

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

May 14, 2009 Meeting

10:00 AM –12:50 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

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

Decisions

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

- approve Amendment Three to the Federal Fiscal Year (FFY) 2009 Element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) (incorporating changes made by the MBTA) for recommendation for adoption to the MPO
- accept and release the *Alewife Study, Phase II*
- approve the work program for *Arterial Traffic Signal Improvements and Coordination*
- approve the minutes of the meeting of April 30

Meeting Agenda

1. Public Comments

Jeff Rosenblum, City of Cambridge, provided members with information on the *First Street Enhancement* project and requested that the MPO include the project in the amendment to the TIP. (See attached project description.) The \$1.2 million project is for the reconstruction of First Street from Binney to Cambridge Streets, including improvements for bicycle and pedestrian traffic. The project is at the 100% design stage. The City of Cambridge anticipates that the project could go out to bid on June 17, be awarded on July 28, and be under construction by August. The City submitted the project to the state for consideration for economic stimulus funding. There is currently no other funding source for this project.

2. Chair's Report – David Mohler, EOT

There was none.

3. Subcommittee Chairs' Reports – Pam Wolfe, Manager of Certification Activities, Central Transportation Planning Staff (CTPS)

Both the Unified Planning Work Program Subcommittee and the Suburban Mobility/Transportation Demand Management (TDM) Subcommittee will meet on May 19.

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

The Advisory Council gave its approval to the draft Amendment Three of the FFY 2009 Element of the FFY 2007 – 2010 TIP.

5. Director's Report – Arnie Soolman, Director, CTPS

CTPS is developing five work programs. One is for the Inner Suburban Mobility project for the MPO. Four are for the MBTA on the following topics:

- the expansion of the Fitchburg commuter rail line to Gardner or the Wachusett area
- station consolidation along the Fitchburg line and the creation of a regional station at Route 128
- strategic visioning for the bus system
- peer review of other transit properties

6. Amendment Three to the FFY 2009 Element of the FFYs 2007 – 2010

Transportation Improvement Program – David Mohler, EOT, and Hayes Morrison, MPO Staff

Members were provided with TIP tables showing the draft Amendment Three to the FFYs 2007 – 2010 TIP and a chart showing proposed changes to the transit portion of the amendment (reflected on page 8 of the TIP tables). (See attached.) The transit portion changes include:

- the removal of \$38 million for the *Commuter Rail Rolling Stock* project (because the agreement with Utah Transit Authority did not go forward)
- the addition of \$30.7 million for *Rolling Stock Buses*
- an increase in funding for the *Commuter Rail Double Track Initiative* to \$49 million
- a reduction in funding to the *MBTA Station Upgrade Program*

During the public review period, the MPO received two comment letters. (See attached.) The City of Quincy requested that the MPO program \$1 million of American Recovery and Reinvestment Act (ARRA) funds to complete demolition activities associated with the *Quincy Center Concourse, Phase 2* project. The Town of Hudson requested that the MPO program the *Houghton Street Bridge* project in the FFY 2010 TIP element.

Members discussed whether the Quincy project was eligible for stimulus funding and how the MPO should respond to the City regarding the status of the Regional Transportation Plan (RTP) amendment (given that the project's eligibility for funding hinges on it being included in the RTP.) D. Mohler stated that a schedule for the RTP amendment will be developed soon, and after the MPO is informed of the schedule, the City will be notified.

A motion to approve Amendment Three to the FFY 2009 Element of the FFYs 2007 – 2010 TIP as presented (incorporating changes made by the MBTA) was made by Stephen Woelfel, MassHighway, and seconded by David Koses, City of Newton. The motion passed unanimously.

7. Alewife Studies: Part 1 – Alewife Study, Phase II: Improvements to Feeder Bus Routes, Bus Access and Egress and the Route 2/Route 16 Intersection – K.

Quackenbush, Deputy Technical Director, CTPS, and Seth Asante and Alicia Wilson, MPO Staff – and Part 2 – Alewife Bicycle and Pedestrian Study – David Loutzenheiser, MAPC

Members heard a presentation on the Alewife studies at the meeting of May 7.

A motion to accept and release the *Alewife Study, Phase II* was made by Mary Pratt, Town of Hopkinton, and seconded by S. Woelfel. The motion passed unanimously.

8. Work Program: Arterial Traffic Signal Improvements and Coordination – K.

Quackenbush, Deputy Technical Director, CTPS

Members heard a presentation on the work program for *Arterial Traffic Signal Improvements and Coordination* at the meeting of May 7.

A motion to approve the work program for *Arterial Traffic Signal Improvements and Coordination* was made by M. Pratt, and seconded by Thomas Bent, City of Somerville. The motion passed unanimously.

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

A motion to approve the minutes of the meeting of April 30 was made by S. Woelfel, and seconded by M. Pratt. The motion passed with Richard Reed, Town of Bedford, and T. Bent abstaining.

10. MBTA Program for Mass Transportation (PMT) – Joe Cosgrove, MBTA, and Elizabeth Moore, MPO Staff

J. Cosgrove and E. Moore gave a PowerPoint presentation on the PMT process and requested MPO feedback on the draft document, which is posted on the PMT web page and was distributed in CD format. (See attached PowerPoint presentation.) The MBTA and MPO are hosting public meetings on the PMT this month in Quincy, Waltham, Salem, and Boston.

J. Cosgrove noted that the MBTA is facing great challenges due to the Authority's financial condition (with a \$160 million deficit), but it also has great opportunities given the historic increase in MBTA ridership and transit's role in addressing climate change and energy challenges. The MBTA wants to continue to grow its ridership and improve capacity and customer service.

The PMT is a document that is the foundation for the MBTA's Capital Investment Program (CIP) and it defines the universe of transit projects for the Regional Transportation Plan and the TIP. The PMT lays out the MBTA's vision and the issues the agency faces. The MBTA is taking a "fix-it-first" approach and devoting about 95% of MBTA funds to state-of-good repair. The MBTA is relying more on the state and federal programs for the funding of enhancement and expansion projects. The MBTA priorities in those areas include improving system redundancy, accessibility, management of the bus system, and working with regional transit authorities to streamline transit travel.

The PMT also serves as a “report card” for the Legislature, the MBTA Advisory Board, and the MPO to see what the MBTA has been doing in the last five years. In recent years, the MBTA has worked to improve communications and upgrade its bus fleet; it is now moving in the direction of having a regular replacement program for maintaining its bus fleet.

E. Moore noted that throughout the development of the PMT, there has been a public process. MBTA and MPO staff took the approach of identifying mobility problems faced by the public and developing mobility solutions. Many problems identified related to operations issues and these were considered along with capital issues.

A Stakeholder Advisory Committee met monthly throughout the development process and provided input in developing the PMT vision and goals. Groups of projects were evaluated in light of several strategies: state of good repair, enhancement, and expansion. Problem statements were developed for transit corridors (including a circumferential corridor) and opportunities for improvement identified. The focus was on eliminating the backlog of state-of-good-repair projects.

Members asked questions and made comments:

Where is the MBTA in terms of paying off its Grant Anticipation Notes (GANS)? (M. Pratt)

The GANS are scheduled to be paid off in 2006 or 2007. (Paul Regan, MBTA Advisory Board)

Can the MBTA get additional funding for Americans with Disabilities Act (ADA) projects? (M. Pratt)

The ARRA funding is already committed, but there is a good deal of spending on accessibility within the proposed projects. (J. Cosgrove)

Is there a capital component to improving communications between the MBTA and the RTAs? (P. Regan)

No, but the PMT suggests ways in which the MBTA can coordinate better through service changes and integrated fare systems. (J. Cosgrove)

Are there cost estimates for projects? It was useful to have that information in the old PMT and to know whether project ideas had been examined. This topic should be discussed after members review the draft PMT. (D. Koses)

Cost estimates would be determined at the project planning level. This PMT was more focused on policy than on project evaluation. The MBTA’s priority was on “fix-it-first.” (J. Cosgrove)

In the last PMT there was a list of more than 200 projects. This smaller list seems more realistic. (P. Regan)

Is there a list of priority items for repair in the PMT with cost estimates? (T. Bent)

As part of the PMT process, MBTA departments provided information on their state of good repair (SGR) needs. The PMT discusses the priorities for achieving a state of good repair. (J. Cosgrove and E. Moore)

Steve Olanoff, Advisory Council, suggested that the Fairmount commuter rail line could be extended to Route 128, rather than extending the Orange Line. He also noted that the restoration of rail service to Medfield and Millis is not in the PMT.

A motion to recess the Transportation Planning and Programming Committee meeting for the purposes of convening the Metropolitan Planning Organization (MPO) meeting and to reconvene the Transportation Planning and Programming Committee meeting immediately after was made by P. Regan and seconded by T. Bent. The motion passed, unanimously.

Upon reconvening, the Transportation Planning and Programming Committee continued its agenda.

11. Roxbury, Dorchester, Mattapan Bus Rapid Transit – *David Mohler, EOT, and Stephen Woelfel, MassHighway*

The Patrick Administration is proposing to advance two projects that would improve bus service in several Boston neighborhoods. (See attached project descriptions.)

Silver Line Connection from Dudley Station to South Station

One project would provide a new Silver Line bus route between Dudley Station and South Station, and a new terminal at South Station, with a heated shelter, lighting, and seating. There would be a dedicated bus lane along Essex Street. Improvements to the street will include striping, ADA-accessibility, and repaving. This project is not intended to replace the *Silver Line, Phase 3* project. A public meeting about the project is scheduled for May 21. The Administration proposes to use ARRA funding for this project.

Members asked questions and made comments:

What would be the frequency of service? (R. Reed)
Buses would arrive every 15 minutes. (S. Woelfel)

Would there be any reduction of service? (R. Reed)
No. (S. Woelfel)

Would the project disrupt the Silver Line, Phase 3 project? Is the Administration backing off Silver Line, Phase 3? (M. Draisen)
No. (D. Mohler)

Where will the buses for the new service come from?

