

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

February 26, 2009 Meeting

10:00 AM – 3:20 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston

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

Decisions

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

- approve Amendment Two of the federal fiscal year (FFY) 2009 element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) [This action incorporated a number of votes on individual projects. Those actions are detailed in the body of this text.]
- approve the work program for *MBTA Transit Quality Assurance Benchmarking*

Meeting Agenda

1. Public Comments

Andrew Port, Town of Hanover, asked for the MPO's support for restoring the corridor segment of a bridge replacement and intersection signalization project in Hanover. The corridor segment was dropped from the TIP when the *Hanover – Bridge Rehabilitation* project (603378) was combined with the *Hanover – Reconstruction of Route 53* project (602602). The intersection segment previously included corridor improvements on Route 53, including a turning lane, bicycle lane, and sidewalk.

Bob Swanson, Highway Superintendent, Town of Foxborough, asked the MPO to consider programming the *Foxborough – Reconstruction of North Street from Route 1 to Route 140* project. The project was previously on the TIP, but removed due to changes in the project description. The intersection at the southern end of the project (where North Street connects to Route 140) was redone with a Public Works Economic Development (PWED) grant and MassHighway completed the northern end of the project (where North Street connects to Route 1). North Street is part of Governor Patrick's Growth District Initiative. In response to a question from Mary Pratt, Town of Hopkinton, B. Swanson reminded members that they had previously suggested that the town look to New England Patriots-owner Robert Kraft for financing. R. Kraft has agreed to pay for the remaining engineering work to fast track the project. M. Pratt suggested that the town use MassHighway's highway design manual as they prepare the project.

Sal Dominico, Chief of Staff, Office of State Senator Anthony Galluccio, submitted a letter on behalf of the Senator detailing important projects in the Senator's district. (See attached.) He expressed the Senator's support for expediting the *Everett – Route 99 (Lower Broadway)* project, which is already on the TIP. He also referenced the following new projects:

- *Everett – Beacham Street (off Route 99)*
- *Everett – Air Force Road*
- *Somerville – Broadway in East Somerville*
- *Somerville – Washington Street*
- *Somerville – Magoun Square*
- *Revere – MBTA South Parking Garage – Wonderland Station*
- *Revere – Salem Street/Overlook Ridge Drive/Route One Access*

Senator Thomas McGee submitted several letters detailing projects in his district that are “shovel ready.” (See attached.) The letters reference projects in Lynn, Marblehead, Melrose, Nahant, Saugus, and Swampscott.

2. Chair’s Report – *David Mohler, EOTPW*

Members recognized with great sadness the passing of Bob Rizzo, Manager of THE RIDE and a founding member of the MBTA Advisory Board.

The Governor’s transportation reorganization bill includes significant revenue increases. A synopsis of the bill can be found at www.youmovemassachusetts.org.

The federal economic stimulus bill passed. Information on this topic can be accessed from the MPO website, www.bostonmpo.org.

3. Subcommittee Chairs’ Reports – *Jim Gallagher, MAPC*

The Suburban Mobility/Transportation Demand Management (TDM) Subcommittee will hold a pre-proposal meeting on March 5 with Suburban Mobility applicants. The Subcommittee also received five TDM proposals last week; they are from Boston, Brookline, Hull, Stoughton, and the Route 128 area communities.

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

At the last Advisory Council meeting, Jonathan Davis, MBTA, gave a presentation on the financial condition of the MBTA. The Council drafted a letter concerning the MBTA’s finances. The Council also discussed the stimulus package and expressed the feeling that the next round of stimulus funding should support meaningful projects that enhance the transportation system.

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

A. Soolman announced that he will be resuming his Director’s Report at the Committee meetings. He reported on CTPS’s staff vacancies. CTPS has budgeted for a staff of 64. The current staff level is 59 persons. There are two vacancies in the Certification Activities Group, one in the Transit Service Planning Group, one in the Traffic Analysis and Design Group, and one in the Traffic Modeling Group. CTPS management considers the agency’s workload and projected funding when filling vacancies. At this time, management is actively looking to fill two positions and will consider hiring to fill the

other positions when there is more clarity on the amount of PL funds available. The job postings are listed on the MPO's website.

Michael Chong, FHWA, stated that there is always a chance that unobligated balances will be rescinded, but it is unlikely that CTPS's budget will be reduced in future years.

6. Update on Economic Recovery Program – *David Mohler, Deputy Secretary for Planning, EOTPW*

The American Recovery and Reinvestment Act of 2009 (ARRA) has been passed into law. The bill provides for 100% federal-aid funding requiring no state or local match. The Senate reduced the amount of funding for the highway program from the \$30 billion that was in the House bill to \$27.5 billion nationally. Massachusetts will receive \$437 million, rather than the \$500 million expected from the House version. About \$150 million worth of these funds must be directed to projects advertised (obligated) within 120 days or the funds will be lost to this state. The remaining funds are available until September 2010. The funds must go to Title 23 eligible projects and be programmed in TIPs and the State Transportation Improvement Program (STIP).

The ARRA includes a new \$1.5 billion supplementary discretionary grant program. This is a competitive grant program for Title 23 and 49 (highway and transit) eligible projects in the cost range of \$20-300 million. No one state may receive more than 20% of the program's funds. Rules will be released in 90 days, after which states may apply for funds in the 180 days that follow.

The bill provides \$7.65 billion nationally for the transit program, an increase from the House version. Projects receiving this funding must be eligible under three transit programs: 5307 (for transit in large urban areas), 5311 (for rural transit), 5309 (for fixed guideways). Massachusetts' share is about \$320 million. Approximately \$160 million of that amount must be awarded in 180 days.

