

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

November 19, 2009 Meeting

10:00 AM – 2:00 PM, State Transportation Building, Conference Room 4, 10 Park Plaza,
Boston

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

Decisions

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

- approve Amendment One to the federal fiscal year (FFY) 2010 element of the
FFYs 2010 – 2013 Transportation Improvement Program (TIP) with the changes
proposed by MassDOT (detailed in the body of these minutes)
- approve the amendment to *JOURNEY TO 2030, Revised September 2009*, the
regional transportation plan
- approve the minutes of the meeting of October 22

Meeting Agenda

1. Public Comments

A number of elected officials, state and municipal officials, and members of the public
addressed the Committee with requests regarding the programming of federal economic
stimulus funds, available through the American Recovery and Reinvestment Act
(ARRA). Their comments are summarized below (and organized by project). (Written
comments and graphic materials were provided by many commenters and are on file.):

Bedford, Burlington, Billerica – Middlesex Turnpike Improvement, Phase 3

State Representatives Charley Murphy and Ken Donnelly spoke in support of the
Bedford, Burlington, Billerica – Middlesex Turnpike Improvement, Phase 3 project,
noting the potential for the project to promote economic development and create over
11,000 jobs.

Bob Mercier, Town of Burlington, also requested that the MPO provide ARRA funding
for the \$8.8 million project. He described the project's potential economic benefits to the
area, where there is already significant private sector development and where several
redevelopment sites have the potential to generate over 11,000 new jobs. New private
sector investments underway (totaling \$718 million) on the corridor include a
biotechnology center, an executive park, a medical facility addition, and new corporate
headquarters.

Ipswich – Route 1A/Route 133 (Central and South Main Streets)

State Senator Bruce Tarr, State Representative Brad Hill, Bob Markel, Town of Ipswich, and other representatives from Ipswich requested funding for the reconstruction of Route 1A/Route 133 (Central and South Main Streets) in Ipswich, to address structural and drainage problems. The roadway is the main arterial extending along North Shore and the main access road to Cape Ann. It is important for the economy in the region and for Ipswich, which has a strong potential for economic development from tourism.

The project would be built on the existing footprint of the road, and therefore require no land takings. It is at the 25% design stage. (As the project was not on the ARRA list, MassDOT Highway has not been able to do an expedited review of the project.)

The Town of Ipswich was informed that the roadways, classified as local roads, could be eligible for federal-aid if the project design included improvements to the stormwater system. As such, \$800,000 worth of the project is aimed at addressing stormwater design, which will improve water quality in the Ipswich River.

Flooding from the Ipswich River during the Mother's Day storm several years ago contributed to the damage on the roadway and the resulting access problems it created for the North Shore highlighted the regional importance of the roadway.

Danvers – Liberty Street Reconstruction

State Representative Ted Speliotis and Wayne Marquis, Town of Danvers, spoke in support of the *Danvers – Liberty Street Reconstruction* project. The primary water main feeding the City of Salem runs along the street; there are two culverts under the street. The project will also address a pedestrian safety issue near an elementary school, and help relieve traffic to area shopping malls. The project cost estimate is \$5.7 million. The project will be ready by January.

Foxborough – Pedestrian Bridge over Route 1

State Representative David Linsky, House Chair of the Federal Stimulus Oversight Committee, provided testimony on behalf of the Oversight Committee, which is opposed to the Administration's proposal to use \$9 million in ARRA funds for the *Foxborough – Pedestrian Bridge over Route 1* project. (This project would provide a footpath over Route 1 near Gillette Stadium to connect the parking area with the stadium and retail and business development sites owned by New England Patriots owner Robert Kraft.) Representative Linsky stated that the committee thinks that the project is not an appropriate use of stimulus funds for the following reasons:

- the economic benefits and job creation that would result from the expenditure of these funds are speculative;
- the earliest an office park could be built on the site opposite the proposed bridge would be four years, and until then, the footbridge would only serve to connect a

- parking lot to Gillette Stadium, which would be used only a few times a year when there are events at the stadium;
- there are no pending lease agreements for the future office park site which raises concerns, given the economic climate, that the office park may never be built;
 - the Oversight Committee has reservations about the extent of public benefit the project would create;
 - the parking lot is owned by the stadium owner and high parking fees are charged benefiting that owner, therefore, the largest benefit would go to a single private landowner;
 - expending public funds on a project that largely benefits one landowner sends the wrong message to the public; and
 - there are 19 other sites throughout the Commonwealth that are more appropriate for this type of economic development investment.

Representative Jay Barrows expressed support for the Foxborough project. He noted that the project will enhance safety and that it has the support of local public safety officials. He also cited the economic development benefits that would come with commercial development in the nearby Commonwealth-designated economic growth district; there is the potential for 4,000 construction jobs to be created and nearly as many permanent jobs.

A representative from the Town of Foxborough expressed the Town Manager's support for the project. The Town Manager was unable to attend this meeting.

Greg Bialecki, Secretary of Housing and Economic Development, voiced support for the Foxborough project. He emphasized that a small portion of the ARRA funding should be used to set the stage for future economic development and that Foxborough is one of the most promising locations in the region for that development. He noted that Foxborough already had a success story in terms of job creation and economic development with the creation of Patriot Place, where more than 90 business are now located. He assured members that dedicating ARRA funds to this the pedestrian bridge project would not come at the expense of other proposed economic stimulus projects since the state is working with municipalities to advance those projects.

In response to Secretary Bialecki's comments, Mary Pratt, Town of Hopkinton, expressed strong concern about using ARRA money to benefit a private developer and to support a development that may not be built for several years. She also expressed concern that the Town of Foxborough did not earlier address mitigation for the traffic that the new development would bring. She said that siting new development all in one place will cause traffic problems in the future, with the result being that people may not wish to travel to those shopping/business areas.

Regarding the mitigation issue, Secretary Bialecki responded that there was an intensive MEPA process conducted for sites on both sides of the proposed bridge. He expressed support for spending the majority of ARRA money to repair existing infrastructure, but reiterated that to be competitive with other states and attract businesses, the Commonwealth must take a fraction of the ARRA money to invest for future economic

development. He further stated that he felt the state and communities should provide infrastructure for development.

Hayes Morrison, MPO staff, read a letter recently received from State Police Lieutenant John Stuart citing the public safety benefits of the Foxborough bridge project.

Jeffrey Dirk, Traffic Engineer for the Town of Foxborough, spoke in support of the Foxborough project. He noted that the project is located in a state-designated economic development area that has been permitted for 1.5 million square feet of high-tech office space. However, Route 1 is an impediment to attracting companies to the north side since there is no safe pedestrian access across Route 1 at grade. The proposed pedestrian bridge would link the sides and help to realize the area's economic development potential, he said.

In response to a question from Marc Draisen, Metropolitan Area Planning Council, J. Dirk confirmed that the town supports the estimates of pedestrian traffic from the environmental notification form at 250 persons/day at present and 1,000/day projected with build-out and the commuter rail station operating full-time. M. Draisen posed further questions regarding whether, with the anticipated level of foot traffic, alternatives to the bridge might be viable, such installing traffic signals (with pedestrian signals) at the proposed location of the bridge. J. Dirk noted that it would be desirable to have a footbridge for the level of anticipated foot traffic given the long crossing of Route 1 and the speed of traffic, as well as the traffic congestion that pedestrian signals could cause. He also answered questions about the location of existing traffic signals near the proposed bridge location (one a quarter-mile away near the commuter rail station, and other 1,000 feet away) and explained why it would be inconvenient for pedestrians to use the existing signals for accessing the north site.

J. Dirk and other proponents of the project answered additional questions from members regarding the development of the north site, interest from private investors, and maintenance of the proposed bridge. They reported that the development is expected to cost about \$250 million, that businesses have expressed interest in locating there but are hesitant due to concerns about safe access for employees, and that the bridge would be maintained by the developers.

Paul Matthews, 495/Metrowest Partnership, expressed support for the *Foxborough – Pedestrian Bridge over Route 1* project. He noted that, in addition to advancing the stimulus goals for economic development, the project is consistent with the state's smart growth policies and the MPO's land use policies, and that it addresses safety needs and would provide environmental benefits from reducing congestion.

Framingham and Natick – Route 9

P. Matthews also expressed support for the *Framingham and Natick – Route 9* project.

Laura Wiener, Regional Transportation Advisory Council, Ginger Esty, Town of Framingham, and Mary Pratt, Town of Hopkinton, all expressed concern about drainage issues on Route 9 and the fact that the resurfacing project does not address those problems.

MBTA Safety Projects

Brian Kane, MBTA Advisory Board, drew attention to a two-page list of unfunded MBTA safety projects that were deemed in the last MBTA Capital Improvement Program process to present to MBTA riders and/or employees an “imminent threat to life and limb.” (See attached list.) These projects were also highlighted in the D’Alessandro report. The MBTA Advisory Board believes that it is important for these safety problems to be understood and these projects to be funded.

Canton – Route 138

William Friel, Town of Canton, requested the MPO’s support for the *Canton – Route 138* project, noting that the \$1.2 million project is shovel-ready and is an economic development project.

Interstate 95 Transportation Improvements Associated with the Lynnfield – Meadow Walk Development

Ed Marsteiner, National Development, spoke in support of the interchange improvements at exits 42 and 43 on Interstate 95 associated with the Meadow Walk mixed-use development in Lynnfield. He asked that MPO members consider programming ARRA funding for the project in the event that funding becomes available. The \$5.9 million project is at 75% design with some right-of-entry outstanding.

A representative from the Town of Lynnfield stated that the town is willing to provide other avenues for financing to help accelerate the project.

Westwood – Westwood Boulevard and Route 128 Ramp Improvements

Chris McKeown, Economic Development Officer for the Town of Westwood, requested \$15 million in ARRA funds for roadway improvements to the Route 128 ramp in Westwood and Westwood Station Boulevard. (See attached handout.) He cited the economic benefits of the project that would create construction jobs and lead to permanent jobs, as tenants are waiting to occupy in the Westwood Station project development area.

In response to a member’s question, Anne McGahan, MPO Staff, confirmed that since the project would create a new roadway it would have to be included in the regional transportation plan and would trigger an air quality analysis.

Howard Davis, Cabot, Cabot & Forbes, answered several questions from members regarding the Westwood project. He stated that the air quality study for the project has not yet been done. The Westwood Boulevard portion of the project is at 100% design and the ramp portion is at 25% design. The Dedham Street portion, costing an estimated \$35 million, is currently unfunded. The \$15 million project would allow for the launching of the Westwood Station project and for tenants to begin occupying the development. (If ARRA funding is not available, the proponents would appreciate having the project programmed on the TIP.)

Steve Olanoff, Town of Westwood, stated that the Westwood Boulevard and ramp portions are fully permitted and shovel-ready.

Cambridge – Cambridge Common (Design) and Concord Avenue Reconstruction

Bill Deignan, City of Cambridge, requested that the MPO restore funding for the *Cambridge – Cambridge Common (Design)* project, which was included in the FFY 2009 TIP at a cost of \$180,000. He also requested funding for a new project for the reconstruction of Concord Avenue. The City was expecting a \$1.2 million Public Works Economic Development (PWED) grant for the project, but since the decisions on PWED projects have been held up, the City is now requesting either ARRA or TIP funding for that \$3.5 million project. The project is at 100% design and the City would like to construct it in 2010.

2. Chair's Report – *Jeffrey Mullan, Secretary and Chief Executive Officer, MassDOT*
Secretary Mullan introduced himself to members and attendees. He then spoke regarding the Patrick Administration's strategy for using the federal economic stimulus funding to address the backlog of transportation projects, support economic development projects, and create jobs for today and for the long-term.

He stated that he appreciated the concerns expressed by those who made public comments today and noted that the projects discussed are worthy ones. However, he emphasized that the Commonwealth must focus the stimulus funds on projects that are shovel-ready, and that there are concerns about whether some of the projects proposed during the public comment period could be made ready in the time required to expend the stimulus funds.

He asked members to support the slate of ARRA projects as presented by MassDOT. The list of projects includes those presented by staff on page 2 of 9 of the draft Amendment One of the FFYs 2010 –2013 TIP with several changes (outlined below). (See attached TIP tables.)

MassDOT is proposing to move the *Weymouth and Rockland – East-West Parkway* project off the ARRA list and to fund it with MPO target funds (Surface Transportation Program), since there are concerns about whether the project could be ready by the ARRA deadline. Secretary Mullan assured members that the state is seriously committed

to this project. The *Bellingham – Pulaski Boulevard* project would be added to ARRA list in place of the *East-West Parkway* project.

Another MassDOT proposal for using the additional ARRA funds, which have become available, is to fund the *Braintree – Route 37* project and increase the funding for resurfacing projects in Boston. Secretary Mullan noted that the latter provide opportunities for addressing environmental justice issues.

MassDOT also proposes flexing highway money to transit to fund the construction of a parking garage at the MBTA's Wonderland Station in Revere. The revenue generated by the garage will serve as an annuity that will help the MBTA to fund projects for state-of-good repair.

Secretary Mullan also voiced MassDOT's support for the *Braintree – Union Street* project, but noted that there were concerns about whether the project could be made ready in time to receive stimulus funding due to the need for multiple takings.

