

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

**August 6, 2009 Meeting**

9:00 AM – 11:30 AM, State Transportation Building, MPO Conference Room, 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 Four to the federal fiscal year (FFY) 2009 element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) with several newly-introduced items: the addition of two earmarks in the highway portion and changes recommended by the MBTA to the transit portion (detailed in the body of these minutes)
- approve the minutes of the meeting of July 9
- approve listing the following projects as illustrative projects in the Regional Transportation Plan (RTP) amendment:
  - *Silver Line, Phase 3*
  - *Urban Ring, Phase 2*
  - *South Side Commuter Rail Capacity Improvements including South Station Expansion, Grand Junction, Boston Midday Commuter Rail Layover, Ruggles Platform, and Attleboro Third Track*
  - *Blue Line Extension to Lynn*
  - *Concord – Concord Rotary/Route 2*
  - *Marlborough and Hudson – I-495/I-290/Route 85 Connector Interchange*
  - *Weymouth to Duxbury – Route 3 South Additional Lanes*
  - *Bridge Deck Reconstruction Boston Viaduct*
  - *Newton and Weston – Bridge Deck Widening/Reconstruction Mainline over Route 128/I-95 and Charles River*
  - *Boston – Summer Tunnel Plenum/Ceiling Rehabilitation*

**Meeting Agenda**

**1. Public Comments**

Matt Zahler, A Better City, asked the MPO to include the *Urban Ring, Phase 2* as an illustrative project in the RTP amendment and to model the project in its entirety. He noted the project's benefits for connecting all transit lines and helping to reduce air pollution and congestion. He also asked the MPO to include the *Silver Line, Phase 3* project as an illustrative project. He pointed out that per federal ratings, the project ranks high for viability but low in terms of financing, and that adding the project to the illustrative list could help to access federal funding. He noted that the project would

provide direct service to Roxbury, improve air quality and mobility, and reduce congestion. He added that the construction of the project could create 50,000 jobs.

Tom Yardley, Medical Academic and Scientific Community Organization (MASCO), also voiced support for including the *Urban Ring, Phase 2* as an illustrative project and modeling the project in its entirety. He spoke about the benefits the project would have for improving access to the Longwood Medical Area

Cameron Bain requested the MPO's support for the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project. He remarked on the hard work that the project proponents had put into getting the project to its current stage, and he expressed concern that without the MPO's support the proponents might not be able to finish the work they started. He asked the members to consider finding funds for smaller projects such as this one.

Tad Read, Boston Redevelopment Authority, added his support to the comments made by M. Zahler and T. Yardley. He noted the importance of the *Urban Ring, Phase 2* project and recommended that the project be included in the RTP as an illustrative project and that it be modeled.

Dick Williamson, Massachusetts Community Path Alliance, advocated for the programming of bicycle path projects in the RTP. He emphasized that existing bicycle amenities in the region (such as the parking facilities at Alewife Station) are used by a large number of people who commute on facilities such as the Minuteman Bikeway. He remarked on the positive environmental and health benefits that bicycle commuting promotes.

## **2. Chair's Report** – *David Mohler, EOT*

There was none.

## **3. Subcommittee Chairs' Reports** – *Stephen Woelfel, MassHighway*

Members were provided with copies of the public comments received during the public review period for the Draft FFY 2010 Unified Planning Work Program (UPWP). Members will vote on the UPWP on August 13.

## **4. Regional Transportation Advisory Council** – *Sue McQuaid, Regional Transportation Advisory Council*

The Advisory Council's subcommittees met last week and the Council sent its comments to the MPO.

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

The modeling of the 2030 Build scenario for the RTP amendment is proceeding on schedule. The results will be available next week.

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

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

Members were provided with TIP tables showing Draft amendment Four to the FFY 2009 element of the FFYs 2007 – 2010 TIP, and copies of the public comments the MPO has received on the document. (See attached.)

H. Morrison pointed out three changes that had been made to the highway portion of the TIP tables since members last reviewed the tables. They were the addition of earmarks for the *Boston – Museum Way Improvements Right of Way Acquisition* project and the *Norwood – Morse Street Bridge* project, and the correction of the incorrect deletion of advanced construction funding for the Route 107 bridge in Lynn. She also summarized the public comments the members received in print form.

Joe Cosgrove, MBTA, highlighted MBTA recommended changes to the transit portion, affecting the following line items:

- The *Blue Line Vehicles* line item would be reduced from \$10 million to zero since the MBTA has fully funded the Blue Line vehicle upgrade.
- The \$10 million from the *Blue Line Vehicles* project would be redirected to the *Locomotive and Coach Procurement* project (increasing that line item from \$17 million to \$24 million) and *Bus and Train Arrival LCD Signage* (increasing that project from \$3 million to \$6 million).
- The *Redundant Operations Control Center* would receive no TIP funding in FFY 2009. The funds from that line item would be redirected to the following:
  - *Orange Line – Engineering*: \$2.5 million
  - *Maintenance Facility Equipment*: \$3.75 million
  - *Commuter Rail Equipment*: \$4.5 million – this line item includes funding for cameras, diagnostic equipment for locomotives, positive train control, and radio upgrades.

J. Cosgrove noted that the MBTA will be under a federal mandate to employ positive train control, and that the MBTA must develop a plan for implementing it by next spring.

A motion to approve amendment Four to the FFY 2009 element of the FFYs 2007 – 2010 TIP, with the aforementioned changes, was made by Paul Regan, MBTA Advisory Board, and seconded by J. Cosgrove. The motion passed unanimously.

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

A motion to approve the minutes of the meeting of July 9 was made by S. Woelfel, and seconded by P. Regan. The motion passed unanimously.

**8. Amendment to the Regional Transportation Plan – Anne McGahan, RTP Manager, MPO Staff**

At the meeting of July 30, members agreed to develop a list of 10-12 projects to be included as illustrative projects in the RTP amendment. For the discussion today, staff provided members with a ranked list of potential projects showing the number of

nominations from MPO member entities, and lists of preferred projects provided by member entities. (See attached.)

Several members, including representatives of MAPC, the MBTA Advisory Board, and City of Somerville, recommended that the narrative portion of the illustrative projects chapter include a strongly worded discussion of the need for additional funding for state of good repair projects (as separate from expansion projects). P. Regan suggested that the MPO should highlight that state of good repair projects compete with expansion projects for funding, and he noted that some expansion projects depend on completion of state of good repair projects. M. Draisen stated that the MPO should acknowledge the state of good repair issue, and address it with the greatest degree of specificity possible in the narrative.

Members discussed listing specific state of good repair projects in the illustrative project list, however, concern was raised that the MPO might not be able to determine the MBTA's state of good repair backlog on a 20-year basis. In the short term, the MPO could determine the unfunded backlog based on what is unfunded in the MBTA's Capital Investment Program (CIP).

J. Cosgrove recommended that the MPO include as illustrative projects, only those projects that are actively being planned or are in development but for which funding has not been identified.

A motion to develop an illustrative project list of expansion projects – limited to those projects which have been worked on, but for which financing has not been identified – and to address the state of good repair issue forcefully in the chapter narrative with the greatest possible degree of specificity, was made by M. Draisen, and seconded by S. Woelfel. The motion failed.. The following members voted yes: City of Somerville, Town of Bedford, MBTA, MAPC, City of Boston, Town of Braintree, and Regional Transportation Advisory Council. The following voted no: Massachusetts Turnpike Authority (MassPike), EOT, MassHighway, City of Newton, Town of Framingham, Town of Hopkinton, and the MBTA Advisory Board.

A motion to *not* develop an illustrative projects list for the RTP amendment was made by David Koses, City of Newton, and seconded by Ginger Esty, Town of Framingham. The motion failed. The following members voted yes: City of Newton, Town of Braintree, and Town of Bedford. The following voted no: City of Somerville, MBTA, MAPC, City of Boston, Regional Transportation Advisory Council, MassPike, EOT, MassHighway, Town of Framingham, Town of Hopkinton, and the MBTA Advisory Board.

During a discussion of this motion, members mentioned the possibility of addressing the illustrative project issue more fully next year when the RTP will need to be updated. M. Draisen stated that a reason for developing the list this year is to show the public, the state legislature, and Congress that the inability to move forward on certain projects is tied to the lack of funding available to the MPO; it may be particularly important to inform Congress of the issue this year since the federal transportation legislation is due

for reauthorization this year. Richard Reed, Town of Bedford, suggested that instead of prioritizing projects in the illustrative project list this year, that the MPO prepare a separate report on the issue for the legislature.

Members heard a public comment from John Businger, Vice President of the National Corridors Initiative. He asked members to keep in mind that the original intent of illustrative projects was for those projects of regional significance that have an impact beyond MPO borders. He urged them to take this opportunity to concentrate on regionally significant projects. As an example, he mentioned the *North-South Rail Link*, which he said has received attention from leaders in government.