The transit portion of the bill also includes:

- a new \$100 million discretionary program for projects that reduce greenhouse gas emissions (the rules have not been released yet)
- \$750 million for New Starts projects
- a \$8 billion competitive grant program for high speed rail corridors and interstate passenger rail (Massachusetts will likely be vying for these funds, which are available until 2012)
- \$1.3 billion to AmTrak (no more than 60% can be spent in Northeast corridor)

Marc Draisen, MAPC, requested that this information be provided in written form. Ed Silva, FHWA, told the members that the FHWA website provides an overview of the ARRA and other detailed information. Information about the bill and the funding distribution is also available on the MPO's website. D. Mohler noted that 30% of the funds must be spent in the Boston Urbanized area and that all federal transportation funds must pass through the MPOs.

7. Transportation Improvement Program – Hayes Morrison, MPO Staff

Staff distributed the draft of Amendment Two of the FFY 2009 element of the FFYs 2007 – 2010 TIP as well as copies of public comments received and a matrix summarizing those comments. (See attached TIP tables and matrix.)

H. Morrison highlighted several changes made to the draft Amendment since the MPO's vote to circulate it for public review and comment (other changes are highlighted in blue on the TIP tables):

The *Boston and Chelsea – Deck Rehabilitation on Tobin Bridge, Phase VII* and *Boston and Chelsea – Structural Steel Painting on Tobin Bridge, Phase 3 and 8* projects have been removed. D. Mohler explained that these projects are not eligible for stimulus funds. If federal money is spent on a toll facility the revenue generated must go back to that facility and that facility only, whereas excess revenue from the Tobin Bridge is used to subsidize Massport operations. M. Draisen requested that Massport provide the Committee with information on the timetable for these projects, which will have to rely on other funding sources.

There were cost changes to the *Newton – Harvard Street Bridge*, *Weston – Ramp G over Turnpike*, and *Weston – Ramp G over Aqueduct* projects. D. Mohler stated that these costs were updated (from \$2.5 million to \$3.5 million) based on a final screening EOTPW held with the implementing agencies to discuss readiness and cost. Thomas Bent, City of Somerville, asked if the increases would be funded from TIP funds or the second round of stimulus funding. D. Mohler replied that the funds would come from a STIP line item for cost over-runs and adjustments, or from unallocated stimulus funds, so that the state will not have to come back to the MPOs for additional funds. M. Pratt expressed her opposition to using TIP funds for this purpose. D. Mohler stated that the cost over-runs are decreasing, that MassHighway is managing the issue well and that the agency expects to be able to handle them. If bids come in too high, he added, they could be rejected.

Members expressed the following concerns:

T. Bent expressed concern that cost over-runs will impact municipal projects that may be in line for the second phase of stimulus funding.

M. Draisen inquired as to the amount of funding the region is receiving in phase one compared to the amount it would receive under the usual target formulas (a 43% share to this region), and as to what level of funding the MPO can expect in the second phase. D. Mohler replied that of the \$437 million coming to the state, \$269 million has been programmed by the MPOs in this first round, leaving \$167 for the second round of programming. He added that if the first phase funding were distributed based on the target formula, the MPO would have already over-programmed the TIP. He stated that less money is available in the second phase than originally projected. MPOs are not guaranteed a sub-allocation in the second phase, though the MPO should expect to program the funds intended for the MBTA in the second phase. He also explained that if

the MPO did not place a hold on first-phase funding in order to program different projects in the second phase; any amount proposed for the Boston Region but not used would be made available to all MPOs.

M. Draisen remarked that it sounds like the MPO may have limited access to funding in the second round and that, given that municipalities are being asked to wait for funding until then, conversations should be held to determine how much funding the municipalities can expect to receive.

Lynn Duncan, City of Salem, also expressed concern about funding for municipal projects and noted that members voted on the amendment at the last meeting with the understanding that second phase funding would be directed to municipal projects.

Members then heard comments from Mayor Richard Howard, City of Malden. The Mayor spoke in support of the *Malden – Pleasant Street Design* project, which was added to Amendment Two at a cost of \$310,200. This project would be for streetscape improvements (including resurfacing and the addition of period street lighting) at Pleasant and Main Streets in Malden Center, and would be part of an ongoing effort to revitalize the Center as a SmartGrowth area. Over the past half dozen, years, there has been a \$220 million public/private investment in the area. Recent improvements include a new senior center and a new headquarters employing 650 people. The streetscape project will help continue the momentum for rejuvenating the Center. The city would like to start construction on the project by spring of 2010. The earmarks the city has received will pay for design and construction of the project.

H. Morrison resumed her overview of changes to the Amendment noting the following:

- the *Malden – Pleasant Street Design* project has two earmarks that will fully fund design and construction; the construction cost will be about \$2.2 million and the construction will likely be programmed in FFY 2011
- the addition of High-Priority Project (HPP) earmarks for the *Boston – Symphony Area/Huntington Avenue Streetscape Design* and *Boston – Pedestrian Improvements to Kenmore Square Construction* projects
- a change in the earmark figure for the *Cambridge – Kendall Square/Broadway Streetscape Construction* project to \$750,000; the project developer will be providing the match

Prior to discussing changes to the transit element members took other public comments:

Mayor Joseph Curtatone, City of Somerville, thanked members for their support for Somerville projects. He spoke in support of the *Somerville – Magoun Square* project, which is programmed in the FFY 2012 element of the TIP. He noted that the project is one of the highest ranked projects in MassHighway's District 4, that it addresses serious traffic and pedestrian safety concerns, and that it is at 100% design and could be advanced for construction.

He also asked that the MPO program the *Everett – Route 99 (Broadway)* project on the TIP. The City has met with District 4 regarding this project. The roadway is a major arterial and the project will help mitigate traffic coming from McGrath Highway. It will also help capitalize on major developments underway, such as the Assembly Square development and transit oriented development (TOD) at Sullivan Square.

The Mayor also expressed strong concern that Amendment Two does not contain enough municipal projects. He emphasized that the stimulus funds should be directed to projects that not only put people back to work, but that also put money back in people's pockets to revitalize local economies. He noted that projects, such as those for the repair of interstate traffic signs, are not appropriate for the use of stimulus funds. He asked the MPO to program projects with the goal of stimulating local economies, since second phase stimulus funding is not guaranteed for municipalities.