M. Draisen asked the Secretary if there might be a process, moving forward, for ensuring better communication between the MPO and the Administration for determining priority projects and how to move them forward. Secretary Mullan suggested a meeting with himself, M. Draisen, the head of MassDOT Highway, and a representative from the Office of Transportation Planning next week to design a program to keep people informed of the strategies for moving projects forward.

3. Subcommittee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council – Laura Weiner, Regional Transportation Advisory Council

On behalf of the Advisory Council, L. Weiner expressed several concerns about the process for selecting projects for stimulus funding. The Council members felt that the process was not transparent and that there was confusion about how projects were being selected. The Council does not support using stimulus funding for the *Foxborough – Pedestrian Bridge over Route 1* project. It also has concerns about the *Framingham and Natick – Route 9* project due to drainage issues.

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

There was none.

6. Amendment to the FFY 2010 Element of the FFYs 2010 – 2013 Transportation Improvement Program – Hayes Morrison, Manager, Transportation Improvement Program, MPO Staff

Members were provided with TIP tables showing the draft Amendment One of the FFYs 2010 – 2013 TIP, which includes the list of projects proposed for ARRA funding as of October 29. (See attached.)

Rachel Bain, MassDOT, outlined MassDOT's proposed changes to the list, which would do the following:

- add \$7.7 million to the line item for *Boston – Resurfacing on Federal Aid Roads within Boston**
- add \$2.6 million for the *Braintree – Route 37* project
- flex \$22.7 million in highway funding to transit for a parking garage at the MBTA's Wonderland Station in Revere
- add \$12.9 million for the *Bellingham – Pulaski Boulevard* project
- move the *Weymouth and Rockland – East–West Parkway* project from the ARRA funding category into the Surface Transportation Program (to provide more time for the project to be made ready); the state will provide an over match of \$2 million for this project

*The additional funds are available because some stimulus projects, and in particular, one in the southeast region, came in below bid. The extra funds are being programmed in the Boston region.

A motion to approve Amendment One to the FFY 2010 element of the FFYs 2010 – 2013 TIP with the changes proposed by MassDOT, was made by R. Bain, and seconded by Jim Gillooly, City of Boston.

Members then discussed the motion.

M. Draisen asked for clarification about the public involvement requirements that the MPO is subject to considering that MassDOT is proposing projects for ARRA funding that were not highlighted during the public review period for this amendment. Stephen Woelfel, MassDOT, pointed out that the proposed projects are known to the MPO, have been considered by the MPO, and that the MPO has the discretion to vote on them today. Michael Chong, Federal Highway Administration, and Pam Wolfe, MPO Staff, concurred.

Members then discussed the process for making amendments to the original motion. During this discussion, R. Bain explained that many of the projects on the proposed ARRA list are statewide priorities; if the MPO chooses not to fund any of those projects, then the funding would be redirected to other statewide priorities, not necessarily in the Boston Region. The *Foxborough – Pedestrian Bridge over Route 1* project, for example, is a statewide discretionary project.

Ginger Esty, Town of Framingham, considered requesting a friendly amendment to the motion to stipulate that drainage problems be addressed in the *Framingham and Natick – Route 9* project. R. Bain stated that to address the drainage issues, the project would not be made ready in time to receive stimulus funds, but she noted that the MassDOT Highway Division is committed to addressing the drainage problems. Arthur Frost, MassDOT District 3, added that there is a need to maintain a drivable surface on that roadway at this time. G. Esty did not propose any amendment to the motion based on

MassDOT's stated intention to address drainage in the future. M. Draisen asked that MassDOT make a pledge to the Towns of Framingham and Natick that the drainage issues will be addressed.

M. Draisen expressed concern about the process occurring around programming the ARRA funds. He noted that it is the MPO's responsibility under federal law to program federal transportation funds, and that the current process (in which the Administration proposes projects for ARRA funding and has the ability to move funds out of the Boston Region) undermines the MPO's authority. R. Bain responded that MassDOT has a great deal of respect for the MPO process, but that MassDOT cannot guarantee that the next project in line for statewide priorities is in this region. M. Draisen stated that the MPO should have the ability to determine how the ARRA funds are spent in this region, he said, noting that the MPO should have the ability to determine which projects it wishes to fund and to put that request before the state for discussion. S. Woelfel spoke to the readiness issue as a key issue in the project selection.

Mary Pratt, Town of Hopkinton, expressed concern that the *Foxborough – Pedestrian Bridge over Route 1* project had not been vetted through the MPO process and it only came forward when stimulus money became available. She seconded M. Draisen's concern that the MPO has no control over the programming process for ARRA funds.

Joe Cosgrove, MBTA, provided clarification on one of the proposed MBTA projects. (See page 6 of 9 on the TIP tables for the proposed transit projects.) He noted that the funding for the *Braintree Station Parking Garage Structural Repairs* project does not include funding for all the critical safety work that needs to be done at Braintree Station, such as platform work.

H. Morrison highlighted earmarks that have been added to this amendment. (See page 3 of 9 of the TIP tables for details.) These earmarks were not obligated in FFY 2009 and have, therefore, been moved to FFY 2010. In response to a question from M. Chong, H. Morrison stated that the earmark for the *Milton – East Milton Square Parking Study* is for additional work at that location, in addition to the funds that were obligated in previous years.

The MPO took a brief recess at this time.

Upon returning, M. Draisen expressed that the proposed ARRA list before the MPO is a stronger list of projects than was before the MPO earlier. He expressed MAPC's support for most of the projects on the list, and for the Secretary's commitment to work with the MPO on moving other municipal priority projects forward as soon as possible. However, he did express MAPC's opposition to using ARRA funds for the *Foxborough – Pedestrian Bridge over Route 1* project, noting that he would be more comfortable if there were more leases on the adjacent site at this time. He stated that he was willing to vote for whole slate of projects so as not to jeopardize ARRA funding to this region and the other projects on the list.

Members then voted on the motion, restated here:

A motion to approve Amendment One to the FFY 2010 element of the FFYs 2010 – 2013 TIP with the changes proposed by MassDOT, was made by R. Bain, and seconded by J. Gillooly. The motion passed. The Town of Hopkinton voted no. The following voted yes: MassDOT, MassDOT Highway (2), MAPC, Massachusetts Port Authority, MBTA, MBTA Advisory Board, Regional Transportation Advisory Council, the cities of Boston and Somerville, and the towns of Bedford, Braintree, and Framingham.

7. Amendment to *JOURNEY TO 2030, Revised September 2009* – Anne McGahan, Manager, Regional Transportation Plan, MPO Staff

Members were provided with a packet of materials showing proposed changes to the text of *JOURNEY TO 2030, Revised September 2009*, the MPO's regional transportation plan. A. McGahan summarized the changes, which include those reflecting new agency names (following the transition to MassDOT) and new program names (i.e. the Mobility Management System is now called the Congestion Management Program), the addition of ARRA-funded projects that must be included because they cost more than \$10 million (the *Boston – Resurfacing on Federal Aid Roads within Boston and Framingham and Natick – Route 9* projects), adjustments to project costs and project descriptions, and revised maps.

A motion to approve the amendment to *JOURNEY TO 2030, Revised September 2009* was made by John Romano, MassDOT, and seconded by Thomas Bent, City of Somerville. The motion passed unanimously.

8. Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff

A motion to approve the minutes of the meeting of October 22 was made by Paul Regan, MBTA Advisory Board, and seconded by M. Pratt. The motion passed. Richard Reed, Town of Bedford, abstained.

9. Status Report on Transportation Control Measures of the State Implementation Plan – Stephen Woelfel, MassDOT Highway

MassDOT will be submitting monthly reports to the public on the progress of the Commonwealth's remaining State Implementation Plan (SIP) projects, a set of projects that the state is required to construct or design as mitigation for the air quality impacts of the Central Artery/Tunnel project. These reports will be presented during regularly scheduled MPO meetings and they will be posted on MassDOT's website. The first report to the MPO was presented today. (See attached report.)

J. Cosgrove and S. Woelfel provided updates on the status of the SIP projects:

The *Fairmount Line Improvement* project involves the design and construction of four new stations on the Fairmount commuter rail line and the reconstruction of six bridges over that rail line. Grant Anticipation Notes (GANs) funded the first phase of the project, and the second phase of the project is a SIP commitment. The MBTA is about to award a contract for construction to begin next season on the Four Corners Station. The Talbot

Avenue Bridge and Station is at 100% design and New Market Station will be at 100% design this month. Both projects will go to bid in the first quarter of 2010. Blue Hill Avenue Station is at 60% design; the design is expected to be complete in the spring of 2010 for construction in the summer of 2010.

Beverly and Salem commuter rail stations have been chosen as the locations for the *Construction of 1,000 New Parking Spaces*. The Salem portion of the project is expected to reach 30% design by the end of December and is anticipated to go to bid for construction in the summer of 2010. A 30% design hearing will be held this winter. This project will address accessibility and provide a gateway to Salem and the nearby public buildings and development. Land acquisition for the Beverly portion has been completed. Construction is expected to start in the second quarter of 2010. (Developer proposals are being invited; initial advertising produced no qualified proposers.) The 500-space Beverly facility will cost about \$21 million.

Working group meetings will be scheduled every two months for the *Red Line – Blue Line Connector Design* project until the project is completed. Conceptual engineering has been completed. An alternatives analysis is expected to be completed by January 2010 and a Draft Environmental Impact Report (DEIR) by June 2010.

MassDOT filed the DEIR for the *Green Line Extension to Somerville and Medford* on October 15 and is requesting an extension of the public comment period for the document from December 8, 2009 until January 8, 2010. MassDOT will be holding a public meeting in mid-December. MassDOT is looking at two additional possible locations for the maintenance facility. T. Bent added that at a public meeting held on November 18 there was overwhelming opposition to siting the new Green Line maintenance facility at Yard 8. M. Draisen offered MAPC's assistance as discussions go forward on the siting issue.

S. Woelfel noted that the SIP report includes target dates for filing the application for federal New Starts funding for the Green Line project. This application would request funding for the extension to Union Square in Somerville and College Avenue in Medford (which is the legal commitment). Peter Butler, Federal Transit Administration, noted that while the federal action on the environmental review would focus on these terminuses, future expansion of the line from College Avenue to Route 16 would not be precluded. He requested that MassDOT add in its monthly SIP reports any potential challenges that may affect the project's budget and schedule.

10. Members Items

M. Draisen raised several issues regarding MPO working policies, and recommended the following:

- that the MPO re-establish the practice of including the vice chair in the agenda setting meetings with the chair and MPO staff;
- that working documents be provided to members at least one week in advance of meetings; and

- that the MPO develop a policy for determining which transportation projects are “on deck” to receive funding so that proponents of projects not yet listed can understand how their project fits into the big picture of funding requests (This an urgent issue given that more funding may be available as construction bids are coming in at lower cost.)

M. Pratt expressed support for M. Draisen’s points, noting that it is important for the MPO to have a way to advance projects if programmed ones are not able to go forward.

G. Esty suggested establishing a revolving fund to support economic development projects so that as land is developed, money can be put into a fund to apply to the next project.

T. Bent stated that the appropriate MassDOT Highway Division project managers should be in the room to answer questions when the MPO members are discussing projects.

Lourenço Dantas, Massachusetts Port Authority, suggested that the MPO members hold workshops outside of the usual meetings to discuss these process issues.

11. Adjourn

A motion to adjourn and convene the MPO meeting was made by M. Draisen, and seconded by P. Regan.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, November 19, 2009, 10:00 AM

Member Agencies

MassDOT

City of Boston

City of Somerville
Federal Highway
Administration
Federal Transit
Administration
MAPC

Massachusetts Port
Authority
MBTA
MBTA Advisory Board

Regional Transportation
Advisory Council
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

Stephen Woelfel
Rachel Bain
John Romano
Jim Gillooly
Thomas Kadzis
Thomas Bent
Michael Chong

Peter Butler

Marc Draisen
Eric Bourassa
Jim Gallagher
Lourenço Dantas

Joe Cosgrove
Paul Regan
Brian Kane
Laura Wiener

Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

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

Other Attendees

April Anderson

Jay Barrows
Noah Bierman
Greg Bialecki

Marshall Cady

Michelle Ciccolo
William Clark
Rick Clarke
Howard Davis
Bill Deignan
Dan DiTucci
Jeffrey Dirk
Trish Domigan
Ken Donnelly
James Fay
Todd Fremont-Smith

Office of Housing and Economic
Development
State Representative
Boston Globe
Secretary of Housing and
Economic Development
Office of Representative
Speliotis
Town of Hudson
Town of Milton
Town of Ipswich DPW
Cabot, Cabot & Forbes
City of Cambridge
Town of Burlington, Selectman
Town of Foxborough
Vanasse Hangen Brustlin, Inc.
State Senator
IBEW Local 103
Nordblom Company

William Friel	Town of Canton	Trey Wadsworth	MassDOT
Arthur Frost	MassDOT District 3	Sheri Warrington	Office of State Senator McGee
Glenn Garber	Town of Westwood		
Bob Gravino	Town of Ipswich DPW		
Brad Hill	State Representative		
Tom Jackman	Vanasse Hangen Brustlin		
Michael Lambert	City of Somerville		
David Linsky	State Representative		
Victoria Maguire	Office of Housing and Economic Development		
Bob Markel	Town of Ipswich		
Wayne Marquis	Town of Danvers		
Ed Marsteiner	National Development		
Paul Matthews	495/Metrowest Partnership		
Thomas McGee	State Senator		
Kevin McHugh	Coneco Engineering		
Chris McKeown	Town of Westwood		
Sue McQuaid	Neponset Valley Chamber of Commerce		
Bob Mercier	Town of Burlington		
Charley Murphy	State Representative		
Laura Musaro			
Steve Olanoff	Regional Transportation Advisory Council/Town of Westwood		
Adam Ploetz	495/Metrowest Partnership		
Richard Rogers	Town of Danvers		
John Sanchez	Town of Burlington, DPW		
Brian Slack	MassDOT		
Ted Speliotis	State Representative		
John Stevenson	Vanasse Hangen Brustlin		
Michael Trepainier	MassDOT Highway		
Bruce Tarr	State Senator		

MBTA FY10-14 Capital Funding Requests

Projects that Received a 10 out of 10 for safety

(A 10 indicated an imminent threat to life and limb)

57 Projects (totaling over \$500m) were identified by MBTA Departments with scores of 10 for safety. 6 (\$47.2m) were funded.