Existing MBTA buses will be used. This will reduce the MBTA's spare bus ratio. (S. Woelfel and D. Mohler)

The turn at Essex Street may be difficult for Silver Line buses. (P. Regan)

The design will work with the existing geometry of the intersection. The bus lane will be colored so that drivers will know they are in a bus lane. (D. Mohler) The MBTA's Bus Operations department prefers this alternative. (S. Woelfel)

Where will operating expenses for the new service come from? (R. Reed)

The operating expenses can be worked into the existing budget. (S. Woelfel)

Riders may be confused with two Silver Line branches both going to South Station. (D. Koses)

There will have to be a good marketing program to inform riders of the new service and good signage. (S. Woelfel)

Is the plan to split the service (50-50) at Chinatown? (A. Soolman)

The operating plan is still being developed. (D. Mohler)

Are there forecasts for ridership? (Alison Felix, MAPC)

Forecasts were considered in the MBTA service plan. Those figures can be provided. (S. Woelfel) No modeling has been done yet. (D. Mohler)

Mattapan Bus Rapid Transit

The second project would improve the MBTA's bus route #28 by creating a bus rapid transit (BRT) corridor between the Red Line's Mattapan Station and the Orange Line's Ruggles Station. The line would have a portion that has a contra-flow dedicated bus lane along Blue Hill Avenue, dedicated bus lanes and queue jumps at other points of the corridor. The BRT line would have fewer stops than the existing route #28. The MPO would be asked to flex approximately \$50 million from its highway target funds to transit for this project.

Members asked questions and made comments:

Is route #28 a candidate for BRT based on current headways or congestion levels? How many bus stops would be removed in the conversion? (M. Draisen)

Grove Hall to Dudley Station is the busiest bus corridor in the Northeast. The corridor is underserved by rapid transit. The project would result in a 10-minute trip savings for riders. The public process has not yet begun and it is unclear at this time how many stops would be eliminated. (D. Mohler) There would be between a quarter of a mile to half a mile between stops. (S. Woelfel)

Would the project increase vehicular traffic congestion if buses are taking up more lanes? (M. Al-Khatib)

There will be traffic impacts. EOT/MBTA has a consultant supporting work on a traffic analysis. (S. Woelfel)

Will there be an analysis that considers the extra time it would take for people to walk to the bus stops? (D. Koses)

That will be considered as station consolidation is studied. (S. Woelfel) Local bus service (other lines) will continue to exist along the corridor. (J. Cosgrove)

M. Draisen noted that the Administration had indicated that it was committed to using the second round of ARRA funding for municipal projects and that the state review of those projects is still pending. He expressed concern that the state would focus on advancing a single project, which would require a significant amount of funding and benefit a single municipality. He noted that he had reservations about making a judgment on flexing funds when questions about the readiness of other municipal projects have not yet been answered.

Ginger Esty, Town of Framingham, expressed support for the BRT project. She noted that the heavily used corridor is in an environmental justice community and, therefore, should be a priority for MPO funding.

Is the project subject to MEPA? (M. Pratt)

It is subject to MEPA and NEPA. (D. Mohler)

The MPO's former environmental justice committee heard from Blue Hill Avenue residents that residents had concerns about unsafe conditions for crossing streets. (M. Pratt)

Work would be done to allow safe access to the median where the BRT would run. (D. Mohler)

What is the timeline for the project? Can the engineering be done on time? (T. Bent)

An application is due to the Federal Transit Administration (FTA) on December 31. FTA awards grants on March 1. As of today, the engineering can be done on time. (D. Mohler)

Has consideration been given to routing buses from Dudley Station to South Station? (A. Soolman)

Ruggles Station is the preferred destination. The South Station option was considered, but the scheduling would affect service on Washington Street. (J. Cosgrove)

If the project were programmed, would another amendment to the TIP be required for an air quality analysis? (Wig Zamore)

The project would be an enhancement to an existing bus route. A regional air quality analysis is not necessary for changes to a local service. (D. Mohler)

When will the projects that municipalities submitted to the Lt. Governor's task force for ARRA funding be considered? (T. Bent)

They will be considered during TIP development. (D. Mohler)

M. Pratt stated that the MPO should focus on the projects already known to the TIP process.

M. Draisen expressed concern that the state could conduct a public process, design the project, and go through an environmental process in the time required to expend ARRA funds. In the meantime, he noted, municipal projects that may be much easier to review are not being reviewed. He expressed hope that the state would give similar attention to other municipal projects already proposed.

What would be the effect on the Fairmount commuter rail line project as a result of this one?

The Fairmount project is moving forward and the state is committed to finishing it on time. (D. Mohler)

Thomas Kadzis, City of Boston, urged members not to discount the value of a 10-minute time-savings for bus riders. J. Rosenblum concurred and noted that time-savings can cause mode shifts if riding a bus becomes faster than driving. M. Draisen agreed that 10-minutes can be a valuable time-savings, as long as there is also enhanced reliability of the service. D. Koses expressed concern about the time-savings being offset if riders had to walk farther to reach bus stops.

P. Regan stated that the success of the service would hinge on how well the City of Boston and the MBTA coordinate on operations and traffic enforcement issues. He expressed concern that the project would add more operational costs for the MBTA, which is already in a financial crisis.

12. Members Items

M. Draisen reported that the MPO election is scheduled for June 9. It will be followed by a MetroFuture event.

He also reported that MAPC has hired Eric Barassa as a new Transportation Manager at MAPC. He will be starting work on June 1.

Staff distributed packets of information on projects to be presented on the MPO's Municipal TIP Input Days.

13. Adjourn

A motion to adjourn was made by S. Woelfel, and seconded by T. Bent. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, May 14, 2009, 10:00 AM

Member Agencies

EOT
City of Boston
City of Newton
City of Salem
City of Somerville
MAPC
MassHighway
Massport
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Hopkinton
Town of Framingham

Representatives and Alternates

David Mohler
Thomas Kadzis
David Koses
Carey Duques
Thomas Bent
Marc Draisen
Stephen Woelfel
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib
Steve Olanoff
Richard Reed
Mary Pratt
Ginger Esty

MPO Staff/CTPS

Maureen Kelly
Elizabeth Moore
Hayes Morrison
Efi Pagitsas
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Pam Wolfe

Other Attendees

Rob Cahoon
Ed Carr

Alison Felix
David Loutzenheiser
Sue McQuaid

Aaron Neron
Jeff Rosenblum
Butch Vito
Wig Zamore

Coler & Colantonio
Metro West Regional Transit
Authority
MAPC
MAPC
Neponset Valley Chamber of
Commerce
Jay Cashman, Inc.
City of Cambridge
Town of Norfolk



Introduction:

This is the City's second 5 Year Sidewalk and Street Reconstruction Plan identifying the streets and sidewalks that are anticipated to be reconstructed each year for the next 5 years.

The major change this year includes an increased emphasis on a complete streets program and a completed survey of missing ramps throughout the city.

Complete Streets are streets designed for all users – pedestrians, cyclists, bus riders, drivers and residents. More sidewalks are included, which provides for increased access.

Completed survey of *missing ramps*. The City intends prioritizing the construction of missing ramps throughout the city, starting in high priority areas.

This is intended to be a living document that will be updated regularly as conditions change.

Goals of 5 Year Plan:



- To reconstruct streets and sidewalks with an emphasis on a Complete Streets approach: designing the street for all users.
- To maintain safe, accessible streets and sidewalks.
- To reconstruct streets and sidewalks in a prioritized fashion based on need.
- Provide for comprehensive inspection / repair and upgrading of city utilities, as well as public utilities, so as to ensure new street system integrity is maintained for as long as possible once construction is complete.
- To effectively communicate design and construction projects with neighborhoods and facilitate a more integrated design process.
- To construct projects efficiently with minimum disruption to community life.
- To provide reasonable access for all users, during street reconstruction.

DEADLINE JANUARY 8th at 2:00p.m.
Commonwealth of Massachusetts
Mobilization for Significant Infrastructure Investment
Projects that will be shovel-ready within 180 days and completed within 2 years

Municipality: **City of Cambridge**
Contact person: **Owen O' Riordan PE City Engineer**
Phone number: **(617) 349 4829**
E-mail address: **ooriordan@cambridgema.gov**

Project Title

First Street Enhancement Project

Project Description

This project will reconstruct First Street from Binney Street to Cambridge Street (adjacent to the Lechmere MBTA station and the Galleria Mall) in Cambridge. This "Complete Streets" project will include newly constructed accessible sidewalks, bike lanes, significant pedestrian safety improvements together with the incorporation of street trees and traffic calming.

This project is not being considered for state or federal funds.

**Please note in the description whether or not this project is being considered for state or federal funds outside of the potential federal stimulus. If so, please provide the program or agency you've applied to.

Cost

\$1.2m

Will the requested federal funding be leveraged with any other public or private funding? **No.**

Project Schedule

Expected start date: **Wednesday 5/18/09 8/27/09**

Expected date of completion: **Wednesday 5/17/10 8/27/10**

Has the project been 100% designed? **Yes.**

If no, when will design be complete?

Has the municipality authorized the funding for the project? **No**

Is the project fully permitted? **Yes**

If no, when will it be fully permitted?

Is project intended as a design/build or is it sufficiently permitted to allow work to start? **Sufficiently permitted to allow work to start.**

Has the project gone out to bid? **No**

If no, when do you anticipate the project going out to bid? **Thursday 3/12/09 6/17/09**

Have you awarded a contract to begin work? **No**

If no, when will you award? **Monday 4/27/09 7/28/09**

Economic Impact

How many jobs will be produced with this project? Please specify construction jobs as well as permanent jobs.

Construction Crew:	11
Construction Support:	5
Suppliers/Subs:	19
City Employees:	7
Consulting Engineer:	9
Total:	51

Will your municipality be able to fully fund the operations of the new or updated facility with local government operating funds?

Yes

Additional Information

If your project is energy efficiency or clean energy oriented, please see page 3 and the excel spreadsheet attached to the request e-mail.