M. Pratt raised the possibility of removing the \$3.29 million *Burlington, Lexington, Reading, Woburn – Guide Traffic Sign Repair on I-95* project from the FFY 2009 element and moving the *Somerville – Magoun Square* project into its place. She asked the Mayor if there were any earmarks for the project. He stated that there are none for that project.

The Mayor also noted two other projects that the City would like the MPO to support: *Somerville – Broadway in East Somerville* and *Somerville – Washington Street*.

M. Pratt inquired about the private funding for the Assembly Square redevelopment project and the accessibility aspects of it. The Mayor stated that the developers are contributing \$15 million for the new MBTA Orange Line station and that the project has a \$25 million earmark. He assured the MPO that the redevelopment will embrace every tenet of SmartGrowth and TOD, providing connectivity to neighborhoods, and accessibility for pedestrians, bicyclists, and people with disabilities.

Mayor Curtatone spoke of the need for a process for determining project readiness that would allow municipalities time to prove project readiness and allow other projects to go forward to replace those that are not ready in time. He suggested that the MPO should give precedence to TIP ready projects. He requested that the second phase funding process be a more transparent one and that municipalities be informed of what they need to do to make projects ready.

D. Mohler stated that MassHighway is looking for ways to expedite the process for making projects shovel-ready. He clarified that highway projects receiving stimulus funds must be in compliance with Title 23 requirements and in Massachusetts, be advertised and design-reviewed by MassHighway, and have federal and state permits. He also advised members not to expect that a project can be funded with second phase stimulus funds, in the event it is not ready during the 120-day timeframe for stimulus spending. The Administration will be planning for the second phase of stimulus spending. All MPOs in the state have remained focused on phase one. Some projects now programmed for funding under the first phase may not be ready to go within 120 days

and those projects may be removed from the list or may be folded into the phase two program. There may be needs for phase two funding that can't be predicted now and this MPO shouldn't begin assigning phase two funds yet.

H. Morrison provided an overview of changes to the Section 5307 transit element of the TIP (these changes are not part of the stimulus funding). (See attached handouts.) She noted that the *Systemwide – Locomotive and Coach Procurement* project will be reduced from \$32 million to \$17 million. The balance of \$15 million will be applied to three projects, new to this TIP element, and split evenly:

- *Systemwide – ITS Initiatives*
- *Red Line – Power System Improvements*
- *Systemwide – Station Rehabilitation*

J. Cosgrove explained that the \$15 million of procurement eliminated from this item is in the MBTA Capital Investment Program funded by a revenue bond.

H. Morrison then noted cost adjustments to the transit projects that are part of the stimulus package. (Members also received this information at the meeting of February 5.) In response to members' questions, she explained that the total amount programmed in each category remains the same. Joe Cosgrove, MBTA, stated that \$320 million will be available for the transit projects, less than previously projected. He noted project changes to the circulated draft:

- The *Commuter Rail Rolling Stock* project may involve the purchase of 10 locomotives, rather than eight
- locomotive procurement is included in two separate projects; the MBTA is looking to partner with the UTA Transit (stimulus funds)

M. Draisen asked if the MBTA is planning to expend the total funds more quickly in the first phase. J. Cosgrove stated that there will be less money spent in phase two.

P. Regan asked if the MBTA could go forward with the Utah Transit Authority agreement independent of the litigation concerning a bid that violated the Buy America provision. J. Cosgrove replied that the legal review is ongoing, but the MBTA expects be able to move forward with stimulus spending in the first phase. Peter Butler, FTA, added that FTA is now looking into the ability to federalize that program.

H. Morrison then referenced two items regarding the MetroWest RTA and Cape Ann Transit Authority (CATA) stimulus spending plans (for \$750,000 and \$430,000 respectively). (See attached.) J. Cosgrove noted that a split agreement has not yet been signed by the MBTA and RTAs. The MetroWest RTA's portion will come from the MBTA's portion of stimulus funds (Section 5307).

M. Pratt inquired as to why MetroWest RTA is planning to build a new maintenance and operations center in Framingham. No MetroWest RTA representative was in attendance to answer the question and no back up information had been made available.

G. Esty noted that the stimulus funding that MetroWest RTA would receive is additional to the money it receives from the MBTA assessments.

Bob Ryan, CATA, thanked the MBTA for its share of the stimulus funds. He reported that CATA plans to use the funds to purchase a low floor bus (\$350,000), security cameras, and radios (\$80,000). CATA is seeking a federal earmark to fund the replacement of five vehicles that are now 14 years old.

D. Mohler informed members that the *Commuter Rail – New Station at Four Corners (Fairmount Line)* project is not eligible for stimulus funds because it is an expansion project but not listed in the Regional Transportation Plan. The project will still go forward but not funded with stimulus monies. M. Draisen asked if this would affect the timeframe for implementing the project. D. Mohler stated that EOTPW does not currently have the budgetary authority to do the project, but that the agency will look at reallocating funds in its budget. J. Cosgrove recommended shifting the \$21 million that would have gone to that project to the *Station Upgrade Program*.

D. Mohler stated that EOTPW recommends that the MPO increase the programmed cost of the *Cambridge, Charlestown – North Bank Pedestrian Bridge* project from \$22.25 million to \$35 million. The higher cost option would allow construction of the project as it was originally designed. He stated that it is an important pedestrian structure in the city. M. Al-Khatib stated that if the MPO programs the project at \$35 million, that money should be spent specifically on that bridge, not other area bridges. (See attached handout for project descriptions.)

In response to members' questions, D. Mohler clarified that design and engineering costs are eligible expenses under the stimulus program, but the projects must be scheduled for construction in the TIP. Members then raised questions about programming design and engineering projects if the construction is not yet programmed in the TIP.