Projects funded

Dept.	Project	\$ Requested	\$ in CIP	Safety Score	Total Score	Location	Notes
D&C	Blue Line Platforms Repair	\$2,779,245	\$2,600,000	10	59	Boston	
D&C	Merrimack River Bridge	\$43,830,759	\$10,000,000	10	52	Haverhill	
D&C	Maverick Sq. Sta. & Blue Line Vents	\$1,000,000	\$1,000,000	10	60	Boston	
D&C	Const./Rehab 3 Bridges: Dean Rd, 2 Neponset Rvr	\$22,976,368	\$10,000,000	10	56	Brookline, Boston	
D&C	Rehab of 3 Shawsheen River Bridges	\$15,000,000	\$15,000,000	10	49	Andover area	
D&C	Replace Beverly Draw Bridge	\$43,000,000	\$8,550,000	10	49	Beverly	
	Total	\$128,586,372	\$47,150,000				
<u>Other Projects Receiving a 10 for Safety</u>							
SMI	Maint. Of Way Annual Infrastructure Replacement	\$26,872,963	\$0	10	65	Systemwide	
SMI	Signals Annual Initiatives Prog. (3rd rail heaters)	\$15,154,119	\$0	10	65	Systemwide	
Ops	Jet Engine Replacement	\$25,239,375	\$0	10	63	Boston	
Ops P	Green Line Track Switch Heaters	\$785,414	\$0	10	63	Green Line	
Ops P	AC Cable/Duct Replacement	\$52,864,023	\$0	10	62	Boston	
D&C	West Street Bridges	\$17,477,538	\$0	10	58	Boston	
Ops B	Green Line Crossover Lighting Program	\$805,442	\$0	10	58	Green Line	
CR	Replace Stairway to platform at Newtonville Sta	\$270,551	\$0	10	58	Newton	
Sub	Sandblast Booth for Motor Room (Everett Shop)	\$27,607	\$0	10	58	Everett	
Ops B	Portable Generator Trailer for 350 Kw Unit	\$149,061	\$0	10	57	Systemwide	
Bus	Everett Shops Improvement	\$996,594	\$0	10	56	Everett	
Ops P	DC Circuit Trip Settings	\$759,213	\$0	10	56	Systemwide	
Ops P	AC Cable Duct Bank Alewife to Porter	\$40,746,437	\$0	10	56	Cambridge	
D&C	Const/Rehab 4 Bridges: Gloucester Draw, Draw 1 East & West, Savin Hill Underpass	\$50,509,137	\$0	10	55	Gloucester, Boston	
Ops B	Systemwide Tunnel Lighting	\$18,738,094	\$0	10	55	Systemwide	
CR	Newport Ave (Rte 1A) Bridge Sidewall Repr & Ped.	\$901,901	\$0	10	55	Attleboro	
Sub	Green Line: Wooden Overhead Trough Removal	\$1,242,076	\$0	10	55	Green Line	
Sub	Red Line #1 Cars End Door Threshold Repair	\$557,085	\$0	10	55	Red Line	
Ops P	Section Insulator Replacement: Green & Blue Lines	\$1,704,123	\$0	10	54	Green Line, Blue Line	
Ops B	Cabot RTL Unit Substation CB Replacemet	\$2,066,718	\$0	10	53	Boston	
Ops P	Wellington & Cabot DC Breakers	\$7,440,731	\$0	10	53	Boston	
Sub	Procure New Trailer for Orient Heights	\$207,042	\$0	10	53	Boston	
Ops B	Platform Edge/Detectable Warning Repairs	\$3,468,463	\$0	10	52	Systemwide	
Ops B	CNG Decector- Alarm System Upgrades	\$264,698	\$0	10	52	Systemwide	
Sub	Red: 3rd Rail Covers: Design/Engineering	\$276,073	\$0	10	51	Red Line	
Sub	Red: 3rd Rail Covers: Procurement	\$552,145	\$0	10	51	Red Line	

D&C	Const/Rehab 2 Bridges: Beverly & Shawsheen	\$27,022,769	\$0	10	49	Beverly, Andover	Funded Else
Sub	Red Line Sound Wall Repairs	\$2,025,490	\$0	10	48	Red Line	
Ops B	Systemwide Sprinkler Upgrade	\$1,325,148	\$0	10	47	Systemwide	
Sub	Subway: Install & Update Lighting in all areas	\$1,186,903	\$0	10	47	Systemwide	
CR	Commuter Rail: Audible Warning Device	\$492,000	\$0	10	46	Systemwide	
SMI	Green Line: Collision Avoidance System	\$579,394	\$0	10	46	Green Line	
Sub	Subway: Sta. Aces. Train/Platform Bridgeplates	\$115,925	\$0	10	46	Systemwide	
Ops B	Wellington Carhouse Sprinkler/Fire Alarm Upgrade	\$2,400,107	\$0	10	45	Medford	
CR	Dbl Track: Fitchburg Line, S. Acton to Willows	\$28,350,000	\$0	10	45	Acton, Littleton, Aye Small Starts	
Sub	Green Line: Next Generation Signal Study	\$2,208,580	\$0	10	45	Green Line	
Sub	Blue Line: Procure Mezzanines for Roof #5 Car	\$806,132	\$0	10	45	Blue Line	
Ops P	Orange Line DC Breaker Upgrade	\$26,923,716	\$0	10	43	Orange Line	
Sub	Green Line: Yard Storage & Work Platform Mezzanine	\$2,353,095	\$0	10	43	Boston, Brookline, Newton	
Ops B	Station Accessibility Enhancement	\$2,183,041	\$0	10	42	Systemwide	
Sub	Upgrade light & shelters for emp. hand switching	\$781,029	\$0	10	42	Systemwide	
Sub	Heavy Rail Platform/Train Gap Solution/Compliance	\$1,104,290	\$0	10	42	Systemwide	
Ops B	Quincy Ctr Retaining Wall Repairs	\$2,152,669	\$0	10	41	Quincy	
Ops B	Braintree Lobby Floor Drains	\$945,559	\$0	10	40	Braintree	
Sub	Green Line Auto. Speed Indicator Signs	\$165,627	\$0	10	40	Boston, Brookline, Newton	
Sub	Orange: Additional Hoist needed for new #14 cars	\$1,634,349	\$0	10	37	Orange Line	
SMI	Systemwide Radio Expansion to Rte 495	\$1,851,400	\$0	10	36	Beyond 128	
Ops B	Permanent Snow Fencing	\$3,131,804	\$0	10	35	Systemwide	
Sub	Protran ROW safety warning devices	\$260,000	\$0	10	35	Systemwide	
Ops B	Special High Reach Lifts for Electrical Maintenance	\$242,944	\$0	10	35	Systemwide	
Sub	Procure unpowered pushcarts for use in emergency	\$1,161,912	\$0	10	28	Systemwide	

TOWN OF WESTWOOD
Commonwealth of Massachusetts



ECONOMIC DEVELOPMENT ADVISORY BOARD

MPO Meeting Handout
November 19, 2009

- 1) Graphical representation of funding request
- 2) 1998/1999 agreement timeline for infrastructure improvements
- 3) Why fund Westwood's ARRA request now?

info generated by Mass Highway

UNIVERSITY AVENUE I-95/I-93 REGIONAL TRAFFIC STUDY
Recommendations and Cost Estimates

Committed Improvements	Cost	Schedule
1. Construct Route 128 Transportation Imp. Project (MassHighway) ¹	\$96,500,000	Year 2003-2004
2. Reconstruct University Avenue (MBTA)	\$4,000,000	12-18 months
3. Replace bridge at Dedham St. over Neponset River (MassHighway)	\$950,000	Fall 1998 compl.
Subtotal:	\$101,450,000	
Recommended Short-Range Improvements		
4. Provide new ramp from Dedham Street to I-95 southbound; provide barriers to prevent left-turns onto ramp from Dedham St.	\$500,000	1-2 years ²
Subtotal:	\$500,000	
Recommended Long-Range Route 128/I-95/I93 Interchange Improvements		
5. Widen connection from Route 128 southbound to I-95 southbound to two lanes ³	\$2,000,000	4-6 years
6. Provide high-speed connection between I-95 northbound to Route 128 northbound to remove inner loop ramp	\$15,000,000	4-6 years
7. Provide new ramp from University Ave. to I-93 northbound via new Greenlodge Street bridge ³	\$5,000,000	4-6 years
8. Realign and improve connection between I-93 southbound and I-95 southbound	\$5,000,000	4-6 years
9. Widen connection from I-95 northbound to I-93 northbound to two lanes	\$500,000	
10. Close existing Blue Hill Drive to Route 128 southbound ramp.	n/a	after #4 and #7
11. Discontinue Greenlodge Street between ramp and Elm Street	n/a	after #7
12. Realign Route 128 off-ramp southbound to Blue Hill Drive; and modify intersection control	\$200,000	4-6 years
Subtotal:	\$27,700,000	
Other Recommended Long-Range Improvements		
13. Grade separate Route 1 at Everett Street	\$9,000,000	3-6 years
14. Reconstruct intersection of Route 138 at Royall St. (Reebok-funded design) ⁴	\$1,500,000	2-3 years
15. Widen Route 138 north and south of Washington St. (Reebok-funded design) ⁴	\$300,000	2-3 years
16. Improve intersection of Route 138 at Randolph St. (Reebok-funded design) ⁴	\$300,000	2-3 years
17. Provide new ramp from I-95 northbound to Dedham Street; widen Dedham St. over I-95; add signal if necessary; channelize/improve Dedham St. as needed ⁵	\$3,000,000	4-6 years
Subtotal:	\$14,100,000	
Total Cost of All Improvements⁵	\$143,750,000	

¹Design costs are not included in this cost estimate.

²This time frame assumes that no EIR is required; if an EIR is required, then the project schedule will be 2-3 years.

³Elements 5, 7, and 17 will be prioritized to in order to shorten the expected implementation schedule to the extent feasible.

⁴These projects are recommended, but are a part of a previous commitment related to the Reebok development.

⁵Total cost does not include design costs and right-of-way costs.

Why fund Westwood's ARRA request now?

1. Unemployment Continues to Increase. Unemployment continues to go up, and is especially acute in the building trades. Thirty percent of the members of the laborers union are without work. The infrastructure we're asking the state to commit to would create hundreds of infrastructure construction jobs and leverage hundreds of additional private construction and permanent jobs.
2. Other Large Projects Are Folding. One after another, other large-scale projects in Massachusetts are failing. The latest example is the Plymouth Rock movie studio, which is on indefinite hold for lack of financing and other reasons. It is appropriate that the state assist with public infrastructure to help the remaining "live" projects get started.
3. Construction of the Infrastructure Can Start Soon. MassHighway and its consultants are nearing completion of the critical phase of design and permitting - 25% design and NEPA and MEPA submittals will be completed shortly. Components of the infrastructure - the Route128 off-ramp and Westwood Station Boulevard - will be ready for construction early in 2010, and the remainder - the Dedham Street corridor - will be ready in late 2010/early 2011.
4. There is Consensus that the Improvements are Needed Regional Infrastructure. Key components of the infrastructure have been planned for decades, with the Secretary of Transportation promising the towns of the region in 1998 that the entire I-95/I-93 interchange would be completed by 2004. The existing interchange suffers from traffic and safety deficiencies due to weaving. Regional environmental and economic development benefits would result from reconfiguring the interchange. The infrastructure we request the state commit to now represents the first phase of the larger interchange project.
5. Construction Prices are Down. The construction market is a "buyers market." Prices are down, and the actual cost of the requested improvements is likely to be significantly lower than cost estimates prepared some time ago.
6. Commitments from the State to Fund the Infrastructure Will Kick Start the Westwood Station Project. The roadways for which funding is requested are the essential to accessing the Westwood Station project. Without these roads, traffic will not move efficiently into and out of the project. With these roads in place, the project will be able to move forward. Additionally, the tenant list will expand, as some tenants now concerned about access to the project will have their concerns addressed, and will agree to sign leases.
7. Infrastructure First, Project Second is the Most Efficient Approach to Project Execution. It is more efficient for the infrastructure to be in place before the project - to "lead" the project, than for the project and the infrastructure to be constructed at once. This efficient approach will reduce coordination issues and save money.



