

# REGIONAL TRANSPORTATION ADVISORY COUNCIL

## Summary of May 13, 2009 Meeting

This meeting was held in Conference Room 4 of the State Transportation Building at 10 Park Plaza, Boston, MA.

The meeting was called to order at 3:15 PM.

### 1. Introductions

### 2. Briefing on the Department of Conservation and Recreation's Parkway & Bridge Program – *Jack Murray & Jonathan Geller, DCR*

The Department of Conservation and Recreation (DCR) briefed members on the broad extent of their operations, which include parks, buildings, waterways, parkways and bridges, recreational facilities, and other assets. DCR typically has a \$5-6 million maintenance budget, but that has doubled as a result of the Accelerated Bridge Program (ABP). The ABP provided Massachusetts \$3 billion toward its bridges and DCR was a major recipient of the funds since it operates close to 300 bridges in the Commonwealth. DCR identified 50 bridges that were structurally deficient and set the goal to program \$150 million for bridges in Federal Fiscal Year 2009. DCR has advertised \$130 million so far this year and are set to meet their goal.

Current bridges set for construction are the BU Bridge, Cheney Bridge, Magazine Beach Pedestrian Bridge, Mystic Valley Parkway, Neponset River Bridge, Cambridge Pedestrian Bridge, and Lech Walesa and Patten's Cove. The location of these bridges pose challenges to construction, but DCR has proactively tried to mitigate impacts by: sequencing projects with the cooperation of the Executive Office of Transportation (EOT) and MassHighway, conducting risk management analyses, engaging in community involvement, maintaining bicycle and pedestrian access, providing universal access, and avoiding environmental impacts. By taking these precautions, DCR hopes to minimize traffic congestion during construction, while still providing access to all modes of transportation.

DCR is in the process of re-evaluating bicycle and pedestrian access on its numerous bridges not involved in the ABP to enhance access and requires construction vehicles to be equipped with efficient noise suppression devices to mitigate noise pollution to nearby neighbors during construction.

Additional DCR construction projects currently underway include: Storrow Drive/Soldiers Field Road Improvements (\$4 million), Nonantum Road (\$5.5 million), Memorial Drive Phase II (\$6-8 million), Nahant Causeway Reconstruction and Improvements (\$8-12 million), Charles River Dam, and bicycle and pedestrian facilities in Watertown, Nowatock, and Cape Cod.

Potential DCR Waterway Stimulus projects through the ARRA Ferry Boat Discretionary Program include: DCR Fall River State Pier South Pier Expansion (\$10.6 million), DCR Georges Island pier and float system project (\$10 million), DCR New Bedford State Pier Rehabilitation of Buildings 1&2 (\$2.4 million), DCR Quincy Squantum Point Park ferry terminal and ferry pier

Project (\$20 million), DCR Hull Point Allerton Seawall Blvd reconstruction of the granite block seawall (\$6 million), and statewide dredging needs in the Commonwealth (\$19 million).

#### Member Questions:

*What is DCR constructing on Mystic Valley Parkway? (Jeff Levine, Brookline)*

That project's goal is to enhance bicycle and pedestrian access by widening sidewalks to 10 feet and moving sidewalks out by 5 feet. DCR expects project to go to bid in the Summer or early Fall of 2009. (J. Geller)

*Related to the BU Bridge, what is DCR doing in collaboration with the Boston Transportation Department (BTD) and the Mass Turnpike to address the egress of automobile traffic on the Boston side (Commonwealth Avenue)? (John McQueen, WalkBoston)*

The consultants have several alternatives for the BU intersection. The preferred alternative is an intersection design that came out of the Urban Ring design. The designs are still in the early stage, but there should be a presentation to the public in the next couple months with a more concrete design. (J. Geller)

*What is going to happen to DCR roads and bridges after the consolidation of Massachusetts's transportation agencies? (Marvin Miller, American Council of Engineering Companies)*

Discussions between the Patrick Administration and the legislature have transpired. The Governor's and House's proposal has MassHighway taking over DCR's roads and bridges, but the Senate's proposal has MassHighway taking over all of DCR's operations. DCR supports the governor's proposal. DCR has met weekly with MassHighway since March 2009 in order to prepare for the possible transition. DCR has \$110 million programmed for the ABP in 2010 and does not want lose momentum with the ABP. Whatever the legislative decision, DCR will manage contracts until bridge construction is complete. (J. Murray)

*If MassHighway obtains the roads and bridges, what will be the boundaries and parameters between DCR parkways and MassHighway roads and bridges? (Malek Al-Khatib, Boston Society of Civil Engineers)*

The legislation did not contemplate these questions of what is the definition of "curb-to-curb" or "parkway." These are maintenance and operational issues that will need to be worked out. DCR is confident that these issues can be worked out through an Interagency Service Agreement (ISA) that allows an agency to transfer money to another agency. (J. Murray)

*Can DCR access the Seaport Bond Bill for funding and does DCR coordinate with the Seaport Advisory Council? (Frank Demasi, Wellesley)*

DCR has a division of waterways with an annual budget of \$2 million primarily dedicated to repair and maintenance, while the Seaport Advisory Council provides recommendations to the governor's administration on seaport projects with a budget of \$10 million a year. These funds are insufficient to accommodate DCR's project needs.

### **3. Briefing on Draft TIP Amendment 3 – Hayes Morrison, MPO Staff**

H. Morrison notified members that the Boston Region MPO would vote tomorrow on Amendment 3 to the 2009 Element and briefed them on the proposed changes, which involve

incorporating several earmarks and revising funding and funding categories for various transit projects, especially those included on its list for funding under the American Recovery and Reinvestment Act (ARRA).

Referencing the meeting handout on the TIP, she explained that the Houghton Street Bridge over Assabet River in Hudson will be removed from 2009 bridge element and moved to the 2010 TIP and the Route 53 Bridge in Hanover has a cost adjustment. The Commonwealth requested that an \$11 million earmark for improvements to the Boston-Worcester line be added to the TIP. Omnibus legislation earmarks for the Beverly parking garage and Wonderland Station transit improvements were added. In the Section 5309 (Carryover Earmarked Funds), \$1 million was taken out of the Bridge and Tunnel Program and \$1 million was added for Positive Train Control. The Positive Train Control project was originally funded with ARRA funding, but will now be funded with Section 5309 monies. The \$38 million for Commuter Rail rolling stock will not be ready for purchase in Federal Fiscal Year 2009, so \$30 million will be used for bus procurement and the approximately \$7 million will remain for Commuter Rail rolling stock in 2010 when vehicles are ready.

H. Morrison summarized the additional funding changes:

- Some money was taken out of systemwide track and right-of-way (ROW) improvements
- Grade crossing and signal improvements along the Fitchburg and Haverhill lines was split between 5307 and 5309 funding
- More money was allocated to the double track initiative on the Fitchburg and Haverhill lines
- The station upgrade program was reduced from \$197 to \$176 million for 2009 TIP and the remaining ARRA funding will be programmed for 2010 TIP when more projects are available

Member Questions:

*What is the reason for these changes to the TIP? (L. Wiener)*

The MBTA is revising its approach to using its ARRA funding and the Commonwealth's decision to utilize its earmark. (H. Morrison)

*Who will take the money that the MBTA does not use? (M. Al-Khatib)*

Half of the available funds are "use it or lose it." The MBTA has programmed more than half of the \$320 million it was allocated, so they will not lose any money in phase one of ARRA. (H. Morrison)

*Could you clarify the changes on the Boston-Worcester line and how they relate to the other rail line improvements. (David Ernst, MassBike)*

We only received a little bit of information about the procurement of ROW for CSX. (H. Morrison)

*Does the input of earmarks take away from the available funds for the Boston Region MPO? (J. Levine)*

Earmarks do not come out of the Boston Region MPO's federally apportioned pot of target funding. However, the state is providing a 20% match in the case of this earmark. (H. Morrison)

A motion to endorse the Draft TIP Amendment 3 was made by M. Miller and seconded by Dick Canale, MAGIC. The motion was approved unanimously.

A motion to allow the Chair to vote on minor changes to Draft TIP Amendments without the approval of the Advisory Council was made by D. Canale and seconded by Marcy Crowley, Wayland. The motion passed unanimously.

Members had the following questions and comments:

*Could you clarify or give examples as to what is a minor change? (Kurt Mullen, Needham)*

H. Morrison briefed members on TIP amendments and adjustments. Changes to funding category and funding level are typical examples of TIP amendments.

Pam Wolfe, MPO Staff, explained that this policy is consistent with what the Advisory Council has done in the past and it allows the Chair to represent the Council when minor changes are proposed at the table.

M. Miller stated that members voted in the Chair and should have confidence in him to represent the views of the Advisory Council and seek help with major changes or decisions.

#### **4. Approval of the Draft Meeting Minutes of April 8, 2009**

A motion to approve the Draft Meeting Minutes of April 8, 2009 with changes recommended by M. Miller to page 4 was made by D. Canale and seconded by Sue McQuaid, Neponset Valley Chamber of Commerce. The motion passed unanimously.

#### **5. Committee Reports**

Transportation Finance Ad Hoc: Members acknowledged the efforts of the Transportation Finance Ad Hoc Committee to develop and distribute a letter to legislators and heads of agencies. The Council agreed to discuss additional ways to follow up on this timely issue at the next meeting.

Program: D. Canale updated members on the tentative schedule for the upcoming Advisory Council meetings, which includes the Program for Mass Transportation (PMT) in June, Secretary Aloisi when he is available, and Federal Reauthorization. The Advisory Council will also try to schedule a field trip to Alewife this summer. The next Program Subcommittee meeting will be on September 9 at 2pm.

*John Businger, National Corridors Initiative, noted that reauthorization-lobbying efforts were underway during Secretary Cohen's tenure, but is unsure where they stand with Secretary Aloisi. I will contact Representative Capuano's aide and the Executive Office of Transportation and Public Works (EOT) to see who is still involved and available to brief the Council. (D. Canale)*

Thank you to Marcy Crowley for revising a new draft of the bylaws. I will read over them and pass them along to the Membership Committee, who can decide how to address inactive members of the Advisory Council. (M. Al-Khatib)

Membership: L. Wiener briefed members on the results of the outreach to members with low attendance. Several such members recommended starting meetings earlier and occasionally have meetings outside of downtown Boston.

UPWP: Steve Olanoff, Westwood, notified members that more funds have been allocated to the Walkable Community Workshop program. The Transportation Planning and Programming Committee plans to discuss studies for the FFY 2010 UPWP at next month's meeting.

## **6. Member Announcements**

M. Miller announced that the Boston Society of Civil Engineers Section (BSCES) Transportation Group will host its 2009 Bertram Berger Seminar on climate change and transportation tomorrow, May 14 at 8:30am. There is still some space for walk-ins, but they are encouraged to arrive at 8am. There is a dynamic panel of presenters including, Secretary Aloisi and Commissioner Paiewonski.