M. Draisen expressed concern that the MPO is lacking information, for example, regarding the MetroWest RTA's spending plan, the reasons for the cost increase of the *Cambridge, Charlestown – North Bank Pedestrian Bridge* project, and the *Lynn – Blossom Street Ferry Terminal* project (whether it as a design or construction project). He expressed a reluctance to vote on the amendment given that there are outstanding questions on some projects.

David Koses, City of Newton, inquired about the cost of the *Watertown – Intersection Improvements at Three Locations* project. H. Morrison stated that MassHighway has not provided cost updates yet, but the cost is likely to increase.

G. Esty commented that the MetroWest RTA will need to acquire paratransit vehicles to begin providing that service when THE RIDE service ends in that area in June. She wondered if the RTA would be using its stimulus funds for that purpose.

Members then accepted additional public comments from attendees:

Andrew Port, Town of Hanover, reiterated the comment he made earlier in the meeting. He referenced a comment letter from the Hanover Board of Selectmen requesting the reinstatement of the corridor segment associated with the *Hanover – Bridge Rehabilitation* project and the *Hanover – Reconstruction of Route 53* project. He added that the town would like the project to be considered for stimulus funding. He also stated that MassHighway's 25% design review of the project has slowed because the project is not clearly listed on the TIP, and he requested that the MPO resolve the problem by reinstating it on the TIP as project #602602. In response to a question from M. Pratt, A. Port added that the town is seeking funding in the phase two programming of ARRA funds.

Kevin O'Brien, Town of Arlington, referenced a comment letter from Brian Sullivan, Arlington Town Manager, requesting stimulus funding for two culvert projects. Both projects are ready and will cost \$800,000. He noted that the town would like to amend that request in light of the fact that the Brattle Street culvert (\$350,000) is not on a federal-aid eligible road. He also noted that Arlington has other projects to consider for stimulus funding, which are being forwarded to the MPO.

K. O'Brien also commented that the town is pleased to see the *Boston, Somerville, Arlington – Minuteman Bike Path* and the *Arlington – Cyrus Dallin Elementary School Sidewalk Improvements* projects programmed in this amendment, and grateful for the Department of Conservation and Recreation's (DCR) and MassRIDES's support of those projects. He asked that the MPO consider allowing flexibility in the use of the funds designated for the latter, a Safe Routes to School (SRTS) project. Arlington has two other schools that need sidewalk improvements, and the town would like the flexibility to direct the funds to those schools in the event that the *Cyrus Dallin School* project is not ready in 120 days.

In response to members' questions, K. O'Brien stated that the culvert projects will be ready to go to bid in a few weeks and the bids are being prepared for the SRTS projects. An infrastructure assessment has been prepared for all three schools. If stimulus funding were not available, the SRTS projects would have to be done incrementally. The town has not yet determined alternate funding for the culvert projects.

Sheri Warrington, Office of Senator Thomas McGee, provided information on the *Lynn – Blossom Street Ferry Terminal* project. The first phase of the project is underway. The 100% design for the second phase is complete and the project will be ready to go to bid when construction money is available. Stimulus funds are requested for the second phase of the project. Michael Chong, FHWA, noted that MassHighway normally oversees the construction. S. Warrington stated that she would follow up on that matter.

Kathleen McCabe spoke on behalf of Revere Mayor Thomas Ambrosino and referenced a comment letter that the Mayor submitted. She noted that the City has been working on a public/private partnership with the MBTA and DCR on improvements to MBTA's Wonderland Station. The City is requesting \$52 million in stimulus funding for the

Revere – MBTA South Parking Garage – Wonderland Station project. The final environmental impact report will be filed by March 31, the project design will be complete by April 15, and the project will be shovel-ready by the end of May. In response to a member's question, she explained that the traffic aspects of the improvements are being coordinated between the MBTA and MassHighway, but that the MBTA will own the garage.

J. Cosgrove stated that the stimulus offers an opportunity to accelerate the garage portion of the improvements, but that there is more involved to making the project shovel-ready under the rules of the transit stimulus funding. The MBTA does not expect that the project will have gone through the MEPA process in the timeframe K. McCabe stated. J. Cosgrove also noted that the project may not be eligible for stimulus funding because it is an expansion project, but not listed in the MPO's RTP.

Sue McQuaid, Neponset Valley Chamber of Commerce, spoke in support of programming the *Canton – Improvements to Route 138* project. She stated that the Canton town manager has informed her that the project is ready now. The first segment of the project is complete and the second segment is ready. D. Mohler stated that the project would have been on the list if it were ready.

Jim Gillooly, City of Boston, proposed two Boston projects for stimulus funding and distributed descriptive materials. Both deal with regional traffic coming through the City and address environmental justice areas with high and dense populations. The first, a \$13 million project to improve Dorchester Avenue that has been planned for five years. The City conducted a business analysis and redesign focused on four centers of economic development activity (Peabody Square, Glovers Corner, Andrew Square and Fields Corner) and the intersections between. The second project, at \$21 million, would focus on maintaining roads connecting to highways that experience heavy usage, including Cambridge Street, Harrison Avenue, Columbus Street, and Blue Hill Avenue. These resurfacing projects would also address ADA issues. This project would address the resurfacing needs of approximately 25-30 percent of Boston's federal-aid eligible roadways.

In response to a question regarding project readiness, Keri Pyke, a consultant to the city, stated that the 75% design plans for the Dorchester Avenue project will be submitted to MassHighway and the City at the end of next week. The project was in Boston's Capital Improvement Program and the City was expecting to advertise the project in April, so the City expects that the project will be ready within 120 days.

M. Pratt asked if funding for this project would be matched with other local funds to address environmental justice concerns, including in the areas along Dorchester Avenue and Blue Hill Avenue. She stated that the project should address sidewalks as this was a concern raised to the MPO's former Environmental Justice Committee. J. Gillooly replied that the *Dorchester Avenue* project will work in tandem with other city projects to improve four major centers of commerce and intersections. The resurfacing project will address roadway damage in environmental justice areas including the Grove Hall area

and Mattapan. Dennis Royer, Chief of Public Works for the City of Boston, added that the City will be making other repairs to the corridors, including to sidewalks, in an effort to address the corridors as a whole rather than making only spot improvements. G. Esty voiced support for the *Dorchester Avenue* project noting that the entire corridor is in an environmental justice area.