Regional Roadway Infrastructure

November 18, 2009



Construct Intersection of Canton St. & Westwood Station Blvd.

Build Westwood Station Blvd. - 5-Lane Arterial Road, Sidewalks, Bike Path, and New Utilities

Build new portion of University Ave.

Proposed Auxiliary Lane

Reconfigure Rte. 128 Ramp at Blue Hill Drive

Reconfigure Intersection of Canton St. & University Ave.

Westwood Station Boulevard

University Avenue

Public Safety Building

NORWOOD CANTON

Reconfigure Intersection at University Rd.

Reconfigure Intersection at University Rd.

Rebuild Arterial Road & Sidewalks and Provide New Utility Infrastructure

New Stormwater Infrastructure (located throughout the project) to Protect Aquifer

Construct Other Subdivision Roads, Sidewalks and Utilities

Amtrak/MBTA Railway

New 4-Lane Bridge Over Neponset River

New 4-Lane Bridge Over Amtrak/MBTA Tracks

Neponset River

WESTWOOD CANTON

New Left to I-95 Southbound

New Signals & Related Work

New Signals

New 5-Lane Bridge Over I-95

New I-95 Northbound Off-Ramp at Dedham St.

New Signals

Shawmut Park Entrance

Not Shown: Neighborhood Traffic Mitigation Measures

DRAFT Amendment One FFYs 2010 - 2013 TIP

FFY 2010

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP funding category

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 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>	
Bellingham	602493	Pulaski Blvd	\$1,600,000	\$400,000	\$2,000,000	
Boston	604761	South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000	
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,820,656	\$455,164	\$2,275,820	
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston Region		Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000	
Congestion Mitigation and Air Quality Improvement Program Total			\$8,100,656	\$2,025,164	\$10,125,820	
			<i>Minimum CMAQ Regional Target</i>		\$0	

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 Four of Six	\$5,600,000	\$1,400,000	\$7,000,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six	\$8,000,000	\$2,000,000	\$10,000,000	
National Highway System Total			\$13,600,000	\$3,400,000	\$17,000,000	

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bellingham	602493	Pulaski Blvd	\$8,805,208	\$2,201,302	\$11,006,510	
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000	
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950	
Everett, Boston	602382	Route 99 (Broadway)	\$2,771,088	\$692,772	\$3,463,860	\$2,434,140
Norwood	604916	Pleasant St at Morse St	\$0	\$0	\$0	funded with ARRA
Surface Transportation Program Total			\$20,225,856	\$5,056,464	\$25,282,320	

DRAFT Amendment One FFYs 2010 - 2013 TIP

FFY 2010

Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710
			<i>Minimum HSIP Regional Target</i>		\$4,296,710

Total Regional Target Programming **\$56,704,850**
Boston Region MPO Regional Target with State Match **\$56,607,514**

FEDERAL AID NON-TARGET PROJECTS

American Recovery and Reinvestment Act of 2009

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Arlington, Cambridge, Somerville	605372	Minuteman Connector	\$3,600,000		\$3,600,000
Boston		Resurfacing on Federal Aid Roads within Boston	\$13,815,510		\$13,815,510
Boston, Newton, Watertown	605662	Nonantum Rd Improvements	\$7,926,360		\$7,926,360
Boston Region		Massachusetts Emergency Transportation Fiber Optic Network	\$1,700,000		\$1,700,000
Boston Region		Key Bus Route Investment (flex money to MBTA)	\$10,000,000		\$10,000,000
Foxborough	605871	Pedestrian Bridge over Route 1	\$9,000,000		\$9,000,000
Framingham, Natick	604991	Route 9	\$12,500,000		\$12,500,000
Lynn	605670	Blossom Street Ferry Terminal (flex money to transit)	\$8,400,000		\$8,400,000
Medford	605122	Clippership Drive	\$1,000,000		\$1,000,000
Norwood	604916	Pleasant St at Morse St	\$1,151,600		\$1,151,600
Quincy	604664	Quincy Center Concourse, Phase II	\$8,100,000		\$8,100,000
Somerville	605680	Assembly Square Access Improvements	\$15,000,000		\$15,000,000
Somerville	603288	Reconstruction of Washington St	\$1,750,000		\$1,750,000
Weymouth, Rockland	604510	East-West Parkway	\$15,000,000		\$15,000,000
American Recovery and Reinvestment Act Total			\$108,943,470		\$108,943,470

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston		Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100

High-Priority Projects (SAFETEA-LU)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton to Stow	604531	Assabet River Rail Trail Design (HPP 1761)	\$1,079,881	\$269,970	\$1,349,851
Boston		Chelsea St Bridge Replacement Construction (HPP 2592)	\$1,700,000	\$425,000	\$2,125,000
Boston		Chelsea St Bridge Replacement Construction (HPP 4265)	\$6,008,000	\$1,502,000	\$7,510,000
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996

DRAFT Amendment One FFYs 2010 - 2013 TIP

FFY 2010

High-Priority Projects (SAFETEA-LU) cont.

Boston	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531	
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000	
Boston		East Boston Haul Road Design (HPP 2032)	\$716,800	\$179,200	\$896,000	
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000	
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873	project moved in from 2009
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562	project moved in from 2009
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750	project moved in from 2009
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451	project moved in from 2009
Somerville	604872	Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219	project moved in from 2009
Quincy	604664	Quincy Center Concourse, Phase II	\$0	\$0	\$0	project funded with ARRA
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748	
Sudbury		Assabet River NWR Parking Design and Construction (HPP 451)**	\$336,000	\$84,000	\$420,000	
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825	
Weymouth	601630	Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000	
Weymouth		Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750	
Section 112			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Medford	605122	Clippership Drive Streetscape Construction	\$990,000		\$990,000	
Section 117			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Milton		East Milton Square Parking Study (#871)	\$150,000		\$150,000	project moved in from 2009
Somerville		Adaptive Reuse and Streetscape Improvements Construction	\$350,000		\$350,000	project moved in from 2009
Section 330						
Winthrop		Winthrop Ferry Improvements Construction	\$496,750		\$496,750	project moved in from 2009
PLHD Awards (2003)			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Boston		Long Island Pier Improvments	\$35,000		\$35,000	project moved in from 2009
2004 Ferry Boat Discretionary Commuter Ferry			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290	project moved in from 2009
2005 Ferry Boat Discretionary Ferry Infrastructure			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209	project moved in from 2009
Eastern Federal Lands Highway Division			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Minuteman National Park (Concord)		Pavement Management Project	\$230,000		\$230,000	project moved in from 2009
			High-Priority Projects Total		\$54,192,195	

*Additional money to be provided from outside sources

**Project management by US Fish and Wildlife

DRAFT Amendment One FFYs 2010 - 2013 TIP FFY 2010

National Highway System - Non Target

Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4		\$12,400,000	\$3,100,000	\$15,500,000
			NHS Non Target Total	\$12,400,000	\$3,100,000	\$15,500,000

FEDERAL-AID BRIDGE PROJECTS

Bridge

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604388	Route 145 over Belle Isle Inlet		\$4,720,000	\$1,180,000	\$5,900,000
Framingham	604013	Fountain St over MBTA		\$3,120,000	\$780,000	\$3,900,000
			Major Bridge Total	\$7,840,000	\$1,960,000	\$9,800,000

Advance Construction Bridge

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge		\$9,200,000	\$2,300,000	\$11,500,000
Boston	603370	Route 99 (Alford Street) over Mystic River		\$7,200,000	\$1,800,000	\$9,000,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Four		\$6,880,000	\$1,720,000	\$8,600,000
			Advance Construction Bridge Total	\$23,280,000	\$5,820,000	\$29,100,000

Special Bridge Program

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Littleton	604841	Taylor Street over I-495		\$18,240,000	\$4,560,000	\$22,800,000
Maynard	603658	Route 27 over the Assabet River		\$5,040,000	\$1,260,000	\$6,300,000
			Special Bridge Total	\$18,240,000	\$4,560,000	\$22,800,000

should have been included

Accelerated Bridge Program - Federal Aid GANS Projects***

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ashland	603602	Route 135 (Union Street) over the Sudbury River				\$3,150,000
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)				\$60,000,000
Boston	603654	Morton Street over the MBTA				\$4,157,100
Boston	603443	River Street over the MBTA and Amtrak				\$9,633,664
Wellesley	600776	Rockland Street over CSX				\$2,286,129
			Accelerated Bridge Program Total			\$79,226,893

***GANS conversion to federal aid to begin in 2015

Federal-Aid Bridge Total \$156,426,893

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Waltham	604710	Interstate 95		\$19,807,920	\$2,200,880	\$22,008,800
			Interstate Maintenance Total	\$19,807,920	\$2,200,880	\$22,008,800

Total Highway Program \$413,776,208

CENTRAL ARTERY/TUNNEL PROJECT

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
--	--	--	--	----------------------	--------------------	--------------------

DRAFT Amendment One FFYs 2010 - 2013 TIP

FFY 2010

National Highway System (NHS)	\$70,000,000	\$70,000,000
Bridge	\$50,000,000	\$50,000,000
State Transportation Program (STP)/ Flex	\$20,000,000	\$20,000,000
State Transportation Program (STP)	\$11,290,000	\$11,290,000

Federal-Aid Subtotal	\$151,290,000	
Federal-Aid Matching Funds Subtotal		\$151,290,000
2010 Central Artery/Tunnel Funds Total		\$151,290,000

Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project****	\$38,300,000	\$10,300,000	\$48,600,000
Fairmount Improvements		\$46,900,000	\$46,900,000
Red Line-Blue Line Connector Design		\$6,000,000	\$6,000,000
1,000 Parking Spaces		\$3,000,000	\$3,000,000
State Implementation Plan Total			\$55,900,000

****Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

COMMONWEALTH I-CUBED PROGRAM

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville 605680 Assembly Square Access Improvements		\$13,000,000	\$13,000,000
I-CUBED PROGRAM TOTAL			\$13,000,000

DRAFT Amendment One FFYs 2010 - 2013 TIP FFY 2010

Regional Transit Program

<i>American Recovery and Reinvestment Act of 2009</i>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Systemwide	Operating Assistance for FFY 2010	\$18,067,444		\$18,067,444
Blue Line	Orient Heights Track Reconstruction	\$19,000,000		\$19,000,000
Systemwide	Emergency Station Lighting Program	\$1,500,000		\$1,500,000
Systemwide	Substation Control Battery Set Replacement	\$3,200,000		\$3,200,000
Systemwide	Tunnel Dewatering Pump Station Rehab Program	\$2,307,556		\$2,307,556
Orange Line/Commuter Rail	Back Bay Re-Roofing Project	\$1,625,000		\$1,625,000
Red Line	North Quincy Station Platform Repairs	\$4,000,000		\$4,000,000
Red Line/Commuter Rail	Braintree Station Parking Garage Structural Repairs	\$4,500,000		\$4,500,000
American Recovery and Reinvestment Act Total		\$54,200,000		\$54,200,000

<i>American Recovery and Reinvestment Act of 2009</i>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
MetroWest RTA	Reimburesment for Operating	\$75,000		\$75,000
Cape Anne Transit Authority	Reimburesment for Operating	\$67,615		\$67,615
American Recovery and Reinvestment Act Total		\$142,615		\$142,615

<i>Section 5307</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	ITS Initiatives	\$5,000,000	\$1,250,000	\$6,250,000
Red Line	Power System Improvements	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Rehab Program	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	MBTA Accessibility Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	CNG Bus Overhaul Program	\$10,000,000	\$2,500,000	\$12,500,000
Bus	Everett Maintenance Facility	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Elevator Replacement/Rehabilitation	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Grant Anticipation Notes (GANs) Program	\$18,000,000	\$4,500,000	\$22,500,000
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Bus Arrival LCD Signage	\$2,400,000	\$600,000	\$3,000,000

<i>Section 5307 cont.</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Specialized Non-Revenue Vehicles	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Parking Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000
Commuter Rail	Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000
Commuter Rail	System Upgrades	\$3,600,000	\$900,000	\$4,500,000

DRAFT Amendment One FFYs 2010 - 2013 TIP

FFY 2010

Section 5307 (cont.)

Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
Ferry System	Ferry System Upgrades	\$4,000,000	\$1,000,000	\$5,000,000
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
----------------------	--------------------	--------------------

Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
Section 5307 State Match Total		\$1,947,444	\$486,862	\$2,434,306

Section 5307 (carryover)

Systemwide	Locomotive and Coach Procurement (2009 funds)	\$19,200,000	\$4,800,000	\$24,000,000
Systemwide	ITS Initiatives (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Power (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Rehab (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Green Line	MBTA Accessibility Program (2009 funds)	\$21,600,000	\$5,400,000	\$27,000,000
Systemwide	Station Management Program (2009 funds)	\$2,800,000	\$700,000	\$3,500,000
Bus	CNG Bus Overhaul Program (2009 funds)	\$12,000,000	\$3,000,000	\$15,000,000
Bus	Everett Maintenance Facility (2009 funds)	\$4,400,000	\$1,100,000	\$5,500,000
Bus	Everett Maintenance Facility (2008 funds)	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Elevator Replacement /Rehabilitation (2009 funds)	\$25,862,679	\$6,465,670	\$32,328,349
Systemwide	MBTA Enhancement Program (2009 funds)	\$1,354,482	\$338,621	\$1,693,103
Systemwide	Bus and Train Arrival LCD Signage (2009 funds)	\$4,800,000	\$1,200,000	\$6,000,000
Orange Line	Orange Line Vehicles (2008 funds)	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Maintenace Facilities - Equipment (2008 funds)	\$3,000,000	\$750,000	\$3,750,000
Section 5307 carryover MBTA Match Total		\$115,417,161	\$28,854,290	\$144,271,451

Section 5309

Blue Line	Blue Line Modernization	\$8,500,000	\$2,125,000	\$10,625,000
Red Line	Red Line Number 2 Car	\$14,000,000	\$3,500,000	\$17,500,000
Systemwide	Kawasaki Coaches	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	Positive Train Control	\$1,000,000	\$250,000	\$1,250,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRAPS)	\$8,500,000	\$2,125,000	\$10,625,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000

DRAFT Amendment One FFYs 2010 - 2013 TIP

FFY 2010

<i>Section 5309 Infrastructure Program</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Section 5309 MBTA Match Total		\$94,000,000	\$23,500,000	\$117,500,000

<i>Section 5309 (carryover)</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization (2009 funds)	\$21,600,000	\$5,400,000	\$27,000,000
Red Line	Red Line No. 2 Car Overhaul (2009 funds)	\$14,190,124	\$3,547,531	\$17,737,655
Red Line	Red Line No. 2 Car Overhaul (2008 funds)	\$2,678,793		\$3,348,491
Systemwide	Kawasaki Coaches (2009 funds)	\$1,600,000	\$400,000	\$2,000,000
Systemwide	Locomotive and Coach Procurement (2009 funds)	\$33,295,500	\$8,323,875	\$41,619,375
<i>Section 5309 Infrastructure Program (carryover)</i>				
Red Line	Columbia Junction (2009 funds)	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Power Improvements (2009 funds)	\$7,080,000	\$1,770,000	\$8,850,000
Systemwide	Power Improvements (2008 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program (2009 funds)	\$4,800,000	\$1,200,000	\$6,000,000
Systemwide	Bridge and Tunnel Program (2008 funds)	\$11,924,000	\$2,981,000	\$14,905,000
Section 5309 Carryover MBTA Match Total		\$111,568,417	\$27,892,104	\$139,460,521

MetroWest	MetroWest Transportation Authority (2009 funds)	\$406,296	\$101,574	\$507,870
Section 5309 Carryover State Match Total		\$406,296	\$101,574	\$507,870

<i>Section 5309 (carryover) Earmark Funds</i>		<i>Federal Funds</i>	<i>Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center (2009 funds)	\$783,750	\$195,938	\$979,688
Beverly/Salem	Beverly/Salem Intermodal Center (2008 funds)	\$245,000	\$61,250	\$306,250
Blue Line/North Shore	Feasibility Study - Blue Line Extension to Lynn (2008 funds)	\$1,960,000	\$490,000	\$2,450,000
Salem	Beverly/Salem Intermodal Center (2008 funds)	\$434,720	\$108,680	\$543,400
Salem	Beverly/Salem Intermodal Center (2007 funds)	\$401,280	\$100,320	\$501,600
Boston	Commonwealth Avenue/Green Line (2008 funds)	\$656,600	\$164,150	\$820,750
Commuter Rail	Auburndale Station/Newton RT Handicap (2009 funds)	\$380,000	\$95,000	\$475,000
Commuter Rail	Auburndale Station/Newton RT Handicap (2008 funds)	\$392,000	\$98,000	\$490,000
Commuter Rail	Rockport Improvements (2008 funds)	\$597,740	\$149,435	\$747,175
Commuter Rail	Rockport Improvements (2007 funds)	\$551,760	\$137,940	\$689,700
Commuter Rail	Fitchburg Line Improvements (2009 funds)	\$30,000,000	\$7,500,000	\$37,500,000

DRAFT Amendment One FFYs 2010 - 2013 TIP FFY 2010

Section 5309 (carryover) Earmark Funds

Commuter Rail	Fitchburg Line Improvements (2008 funds)	\$5,880,000	\$1,470,000	\$7,350,000
Medford	Medford Downtown Parking (2008 funds)	\$434,720	\$108,680	\$543,400
Medford	Medford Downtown Parking (2007 funds)	\$401,280	\$100,320	\$501,600
Melrose	Commuter Rail Station Improvement (2008 funds)	\$686,000	\$171,500	\$857,500
Revere	Wonderland Station Intermodal (2009 funds)	\$950,000	\$237,500	\$1,187,500
Woburn	Woburn Park and Ride Facility (2008 funds)	\$391,248	\$97,812	\$489,060
Woburn	Woburn Park and Ride Facility (2007 funds)	\$361,152	\$90,288	\$451,440
Section 5309 Carryover Earmark Other Match Total		\$45,507,250	\$11,376,813	\$56,884,063

Section 115 Earmarks

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Green Line	Lechmere Station Relocation	\$1,000,000		\$1,000,000
Beverly/Salem	Beverly/Salem Intermodal Centers	\$1,100,000		\$1,100,000
Revere	Wonderland Station Improvements	\$300,000		\$300,000
Revere	Wonderland Station Improvements	\$1,900,000		\$1,900,000

Section 330

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Winthrop	Water Transportation Ferry FY03	\$496,750		\$496,750

Ferry Boat Discretionary (Carryover Earmarked Funds)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Winthrop	Water Transportation Service Ferry (2007 funds)	\$472,399	\$118,100	\$590,499
Winthrop	Water Transportation Service Ferry (2009 funds)	\$950,000	\$237,500	\$1,187,500
Ferry	Ferry System Improvements (2008 funds)	\$4,103,000	\$1,025,750	\$5,128,750

Previous Flex Funds (Carryover)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	FFY2007 CMAQ Funds for Diesel Oxidation Catalysts	\$250,000	\$50,000	\$300,000
Woburn	FFY2007 STP Funds for Anderson RTC	\$120,000	\$30,000	\$150,000

Various Carryover Earmarks Total **\$10,692,149** **\$1,461,350** **\$12,153,499**

Federal-Aid Subtotal

\$567,332,421

Federal-Aid State/Local Matching Funds Subtotal

\$1,948,212

Federal-Aid MBTA Matching Funds Subtotal

\$125,123,207

FFY 2010 Regional Transit Funds Total **\$694,403,840**

FFY 2010 TIP Total **\$1,328,370,048**

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

Date	Affiliation/Name	Comment	MPO Action
10/15/2009	Peter I. Hechenbleikner, Town Manager, Town of Reading	Requests that the West Street project in Reading receive consideration for ARRA funds. West Street continues to serve growing traffic volumes as commuters utilize the roadway as an alternative route to the industrial sectors of Woburn and Wilmington and to the Interstate 93/Route 129 Interchange. In addition to traffic related to the existing elementary school and the Reading Commuter Rail Station, three new developments in the vicinity of West Street have further strained the roadway. The project will improve vehicular, pedestrian and bicycle safety by installing fully actuated traffic signals, providing shoulders, and constructing ADA accessible sidewalks. The town is confident that with the right of way process underway and the environmental process nearly complete, the project will be ready for advertisement by February 2010. It has strong public support. A detailed history of the project is provided.	
10/15/2009	State Representative Charles A. Murphy, 21st Middlesex District	On behalf of the Town of Burlington, expresses support for the Middlesex Turnpike Roadway Improvement Project and requests that it be included on the TIP Amendment with ARRA funds. The project will provide critical roadway infrastructure improvements that will allow Burlington and the Executive Office of Housing and Economic Development (EOHED) the opportunity to stimulate private sector investment within the Middlesex Turnpike Growth District. EOHED has issued a Growth District Initiative (GDI) Program Funds Award to Burlington to partially finance the design and permitting of this transportation project with the expectation that potential ARRA funding may be available to fund construction.	
10/20/2009	State Senators Steven A. Tolman and Cynthia Stone Creem; State Representatives Jonathan Hecht, Ruth B. Balsler, Kevin G. Honan, Kay Khan, Peter J. Koutoujian, and Michael J. Moran	Request the inclusion of the Nonantum Road Improvement Project in the amended FFYs 2010-2013 Transportation Improvement Program (TIP). Nonantum Road has been the site of four fatalities since 2006; and the hazardous conditions put motorists, pedestrians, and cyclists at risk. The project will increase access for bicyclists and pedestrians by providing safe crosswalks, designating bike lanes, expanding paths, and improving lighting. The project has the full support of DCR, MassDOT - Highway Division, and the adjoining communities and it will support job creation within the engineering community, construction industry and related suppliers.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

