTA determination that Massachusetts has become ineligible for \$40 million of federal redistribution funds; MassDOT has been instructed by FHWA and FTA to remove those funds from its programming documents.

The MPO chair, vice chair, and representative from the MBTA Advisory Board will be holding their first meeting to discuss the search process for the position of Director of Central Transportation Planning Staff (CTPS). The MPO members will then discuss the process before it is implemented.

3. Subcommittee Chairs' Report – *Eric Bourassa, Metropolitan Area Planning Council (MAPC)*

The Clean Air and Mobility Program Subcommittee will meet a half hour after today's Transportation Planning and Programming Committee meeting.

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

The Advisory Council met on March 9 and held a forum on health and transportation. The event was well attended and fostered an interesting discussion. A summary of that forum will be provided to the Transportation Planning and Programming Committee.

L. Wiener noted that the Advisory Council submitted comment letters regarding the MPO's draft Needs Assessment for the Long Range Transportation Plan (LRTP) and MassDOT's Rail Plan. She asked about the procedures for receiving a response to those letters from MassDOT. D. Mohler replied that MassDOT did not reply to each individual comment on the Rail Plan. L. Wiener requested a response to the letter. Pam Wolfe, Manager of Certification Activities, MPO Staff, reported that the MPO typically responds to comments after the LRTP is adopted.

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

There was none.

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

A motion to approve the minutes of the meeting of February 24 was made by Mary Pratt, Town of Hopkinton, and seconded by Tom Bent, City of Somerville. The motion carried.

7. Work Program – Roundabout Installation Screening Tool – *Karl Quackenbush, Acting Director, CTPS*

Members were provided with the work program for the *Roundabout Installation Screening Tool*, which is included in the MPO's Unified Planning Work Program (UPWP). (See attached.) The work program will fund the development of a set of guidelines that can be used to determine where modern roundabouts would or would not be appropriate.

MassDOT receives requests from municipalities for roundabouts and, as such, there is demand for having a tool that would define circumstances under which roundabouts would be effective at particular locations. MPO staff would also use the tool in its work. The objective of the work program is to develop a screening tool for use when evaluating intersection design proposals or evaluating unsignalized intersections for traffic control. The proposed tool would provide planning level guidance (prior to the development of functional design reports).

Staff would conduct this work with the aid of an advisory task force, which would include MassDOT staff. The work program tasks include conducting a literature search, developing the screening tool, and documenting the findings and recommendations in a technical memorandum.

Members discussed this topic:

M. Pratt suggested that as staff conducts this work, they look at two roundabouts that were built in Norfolk, which she said are working well.

Richard Reed, Town of Bedford, asked if the study could address how roundabouts would accommodate the various levels of service on a given roadway. Different levels of service at different times of the day (such as AM and PM peak hours) and the direction in which the traffic would approach a roundabout at various times would be of concern. K. Quackenbush replied that those factors would be examined and that, in developing a screening guide, operational factors would be taken into account (for example, measurements of the amount of traffic a roundabout could accommodate and turning movements).

David Koses, City of Newton, suggested that the MPO might consider another study to follow this one that would apply the screening tool to actual locations. K. Quackenbush stated that the tool could be used for a follow on study or applied to the work the MPO currently conducts.

David Anderson, MassDOT Highway Division, expressed support for the work program and noted that the product will be a valuable tool for the MassDOT Highway District offices. He offered assistance from MassDOT Highway Division staff in developing the screening tool.

Lourenço Dantas, Massachusetts Port Authority, asked if there is a list of locations for which roundabouts have been suggested. D. Anderson replied that MassDOT Highway Division could generate such a list, which may include projects approved by the Project Review Committee.

A motion to approve the work program for the *Roundabout Installation Screening Tool* was made by Paul Regan, MBTA Advisory Board, and seconded by Ginger Esty, Town of Framingham. The motion carried.

8. Long Range Transportation Plan Update – Anne McGahan, Plan Manager, MPO Staff

At the meeting of February 24 members discussed setting aside funding for various programs in the Long Range Transportation Plan (LRTP), *Paths to a Sustainable Future*. They expressed interest in programs that would relieve bottlenecks, make intersection improvements, help address arterial access and traffic management, improve transit safety, advance transit management, and fund transportation equity projects (the latter possibly in a manner similar to the existing Clean Air and Mobility Program).

The members turned their attention today to discussing priorities for projects identified in the Needs Assessments for the Northeast, North, and Northwest Corridors. (See the attached handouts with project lists.) During a discussion about how to approach this task, several members expressed concern about undertaking the task today given that municipal project proponents were not present, and that the decisions about prioritization would be better informed if the financial information for the LRTP were available.

Members agreed, however, to review the projects that were included in the last LRTP, *JOURNEY TO 2030*, and that are not yet under construction. They discussed the following projects (summarized below by corridor) and ultimately agreed to leave all of those projects in the LRTP for the time being.

Northeast Corridor

Malden, Revere, Saugus – Route 1 Add-a-Lane

This project provides access to a redevelopment site near the Wonderland Station.

Salem – Bridge Street

This project will widen a section of Bridge Street that provides access to the Salem Commuter Rail Station. D. Mohler noted that the City of Salem supports this project as a critical component of plans to increase capacity at the station; those plans include the building of a new parking garage. As a project that provides access to a major regional transit hub, he suggested that the project should be considered as a project that addresses a regional need. Joe Cosgrove, MBTA, added that this project should be considered as being tied to the garage project.

North Corridor

Reading, Stoneham, Woburn – I-93/I-95 Interchange

This project is at the pre-25% design stage. A concern was expressed that this project is very expensive, and that while it would address a safety issue, it would not address issues concerning the low level of service the facility provides.

Bedford, Billerica, Burlington – Middlesex Turnpike, Phase 3

R. Reed provided an update on this project. The Town of Bedford has completed right-of-way takings for this project. Most of the engineering and design work is complete. The project must go through the environmental permitting process when funding is programmed for it. The Merrimack Valley MPO has committed \$1 million for this project in its LRTP.

Woburn – New Boston Street Bridge

This project is replacing a bridge that has not been open for about 20 years. It is adding a new connection that will provide access to the Anderson Regional Transportation Center. The project must be included in the LRTP and modeled for air quality impacts.

Woburn – Montvale Avenue

This project would address a bottleneck on Montvale Avenue (on the west side of Interstate 93) by adding a lane and installing new turning lanes at an intersection. Speaking to the regional nature of the project, P. Regan noted that the project directly impacts three communities – Stoneham, Winchester, and Woburn – and provides access to Winchester Hospital and Cummings Park (an office park in Woburn).

Boston – Sullivan Square and Boston – Rutherford Avenue

Jim Gillooly, City of Boston, noted that the MPO funded the Rutherford Avenue Corridor Study and asked that it be referenced in the materials (which include a column indicating whether there is a CTPS study that is associated with each project location). He also noted that the projects address needs under all the MPO's evaluation criteria and that he would discuss the city's rationale further with staff. Tom Bent, City of Somerville, supported J. Gillooly's comments.

Green Line Extension College Avenue to Route 16

L. Wiener and T. Bent expressed support for extending the Green Line to Route 16, which they said would make the Green Line accessible to more people.

New Orange Line Station at Assembly Square

T. Bent expressed the City of Somerville's support for this project.

Northwest Corridor

Belmont – Trapelo Road

E. Bourassa expressed support for this project, noting that the Town of Belmont has made a significant local investment in the project.

Staff was asked to check to see if the MPO funded a study on Trapelo Road.

Boston, Cambridge – Longfellow Bridge

In response to a question from P. Regan, D. Mohler stated that the full cost of the project is about \$360 million. The amount indicated on the members' handouts, \$310 million, excludes a current contract for \$50 million.

Bruce Freeman Rail Trail

Members discussed whether trail projects should automatically score well under criteria for air quality and climate change. (Staff gave major trail recognition under two evaluation criteria areas: Livability and Economic Benefit, and Environment and Climate Change. Staff also considered whether the trails would provide access to transit stations.)

P. Regan stated that when evaluating trail projects, the MPO should compare project expense to air quality benefit produced, rather than automatically assuming that the projects have significant air quality benefits (without knowing how many people would use the facilities for transportation as opposed to recreation). He stated that, to be fair, investments in these projects need to be measured by the same standard as other projects. He expressed support for the MPO's policy of improving bicycle accessibility in roadway reconstruction projects. He said he opposed funding deluxe trails that are only accessible to abutters.

M. Pratt remarked upon the high cost of trails and noted that these facilities are actually like paved roads in regard to their cost and some characteristics.