If your project is transportation oriented, please respond to the following questions:

Note – For roadway projects, respondents may wish to consult Chapter 2 of the MassHighway Project Development and Design Guidebook at http://www.mhd.state.ma.us/downloads/designGuide/CH_2_a.pdf before completing this section.

Project type: (check all that apply) transit, roadway resurfacing, roadway reconstruction, streetscape improvements/sidewalks, multiuse path construction, bridge maintenance, bridge rehabilitation, bridge replacement, safety improvements, traffic signalization Other

Functional class of roadway, if applicable: Urban Collector

Location of project: (Route and/or Street name(s)) First Street

If applicable, has the proposed project been approved by MassHighway’s Project Review Committee (PRC)? **N/A**

Yes, No If yes, assigned MHD project tracking # _____

Project design status, pre-25%, 25%, 75%, 100%

Has a public hearing been conducted to explain the project and gather comments/feedback? yes, no
If yes, please provide date of last public hearing _____

Is the proposed project included within the regional MPO Transportation Improvement Program (TIP)?
 yes, no, uncertain

Is project being designed to MHD design standards? yes, no, uncertain

Indicate the anticipated Right-of Way work involved: none, temporary easements, permanent easements, takings, ROW work is substantially complete

Is the environmental permitting process underway? **N/A** Yes, No, substantially complete

Anticipated MEPA documentation required for the project:

Environmental Notification Form ENF

Environmental Impact Report EIR

None

Anticipated NEPA documentation required for the project:

Categorical Exclusion CE

Environmental Assessment EA

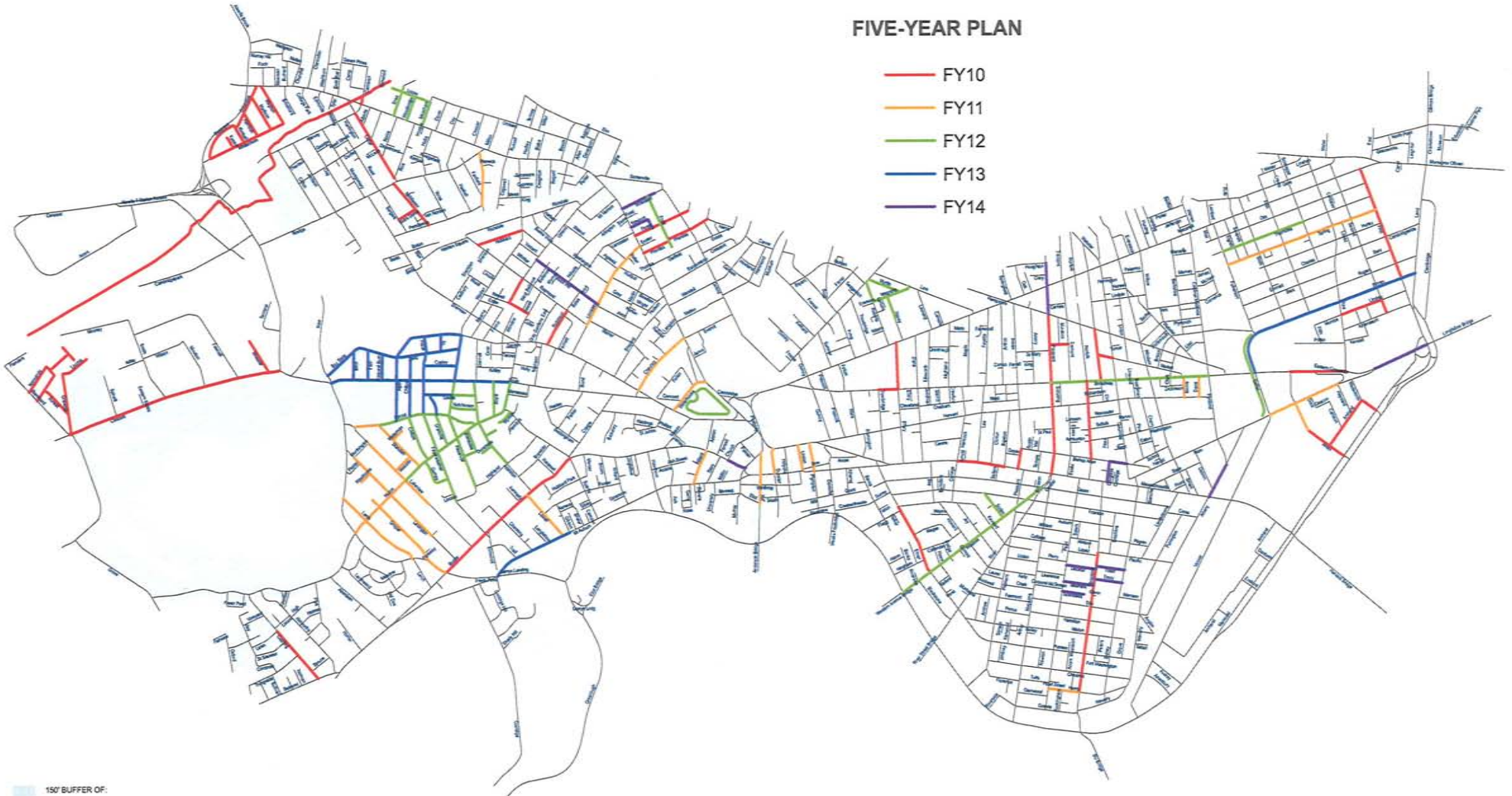
Environmental Impact Study EIS

None

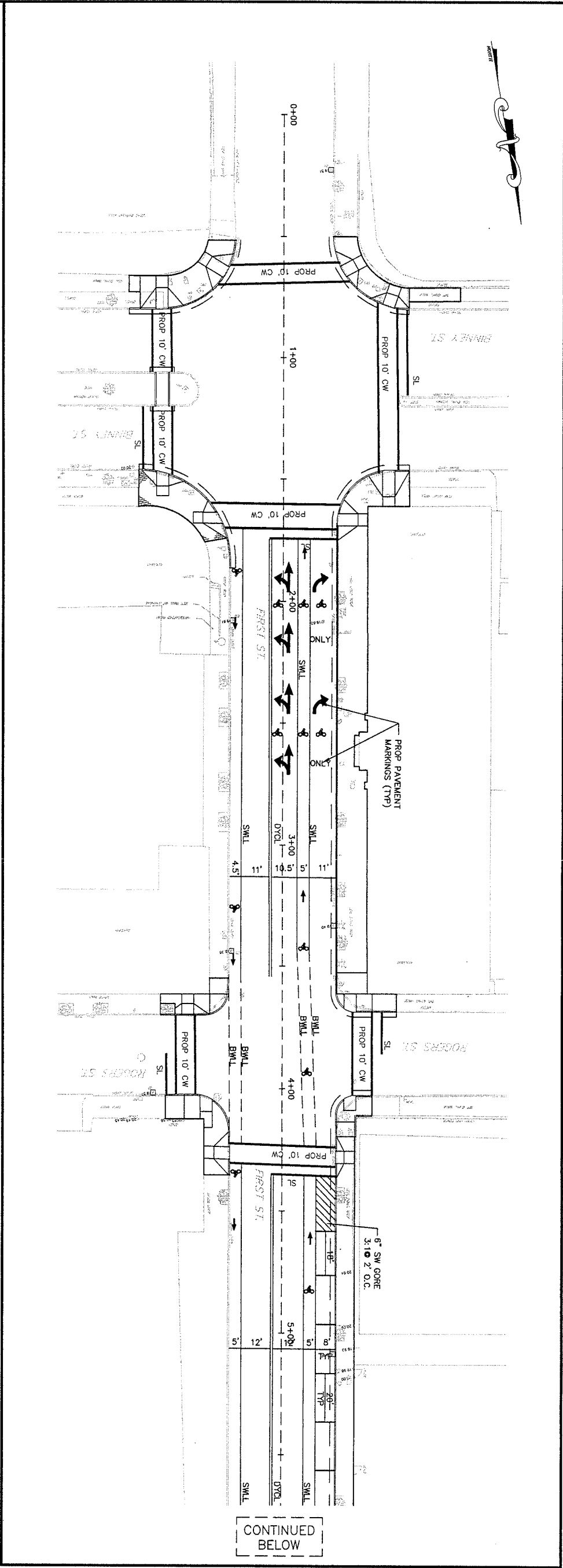
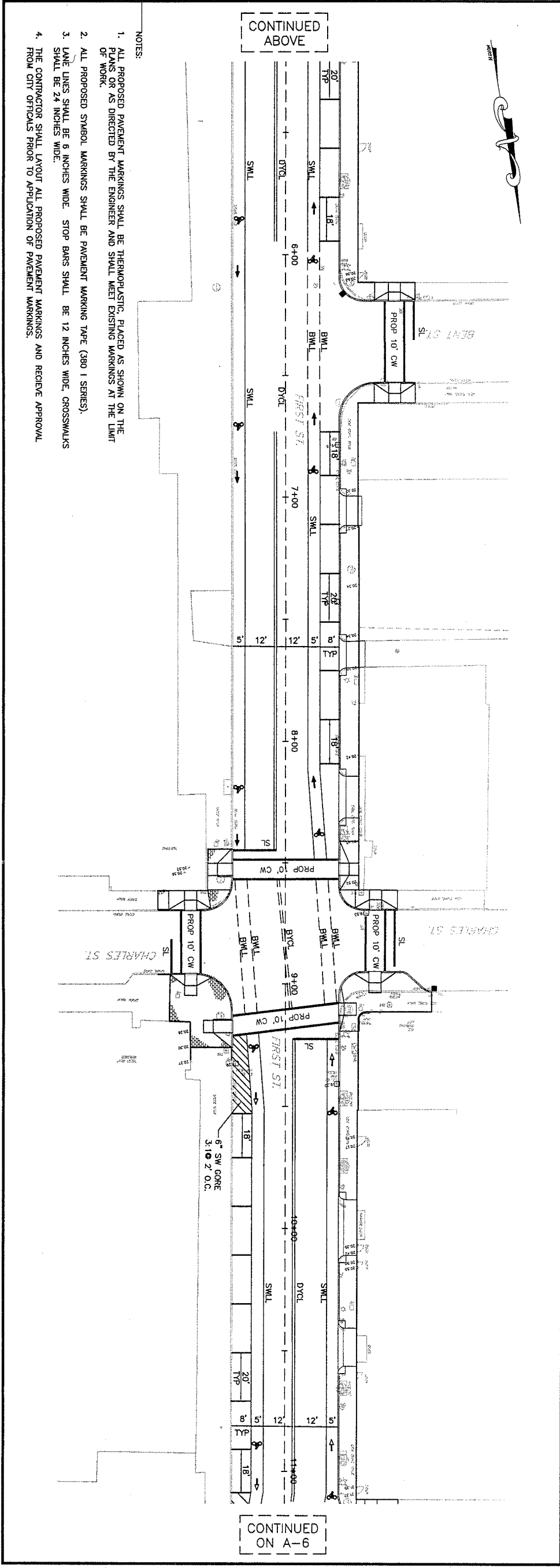