10/21/2009	Thomas M. Menino, Mayor of Boston, State Senators Jack Hart, Anthony D. Galluccio, Steven A. Tolman, Anthony W. Petrucci, Sonia Chang-Diaz, State Representative Martin J. Walsh, Gloria L. Fox, Kevin G. Honan, Liz Malia, Aaron M. Michlovitz, Willie Mae	Expresses commitment to the project Resurfacing of Federal Aid Roads within the City of Boston and strongly urges the MPO to support the inclusion of this project in the TIP Amendment. It will include the repaving of streets, installation of modern sidewalk ramps, and addition of bicycle facilities. The estimated cost of the project is \$21 million. Notes that the project is shovel-ready.	
10/22/2009	State Representative Peter J. Koutoujian, 10th Middlesex District	Requests that the Nonantum Road project be funded with ARRA money and be included in the Amendment to the FFY 2010 Element of the FFYs 2010-2013 Transportation Improvement Program (TIP). The project would improve safety conditions at this hazardous, heavily traveled commuter artery, which has been the site of four fatal automobiles accidents in the past three years. DCR has committed \$400,000 toward the final stages of planning for the project. Construction is currently estimated at \$8 million.	
10/28/2009	Michelle Ciccolo, Director of Community Planning, Town of Hudson	Expresses disappointment that in July, 2009, the Route 85 project in Hudson was not in a position to be made ready for advertising ARRA funds in February 2010 and now it unlikely that it can be made ready for the deadline. The project meets the strong economic development component of ARRA by connecting key office and retail facilities along the corridor in addition to Route 85 being within a state-designated Economic Target Area. The corridor is one of the few places experiencing new construction and job growth, but the town can not accommodate ongoing growth without attending to safety needs and congestion. Notes that the municipality has done everything within its power to advance this project including acquiring funding from developers, the legislators, and various grants and participatory remediation of a relocated parcel. Asks that the MPO carefully evaluate stimulus projects on the TIP with an eye towards funding projects that were already in the queue for FY 2010 so that other good projects, such as Route 85, can potentially move up on the list.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/2/2009	Wendy Landman, Executive Director, WalkBoston	Expresses support of the projects Alewife Greenway (Minuteman-Mystic River Connector) and the Reconstruction of Nonantum Road projects because they will serve walkers, bicyclists, and drivers and address pressing safety concerns. The Alewife Greenway will provide an off-road link for bicyclists and pedestrians to the Alewife Station and safety improvements at the crossings of Massachusetts Avenue and Broadway. The Nonantum Road project will improve safety on a dangerous roadway alignment and enhance access for neighborhood residents to the river's edge.	
11/3/2009	State Representative William N. Brownsberger, 24th Middlesex District	Express strong support of the Minuteman Bike Path to Mystic River Reservation Bike/Pedestrian Transportation Link in Cambridge, Arlington, and Somerville. The project will provide an off road link for thousands of citizens to transit access at Alewife Station. It will also provide safety improvements at the crossings of Massachusetts Avenue and Broadway and link residential neighborhoods to recreational facilities.	
11/3/2009	Dennis E. Harrington, Planning Director, City of Quincy	Expresses gratitude that the Quincy Center Concourse Phase II is included for ARRA funding in the proposed TIP Amendment and for doing so expeditiously.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/4/2009	Peter I. Hechenbleikner, Town Manager, Town of Reading	Expresses disappointment that Reading's West Street project, included in MPO staff's list of potentially ready projects for 2010 ARRA funds, was not selected by the TPPC for funding in the draft amendment. He believes that the projects selected should emerge from the TIP process. Recommends that the MPO amend the list of ARRA projects with projects that are presently identified in the TIP.	
11/4/2009	Wayne P. Marquis, Town Manager, Town of Danvers	Requests that the Liberty Street Transportation Improvement Project be included in the TIP Amendment to receive ARRA funds. Liberty Street is a major connection for the community and region from Route 35 to Route 128. The pavement condition is rated structurally deficient and in need of full depth reconstruction. He noted that there are two granite culverts at the Porter River that are also in poor shape and in need of immediate action to avoid roadway failure and water line rupture affecting Danvers and Salem. The town has submitted 75% designs to MassHighway and the environmental permitting process will be complete by January 2010. Attached a project fact sheet.	
11/4/2009	Laura Wiener, Chair, Inner Core Committee (ICC)	Expresses support of the projects from the Inner Core communities that made it on the Commonwealth's List of Recommended FFY 2010 ARRA Projects. Believes that this list of projects is a good representation of projects that will enhance the quality of life of individual cities and towns and also the region at large.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/10/2009	John Stuart, Lt. Mass State Police and Station Commander	Expressed support and thanks for the Pedestrian Bridge at Route One. He believes the footbridge will not only enhance public safety on event day, but every day as more development takes place on Route One.	
11/11/2009	Jay Doherty, Chief Executive Officer, Cabot, Cabot & Forbes of New England, Inc.	Requests that the first phase of I-93/I-95 roadway improvements be included in the FFYs 2010-2013 TIP. Requests specifically that the Route 128 off-ramp at Blue Hill Drive and Westwood Station Boulevard be listed in the FY 2010 Element and components of the Dedham Street corridor in the FY 2011 and 2012 Elements. States that the developers will fund the design and permitting as well as commit to applying all funds available from the I-Cubed infrastructure program in connection with the first phase of Westwood Station. Also includes background information about the project and a list of the potential benefits.	
11/12/2009	Judy LoRocca, Chair, Bruce Freeman Rail Trail (BFRT) Advisory Committee	Expresses continued support of the BFRT in the 2021-2025 band of the Regional Transportation Plan Amendment. Pleased to see that the FY 2009 Statewide Transportation Enhancement Funds have been obligated for the design of Phase 2A of the BFRT (Acton, Carlisle, and Westford) and are hopeful that the FY 2010 Statewide Transportation Enhancement Funds will be obligated for the design of Phase 2C. The trail will provide an alternative transportation option to the West Concord Commuter Rail Station and connect neighborhoods, businesses, schools, and a community senior center.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/12/2009	Todd Fremont-Smith, Senior Vice President of Development, Nordblom Company	Expresses support for the Town of Burlington's Middlesex Turnpike Roadway Improvement Project. Believes that the town is in need of infrastructure support to enhance economic development of the region. Notes that the town has worked tirelessly to update zoning to allow mixed-use, biotech, office, and other market-resonant uses as evident by the Northwest Park, South Ave, New England Executive Park, and Burlington Dodge Site developments. Believes that the project can help spread regional growth along Route 3. Attached a short information flyer regarding the Northwest Park project.	
11/12/2009	Brian F. Sullivan, Town Manager, Town of Arlington	Asks for consideration of the Arlington's Reconstruction of Forest Street project for ARRA funds. The roadway carries significant cut through traffic and part of bus route #67. Pavement, drainage, and pedestrian facilities are in need of repair. The town believes that this project would be a proper substitute for their sidewalk project in the first round of ARRA that was initially selected, but later rescinded. He noted that the 25/75% plans were submitted to the State for review last month and the town, and MassDOT Highway Division personnel are confident that they can have the project ready by the February 2010 deadline.	
11/13/2009	Steve Rollins, Hanover Town Administrator	Expresses opposition to the Foxborough Pedestrian Bridge project being placed ahead of any of the projects on the Universe of Projects list. States that Hanover's Route 53, Phase 4 project is more worthy of public funds than the "privately inspired" pedestrian bridge. Notes that the updated 25% designs of the Route 53 project were submitted to MassHighway on October 7, 2009 that incorporate information regarding the bridge construction over Route 3. Expects to submit 75% designs to MassHighway on May 24, 2010 and requests that this project be moved up to the FFY 2012 Element of the FFYs 2010-2013 TIP.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/13/2009	Paul F. Matthews, Executive Director and Jessica Strunkin, Deputy Director of Public Policy and Public Affairs, 495/MetroWest Partnership	Expresses support for the inclusion of the Route 9 Resurfacing project (Framingham and Natick) and the Pedestrian Bridge over Route 1 (Foxborough). The Route 9 project will enhance safety and mobility on approximately 8 miles of this corridor and lay the groundwork for future drainage and signal improvements. The Pedestrian Bridge project will support future development of 1.5 million square feet of fully permitted office space expected to create 4,000 construction jobs and 4,500 new full jobs once completed. The area is a priority development site and the private sector has offered to maintain the structure after completion. The project will also address safety needs for pedestrians and alleviate congestion for motorists on Route 1.	
11/13/2009	Jeffrey P. Doran, Senior Vice President, Lahey Clinic	Expresses support for the Middlesex Turnpike Roadway Improvement Project and believes it will support both the Town of Burlington's recent planning efforts and the Executive Office of Housing and Economic Development's (EOHED) newly created Middlesex Turnpike Growth District. EOHED has issued a Growth District Initiative (GDI) Program Funds Award to Burlington to partially finance the design and permitting of this transportation project with the expectation that potential ARRA funding may be available to fund construction. The project would provide much needed additional capacity along the Middlesex Turnpike corridor to support multiple proposed private development projects and help mitigate the potential impacts.	
11/13/2009	James F. Murphy, President/CEO, Burlington Area Chamber of Commerce	Expresses support for the Middlesex Turnpike Roadway Improvement Project and believes it will support both the Town of Burlington's recent planning efforts and the Executive Office of Housing and Economic Development's (EOHED) newly created Middlesex Turnpike Growth District. The project would provide much needed additional capacity along the Middlesex Turnpike corridor to support multiple proposed private development projects and help mitigate the potential impacts.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/13/2009	Rick Tonzi, Simon Property Group - Development	Expresses support for the Middlesex Turnpike Roadway Improvement Project and believes the investment in the important commercial areas in the Town of Burlington will aid further economic growth. The 1,372,000 square foot Burlington Mall employs over 3,200 full and part-time employees and is the largest tax payer in the Town of Burlington.	
11/13/2009	Kevin E. McHugh, P.E., Senior Project Manager/Civil Engineer, Coneco Engineers & Scientists	On behalf of Ipswich, requests that the proposed Reconstruction Project for Route 1A/133 (Central and South Main Streets) in Ipswich be considered for ARRA funds. The roadway needs complete reconstruction. It is a vital component of the regional transportation system, but its current condition presents safety concerns and drainage issues. Vehicular and pedestrian travel is impaired. He notes the history and status of the project and believes that it will be suitable for advertising within the February 2010 timeframe. Attached descriptive photos of the roadway and Project Review Committee (PRC) approval letters.	
11/13/2009	State Representative David P. Linsky, Fifth Middlesex District	Expresses appreciation that the Governor has recommended the Route 9 Resurfacing project in Framingham and Natick (\$12.5 million) for ARRA funds and urges the MPO to include this project in the Amendment to the FFYs 2010-2013 TIP. The project will provide resurfacing, signal, and drainage improvements along approximately 8 miles of Route 9. The work will also include sidewalk installation and upgrades to increase handicap accessibility. Notes that this is the only project on the Governor's List of Recommended Projects located in the MetroWest region and hopes that regional equity be strongly considered when selecting projects for the FY 2010 element of the FFYs 2010-2013 TIP.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/13/2009	Scott J. Weiss, Managing Director of Commercial Development, The Gutierrez Company	Expresses support of the Middlesex Turnpike Transportation Improvement Project on the TIP Amendment. The project will provide needed access enhancements to an area with tremendous economic growth potential. Notes that The Gutierrez Company has developed over 10 million square feet in the area and has fully permitted the Burlington Research Center (BRC), a new 600,000 square foot bio-tech/life science campus. Believes this project will leverage public and private investment to keep Burlington serving as an economic engine for the region.	
11/13/2009	Richard K. Sullivan, Jr., Commissioner, Department of Conservation and Recreation (DCR)	Requests that the Nonantum Road Improvement Project be included in the FFYs 2010-2013 TIP Amendment. MassDOT has assumed oversight responsibility from DCR for the advertisement, bidding, and construction of this project and the final design is being completed in accordance with the MassHighway 2006 Project Development and Design Guide. He anticipates the final design to be complete by December 2009.	
11/16/2009	Charles Gaffney and Ken Soderholm, Co- Chairs, MetroWest Growth Management Committee	Expresses support for the Route 9 Resurfacing project (Framingham and Natick) and appreciation of the \$12.5 million allocation of ARRA funds. The project will promote pedestrian and handicap accessibility by installing sidewalks and adding additional curb cuts. Expresses concern that though these improvements will address short-term issues, the comprehensive re-construction of Route 9 is necessary in the long-term to address drainage issues and several intersections in a state of disrepair.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/16/2009	Richard A. Nottebart, Resident (via email)	Expressed disappointment in the programming of funds for the Foxborough Pedestrian bridge. Feels that the money could be better used for Route 1A improvements in the Walpole and Norfolk area or on the Fore River Bridge.	
11/16/2009	Richard K. Sullivan, Jr., Commissioner, Department of Conservation and Recreation (DCR)	Requests that the Alewife Greenway Improvement project be included in the FFYs 2010-2013 TIP Amendment. MassDOT has assumed oversight responsibility from DCR for the advertisement, bidding, and construction of this project and the final design is being completed in accordance with the MassHighway 2006 Project Development and Design Guide. He anticipates the final design to be complete by December 2009	
11/16/2009	Robert K. Coughlin, President & CEO, MassBio	Express support for the construction of the Foxborough Pedestrian Bridge project with ARRA funds. Believes that the approximately 500 acres of land within the Growth District in Foxborough is suitable for the biotechnology industry, except that the site lacks safe pedestrian crossing to the amenities on the south side of Route 1. States that the public infrastructure must be in place in before any company will commit to the site. Believes the project will enhance public safety and support economic development of the biotechnology industry in Foxborough.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/16/2009	Richard Williamson, Sudbury resident	Expresses gratitude that the TIP Amendment includes the Minuteman Connector project. This shared-use path will serve as a transportation resource by linking Alewife Station and the Mystic area. Believes this project is an important step to creating a valuable network of shared-use paths in the state so that rail trails and shared-use paths are utilized for more than recreation.	
11/16/2009	Andrew A. Gala, Jr., Town Manager, Town of Foxborough	Supports the inclusion of the Pedestrian Bridge over Route 1 in the TIP Amendment. The project will provide safe pedestrian access between existing and emerging businesses along both sides of Route 1 and lessen existing vehicular traffic. It will allow spur further economic development in the state-designated Growth District and the Town's Economic Development Area Overlay District.	
11/16/2009	Robert W. Healy, City Manager, City of Cambridge	Requests that the \$180,000 in design funds for the Cambridge Common Enhancement project be included in the FY 2010 Element of the FFYs 2010-2013 TIP. The city's federal review and contracting processes were not far enough in FY 2009 for funds to be allocated. States that three Cambridge projects were on the "Projects Potentially Ready for ARRA Funding" list, but not selected. Suggests that communities would benefit from an understanding of how the MPO decided on municipal projects for ARRA funding. Supports the \$10 million in ARRA funds being allocated toward improving MBTA Key Bus Routes.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/16/2009	Taber Keally, Chair, Three Rivers Interlocal Council	TRIC is pleased to see that the Pleasant Street intersection project was included for funding. TRIC would like to see the Route 138 project in Canton funded as well. TRIC does not support the Route 1 Pedestrian Bridge in Foxborough.	
11/16/2009	William Friel, Town Administrator, Town of Canton	States that the Route 138 project in Canton is considered to be a priority for the town and is vital to economic development in the corridor. The Town of Canton requests ARRA funds for the project. The project is shovel ready, the design is underway and the 100% design packet has been submitted for the Highway Division's approval and Right of Way is almost complete. Attached additional information in packet of original comment.	
11/17/2009	Kevin Weinfeld, Planning Board Chairman, Town of Foxborough	Regrets that he cannot attend the meeting on the 19th, however, he would like to express his strong support for the proposed Route 1 Pedestrian Bridge. Not only will the bridge provide an important safety connection, but it will also serve as a critical economic catalyst to future development on the North Side of Route 1.	

DRAFT Amendment to the 2010 Element of the FFYs 2010 - 2013 TIP Public Comment Matrix

11/17/2009	Edward O'Leary, Chief of Police, Town of Foxborough	Stated that during his first week as Foxborough's Police Chief (in 1985) he attended a meeting about traffic safety on Route 1. The major issue was pedestrians vs. vehicle traffic. Various improvements have been made over the years, but challenges still remain. A pedestrian bridge would help solve this problem.	
11/17/2009	Michael Saegh, President, Foxstar Corporation	Mr. Saegh is a member of the Route 1 Business Owners' Association and as an owner he would like to express his strong support for the Town of Foxborough's ongoing efforts to advocate for a Pedestrian Bridge at Route One. As a group the Association works to improve Route 1 all the time and they appreciate the help.	
11/18/2009	F. Jay Barrows, State Representative, 1st Bristol	Rep. Barrows strongly supports the Route 1 Pedestrian Bridge project. The project is supported by public safety officials and town leaders in Foxborough. The project will also further economic development in the area, a major component of ARRA.	



Massachusetts Department of Transportation

**Transit Commitments
November 2009 Status Report**

November 19, 2009

For questions on this document, please contact:

Katherine S. Fichter

Massachusetts Department of Transportation

Office of Transportation Planning

10 Park Plaza, Room 4150

Boston, Massachusetts 02116

katherine.fichter@state.ma.us

INTRODUCTION

This report is being submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to provide an update on the status of the four outstanding State Implementation Plan (SIP) transportation control measure (TCM) projects – Fairmount Line Improvements, 1000 Additional Parking Spaces, design of the Red Line–Blue Line Connection, and the Green Line Extension Project (Lechmere Station to College Avenue with a Spur to Union Square). The United States Environmental Protection Agency (EPA) approved the projects as part of the SIP on July 31, 2008. A complete description of the process to include these projects in the SIP is provided in the Boston Region MPO’s long-range transportation plan – JOURNEY TO 2030 Amendment adopted on September 24, 2009. As part of the approval of the JOURNEY TO 2030 Amendment, FHWA and FTA stated:

“The demonstration of timely implementation of TCMs in the SIP is required for a conformity determination. In order to ensure that the TCMs are completed as scheduled, the Executive Office of Transportation and Public Works shall prepare monthly progress reports to FTA, FHWA, and EPA. In addition to these progress reports EOT (MassDOT after November 1, 2009) shall convene monthly meetings with all interested parties to discuss the status of each TCM. This reporting requirement will be effective starting November 2009.”