In response to a question from D. Mohler, K. Quackenbush reported that the regional travel model is not able to estimate the demand for trail projects. Staff has used other methods to estimate this, however. These methods can involve identifying comparable trails, developing ratios of usage-to-population living around those trails, and then applying those ratios to the subject proposed trail corridor. Other kinds of spreadsheet models and sketch-planning techniques can be used as well. The various methods can be compared to give a range of results. K. Quackenbush added that he is participating on an NCHRP panel that is developing a guidebook for planners to use to do that type of analysis. D. Mohler asked staff to conduct such an analysis for all the trail projects in the LRTP. A. McGahan stated that staff could use information from a spreadsheet that is used to evaluate projects for Congestion Mitigation and Air Quality Improvement Program funding.

E. Bourassa requested that staff provide more data on the potential usage of the proposed trails and information about whether the facilities would connect to activity centers.

John Romano, MassDOT Highway Division, suggested that staff consider parsing the data to identify how many potential users would be commuters. D. Mohler noted that off-peak trips taken by bicycle would also count as having a positive air quality benefit since they represent trips that would otherwise be taken by vehicle.

J. Gillooly asked staff to provide a map of the region's trail network so that members can determine if proposed trails are completing parts of the network. K. Quackenbush reported that MPO staff recently produced a product that can be used as the basis of such a map, and that the UPWP includes a study that will identify missing connections in the network.

Following this discussion, staff was advised to remove the TIP projects from the handouts that the members are using for this discussion, since those projects will not be a part of the upcoming LRTP discussions.

E. Bourassa suggested that, moving forward, members be mindful not to fully program the LRTP because the financial information is not yet available.

9. MPO Memorandum of Understanding – David Mohler, MassDOT, and Pam Wolfe, Manager of Certification Activities, MPO Staff

Members continued their discussions regarding the revisions to the MPO's Memorandum of Understanding (MOU). At the meeting of March 3, staff was directed to provide proposed text that could be used to update the section of the MPO that references the Transportation Improvement Program (TIP). Staff provided the draft text for members to review. Members discussed the proposed changes and approved them.

Members were provided with red-lined text showing the changes members have made to the MOU to date. P. Wolfe asked for members' approval to release the revised document for public review and to seek public input on the issue of municipal membership (regarding whether to specify city and town designations). D. Mohler added that while

public input is being sought, the MPO's subcommittee, which was tasked to address the membership issue, will continue to do its work.

M. Pratt stated that she would not sign the MOU if the requirements concerning city and town designation are removed. She noted that the rule was first put into place because towns were not being well represented by the MPO.

Members then discussed other changes to the document.

D. Mohler stated that the language regarding MassDOT membership on the MPO should reflect that the MPO shall have three MassDOT representatives appointed by the Secretary of Transportation, and that at least one of those members shall represent the Highway Division. The Secretary will be the only signatory for the MassDOT representatives.

P. Regan recommended changing language in the document to reflect that the MBTA Advisory Board no longer approves the MBTA's budget, but rather that it reviews and advises the MBTA on its budget.

L. Dantas also suggested editorial changes including the addition of examples of transportation facilities managed by the Massachusetts Port Authority.

Staff was also advised to make sure that the language on the page where members would sign allows for designees to sign.

T. Bent requested that text be added to reference the State Implementation Plan projects. P. Wolfe and D. Mohler noted that these projects do not need to be specified in the document because they are legal requirements .

A motion to release the revisions to the MPO's Memorandum of Understanding, as amended today, for a 30-day public review period was made by J. Romano, and seconded by T. Bent. The motion carried.

10. Members Items

J. Romano reported that prep work is beginning on the Interstate 93 Fast 14 project.

D. Mohler announced that staff is distributing a new work program for the *MassDOT Title VI Program*. (See attached.) This work program will be an action item for the meeting of March 24.

11. Adjourn

A motion to adjourn was made by P. Regan, and seconded by J. Romano. The motion carried.

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

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville
MAPC

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

Representatives and Alternates

David Mohler
David Anderson
John Romano
Marie Rose
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
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

Michael Callahan
Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Alicia Wilson
Pam Wolfe

Other Attendees

Jim Gallagher
Robert McGraw
Karen Pearson

Wig Zamore

Edwards Angell
MassDOT Office of
Transportation Planning
Somerville Transportation Equity
Partnership / Mystic View Task
Force



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, Secretary & CEO

massDOT
Massachusetts Department of Transportation

March 4, 2011

Richard Marquis
Acting Division Administrator
Federal Highway Administration
55 Broadway – 10th floor
Cambridge, Massachusetts 02142

Dear Mr. Marquis:

On behalf of Secretary Jeffrey B. Mullan, I am writing to request your approval of the attached highway actions (10.01-10.03) pertaining to the Federal Fiscal Years (FFY) 2011-2014 State Transportation Improvement Program (STIP). These actions reduce the total amount of federal funding programmed in the FFY2011 element of the FFY2011-2014 STIP by \$40 million and is needed to comply with revised funding estimates and to maintain financial constraint.

In your letter approving the FFY 2011-2014 STIP, FHWA and FTA instructed the Commonwealth to reduce its estimated FFY2011 funding by \$40 million, which represented the estimated amount of redistributed funds that the state anticipated receiving through the August Redistribution process. This \$40 million had been incorporated into the overall projected FFY2011 federal funding amount which was used in the development of the FFY2011-2014 STIP and displayed in the attached table Title 23 – Transportation Funding State Highway Funding Program Federal Fiscal Year 2011 Federal Regional Targets.

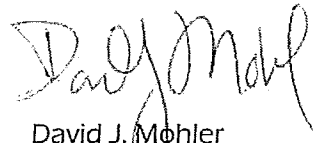
As you know, a provision of the American Recovery and Reinvestment Act (ARRA) of 2009 required each state to certify through a Maintenance of Effort (MOE) agreement that certain projects would be completed with received ARRA funds and while others would be completed with other provided federal highway funds. This STIP amendment is necessary because the state did not maintain its certified level of expenditures as stated in the MOE, and is therefore ineligible to participate in the August 2011 redistribution process. To accomplish this, the Commonwealth chose to reduce three of its FFY 2011 statewide categories, as depicted in the table below:

Federal -Aid Only

<i>Category</i>	<i>programmed</i>	<i>revised</i>	<i>balance</i>
Regional major infrastructure	\$32,000,000	\$2,200,000	\$29,800,000
Congestion mitigation/air quality	\$ 10,000,000	\$ 1,720,000	\$ 8,280,000
Extra work orders	\$35,000,000	\$33,080,000	\$ 1,920,000
			\$40,000,000

These actions do not require air quality conformity determinations. If you have any questions, please call me at (617) 973-7844.

Sincerely,



David J. Mohler
Executive Director
Office of Transportation Planning

cc: Clinton Bench, Deputy Executive Director
Mark Guenard, Manager, MPO Activities
David Anderson, Deputy Chief Engineer, Projects
William Gordon, Federal Transit Administration
Paul Maloney, Federal Highway Administration
Jim Cope, Office of Transportation Planning

FFY 2011-2014
HIGHWAY ACTIONS

3/4/11 10:09 AM

PROJECT INFORMATION			CURRENT STATUS				REVISED STATUS				MPO INFORMATION			
#	MPO	ID #	Location	Description	Source	Total	Federal	FFY	Source	Total	Federal	FFY	MPO Action	Date
10.01	statewide	456123	statewide	regional major infrastructure program	STP	\$40,000,000	\$32,000,000	2011	STP	\$2,750,000	\$2,200,000	2011	reduce by \$29,800,000	
10.02	statewide	451502	statewide	statewide CMAQ program	CMAQ	\$12,500,000	\$10,000,000	2011	CMAQ	\$2,150,000	\$1,720,000	2011	reduce by \$8,280,000	equals \$40,000,000
10.03	statewide	457533	statewide	statewide extra work orders; award adjustments; etc	STP	\$43,750,000	\$35,000,000	2011	STP	\$41,350,000	\$33,080,000	2011	reduce by \$1,920,000	