FIVE-YEAR PLAN

- FY10
- FY11
- FY12
- FY13
- FY14



150' BUFFER OF:
PARKS, EXCLUDING DANEHY AND GOLF COURSE
HARVARD, CENTRAL PORTER, KENDALL, AND INMAN SQUARES
PROPERTY LINES OF LIBRARIES
PROPERTY LINES OF PUBLIC & PRIVATE SCHOOLS
PROPERTY LINES OF YOUTH CENTERS
PROPERTY LINES OF ELDERLY HOUSING AND SENIOR CENTERS
PROPERTY LINES OF GALLERIA + TWIN CITY MALLS
40' BUFFER OF BUS ROUTES



- NOTES:
1. ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND SHALL MEET EXISTING MARKINGS AT THE LIMIT OF WORK.
 2. ALL PROPOSED SYMBOL MARKINGS SHALL BE PAVEMENT MARKING TAPE (380 1 SERIES).
 3. LANE LINES SHALL BE 6 INCHES WIDE. STOP BARS SHALL BE 12 INCHES WIDE, CROSSWALKS SHALL BE 24 INCHES WIDE.
 4. THE CONTRACTOR SHALL LAYOUT ALL PROPOSED PAVEMENT MARKINGS AND RECEIVE APPROVAL FROM CITY OFFICIALS PRIOR TO APPLICATION OF PAVEMENT MARKINGS.

A-5	CITY OF CAMBRIDGE, MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS							
	CHAPTER 90 WHEELCHAIR RAMP CONSTRUCTION PROJECT							
	FIRST STREET PAVEMENT MARKING PLAN							
FILE NO.	CADD NO.	SCALE: 1" = 20'	CONTRACT:	JOB NO. 2070116	DR. BY JLP	DSN. BY JLP	CHK. BY WGP	APP. BY LFK

No.	Date	Dr. By	Ck. By	App. By	Description
A		P	P	R	O V E R L A Y

Weston & Sampson
1899
Weston & Sampson, Inc.
100 Foxborough Blvd., 5.250, Foxborough, MA

REGISTERED PROFESSIONAL ENGINEER _____ DATE _____

SHEET 5 OF 6

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

<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP (cost not reflected in total)</i>
<i>Indicates a project moved in from another TIP funding category</i>
<i>Indicates a project moved out to another TIP element (cost not reflected in total)</i>
<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,100,000
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000
		Congestion Mitigation and Air Quality Improvement Program Total	\$13,504,000	\$3,376,000	\$16,880,000
				<i>CMAQ Regional Target</i>	\$8,593,420

National Highway System

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

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$4,996,004	\$1,249,001	\$6,245,005
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,600,000	\$1,900,000	\$9,500,000
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000
Salem	601017	Route 1A (Bridge Street)	\$5,280,000	\$1,320,000	\$6,600,000
		Surface Transportation Program Total	\$23,064,804	\$5,766,201	\$28,831,005

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

Highway Safety Improvement Program (HSIP) Project

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

Surface Transportation Program/Enhancement

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

Total Regional Target Programming **\$65,238,904**
Boston Region MPO Regional Target with State Match *\$65,225,104*

FEDERAL-AID NON-TARGET PROJECTS

FEDERAL-AID American Recovery and Reinvestment Act of 2009

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington	PROG-7	Cyrus Dallin or Thompson or Stratton Elementary School(s) Sidewalk Improvements	\$448,000		\$448,000
Arlington and Somerville	DCR920	Minuteman Bike Path Connector	\$3,000,000		\$3,000,000
Boston	M0330B	Northern Ave Sidewalk Improvements	\$800,000		\$800,000
Boston		Dorchester Ave	\$12,926,000		\$12,926,000
Boston		Resurfacing on Federal Aid Roads within Boston	\$21,000,000		\$21,000,000
Burlington, Lexington, Reading, Woburn	605018	Guide and Traffic Sign Repair on I-95	\$3,289,560		\$3,289,560
Cambridge and Charlestown	DCR927	North Bank Pedestrian Bridge	\$36,000,000		\$36,000,000
Concord		Route 2	\$3,575,000		\$3,575,000
Harvard and Littleton	604400	Route 2	\$5,784,600		\$5,784,600
Lincoln	604629	Route 2	\$1,289,990		\$1,289,990
Lynn	DCR901	Blossom St Ferry Terminal	\$4,000,000		\$4,000,000
Metro Boston	DCR930	Pavement Improvements to Metro Parkway System	\$3,000,000		\$3,000,000
Metro Boston	DCR934	Sidewalk Improvements to Metro Parkway System	\$700,000		\$700,000
Newton	MTA-MHS-04	Harvard St Bridge	\$3,500,000		\$3,500,000
Region		Regionwide ITS Program	\$5,000,000		\$5,000,000
Statewide	MTA-ALL-01	Statewide Communications Network Expansion	\$2,000,000		\$2,000,000
Somerville to Wilmington	604938	Guide and Traffic Sign Repair on I-93	\$4,620,000		\$4,620,000
Somerville		Magon Square	\$3,100,000		\$3,100,000
Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000		\$518,000
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400		\$6,059,400
Weston	MTA-MHS-02	Ramp G over Turnpike	\$3,000,000		\$3,000,000
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$2,000,000		\$2,000,000
Wilmington and Methuen	605396	Guide and Traffic Sign Repair on I-93	\$4,275,000		\$4,275,000
Highway ARRA Total			\$129,885,550		\$129,885,550

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

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130	
Framingham	604013	Fountain Street over MBTA and CSX	\$3,120,000	\$780,000	\$3,900,000	
Hanover	605101	Route 53 over Route 3	\$10,807,520	\$2,701,880	\$13,509,400	\$11,050,000 will be in 2010
Hudson	604006	Houghton Street over Assabet River	\$2,033,058	\$508,264	\$2,541,322	
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet	\$3,158,748	\$789,687	\$3,948,435	
Bridge Total			\$21,991,172	\$5,497,793	\$27,488,965	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Advance Construction Bridge						
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000	
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,800,000	\$1,200,000	\$6,000,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000	
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000	
Advance Construction Bridge Total			\$15,200,000	\$3,800,000	\$19,000,000	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Special Bridge Funds						
Danvers	603715	Route 1 over Centre Street	\$5,360,000	\$1,340,000	\$6,700,000	
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,200,000	\$300,000	\$1,500,000	
Special Bridge Funds Total			\$6,560,000	\$1,640,000	\$8,200,000	
Federal-Aid Bridge Total					\$54,688,965	

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Marlborough, Hudson & Berlin	604877	Interstate 495	\$13,403,988	\$1,489,332	\$14,893,320
Stoneham, Winchester & Reading	604878	Interstate 93	\$9,855,648	\$1,095,072	\$10,950,720
Interstate Maintenance Total			\$23,259,636	\$2,584,404	\$25,844,040
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System Pavement Preservation					
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000
National Highway System Pavement Preservation Total			\$3,367,200	\$841,800	\$4,209,000

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

FEDERAL AID EARMARKED FUNDING

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension) Construction, Phase Two (HPP 924)	\$1,922,102	\$480,526	\$2,402,628
Boston		Symphony Area/Huntington Ave Streetscape Design (HPP 447)	\$200,000	\$50,000	\$250,000

High-Priority Projects (SAFETEA-LU)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton and Maynard	604531	Assabet River Rail Trail Design (HPP 1761)	\$452,000	\$113,000	\$565,000
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension) Construction, Phase Two	\$718,000	\$179,500	\$897,500
Boston		Pedestrian Improvements to Kenmore Sq Construction (HPP 682)	\$3,318,758	\$829,690	\$4,148,448
Boston	604775	Longwood Ave / Urban Ring Tunnel Study (HPP 856)	\$96,033	\$24,008	\$120,041
Boston	600636	Massachusetts Avenue Construction (HPP 270)	\$1,260,573	\$315,143	\$1,575,716
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Danvers to Peabody	604874	Border to Boston Bikeway Design (HPP 843)	\$718,000	\$179,500	\$897,500
Danvers & Peabody	87612	Route 128 Improvements Construction (1477)	\$1,106,253	\$276,563	\$1,382,816
Franklin	604988	Route 140 Design (HPP 4279)	\$400,000	\$100,000	\$500,000
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Hull	604743	West Corner Culvert Construction (HPP 1681)	\$143,600	\$35,900	\$179,500
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville	604872	Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Watertown	601686	Pleasant Street and Howard Street Construction	\$341,449	\$85,362	\$426,811
Watertown*	605139	Watertown Bike Path Construction (HPP 1400)	\$576,618	\$144,155	\$720,773
Watertown*	605139	Watertown Bike Path Construction (HPP 1424)	\$579,339	\$144,835	\$724,174
Walpole	605187	Washington St Design (HPP 2431)	\$125,650	\$31,412	\$157,062
Weymouth		Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750

Transportation Improvement Projects (SAFETEA-LU)