A motion to include the *Silver Line, Phase 3* (at a cost of approximately \$2 billion) and *Urban Ring, Phase 2* (defined as the locally preferred alternative identified by the Urban Ring Citizen's Advisory Committee and at a cost of approximately \$2.5 billion) on the illustrative projects list of the RTP amendment was made by Jim Gillooly, City of Boston, and seconded by M. Draisen. The motion passed unanimously.

A motion to include the following commuter rail projects in the illustrative projects list of the RTP amendment (due to their importance for the future expansion of service on the south side of the commuter rail system) was made by P. Regan, and seconded by J. Cosgrove:

- *South Station Expansion including the Acquisition of the Post Office Annex*
- *Revamping of the Grand Junction and the Expanded Crossing of the Charles River*
- *Boston Mid-day Commuter Rail Layover*
- *Attleboro Line Track Expansion*
- *Ruggles Station Platform Expansion*

The motion passed. The following members voted yes: City of Newton, Town of Braintree, and Town of Bedford, City of Somerville, MBTA, MAPC, City of Boston, Regional Transportation Advisory Council, MassPike, Town of Framingham, and MBTA Advisory Board. The following voted no: EOT, Town of Hopkinton, MassPike, and MassHighway.

A motion to include the *Blue Line Extension to Lynn* (at cost of approximately \$600 million) in the illustrative projects list of the RTP was made by S. Woelfel, and seconded by P. Regan. P. Regan requested an amendment to also include the *Red-Blue Connector Construction* project in the motion. S. Woelfel did not accept the amendment. The original motion passed. The following members voted yes: Town of Bedford, City of Somerville, MBTA, MAPC, City of Boston, Regional Transportation Advisory Council, MassPike, EOT, MassHighway, Town of Framingham, and MBTA Advisory Board. The following voted no: City of Newton, Town of Braintree, and Town of Hopkinton.

A motion to include the *Somerville – Interstate 93/Mystic Avenue Interchange* project (at a cost of approximately \$63 million) in the illustrative projects list of the RTP was made by Thomas Bent, City of Somerville, and seconded by M. Draisen. The motion failed. The following members voted yes: City of Somerville, City of Boston, and MAPC. The

following voted no: City of Newton, Town of Bedford. MBTA, MassPike, EOT, MassHighway, Town of Hopkinton, and MBTA Advisory Board. The Town of Braintree, Town of Framingham, and Regional Transportation Advisory Council abstained.

A motion to include the following projects in the illustrative projects list of the RTP amendment was made by S. Woelfel, and seconded by John Romano, MassPike:

- *Concord – Concord Rotary/Route 2*
- *Marlborough and Hudson – I-495/I-290/Route 85 Connector Interchange*
- *Weymouth to Duxbury – Route 3 South Additional Lanes*
- *Beverly – Route 128 Brimball Avenue Interchange Relocation*
- *Bridge Deck Reconstruction Boston Viaduct*
- *Newton and – Bridge Deck Widening/Reconstruction Mainline over Route 128/I-95 and Charles River*
- *Boston – Summer Tunnel Plenum/Ceiling Rehabilitation*

A motion to consider the elements of S. Woelfel's motion separately was made by M. Draisen, and seconded by M. Pratt. The motion passed with eight members voting yes.\*

\* Staff did not record individual votes on this action.

A motion to include the *Concord – Concord Rotary/Route 2* project in the illustrative projects list of the RTP amendment was made by S. Woelfel, and seconded by J. Romano. The motion passed. The following members voted yes: MassHighway, EOT, MassPike, Town of Hopkinton, City of Somerville, Town of Framingham, and MBTA. The following voted no: MAPC, City of Newton, Regional Transportation Advisory Council, MBTA Advisory Board, City of Boston, and Town of Bedford.

During a discussion of this motion, M. Draisen stated that a corridor planning effort should be done before the MPO programs more funds for projects on Route 2 (after having programmed a significant amount of TIP dollars for the *Crosby's Corner* project). He expressed concern that increasing capacity on the highway could have development implications that are not in line with the smart growth principles that the MPO and the Patrick Administration supports, and that increasing capacity could produce negative air quality impacts. He stated that if the highway's capacity were increased, it is likely that the added capacity would be used up in five to ten years. He noted that MAPC has been supportive of funding more limited, less expensive solutions to correct problems at Route 2 intersections. S. Woelfel countered that the Federal Highway Administration is asking the Commonwealth to address bottlenecks and that the *Concord Rotary* project is the largest project that was cut from the Build list of the RTP.

A motion to include the *Marlborough and Hudson – I-495/I-290/Route 85 Connector Interchange* project in the illustrative projects list of the RTP amendment was made by S. Woelfel, and seconded by M. Pratt. The motion passed unanimously.

A motion to include the *Weymouth to Duxbury – Route 3 South Additional Lanes* project in the illustrative projects list of the RTP amendment was made by S. Woelfel, and seconded by Christine Stickney, Town of Braintree. The motion passed. The following members voted yes: MassHighway, EOT, MBTA, MBTA Advisory Board, MassPike,

Town of Hopkinton, Town of Bedford, Town of Framingham, and Town of Braintree. The following voted no: MAPC, City of Newton, City of Somerville, City of Boston, and Regional Transportation Advisory Council.

During a discussion of this motion, C. Stickney spoke in support of the project noting that no modifications have been made to Route 3 South since the 1960s, except that drivers are now allowed to use the breakdown lane as a travel lane during peak travel hours. D. Mohler explained that this is allowed as long as there is an active plan to expand the roadway.

M. Draisen noted that the South Shore Coalition MAPC subregion has consistently opposed this project. He then inquired about safety data for Route 3 South and whether there is comparative data on the use of the Route 3 shoulder and the Route 128 shoulder. Staff noted that there are traffic counts for the roadways but not specifically for the shoulder traffic. M. Draisen expressed concern that this project would be inconsistent with smart growth principles and that eventually, the added capacity of the highway would get used up.

A motion to include the *Beverly – Route 128 Brimball Avenue Interchange Relocation* project (at a cost of approximately \$20 million) in the illustrative projects list of the RTP amendment was made by S. Woelfel, and seconded by M. Pratt. The motion failed. The following members voted yes: MassHighway, EOT, MassPike, and Town of Hopkinton. The following voted no: City of Newton, Town of Braintree, and Town of Bedford, City of Somerville, MBTA, MAPC, City of Boston, Regional Transportation Advisory Council, Town of Framingham, and MBTA Advisory Board.

During a discussion of this motion, D. Mohler informed members that this project would relocate a highway interchange and would free up land in Beverly for development. S. Woelfel noted that the project also addresses a safety issue and is a priority for the City of Beverly. M. Draisen again expressed concern about the MPO taking actions that may be counter to smart growth principles. P. Regan noted that projects selected for the illustrative list should be more than just local priorities and have regional significance. D. Koses also expressed concern about the approach to developing the illustrative list.

A motion to include the *Bridge Deck Reconstruction Boston Viaduct* project (at a cost of approximately \$77 million) in the illustrative projects list of the RTP amendment was made by S. Woelfel, and seconded by J. Romano. The motion passed. The following members voted yes: MassPike, MassHighway, EOT, Town of Braintree, City of Newton, City of Boston, Town of Hopkinton, and Town of Framingham. The following voted no: MAPC, MBTA Advisory Board, MBTA, Regional Transportation Advisory Council, City of Somerville, and Town of Bedford.

During a discussion of the motion, it was noted that this MassPike project addresses state of good repair. M. Draisen noted that, while MAPC has no objection to referencing this project in the narrative portion of the illustrative section, including state of good repair projects in the illustrative projects list would make that list too long. J. Romano urged

members not to vote against listing the project because it is a state of good repair project and emphasized the need to keep the bridge functioning as is. He noted that if lanes have to be closed on the bridge, and the bridge's capacity was reduced, then traffic on surrounding roadways would also be affected. D. Mohler advocated for including text in the RTP explaining that MassPike facilities are now assets that the Commonwealth must fund (as a result of the reorganization of the state's transportation agencies).

A motion to include the *Newton and Weston – Bridge Deck Widening/Reconstruction Mainline over Route 128/I-95 and Charles River* project (at a cost of approximately \$53 million) in the illustrative projects list of the RTP amendment was made by J. Romano, and seconded by M. Pratt. The motion passed. The following members voted yes: City of Newton, Town of Bedford, City of Somerville, MBTA, City of Boston, the Regional Transportation Advisory Council, MassPike, EOT, MassHighway, Town of Framingham, and Town of Hopkinton. The following voted no: MBTA Advisory Board, MAPC, and the Town of Braintree.

During a discussion of the motion, J. Romano stated that this project is a priority for the MassPike. M. Draisen raised a question about the funding for the Department of Conservation and Recreation's (DCR) bridges and how they should be incorporated into today's discussion. D. Mohler replied that most of the major DCR structures would be programmed in the financially constrained portion of the RTP.