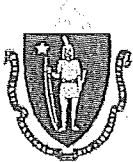
TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$40,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(159,365,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	440,635,000	98,408,750	539,043,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS (Incl. Rte I-91 A/C \$4.7M)	9,300,000	\$2,325,000	\$11,625,000
Statewide Design and Right of Way	0	\$0	\$0
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	25,000,000	\$6,250,000	\$31,250,000
Subtotal Statewide Infrastructure Items:	\$135,525,400	\$23,631,600	\$159,158,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
Total Regional Targets:	\$111,521,938	\$27,880,485	\$139,402,423
Minimum Regional CMAQ Component:	\$10,000,000	\$2,500,000	\$12,500,000
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$444,956	\$4,962,230
Boston Region	42.9671	\$4,296,710	\$5,370,888	\$59,897,183
Cape Cod	4.5851	\$458,514	\$573,143	\$6,391,798
Central Mass	8.6901	\$869,013	\$1,086,266	\$12,114,253
Franklin Region	2.5397	\$253,975	\$317,468	\$3,540,467
Martha's Vineyard	0.3100	\$30,997	\$38,746	\$432,104
Merrimack Valley	4.4296	\$442,956	\$553,695	\$6,174,910
Montachusett	4.4596	\$445,955	\$557,444	\$6,218,726
Nantucket	0.2200	\$21,998	\$27,497	\$308,656
Northern Middlesex	3.9096	\$390,961	\$488,701	\$5,450,090
Old Colony	4.5595	\$455,954	\$569,943	\$6,358,115
Pioneer Valley	10.8099	\$1,080,992	\$1,351,240	\$15,059,289
Southeastern Mass	8.9601	\$896,010	\$1,120,013	\$12,490,002
Total:	100.00	\$10,000,000	\$12,500,000	\$139,402,423

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, Secretary & CEO

massDOT
Massachusetts Department of Transportation

March 4, 2011

Mary Beth Mello
Regional Administrator
Federal Transit Administration
55 Broadway – 9th floor
Cambridge, Massachusetts 02142

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In your letter approving the FFY 2011-2014 STIP, FHWA and FTA instructed the Commonwealth to reduce its estimated FFY2011 funding by \$40 million, which represented the estimated amount of redistributed funds that the state anticipated receiving through the August Redistribution process. This \$40 million had been incorporated into the overall projected FFY2011 federal funding amount which was used in the development of the FFY2011-2014 STIP and displayed in the attached table Title 23 – Transportation Funding State Highway Funding Program Federal Fiscal Year 2011 Federal Regional Targets.

As you know, a provision of the American Recovery and Reinvestment Act (ARRA) of 2009 required each state to certify through a Maintenance of Effort (MOE) agreement that certain projects would be completed with received ARRA funds while others would be completed with other provided federal highway funds. This STIP amendment is necessary because the state did not maintain its certified level of expenditures as stated in the MOE, and is therefore ineligible to participate in the August 2011 redistribution process. To accomplish this, the Commonwealth chose to reduce three of its FFY 2011 statewide categories, as depicted in the table below:

Ten Park Plaza, Suite 3170, Boston, MA 02116

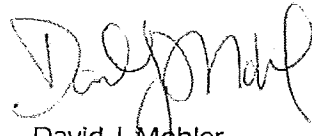
Tel: 617-973-7000, TDD: 617-973-7306

Federal -Aid Only

<i>Category</i>	<i>programmed</i>	<i>revised</i>	<i>balance</i>
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			\$40,000,000

These actions do not require air quality conformity determinations. If you have any questions, please call me at (617) 973-7844.

Sincerely,



David J. Mohler
Executive Director
Office of Transportation Planning

cc: Clinton Bench, Deputy Executive Director
Mark Guenard, Manager, MPO Activities
David Anderson, Deputy Chief Engineer, Projects
William Gordon, Federal Transit Administration
Paul Maloney, Federal Highway Administration
Jim Cope, Office of Transportation Planning

FFY 2011-2014
HIGHWAY ACTIONS

3/4/11 10:09 AM

#	MPO	PROJECT INFORMATION			CURRENT STATUS				REVISED STATUS				MPO INFORMATION	
		ID #	Location	Description	Source	Total	Federal	FFY	Source	Total	Federal	FFY	MPO Action	Date
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TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS
June 9, 2010

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$560,000,000		
Redistribution, as Estimated by FHWA	\$40,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(159,365,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	440,635,000	98,408,750	539,043,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000
Statewide STP - Safety Program	0	\$0	\$0
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	2,800,000	\$700,000	\$3,500,000
Statewide Recreational Trails	626,400	\$156,600	\$783,000
Statewide ITS (incl. Rte I-91 A/C \$4.7M)	9,300,000	\$2,325,000	\$11,625,000
Statewide Design and Right of Way	0	\$0	\$0
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	25,000,000	\$6,250,000	\$31,250,000
Subtotal Statewide Infrastructure Items:	\$135,526,400	\$23,631,600	\$159,158,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328
Total Regional Targets:	\$111,521,938	\$27,880,485	\$139,402,423
Minimum Regional CMAQ Component:	\$10,000,000	\$2,500,000	\$12,500,000
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$444,956	\$4,982,230
Boston Region	42.9671	\$4,296,710	\$5,370,888	\$59,897,183
Cape Cod	4.5851	\$458,514	\$573,143	\$8,391,798
Central Mass	8.6901	\$869,013	\$1,086,266	\$12,114,253
Franklin Region	2.5397	\$253,975	\$317,468	\$3,540,487
Martha's Vineyard	0.3100	\$30,997	\$38,746	\$432,104
Metimack Valley	4.4296	\$442,956	\$553,695	\$8,174,910
Montachusett	4.4596	\$445,955	\$557,444	\$8,216,726
Nantucket	0.2200	\$21,998	\$27,497	\$306,655
Northern Middlesex	3.9096	\$390,961	\$488,701	\$5,450,090
Old Colony	4.5595	\$455,954	\$569,943	\$8,358,115
Pioneer Valley	10.8099	\$1,080,992	\$1,351,240	\$15,069,289
Southeastern Mass	8.9601	\$896,010	\$1,120,013	\$12,490,602
Total:	100.00	\$10,000,000	\$12,500,000	\$139,402,423

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

**NORTHWEST CORRIDOR HIGHWAY
UNIVERSE**

	CTPS Corridor Study and/or Recommendation	Highway Project with PRC Approval	Project Under MassDOT Environmental Review	Major Highway Project Pending, On Hold or Inactive	Project Programmed in the MPO's Current LRTP	Construction Funds in FFYs 2011-14 TIP	Public Comment	MassDOT CIP High Priority Path	Meets Plan Identified Need	Cost (in millions)
Former Long Range Transportation Plan Projects currently programmed and/or under construction										
Crosby's Corner (Concord and Lincoln)		x			x	x	x			\$73.0
Assembly Square Roadway Improvements (Somerville)		x			x	x	x			\$15.4
Former Long Range Transportation Plan Universe of Roadway Projects										
Middlesex Turnpike Phase III (Bedford, Billerica, Burlington)		x	x		x		x		x	\$20.8
Trapelo Road (Belmont)		x			x		x			\$11.5
McGrath Highway-Gilman Street Bridge (Somerville)	x						x			
Route 20 (Boston, Watertown, Waltham)	x								x	
Route 128 HOV (Wellesley to Woburn)	x								x	
Concord Rotary/Route 2 (Concord)	x	x		x			x		x	\$20.0
Route 2 Interchange (Littleton)							x		x	
Route 2/Route 16 Interchange (Arlington and Cambridge)	x						x		x	
Route 2 Capacity Improvements (Acton to Lexington)	x								x	
Wiggins Avenue Extension (Bedford)							x			
Depress I-93 (Somerville)							x			
I-93/Mystic Avenue Interchange (Somerville)	x								x	\$138.6
Longfellow Bridge (Boston, Cambridge)	x		x		x					\$310.0
Extend I-93 High-Occupancy Vehicle Lane into the City (Somerville)							x		x	
I-495 Capacity Improvements (Littleton to Wrentham)	x									
Former Long Range Transportation Plan Universe of Bicycle and Pedestrian Projects										
Bruce Freeman Rail Trail					x		x	x	x	\$18.7
Assabet River Rail Trail					x		x		x	\$18.1
Transportation Improvement Program (TIP) Projects currently programmed and/or under construction										
Somerville Community Path										
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)										
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)										
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects										
Minuteman Bikeway Extension Reformatory Branch Trail (Bedford)										
Cambridge Common (Cambridge)		x				x	x			\$3.5
Broadway (Kendall Square) (Cambridge)		x				x	x			\$1.1
Beacon Street (Somerville)		x				x	x			\$3.9
Temple Street (Somerville)							x			
Union Square Roadway and Streetscape Improvements (Somerville)							x			
Massachusetts Avenue (Arlington)		x					x			\$5.7
Broadway Improvements (Somerville)						x	x			\$3.1
Somerville Community Path	x					x	x	x	x	\$4.5
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)										
Rehabilitation of Mount Auburn Street (Route 16) (Watertown)							x			
Safety Improvements and Rehabilitation of Common Street (Watertown)							x			
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)										
Intersection Improvements at Three Location (Watertown)		x					x			
East Lexington Three Intersections (Lexington)							x			
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects										
Minuteman Bikeway Extension Reformatory Branch Trail (Bedford)							x	x	x	