This is the first of the required status reports to be presented at the Boston MPO’s Transportation Planning and Programming Committee at their November 19, 2009 meeting. This report builds on the Executive Office of Transportation’s State Implementation Plan – Transit Commitments 2009 Status Report, submitted to the Massachusetts Department of Environmental Protection on July 1, 2009 and follows the same format. The information from the July 1, 2009 status report is included for information purposes in this first status report. All subsequent reports will provide the status only from the previous report.

I. FAIRMOUNT LINE IMPROVEMENT PROJECT

SIP Requirement

Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: Fairmount Line improvements consisting of enhancements of existing stations including without limitation: platform extensions; improved lighting and improved access; a new station in the general location of Four Corners, and a new station in each of the neighborhoods of Dorchester, Mattapan and Roxbury; and bridge upgrades and other measures to improve service and increase ridership (the Fairmount Line project). EOT shall meet the following interim deadlines for the Fairmount Line Project:

- A. One year from the effective date of this regulation (December 1, 2006), develop a Request for Proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed for a design consultant.*

B. Within two years following the issuance of a notice-to-proceed, complete final design, apply for all necessary permits and grants, file any required legislation, and initiate all public and private land acquisition.

Project Description

The 9.2-mile Fairmount commuter rail line runs from South Station, currently serves four stations (Uphams Corner, Morton Street, Fairmount, and Readville) in the communities of Dorchester, Mattapan, and Hyde Park, and terminates in the Readville section of Boston. The line, which uses right-of-way entirely owned by the MBTA, also includes 41 bridges. It is the only commuter rail line that exclusively serves neighborhoods within the City of Boston, but ridership has historically been low and passenger facilities along the line do not meet modern standards.

The Fairmount Line Project includes the rehabilitation of the existing Uphams Corner and Morton Street Stations, construction of four new stations – Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue – reconstruction of six existing railroad bridges (located over Columbia Road, Quincy Street, Massachusetts Avenue, Talbot Avenue, Woodrow Avenue, and the Neponset River), and construction of a new interlocking and upgraded signal system (required to advance the bridge reconstruction work). These upgrades will enhance future service, allowing for increased frequency on the line.

Planning Conformity

Throughout the life of the project, improvements to the Fairmount Line have been included in all relevant transportation planning documents, including the MBTA Program for Mass Transportation and the Regional Transportation Plan of the Boston Region MPO.

Project Status as of July 2009

Systems

The upgrades to the interlocking and signal system have been completed and are currently in use, allowing for the reconstruction of structurally deficient bridges along the Fairmount Line.

Bridges

A construction contract to replace the Columbia Road, Quincy Street, and Massachusetts Avenue bridges was awarded in October of 2007, with work currently scheduled to be completed in 2010. The design of the Talbot Avenue, Woodrow Avenue, and Neponset River bridges is completed and construction is expected to begin in the spring of 2010. Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as Talbot Avenue Station, while Neponset River Bridge will be a stand-alone construction project occurring at the same time.

Existing Stations

The MBTA held a station-opening at Uphams Corner on January 23, 2007. The reconstruction of Morton Street was celebrated at a station-opening on July 17, 2007. New elements at both stations include extended high-level passenger platforms, accessible walkways, canopies, benches, windscreens, signage, bicycle racks, variable messages signs, lighting, and landscaping.

New Stations

The MBTA has completed the design of **Four Corners Station**. The MBTA advertised the construction contract for the station in December 2008. In January 2009, the MBTA pulled the construction advertisement because EOT and the MBTA believed this project would be a strong candidate for funding under the then upcoming American Reinvestment and Recovery Act (ARRA). Once ARRA was passed by Congress in late February and the FTA issued its guidance in early March, EOT and the MBTA concluded that – for a host of reasons – the Four Corners Project would not qualify for ARRA funding.

The MBTA now plans to rebid the project as a State Funded project and anticipates advertising the project by the end of July, 2009.

Currently, **Talbot Avenue Station** is at 60% design and the MBTA anticipates putting the project out to bid for construction by the end of December 2009. This construction package will also include the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. An approximately two-year construction period is anticipated, with the completion of the station and the bridges by November/December 2011.

Newmarket Station is currently at 60% design and the MBTA anticipates putting this project out to bid by November 2009. An approximately two-year construction period is anticipated, with the completion of this station expected in the late autumn of 2011.

Blue Hill Avenue is currently undergoing redesign and is expected to reach 60% by the end of August 2009. The community has been concerned that the previous design – which had two platforms adjacent to abutting properties – could negatively impact abutters. In order to respond to community concerns, the MBTA has changed the design to include a center island platform, which is expected to decrease potential negative impacts to abutters during construction and to reduce long-term maintenance costs. This redesign could potentially reduce construction costs by \$2 million. The MBTA anticipates putting the project out to bid by March 2010. An 18-month construction period is then anticipated, with the completion of this station expected at the end of 2011.

Project Funding

In August 2007, EOT and the MBTA executed a contract to transfer approximately \$39 million in bond funds from EOT to the MBTA to support the costs of (1) signal work, (2) reconstructing three major bridges on the line (the Columbia road, Quincy Street, and

Massachusetts Avenue Bridges), (3) designing three others (the Talbot Avenue, Woodrow Avenue, and Neponset River Bridges) , and (4) designing the remaining three new stations (the Newmarket, Talbot, and Blue Hill Avenue Stations). A supplemental funding agreement providing \$23,756,574.60 in Commonwealth bond funding is pending execution in June 2009 to advance construction of Four Corners Station. With this funding agreement in place, the MBTA intends by July 2009 to advertise the construction bid for this station, the first of four to be built under the Fairmount Improvements commitment.

SIP Requirement Status

In August, 2007, the MBTA Board of Directors voted to approve the construction contract for the Columbia Road, Quincy Street, and Massachusetts Avenue bridges. The current estimated completion date for this group of bridges is the end of 2010. At its meeting in October 2007, the MBTA Board of Directors awarded the design contract for the three remaining stations (including all necessary tasks for preliminary engineering through final design for the Newmarket, Talbot Avenue, and Blue Hill Avenue Stations), as well as the design for the upgrades to the three additional bridges (Talbot Avenue, Woodrow Avenue, and Neponset River). With these two actions, EOT and the MBTA met the first interim milestone for the Fairmount Line Improvement Project.

Final design for the Four Corners Station was completed prior to the December 1, 2008 deadline in the SIP. The remaining three stations were at 60% design at the time of the December 1, 2008 milestone in the SIP. Although this represents a failure to meet the interim deadline of December 1, 2008, EOT and the MBTA do not believe that this will prevent the stations from being completed on or before the overall project deadline of 2011.

Although critical work remains to be done, EOT believes that it is still on track to meet the overall SIP deadline to complete the entire Fairmount Line Improvement Project by December 31, 2011.

Project Status as of November 19, 2009

Four Corners Station – Construction bids were opened in October 2009 and will be awarded in December 2009/January 2010 pending approval of the MBTA Board of Directors.

Blue Hill Avenue/Cummins Highway – Currently undergoing redesign and has reached 60% design with 100% design plans scheduled for April 2010. The project construction bid advertisement is expected for June 2010.

Newmarket Station – 100% design plans are due November 23, 2009. The project construction bid advertisement is expected for February 2010.

Talbot Avenue Bridge and Station – 100% design is complete. The bridge and station will be constructed together with a project construction bid advertisement expected for January 2010.

II. CONSTRUCTION OF 1,000 NEW PARKING SPACES

SIP Requirement

Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: 1000 new park and ride parking spaces serving commuter transit facilities within the 101 cities and towns constituting the Boston Metropolitan Planning Organization. EOT is also bound by the following interim deadlines:

- *On or before 18 months following the effective date of the regulation (December 1, 2006), EOT must develop a request for proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed.*
- *Within 15 months of the completion of the above requirements, EOT must complete conceptual design and file an Environmental Notification Form.*
- *On or before two years after MEPA's issuance of a scope for a Draft Environmental Impact Report or a Single Environmental Impact Report, EOT must complete preliminary design and file a DEIR or SEIR.*
- *On or before one year after MEPA's issuance of a scope for a Final Environmental Impact Report, EOT must file an FEIR.*
- *On or before 18 months after MEPA's issuance of a certificate on an FEIR or an SEIR, EOT must complete final design, apply for all necessary permits funds and grants, file any required legislation, and initiate all public and private land acquisition.*
- *Upon completion of all of the above milestones, DEP and EOT shall establish a schedule for project construction and deadlines for project completion.*

Project Description

To encourage commuters and other travelers to make use of the public transit network for trips into downtown Boston – and other locations as appropriate – the MBTA will construct 1,000 new parking spaces at MBTA stations within the 101 communities of the Boston Region Metropolitan Planning Organization.

Planning Conformity

The construction of 1,000 new parking spaces, as explicitly defined in the SIP, has not yet been referenced in regional planning documents such as the MBTA Program of Mass Transportation and the Regional Transportation Plan of the Boston Region MPO, due to lack of location-specific information. However, the construction of new commuter-oriented parking has long been a priority of the MBTA, the Boston Region MPO, and EOT, and has been noted in many planning studies and other materials. As the parking projects described here advance, they will be identified, in the appropriate planning documents.

Project Status as of July 2009

Beverly

EOT and the MBTA have identified the City of Beverly as a viable location for a 500-space parking facility. On June 8, 2008, the MBTA issued a solicitation for a mixed-use development – to include the parking as well as other uses – for appropriate parcels in the vicinity of the Beverly commuter rail station. Proposals were received by advertised deadline of August 8, 2008, and based on these proposals, the EOT and the MBTA selected a preferred location on a series of parcels on Rantoul Street in downtown Beverly. Based on that selection, the MBTA completed the federal environmental review of the project. At its meeting on June 4, 2009, the MBTA Board of Directors voted to acquire the property using state and federal funding. Once parcel acquisition is finalized this summer, the MBTA will move forward with the procurement of a developer for the site. It is anticipated that design of the 500-space, multi-level parking facility will commence shortly thereafter. EOT has agreed to assist in the public costs of the Beverly project with the primary requirement that it meet the overall completion deadlines identified in the SIP. Proposed schedule for implementation includes:

- Summer 2009: Advertise for Beverly Intermodal Center/TOD developer
- October 2009: Bid deadline
- November 2009: Developer designation by MBTA Board of Directors
- Dec. 2009/Jan. 2010 through Summer 2010: Design/Permitting
- Fall 2010: Construction Start
- Spring/Summer 2011: Construction Completion (34 weeks)

In addition, the MBTA is in the process of identifying other appropriate locations at which to construct the remaining required 500 parking spaces. Potential project locations currently under consideration are described below.

Wonderland

In a cooperative venture, the City of Revere and the MBTA are working to advance a transit-oriented development plan at Wonderland Station. The project anticipates a net increase of approximately 200 new spaces to be dedicated to use by MBTA passengers. The City of Revere is working with the MBTA, the FTA and the Massachusetts Executive Office of Housing and Economic Development to formulate a financing plan to underwrite the public cost of this structure, currently estimated at approximately \$50 million.

Salem

A proposed parking garage at the Salem commuter rail station would contain approximately 750 spaces in a multi-level structure to be shared proportionately between the MBTA and the Department of Capital Asset Management (DCAM). Currently, DCAM proposes to contribute \$3 million in exchange for the use of 150 spaces to serve the new Essex County Courthouse complex. The project is estimated to cost approximately \$22 million. In addition to the \$3 million in DCAM funding, the FTA has earmarked \$3.375 million for the project.

A contract amendment to advance design of the 750 space Salem parking garage to 30% was recently approved by the MBTA and work commenced in early June, 2009. Completion of this project will result in the net increase of approximately 410 commuter parking spaces at this facility.

Rockport

The MBTA Board of Directors recently approved funds to advance design of the Rockport commuter rail station improvement project to 100%. Design includes a 94-space expansion of commuter parking. Currently, the cost of the project – including an extensive reconfiguration of the rail layover facility, new platforms, and the parking expansion – is estimated at approximately \$21 million. Outside of funds allocated by the MBTA to complete design, approximately \$2.5 million has been earmarked by the FTA for this project.

Franklin/Forge Park

Design to 15% commenced in March 2009 for a parking deck containing approximately 300 additional spaces at the 716 space Franklin/Forge Park Commuter Rail Station. As of early June 2009, test borings were underway to determine the structural requirements for a parking deck. Completion of 15% design will enable the MBTA to determine a preliminary cost and schedule for this project and identify the level of environmental permitting required.

Project Funding

EOT will assist in funding the public costs of the Beverly parking project and will require that the development be completed in time to meet with SIP deadline of December 31, 2011. AS described above, each of the other projects currently face significant funding gaps, and EOT will work to identify funding on a project-by-project basis.