A motion to include the *Boston – Summer Tunnel Plenum/Ceiling Rehabilitation* project (at a cost of approximately \$30 million) in the illustrative projects list of the RTP amendment was made by J. Romano, and seconded by M. Pratt. The motion passed. The following voted yes: City of Newton, Town of Braintree, Town of Bedford, City of Somerville, City of Boston, Regional Transportation Advisory Council, MassPike, EOT, MassHighway, Town of Framingham, and Town of Hopkinton. The following members voted no: MAPC, MBTA Advisory Board, and MBTA.

A motion to include the *Allston Commuter Rail Station/Fast Track Service* project in the illustrative projects list of the RTP amendment was made by J. Gillooly, and seconded by P. Regan. The motion failed. The following members voted yes: City of Boston and Town of Framingham. The following voted no: City of Newton, Town of Braintree, Town of Bedford, City of Somerville, MBTA, MAPC, Regional Transportation Advisory Council, MassPike, EOT, MassHighway, Town of Hopkinton, and the MBTA Advisory Board.

During a discussion of the motion, J. Gillooly noted that the City of Boston is interested in restoring commuter rail service to Allston and providing rapid transit to the area. D. Mohler noted that there is an ongoing planning study regarding the commuter rail station siting, but no preferred location has been identified, and that there are no existing plans for rapid transit service to Allston.

A motion to amend the illustrative project listing for the *Marlborough and Hudson – I-495/I-290/Route 85 Connector Interchange* project to include the planning work that



MAPC and the Central Massachusetts Regional Planning Commission (CMRPC) are doing to address safety and congestion along the corridor, and the planning for a multi-modal transit station on the Framingham/Worcester commuter rail line, as well as to include similar work MAPC is doing for the Route 128 corridor between the Massachusetts Turnpike and Route 3, was made by Eric Bourassa, MAPC, and seconded by T. Bent. The motion failed. The following members voted yes: MAPC, City of Somerville, Town of Bedford, and City of Boston. The following voted no: City of Newton, Town of Braintree, MBTA, Regional Transportation Advisory Council, MassPike, EOT, MassHighway, Town of Framingham, Town of Hopkinton, and the MBTA Advisory Board.

During a discussion of the motion, Jim Gallagher, MAPC, provided more details on MAPC's planning work. MAPC and CMRPC conducted a joint study on the I-495 corridor that identified safety and capacity improvements at highway ramps, studied how to separate local and highway traffic, and looked at the possibility of a multi-modal transit center on the Framingham/Worcester commuter rail line that would have feeder bus service. The next stage of the study will refine alternatives. For the Route 128 corridor, MAPC is working on a study focusing on the corridor between the Massachusetts Turnpike and Route 3. MAPC is looking at operational improvements to enhance safety and capacity, a multi-modal transit station near Route 128, and an express bus service for towns along the Route 128 corridor.

M. Draisen offered the reasoning behind MAPC's motion, explaining that, since the MPO cannot program all the highway projects necessary to improve mobility in the region, this motion is an attempt at a less expensive option that could provide relief to commuters by offering a transit option to single occupancy vehicle travel.

A motion to approve the list of illustrative projects as voted on today was made by Rachel Bain, MassHighway, and seconded by J. Romano. The motion passed unanimously.

Several members volunteered to help staff with the writing of text for the illustrative projects section of the RTP: M. Al-Khatib, M. Draisen, J. Gillooly, D. Mohler, P. Regan, and S. Woelfel.

Staff distributed draft text of Chapters 10 (Environment), 11 (Land Use and Economic Development), and 15 (Air Quality Conformity Determination).

## **9. Members Items**

J. Cosgrove announced that the MBTA will begin holding public meetings on the proposed fare increases and service cuts next week. More information is available on the MBTA's website.

## **10. Adjourn**

Members voted to adjourn the Transportation Planning and Programming Committee meeting and open the MPO meeting.

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, August 6, 2009, 9:00 AM**

**Member Agencies**

EOT  
City of Boston  
  
City of Newton  
City of Somerville  
MAPC  
  
MassHighway  
  
MassPike  
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  
Jim Gillooly  
Thomas Kadzis  
David Koses  
Thomas Bent  
Marc Draisen  
Eric Bourassa  
Jim Gallagher  
Stephen Woelfel  
Rachel Bain  
John Romano  
Joe Cosgrove  
Paul Regan  
Malek Al-Khatib  
Steve Olanoff  
Richard Reed  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

Michael Callahan  
Maureen Kelly  
Anne McGahan  
Hayes Morrison  
Sean Pfalzer  
Karl Quackenbush  
Arnie Soolman  
Mary Ellen Sullivan  
Pam Wolfe

**Other Attendees**

Lynn Ahlgren  
  
Cameron Bain  
Roland Bartl  
John Businger  
Tad Read  
Dick Williamson  
  
Tom Yardley  
  
Matt Zahler  
Wig Zamore

MetroWest Regional Transit  
Authority  
Tri-Community Bike/Greenway  
Town of Acton  
National Corridors Initiative  
Boston Redevelopment Authority  
Massachusetts Community Path  
Alliance  
Medical Academic and Scientific  
Community Organization  
A Better City  
Somerville Transportation Equity  
Partnership/Mystic View Task  
Force

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

*Indicates a change in project cost*

*Indicates removed from TIP (cost not reflected in total)*

*Indicates a project moved in from another TIP element*

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

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

*Indicates a project moved to a new funding category*

**Regional Highway Program**

**FEDERAL-AID TARGET PROJECTS**

**Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount</i>
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000	
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000	
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,100,000	
Watertown	602053	Intersection Improvements at Three Locations	\$1,431,296	\$357,824	\$1,789,120	\$875,000
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000	
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$490,838	\$122,710	\$613,548	
Boston Region		Regional Transportation Demand Management Program				
		<i>City of Boston Bike-year 2</i>	<i>\$28,000</i>	<i>\$7,000</i>	<i>\$35,000</i>	
		<i>City of Cambridge-year 2</i>	<i>\$34,229</i>	<i>\$8,557</i>	<i>\$42,786</i>	
		<i>City of Salem - year 2</i>	<i>\$49,616</i>	<i>\$12,404</i>	<i>\$62,020</i>	
Boston Region		Suburban Mobility Improvement Program				
		<i>MetroWest Regional Transit Authority-Year 2 funding for Framingham-Newton fixed-route bus service</i>	<i>\$202,900</i>		<i>\$202,900</i>	
		<i>Greater-Attleborough Taunton Regional Transit Authority-Year 2 funding for Duxbury/Marshfield fixed-route bus service:</i>	<i>\$158,961</i>		<i>\$158,961</i>	
		<i>Greater-Attleborough Taunton Regional Transit Authority-Year 3 funding for Franklin bus service</i>	<i>\$91,188</i>		<i>\$91,188</i>	
		<i>MetroWest Regional Transit Authority-Year 1 funding for new Saturday bus service between Framingham, Southborough, and Mc</i>	<i>\$43,438</i>		<i>\$43,438</i>	
		<i>Town of Acton: Year 1 funding for new town-wide dial-a-ride service</i>	<i>\$52,794</i>	<i>\$13,199</i>	<i>\$65,993</i>	
		<i>Town of Acton: Year 1 funding for new commuter rail station park &amp; ride service</i>	<i>\$42,394</i>	<i>\$10,599</i>	<i>\$52,993</i>	
		<i>Town of Hull: Year 1 funding for new summer season ferry service from Boston to Hull (Nantasket Beach)</i>	<i>\$46,141</i>	<i>\$11,535</i>	<i>\$57,676</i>	
			<b>\$14,136,499</b>	<b>\$3,534,125</b>	<b>\$17,670,623</b>	
				<i>CMAQ Regional Target</i>	<i>\$8,593,420</i>	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
National Highway System						
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	
			<b>\$11,967,511</b>	<b>\$2,991,878</b>	<b>\$14,959,389</b>	

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

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

<b>Highway Safety Improvement Program (HSIP) Project</b>			<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	
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>	
				<i>HSIP Regional Target</i>	<i>\$4,296,710</i>	

<b>Surface Transportation Program/Enhancement</b>			<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	
<b>Surface Transportation Program/Enhancement Total</b>			<b>\$217,440</b>	<b>\$54,360</b>	<b>\$271,800</b>	