**NORTHWEST CORRIDOR HIGHWAY NEEDS
EVALUATION**

	Maintenance, Modernization and Efficiency	Livability and Economic Benefit	Mobility	Environment and Climate Change	Transportation Equity	Safety and Security
Former Long Range Transportation Plan Projects currently programmed and/or under construction						
Former Long Range Transportation Plan Universe of Roadway Projects						
Middlesex Turnpike Phase III (Bedford, Billerica, Burlington)	x	x	x			x
Route 20 (Boston, Watertown, Waltham)	x		x			x
Route 128 HOV (Wellesley to Woburn)			x	x		
Concord Rotary/Route 2 (Concord)	x		x			x
Route 2 Interchange (Littleton)			x			
Route 2/Route 16 Interchange (Arlington and Cambridge)	x		x			x
Route 2 Capacity Improvements (Acton to Lexington)			x			
I-93/Mystic Avenue Interchange (Somerville)	x	x	x		x	
Extend I-93 High-Occupancy Vehicle Lane into the City			x	x		
Former Long Range Transportation Plan Universe of Bicycle and Pedestrian Projects						
Bruce Freeman Rail Trail		x		x		
Assabet River Rail Trail		x		x		
Transportation Improvement Program (TIP) Projects currently programmed and/or under construction						
Somerville Community Path		x		x		
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)						
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)						
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects						
Minuteman Bikeway Extension Reformatory Branch Trail (Bedford)		x		x		

The projects included in this table are those from this corridor's Highway Universe that meet a Plan identified need. An initial evaluation was performed using criteria derived from the MPO's visions and policies.

**NORTHWEST CORRIDOR TRANSIT
UNIVERSE**

Project	NORTHWEST CORRIDOR TRANSIT UNIVERSE										
	Accessibility	Communications/Technology	Enhancements	Expansion	Maintenance Facilities	Parking	Stations	Support Infrastructure	Track and Signals	Vehicles	Cost (in millions)
PMT Transit Enhancement Project	x										
PMT Transit Expansion Project											
PMT Transit SGR Project											
In MBTA's Draft FY 2012-2016 CIP SGR List											
In MBTA's Draft FY 2012-2016 CIP Enhancement Project List											
In MBTA's Draft FY 2012-2016 CIP Expansion Project List											
Transit Project Recommended from MPO's CMP											
Transit Project in the Current L RTP											
Public Comment											
Meets Plan Identified Need											
Cost (in millions)	\$10.5										
Science Park Station Accessibility	x										
Communications/Technology											
Enhancements											
Expansion											
Maintenance Facilities											
Parking											
Stations											
Support Infrastructure											
Green Line Extension to Medford Hillside/Union Square											\$949.8
Red Line Extension to Arlington/Lexington											
Fitchburg Line Extension to Gardner											
Build New Busways to Alewife Station (Cambridge)											
Connect Fitchburg Commuter Rail with Red Line at Alewife											
Extend Trackless Trolley #71 from Watertown to Newton Corner											
Alewife Garage Improvements											\$16.4
Lechmere Parking Improvements											
Parking Improvements at 11 Commuter Rail Stations											
Stations											
Support Infrastructure											
Red Line Traction Power Upgrade											
Red Line DC Cable Upgrade Phase I, Andrew-Kendall											
Trackless Trolley Overhead Replacement											
Trackless Trolley Catenary Improvements											
Fitchburg Line Main Street Bridge Repair in Concord											
Fitchburg Line Red Bridge Replacement											
Fitchburg Line Layover Facility Upgrades											
Track and Signals											
Red Line Signal Cable Replacement											\$16.4
Red Line DC Cable Upgrade Phase I, Andrew-Kendall											\$25.1
Trackless Trolley Overhead Replacement											\$35.4
Trackless Trolley Catenary Improvements											\$1.2
Fitchburg Line Main Street Bridge Repair in Concord											\$6.2
Fitchburg Line Red Bridge Replacement											\$10.0
Fitchburg Line Layover Facility Upgrades											
Track and Signals											
Red Line Signal Cable Replacement											\$12.4
Red Line Track and Switch Upgrades											
Green Line Lechmere Signals											
Fitchburg Line Interlocking Project											\$3.7
Fitchburg Line Double Tracking											\$2.3
Fitchburg Line Floating Slab Work											\$15.9
Vehicles											
Red Line No. 1 Car Reinvestment											\$27.5
Red Line No. 2 Car Overhaul											\$6.9
New Red Line Car Design and Engineering											\$13.7
New Red Line Car Procurement											\$13.7

**NORTHWEST CORRIDOR TRANSIT NEEDS
EVALUATION**

Project	NORTHWEST CORRIDOR TRANSIT NEEDS EVALUATION										
	Accessibility	Communications/Technology	Enhancements	Expansion	Maintenance Facilities	Parking	Stations	Support Infrastructure	Track and Signals	Vehicles	Cost (in millions)
Science Park Station Accessibility	x										
Communications/Technology											
Enhancements											
Expansion											
Maintenance Facilities											
Parking											
Stations											
Support Infrastructure											
Red Line Traction Power Upgrade											
Red Line DC Cable Upgrade Phase I, Andrew-Kendall											
Trackless Trolley Overhead Replacement											
Trackless Trolley Catenary Improvements											
Fitchburg Line Main Street Bridge Repair in Concord											
Fitchburg Line Red Bridge Replacement											
Fitchburg Line Layover Facility Upgrades											
Track and Signals											
Red Line Signal Cable Replacement											\$12.4
Red Line Track and Switch Upgrades											
Green Line Lechmere Signals											
Fitchburg Line Double Tracking											\$2.3
Fitchburg Line Floating Slab Work											\$15.9
Vehicles											
Red Line No. 1 Car Reinvestment											\$27.5
Red Line No. 2 Car Overhaul											\$6.9
New Red Line Car Design and Engineering											\$13.7
New Red Line Car Procurement											\$13.7

The projects included in this table are those from this corridor's Transit Universe that meet a Plan identified need. An initial evaluation was performed using criteria derived from the MPO's visions and policies.

NORTH CORRIDOR HIGHWAY UNIVERSE

	CTPS Corridor Study and/or Recommendation	Highway Project with PRC Approval	Project Under MassDOT Environmental Review	Major Highway Project Pending, On Hold or Inactive	Project Programmed in the MPO's Current LRTP	Construction Funds in FFYs 2011-14 TIP	Public Comment	MassDOT CIP High Priority Path	Meets Plan Identified Need	Cost (in millions)
Long Range Transportation Plan Projects currently programmed and/or under construction										
Route 16/Revere Beach Parkway Bridges (Everett, Medford, and Revere)		x			x	x				\$41.3
Long Range Transportation Plan Universe Roadway Projects										
I-93/I-95 Interchange (Woburn, Reading, Stoneham, and Route 1 Add-a-Lane (Malden, Saugus, and Revere)		x	x		x		x		x	\$233.6
Middlesex Turnpike Phase III (Bedford, Burlington, Billerica)		x	x		x		x		x	\$76.0
I-93/Route 129 Interchange Improvements (Wilmington and Reading)				x						\$20.8
Interstate 93 Capacity Improvements (Somerville to Woburn)	x								x	\$20.5
Route 16/Revere Beach Parkway Roadway Improvements (Everett, Medford, and Revere)							x		x	\$93.6
I-93/Route 125/Ballardvale Road (Wilmington)		x		x						
Tri Town I-93/Lowell Junction Interchange (Andover, Tewksbury, and Wilmington)		x	x				x			
New Boston Street Bridge (Woburn)		x			x		x			\$4.9
Montvale Avenue (Woburn)		x			x		x			\$3.7
Telecom City Boulevard (Everett, Malden, and Revere)							x			\$17.8
Route 128 Capacity Improvements (Lynnfield to Reading)	x								x	
Route 128 HOV (Wellesley to Woburn)									x	
Route 16/I-93 Connection (Medford)							x			
Cambridge Street Improvements (Burlington, Woburn, Winchester)	x						x		x	\$4.3
Sullivan Square (Boston)		x			x		x		x	\$43.3
Rutherford Avenue (Boston)		x			x		x			\$49.2
Charlestown Haul Road (Boston)							x			
Route 60 Improvements (Malden, Medford)	x								x	
Long Range Transportation Plan Universe of Bicycle and Pedestrian Projects										
Transportation Improvement Program (TIP) Projects currently programmed and/or under construction										
Pleasant Street (Malden)		x			x		x			\$2.5
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)										
Air Force Road Rehab (Everett)							x			
Beacham Street Reconstruction (Everett)							x			
Lebanon Street (Melrose)		x					x			\$4.3
West Street (Reading)		x					x			\$7.9
Streetscape Improvements High and Haven Streets (Reading)							x			
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)										
Main Street Intersections at Emerson, Essex, Foster, and Grove Streets (Melrose)		x					x		x	\$1.9
Wildwood Intersections (Wilmington)		x					x			\$0.9
Signal Upgrade at 4 Intersections on Cambridge Street		x					x			\$2.5
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects										
Northern Strand (Everett, Malden)	x						x	x	x	
Improving Bicycle and Ped Access to transit stations (Malden)	x						x			
Tri-Community Bikeway (Stoneham, Winchester, Woburn)	x	x					x		x	\$5.1
Woburn Loop Bikeway (Woburn)							x			
Minuteman Bikeway Extension (Billerica)							x		x	