Secretary Aloisi reissued a letter to Congressmen Ted Kennedy and Steve Lynch, requesting \$6 million in funding for the North-South Rail Link. This amount does not compare to the \$6 billion and \$9 billion that New York and New Jersey are asking for, respectively. (J. Businger)

The Freight Committee would like to propose three freight studies for the current UPWP. The first study would be to advance the recommendations of the Statewide Freight and Rail Plan scheduled to be completed in June 2009. The second study would be a truck-to-rail diversion study to better utilize existing branch lines, minimize the impacts on infrastructure, and balance the use of freight modes. The third study would be a short line railroad study to enhance the multimodal transportation of freight. (Please see the attached summary.) (F. Demasi)

I will put the three studies forward at the next UPWP meeting under the Council's approval. (S. Olanoff)

A motion to allow S. Olanoff to propose and advocate on behalf of the Advisory Council for the freight studies in the UPWP was made by F. Demasi and seconded by M. Miller. The motion passed unanimously.

S. Olanoff announced that the MPO Election would be held on June 9, 2009. The Town of Westwood is seeking election to the town seat and he would be the designee for Westwood.

## **7. Presentation: "Transportation & the Mass Economy" - Walter Bonin, Marlborough & Freight Committee Chair**

W. Bonin briefed members on the current fiscal problems facing Massachusetts and suggested that freight rail can address the main issues by increasing economic development and reducing

expenses. He said that freight rail could increase economic development by taking trucks off the road and increasing highway capacity. By removing large trucks from the highway, distribution could become more efficient at providing goods at lower costs and might also help the state attract industries that require rail service.

In addition, he said that freight rail might also reduce the expenses of distribution. Freight rail can reduce the damage to roads and bridges, caused by heavy trucks. Freight rail can reduce fuel expenses by using approximately 50 million gallons less fuel a year. Freight rail development can be inexpensive due to the many underutilized assets and infrastructure already in place. Freight rail could also serve as a way to improve air quality and can save on cost of goods.

W. Bonin said that the state needs an effective strategy to increase the use of freight rail, and moving freight rail to the suburbs may only impact the fastest growing regions. Currently, there is a lack of awareness of rail freight opportunities, which hampers the development of public-private partnerships. More capacity is necessary to accommodate both passenger and freight needs and also to compete economically with other states.

The Freight Committee proposes three freight studies to help increase the utilization of freight rail in Massachusetts. The first study hopes to implement the recommendations of the Statewide Freight and Rail Plan. The second, The Freight Diversion Study, aims to increase the distribution of freight by rail. The third, The Short Line Feasibility Study, proposes to examine the feasibility of short lines in Massachusetts that may provide alternatives to traditional long haul freight movement.

Members had the following questions and comments:

*As an architect, I was involved in the construction of numerous truck warehouse distribution centers and I remain skeptical of the amount of truck freight that can realistically be transferred to rail since most of the goods in those warehouses were for “just in time” delivery and traveled less than 100 miles to their destination. Rail is efficient, but it takes time. Is there enough volume of goods to justify an increase the amount of rail lines? (Schuyler Larabee, Boston Society of Architects)*

Rail currently transports heating oil, gasoline, and food processing into the suburbs. Paul Newman’s salad dressing plant in Marlborough transports 8 loads of material a day by rail. By increasing the freight rail capacity, the state can attract more industries and make more business opportunities available to promote economic development. (W. Bonin)

*What are some of the new industries that Massachusetts can attract? (J. McQueen)*

Massachusetts needs the proper rail infrastructure to attract new industries. (W. Bonin)

We cannot expand the highway system, but must develop strategies to better utilize the existing rail system. (Chan Rogers, SWAP)

While Massachusetts transports 4-7% of its freight by rail, the national state average is roughly 20-30%. Massachusetts has allowed the freight railroad system to deteriorate and therefore, it is

not performing. In order to increase the utilization of freight, we need to work with the freight companies. (Rick Arena, Americans for Public Transportation)

Though service was supposed to improve after Norfolk Southern took over ConRail ten years ago, service has actually declined. Massachusetts is different than other states in that it has a strong policy toward passenger transportation, which has the potential danger to produce many commuter rail stations and park and ride lots. Freight rail will benefit from public policy that does not discourage existing freight traffic and maintains volume through a free market basis. (Richard Flynn, Metro Northeast Logistic Systems)

Consumer goods, as well as bulk freight and raw materials are transported long distances in Modern Rail Cars or containers on rail cars. However distribution centers have moved westward and require the use of trucks in the short haul to Eastern Massachusetts our largest area of consumption. A change in Land Use policy is necessary to increase the distribution of goods by freight rail because land formerly used for freight terminals is expensive and highly desired for high-end development in the urban core. As a result of seeking higher revenue from development suburban planning boards seek to rezone these tracts from transportation and industrial to mixed use commercial/residential zoning to support higher property values and revenues over that for industrial use. It remains a challenge to sustain and integrate the rail system for freight and passenger use since a variety of separate agencies compete for transportation and infrastructure funds and use of rail ROW without necessary coordination. (F. DeMasi)

Though many consumer goods are transported long distances in containers on rail cars, distribution centers have moved westward and required the use of trucks in the short haul. Land use policy is necessary to increasing the distribution of goods by freight rail because land is expensive in the urban core and suburban planning boards seek higher property values over industrial use. It remains a challenge to integrate the rail system since a variety of separate agencies operate on the rail lines without coordination. (F. Demasi)

EOT seems to advocate for the relocation of Beacon Yard to Worcester. How do we establish rail centers near the urban core? Can we identify half a dozen sites that are feasible for short haul distribution? (J. McQueen)

Ports to be effective and viable need on dock rail connections or at least near by rail centers. Port areas are highly desirable locations for redevelopment and support high property values, so it is not economically feasible for individual entities or even Massport to retain some port properties in industrial/port use when they could be sold or developed for greater revenues. Therefore the state needs a policy and program to subsidize land in the port area and to return rail access. The needs for rail and highway access needs to be provided to mitigate growing truck congestion and commercial residential development of port lands that are critical to sustain efficient goods movement critical to economic development in the Commonwealth.

Worcester or Ayer may be the new centralized freight distribution sites, which makes me concerned that the important freight issues driving congestion, infrastructure, and environmental

impacts of increased trucking into the Eastern Massachusetts region will not be properly addressed in the Statewide Freight and Rail Plan. (F. DeMasi)

I understand that there will still be some rail access at Beacon Yard and the alternatives for Beacon Park are not included in the Statewide Freight and Rail Plan. It is important to ask direct questions of EOT officials to get a better understanding of the long-range freight vision for Massachusetts. (R. Flynn)

The Short Line Railroads should be the top priority of the studies because short lines seem to be the most likely to be advanced and implemented. (J. McQueen)

## **8. Adjourn**

The meeting adjourned at 5:15 pm.

### **Attachments:**

1. Draft Meeting Minutes, April 8, 2009
2. Committee Reports



## **1. Attendance List for May 13, 2009**

### **Agencies**

Richard Canale, Minuteman Advisory Group on Interlocal Coordination  
Brian Kane, MBTA Advisory Board  
Jeff Levine, Inner Core  
Jack Murray & Jonathan Geller, Department of Conservation and Recreation  
Leon Papadopoulos, MassRides  
Chan Rogers, Southwest Advisory Planning Committee

### **Cities and Towns**

Walter Bonin, Marlborough  
Bob Campbell, Braintree  
Tony Centore, Medfield  
Marcy Crowley, Wayland  
Frank DeMasi, Wellesley  
Tom Kadzis, Boston  
Kurt Mullen, Needham  
Steve Olanoff, Westwood  
Jeff Rosenblum, Cambridge  
Jon Squibb, Revere  
Laura Wiener, Arlington

### **Citizens Groups**

Malek Al-Khatib, Boston Society of Civil Engineers  
Richard Arena, Association of Public Transportation  
John Businger, National Corridors Initiative  
David Ernst, MassBike  
John Kane, Access Advisory Committee to the MBTA  
Sue McQuaid, Neponset Valley Chamber of Commerce  
John McQueen, *WalkBoston*  
Marvin Miller, American Council of Engineering Companies  
Douglas Prentiss, American Planning Association – Mass. Chapter  
Elliot Rothman & Schuyler Larabee – Boston Society of Architects  
Tom Yardley, Medical Academic and Scientific Community Organization

### **Guests and Visitors**

Jake Green, MetroWest/495 TMA  
Ed Lowney  
Marilyn MacNab, Boston resident  
Alison Felix, MAPC  
Richard Flynn, Northeast Logistic Systems  
Tom Letimoulie, Cambridge resident  
Kyle Ladikki, Framingham