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

***FEDERAL-AID NON-TARGET PROJECTS***

***FEDERAL-AID American Recovery and Reinvestment Act of 2009***

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Arlington	PROG-7	Cyrus Dallin or Thompson or Stratton Elementary School(s) Sidewalk Improvements	\$448,000		\$448,000	
Arlington/Somerville	DCR920	Minuteman Bike Path Connector	\$3,000,000		\$3,000,000	9/5/2009
Boston	M0330B	Northern Ave Sidewalk Improvements	\$800,000		\$800,000	
Boston		Dorchester Ave	\$12,926,000		\$12,926,000	8/15/2009
Boston		Resurfacing on Federal Aid Roads within Boston	\$21,000,000		\$21,000,000	8/15/2009
Burlington, Lexington, Reading, Woburn	605018	Guide and Traffic Sign Repair on I-95	\$3,289,560		\$3,289,560	advertised
Cambridge and Charlestown	DCR927	North Bank Pedestrian Bridge	\$36,000,000		\$36,000,000	
Concord		Route 2	\$3,575,000		\$3,575,000	advertised
Harvard and Littleton	604400	Route 2	\$5,784,600		\$5,784,600	advertised
Lincoln	604629	Route 2	\$1,289,990		\$1,289,990	advertised
Lynn	DCR901	Blossom St Ferry Terminal	\$4,000,000		\$4,000,000	
Metro Boston	DCR930	Pavement Improvements to Metro Parkway System	\$3,000,000		\$3,000,000	
Metro Boston	DCR934	Sidewalk Improvements to Metro Parkway System	\$700,000		\$700,000	
Newton	MTA-MHS-04	Harvard St Bridge	\$3,500,000		\$3,500,000	
Region		Regionwide ITS Program	\$5,000,000		\$5,000,000	
Statewide	MTA-ALL-01	Statewide Communications Network Expansion	\$2,000,000		\$2,000,000	
Somerville		Magon Square	\$3,100,000		\$3,100,000	



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

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

Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000	\$518,000	
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400	\$6,059,400	8/15/2009
Weston	MTA-MHS-02	Ramp G over Turnpike	\$3,000,000	\$3,000,000	
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$2,000,000	\$2,000,000	
<b>Highway ARRA Total</b>			<b>\$120,990,550</b>	<b>\$120,990,550</b>	

**FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>previous amount/notes</i>
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130	
Framingham	604013	Fountain Street over MBTA and CSX	\$0	\$0	\$0	Was \$3.9M moved to 2010
Hanover	605101	Route 53 over Route 3	\$10,807,520	\$2,701,880	\$13,509,400	
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet	\$3,158,748	\$789,687	\$3,948,435	
<b>Bridge Total</b>			<b>\$18,871,172</b>	<b>\$4,717,793</b>	<b>\$23,588,965</b>	
<b>Advance Construction Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000	
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,000,000	\$1,000,000	\$5,000,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000	
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000	
<b>Advance Construction Bridge Total</b>			<b>\$13,600,000</b>	<b>\$3,400,000</b>	<b>\$17,000,000</b>	
<b>Special Bridge Funds</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Danvers	603715	Route 1 over Centre Street	\$7,654,400	\$1,913,600	\$9,568,000	\$6,700,000
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,680,000	\$420,000	\$2,100,000	\$1,500,000
<b>Special Bridge Funds Total</b>			<b>\$9,334,400</b>	<b>\$2,333,600</b>	<b>\$11,668,000</b>	
<b>Federal-Aid Bridge Total</b>					<b>\$52,256,965</b>	

**FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Interstate Maintenance</b>			<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
<b>Interstate Maintenance Total</b>			<b>\$23,259,636</b>	<b>\$2,584,404</b>	<b>\$25,844,040</b>

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

**DRAFT Amendment Four  
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	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531	Available Earmark
Boston		Sullivan Square, Phase I 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)	\$0	\$0	\$0	Was \$157,062 all of earmark for construction in 2010
Weymouth		Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750	

**Transportation Improvement Projects (SAFETEA-LU)**

Boston to Worcester		Rail Line Improvements (TI 172)	\$8,985,072	\$2,246,268	\$11,231,340
---------------------	--	---------------------------------	-------------	-------------	--------------

**High-Priority Projects Total      \$41,313,102      \$10,328,276      \$51,641,378**

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

**Section Earmarks Other Match**

**Section 112**

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

**Section 117**

Cambridge	604993	Innovation Blvd Streetscape Construction	\$990,000		\$990,000
Malden		Pleasant St Design	\$310,200		\$310,200
Somerville		Adaptive Reuse and Streetscape Improvements Construction	\$983,928		\$983,928



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

**Section 125**

Norwood	603417	Morse St Bridge	\$665,000	\$665,000
---------	--------	-----------------	-----------	-----------

**Section 330**

Winthrop		Winthrop Ferry Improvements Construction	\$496,750		\$496,750
			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
<b>High-Priority Project (SAFETEA-LU) Other Match</b>					
Boston	604774	National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
<b>2004 Ferry Boat Discretionary Commuter Ferry</b>					
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
<b>2005 Ferry Boat Discretionary Ferry Infrastructure</b>					
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
<b>Eastern Federal Lands Highway Division</b>					
Minuteman National Park (Concord)		Pavement Management Project	\$230,000		\$230,000
			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
		<b>Other Earmarks Total</b>	<b>\$7,106,277</b>	<b>\$118,100</b>	<b>\$7,224,377</b>
		<b>FFY 2009 Federal-Aid Non-Target Non-Bridge Projects Total</b>			<b>\$58,865,755</b>
		<b>FFY 2009 Total Federal-Aid Highway Program</b>			<b>\$435,800,335</b>
		<b>FFY 2009 Total Highway Program</b>			<b>\$435,800,335</b>

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

***Central Artery/Tunnel Project***

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



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

**REGIONAL TRANSIT PROGRAM**

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

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

<b>Section 5307</b>		<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	
100	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	\$25,862,679	\$6,465,670	\$32,328,349	\$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	
	<b>Section 5307 MBTA Match Total</b>	<b>\$134,002,161</b>	<b>\$33,500,540</b>	<b>\$167,502,702</b>	

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703	\$430,710
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603	not previously included
	<b>Section 5307 State Match Total</b>	<b>\$1,947,444</b>	<b>\$486,861</b>	<b>\$2,434,305</b>	

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

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

<b>Section 5309</b>		<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
<b>Section 5309 MBTA Match Total</b>		<b>\$92,965,624</b>	<b>\$23,241,406</b>	<b>\$116,207,030</b>

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

<b>Section 5307 (Carryover)</b>		<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	\$0	\$0	\$0
Red Line	Power System Improvements	\$8,652,318	\$2,163,080	\$10,815,398
<b>Section 5307 Carryover MBTA Match Total</b>		<b>\$15,052,318</b>	<b>\$3,763,080</b>	<b>\$18,815,398</b>

project will not be completed this year \$10,815,398  
all ROC money was going to power improvements, now to three programs below

<b>Section 5309 (Carryover Earmarked Funds)</b>		<i>Federal Funds</i>	<i>Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center	\$1,146,400	\$286,600	\$1,433,000
Blue Line/North Shore	Feasibility Study for Blue Line Extension to Lynn	\$3,136,160	\$784,040	\$3,920,200
Salem	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Beverly	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Quincy	Quincy Catamaran	\$973,371	\$243,343	\$1,216,714
Revere	Wonderland Station	\$876,034	\$219,009	\$1,095,043
Red Line	Red Line Number 2 Car Overhaul	\$2,678,793	\$669,698	\$3,348,491
Systemwide	Power Improvements	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program	\$11,124,000	\$2,781,000	\$13,905,000
Systemwide	Positive Train Control	\$800,000	\$200,000	\$1,000,000
Boston	Commonwealth Ave	\$525,280	\$131,320	\$656,600
Boston	Improvements at Harbor Park Pavilion	\$553,850	\$138,463	\$692,313
Hingham	Hingham Intermodal Center	\$3,756,172	\$939,043	\$4,695,215
Commuter Rail	Auburndale Station	\$1,264,000	\$316,000	\$1,580,000

Was \$271K, project has FFY 08 and FFY 09 available

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

<b>Section 5309 (Carryover Earmarked Funds) cont.</b>		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Commuter Rail	Rockport Improvements	\$1,338,386	\$334,596	\$1,672,982
Commuter Rail	Fitchburg Line Improvements	\$6,272,160	\$1,568,040	\$7,840,200
Medford	Medford Downtown Parking	\$973,371	\$243,343	\$1,216,714
Melrose	Commuter Rail Station Improvement	\$686,000	\$171,500	\$857,500
Ferry	Vessel Procurement, Engine Overhaul and Improvements at Quincy	\$5,980,000	\$1,495,000	\$7,475,000
Woburn	Woburn Park & Ride Facility	\$1,439,840	\$359,960	\$1,799,800
<b>Section 5309 MBTA Various Match Total</b>		<b>\$49,470,560</b>	<b>\$12,367,640</b>	<b>\$61,838,200</b>

***FEDERAL-AID American Recovery and Reinvestment Act of 2009***

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

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

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

**MetroWest Regional Transit System**

Systemwide	Vehicle and Equipment Procurement	\$750,000		\$750,000
<b>MWRTA ARRA Funds Total</b>		<b>\$750,000</b>		<b>\$750,000</b>