M. Draisen asked for the state's perspective on the readiness of the two Boston projects and their ability to meet the 120-day timeframe for implementing stimulus projects. D. Mohler replied that EOTPW expects the projects to be ready in that time. The City must get the design to MassHighway, and MassHighway will try to expedite the project so that it is ready in 120 days.

L. Duncan expressed support for using stimulus funding for municipal projects and asked for a commitment from EOTPW that FFY 2009 TIP projects would not be put on the back burner. D. Mohler stated that EOTPW is not only committed to maintaining the level of effort on TIP projects but is required to do so while moving ahead with the stimulus.

Shirin Karanfiloglu, Massachusetts Turnpike Authority, also expressed support for the Boston project and complimented the City on providing the supporting materials. M. Al-Khatib and M. Draisen also expressed support.

M. Draisen expressed concern about whether MassHighway has reviewed all the projects that municipalities have submitted for readiness. He noted that municipalities might not have been aware that resurfacing projects could be eligible for stimulus funding. And he stated that a way needs to be found to assess if municipal projects can be made ready in time to access stimulus funds, and to provide a full opportunity for municipalities to participate.

T. Bent expressed support for Boston's projects. He also emphasized that some municipal projects should be programmed for the first phase of the stimulus program. He highlighted two Somerville projects proposed for stimulus funding – *Magoun Square* and *Washington Street* – noting that the *Magoun Square* project (\$3.1 million on the FFY 2012 element of the TIP) is ready now, and that the *Washington Street* resurfacing project will help address traffic issues associated with Route 99 in Everett, which is a concern of the City of Everett.

Sergiu Luchian, City of Somerville, added that the *Magoun Square* project addresses a safety problem and that the 100% project design has been submitted to MassHighway. He also noted that the *Washington Street* project does not require a design and can be in construction virtually immediately. D. Mohler expressed reservations about that timeframe, due to the need for a competitive bid process, and stated that MassHighway was considering the project for FFY 2010.

M. Draisen suggested that the MPO either move ahead with this Amendment as is, meeting again to address the issue of assessing readiness of municipal projects, or

postpone action for one week. He expressed reservations about voting on two items in the Amendment in light of the lack of information: the expanded *Charlestown – North Bank Pedestrian Bridge* and MetroWest RTA spending plan. He recommended that municipal projects get consideration for second phase funding.

P. Regan recommended voting today without extending the public comment period, and noted that there likely will be further amendments to the TIP and that the issues discussed today can be debated in the second phase of funding.

In light of the additional money available from the Tobin Bridge projects, B. Ryan requested that members consider CATA's original request for \$2.1 million. The additional funds would provide funding for five buses, 20 fareboxes, and cameras.

D. Koses asked for information on the readiness of the Arlington SRTS projects. D. Mohler stated that the other two schools may not be ready since EOTPW did not put them on the list. K. O'Brien reiterated the town's request for flexibility for MassRIDES to spend the funds at the other two schools if possible.

Members began voting by putting on the table Amendment Two as presented, including (as noted on the TIP tables) cost changes highlighted in yellow, new projects highlighted in blue, and the CATA and MetroWest RTA funding as presented.

A motion to approve Amendment Two as presented, including (as noted on the TIP tables) cost changes highlighted in yellow, new projects highlighted in blue, the CATA and MetroWest RTA funding as presented, and removing the *Commuter Rail – New Station at Four Corners (Fairmount Line)* project, and redirecting those \$21 million in funds to the *Station Upgrade Program*, and the new Section 5307 items, was made by J. Cosgrove, and seconded by M. Draisen. The motion passed unanimously.

During a discussion of this motion, M. Draisen asked if the \$21 million would be used to address station upgrades in the Four Corners area, an environmental justice area. He emphasized that some of the money should be spent to benefit areas that would be disadvantaged by the delay in the *New Station at Four Corners* project. J. Cosgrove replied that the MBTA is meeting weekly to identify projects ready to move forward. Ashmont Station is among the locations that will be improved.

M. Pratt asked if the *Station Upgrade Program* would address ADA issues. J. Cosgrove stated that some of this money would improve station platform accessibility. The MBTA has another project focusing on ADA improvements, however.

A motion to add the two proposed Boston projects to Amendment Two – a \$13 million project to improve *Dorchester Avenue* and a \$21 million project for resurfacing roadways – was made by J. Gillooly, and seconded by M. Draisen. The motion passed. M. Pratt abstained.

Members discussed concerns about approving \$750,000 for the MetroWest RTA without details available on the RTA's spending plans, and options for approving the line item provisionally until details are provided. P. Regan stated that he is confident that this is not a situation in which the proponent was not notified of the pending discussion. J. Cosgrove explained that the split in the agreements is justified by the population served by the RTA. It was noted that the MPO could approve the line item but until the agreement is signed, the RTA cannot access those funds.

A motion to retain a \$750,000 placeholder for the MetroWest RTA in Amendment Two, with the understanding that representatives from the RTA will attend the next MPO meeting to provide details on their spending plan, was made by M. Draisen, and seconded by L. Duncan. Action on this motion was delayed until later in the meeting.

A motion to add two Somerville projects to Amendment Two – the *Magoun Square* (\$3.1 million) and *Washington Street* (\$1 million) projects – was made by T. Bent, and seconded by J. Gillooly. (Magoun Square is currently in the FFY 2012 element of the TIP.)

During a discussion of this motion, M. Draisen stated that he is eager to program municipal projects, however, the MPO needs to know if there is agreement between the municipalities and MassHighway that these projects will be ready in time. L. Duncan agreed and suggested that MassHighway provide readiness information on proposed projects so that the MPO could consider amending them into the TIP at the next meeting. T. Bent suggested delaying vote on the amendment for a week. He expressed concern about approving an amendment with few municipal projects considering that funding for the second phase is questionable.

