

## **Merrimack Valley Metropolitan Planning Organization Docket October 25, 2023**

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### **Item 4 – FFY24-28 TIP Adjustment #1 – Salisbury Reconstruction of Route 1; Methuen Improvements at Riverside Drive and Burnham Road; Border to Boston Design Earmarks**

**Context:** The Transportation Improvement Program (TIP) is a five-year capital plan of projects located within the region that are anticipated to receive federal aid. The Massachusetts Department of Transportation's approach to TIP programming depicts programmed projects into separate tranches: "regional priority" projects and "statewide priority" projects. The MVMPO Board determines which "regional priority projects" should be funded within a fiscal constraint ceiling based on a funding formula determined by the Massachusetts Association of Regional Planning Agencies (MARPA). The state also suggests "statewide priority" projects (which are located in the region) for programming and develops an annual TIP funding program for the region's consideration. The MVMPO Board ultimately approves both the regional and statewide portfolios included in the TIP.

**Discussion:** The proposed amendment to the FFY24-28 TIP includes three actions:

- Reduce programmed funding in FFY24 for Salisbury – Reconstruction of Route 1 (#602202) to account for additional programmed funds in FFY23 resulting from the federal August redistribution process;
- Program additional funding in FFY23 for the Methuen – Intersection Improvements at Riverside Drive and Burnham Road (#610658) project to accommodate increases in material unit costs for project components; and
- Add design earmark funding for Newbury and Boxford (#S12862 and #S122863, respectively), which were programmed but not obligated in FFY23.

**Proposed Action:** Open the 21-day comment period for the proposed amendment.

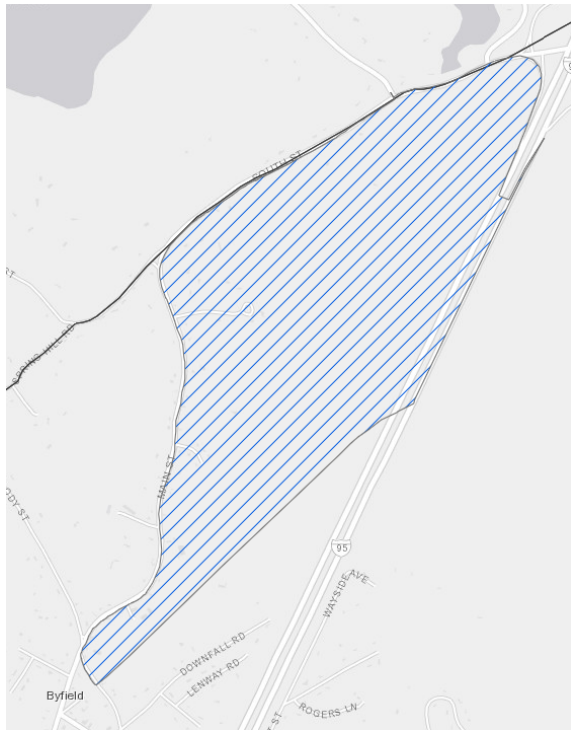
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### **Item 5 – Decennial Census 2020 Urbanized Area Boundaries**

**Context:** Every ten years the United States Census Bureau undertakes its Decennial Census. The Census definition of urban area includes urbanized areas of 50,000 or more population and urban clusters of at least 2,500 and less than 50,000 population. The Census Bureau uses the term "urban area" to refer to both urbanized areas and urban clusters collectively.

The Federal Highway Administration (FHWA) may adjust Census Bureau boundaries, as permitted by the relevant surface transportation legislation (in this case, the Bipartisan Infrastructure Law) for transportation planning purposes. These adjusted urban area boundaries must encompass the entire Census-designated urban area (of population 5,000 and above) and are subject to approval by the Secretary of Transportation. UZA designations impact both FHWA and the Federal Transit Administration (FTA) programming authority, either directly through apportionment, or via sub-distribution formulas agreed upon by the Massachusetts Association of Regional Planning Agencies and the Massachusetts Association of Regional Transit Authorities.

**Discussion:** Only one minor modification is proposed to the Merrimack Valley's FHWA designated UZA status: this round proposes the addition of a small area in Newbury, north of Byfield Center, bounded by Main Street to the west and I-95 to the east, as depicted in the figure below.



The Valley has very limited geographic bounds to further expand its UZA designation. Only small pockets of Newbury, Newburyport, Rowley, Boxford and North Andover remain as undesignated. Other locations in the state have gained and lost designation. From a net perspective, the additional growth of other areas in the state can negatively impact the Merrimack Valley's funding outlook because its share proportional to the state total is reduced, even when there are no designation reductions in the Valley. In this round, MVMPO staff believe the funding implications are nominal losses.

**Action:** Receive the update.

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Docket Attachments

A. Proposed FFY24-28 TIP Amendment #1 – Revisions Report



TIP Revisions Report  
Merrimack Valley

STIP: 2024 - 2028 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2024						
Section 1A / Regionally Prioritized Projects						
Intersection Improvements						
<b>610658 Methuen: METHUEN- INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND BURNHAM ROAD</b>						
Amendment	2024: Merrimack Valley-CON-Intersection Improvements-STBG	10/18/2023	\$2,020,503	\$2,475,124	\$454,621	
Amendment	2024: Merrimack Valley-CON-Intersection Improvements-TAP	10/18/2023	\$0	\$191,016	\$191,016	
Roadway Reconstruction						
<b>602202 Multiple: SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD)</b>						
Amendment	2024: Merrimack Valley-CON-Roadway Reconstruction-STBG	10/18/2023	\$7,665,815	\$504,643	-\$7,161,172	
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
<b>S12862 Newbury: NEWBURY - BORDER TO BOSTON TRAIL DESIGN OF BOARDWALK SECTION AT THE PARKER RIVER</b>						
Amendment	2024: Merrimack Valley-DGN-Earmark Discretionary-HPP	10/19/2023	\$0	\$312,500	\$312,500	
<b>S12863 Boxford: BOXFORD - BORDER TO BOSTON TRAIL DESIGN</b>						
Amendment	2024: Merrimack Valley-DGN-Earmark Discretionary-HPP	10/19/2023	\$0	\$312,500	\$312,500	
Section 2B / State Prioritized Modernization Projects						
Roadway Reconstruction						
<b>602202 Multiple: SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD)</b>						
Amendment	2024: Statewide-CON-Roadway Reconstruction-HSIP	10/18/2023	\$2,543,975	\$0	-\$2,543,975	