**Cape Ann Transportation Authority**

Systemwide	Bus and Equipment Procurement	\$676,170		\$676,170
<b>CATA ARRA Funds Total</b>		<b>\$676,170</b>		<b>\$676,170</b>

**Federal-Aid Subtotal**

**\$476,361,295**

**Federal-Aid Various Matching Funds Subtotal**

**\$12,956,075**

**Federal-Aid MBTA Matching Funds Subtotal**

**\$61,203,790**

**FFY 2009 Regional Transit Funds Total      \$552,294,079**

**FFY 2009 TIP Total      \$1,148,731,165**

## Public Comments on Draft Amendment 4 to the FFYs 2007-2010 TIP (8/6/09)

Date	Affiliation/Name	Comment	MPO Action
7/27/2009	Robert T. Markel, Town Manager, Town of Ipswich	Seeks the obligation of FHWA funds for the Ipswich North Green Improvement Transportation Enhancement Project. Funding for the design of the project is included in the FFY 2009 element of the 2007-2010 TIP and construction funds are included in the 2011 element of the Draft 2010-2013 TIP. FHWA responded to Ipswich's funding obligation request by stating that they are looking for EOT to make a determination as to the sufficiency of the Town's consultant selection process. If the FHWA obligation is not received by the end of September, the Town will have to forfeit the awarded funds. Please assist in expediting approval of the Town's selection process. Also attached responses to three questions and comments raised by FHWA.	
8/4/2009	Paul F. Matthews, Executive Director & Adam C. Ploetz, Manager of Sustainable Development Programs (495/Metrowest Partnership)	Applaud they Boston MPO for allocating funds to the MetroWest Regional Transit Authority (MWRTA) through the Section 5307 State Match program for regional transit agencies. These funds will allow the MWRTA to continue operation and to plan for future system expansion.	
8/4/2009	Kurt Marden, PE	Expresses concern for the lack of transit expansion projects in the 2007-2010 TIP. Believes that past highway improvements have had little impact on reducing chronic traffic in the Boston MPO's region. Advises the MPO against funding more rail trails and suggests that more studies be done on the feasibility of converting existing rail lines to light rail. Recommends that the MPO reallocate TIP funds to support a long term transportation plan that supports interconnected transit lines along existing rail Right-of-Way (ROW) within the region to reduce dependency on automobiles, congestion, and pollution. Believes that transit projects evaluated in relation to the network will better reflect their utilization, cost effectiveness, and air quality and land use benefits in the TIP evaluations.	



# TOWN OF IPSWICH

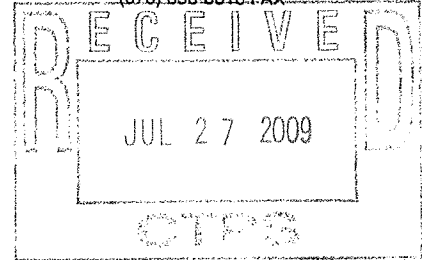
---

## IPSWICH, MASSACHUSETTS 01938

TOWN HALL  
25 GREEN STREET

TOWN MANAGER

(978) 356-6609 OFFICE  
(978) 356-6616 FAX



July 22, 2009

Guy Rezendes, P.E.  
Utilities-Railroad Engineer  
Mass Highway  
State Transportation Building  
10 Park Plaza -- Room 6340  
Boston, MA 02116

**Re: Obligation of FHWA Funds for the Ipswich North Green Improvement  
Transportation Enhancement Project (Project number 604945)**

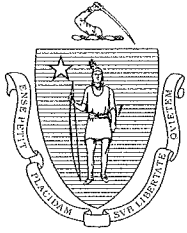
Dear Mr. Rezendes:

I am writing to ask your assistance in securing the obligation of FHWA funds for the Ipswich North Green Improvement Transportation Enhancement Project.

As you know, funding for the project design is included in the FFY09 element of the 2009-2012 TIP, and funding for the project construction is included in the 2011 element of the draft 2010-2013 TIP, which the TPPC is slated to approve at their meeting tomorrow. Last October the Town formally asked the District IV Office to enter into a reimbursable force agreement with the Town to allow the project design to proceed. In April of this year a funding obligation request was sent to FHWA. In June the Town was asked to respond to comments from FHWA on several issues, including procurement. Our response was sent to you and subsequently forwarded to FHWA staff (see attachment).

Based on the comments from FHWA staff, it appears that they are looking for EOT to make a determination as to the sufficiency of the Town's consultant selection process before they are able to obligate FHWA funds. As detailed in the attached email comments, the Town believes that the process by which its design engineer was submitted was sufficient, and furthermore, given the fact that the design engineer has already advanced the design to near completion, we believe that they are uniquely positioned to bring that design to completion. However, if EOT determines that some additional actions are required by the Town relative to this or any other matter, we need to know that now rather than later, so that we can respond expeditiously.





*Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON, MA 02133-1054

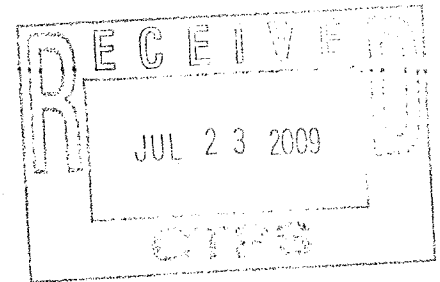
**JENNIFER E. BENSON**  
REPRESENTATIVE  
37<sup>TH</sup> MIDDLESEX DISTRICT

Committees:  
Education  
Telecommunications, Utilities and Energy  
Personnel and Administration

ROOM 130, STATE HOUSE  
TEL: (617) 722-2130

July 23, 2009

David M. Mohler, Chair  
Transportation, Planning & Programming Committee, Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116



Dear Committee Members:

As we could not attend your meeting today, we are writing in strong support of including the Assabet River Rail Trail (ARRT) and the Bruce Freeman Rail Trail (BFRT) in the early years of the Regional Transportation Plan, Journey to 2030. These rail trails will repurpose old infrastructure creating safe, green alternatives for commuters and increasing accessibility, allowing more residents to enjoy the outdoors. The ARRT and BFRT protect the environment, promote healthy living, and enhance the quality of life for residents along the trails.

The ARRT is a 12-mile, multi use path that runs through Acton, Maynard, Stow, Hudson and Marlborough, and connects town centers, commercial areas and schools along the way. There is wide spread community support for the ARRT which was first endorsed by the MPO and the Metropolitan Area Planning Council in 1997. The BFRT has been met with similar support, and when completed will connect Chelmsford, Westford, Acton, Carlisle, Concord, Sudbury and Framingham. Construction has been completed on parts of each of these trails, however, more funding is needed to finish the projects and extend the positive benefits these trails can offer.

For the positive environmental and social impacts these trails can offer, we highly recommend that the Committee give the Assabet River Rail Trail and the Bruce Freeman Rail Trail high priority in the Regional Transportation Plan.

Sincerely,

Jennifer Benson  
State Representative  
37<sup>th</sup> Middlesex

Corey Atkins  
State Representative  
Fourteenth Middlesex

Kate Hogan  
State Representative  
Third Middlesex

Letter to Guy Rezendes  
Ipswich North Green Improvement Project  
July 21, 2009  
Page 2

Because this project design is funded in the federal fiscal year 09, it is imperative that the FHWA obligation be received prior to the end of September, or else the Town will forfeit these awarded funds. We are concerned that with just ten weeks left in the fiscal year, we are running out of time. Thus, we urgently request whatever assistance you can give us to expedite the approval of this matter.

Thank you for your prompt attention to this letter. Please contact Glenn Gibbs, the Town's Planning Director and manager of this project, with any questions or information.

Sincerely,



Robert T. Markel, Town Manager

cc: Richard Marquis, FHWA  
Ed Silva, FHWA  
Michael Chong, FHWA  
Tomasz Janikula, FHWA  
Frank Suszynski, MassHighway District 4  
Hayes Morrison, Boston Region MPO  
David Mohler, EOT  
Mark Guenard, EOT  
Guy Bresnahan, EOT  
Glenn Gibbs, Town of Ipswich

# Attachment

Gibbs, Glenn

---

From: Gibbs, Glenn  
Sent: Monday, July 06, 2009 2:10 PM  
To: 'Rezendes, Guy (MHD)'  
Subject: RE: Ipswich - North Green  
Attachments: Ipswich604945\_Proponent-2-6-08.xls; KMBT25020090706134546.pdf

Guy,

Provided below are responses to the three questions/comments raised by FHWA (responses are in *italics*):

1. The scope of the North Main Street and the Meetinghouse Green Transportation Improvement Project is not clear from the submission. The submission does include the information on the Scope of Services of the design consultant, which includes updating the final design plans titled "Transportation Improvement Project North Main Street and Meetinghouse Green", previously prepared by VHB and dated June 5, 2003, but does not include information on the scope and purpose of the actual project. This additional information would allow for the eligibility determination for the type of federal-aid funding requested for the project.