NORTH CORRIDOR HIGHWAY NEEDS EVALUATION

	Maintenance, Modernization and Efficiency	Livability and Economic Benefit	Mobility	Environment and Climate Change	Transportation Equity	Safety and Security
Long Range Transportation Plan Projects currently programmed and/or under construction						
Long Range Transportation Plan Universe of Roadway Projects						
I-93/I-95 Interchange (Woburn, Reading, Stoneham, and Route 1 Add-a-Lane (Malden, Saugus, and Revere)	x		x			x
Middlesex Turnpike Phase III (Bedford, Burlington, Billerica)	x		x		x	x
Interstate 93 Capacity Improvements (Somerville to Woburn)			x			x
Route 16/Revere Beach Parkway Roadway Improvements (Everett, Medford, and Revere)	x		x		x	x
Route 128 Capacity Improvements (Lynnfield to Reading)			x			x
Route 128 HOV (Wellesley to Woburn)			x	x		
Cambridge Street Improvements (Burlington, Woburn, Winchester)			x			
Sullivan Square (Boston)	x	x	x		x	
Route 60 Improvements (Malden, Medford)	x		x			
Long Range Transportation Plan Universe of Bicycle and Pedestrian Projects						
Transportation Improvement Program (TIP) Projects currently programmed and/or under construction						
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)						
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)						
Main Street Intersections at Emerson, Essex, Foster, and Grove	x			x		
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects						
Northern Strand (Everett, Malden)		x		x		
Tri-Community Bikeway (Stoneham, Winchester, Woburn)				x		
Minuteman Bikeway Extension (Billerica)		x		x		

The projects included in this table are those from this corridor's Highway Universe that meet a Plan identified need. An initial evaluation was performed using criteria derived from the MPO's visions and policies.

NORTH CORRIDOR TRANSIT UNIVERSE

Project	Cost (in millions)	Meets Plan Identified Need	Public Comment	Transit Project in the Current LRTP	Transit Project Recommended from MPO's CIP	In MBTA's Draft FY 2012-2016 CIP Expansion Project List	In MBTA's Draft FY 2012-2016 CIP Enhancement Project List	In MBTA's Draft FY 2012-2016 CIP SGR List	PMT Transit SGR Project	PMT Transit Expansion Project	PMT Transit Enhancement Project
Station Elevator/Escalator Replacement and Modernization Program	\$118.4	X					X				
Wedge mere Station access	\$1.3	X					X				
Communications/Technology											
Automated Fair Collection, Phase II (CharlieCards on commuter rail)	\$10.0							X			
Enhancements											
Haverhill Line Double Tracking									X		
Improved Bus Amenities and System Identity for Bus Routes									X		
Expansion											
Green Line Extension College Ave to Route 16	\$136.6	X			X				X		
Lowell Commuter Rail Line Extension (Nashua/Manchester)		X							X		
New Orange Line Station at Assembly Square	\$53.0	X			X					X	
Urban Ring, Phase 2	\$2,920.3	X			X*				X		
Extend Blue Line from Bowdoin to West Medford					X						
Orange Line North Extension from Oak Grove to Reading/Route 128											
Maintenance Facilities											
Move Bradford Layover Facility on Haverhill Line with Plaisow									X		
Wilmington Maintenance Facility Improvements									X		
Parking											
Move Bradford Layover Facility on Haverhill Line with Plaisow										X	
Wilmington Maintenance Facility Improvements									X		
Stations											
Rapid transit station midlife rehab upgrades	\$12.1	X							X		
Winchester Station Renovation									X		
Support Infrastructure											
Haverhill Line (Andover Station) - Bike Signage and Shelter						X					
Haverhill Line (Bradford Station) - Bike Signage						X					
Lowell Line (Lowell Station) - Bike Racks and Shelter						X					
Lowell Line (Winchester Center Station) - Bike Racks						X					
Merrimack River Bridge Rehab	\$8.6	X							X		
Orange Line (Oak Grove Station) - Bike Shelter Improvements							X				
Orange Line Power Improvements	\$6.5	X					X				
Rehab of Three Shawshen River Bridges	\$13.1	X						X			
Track and Signals											
Haverhill Line Double Tracking	\$9.7	X					X				
Orange Line North Signal System Upgrade		X					X				
Vehicles											
Orange Line Car Procurement									X		

* Included as an Illustrative Project

NORTH CORRIDOR TRANSIT NEEDS EVALUATION

	Accessibility	Station Elevator/Escalator Replacement and Modernization Program	Wedge mere Station access	Communications/Technology	Enhancements	Improved Bus Amenities and System Identity for Bus Routes	Expansion	Green Line Extension College Ave to Route 16	Lowell Commuter Rail Line Extension (Nashua/Manchester)	New Orange Line Station at Assembly Square	Urban Ring, Phase 2	Maintenance Facilities	Move Bradford Layover Facility on Haverhill Line with Plaisow	Wilmington Maintenance Facility Improvements	Parking	Stations	Rapid transit station midlife rehab upgrades	Winchester Station Renovation	Support Infrastructure	Merrimack River Bridge Rehab	Orange Line Power Improvements	Rehab of Three Shawshen River Bridges	Track and Signals	Haverhill Line Double Tracking	Orange Line North Signal System Upgrade	Vehicles	Orange Line Car Procurement
Maintenance, Modernization and Efficiency		X				X							X					X					X				X
Livability and Economic Benefit																											
Mobility																											
Environment and Climate Change																											
Transportation Equity																											
Safety and Security		X				X																					

The projects included in this table are those from this corridor's Transit Universe that meet a Plan identified need. An initial evaluation was performed using criteria derived from the MPO's visions and policies.