Boston to Worcester		Rail Line Improvments (TI 172)	\$8,985,072	\$2,246,268	\$11,231,340
High-Priority Projects Total			\$38,434,327	\$9,608,582	\$48,042,909

*match to be provided by the Department of Conservation and Recreation

Section Earmarks Other Match

Section 112

			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Medford	605122	Clippership Drive Streetscape Construction	\$990,000		\$990,000
Cambridge	600991	Kendall Square/Broadway Streetscape Construction	\$750,000		\$750,000

Section 117

Cambridge	604993	Innovation Blvd Streetscape Construction	\$990,000		\$990,000
Malden		Pleasant St Design	\$310,200		\$310,200

Section 330

Winthrop		Winthrop Ferry Improvements Construction	\$496,750		\$496,750
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DRAFT Amendment Three
FFY 2009 Element of the FFYs 2007 - 2010 TIP

High-Priority Project (SAFETEA-LU) Other Match			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston	604774	National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000
2004 Ferry Boat Discretionary Commuter Ferry			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
2005 Ferry Boat Discretionary Ferry Infrastructure			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
Eastern Federal Lands Highway Division			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Minuteman National Park (Concord)		Pavement Management Project			\$230,000
Other Earmarks Total			\$5,227,349	\$118,100	\$5,575,449
FFY 2009 Federal-Aid Non-Target Non-Bridge Projects Total					\$53,618,358
FFY 2009 Total Federal-Aid Highway Program					\$433,592,139
FFY 2009 Total Highway Program					\$433,592,139

Central Artery/Tunnel Project

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

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

REGIONAL TRANSIT PROGRAM

Section 3037		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Job Access	\$1,502,650	\$375,662	\$1,878,312
	Section 3037 MBTA Match Total	\$1,502,650	\$375,662	\$1,878,312

New Freedom		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	New Freedom	\$1,292,406	\$323,101	\$1,615,507
	New Freedom MBTA Match Total	\$1,292,406	\$323,101	\$1,615,507

Section 5307		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$13,600,000	\$3,400,000	\$17,000,000
Systemwide	ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000
Red Line	Power System Improvements	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Green Line	MBTA Accessibility Program	\$21,600,000	\$5,400,000	\$27,000,000
Blue Line	Blue Line Vehicles	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Station Management Program	\$2,800,000	\$700,000	\$3,500,000
Bus	CNG Bus Overhaul Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	Everett Maintenance Facility	\$4,400,000	\$1,100,000	\$5,500,000
Systemwide	Elevator Replacement/Rehabilitation	\$27,308,761	\$6,827,190	\$34,135,951
Systemwide	Grant Anticipation Notes (GANs) Program	\$19,985,000	\$4,996,250	\$24,981,250
Systemwide	MBTA Enhancement Program	\$1,354,482	\$338,621	\$1,693,103
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Bus and Train Arrival LCD Signage	\$2,400,000	\$600,000	\$3,000,000
	Section 5307 MBTA Match Total	\$135,448,243	\$33,862,061	\$169,310,304

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$344,568	\$86,142	\$430,710
	Section 5307 State Match Total	\$344,568	\$86,142	\$430,710

High-Priority Projects (SAFETEA-LU)		<i>Federal Funds</i>	<i>Local Funds</i>	<i>Total Funds</i>
Bus	HPP Bus - Framingham Transit System	\$406,296	\$101,574	\$507,870
	SAFETEA-LU High-Priority Projects (HPP Bus) Total	\$406,296	\$101,574	\$507,870

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

Section 5309		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Blue Line	Blue Line Modernization	\$21,600,000	\$5,400,000	\$27,000,000	
Red Line	Red Line Number 2 Car Overhaul	\$14,190,124	\$3,547,531	\$17,737,655	
Systemwide	Kawasaki Coaches	\$1,600,000	\$400,000	\$2,000,000	
Systemwide	Locomotive and Coach Procurement	\$33,295,500	\$8,323,875	\$41,619,375	
<i>Section 5309 Infrastructure Program</i>					
Red Line	Columbia Junction	\$10,400,000	\$2,600,000	\$13,000,000	
Systemwide	Power Improvements	\$7,080,000	\$1,770,000	\$8,850,000	
Systemwide	Bridge and Tunnel Program	\$4,800,000	\$1,200,000	\$6,000,000	
Section 5309 MBTA Match Total		\$92,965,624	\$23,241,406	\$116,207,030	
Section 5309 Omnibus Earmarks 2008		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>	
Salem/Beverly	Intermodal Station Improvements (Salem/Beverly)	\$783,750	\$156,750	\$940,500	
Blue Line	Wonderland Station Intermodal Transit Improvements (Revere, MA)	\$950,000	\$190,000	\$1,140,000	
Section 5309 Omnibus Earmarks Total		\$1,733,750	\$346,750	\$2,080,500	
Section 5307 (Carryover)		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>	
Bus	Everett Maintenance Facility	\$6,400,000	\$1,600,000	\$8,000,000	
Systemwide	Redundant Operations Control Center	\$8,652,318	\$2,163,080	\$10,815,398	
Section 5307 Carryover MBTA Match Total		\$15,052,318	\$3,763,080	\$18,815,398	
Section 5309 (Carryover Earmarked Funds)		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>	
Beverly/Salem	Beverly/Salem Intermodal Center	\$1,146,400	\$286,600	\$1,433,000	
Blue Line/North Shore	Feasibility Study for Blue Line Extension to Lynn	\$3,136,160	\$784,040	\$3,920,200	
Salem	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714	
Beverly	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714	
Quincy	Quincy Catamaran	\$973,371	\$243,343	\$1,216,714	
Revere	Wonderland Station	\$876,034	\$219,009	\$1,095,043	
Red Line	Red Line Number 2 Car Overhaul	\$2,678,793	\$669,698	\$3,348,491	
Systemwide	Power Improvements	\$4,000,000	\$1,000,000	\$5,000,000	
Systemwide	Bridge and Tunnel Program	\$11,124,000	\$2,781,000	\$13,905,000	\$14,905,000
Systemwide	Positive Train Control	\$800,000	\$200,000	\$1,000,000	
Boston	Commonwealth Ave	\$525,280	\$131,320	\$656,600	
Boston	Improvements at Harbor Islands Park	\$217,360	\$54,340	\$271,700	
Hingham	Hingham Intermodal Center	\$3,756,172	\$939,043	\$4,695,215	
Commuter Rail	Auburndale Station	\$1,264,000	\$316,000	\$1,580,000	
Commuter Rail	Rockport Improvements	\$1,338,386	\$334,596	\$1,672,982	
Commuter Rail	Fitchburg Line Improvements	\$6,272,160	\$1,568,040	\$7,840,200	

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

Section 5309 (Carryover Earmarked Funds) cont.

Medford	Medford Downtown Parking	\$973,371	\$243,343	\$1,216,714
Melrose	Commuter Rail Station Improvement	\$686,000	\$171,500	\$857,500
Ferry	Vessel Procurement, Engine Overhaul and Improvements at Quincy	\$5,980,000	\$1,495,000	\$7,475,000
Woburn	Woburn Park & Ride Facility	\$876,034	\$219,009	\$1,095,043
Section 5309 MBTA Various Match Total		\$48,570,264	\$12,142,566	\$60,712,830

FEDERAL-AID American Recovery and Reinvestment Act of 2009

MBTA 5307 Urban Formula

		<i>Federal Funds</i>	<i>Total Funds</i>
Commuter Rail	Commuter Rail Rolling Stock (Locomotives and Vehicle Rehab)	\$38,000,000	\$38,000,000
The RIDE	Vehicle Procurement (up to 108 vans)	\$5,500,000	\$5,500,000
Systemwide	Track and Right of Way Improvements	\$3,800,000	\$3,800,000
Commuter Rail	Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)	\$13,200,000	\$13,200,000
Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$10,000,000	\$10,000,000
Systemwide	Station Upgrade Program	\$21,703,250	\$21,703,250
Green Line	Positive Train Control - Light Rail Pilot Program	\$500,000	\$500,000
Systemwide	Facility Upgrade Program	\$13,676,000	\$13,676,000
South Boston	Gas Turbine Replacement and Fuel Conversion	\$1,000,000	\$1,000,000
Bus	Bus Stop and Corridor Enhancements (including Bus 23 and Silver Line)	\$9,525,000	\$9,525,000
MBTA 5307 Urban Formula ARRA Funds Total		\$77,404,250	\$77,404,250

MBTA 5309 Fixed Guideway

Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$27,000,000	\$27,000,000
Commuter Rail	Bridge Program (Drawbridge Repairs)	\$3,000,000	\$3,000,000
Commuter Rail	Commuter Rail Rolling Stock (Locomotives and Vehicle Rehab)	\$7,383,648	\$7,383,648
Systemwide	Rolling Stock (Buses)	\$30,000,000	\$30,000,000
Systemwide	Station Upgrade Program	\$12,918,000	\$12,918,000
Commuter Rail	Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)	\$10,212,000	\$10,212,000
Systemwide	Facility Upgrade Program	\$8,000,000	\$8,000,000
MBTA 5309 - Fixed Guideway ARRA Funds Total		\$98,513,648	\$98,513,648

MBTA ARRA Funds Total \$175,917,898 \$175,917,898

MetroWest Regional Transit System

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

Cape Ann Transportation Authority

Systemwide	Bus and Equipment Procurement	\$430,710	\$430,710
CATA ARRA Funds Total		\$430,710	\$430,710

Federal-Aid Subtotal

Federal-Aid Various Matching Funds Subtotal

Federal-Aid MBTA Matching Funds Subtotal

	\$473,234,017		
		\$12,330,282	
			\$61,565,310
	FFY 2009 Regional Transit Funds Total		\$546,576,569
	FFY 2009 TIP Total		\$1,140,805,458

moved to 5309 and project cost change

\$10,000,000

project cost to be split between 5309 and 5307, was \$18M

project cost to be split between 5309 and 5307, was \$55M

\$1M positive train control earmark added

project cost to be split between 5309 and 5307, was \$21M

\$9,700,000

project cost to be split between 5309 and 5307, still \$37M

moved from 5307, was \$38M

project cost to be split between 5309 and 5307, was \$18M

project cost to be split between 5309 and 5307, was \$21M

\$198,700,000

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
 MBTA PROJECTS RECOMMENDED FOR INCLUSION IN BOSTON MPO TIP (FY 2009 ELEMENT)
 COMPARISON OF 2/26/09 TIP AMENDMENT AND PROPOSED PROJECTS/FUNDING SOURCES AS OF 5/13/09