**MPO Staff**  
Hayes Morrison  
Sean Pfalzer  
Pam Wolfe

# dcr Department of Conservation and Recreation



May 13, 2009  
Regional Transportation Advisory Council

# DCR Properties



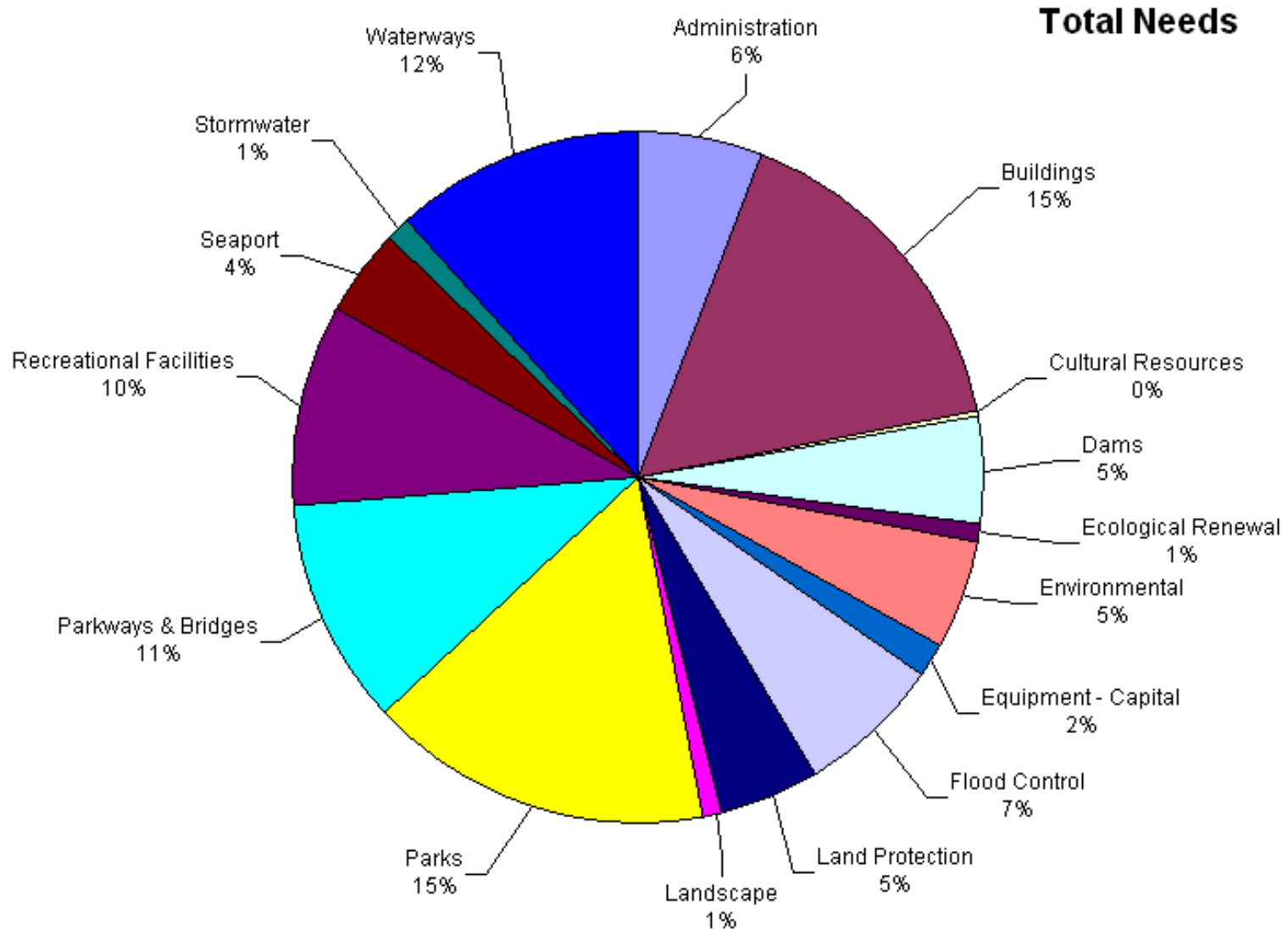
# Asset Types

- Bike and Pedestrian Trails
- Bridges and Parkways
- Camp Grounds
- Dams
- Environmental Assets and Brownfields
- Flood Control
- Forestry
- Golf Courses
- Open Space and ACECs
- Playgrounds
- Pools
- Ball Fields and Stadiums
- Rinks
- Seaport and Waterways
- State Beaches
- Stormwater
- Water Supplies

# dcr Major Project Initiatives 5-Year Capital Plan

- \$1 Billion needs identified in Capital Plan
- 
- \$120-180 Million combined cash flow per year
- 60+ major capital projects per year
- 20+ Projects for deferred maintenance
- Program doubled by Accelerated Bridge

# dcr Major Project Initiatives 5-Year Capital Plan



# Major Project Initiatives

- ABP Program
- Parkway Improvements
- Rail and Bike Trails
- Dams and Flood Control
- Energy
- Environmental Engineering
- Land Protection and Facility Improvements
- Potential Waterways Stimulus - ARRA





## Upcoming Construction Projects

Calendar Year 2009

- B.U. Bridge (Boston/Cambridge)
- Cheney Bridge (Wellesley/Dover)
- Magazine Beach Pedestrian (Cambridge)
- Mystic Valley Pkwy over Alewife Brook (Somerville)
- Neponset River Bridge Phase II (Quincy/Boston)
- Lech Walesa (Mt. Vernon St.) and Patten's Cove (Boston)

Total probable cost: ~\$110 Million

# Charles River Basin



Critical timing, naturally and nationally significant- the Charles River Basin will be highly visible and a key to ABP success

# Charles River Basin

## Program Considerations

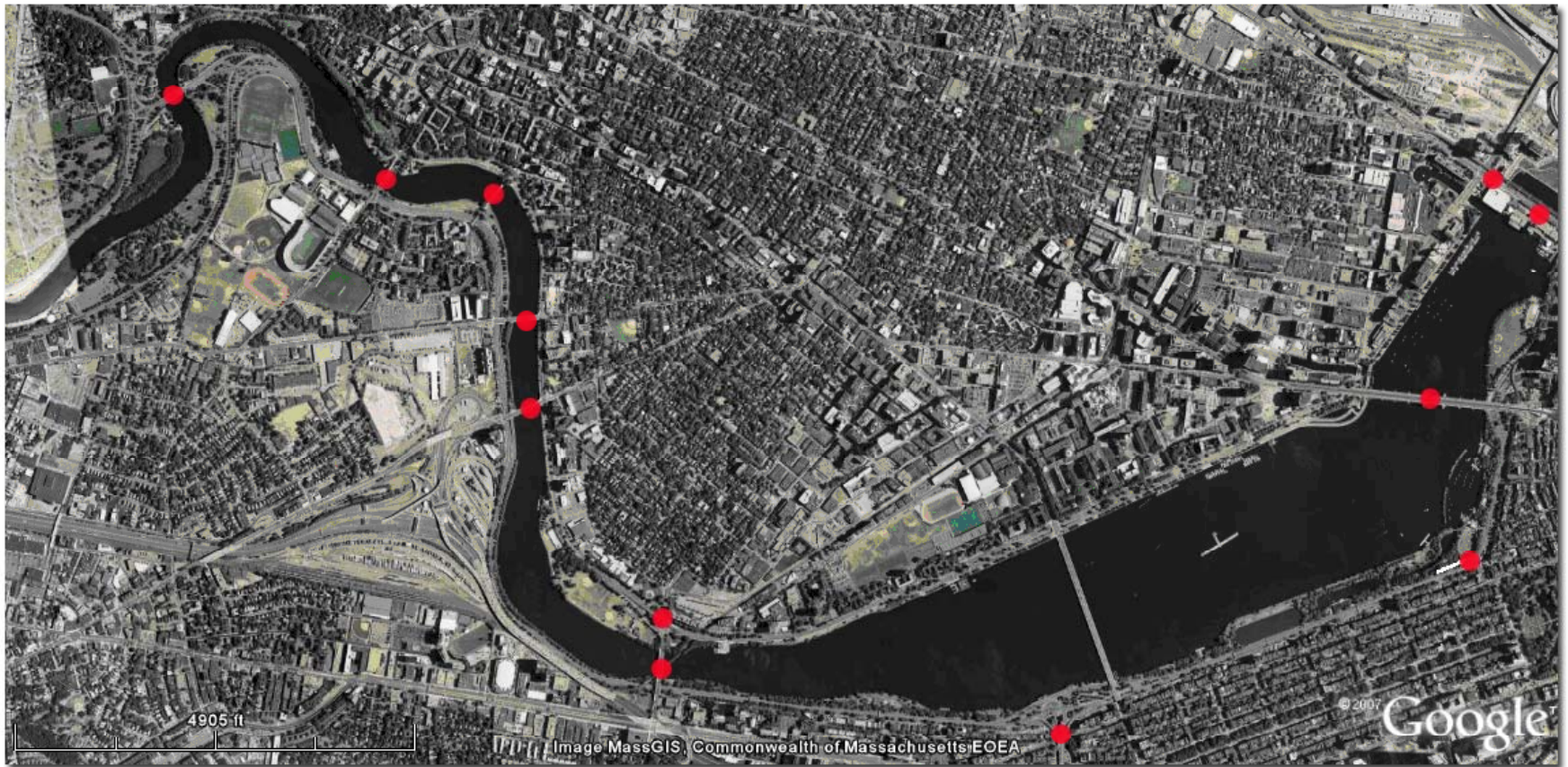
- Program Sequencing & Risk
- Community Involvement
- Bicycles and Pedestrians
  - Commuters
  - Recreational Users
- Universal Access
- Environmental & Abutter Impacts