NORTHEAST CORRIDOR HIGHWAY UNIVERSE

	CTPS Corridor Study and/or Recommendation	Highway Project with PRC Approval	Project Under MassDOT Environmental Review	Major Highway Project Pending, On Hold or Inactive	Project Programmed in the MPO's Current L RTP	Construction Funds in FFYs 2011-14 TIP	Public Comment	MassDOT CIP High Priority Path	Meets Plan Identified Need	Cost (in millions)
Long Range Transportation Plan Projects currently programmed and/or under construction										
Route 128/Route 35 and Route 62 (Danvers)		x			x	x				\$27.1
Wonderland Parking Garage (Revere)		x			x					\$52.0
Consolidated Rental Car Facility Logan Airport (Boston)		x			x					\$337.0
Long Range Transportation Plan Universe of Roadway Projects										
Route 1 add-a-lane (Malden, Revere, Saugus)		x	x		x		x		x	\$70.3
Route 1 Capacity Improvements (Lynnfield, Peabody, Saugus)	x								x	
Route 1/Route 114 Corridor (Danvers, Peabody)							x		x	\$110.9
Route 1/Route 16 Interchange (Revere)		x							x	\$7.4
Route 1A/Route 16 (Revere)		x							x	\$109.7
Route 1A/Chelsea Street Bridge Connection (Boston)		x							x	
Route 1A/Boardman Street Grade Separation (Boston)		x							x	
Route 1A/Boardman Street Grade Separation (Boston)	x			x					x	\$16.0
Gloucester Rotary (Gloucester)							x			
Route 128 Capacity Improvements (Beverly to Peabody)	x								x	
Route 16/Revere Beach Parkway Roadway Improvements (Everett, Medford, and Revere)							x		x	\$109.5
Mahoney Circle Grade Separation (Revere)				x					x	\$35.6
East Boston Haul Road (Boston)	x			x	x				x	\$19.5
Commercial St./Tremont St. (Salem)							x			\$0.8
Essex St. Conversion (Salem, Beverly)							x			\$2.3
Route 128/Brimbal Ave. Interchange (Beverly)		x		x			x			\$26.0
Route 114/I-95 Improvements (Danvers)				x					x	\$68.2
Bridge Street (Salem)	x	x			x					\$10.8
Long Range Transportation Plan Universe of Bicycle and Pedestrian Projects										
Northern Strand (Revere, Saugus, Lynn)	x							x	x	
Border to Boston Trail (Newburyport to Boston)	x							x	x	
Transportation Improvement Program (TIP) Projects currently programmed and/or under construction										
Intersection Improvements at Route 129 and Millard, Den Quarry Road (Lynn)		x								\$0.0
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)										
Boston Street (Salem)		x					x			\$3.5
Route 1A (Rantoul Street) (Beverly)		x					x		x	\$16.0
Route 1A (Cabot Street) (Beverly)		x					x		x	\$6.2
Route 127 Reconstruction (Beverly)							x			
Washington Avenue (Chelsea)		x					x			\$5.2
Williams and Beecham Streets (Chelsea)							x			
Liberty Street (Danvers)		x					x			\$7.0
Collins Street (Danvers)		x					x			\$6.4
Washington Street (Gloucester)		x					x			\$2.4
Canal Street (Salem)		x					x			\$6.6
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)										
Routes 1A/133-South Main and Central Streets (Ipswich)		x					x			\$1.0
Route 129 (Boston Street/Washington Street) (Lynn)		x					x		x	\$0.1
Route 1 (Copeland Circle Spur-Fox Hill Bridge) (Lynn)							x		x	
Route 1 South (Jughandle Lights - Goodwin Circle/Lynnfield St.) (Lynn)							x		x	
Route 1A Lynnway at Blossom Street (Lynn)							x		x	
Route 1A Lynnway Intersection at Market Street (Lynn)							x		x	
Route 1A/the Lynnway (GE Bridge and Nahant Rotary) (Lynn)							x		x	
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects										
Bicycle and Pedestrian Improvements in and around Lynnfield Common (Lynnfield)	x									
Bicycle and Pedestrian Improvements in Downtown (Essex)	x									
Bicycle and Pedestrian Improvements in Downtown (Chelsea)	x									
Canal Street Bike Path Extension the Salem Marblehead Branch Trail, Phase II (Salem)							x	x	x	

NORTHEAST CORRIDOR HIGHWAY NEEDS EVALUATION

	Maintenance, Modernization and Efficiency	Livability and Economic Benefit	Mobility	Environment and Climate Change	Transportation Equity	Safety and Security
Long Range Transportation Plan Projects currently programmed and/or under construction						
Long Range Transportation Plan Universe of Roadway Projects						
Route 1 Add-a-Lane (Malden, Saugus, and Revere)	x	x	x		x	x
Route 1 Capacity Improvements (Lynnfield, Peabody, Saugus)			x			
Route 1/Route 114 Corridor (Danvers, Peabody)	x		x		x	x
Route 1/Route 16 Interchange (Revere)	x		x		x	
Route 1A/Route 16 (Revere)	x		x		x	
Route 1A/Chelsea Street Bridge Connection (Boston)	x		x			
Route 1A/Boardman Street Grade Separation (Boston)	x		x			
Route 128 Capacity Improvements (Beverly to Peabody)			x			x
Route 16/Revere Beach Parkway Roadway Improvements (Everett, Medford, and Revere)	x		x		x	x
Mahoney Circle Grade Separation (Revere)	x		x		x	x
East Boston Haul Road	x	x	x		x	
Route 114/I-95 (128) Improvements (Peabody)			x		x	x
Long Range Transportation Plan Universe of Bicycle and Pedestrian Projects						
Northern Strand (Everett, Malden)		x		x		
Border to Boston Trail (Newburyport to Boston)		x		x		
Transportation Improvement Program (TIP) Projects currently programmed and/or under construction						
Transportation Improvement Program (TIP) Universe Roadway Projects (Corridor)						
Route 1A (Rantoul Street) (Beverly)	x					
Route 1A (Cabot Street) (Beverly)	x					
Transportation Improvement Program (TIP) Universe Roadway Projects (Intersection)						
Route 129 (Boston Street/Washington Street) (Lynn)	x	x			x	
Route 1 (Copeland Circle Spur-Fox Hill Bridge) (Lynn)	x	x	x		x	
Route 1 South (Jughandle Lights - Goodwin Circle/Lynnfield St.) (Lynn)	x		x		x	
Route 1A Lynnway at Blossom Street (Lynn)	x	x	x		x	
Route 1A Lynnway Intersection at Market Street (Lynn)	x	x	x		x	
Route 1A/the Lynnway (GE Bridge and Nahant Rotary) (Lynn)	x	x	x		x	
Transportation Improvement Program (TIP) Universe Bicycle and Pedestrian Projects						
Canal Street Bike Path Extension the Salem Marblehead Branch		x		x		

The projects included in this table are those from this corridor's Highway Universe that meet a Plan identified need. An initial evaluation was performed using criteria derived from the MPO's visions and policies.

**NORTHEAST CORRIDOR TRANSIT
UNIVERSE**

PMT Transit Enhancement Project	Accessability										
PMT Transit Expansion Project	Communications/Technology										
PMT Transit SGR Project	Enhancements										
In MBTA's Draft FY 2012-2016 CIP SGR List	Expansion										
In MBTA's Draft FY 2012-2016 CIP Enhancement Project List											
In MBTA's Draft FY 2012-2016 CIP Expansion Project List											
Transit Project Recommended from MPO's CMP											
Transit Project in the Current LRTP											
Public Comment											
Meets Plan Identified Need											
Cost (in millions)											
Extend Blue Line to Lynn											
Extend Blue Line from Lynn to Salem											
Commuter Rail Line from Salem to Danvers											
New Station at South Salem on Rockport/Newburyport Line											
Restore East Boston Ferry											
Wonderland Connector (Reverse)											
Maintenance Facilities											
Newburyport Layover Facility Ventilation Fans											
Orient Heights Maintenance Facility Renovation Phase III											
Extend Blue Line to Lynn											
Extend Blue Line from Lynn to Lynn											
Expansion											
Maintenance Facilities											
Newburyport Layover Facility Ventilation Fans											
Orient Heights Maintenance Facility Renovation Phase III											
Parking											
Parking Capacity Increases at 4 Commuter Rail Stations											
Parking Capacity Increases at 2 Blue Line Stations											
Maintenance Facilities											
Newburyport Layover Facility Ventilation Fans											
Orient Heights Maintenance Facility Renovation Phase III											
Parking											
Parking Capacity Increases at 4 Commuter Rail Stations											
Parking Capacity Increases at 2 Blue Line Stations											
Stations											
Blue Line Platform Rehabilitation											
Stations											
Wonderland TOD Parking Garage											
Stations											
Blue Line Platform Rehabilitation											
Stations											
Blue Line Government Center Station Modernization											
Blue Line Orient Heights Station Modernization											
Blue Line Station Infrastructure Improvements											
Blue Line Station Improvements											
Rockport Station Improvements											
Support Infrastructure											
Wonderland Transit Plaza											
Support Infrastructure											
Beverly Draw Bridge Rehabilitation											
Track and Signals											
Orient Heights Track Work											
Vehicles											
Orient Heights Track Work											
Newburyport/Rockport Line Signal Upgrades											
Vehicles											
Orient Heights Track Work											

**NORTHEAST CORRIDOR TRANSIT
NEEDS EVALUATION**

Maintenance, Modernization and Efficiency	Accessability										
Livability and Economic Benefit	Communications/Technology										
Mobility	Enhancements										
Environment and Climate Change	Expansion										
Transportation Equity											
Safety and Security											
Extend Blue Line to Lynn											
Extend Blue Line from Lynn to Lynn											
Expansion											
Maintenance Facilities											
Newburyport Layover Facility Ventilation Fans											
Orient Heights Maintenance Facility Renovation Phase III											
Parking											
Parking Capacity Increases at 4 Commuter Rail Stations											
Parking Capacity Increases at 2 Blue Line Stations											
Stations											
Blue Line Platform Rehabilitation											
Stations											
Wonderland Transit Plaza											
Support Infrastructure											
Beverly Draw Bridge Rehabilitation											
Track and Signals											
Orient Heights Track Work											
Vehicles											

The projects included in this table are those from this corridor's Transit Universe that meet a Plan identified need. An initial evaluation was performed using criteria derived from the MPO's visions and policies.