SIP Requirement Status

EOT acknowledges that it has failed to meet the first of the interim milestones required for this element of the SIP. EOT is also mindful of the approaching 2011 deadline, and is collaborating with the MBTA to advance one or more projects to implementation this year. If that becomes unachievable, EOT will notify DEP and the public and will identify any necessary mitigation, as required by the SIP, in a timely manner. In the meantime, EOT and the MBTA are continuing to work with interested municipalities to advance potential parking projects as quickly as possible. It should be noted that municipal support and cooperation is crucial to the successful realization of these projects.

Project Status as of November 19, 2009

EOT (now MassDOT) and the MBTA have chosen Salem as the second location for the additional parking spaces. Both the Salem and Beverly locations will include projected net additional parking spaces of 500 spaces each station.

Salem will reach 30% design by December 2009.

Land acquisition was completed at the **Beverly** location over the summer. The MBTA is preparing the schedule for procurement of design and construction of the facility.

III. RED LINE-BLUE LINE CONNECTOR - DESIGN

SIP Requirement

Before December 31, 2011, complete final design of the Red Line/Blue Line Connector, from the Blue Line at Government Center to the Red Line at Charles Station.

Project Description

The proposed Red Line/Blue Line Connector – intended to improve mobility and regional transportation access for residents of East Boston and North Shore communities and the residents of Cambridge and the northwestern suburbs, as well as relieve congestion in the central subway – consists of an extension of the MBTA Blue Line under Cambridge Street to the Red Line station at Charles/MGH. As currently envisioned, the project consists of two major components: (1) a new tunnel extending the Blue Line under Cambridge Street from Joy Street to Charles Circle and (2) a new underground Blue Line station connected to the existing Charles/MGH station. The project will also consider whether and how to make use of the existing Bowdoin Station – which will require significant rehabilitation – possibly including the relocation of underground trackage and platforms at Bowdoin Station. The exact configurations of both the Charles/MGH platform and the new Blue Line station have not yet been determined.

Planning Conformity

The concept of the Red Line-Blue Line connector project has been included in all relevant transportation planning documents, including the MBTA Program for Mass Transportation and the Regional Transportation Plan of the Boston Region MPO.

Project Status as of July 2009

On September 14, 2007, EOT filed an Expanded Environmental Notification Form with the Massachusetts Environmental Policy Act Office. A public scoping session was held on October 17, 2007, and the Secretary of Energy & Environmental Affairs issued a certificate on the project on November 15, 2007. Based on the project scope as defined in the MEPA Certificate, EOT issued a Request for Proposals on March 27, 2008 for a consultant to complete the necessary environmental reviews and engineering for the project. EOT awarded a consultant contract during the summer of 2008.

EOT is completing the necessary environmental reviews and conceptual engineering for the project, as described below.

Public Outreach

- An Advisory Working Group has been formed and the list of members continues to be updated.
- Two Working Group meetings have been held with two currently scheduled for July and September 2009. Additional Working Group meetings will be scheduled every two months until the Draft Environmental Impact Report is submitted.
- A Project website has been launched.

Refinement of Alternatives/Conceptual Engineering

- Currently, the refinement of alternatives is being performed for the three options: (1) a no-build option, (2) a tunnel option with Bowdoin Station remaining open, and (3) a tunnel option with Bowdoin Station eliminated. The refinement of alternatives also includes an evaluation of potential construction options (a mined tunnel vs. a cut-and-cover tunnel) and construction phasing schemes.
- The Definition of Alternatives/Conceptual Engineering Report is scheduled to be completed by September 2009.

Design Criteria

- A draft Design Criteria Report has been prepared and will be finalized and included with the Definition of Alternatives Report.

Alternatives Analysis

- Alternatives Analysis will begin upon completion of the Definition of Alternatives Report. Alternatives Analysis will be completed between October and December 2009.

Design

- The conceptual design of the project is underway.

Cost Estimates

- Conceptual cost estimates will be included in the Definition of Alternatives Report.

Construction Staging and Sequencing Plans

- Construction Staging and Sequencing Plans will be included in the Definition of Alternatives Report.

Real Estate Requirements

- Potential real estate impacts will be identified as part of DEIR/EA.

The following major milestones are anticipated over the course of the next year:

- Submit Definition of Alternatives Report – September 2009
- Alternatives Analysis Report – December 2009
- Draft Environmental Impact Report – April 2010

Project Funding

The 'immediate needs' Transportation Bond Bill of 2007 provided state bond funding for the design of the Red Line/Blue Line Connector project. The costs of this project will be supported using funds from that source.

SIP Requirement Status

By filing an Expanded Environmental Notification Form and having successfully selected a design consultant, EOT is advancing the Red Line/Blue Line Connector project. EOT currently believes that it is on track to meet the SIP requirement to complete final design for the Red Line/Blue Line Connector by December 31, 2011.

Project Status as of November 19, 2009

Public Outreach

Two additional Working Group meetings were held in July and September 2009 for a total of four to date. A fifth meeting is scheduled for December 2009. Additional Working Group meetings will be scheduled every two months until the Draft Environmental Impact Report is submitted.

Refinement of Alternatives/Conceptual Engineering:

The Definition of Alternatives/Conceptual Engineering Report was completed in November 2009.

Design Criteria:

A draft Design Criteria Report has been prepared and included with the Definition of Alternatives Report.

Alternatives Analysis:

Alternatives Analysis will be completed between November 2009 and January 2010.

Cost Estimates

Conceptual cost estimates were included in the Definition of Alternatives Report.

Construction Staging and Sequencing Plans

Construction Staging and Sequencing Plans were included in the Definition of Alternatives Report.

The following major milestones are anticipated over the course of the next year:

- Alternatives Analysis Report – January 2010
- Draft Environmental Impact Report – June 2010

IV. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

SIP Requirement

Before December 31, 2014, construction of the following facilities shall be completed and opened to full public use: 1. The Green Line Extension from Lechmere Station to Medford Hillside; 2. The Green Line Union Square spur of the Green Line Extension to Medford Hillside; and

- *On or before 18 months following the effective date of the regulation (December 1, 2006), EOT must develop a request for proposals for a design consultant, complete the competitive procurement process, and issue a notice to proceed.*
- *Within 15 months of the completion of the above requirements, EOT must complete conceptual design and file an Environmental Notification Form.*

- *On or before two years after MEPA's issuance of a scope for a Draft Environmental Impact Report or a Single Environmental Impact Report, EOT must complete preliminary design and file a DEIR or SEIR.*
- *On or before one year after MEPA's issuance of a scope for a Final Environmental Impact Report, EOT must file an FEIR.*
- *On or before 18 months after MEPA's issuance of a certificate on an FEIR or an SEIR, EOT must complete final design, apply for all necessary permits funds and grants, file any required legislation, and initiate all public and private land acquisition.*
- *Upon completion of all of the above milestones, DEP and EOT shall establish a schedule for project construction and deadlines for project completion.*

Project Description

This project - the purpose of which is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development – will extend the Green Line from a relocated Lechmere Station within the MBTA's Lowell Line commuter rail right-of-way to Medford with a branch line along the MBTA's Fitchburg Line commuter rail right-of-way to the vicinity of Union Square in Somerville.

Stations are currently proposed to be located in the vicinity of:

- **Mystic Valley Parkway/Route 16** – Located in the vicinity of the intersection of Mystic Valley Parkway/Route 16 and Boston Avenue in Somerville/Medford, south of the Mystic River. The station platform will be located south of the Mystic Valley Parkway/Route 16 undergrade crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided via property adjacent to Boston Avenue and Route 16.
- **College Avenue/Medford Hillside** – Located at the intersection of College Avenue and Boston Avenue in Medford, adjacent to Tufts University. The station platform will be located on the north side of the College Avenue overgrade bridge crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and College Avenue.
- **Broadway/Ball Square, Medford/Somerville** – Located at the intersection of Broadway and Boston Avenue on the north side of Ball Square (located in both Somerville and Medford). The station platform will be located on the north side of the Broadway overgrade bridge crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and from Broadway.
- **Lowell Street, Somerville** – Located at the Lowell Street bridge overgrade crossing of the MBTA's Lowell Line commuter rail tracks, adjacent to the proposed Somerville Community Path. The station platform will be located on the north side of the Lowell Street Bridge and access to the station will be provided from Lowell Street.

- **Gilman Square, Somerville** – Located in the vicinity of the Medford Street crossing of the MBTA’s Lowell Line commuter rail tracks, behind Somerville’s City Hall, Public Library, and High School. The station platform will be located on the north side of the Medford Street overgrade bridge crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided from Medford Street. The proposed Somerville Community Path will be located in close proximity to the station.
- **Brickbottom, Somerville** – Located in the vicinity of Washington and Joy Streets in Somerville’s Brickbottom/Inner Belt area. The station platform will be located south of Washington Street’s undergrade crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided via property on Joy Street, with potential access also to occur from the City’s proposed Inner Belt development on the east. The proposed Somerville Community Path will be located in close proximity to the station.
- **Union Square, Somerville** – Located east of Prospect Street in the vicinity of Union Square in Somerville. The station platform will be located within the MBTA’s Fitchburg Line commuter rail right-of-way east of Prospect Street from both the street and bridge levels. Access to this station will be provided from Prospect Street.

Support Facility

The Green Line Extension will also require the construction of a new light rail maintenance facility for vehicle care and storage in the vicinity of the Green Line Extension. EOT has identified a three-part parcel known as Yard 8 – in the Brickbottom/Inner Belt area of Somerville – as the best location within the project corridor for the facility. EOT has studied more than a dozen possible locations for the needed facility and believes Yard 8 to be, on balance, the optimal location. Public and municipal opposition to this location is significant, however, and EOT has encountered months of delays in advancing the Green Line Extension project as a whole due to issues associated with the support facility. EOT continues to work with the City of Somerville and representatives of the surrounding neighborhoods to address public concerns about the proposed location of the facility, but public support remains elusive and EOT is uncertain that a mutually-acceptable agreement can be reached.

Planning Conformity

The Green Line Extension project has been included in all relevant transportation planning documents, including the MBTA Program for Mass Transportation and the Regional Transportation Plan of the Boston Region MPO.

Project Status as of July 2009

The following work has been completed or is currently on-going in support of the Green Line Extension Draft Environmental Impact Report/Environmental Assessment and conceptual engineering:

Public Outreach

- Advisory Groups (monthly) – 11 held so far

- Station Workshops (February 2008) – 5 held¹
- Interagency meetings (ongoing) – 30 held so far
- Neighborhood briefings (ongoing) – 16 held so far
- Public agency and local official briefings (ongoing) – 43 held so far
- Institution and business group meetings (ongoing) – 3 held so far
- Public Meetings – 4 held so far²
- Advisory Group Tutorials (ongoing) – 3

Refinement of Alternatives

- Completed

Development of Design Criteria

- Completed

Station Location Program and Siting

- Completed

Support Facility Program and Siting

- Completed

Design of Green Line Vehicles

- Underway (using funding provide by EOT, the MBTA and their consultant are currently developing vehicle specifications). The MBTA intends to advertise for vehicle procurement early in 2010.

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Design

- Completed

Cost Estimates

- Completed, currently being reviewed by FTA

Construction Staging and Sequencing Plans

- Completed, currently being reviewed by FTA

Real Estate Requirements

¹ Attendance at these five meetings was 83, 114, 98, 89 and 74, respectively

² Attendance at these four meetings was 138, 88, 264, and 350, respectively

- Completed, potential real estate impacts have been identified as part of DEIR/EA. EOT will continue to work with the project team and the MBTA to investigate opportunities to minimize property impacts during Preliminary Engineering.

The following major milestones are anticipated for the next few months:

- Filing of EIR/EA with MEPA – August 2009
- FTA New Starts Application – Autumn 2009

Project Funding

EOT intends to pursue federal funding – through the competitive New Starts program managed by FTA – for the Green Line Extension. EOT has been working with an independent consultant retained by FTA in order to verify and refine project plans and estimations in anticipation of submitting a formal application for New Starts funding. Should the Green Line Extension not be successful in the New Starts application process, the Commonwealth will be responsible for funding the full costs of the project on its own. This would compel EOT to review all project components and costs for affordability.

SIP Requirement Status

By filing an Expanded Environmental Notification Form and soliciting proposals for a design consultant, EOT has met the first two interim milestones associated with the Green Line Extension project. EOT has missed the third interim milestone to file a Draft Environmental Impact Report within two years of the issuance of the MEPA scope (issued on December 1, 2006), and is working – pending the resolution of a decision about the location of a support facility for the Green Line Extension – to be able to file the DEIR by the autumn of 2009. Assuming the resolution of the support facility question and the availability of necessary funding, EOT still believes that it is also on track to meet the remaining interim milestones and the overall SIP requirement to open the Green Line for public use on December 31, 2014.

Project Status as of November 19, 2009

- October 15th, 2009 - Draft Environmental Impact Report/Environmental Assessment submitted to MEPA
- November 18th, 2009 - Public hearing on the DEIR/EA (Somerville High School)
- January 8, 2010 - Public comment period closes
- January 22, 2010 - MEPA releases a Certificate in response to the DEIR/EA
- December/January 2010 - Submit draft New Starts application to FTA
- Winter 2010 - Initiate Preliminary Engineering
- Spring 2010 - MassDOT fulfills the requirements of the Certificate; completes environmental review process