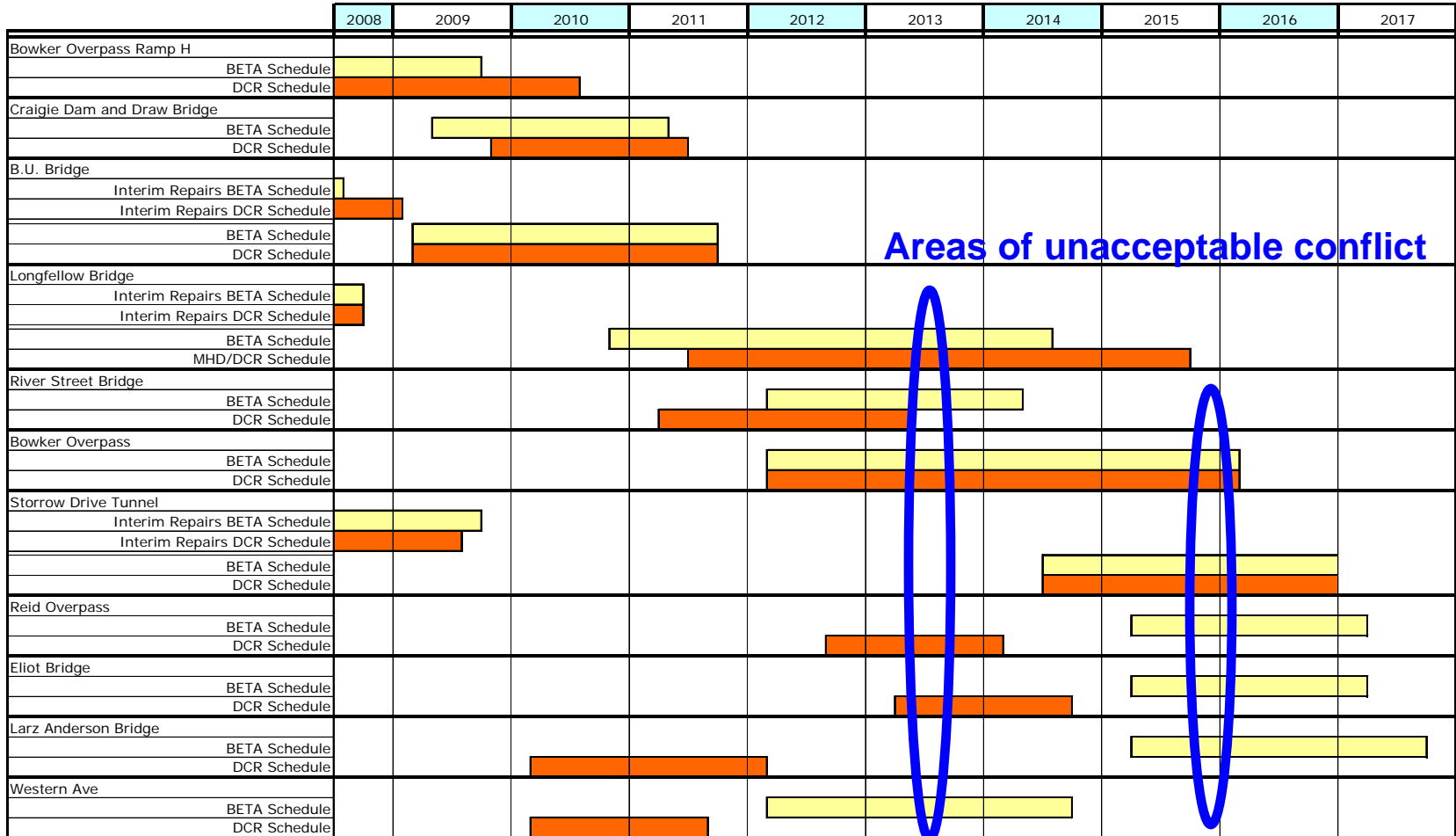
# Charles River Basin

## Sequencing and Risk



# Charles River Basin

## Sequencing and Risk



# Charles River Basin

Sequencing and Risk

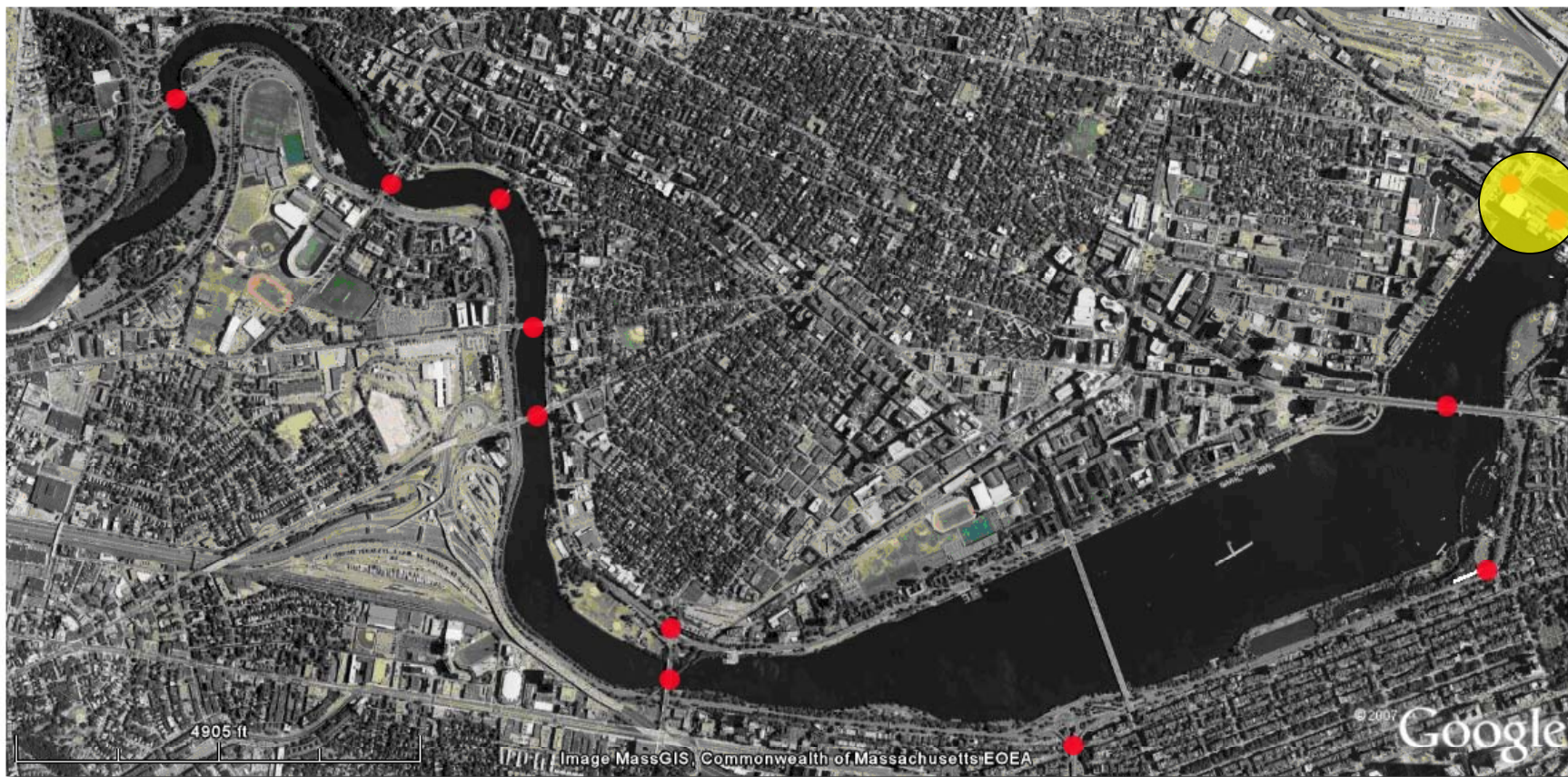
## Active Risk Management and Sequencing Project

- Compliments program controls
- Identify all possible points of programmatic risk
- Identify all possible points of project specific risk
- Establish risk triggers
- Develop mitigation strategy for risk
- Evaluate projects for design-build and innovative project delivery potential.
- Maintain and monitor the overall program schedule with consideration of established risk



# Charles River Basin

## Sequencing and Risk

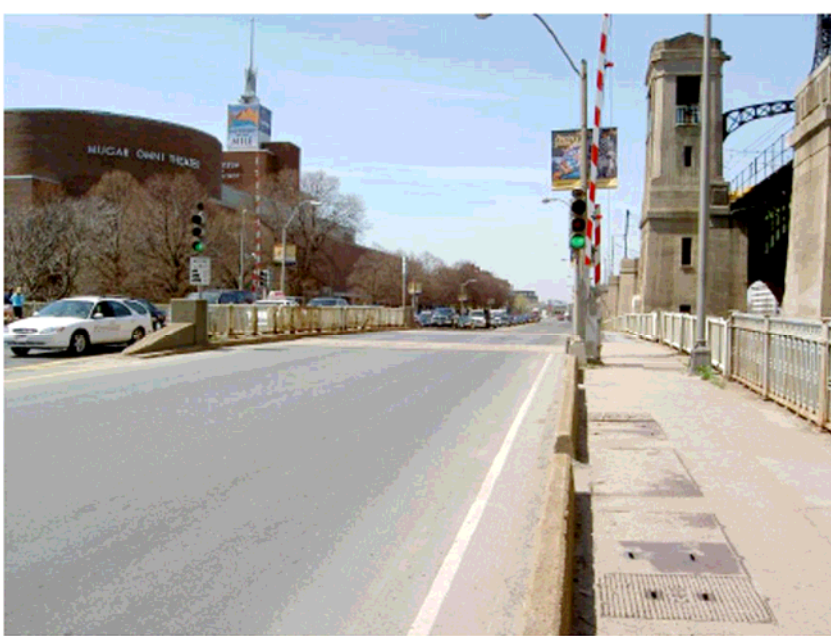




# Charles River Basin

## Sequencing and Risk

Craigie Drawbridge and Dam Bridge – Key to basin traffic flow



- Bundled project with \$6 Million Performance Bonus
- \$34M Contract
- Springtime start with a three-year repair schedule in phases

# Charles River Basin

## Sequencing and Risk

BU Bridge – Wide range of users and concerns

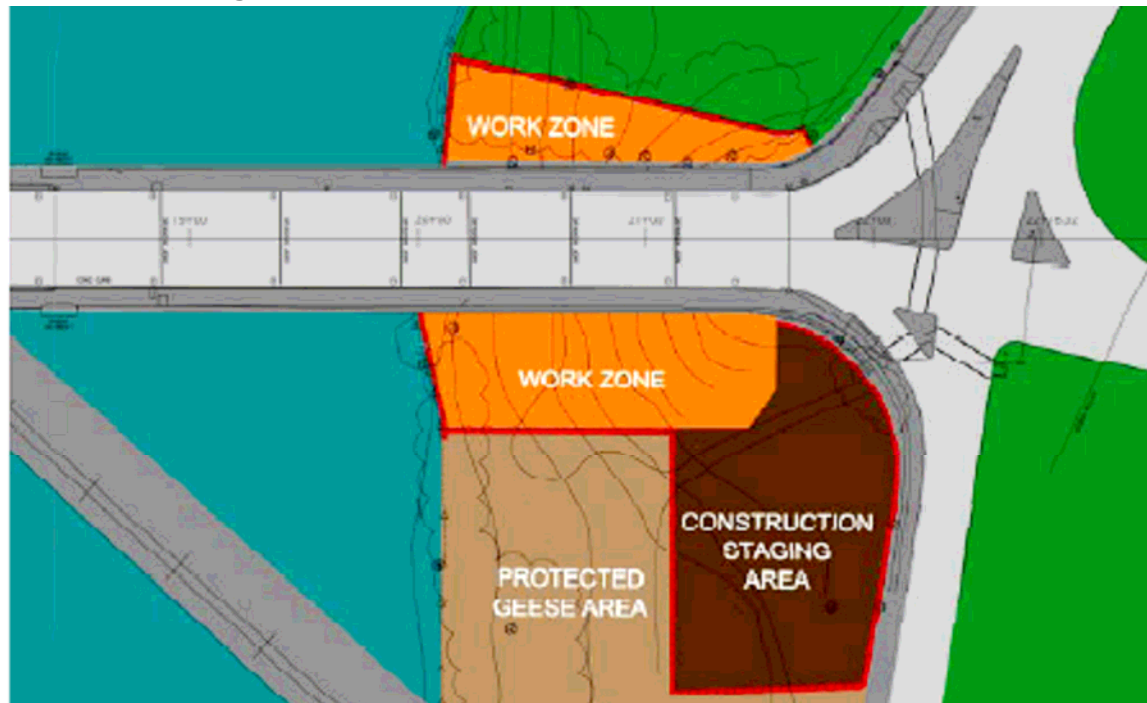


- Limited Site
- \$20M+ Estimate
- Springtime start with a three-year repair schedule in phases