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting 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 March 24, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl Quackenbush, CTPS Acting Director
RE Work Program for: MassDOT Title VI Program

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 MassDOT Title VI Program in the form of the draft dated March 24, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Project

CTPS Project Number
13151

Client
Massachusetts Department of Transportation
Project Supervisor: John Lozada

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Elizabeth M. Moore

Funding
Future MassDOT Administrative Services Contract

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

All recipients of federal funds are required to comply with Title VI of the Civil Rights Act of 1964, which requires that they demonstrate that they do not discriminate on the basis of race, color, and national origin in their programs, activities and services. The Federal Highway Administration (FHWA) Title VI requirements have been extended through enactment of several additional laws and executive orders to provide the same protections on the basis of Limited English Proficiency, gender, age, income, and disability. Pursuant to this mandate, the Massachusetts Department of Transportation (MassDOT) must take the following proactive steps to prevent discrimination and correct deficiencies across all transportation modes under its purview:

- Adopt policies and procedures supportive of Title VI
- Ensure adequate public participation
- Develop procedures for monitoring and reviewing Title VI compliance
- Develop procedures for Title VI reviews of cities and towns, contractors, higher education institutions, planning agencies, and other recipients of Federal-Aid Highway funds

In addition, the Federal Transit Administration's Region I Civil Rights Specialist has recently found deficiencies in the Title VI program that was submitted by the Executive Office of Transportation (now MassDOT) in September 2008 for Rail and Transit. MassDOT must take action immediately to remediate these deficiencies.

OBJECTIVES

The objective of this scope is to produce a Title VI Program for MassDOT that is fully compliant with the FHWA Title VI requirements and consistent with MassDOT's mission, objectives, and organizational culture. The plan should also dovetail with the MPO and MBTA Title VI reporting that is already provided for FTA, and analysis and other support will be provided to address certain Title VI program deficiencies that the Federal Transit Administration has identified with regard to the MassDOT Title VI Plan for Rail and Transit.

WORK DESCRIPTION

The work required to accomplish the study objectives will be carried out in the seven tasks described below.

Task 1 Provide Technical Assistance to MassDOT's FTA Title VI Working Group

CTPS has begun work on this task under a separate funding source. As a part of this work program, CTPS will continue to attend bi-weekly meetings of the MassDOT FTA Title VI working group and will provide technical assistance as requested to meet the FTA requirements for achieving compliance with Title VI. The missing elements of this program that must be addressed immediately include:

- Limited English proficiency four factor analysis and language assistance plan
- An analytical process identifying benefits and burdens of the state's transportation investments
- A process for ensuring all subrecipients are complying with Title VI

CTPS will also work with MassDOT to prepare a new FTA Title VI submittal.

Product of Task 1

- Analytical elements for meeting the state's FTA Title VI compliance requirements as part of the 2011 submittal.

Task 2 Research Laws, Regulations, and Guidance

CTPS will gather information on the relevant laws, regulations, and guidance, primarily through contact with MassDOT, FHWA, and web research. These include:

- Title VI of the 1964 Civil Rights Act 42 U.S.C. 2000
- The Age Discrimination Act of 1975, as amended 42 U.S.C. 6101
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601
- The Federal-aid Highway Act, 49 U.S.C. 306
- The 1973 Federal-aid Highway Act, 23 U.S.C. 324
- The Civil Rights Restoration Act of 1987, P.L. 100-209
- The Uniform Relocation Act Amendments of 1987, P.L. 101-246
- The Americans with Disabilities Act, P.L. 101-336
- The Civil Rights Act of 1991, in part, amended Section 1981 of 42 U.S.C.
- Title VIII of the 1968 Civil Rights Act, 42 U.S.C. 3601
- The National Environmental Policy Act of 1969, 42 U.S.C. 4321
- Title IX of the Education Amendments of 1972
- Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 790
- Executive Order 12250 - DOJ Leadership and Coordination of Nondiscrimination Laws
- Executive Order 12259 - HUD Leadership and Coordination of Federal Fair Housing Programs

- Executive Order 12292 (Amended E.O. 12259)
- Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations
- Executive Order 13160 - nondiscrimination on the basis of race, sex, color, national origin, disability, religion, age, sexual orientation, and status as a parent in federally conducted education and training programs
- Executive Order. 13166 - August 11, 2000- requires Federal agencies and their recipients to improve access to federally sponsored programs for persons with limited English proficiency
- Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments
- 23 CFR Part 200 - FHWA's Title VI Program Implementation and Review Procedures
- 23 CFR Part 420.121(h) - the part of FHWA's planning regulations that specify the applicability of Title VI of the 1964 Civil Rights Restoration Act of 1987 to FHWA funded planning and research activities
- 23 CFR Part 450 - FHWA's and FTA's Statewide and Metropolitan Planning Regulations
- 23 CFR Part 450.316(b) (2) & (3) - requires the metropolitan planning process to be consistent with Title VI of the 1964 Civil Rights Act and the recipient's Title VI Assurances
- 23 CFR Part 633, Subpart A - specifies required contact provisions to be included in all Federal-aid construction contracts, including Title VI and other proscriptions included in Form FHWA 1273
- 23 CFR Part 633, Subpart B, Appendix A - specifies the types of contracts to which Title VI of the 1964 Civil Rights Act applies
- 23 CFR Part 771.105(f) - FHWA Policy on Title VI
- 28 CFR Part 35 - the Department of Justice's regulations governing Nondiscrimination on the basis of disability in State and local government services
- 28 CFR Part 41 – requires the Department of Justice to coordinate the implementation of Section 504 of the Rehabilitation Act (provides guidelines for determining discretionary practices)
- 28 CFR Part 42, Subpart C - DOJ's regulation implementing Title VI of the Civil Rights Act of 1964
- 28 CFR Part 42.200, Subpart D - "Nondiscrimination in Federally-assisted Programs -Implementation of Section 815 (c)(1) of the Justice System Improvement Act of 1979" – Also implements Executive Order 12138
- 28 CFR Part 50.3 - DOJ's Guidelines for the enforcement of Title VI, Civil Rights Act of 1964
- 49 CFR Part 21 - DOT's Implementing Regulations of Title VI of the Civil Rights Act of 1964

- 49 CFR Part 24 - DOT's regulation implementing the Uniform Relocation and Real Property Acquisition Act for Federal and federally assisted programs requiring compliance with Nondiscrimination Statutes and Executive Orders
- 49 CFR Part 25 - DOT's implementation of Title IX of the Education Amendments Act of 1972
- 49 CFR Part 26 - Participation by Disadvantaged Business Enterprises in DOT Financial Assistance Programs
- 49 CFR Part 27 - DOT's regulation implementing Section 504 of the Rehabilitation Act of 1973 as amended
- 49 CFR Part 28 - Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation
- 49 CFR Part 37 - Transportation Services for Individuals with Disabilities, implementing the transportation and related provisions of Title II and III of the ADA
- DOT ORDER 1000.12 - Implementation of the DOT Title VI Program
- DOT ORDER 1050.2 - Standard Title VI Assurances
- DOT ORDER 5610.2 - USDOT Order on Environmental Justice
- FHWA ORDER 4710.1 - Right-of-Way Title VI Review Program
- FHWA ORDER 4710.2 - Civil Rights Compliance Reviews of Location Procedures
- FHWA ORDER 4720.6 - Impacts of the Civil Rights Restoration Act of 1987 on FHWA Programs September 2, 1992
- FHWA ORDER 6640.23 - Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (See also DOT Order 5610.2 on Environmental Justice)
- Joint FHWA/FTA Memo dated October 7, 1999 (published in the Federal Register May 19, 2000) - providing guidance on implementing Title VI in Metropolitan and Statewide Planning
- DOT Policy Guidance Document dated December 14, 2005 – Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) persons, - Federal Register Vol. 70 No. 239 (DOT's initial LEP guidance regarding recipients' obligation was released on January 22, 2001)
- DOJ Policy Guidance Document dated October 26, 2001 - Memo re: E.O. 13166, Improving Access to Services for persons with Limited English Proficiency
- FHWA Title VI Handbook: Nondiscrimination in the Federal-Aid Highway Program

Product of Task 2

Summary of FHWA Title VI requirements

Task 3 Review Title VI Plans from other States

CTPS will review Title VI guidance, plans, and annual accomplishment reports that other state departments of transportation (such as California, Pennsylvania, Oregon, Oklahoma, Maine, etc.) have developed to inform the development of MassDOT's plan. In addition, CTPS will try to contact appropriate individuals in the states that appear to have an institutional organization and culture that are closest to those at MassDOT.