PHASE 1 ONLY - OBLIGATION OF FEDERAL FUNDS WITHIN 180 DAYS

Project Description	Original ARRA Program - as of 2/26/09			Proposed 5/13/09 TIP Amendment		
	5307/5340 Urban Formula	5309 - Fixed Guideway	Total Phase 1 Transit Program	5307/5340 Urban Formula	5309 - Fixed Guideway	Total Phase 1 Transit Program
Commuter Rail Rolling Stock	\$38,000,000		\$38,000,000		\$0	\$0
Rolling Stock - Buses			\$0	\$30,700,000		\$30,700,000
The RIDE - Vehicle Procurement	\$5,500,000		\$5,500,000	\$5,500,000		\$5,500,000
Track and Right of Way Improvement Program	\$10,000,000		\$10,000,000	\$3,800,000		\$3,800,000
Signal and Grade Crossing Improvement Program	\$18,000,000		\$18,000,000	\$0	\$17,397,000	\$17,397,000
Commuter Rail Double Track Initiative		\$37,000,000	\$37,000,000	\$39,810,000	\$10,000,000	\$49,810,000
MBTA Station Upgrade Program	\$55,000,000		\$55,000,000	\$21,703,250	\$12,918,000	\$34,621,250
Positive Train Control - Light Rail Pilot Program	\$500,000		\$500,000	\$0		\$0
MBTA Facility Upgrade Program	\$21,000,000		\$21,000,000	\$13,676,000	\$8,000,000	\$21,676,000
Commuter Rail - Bridge Program		\$3,000,000	\$3,000,000		\$3,000,000	\$3,000,000
S. Boston Gas Turbine Repl. And Fuel Conversion (Engr & Design)	\$1,000,000		\$1,000,000	\$0		\$0
Bus Service and Customer Enhancements	\$9,700,000		\$9,700,000	\$9,525,000		\$9,525,000
	\$158,700,000	\$40,000,000	\$198,700,000	\$124,714,250	\$51,315,000	\$176,029,250



Department of Planning and Community Development

1305 Hancock Street, Quincy, Massachusetts 02169
Tel. (617) 376-1362 FAX (617) 376-1097

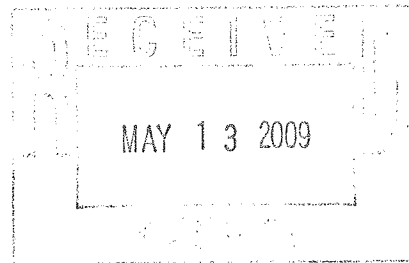


DENNIS E. HARRINGTON
Planning Director

THOMAS P. KOCH
Mayor

May 12, 2009

David Mohler
Deputy Secretary for Planning
Chair, Boston MPO Transportation
Planning and Program Committee
10 Park Plaza, Suite 2150
Boston, MA 02116-3968



Dear Deputy Secretary Mohler:

The City of Quincy would like to comment on the draft amendment to the FFY 2009 element of the 2007-2010 Transportation Improvement Program (TIP). It is our understanding that moving forward with this amendment is necessary for the programming of American Recovery and Reinvestment Act (ARRA) projects. We applaud the Boston Metropolitan Planning Organization (MPO) for their swift action to ensure that the AARA projects targeted for the Boston region will be implemented without delay.

We respectfully request that the Boston MPO consider utilizing Recovery Act funds in the amount of \$1,019,979 for the completion of demolition activities associated with the Quincy Center Concourse Phase II project. In January, Quincy had submitted this request to Lieutenant Governor Murray, and the project was assigned to an "unreviewed list" of stimulus projects. Kindly note, the remaining demolition activities include two structures that are "ready-to-go," as we have prepared the building demolition plans.

The City of Quincy continues to work cooperatively with our partners at the Boston MPO and the Massachusetts Highway Department (MassHighway) to move the Quincy Center Concourse Roadway Phase II project forward towards construction. We, however, still remain deeply concerned that our federal earmark for the Quincy Center Concourse Phase II project is still in limbo. We are troubled that the required amendment to Long-Range Plan—a precursor to getting the Phase II earmark programmed in the TIP—is not moving forward in a timely fashion. We sincerely hope that these issues can be resolved in short order so that Quincy can meet its targeted MassHighway advertising date of October 4, 2009.

Your ongoing efforts to continue to help this project move forward towards construction in a timely fashion would be greatly appreciated. Thanks again for your help on Quincy's behalf. Please feel free to contact me should you have any questions, or require any additional information.

Sincerely,

Dennis E. Harrington
Planning Director

Town of Hudson

Department of Community Development

78 Main Street, Hudson, MA 01749
Tel: (978) 562-2989 Fax: (978) 568-9641
mciccolo@townofhudson.org



May 11, 2009

David Mohler, Chairman
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Attention: Hayes Morrison

Re: Houghton Street Bridge, Project # 604006

Dear Chairman Mohler and Members of the Boston MPO:

The Town of Hudson has received notice that the Houghton Street Bridge is being recommended for removal from the FFY09 TIP Element. We understand from MassHighway that this action is being taken because the bridge is not expected to be ready to advertise by September 30th, 2009.

We are not entirely certain what has caused the delay on the design side of the project which is being conducted by MassHighway through an outsourced consultant. However, recent efforts by District 3 to clarify utility and other design issues, lead us to believe that the bridge will be ready to advertise within FFY10. The Town of Hudson has also obtained all of the Town Meeting approvals for ROW and is ready to proceed with the takings once they are finalized by the design team.

Due to its dilapidated condition, this bridge has been physically closed, since the fall of 2006. However, it is especially important that Houghton Street Bridge be placed back into commission before the Washington Street Bridge construction is undertaken. The Washington Street Bridge, which is on the Accelerated Bridge Program list, is also *Structurally Deficient* and carries more than 24,000 VPD. Houghton Street Bridge is one of the direct detour routes around the Washington Street Bridge and therefore should be done first. As you can imagine, for the reasons above, and because Houghton Street Bridge provides key access to our Downtown (and a new recreational facility), we are particularly anxious to see this bridge project move forward.

Thus, we respectfully request that you place the Houghton St. Bridge onto the FF10 TIP Element so that it can be bid as soon as plans are ready. Finally, we would appreciate any help the Boston MPO, EOTPW, or MassHighway could offer in expediting the design so that the bridge can be made ready for advertising.

Sincerely,

Michelle Ciccolo
Director of Community Development

C: Frank Tramontozzi, MassHighway, Chief Engineer
Thomas Waruzila, MassHighway, District 3 Director
Santino Parente, Chairman, Hudson Board of Selectmen

MBTA Program for Mass Transportation

**Draft PMT
TPPC Briefing**

May 14, 2009

PROGRAM FOR MASS TRANSPORTATION
SLIDE 1 / 28

Massachusetts Bay
Transportation Authority

Developing the 25-Year Vision for Mass Transit

- Identify challenges and opportunities
- Document progress since the last PMT
- Articulate PMT planning process
- Provide systemwide context
- Focus on state of good repair
- Identify strategic enhancement and expansion opportunities
- Develop and analyze illustrative scenarios

PROGRAM FOR MASS TRANSPORTATION
SLIDE 2 / 28

Massachusetts Bay
Transportation Authority

**MBTA Service Area:
Current Demographics**

- Boston Proper has the 4th-highest population density of all major U.S. cities
- 13% of all residents in the MBTA's service area live in Boston
- Boston's population is three times larger than either of the next two largest cities served by the MBTA

2000 Population Density* Comparison
(*per square mile)

City	Population Density (per square mile)
New York	~26,000
San Francisco	~16,000
Chicago	~12,000
Boston	~12,000

PROGRAM FOR MASS TRANSPORTATION
SLIDE 3 / 28

Massachusetts Bay
Transportation Authority

**MBTA Service Area:
Population Growth Trends**

- 73% of the state's population lives in the MBTA's service area
- Between 2000 and 2030 almost one-third of the region's projected population growth will occur in 10 municipalities
- Eight of these are directly served by the MBTA

**MBTA Region 2000-2030
Population Growth: Top Ten Communities
in Order of Population Increase**

Community	Population in 2000	Population in 2030
Boston	~650,000	~750,000
Waltham	~100,000	~120,000
Cambridge	~80,000	~100,000
Lowell	~70,000	~85,000
Andover	~60,000	~75,000
Amherst	~50,000	~65,000
Ware	~40,000	~55,000
Wareham	~30,000	~45,000
Wareham	~20,000	~35,000
Wareham	~10,000	~25,000

PROGRAM FOR MASS TRANSPORTATION
SLIDE 4 / 28

Massachusetts Bay
Transportation Authority

**MBTA Service Area:
Employment Growth Trends**

- 80% of state employment is in the MBTA's service area
- 22% of MBTA-service-area employment is in Boston
- 43% of projected service-area employment growth between 2000 and 2030 will occur in Boston and 9 other municipalities

**MBTA Region 2000-2030
Employment Growth: Top Ten Communities
in Order of Employment Increase**

Community	Employment in 2000	Employment in 2030
Boston	~1,500,000	~1,800,000
Waltham	~200,000	~250,000
Cambridge	~150,000	~200,000
Lowell	~100,000	~130,000
Andover	~80,000	~100,000
Amherst	~60,000	~80,000
Ware	~40,000	~55,000
Wareham	~30,000	~45,000
Wareham	~20,000	~35,000
Wareham	~10,000	~25,000

PROGRAM FOR MASS TRANSPORTATION
SLIDE 5 / 28


Massachusetts Bay
Transportation Authority

Travel Trends

- Boston has the 12th-worst traffic congestion in the country
- In 2000, 73% of all work trips from municipalities in the MBTA service area were made in single-occupancy vehicles, and 10% were made by transit

PROGRAM FOR MASS TRANSPORTATION
SLIDE 6 / 28

Massachusetts Bay
Transportation Authority




Travel Trends (cont.)