D. Mohler also expressed concern about members voting piecemeal to add their individual cities' projects given the perception it may give to the public. He added, however, that he believes that members are representing all municipalities in the region. T. Bent noted that the City of Somerville reached out to neighboring cities to encourage them to attend this meeting and to submit public comments.

M. Draisen stated that he would prefer to table this amendment for a final vote next week in order to allow MassHighway and municipalities to reach an agreement on project readiness and to demonstrate in phase one that the MPO is doing its best to address municipal concerns. D. Mohler noted that MassHighway has 1,500 potential projects to review and cannot complete that review in one week. L. Duncan suggested only reviewing the group of projects that were raised for consideration in the public comment period.

M. Pratt requested that T. Bent take his motion off the table. She said that she would like to increase funding for CATA. D. Mohler explained that this would require flexing funds.

Richard Reed, Town of Bedford, inquired as to why there is uncertainty about funding for the second phase of stimulus funding. D. Mohler replied that a minimum of \$81 million

in stimulus funds needs to be programmed in the Boston urbanized area (which includes parts of neighboring MPOs). It is likely that this MPO will receive funds in the second phase, but there is no guarantee and the more money that is programmed in the first phase, the less likelihood of funding in the second.

A request to split the Somerville motion into two separate motions was made by M. Draisen. The makers of the motion agreed.

A motion to add the *Somerville – Magoun Square* project at a cost of \$3.1 million to Amendment Two was made by T. Bent, and seconded by J. Gillooly. The motion failed. T. Bent, M. Draisen, and J. Gillooly voted yes. All others voted no.

A motion to reconsider the previous vote was made by D. Mohler, and seconded by M. Draisen. The motion passed.

A motion to add the *Somerville – Magoun Square* project to Amendment Two was made by T. Bent, and seconded by J. Gillooly. The motion passed with M. Pratt, S. Karanfiloglu, and J. Cosgrove voting no and all others voting yes. D. Mohler noted that he voted for the project so as not to have the state veto the project, however, he expressed concerns that the project may not be ready in the 120-day timeframe.

A motion to add the *Somerville – Washington Street* project to Amendment Two was made by T. Bent, and seconded by J. Gillooly. The motion failed. T. Bent and J. Gillooly voted yes. All others voted no.

Regarding the tabled motion concerning the placeholder for the MetroWest RTA funding, D. Mohler reported that FTA will allow the MPO to program a placeholder, but will not authorize grants until the MPO does an administrative adjustment that provides information regarding what the funds will be spent on. Members took up the motion again (as restated below):

A motion to retain a \$750,000 placeholder for the MetroWest RTA in Amendment Two, with the understanding that representatives from the RTA will attend the next MPO meeting to provide details on their spending plan, was made by M. Draisen, and seconded by L. Duncan. The motion passed. P. Regan voted no.

A motion to add a \$5 million *Regional ITS Program* project to Amendment Two was made by S. Woelfel, and seconded by M. Pratt. The motion passed unanimously.

During a discussion of this motion, S. Woelfel explained this project is a joint effort of the City of Boston and MassHighway to enhance the Massachusetts Interagency Video Information System (MIVIS). It includes upgrades to communications infrastructure and connections for information sharing between Massport, DCR, Massachusetts Emergency Management Agency, Boston Police Department, Boston Emergency Management Agency, and other municipalities and users. The project has a congestion management element and provides a back-up power source for traffic equipment at intersections. J.

Gillooly emphasized the benefits of this project for making the system more robust and for allowing municipalities outside of Boston to access the system. The project will allow police and other agency personnel to see all locations from one center as well as making intersections viewable across jurisdictions. He also noted that the project will improve performance of intersections by making traffic equipment more reliable during power outages. The project is ready to go.

A motion was made to allow the use of funds – with the approval of MassRIDES and MassHighway – associated with the *Arlington – Cyrus Dallin Elementary School Sidewalk Improvements* project potentially for two other SRTS designated schools in Arlington was made by M. Draisen, and seconded by D. Koses. The motion passed unanimously.

A motion to add \$13 million to the *Cambridge, Charlestown – North Bank Pedestrian Bridge* project (for a total cost of \$36 million) was made by D. Mohler, and seconded by S. Woelfel. The motion passed. T. Bent, M. Pratt, and P. Regan voted no. All others voted yes.

During a discussion of the motion, D. Mohler noted that the \$22 million option would fund only the pedestrian bridge, while the \$36 million option would include the multi-use path, park improvements, and lighting.

P. Regan raised the issue of programming the *Revere – MBTA South Parking Garage – Wonderland Station*. D. Mohler noted that the Wonderland station is a priority of the Patrick Administration, however the project may not be added to the amendment because it is an expansion project and not listed on the RTP. In addition it has not yet completed the National Environmental Protection Act process. While it had been listed as a potential project for funding as an economic development project, all transportation projects in that category have been given to EOTPW for consideration with all other EOTPW proposed projects.

T. Bent suggested removing the *Somerville/Wilmington/Methuen – Guide Traffic Sign Repair on I-93* projects if the MPO needs to direct funds to projects of higher priority. M. Draisen suggested waiting to remove projects until there is more clarity on the readiness of other proposed projects.

A motion to reschedule the vote on the amendment to March 5 was made by M. Draisen, and seconded by M. Pratt. The motion failed. T. Bent, M. Draisen, L. Duncan, D. Koses, and M. Pratt voted yes. All others voted no.

During a discussion of this motion, M. Draisen recognized that 4,000 projects were submitted to the Governor for stimulus funding, and public comments were submitted on a smaller subset. He advocated that the MPO focus on the latter and MassHighway determine the readiness of those projects. He said he wants to find a way to accommodate more municipal projects.