*The purposes of the North Green Transportation Enhancement Project are to enhance improve pedestrian and bicyclist safety and access, preserve the historic and scenic character of the North Green, and to improve the streetscape of North Main Street and Meetinghouse Green (North Green).*

*To achieve these objectives, the North Green Project will undertake the following improvements:*

- *Provide new and reconstructed 'enhanced design' sidewalks (i.e., 12" granite paver strip) throughout the project area*
- *Install granite curb around greens to protect from erosion and vehicular encroachment*
- *Narrow North Main Street to remove excessive pavement and reduce length of pedestrian crossing*
- *Eliminate cut-through road Meetinghouse Green and replace with pedestrian path*
- *Install historic lighting*
- *Add appropriate landscaping to the Meetinghouse Green*
- *Install bicycle facilities and pedestrian-oriented street furniture*
- *Provide interpretative signing describing the historic significance of the area*

*For more information about the nature of the project, see the attached proponent provided information form.*

2. Please provide information documenting the review and approval of the project as an Enhancement Project by the EOT.

*The Statewide Enhancement Steering Committee considered the North Green Project at its September 27, 2006 and November 15, 2006 meetings, and approved the North Green Enhancement Project in January of 2007. I have attached a copy of a letter from then Secretary Bernard Cohen project which confirms this approval.*



3. I am assuming that the City of Ipswich has already procured the services of VHB Inc., to design the subject project. If this is the case, the EOT needs to make a determination that the City of Ipswich's consultant procurement procedures conform reasonably closely to the federal consultant procurement regulations. If the review shows that the City of Ipswich's consultant selection procedures reasonably conforms with the MHD's qualification based consultant selection process, it can be then determined that the City of Ipswich's process also reasonably complies with the federal regulations.

*The Town of Ipswich is poised to enter into an agreement with VHB Inc. to complete the design of the North Green Improvement Project. VHB has a long history of association with the project. In 1996, the Town of Ipswich, acting through the Ipswich Partnership, which had entered into a sub-recipient agreement with the Town authorizing it to expend CDBG funds on the Town's behalf, hired VHB, Inc. to develop the design of streetscape improvements in downtown Ipswich. Those improvements included the lower half of North Main Street, which is the location of the current North Green project. The selection of VHB was done pursuant to a competitive selection process that followed town/state procedures for determining the most advantageous consultant for the job. The following year, in 1997, the Ipswich Partnership hired VHB Inc. again to develop a preliminary design plan for streetscape improvements to the North Main/North Green area, an extension to the streetscape improvements designed by VHB for the lower half of North Main. In 2001 the Town, using funds authorized by Town Meeting, hired VHB to develop a final design plan for the streetscape improvements, based on VHB's qualifications and previous design involvement with the project. During the enhancement application process, the Town learned that the design process it had undertaken would not satisfy the requirements of the enhancement program. Thus, VHB's 'final design' would need to be subjected to an additional public review process (on top of the eight public hearings already held by the Town on the project) and be subject to the MHD's design approval process. As the firm that has already undertaken the project design, continuing VHB's services to complete this final stage of the design process is logical, cost-effective, efficient and prudent.*

I hope that the above responses are satisfactory to address FHWA's questions. Please let me know if they or you require any further information.

I look forward to hearing from you soon, as time as of the essence with this project if we are to complete the design in time to undertake the construction of the project in FY10, the year that it is slated to be funded in the TIP.

Glenn

Glenn C. Gibbs, Director  
Department of Planning & Development  
Town of Ipswich  
25 Green Street  
Ipswich, MA 01938  
tel 978 356-6607  
fax 978 356-6682  
glenn@town.ipswich.ma.us

**From:** Rezendes, Guy (MHD) [mailto:Guy.Rezendes@state.ma.us]  
**Sent:** Thursday, June 25, 2009 9:51 AM  
**To:** Gibbs, Glenn  
**Subject:** FW: Ipswich - North Green

Hi Glenn:

See email below from FHWA.

They have a few question that need to be answered before they obligate the funds.

Please provide the response to questions 1 and 2.

Regarding question 3, we'll need the information as to how the town selected VHB as the consultant. (RFP, etc.)

Thanks.

---

**GUY REZENDES, P.E.**  
**UTILITIES-RAILROAD ENGINEER**  
**MASSHIGHWAY**  
**10 PARK PLAZA - ROOM 6340**  
**BOSTON, MA 02116**  
**PHONE: (617) 973-7512**  
**FAX: (617) 973-7554**

---

**From:** Michael.A.Chong@dot.gov [mailto:Michael.A.Chong@dot.gov]

**Sent:** Thursday, June 25, 2009 9:27 AM

**To:** Rezendes, Guy (MHD)

**Cc:** Bresnahan, Guy (EOT); Guenard, Mark (EOT)

**Subject:** FW: Ipswich - North Green

Guy,

Please see attached FHWA comments for the Ipswich enhancement project. If there are any comments, please let me know.

Thanks

---

**From:** Janikula, Tomasz (FHWA)

**Sent:** Wednesday, June 24, 2009 10:59 AM

**To:** Chong, Michael.A (FHWA)

**Cc:** McVann, John (FHWA); Grzegorzewski, Joshua (FHWA)

**Subject:** RE: Ipswich - North Green

Michael,

Below are some comments that I have on the submission that I received on June 2, 2009. I will transmit those comments via formal correspondence shortly.

2. The scope of the North Main Street and the Meetinghouse Green Transportation Improvement Project is not clear from the submission. The submission does include the information on the Scope of Services of the design consultant, which includes updating the final design plans titled "Transportation Improvement Project North Main Street and Meetinghouse Green", previously prepared by VHB and dated June 5, 2003, but does not include information on the scope and purpose of the actual project. This additional information would allow for the eligibility determination for the type of federal-aid funding requested for the project.

3. Please provide information documenting the review and approval of the project as an Enhancement Project by the EOT.
4. I am assuming that the City of Ipswich has already procured the services of VHB Inc., to design the subject project. If this is the case, the EOT needs to make a determination that the City of Ipswich's consultant procurement procedures conform reasonably closely to the federal consultant procurement regulations. If the review shows that the City of Ipswich's consultant selection procedures reasonably conforms with the MHD's qualification based consultant selection process, it can be then determined that the City of Ipswich's process also reasonably complies with the federal regulations.

Tomasz Janikula  
FHWA Massachusetts Division  
Area Engineer, District 4

---

**From:** Gallagher, Stephen (EOT) [mailto:Stephen.Gallagher@state.ma.us]  
**Sent:** Monday, June 22, 2009 12:04 PM  
**To:** Chong, Michael.A (FHWA)  
**Subject:** FW: Ipswich - North Green

Do you need further info for obligation request pending in FMIS under project # 001S(973)? Please let me know if you have any questions.  
Thanks

---

**From:** Rezendes, Guy (MHD) [mailto:Guy.Rezendes@state.ma.us]  
**Sent:** Monday, June 22, 2009 11:44 AM  
**To:** Guenard, Mark (EOT)  
**Cc:** Bresnahan, Guy (EOT); Hayes Morrison; Gallagher, Stephen (EOT)  
**Subject:** RE: Ipswich - North Green

I have forwarded the funding obligation request for FHWA funds on April 6, 2009.  
Recently, May 27th, upon requesting the status of this obligation, Michael Chong of FHWA stated he wanted to see a copy of the agreement.  
I sent over a copy that day.  
I still have not received the obligation information.  
Once I have the obligation, I will initiate the agreement execution process.  
But without it, I can't do anything.

---

**GUY REZENDES, P.E.**  
**UTILITIES-RAILROAD ENGINEER**  
**MASSHIGHWAY**  
**10 PARK PLAZA - ROOM 6340**  
**BOSTON, MA 02116**  
**PHONE: (617) 973-7512**  
**FAX: (617) 973-7554**

---

**From:** Guenard, Mark (EOT)  
**Sent:** Monday, June 22, 2009 10:44 AM  
**To:** Rezendes, Guy (MHD)

**Cc:** Bresnahan, Guy (EOT); Hayes Morrison  
**Subject:** FW: Ipswich - North Green

Guy,

Do you have the necessary materials to complete this design agreement? The funds have been programmed in the FFY2009 STIP and construction funds are identified in a future year.

Could you please complete this design agreement or provide information to report back to the Boston MPO on Thursday, June 25th.

---

**From:** Hayes Morrison [mailto:hayesm@ctps.org]  
**Sent:** Monday, June 22, 2009 10:32 AM  
**To:** 'Guenard, Mark (EOT)'  
**Subject:** Ipswich - North Green

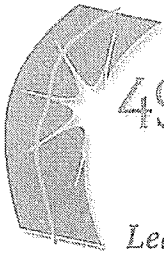
Mark,

Ipswich has an enhancement project in the FFY 2009 element of the TIP. The money in 2009 is for design and to date the money has not been obligated. I have contacted Ipswich about this and they have stated that they are ready to execute a design contract. They have contacted EOT (Guy Rezendes) and have not received an answer. At a TPPC meeting on June 11 Chairman Mohler asked me the status of the design funds and if I could get an answer for the committee. Do you know what the hold up is?