# Charles River Basin

## Sequencing and Risk

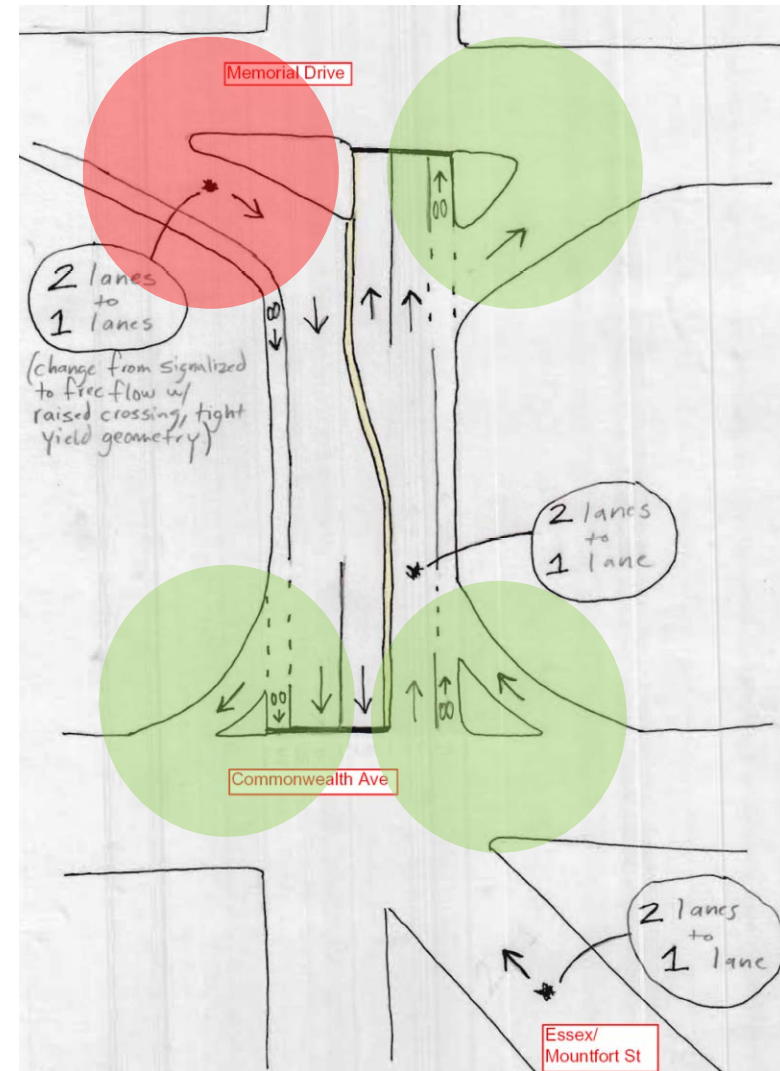
BU Bridge – Wide range of users and concerns



- Limited Site
- \$20M+ Estimate
- Springtime start with a three-year repair schedule in phases

# BU Bridge Bicycle Lane Feasibility

- Vehicle Capacity Analysis
  - Not a capacity issue for 3 approaches
  - Concern about capacity at Memorial Drive to BU Bridge southbound approach
- Slip Lane Concerns
  - Vehicle entrance speeds
  - Sight distance restrictions
- Rotary Concerns
  - No definition of space
  - Traffic isn't managed

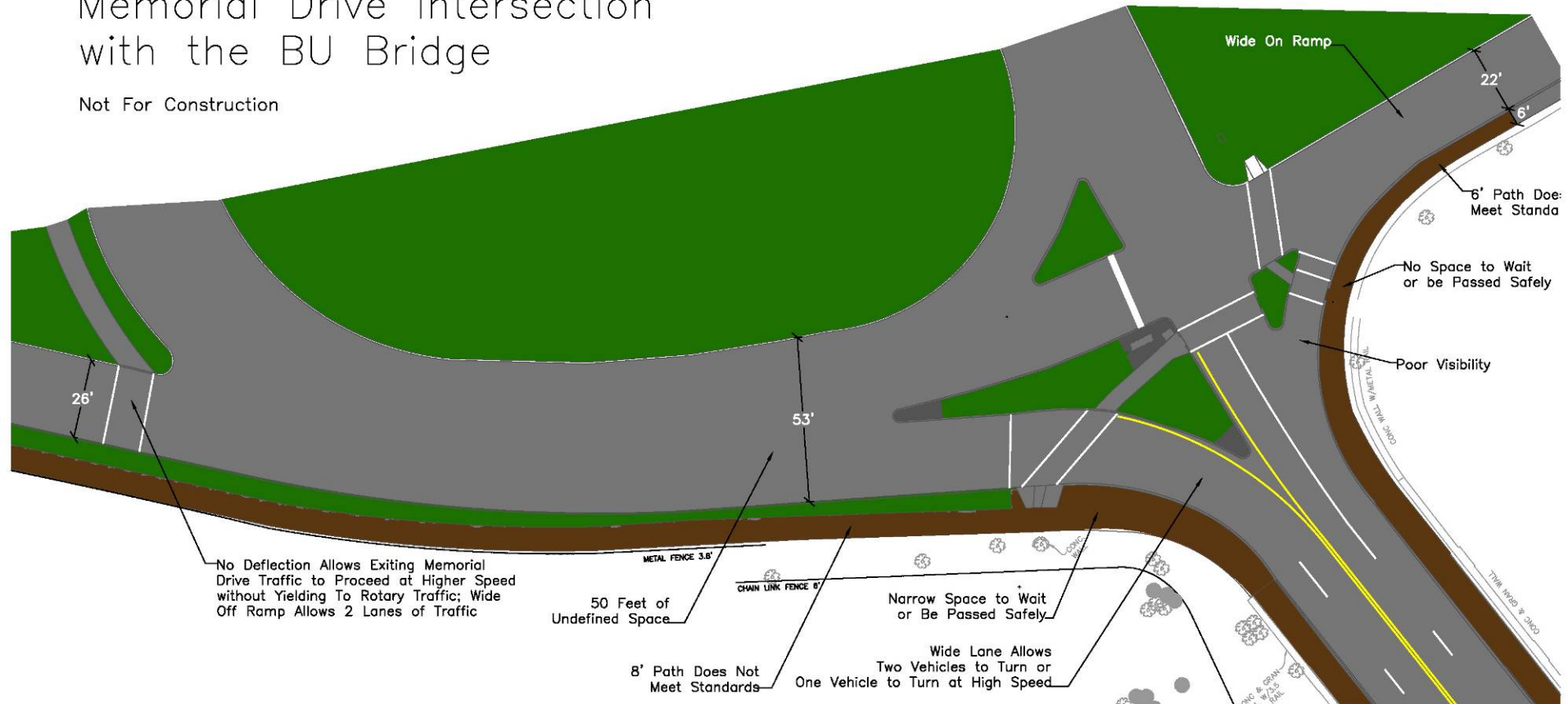




# dcr Existing Memorial Drive at BU Bridge

## Existing Conditions at Memorial Drive Intersection with the BU Bridge

Not For Construction

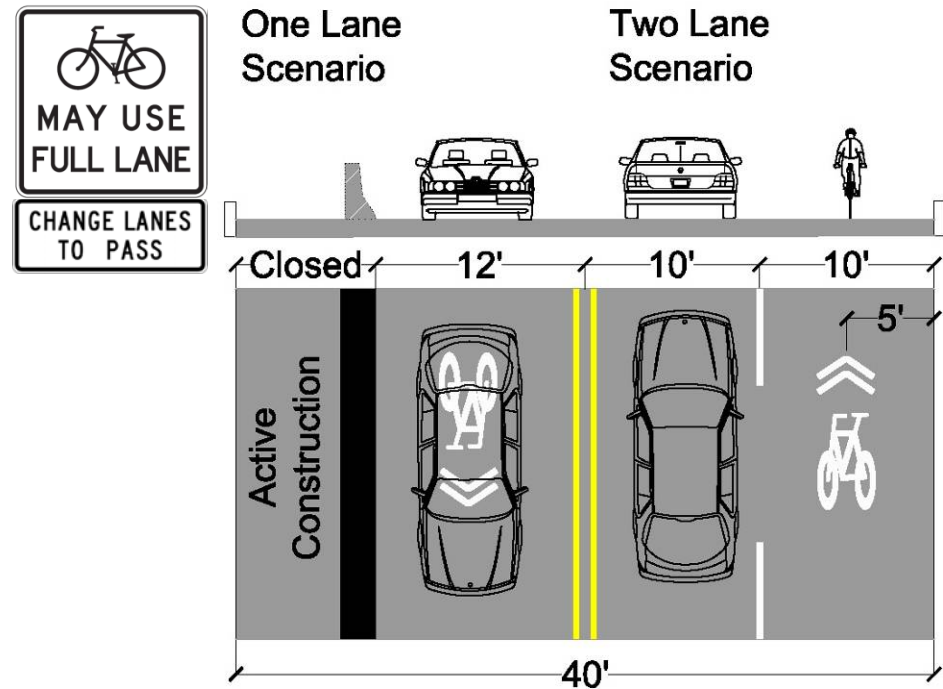


# Charles River Basin

## Bicycles and Pedestrians

### Maintaining Access During Construction

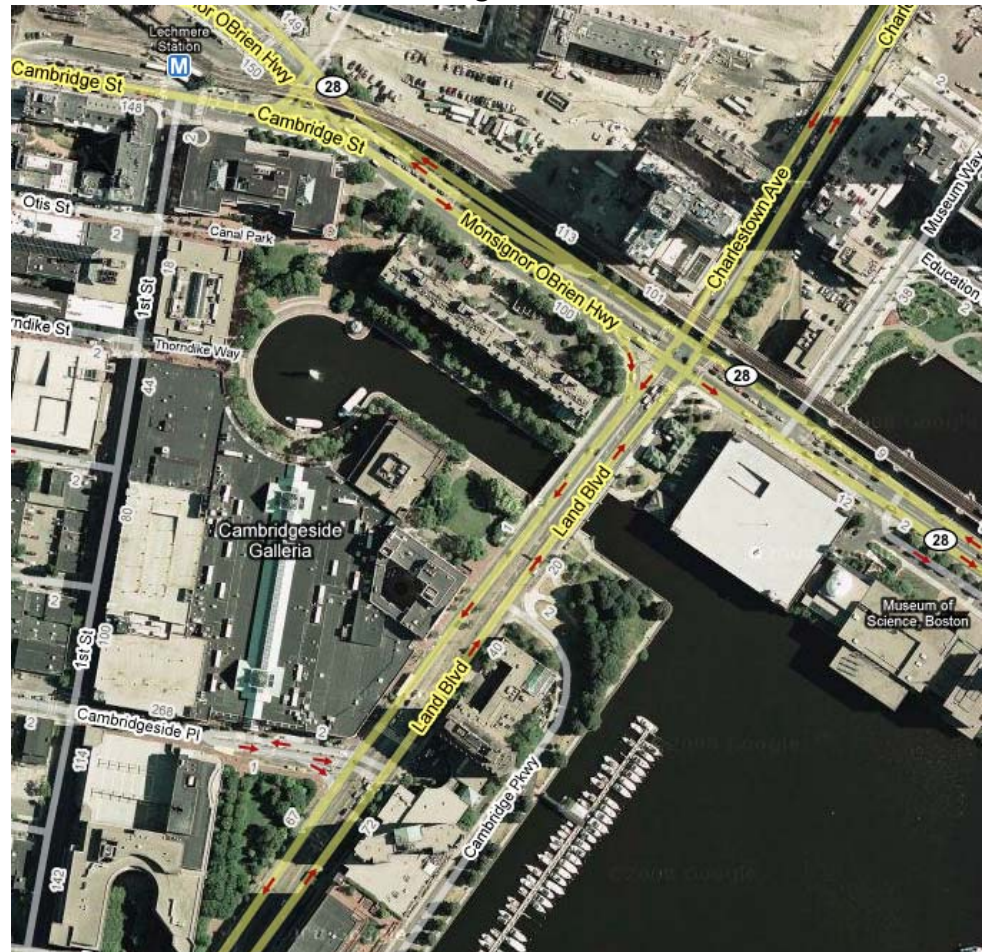
- Encourage cyclists to “take the lane” and ride safe distance from curb
- Encourage motorists to pass with care or drive behind cyclists