P. Regan expressed that the MPO should keep to the original schedule and vote today. He noted the importance of keeping to set schedules so that all parties involved in the TIP process understand the steps involved and the timelines for MPO action. M. Al-Khatib agreed noting that the MPO has already done due diligence for the projects and has also programmed over the initially proposed stimulus amount for the MPO. Other projects should be considered for the regular TIP program, he advised.

L. Duncan expressed support for the motion and pointed out that the MPO would not be reopening the public comment period. The action would provide MassHighway an opportunity to provide more information and the MPO an opportunity to consider rebalancing the project list.

D. Mohler expressed opposition and voiced concern that this MPO's delay could trigger similar actions by other state MPOs that have not yet voted on their amendments. Other MPOs have stayed within their proposed funding amounts. Postponing action could potentially affect the amount of money available for the second phase. S. Woelfel added that the MPO knows the status of many of the projects under consideration since the MPO has reviewed them previously through the TIP process.

M. Pratt stated that the second phase funding should support projects in suburban municipalities.

A motion to remove the *Cambridge, Charlestown – North Bank Pedestrian Bridge* project from Amendment Two was made by T. Bent. The motion failed for lack of a second.

A motion to approve Amendment Two with the aforementioned changes was made by M. Draisen, and seconded by S. Karanfiloglu. The motion passed. M. Pratt voted no.

8. Work Program – MBTA Transit Quality Assurance Benchmarking – Karl Quackenbush

Members reviewed the work program for *MBTA Transit Quality Assurance Benchmarking* at the meeting of February 5.

A motion to approve the work program for *MBTA Transit Quality Assurance Benchmarking* was made by P. Regan, and seconded by S. Woelfel. The motion passed unanimously.

9. Members' Items

There were none.

10. Adjourn

A motion to adjourn and convene the MPO meeting was made by S. Woelfel, and seconded by M. Draisen. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, February 26, 2009, 10:00 AM

Member Agencies

EOTPW
City of Boston

City of Newton
City of Salem
City of Somerville

Federal Highway
Administration
Federal Transit
Administration
MAPC

MassHighway
MassPike
Massport
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Hopkinton
Town of Framingham

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Lynn Duncan
Thomas Bent
Sergiu Luchian
Ed Silva
Michael Chong
Peter Butler

Marc Draisen
Jim Gallagher
Stephen Woelfel
Shirin Karanfiloglu
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib

Richard Reed
Mary Pratt
Ginger Esty

MPO Staff/CTPS

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

Other Attendees

Rick Azzalina
Rachel Bain
Tony Centore
Sal Dominico
Alison Felix
Denis Fraine
Vineet Gupta
Judy LaRocca

Kathleen McCabe
Sue McQuaid

Kevin O'Brien
Steve Olanoff

Keri Pyke
Andrew Port

Fay, Spofford, & Thorndike
EOTPW
Town of Medfield
Office of Senator Galluccio
Metropolitan Area Planning Council
Town of Bellingham
Boston Transportation Department
Bruce Freeman Rail Trail Advisory
Committee
McCabe Enterprises
Neponsett Valley Chamber of
Commerce
Town of Arlington
Regional Transportation Advisory
Council
Howard/Stein - Hudson
Town of Hanover

Dennis Royer	City of Boston
Bob Ryan	Cape Ann Transportation Authority
Wendy Stern	MBTA
Bob Swanson	Town of Foxborough
Michael Trepainier	MassHighway
Sheri Warrington	Office of Senator McGee
Dick Williamson	Massachusetts Community Path Alliance
Wig Zamore	Somerville Transportation Equity Partnership/ Mystic View Task Force



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

SENATOR ANTHONY D. GALLUCCIO
MIDDLESEX, SUFFOLK & ESSEX

ROOM 213A
TEL. (617) 722-1650
FAX (617) 722-1323

E-Mail: Anthony.Galluccio@state.ma.us

COMMITTEES:

Public Service (Chair)
Municipalities & Regional Government
Public Health
State Administration & Regulatory Oversight

February 26, 2009

Mr. David Mohler
Boston Region MPO Chairman
Suite 2150
Ten Park Plaza
Boston, MA 02116-3968

Dear Mr. Mohler:

I am writing to you today to discuss several projects in my senatorial district that appear to be worthy projects to be designated as transportation infrastructure projects by the MPO. As you know, cities and towns are now strapped for revenue and it becomes even more difficult to invest in design money without knowing if a project will be funded. In many cases these projects have not completed substantial design, but they have the full commitment from the cities and towns to move forward if they receive some funding assistance.

Unfortunately, because we were made aware of this meeting on short notice, we were not able to effectively communicate with all the cities and towns in my district regarding their priorities for the MPO. There will be other communities that will be testifying and submitting requests on their own behalf and they should also be given every consideration.

The following is a listing of the projects from the municipalities that responded to my request for information. I have listed their projects in the order that I was given by their Mayors.

Everett

Route 99 (Lower Broadway)

I want to thank the MPO for approving this roadway and placing it on the TIP, however I would like to see if there is any way to expedite the repair to this roadway. We are working with Mass Highway to accelerate the work on this crucial corridor between Boston and Everett.

Beacham Street (off Route 99)

Beacham Street is in desperate need of repair. This street is important for both Everett and Chelsea as it is a major access point for the New England Produce Center as well as a distribution center for many petroleum wholesalers across New England. In addition, due to the presence of these types of businesses, this area is considered a high risk security zone. In the event of such an incident, Beacham Street is the designated emergency route out of the area. It is my hope that the reconstruction of Beacham Street would be funded and the repairs could be

made at the same time as the Route 99 project. This will allow for a better transportation plan and mitigate disturbances to that area during two separate projects. It is also worthy to note that this project would not require considerable redesign. Because that area does not include pedestrian walkways, and it consists of mainly industrial and business use and the project would mainly be a resurfacing and reconstruction project. The cost of the Beacham Street project is \$3.2 million. It would be extremely helpful if the MPO could designate Beacham Street as a TIP project so that we can move forward quickly with redesign and put it in a position where it would be considered for stimulus money.