- In 2007, drivers in eastern Massachusetts spent 93 million hours stuck on congested roadways and wasted 62.5 million gallons of gasoline
- In 2008, the transportation system in the MBTA service area experienced over 104 million vehicle miles of travel (auto and transit)

PROGRAM FOR MASS TRANSPORTATION
SLIDE 7 / 28

Massachusetts Bay
Transportation Authority



PMT Vision

The MBTA will provide safe, reliable, accessible, efficient, and cost-effective services that:

- Meet the evolving mobility needs of the region, the communities, and the individuals it serves
- Reduce environmental impacts and support environmental justice
- Strengthen regional economic vitality and competitiveness

PROGRAM FOR MASS TRANSPORTATION
SLIDE 9 / 28

Massachusetts Bay
Transportation Authority




PMT Goals

- Take customers where they need to go
- Take customers when they need to travel
- Give customers comfortable service they can rely on
- Treat customers fairly and with respect
- Keep customers well informed
- Reduce the regional impact of transportation on the environment

PROGRAM FOR MASS TRANSPORTATION
SLIDE 11 / 28

Massachusetts Bay
Transportation Authority





Evaluation Criteria

- System configuration and accessibility
- Expediency
- Reliability and comfort
- Fairness
- Customer information
- Traffic congestion and environmental impacts
- Land use impacts

PROGRAM FOR MASS TRANSPORTATION
SLIDE 10 / 28

Massachusetts Bay
Transportation Authority





2030 PMT Evaluation Targets

- Increase ridership systemwide by 1% per year (250,000 unlinked trips/day)
- Reduce average transit trip travel time by 2%
- Contribute to greenhouse gas reduction goals adopted by the Commonwealth

PROGRAM FOR MASS TRANSPORTATION
SLIDE 11 / 28

Massachusetts Bay
Transportation Authority





Mobility Problems and Solutions

- Identify mobility gaps and challenges for PMT corridors
- Develop and screen potential mobility solutions
- Analyze individual projects using evaluation criteria
- Group and analyze projects to illustrate different capital investment strategies
 - State of good repair (SGR)
 - Enhancement
 - Expansion

PROGRAM FOR MASS TRANSPORTATION
SLIDE 12 / 28

Massachusetts Bay
Transportation Authority





Mobility Corridors


- Northeast
- North
- Northwest
- West
- Southwest
- Southeast
- Circumferential
- Boston Proper


PROGRAM FOR MASS TRANSPORTATION
SLIDE 13 / 28

Opportunities for Enhancement and Expansion

- Systemwide
 - Energy and technology
 - Systemwide accessibility
 - Station access
 - BRT on Key Routes
 - Bus fleet expansion

PROGRAM FOR MASS TRANSPORTATION
SLIDE 14 / 28


Massachusetts Bay Transportation Authority 



Opportunities for System Enhancement and Expansion

- Boston Proper
 - Red-Blue Connector
 - Silver Line, Phase III
 - Additional tracks at South Station
 - North-South Rail Link


PROGRAM FOR MASS TRANSPORTATION
SLIDE 15 / 28




Opportunities for System Enhancement and Expansion

- Circumferential Corridor
 - Urban Ring
 - BRT elements on bus Routes 22 and 66
 - Suburban circumferential options

PROGRAM FOR MASS TRANSPORTATION
SLIDE 16 / 28


Massachusetts Bay Transportation Authority 




Opportunities for System Enhancement and Expansion

- Northeast Corridor
 - Newburyport/Rockport capacity improvements
 - Blue Line extension to Lynn
 - BRT elements on bus Route 111
 - New parking garage and busway at Wonderland

PROGRAM FOR MASS TRANSPORTATION
SLIDE 17 / 28


Massachusetts Bay Transportation Authority 



Opportunities for System Enhancement and Expansion

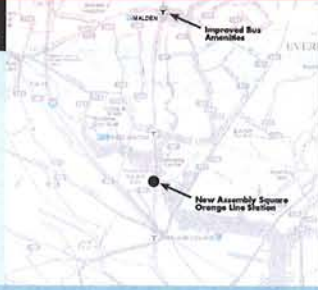
- North Corridor: Outer Area
 - Lowell Line extension
 - Haverhill Line extension and improvements

PROGRAM FOR MASS TRANSPORTATION
SLIDE 18 / 28

Massachusetts Bay Transportation Authority 

Opportunities for System Enhancement and Expansion

- **North Corridor: Inner Area**
 - New Orange Line station at Assembly Square
 - Improved bus amenities in Malden




PROGRAM FOR MASS TRANSPORTATION
SLIDE 19 / 28

Massachusetts Bay Transportation Authority

Opportunities for System Enhancement and Expansion

- **Northwest Corridor: Outer Area**
 - Fitchburg Line improvements
 - Possible new Fitchburg Line services




PROGRAM FOR MASS TRANSPORTATION
SLIDE 20 / 28

Massachusetts Bay Transportation Authority

Opportunities for System Enhancement and Expansion

- **Northwest Corridor: Inner Area**
 - Green Line to Medford
 - Red Line to Arlington and Lexington
 - BRT elements on bus Routes 1, 71, 73, and 77



PROGRAM FOR MASS TRANSPORTATION
SLIDE 21 / 28

Massachusetts Bay Transportation Authority

Opportunities for System Enhancement and Expansion

- **West Corridor**
 - Worcester Line expansion and other improvements
 - BRT elements on bus Route 57
 - Green Line improvements

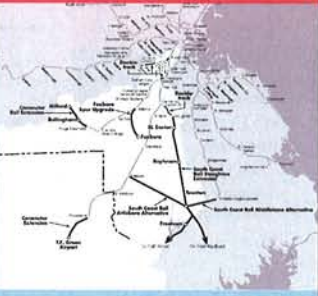


PROGRAM FOR MASS TRANSPORTATION
SLIDE 22 / 28

Massachusetts Bay Transportation Authority

Opportunities for System Enhancement and Expansion

- **Southwest Corridor: Outer Area**
 - Providence Line extension to T. F. Green
 - South Coast Rail
 - Franklin Line extension and improvements
 - Stoughton and Needham Line enhancements
 - Bus system improvements




PROGRAM FOR MASS TRANSPORTATION
SLIDE 23 / 28

Massachusetts Bay Transportation Authority


Opportunities for System Enhancement and Expansion

- **Southwest Corridor: Inner Area**
 - Fairmount Line improvements and expansion
 - Orange Line extension
 - Ruggles Station platform expansion
 - BRT elements on bus Routes 31, 32, and 39



PROGRAM FOR MASS TRANSPORTATION
SLIDE 24 / 28


Massachusetts Bay Transportation Authority




Opportunities for System Enhancement and Expansion

- Southeast Corridor: Outer Area
 - Middleborough Line extension and improvements
 - Old Colony capacity enhancements

PROGRAM FOR MASS TRANSPORTATION
SLIDE 25 / 28


Massachusetts Bay Transportation Authority 



Opportunities for System Enhancement and Expansion

- Southeast Corridor: Inner Area
 - "T Under D"
 - BRT elements on bus Routes 23 and 28 (also in Southwest Corridor)

PROGRAM FOR MASS TRANSPORTATION
SLIDE 26 / 28

Massachusetts Bay Transportation Authority 

Upcoming PMT Public Meetings

Workshop:
Monday, May 18, at Salem City Hall
6:00-8:00 PM

Hearing:
Thursday, May 28, at the Boston Public Library
6:00-8:00 PM


PROGRAM FOR MASS TRANSPORTATION
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Massachusetts Bay Transportation Authority 

Program for Mass Transportation

Questions & Answers

PROGRAM FOR MASS TRANSPORTATION
SLIDE 28 / 28

Massachusetts Bay Transportation Authority 



Mattapan Bus Rapid Transit and South Station Direct Connect Projects

Initiative to Improve MBTA Bus Service and Connect Key Boston Neighborhoods

A NEW ERA OF BUS RAPID TRANSIT

The Patrick Administration will seize the opportunity provided by the federal economic recovery program to dramatically improve the service provided in New England's most heavily used bus corridor.

A two-stage Bus Rapid Transit project will first provide a direct connection from Dudley Station to South Station. Next, the existing MBTA Route No. 28 will be enhanced to create a Bus Rapid Transit corridor connecting Mattapan to Ruggles via Dudley and Grove Hall. This will mean faster trips, more reliable service, and improved station amenities for tens of thousands of riders each day.

Using federal stimulus dollars, this initiative will radically transform existing MBTA service in a dense corridor of Boston, helping to spur economic development and improving the rider experience for neighborhoods traditionally underserved by rapid transit. Importantly, this initiative responds directly to public requests for better bus service - service that runs quicker, more often, more reliably, and on the routes that riders want.

Once this project is completed, it has the potential to serve as a national model for upgrading bus service in densely developed urban neighborhoods.