# Charles River Basin

Bicycles and Pedestrians

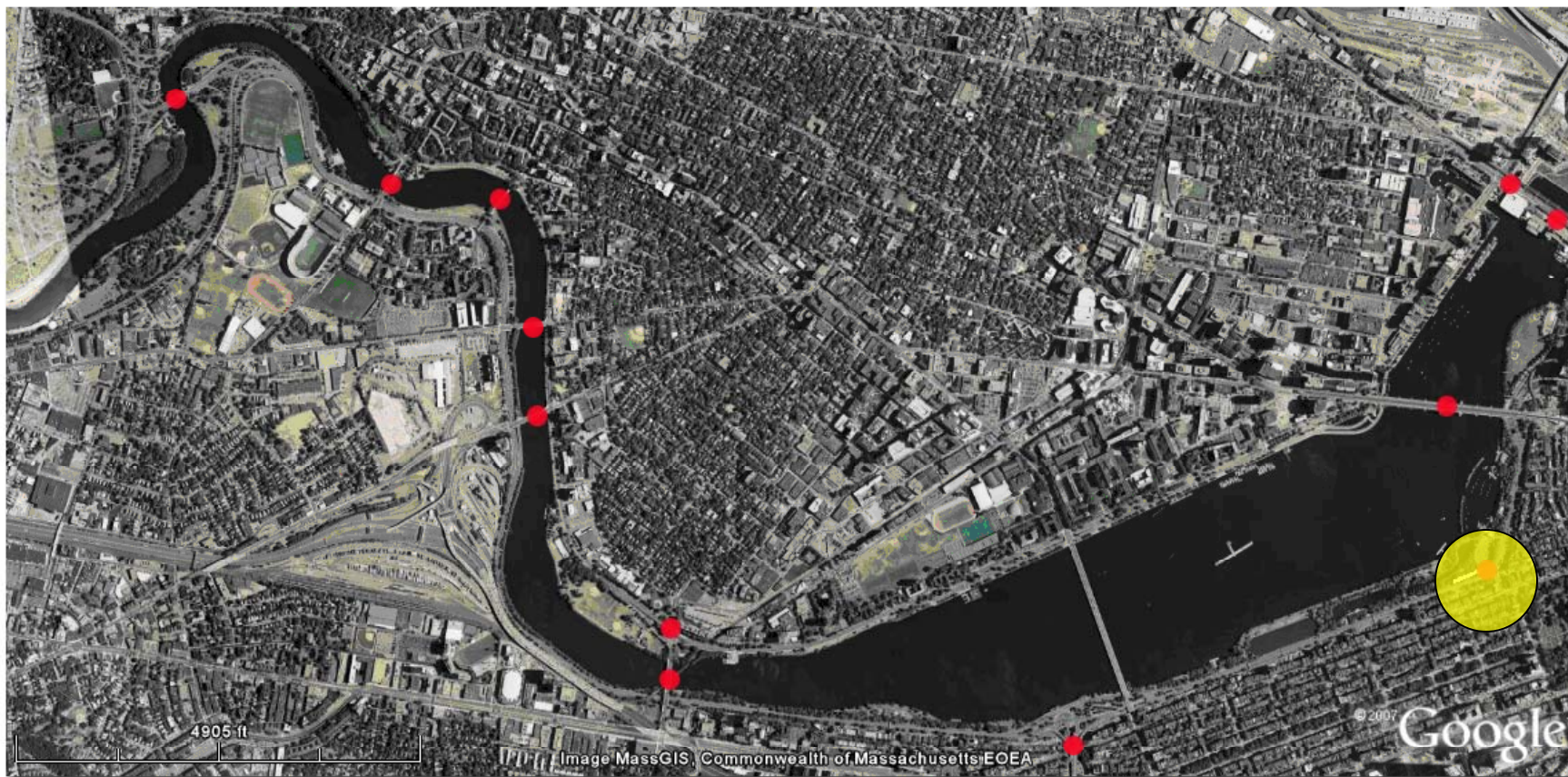
Regional Approach





# Charles River Basin

## Environmental and Abutter Impacts





# Charles River Basin

## Environmental and Abutter Impacts



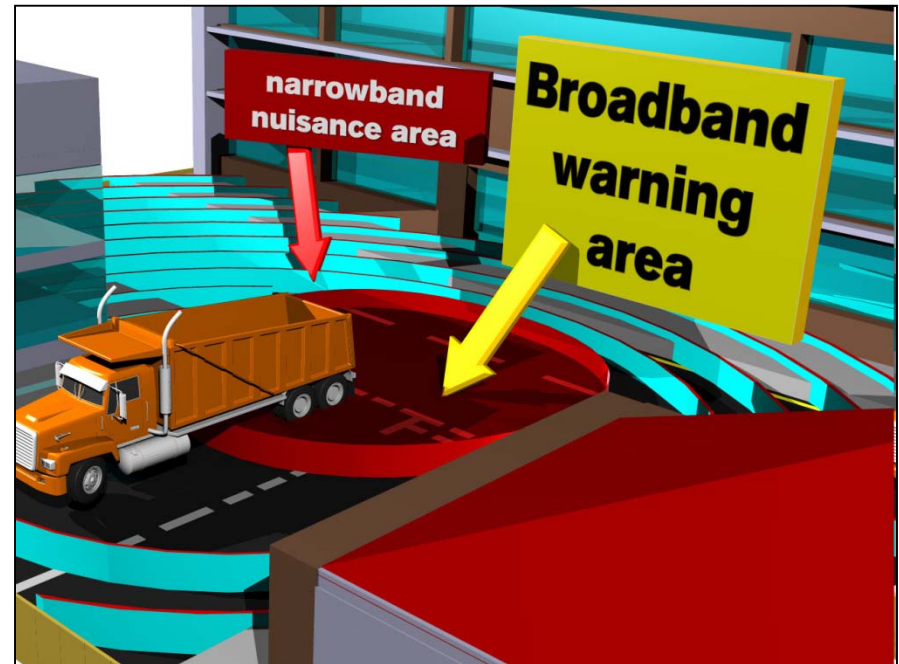
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# Charles River Basin

## Construction Noise Mitigation

New DCR standard specification developed to minimize construction noise.

- Successfully implemented on recent DCR projects
- Requires use of equipment with efficient noise-suppression devices
- Restricts idling
- All construction vehicles retrofitted with ambient noise-sensitive back-up warning devices



Brigade Electronics bbs-tek white sound alarm

# Charles River Basin

## Community Involvement

### Key Goals

- Inform
  - Share information with the public about project objectives, alternatives, opportunities and/or solutions
  
- Involve
  - Obtain public feedback in early phases of projects
  - Work with the public throughout the project to ensure that public concerns and aspirations are understood and considered
  
- Collaborate
  - Explore recommendations of the community and identify options where they can be integrated into solutions to the maximum extent possible
  - Communicate with the public as decisions are being made and adjusted



# Parkway Improvements



Storrow Drive/Soldiers Field Road Improvements  
Total Estimated Cost: \$4Million