Products of Task 3

- Description of plan and report structures as they relate to development of the MassDOT Title VI Program
- Summary of interviews with representatives from other states regarding development of their Title VI plans

Task 4 Gain an Understanding of MassDOT Structure and the Programs, Services, and Activities of each Functional Area

CTPS will work closely with the MassDOT Office of Civil Rights and with the FHWA Civil Rights Specialist to understand their roles and responsibilities in relation to MassDOT departments, programs, and services. CTPS will provide assistance as the Office of Civil Rights builds its capacity through hiring a Title VI Specialist and ensuring that sufficient MassDOT staff are available to implement the FHWA Title VI requirements.

In addition, CTPS will meet with other MassDOT representatives to gain an understanding of MassDOT's structure, functional areas, and how Title VI is relevant and currently considered throughout the organization. This is essential to the development of a plan that not only includes, but also engages as stakeholders, the people throughout MassDOT who will be responsible for integrating the principles of Title VI and implementing the plan through monitoring, reporting, and other activities.

Product of Task 4

Summary of MassDOT structure and the level of awareness of Title VI within the various functional areas

Task 5 Prepare Information and Resources Concerning Title VI Principles and Requirements

The research conducted in Tasks 1 and 2 will be utilized to develop materials to inform MassDOT personnel of the principles and requirements of Title VI and to guide them in development of the program. The materials will be collated into a draft structural outline of the topics that will be covered in the plan, such as public involvement, compliance reviews, assurances, data collection, monitoring, compliance procedures, annual reporting, training, and procedures for addressing the needs of persons with Limited English Proficiency (LEP). Included for each topic will be suggestions, ideas, and

specific examples gleaned from Tasks 1-2 that will assist in development of a plan that will meet both the federal requirements and the unique needs of MassDOT.

Product of Task 5

Materials for guiding development of the Title VI Program

Task 6 Establish an Interdisciplinary Working Group to Address MassDOT FHWA Title VI Requirements¹

CTPS will work with senior level representatives from all program and functional areas who have been identified by the MassDOT Office Civil Rights to serve on the Title VI Working Group. In collaboration with this working group, CTPS will assist MassDOT Civil Rights to identify teams in each functional area who will become the stewards of the Title VI process. CTPS will utilize the materials developed in Task 4 to engage these individuals in understanding the principles and requirements of Title VI; facilitate a conversation about how MassDOT should incorporate Title VI considerations throughout the agency; and establish roles and responsibilities for developing and implementing the Title VI Program.

Through meetings with the working group and the area teams, an information gathering and planning initiative will be launched to develop descriptions of program areas, operations, and potential Title VI issues; formulate and prioritize strategies to address areas of need; and identify readily-accessible data that can be relevant to Title VI monitoring, as well as additional data collection needs.

CTPS will continue to collaborate with the working group through regularly scheduled meetings (at least monthly) to share ideas and find commonalities regarding workable Title VI compliance strategies. Through this process, working group members will be encouraged to present and discuss proposals for all functional groups' reporting, as well as other topics and processes necessary for development of the MassDOT Title VI Program. It is assumed that, after the initial plan has been completed, the working group will continue to oversee the Title VI process, ensuring that the principles behind the reporting requirement become a part of the MassDOT culture.

Task 7 Prepare MassDOT Title VI Program

Based on the results of Tasks 1-5, CTPS will develop the MassDOT Title VI Program that will outline the goals and actions necessary to comply with the FHWA Title VI requirements, ensure nondiscrimination across all MassDOT programs and functional areas, and determine and obtain compliance of MassDOT's subrecipients and contractors.

¹ This working group will be different than the Task 1 working group, which is made up of representatives of MassDOT Civil Rights, the MBTA, and CTPS, and is addressing only the deficiencies identified by FTA in the state's 2008 Title VI submittal for transit and rail.

When preparing the plan, staff will be cognizant of ways in which it can dovetail with Title VI reporting that is already provided for FTA.

In addition, CTPS will assist in data collection and analysis efforts to demonstrate compliance with Title VI within MassDOT functional areas.

MassDOT Civil Rights and other MassDOT staff members will be proactively involved with CTPS in supporting this effort. In addition, the FHWA Civil Rights Specialist will provide assistance and will be consulted as needed throughout the development of the program.

Products of Task 7

- MassDOT Title VI Program
- Analytical framework and initial analyses for demonstrating Title VI compliance

ESTIMATED SCHEDULE

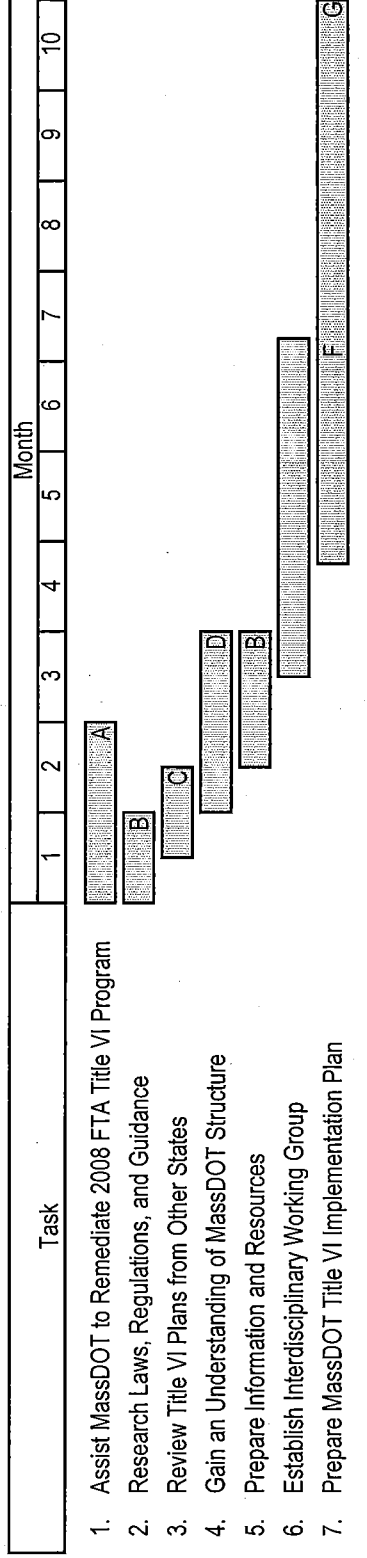
It is estimated that this project will be completed ten months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$145,668. This includes the cost of 56.5 person-weeks of staff time, overhead at the rate of 90.69 percent and printing. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/AD/ad

Exhibit 1
 ESTIMATED SCHEDULE
 MassDOT Title VI Program



Products/Milestones

- A: FTA Title VI Analyses
- B: Summary of FHWA Title VI requirements
- C: Summary of research from other states
- D: Summary of MassDOT structure
- E: Title VI informational materials
- F: MassDOT Title VI Implementation Plan
- G: Analytical framework and initial analyses for Title VI monitoring

Exhibit 2
 ESTIMATED COST
 MassDOT Title VI Program

Direct Salary and Overhead **\$143,668**

Task	Person-Weeks					Total	Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	P-2				
1. Assist MassDOT to Remediate 2008 FTA Title VI Program	1.5	1.0	1.0	0.0	0.0	3.5	\$5,271	\$4,780	\$10,051
2. Research Laws, Regulations, and Guidance	1.5	2.0	0.0	2.0	0.0	5.5	\$7,704	\$6,987	\$14,691
3. Review Title VI Plans from Other States	1.0	2.0	0.0	2.0	0.0	5.0	\$6,886	\$6,245	\$13,130
4. Gain an Understanding of MassDOT Structure	1.0	2.0	0.0	2.0	0.0	5.0	\$6,886	\$6,245	\$13,130
5. Prepare Information and Resources	2.0	2.0	0.0	2.0	0.0	6.0	\$8,523	\$7,730	\$16,253
6. Establish Interdisciplinary Working Group	1.5	0.0	0.0	5.0	0.0	6.5	\$7,601	\$6,893	\$14,494
7. Prepare MassDOT Title VI Implementation Plan	6.0	6.0	3.0	5.0	5.0	25.0	\$32,471	\$29,448	\$61,919
Total	14.5	15.0	4.0	18.0	5.0	56.5	\$75,342	\$68,327	\$143,668

Other Direct Costs **\$2,000**

Printing \$2,000

TOTAL COST **\$145,668**

Funding
 Future MassDOT Administrative Services Contract