Corridor Bus Ridership*

Bus Route	Weekday Boardings
22	7,047
23	12,910
28	12,071
31	3,989

*Winter 2007

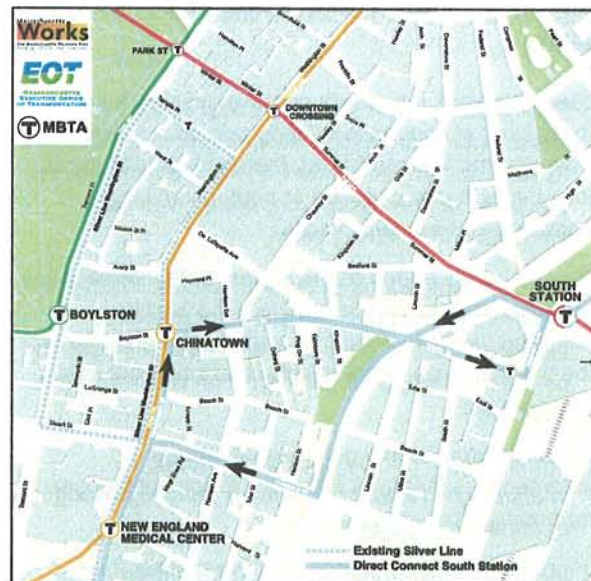
SEIZING THE OPPORTUNITY TO INVEST STIMULUS FUNDING WISELY

By using federal economic recovery funding to transform service on some of Boston's busiest bus routes, we can improve access to key neighborhoods, helping to promote individual and community mobility and spur economic growth. Furthermore, this new Bus Rapid Transit service will be fully integrated with the existing MBTA rapid transit network, providing new or improved connections to the Red, Orange,

and Silver Lines. Lastly, it will help to promote transportation equity by providing faster and better service to those who depend daily on reliable bus service for work, school, medical appointments, and many other trips.

» DIRECT CONNECT FROM DUDLEY TO SOUTH STATION

In the first stage of the initiative, Silver Line Washington Street service will be enhanced by instituting a new route between Dudley Station and South Station. A new street-level terminal at South Station will allow a direct connection to the Silver Line Waterfront serving the Seaport District and Logan Airport. The terminal will include bright lighting, seating, heaters, CharlieCard machines, and trip countdowns to improve passengers' waiting experience. Dedicated bus lanes will also be created along Essex Street and a portion of Atlantic Avenue to improve reliability. This new route will serve all existing Silver Line Washington Street stops except for Temple Place and Boylston. *This new initiative will not reduce existing Silver Line service to Downtown Crossing.*



This new Silver Line service will be implemented using transit stimulus funding under the American Recovery and Reinvestment Act.

Expected completion date: September 2009.

» ROXBURY-DORCHESTER-MATTAPAN BUS RAPID TRANSIT

Dramatic Transformation of Urban Bus Service

The existing MBTA Route 28 will be transformed into first-class Bus Rapid Transit service from Mattapan Station on the Red Line to Ruggles Station on the Orange Line. It will operate via Blue Hill Avenue and Warren Street and make a stop at Dudley Station – a hub of MBTA bus service. Bus Rapid Transit includes dedicated bus lanes, new transit stations with amenities such as heaters and lighting, 60-foot articulated diesel-hybrid buses, and features like queue jumping and traffic signal priority to speed up service and dramatically improve reliability.

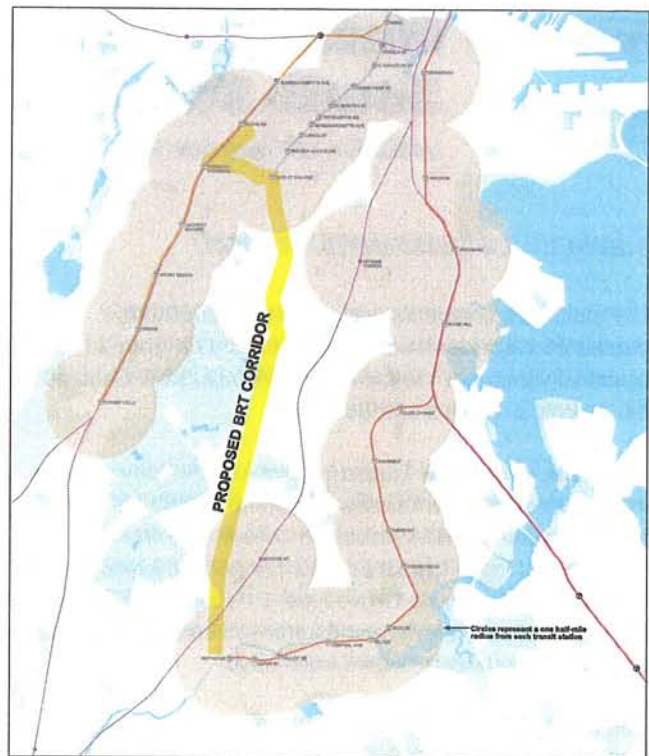
By transforming the entire Route 28 into Bus Rapid Transit, riders will be able to connect directly to more than a dozen bus routes at Dudley and Ruggles Stations, as well as the Orange Line for destinations not already served by the Silver Line Washington Street (including Back Bay, State Street, Haymarket, and North Station.)

This project is a joint initiative between EOT, the MBTA, and the City of Boston, and will also be implemented using a mix of transit and highway stimulus funding under the American Recovery and Reinvestment Act.

Description

A number of Bus Rapid Transit elements will be included in this service:

- o Dedicated bus lanes reduce travel time by taking buses out of congestion. Along portions of Blue Hill Avenue and Warren Street, there is potential to add bus lanes in one direction or both, given large medians and roadway width.
- o Queue jumps added at the approach to intersections where dedicated bus lanes are not possible, allowing buses to pass cars waiting at the light and be the first through the intersection when the light changes.
- o Transit signal priority gets buses through intersections faster by holding a green light longer or ending a red light sooner.
- o Increasing the stop spacing to one-quarter mile (comparable to Silver Line Washington Street) to reduce the stops by half and significantly improve travel times.



- o Curb extensions like those on Silver Line Washington Street bring bus stops into the parking lane to speed service. This also prevents automobiles from parking in the bus stops.
- o Bus Rapid Transit stations include shelters, seating, countdowns, and information kiosks.
- o Diesel hybrid articulated 60-foot buses increase capacity and are better for the environment.
- o On-platform fare collection reduces boarding time and speeds up service by allowing riders to pay while they wait for the bus at the stop, rather than having the bus wait at the stop while passengers pay.
- o Streetscape improvements enhance neighborhoods and can be done concurrently as they were with the Silver Line Washington Street.

Expected completion date: January 2012.

PUBLIC OUTREACH

EOT, the MBTA, and the City of Boston will establish a task force that will serve in an advisory capacity throughout the project, and will also host public meetings at strategic times during the process.

FREQUENTLY ASKED QUESTIONS

Where did the idea for this Bus Rapid Transit project come from?

The Patrick Administration is seizing a once-in-a-lifetime opportunity to efficiently and effectively use federal stimulus funding to dramatically improve bus service along some of Boston's busiest routes. MBTA buses serve hundreds of thousands of riders every day, and many of those rides are in corridors with major traffic congestion and other obstacles to reliability and efficiency. This is a corridor with enormous bus ridership and a physical layout that actually allows for capital improvement of the type that can significantly improve schedule adherence and travel times. Furthermore, the need for improved transit in this area has been identified in a number of municipal planning studies, including the Roxbury Strategic Master Plan and the City of Boston's Access Boston 2000-2010 effort. This effort will clearly address a public need.

What will happen to the existing MBTA Route 28?

The existing MBTA Route 28 will be replaced by the enhanced BRT service. Existing MBTA Routes 22, 23, and 31 will continue to provide service in the same corridor.

Is this project a good investment in a time of limited transportation funding?

This project allows us to utilize a once-in-a-lifetime opportunity to use stimulus dollars to make improvements to an existing service – MBTA Route 28 – that will provide significant, measurable benefits to a population for which public transit is a true lifeline, all for less than the cost of planning, design, and constructing an entirely new public transit service.

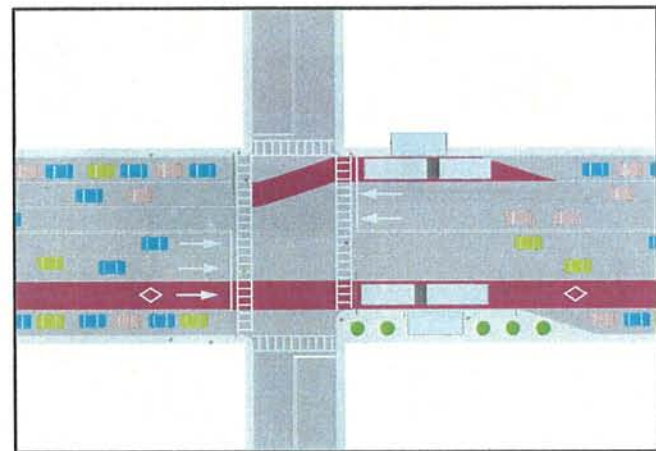
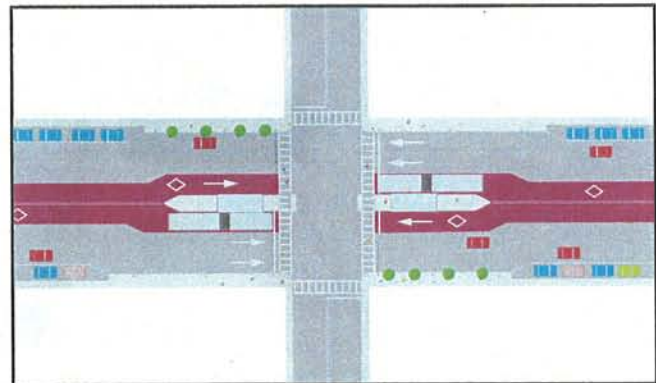
How does this project fit in with our other transit priorities?

The project meets our goal of maintaining and nurturing a public transit system that is functional, efficient, and able to serve large numbers of riders in a time in which public transit is crucial for mobility, environmental health, and economic competitiveness. Once completed, this project will bring improved transportation to an area of the Commonwealth that has been historically underserved by the transportation network.

I understand that this project may require some bus stops to be removed. Won't that be an inconvenience for bus riders?

In order to speed travel times and provide a more efficient connection to downtown, the new BRT service will offer fewer stops than the number of stops currently offered on the Route 28. The spacing of stops will be similar to that of other rapid transit services, like the Green Line.

Concept Drawing for Bus Rapid Transit Service on Blue Hill Avenue



To learn more and share your views about the Commonwealth's transportation initiatives, see www.mass.gov/youmovemassachusetts

Proposed Mattapan BRT Line with Adjacent MBTA Bus Service