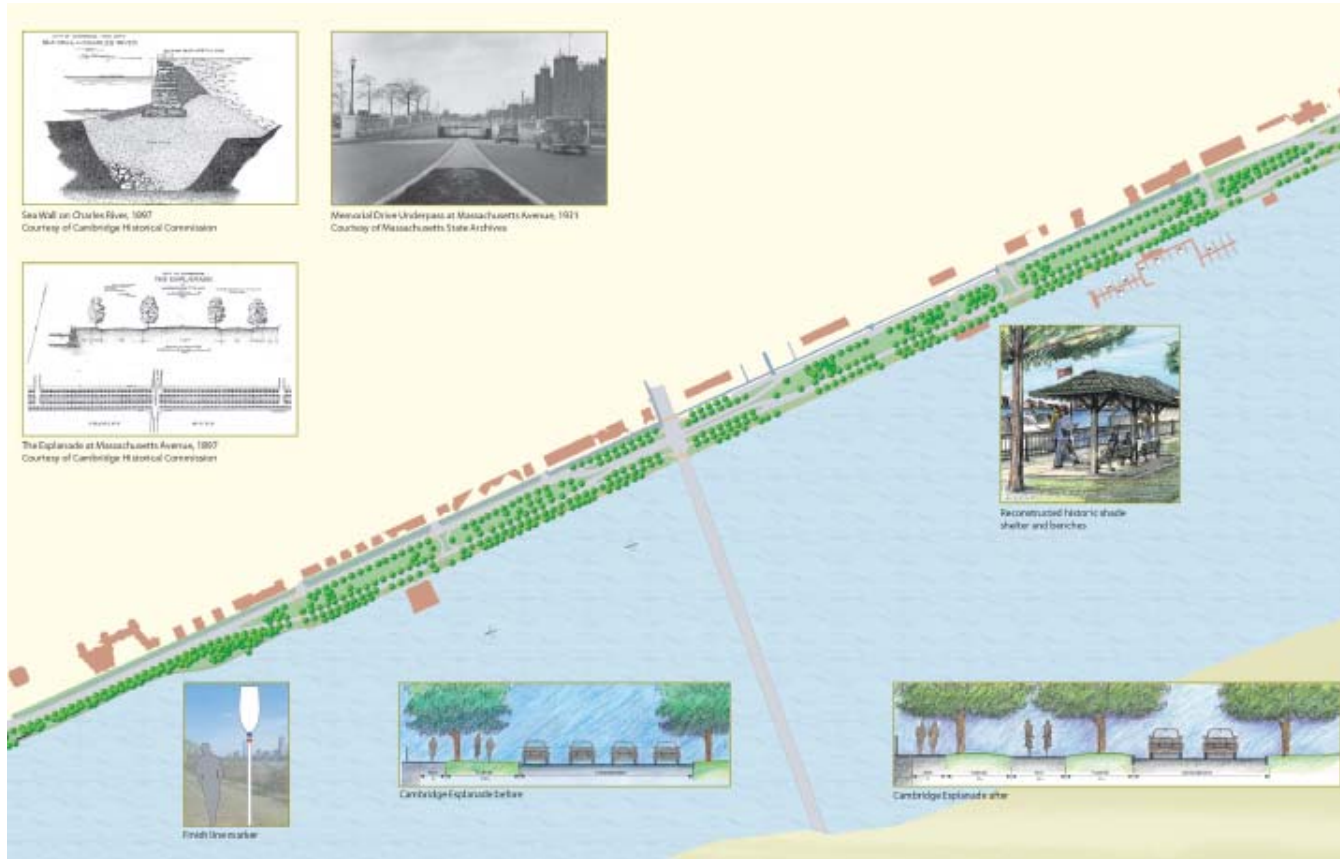
# Parkway Improvements



Nonantum Road  
Estimated Cost: \$5.5 Million

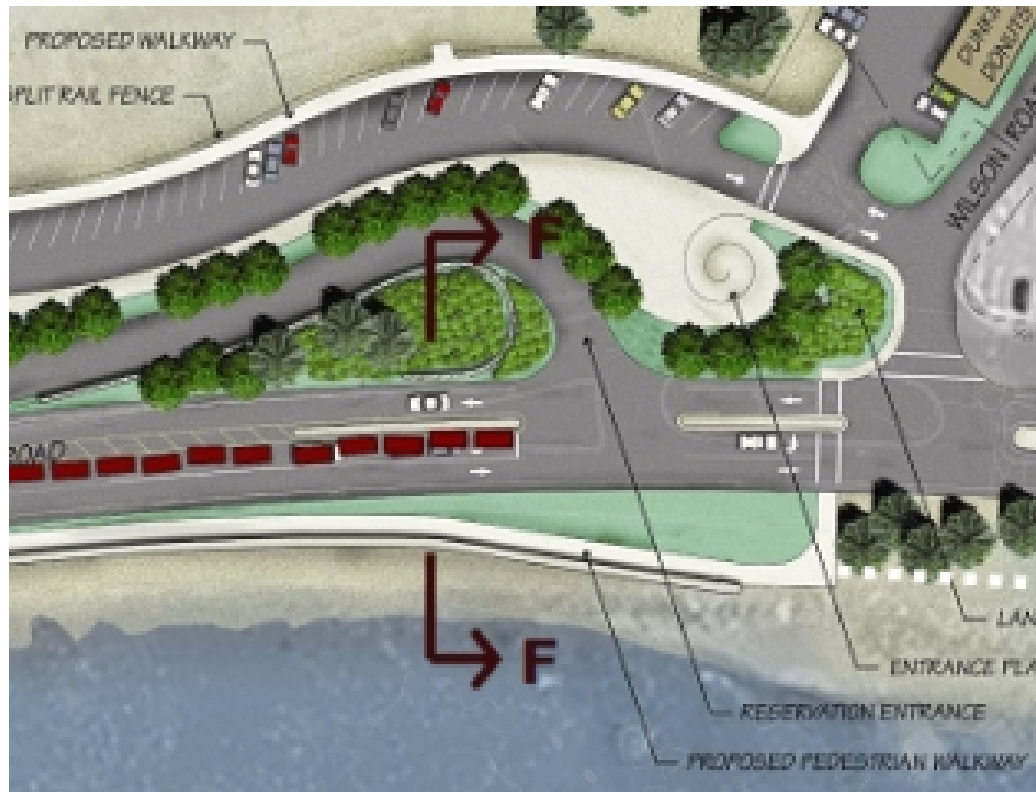


# Parkway Improvements



Memorial Drive Phase II  
Presently being updated  
Estimated cost \$6-8Million

# Parkway Improvements



Nahant Causeway Reconstruction and Improvements  
Presently being updated  
Estimated cost \$8-12Million

dcr  **Multi-Modal Transportation Initiatives**  
**Rail and Bike Trails**

- Major investment in bike and pedestrian facilities across the state
- Watertown
- Nowatock
- Cape Cod rail trail





dcr  **Multi-Modal Transportation Initiatives**  
**Dams and Flood Control Improvements**

- Ongoing improvements to Charles River Dam
- The Charles River Dam maintains the water level in at a fixed elevation
- Pumps, locks and mechanical systems undergo regular maintenance and capital improvements



# dcrr Multi-Modal Transportation Initiatives

## Dams and Flood Control Improvements

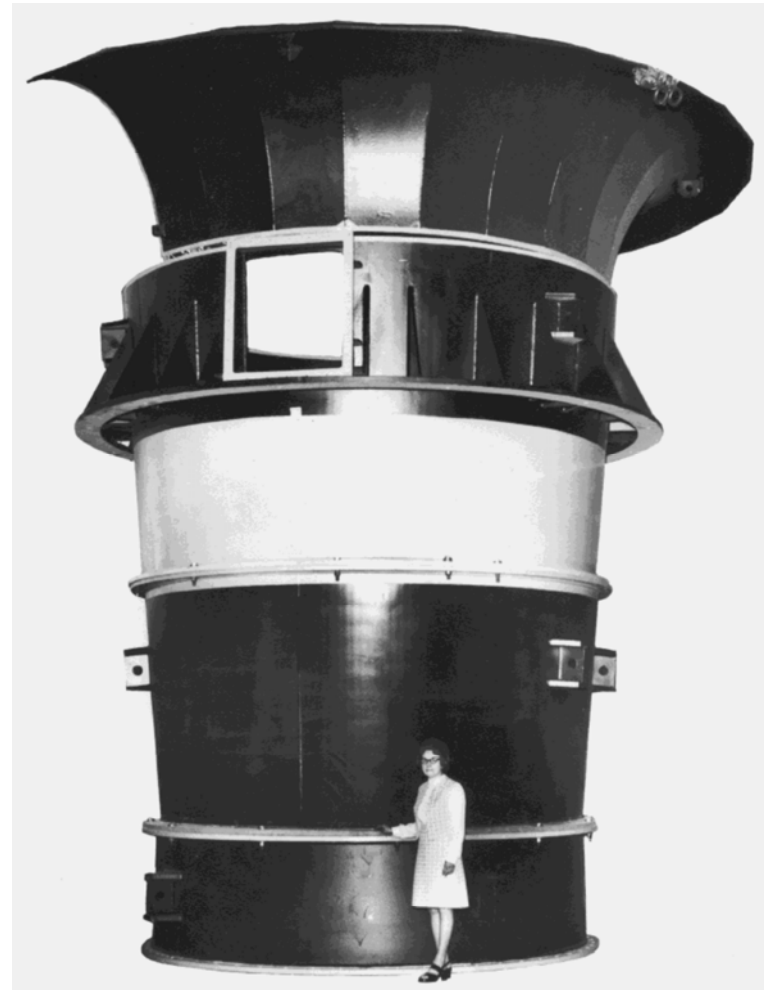
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# dcr Multi-Modal Transportation Initiatives

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# Multi-Modal Transportation Initiatives Potential Waterways Stimulus Projects

## The ARRA Ferry Boat Discretionary Program

- DCR Fall River State Pier South Pier Expansion-\$10.6M
- DCR Georges Island pier and float system project-\$10M+
- DCR New Bedford State Pier Rehabilitation of Buildings 1&2-\$2.4M
- The DCR Quincy Squantum Point Park ferry terminal and ferry pier project-\$20M
- DCR Hull Point Allerton Seawall Blvd reconstruction of the granite block seawall-\$6M
- State wide dredging needs in the Commonwealth for \$19M

More Information on DCR Projects:

Web: [www.mass.gov/dcr](http://www.mass.gov/dcr)

Email: [dcr.updates@state.ma.us](mailto:dcr.updates@state.ma.us)

Phone: 617-626-4974

April 15, 2009 State Markets Conference  
American Council of Engineering Companies  
Massachusetts



**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
		<b>Congestion Mitigation and Air Quality Improvement Program Total</b>	<b>\$13,504,000</b>	<b>\$3,376,000</b>	<b>\$16,880,000</b>
				<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
		<b>National Highway System Total</b>	<b>\$11,967,511</b>	<b>\$2,991,878</b>	<b>\$14,959,389</b>

**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
		<b>Surface Transportation Program Total</b>	<b>\$23,064,804</b>	<b>\$5,766,201</b>	<b>\$28,831,005</b>

**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
<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>

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

**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
<b>Highway ARRA Total</b>			<b>\$129,885,550</b>		<b>\$129,885,550</b>

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

**FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>			<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
Hudson	604006	Houghton Street over Assabet River	\$2,033,058	\$508,264	\$2,541,322	will be in 2010
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet	\$3,158,748	\$789,687	\$3,948,435	
		<b>Bridge Total</b>	<b>\$21,991,172</b>	<b>\$5,497,793</b>	<b>\$27,488,965</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	\$4,800,000	\$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	
		<b>Advance Construction Bridge Total</b>	<b>\$15,200,000</b>	<b>\$3,800,000</b>	<b>\$19,000,000</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	\$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	
		<b>Special Bridge Funds Total</b>	<b>\$6,560,000</b>	<b>\$1,640,000</b>	<b>\$8,200,000</b>	
			<b>Federal-Aid Bridge Total</b>		<b>\$54,688,965</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 Pavement Preservation</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000
		<b>National Highway System Pavement Preservation Total</b>	<b>\$3,367,200</b>	<b>\$841,800</b>	<b>\$4,209,000</b>

**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
<b>High-Priority Projects Total</b>			<b>\$38,434,327</b>	<b>\$9,608,582</b>	<b>\$48,042,909</b>

\*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**

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

***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</b>			<b>\$158,556,250</b>



**DRAFT Amendment Three  
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
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
	<b>Section 5307 MBTA Match Total</b>	<b>\$135,448,243</b>	<b>\$33,862,061</b>	<b>\$169,310,304</b>

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$344,568	\$86,142	\$430,710
	<b>Section 5307 State Match Total</b>	<b>\$344,568</b>	<b>\$86,142</b>	<b>\$430,710</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 Three**  
**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>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	
<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	\$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>	
<b>Section 5309 (Carryover Earmarked Funds)</b>		<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
<b>Section 5309 MBTA Various Match Total</b>		<b>\$48,570,264</b>	<b>\$12,142,566</b>	<b>\$60,712,830</b>

**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
<b>MBTA 5307 Urban Formula ARRA Funds Total</b>		<b>\$77,404,250</b>	<b>\$77,404,250</b>

**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
<b>MBTA 5309 - Fixed Guideway ARRA Funds Total</b>		<b>\$98,513,648</b>	<b>\$98,513,648</b>

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

**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	\$430,710	\$430,710
<b>CATA ARRA Funds Total</b>		<b>\$430,710</b>	<b>\$430,710</b>

**Federal-Aid Subtotal**

**Federal-Aid Various Matching Funds Subtotal**

**Federal-Aid MBTA Matching Funds Subtotal**

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

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**

# Transportation and the Mass. Economy

A decorative graphic element consisting of a light blue gradient shape that starts as a thin line on the left and curves downwards and to the right, ending as a solid blue area in the bottom right corner.

# State facing years of fiscal woes, analysts say

Key initiatives may be at risk

By Matt Viser  
GLOBE STAFF

It took less than a year for the national recession to wreak havoc on state government, but the aftershocks on state budgets will reverberate far longer, making it likely that Massachusetts will be grappling with deep budget cuts and debates about tax increases for years to come, state officials and economists said yesterday.