-hayes

*Hayes Morrison* | Transportation Improvement Program Manager  
Direct: 617.973.7129 | Fax: 617.973.8855 | [hayesm@bostonmpo.org](mailto:hayesm@bostonmpo.org)

**Boston Region Metropolitan Planning Organization** | Central Transportation Planning Staff  
10 Park Plaza, Suite 2150 | Boston, MA 02116 | [www.bostonmpo.org](http://www.bostonmpo.org)



495/METROWEST

PARTNERSHIP

*Leaders for Regional Prosperity*

August 4, 2009

Mr. David J. Mohler  
Chairman, Transportation Planning and Programming Committee  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Boston Metropolitan Planning Organization's Transportation Improvement Program, FFY 2007 - 2010  
FFY 2009 Element Amendment #4

Dear Mr. Mohler:

On behalf of the 495/MetroWest Corridor Partnership, we would like to submit some comments regarding the proposed amendments to the Transportation Improvement Program (TIP) for FFY 2007 to FFY 2010.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-two communities, half a million residents, and an employment base of \$16.4 billion, by addressing regional needs through public/private collaboration, and by enhancing economic vitality and quality of life while sustaining natural resources. The Partnership is concerned about regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, workforce development, and water supply issues.

We applaud the Boston MPO for allocating funds to the MetroWest Regional Transit Authority (MWRTA) through the Section 5307 State Match program for regional transit agencies. These funds will allow the MWRTA, a critical component of the region's transportation infrastructure, to continue operation and to plan for future system expansion.

Thank you for your consideration of this important issue.

Sincerely,

Paul F. Matthews  
Executive Director

Adam C. Ploetz, AICP  
Manager of Sustainable Development Programs

cc: Secretary of Transportation James Aliosi Jr., Chairman, Boston Metropolitan Planning Organization  
cc: Boston MPO Transportation Planning & Programming Committee  
cc: 495/MetroWest Legislative Delegation

495/METROWEST PARTNERSHIP

200 FRIBERG PARKWAY, SUITE 1003, WESTBOROUGH, MA 01581  
PHONE: 774-760-0495 FAX: 774-760-0017  
WWW.495PARTNERSHIP.ORG

To: Boston MPO / CTPS  
Re: Comments on 2007-2010 TIP

The Boston MPO 2007-TIP reflects a strong emphasis for highway projects while minimal attention has been given to expansion of transit within the greater Boston MPO region. It appears from the scoring table that many transit / rail projects have been rated low due to utilization or cost effectiveness yet proposals for highway lane widening and "improvements" are included in this TIP. Additionally, the TIP continues to include "Rail Trail" projects without any consideration to the true benefits that restoration of passenger transportation (light rail) along these routes, contributing to a non-road transportation network, would provide to a much broader user base. Perhaps this is the case since no rail restoration studies have been conducted prior to the MPO's trail conversion studies (a search of the MPO website with the keywords "rail" and "restoration" and excluding "arborway" and "colony") yielded only 12 hits in which none were rail restoration studies of abandoned rail lines.

It is clear that the highway "improvements" that have been made over the past two decades have done little to improve the chronic traffic on the MPO region's highways. Indeed, it appears that the funds available are actually being wasted on unnecessary paving projects as is evidenced by the resurfacing of 5 miles of interstate 495 between Littleton and Chelmsford when there were barely even any cracks over the vast majority of this stretch of road, let alone missing asphalt.

The continued spending of scarce state funds simply because they were "programmed" (highway) or allocated with insufficient "best use" studies (rail trails) will do little to improve transportation and, subsequently, Massachusetts' economic competitiveness while pandering to special interests and recreation enthusiasts.

The MPO should review the entire TIP and remove projects, such as rail trails and unnecessary resurfacing projects and reallocate the funds to support a long term transportation plan that supports interconnected transit lines along existing rail ROW within the Boston MPO region with coordinated local parking and shuttle routes to make meaningful reductions in the dependency of commuters on cars and the corresponding millions of hours wasted by commuters in highway congestion and significant reductions in pollution levels in Eastern Massachusetts. If transit projects are evaluated as a network of interconnected lines instead of individual projects, they would score much higher on utilization and therefore cost effectiveness (more destinations = more users), air quality (fewer single occupant auto commuters), and land use (no taking of land for endless highway expansion but using existing ROW to expand commuting options).

Kurt Marden, PE



(MBTA)

SUGGESTED ILLUSTRATIVE PROJECTS

(Threshold I'd use for including projects in illustrative category are projects in or anticipated to begin project development/planning which agency(ies)/proponents intend to seek funding to advance into design and implementation)

Ruggles Platform (We're talking about this for next CIP as early design engineering capacity project)

Foxboro service

South Coast Rail

South Station Expansion

Boston mid-day commuter rail layover

Boston maintenance facility expansion---southside Arborway; northside-Wellington

High Speed Rail projects---Attleboro third track

Double Track initiative commuter rail

Grand Junction

Worcester Line Upgrade

28X

Urban Ring

Blue Line Extension

Red-Blue Connector

Allston Commuter Rail Station

Fitchburg Line Station Consolidations

Silver Line III

Positive Train Control—Commuter Rail; Green Line



**Pam Wolfe**

---

**From:** "Tom Bent" <TBent@bentelectric.com>  
**To:** "Pam Wolfe" <pamwolfe@ctps.org>  
**Sent:** Wednesday, July 29, 2009 3:39 PM  
**Subject:** RE: materials for 7-30 TPPC mtg

Hi Pam,

The only item that Somerville would like to see listed as an Illustrative Project for Somerville is the I-93/Mystic Ave Interchange (Somerville).

Thanks  
Tom Bent

-----Original Message-----

7/30/09

Town of Hopkinton - Suggestions for Illustrative Projects

Silver Line – III

Urban Ring – 2

Grand Junction

South Station Expansion

Boston Midday Commuter Rail Layover

I 495/I-290/Route 85 Connector

Concord Rotary

City of Boston List of Illustrative Projects for the Update of the Regional Transportation Plan  
August 3, 2009

- Urban Ring Phase II ( we may want to have the description cover the entirety of Phase II but also reference that there are early action items as well as segments that could be done)
- Silver Line Phase III
- Allston Commuter Rail Station/Fast Track Service
- 28X
- South Station Expansion
- Ruggles Platform
- Red Line/Blue Line Connector
- T Under D Street
- Boardman St./Route 1A Grade Separation

## MAPC Proposed Illustrative Projects

Using the framework of MetroFuture, we have worked to achieve a balance among roadway, transit, and bicycle projects – with a reasonable degree of geographic distribution, including projects that serve Environmental Justice populations. Many of these projects foster residential and economic development consistent with smart growth principles, address public safety concerns, and promote biking and walking.

1. I-93/Mystic Ave/access to Assembly Square. This intersection is consistently in the top 5 crash locations in the state, currently under study using federal earmark.
2. I-495 improvements between I-290 and Mass Pike (Hudson, Marlborough, Westborough, Southborough, Hopkinton). Currently being studied by MAPC/CMRPC to improve safety and congestion at major intersections (I-290, Rte 20, Rte 9, I-90) as well as establish a commuter rail multimodal station on the Framingham/Worcester Line at I-90 to accommodate feeder bus service.
3. Operational improvement to the 128 Central Corridor (Weston, Waltham, Lincoln, Lexington, Burlington). Currently being studied by MAPC and soon EOT, to increase the person through-put without widening the roadway. Improvements will also include a Route 128 multimodal center on the Fitchburg Line with feeder bus service, connections to Route 128, and a link to the Mass Central Trail.
4. Storrow Drive reconstruction that repairs tunnels and the roadway, and reconnects the Esplanade to the Back Bay. [Note: We are concerned that this was not included in the RTP because the repairs have critical safety implications.]
5. I-93 HOV lane connections that link the existing lanes through downtown Boston and allow HOV travelers to realize significant time savings through the Central Artery, in both directions.
6. The Urban Ring would provide critical connections and improved transit times in communities around the urban core (Chelsea, Everett, Somerville, Cambridge, Brookline, and neighborhoods of Boston). Currently the project is moving through an environmental review process. For modeling purposes it makes sense to use the locally preferred alternative (Phase 2).