The problems are expected to be so widespread, the solutions so elusive, that the state may have to rethink the size of its commitment to big-ticket programs such as its landmark healthcare coverage plan, aid to cities and towns, and education funding, the specialists said at an emergency budget hearing convened yesterday by members of the state Senate.

Several economic specialists

**BUDGET, Page A8**

RTAC freight



# How to fix?

- Economic development
- Reduce expenses
- Raise taxes/fees

# The Role of Freight Rail

- Economic development
  - Rail freight displaces 12,000 trucks/day
  - Increase autos by 30,000/day or 12,000 buses
  - Increased highway capacity allows more development
  - More efficient distribution
  - Attract new industries needing rail service

# Expense Reduction

- Significant reduction in road & bridge damage
- 50 million gallons of fuel saved/year
- Shared development of passenger and freight capacity
- Much underutilized assets in place
- Less expensive way to improve air quality
- State saves on costs of goods and reduced inventory

# Concerns

- State strategy? Move rail freight to suburbs.
  - Impacts fastest growing regions
- Lack of awareness of rail freight opportunities
- State/railroad relations antagonistic
- Lack of public/private partnerships
- Conflict between passenger and freight needs
- Answer is more capacity!

# Freight Study UPWP Proposals

- Freight Rail Study “Implementation”
- Rail freight diversion
- Short line rail study



# REGIONAL TRANSPORTATION ADVISORY COUNCIL



## COMMITTEE REPORTS

### Regional Transportation Advisory Council Committees

#### Freight - Walter Bonin

The Freight Committee discussed and identified three freight study proposals for the UPWP that the Committee hopes the Advisory Council will submit. The Committee will meet with Paul Nelson, EOT and Kristina Egan, EOT at its May meeting to receive an update on the Statewide Freight and Rail Plan and discuss economic development related to effective freight distribution. At its June meeting, the Committee is scheduled to meet with Tom Cahir, EOT to receive a briefing on the current rail program and discuss the topic of state infrastructure banks.

Next Meeting: May 27 at 1pm

#### Programs - Richard Canale

The Programs Committee will provide members with an update on their meeting that preceded the Advisory Council meeting.

#### Membership – Laura Wiener

The Membership Committee followed up with entities it invited to attend Advisory Council meetings and received some completed surveys from low attending members. Staff prepared a brief memo that notes the common trends for low attendance and participation.

#### MBTA Finance Ad Hoc – Frank Demasi

The Ad Hoc Committee prepared a letter on behalf of the Advisory Council that was sent to legislators, heads of transportation agencies, MBTA officials, and MPO members. The Committee also provided Advisory Council members with the letter and a flyer to utilize individually to increase awareness of the MBTA fiscal crisis and advocate for further reform and additional revenue generation.

The following committees did not meet and have not scheduled future meetings:

- Executive - Malek Al-Khatib
- Long-range Regional Transportation Plan (Plan) - Kristina Johnson
- Transportation Improvement Program (TIP) – Laura Wiener
- Administration and Finance - Malek Al-Khatib
- Nominating – Kristina Johnson

## *Transportation Planning and Programming Committee Subcommittees*

### Suburban Mobility and Transportation Demand Management - Steve Olanoff

The Suburban Mobility/Transportation Demand Management (TDM) Subcommittee met on April 16 to review Suburban Mobility proposals. Members had questions on the project proposals and these will be relayed to proponents by letter. Responses from proponents are due May 15. TDM proposals and requests for second and third year Suburban Mobility funding are all due May 7. The Subcommittee will review those proposals on May 19. The Subcommittee will also meet on June 4.

Next Meeting: May 19 at 1pm

### Unified Planning Work Program – Steve Olanoff

The UPWP Subcommittee met on May 7 to discuss how the CTPS and UPWP budgets relate and about the next steps for the development of the FFY 2010 UPWP. The UPWP voted to approve additional funding to Bicycle and Pedestrian work programs.

Next Meeting: May 19 at 10am

### Program for Mass Transportation – Steve Olanoff

The Program for Mass Transportation (PMT) has solidified its meetings schedule to solicit public comment on the draft document. The meetings will take place on the 5th, 12th, 13th, and 28<sup>th</sup> of May and once the public review is complete, a final PMT will be developed and submitted to the MBTA Advisory Board for approval.

## **The Regional Transportation Advisory Council Recommendations for FFY 2010 UPWP Studies**

### **1. Phase II of the Massachusetts Statewide Freight and Rail Study**

Purpose: To advance the recommendations of the Statewide Freight and Rail Plans

Project Description: This study will advance the recommendations of the Executive Office of Transportation's (EOT's) Statewide Freight Plan and Statewide Rail Plan studies, upon its expected completion by the fall of 2009.

The products of the study are additional information needed for understanding and evaluating freight activities in the region and possible identification of freight projects for consideration of MPOs/EOT, and other state agencies involved in the environment and economic development. This project may also identify actionable programs for consideration for the MPO Regional Transportation Plan and Transportation Improvement Plan.

### **2. Truck to Rail Diversion Study (Part I)**

Purpose: To analyze the feasibility of diversion of freight from trucks to rail

Project Description: Part I of this study will conduct research and gather data regarding the existing movement of commodities in the region by type, size, and travel route. The emission factors of the transportation modes (intermodal, train, truck, airplane, or ship) and congestion impacts of freight movement will also be incorporated into the model. Once the appropriate data has been compiled, staff will program and run a model.

### **Truck to Rail Diversion Study (Part II)**

Purpose: To identify possible improvements in air quality, reduction in highway congestion, road and bridge damage and the preservation of rail infrastructure by the diversion of truck freight to rail.

Project Description: Part II of this study will evaluate the freight model for possible opportunities to better utilize rail for the movement of goods in the Commonwealth. This study will consider existing and potential land use and both multimodal and intermodal strategies for improving the efficiency of freight distribution to help meet the region's freight needs.

Through the work of this study, beneficial opportunities for more rail freight movement as a result of diversion of the existing freight movement from truck to rail may be identified. Opportunities for decentralized distribution into urban centers may also be identified and examined.

### **3. Short Line Railroad Study**

**Purpose:** The Regional Transportation Advisory Council's Freight Committee is interested in promoting industrial and economic development, more efficient movement of freight and the preservation of rail infrastructure for freight and passenger use by increasing the use of short line railroads in Massachusetts. The purpose of this study is to gather and present information to support ongoing consideration of the role of short line railroads in the Boston region.

**Project Description:** This study will collect data on the current inventory of short line and other railroads regarding current ownership, classification, condition, facilities, and accessibility. These data, in conjunction with the type, quantity, and flow of commodities in the freight market, will be taken into account in order to analyze the feasibility of increased use of short line rail where conditions are adequate for short haul intermodal and distribution and terminal handling of bulk carload rail freight.

The work of this study will also identify locations where infrastructure investments may improve the efficiency of rail freight movement (with particular focus on short lines) in Massachusetts. The study will also explore the role short line railroads may serve relative to Class I and Regional Railroad's terminal and transloading operations and how they may provide new access to industries and distribution centers that may not be economically served directly by Class I and larger regional railroads, which may reduce the need for long drayage routes by interstate and large trucks. The reduction of interstate and heavy truck traffic on highways, roads, and bridges may reduce air quality impacts and wear and tear on highway infrastructure (particulate matter and green house gas emissions and costly road and bridge maintenance).

#### **Info for consideration:**

A railroad affects many other businesses, often in ways that are less than obvious. Over the past several decades a decline in rail service, both passenger and freight, has left quite a few "awful holes" in the nation's transportation infrastructure. Even so, railroads constitute a resource for economic development that many communities may be overlooking.

A branch line segment of railroad may be a critical part of economic development. If a line is still in service, it's vitally important to keep it in service for any community that's looking to the future and interested in economic development. A rail option is often critical for siting a new factory or distribution facility.

Massachusetts has many branch lines either unused or used predominantly for commuter rail operation. This rail infrastructure can be difficult to exploit for economic development, for the simple reason that being located near a track owned and operated by a Class I railroad or the MBTA doesn't necessarily provide a local business with real-world rail access. Class I tracks and Commuter/Amtrak segments are like limited-access highways. Getting on them requires switching points, the railroad equivalent of highway

interchanges. And Class I and passenger railroads can't afford to slow long-distance traffic or frequent commuter trains to handle small freight loads. That's one reason regional and short line railroads, the railroad equivalent of state and local roads, are important for local development. These small lines carry freight within their own territories and in coordination with passenger movements to enable small shippers/distributors to connect to Class I tracks to destinations around the country.

With respect to how they operate, Class I and short line railroads are built on different business models. Class I lines are like wholesalers. They excel at hauling huge shipments, and they develop their schedules and rate structures around the needs of their prime customers, who may send or receive freight in 100-car batches. By contrast, short line railroads are like retailers; their customers may ship or receive freight in single carloads. The Class I is able to interchange with short line railroads at the wholesale level so that the classification and distribution of local smaller freight trains are then dispatched by the short line to local destinations, decentralized distribution centers or logistics parks and transload facilities.



## **Advisory Council Membership Follow-up**

### **Prospective Members:**

Staff recently followed-up with prospective member entities who received an invitation to attend an upcoming Advisory Council meeting. Staff contacted them by phone and inquired about their interest in membership, receiving meeting information packets, and possible attendance at an upcoming meeting. Though not all prospective members could be reached, the general responses were:

- We are interested in the Advisory Council and its agenda topics
- We would like to continue receiving the meeting packets to stay informed
- It would be difficult to attend meetings because of time, date, and prior commitments

#### Additional Comments:

- Jake Green, MetroWest/495 TMA attended April's meeting
- The Seaport Advisory Council expressed interest in the topic of "Coastal Cities"

### **Existing Members:**

Staff also followed-up with a survey and phone call to existing members who attended fewer than five meetings during the 15-month attendance audit. The survey/phone call inquired about current representative information, reasons for low attendance (i.e. time, date, location, agenda of meeting), suggested changes to increase participation, and usefulness of meeting packets. Again, not all existing members could be reached, but the general responses were:

- We have designated representatives, but several member entities are considering new designees
- We have difficulty attending meetings because of time, date, and prior commitments
- We would be more likely to attend if the meeting time was changed to avoid peak hour traffic (may increase the participation of cities and towns)
- We would like to continue receiving the meeting packets to stay informed

#### Additional Comments:

- It would be helpful to receive feedback from the MPO to better understand what Advisory Council input is beneficial
- We can only manage to attend 2-3 meetings annually

### **Ideas to Increase Participation:**

- Change all meeting times to 2pm to avoid peak hour traffic
- Change some meeting times to 2pm to accommodate other members' schedules
- Hold at least one meeting a year outside of Boston to facilitate attendance of cities and towns
- Provide opportunities for members to participate without attending meetings through modifications to the Advisory Council web page on the MPO website