7. Silver Line III, connecting Silver Line service to Logan Airport with Silver Line service to Roxbury, and perhaps including the “28X” bus improvements along Blue Hill Avenue in Mattapan if TIGER funds are not available.
8. Blue Line extension to Lynn would expand transit service to Lynn and surrounding communities. This project would achieve greater impact with the Red/Blue connection (see #9, below).
9. Red Line – Blue Line connection. Currently under design as a SIP commitment, inclusion in this list would indicate the MPO’s interest in having the connection built, reducing congestion at central core transit stations and providing links between North Shore commuters and jobs along the Red Line corridor.
10. South Station expansion is critical to expanding and improving service along all commuter rail lines south of Boston.
11. Border-to-Boston rail-trail (Peabody, Danvers, Middleton, Topsfield) is the Boston MPO portion of the 28-mile shared use trail linking eight communities from the New Hampshire border to the North Shore. The non-motorized rail-trail will connect town centers, neighborhoods, schools, parks, and employment centers.
12. Bike-to-the-Sea rail-trail (also called the “Northern Strand”) (Everett, Malden, Revere, Saugus, Lynn) will begin along the Malden River in Everett with connections to the Urban Ring. It will head north to Malden, then east through Saugus toward the Lynn Waterfront and Nahant Beach.

**Sean Pfalzer**

---

**From:** "Anne McGahan" <mcgahan@ctps.org>  
**To:** <spfalzer@ctps.org>  
**Sent:** Monday, August 03, 2009 4:41 PM  
**Subject:** Fw: MTA Projects for the Illustrative List

Anne McGahan  
 Chief Planner  
 Central Transportation Planning Staff  
 Boston Region MPO  
 10 Park Plaza Suite 2150  
 Boston, MA. 02116  
 617-973-7090  
 617-973-8855 (fax)

----- Original Message -----

**From:** <[John.Romano@masspike.com](mailto:John.Romano@masspike.com)>  
**To:** <[mcgahan@ctps.org](mailto:mcgahan@ctps.org)>  
**Sent:** Monday, August 03, 2009 4:32 PM  
**Subject:** MTA Projects for the Illustrative List

> Hi Anne:

>  
 > The Massachusetts Turnpike Authority requests that the following 3  
 > projects be considered for the Illustrative list:

>  
 >  
 > Bridge Deck Reconstruction Boston Viaduct (Structure 111) - This 8-lane  
 > structure was built in 1965. The existing bridge deck surface was  
 > repaired in 1980. No deck work has been done since and the deck is  
 > rated a 4 under the NBI program. This project consists of replacing the  
 > entire concrete deck structure, replacing bridge joints, repairing  
 > structural steel, repairing concrete piers and abutments. The  
 > construction is estimated at \$65Million. Total cost is estimated at  
 > \$77M.

>  
 > Bridge Deck Widening/Reconstruction Mainline over Route 128/95 and  
 > Charles River (Structure 9) - (Newton/Weston) - This 6 lane structure  
 > was built in 1965. No major deck work has been performed since and the  
 > deck is rated a 5. The bridge joints are rated a 4. The project  
 > consists of replacing the entire 6-lane concrete deck structure and  
 > widening the eastbound side from 3-lanes to 5-lanes. The new 5-lane  
 > configuration will be separated into two sections, a 3-lane section to  
 > accommodate the mainline toll plaza 15 through traffic, and a two lane  
 > section to accommodate Route 128/95 ramps and local roads. The 5-lane  
 > section will transition back to 3 lanes just before the railroad  
 > underpass, approximately 1600 feet to the east. The construction is  
 > estimated at \$45Million. Total cost is estimated at \$53M.

>  
 > Sumner Tunnel Plenum/Ceiling Rehabilitation(Boston) - Sumner Tunnel was

> built in 1934. The ceiling anchors were replaced in 1994, however the  
> concrete exhaust plenum lining was not repaired and is exhibiting  
> extensive spalling which could lead to future anchor safety issues. The  
> roadway deck surface was last paved in 1992 and the concrete substrate  
> is the original concrete from 1934. Both materials are showing major  
> deterioration and need to be replaced/repared. The construction is  
> estimated at \$25Million. Total cost is estimated at \$30M.

>

>

> Thanks,

>

> John Romano

> MTA

> Municipal Affairs Liaison

> (617) 438-4301

>

>

>



# CITY OF NEWTON, MASSACHUSETTS

Office of the Mayor

David B. Cohen  
Mayor

Telephone  
(617)-796-1100

Telefax  
(617) 796-1113

E-mail  
Dcohen@newtonma.gov

August 3, 2009

Mr. David Mohler, Chair, Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02128

**RE: Newton's Recommendation for Illustrative Projects**

Dear Mr. Mohler:

The City of Newton would like to submit the following as our list of recommend transit projects, to be included in the "illustrative projects list" of the JOURNEY TO 2030 Regional Transportation Plan amendment:


- Worcester Line Upgrades
- South Station Expansion
- Enhanced Technology to Improve Safety – Green Line

During these difficult financial times, it is good public policy to prioritize state-of-good-repair projects, including safety and efficiency improvements of our existing transit infrastructure.

We understand that the Worcester Line Upgrades would benefit all Worcester Line commuters by improving on-time performance and reliability, and would include new platforms and improved access for the Newton stations, all of which are currently completely non-accessible. The most important transit expansion project we envision at this time is the South Station Expansion, to allow for improved reliability and expanded rail service in the future. Finally, the City of Newton supports the implementation of improved technology that would improve safety on the Green Line while not significantly deteriorating service frequency.

Thank you for your consideration.

Sincerely,

  
David B. Cohen, Mayor  
City of Newton

CC: James A. Aloisi, Jr., Secretary of Transportation  
Pam Wolfe, Manager of Certification Activities, Boston Region Metropolitan Planning Organization

1000 Commonwealth Avenue, Newton, Massachusetts 02459

[www.newtonma.gov](http://www.newtonma.gov)



## MEMORANDUM

**To: Transportation Planning and Programming Committee      August 3, 2009**

**From: Malek Al-Khatib, Chair of the Regional Transportation Advisory Council**

**Re: Final Advisory Council Illustrative Project List suggestions for JOURNEY TO 2030 - Plan Amendment**

The Plan Committee of the Regional Transportation Advisory Council met on July 28, 2009 at Quincy City Hall to discuss the Advisory Council's recommendation for projects to include in the illustrative projects list of the JOURNEY TO 2030 Transportation Plan amendment. Members of the Advisory Council were then given the remainder of the week to comment on the draft list, which members of the Transportation Planning and Programming Committee received last week. Below is the final list of projects recommended by the Advisory Council for inclusion on the illustrative projects list.

### Highway Projects

- Route 128 Capacity Improvements (Beverly to Peabody)
- Route 1A/Boardman Street Grade Separation (Boston)
- Concord Rotary/Route 2 (Concord)
- Route 1/Route 114 Corridor Improvements (Danvers and Peabody)
- Revere Beach Parkway (Everett, Medford, and Revere)
- I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)
- Mahoney Circle Grade Separation (Revere)
- Route 1/Route 16 Interchange (Revere)
- Route 1A/Route 16 Connection (Revere)
- Boston Street (Salem)
- I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)
- Milford – Veterans Memorial Drive
- Beverly – Route 128 Brimball Avenue Interchange Relocation

### Transit & Freight Projects

- North/South Rail Link
- Urban Ring Phase 3
- DMUs on Fairmont Line with Extension to Route 128
- Green Line Extension from Elliot Station to Needham Junction
- Extension of Track 61 to North Jetty
- Red Line-Blue Line Connector
- Haul Road along Mystic Wharf Branch – Moran Terminal to Somerville Rail Yard Connection

# MBTA Advisory Board

177 Tremont Street Boston MA 02111 Tel: (617) 426-6054 Fax (617) 451-2054 e-mail: Prgan.Mbtaadvisoryboard.org

## Illustrative Projects List

Urban Ring Phase II

Silver Line III

Blue Line to Lynn

The Boston Commuter Rail Project\*

Bus Rapid Transit (BRT) Infrastructure Improvements within the Bus service area\*\*

If we had the money we should include these critical, but not politically exciting projects:

Fix the roofs of the maintenance buildings so that it doesn't rain and snow on the maintenance staff

Fix the signal system

Update the power distribution system to make it more reliable

Replace the Orange Line Fleet

Replace most of the Red Line Fleet

Replace the remainder of the Green line Fleet

\*There are a number of commuter rail projects that, when taken together, will have a positive, system-wide effect. Many of these are taken from the MBTA list and should be considered together as one project. They include: South Station Expansion, Boston Mid-day commuter rail layover, and Grand Junction with expanded crossing of the Charles River. This project will allow for future expansion or enhancement of commuter rail service in the long term and will, in the short term, eliminate bottlenecks, improve on-time performance for the existing system and will protect critical transit assets.

\*\*Bus Service provides critical transportation to the most transit dependent population, yet common infrastructure problems plague bus service system-wide. The proposal would make the improvements consistent with bus rapid transit available to more bus riders. These improvements include: reduced stops for faster throughput, "bus only" travel lanes, signal prioritization, "next bus" countdown infrastructure, other infrastructure to increase schedule adherence and other amenities. This category would include, but not be limited to the 28X Project.