Air Force Road

The rehabilitation of Air Force Road includes new pavement for travel lanes and shoulders, new curbing, new sidewalks, a roadway drainage system, street lighting and limited streetscape once completed. This rehabilitation would allow for vehicular and pedestrian access to the eastern section of the Mystic Valley Development Commission's (MVDC) Everett site development. This roadway will extend from Norman Street in Everett to a 40 acre parcel formerly owned by General Electric and continue onto a 7 acre recreational park. This projected cost for this project is \$2.7 million.

Somerville

Broadway in East Somerville

The half-mile street reconstruction will result in the revitalization of an existing commercial district in East Somerville. New amenities will include ADA compliant sidewalks, street lighting, street furniture, street trees, and roadway resurfacing. The City is seeking \$2.8 million to complement its \$2.2 million contribution to this important project, currently reaching 100% design.

Washington Street

Washington Street extends from the City limits to Route 28/McGrath Highway, and suffers from poor drainage and overall geometry. The traffic pounding generated by the relocated I-93 off-ramp rapidly deteriorated this important local connector. Please note that repaving could be advertised for bidders within 48 hours of receiving funding, offering a clear and almost immediate visual impact of the stimulus package at work. This is also an area that has also been talked about extensively as a potential green line extension site and it has become one of the most exciting economic development areas in the near future. We have also had conversations with the Governor about this area being designated a growth district and clearly the repair of this roadway would be very helpful in that effort. While the entire corridor needs to be redesigned and rebuilt, estimated at \$4.5 million, the City included Washington Street on our stimulus package request list at \$1 million for grind and overlay repaving and additional improvements.

Magoun Square

The 5-point Magoun Square intersection has long been identified as a high hazard location, with a crash rate twice the regional average. The proposed improvements - safer pedestrian crossings, improved lane markings, new signalization, and an emergency vehicle pre-emption system - are designed to make the intersection safer for all modes of travel. Streetscape improvements, including ADA accessible ramps, sidewalk improvements, and street furniture will bring the square into compliance with state and federal accessibility requirements. The project is on the 2012 TIP, with a request of \$3.1 million, and is at 100% design. Given the serious safety issues at this intersection, stimulus funding is requested to expedite the project.

Revere

MBTA South Parking Garage – Wonderland Station

Construction of a new seven story 1,907 space precast parking garage at Wonderland Station in Revere - the northern terminus of the Blue Line. \$3 million has been budgeted in this project for photovoltaic systems. The garage will not only serve to enhance commuter use of mass transit facilities but will also support development of an adjacent major mixed use transit-oriented development that is now nearly fully permitted. Further, the garage construction will encourage creative redevelopment of a proximate 35 acre tract of land now housing a race track scheduled to close in 2010 as a result of passage of the referendum question banning Greyhound racing. The cost of this project is \$52 million (including bonded indebtedness supportable by parking revenue).

Salem Street/Overlook Ridge Drive/Route One Access

Arterial roadway construction including site work, milling, pavement, curbs and sidewalks. This project is intended to provide new access connection to anticipated Route 1 project when completed (Route 1 Transportation Improvement Project by MassHighway – EOEEA No.13149). Project also intended to support redevelopment of former Brownfields site as mixed-use project (Overlook Ridge – EOEEA No.11971) including 2800 residential housing units, 150,000 square feet of commercial development, a 250 room hotel/conference center and a new municipal fire station serving 2 communities (first dual community facility in Commonwealth). The anticipated cost of this project is \$10 million.

I feel that the projects I listed above could be reasonably and appropriately added to the TIP and put these cities in a better position to advocate for stimulus money or future funding. I do think that we have to continue to deal with the challenge facing cities and towns ability to afford design money in order to get in position for TIP designation. I am hoping that we can create a more liberal standard as we approach TIP projects in the future so that cities and towns can have some sense of confidence before they spend money on design. This is a challenge for not just the MPO, but for stimulus projects as well.

Thank you for your continued hard work and I look forward to a cooperative relationship in the future. If I can ever be of assistance please do not hesitate to contact me at (617) 722-1650.

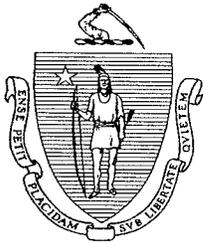
Sincerely,



Anthony D. Galluccio

State Senator

Middlesex, Suffolk & Essex



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE

STATE HOUSE, BOSTON 02133-1053

SENATOR THOMAS M. MCGEE

3RD ESSEX AND MIDDLESEX DISTRICT

ROOM 112, STATE HOUSE

TEL: 617 722-1350

FAX: 617 722-1005

COMMITTEES:

LABOR & WORKFORCE DEVELOPMENT - CHAIR
CHILDREN & FAMILIES - VICE CHAIR
COMMUNITY DEVELOPMENT & SMALL BUSINESSES
JUDICIARY
TRANSPORTATION
VETERANS & FEDERAL AFFAIRS
CHILDREN'S CAUCUS - CHAIR

February 26, 2009

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to request that following "shovel-ready" projects in the Town of Marblehead be included in the current proposed amendment to the federal fiscal year (FFY) 2009 element of the FFYs 2007-2010 Transportation Improvement Program and Air Quality Conformity Determination (TIP) or in subsequent amendments made to the TIP to utilize federal funds that are available from the passage of the American Recovery and Reinvestment Act. Each of these projects was submitted to the Lt. Governor as requested in January 2009 and is in keeping with the intended spirit of the stimulus bill. I ask that as projects are prioritized for federal funds, you consider each of these projects and the positive impacts they would have on the Town of Marblehead.

Ocean Avenue Causeway Harborside Seawall Repair Project

Selective demolition of an existing concrete seawall, installation in part of new reinforced concrete cap, spall and crack repairs to existing concrete seawall, mortar joint repairs to existing granite block seawall, applying concrete sealer over concrete seawall surface, installation of new catch basin hoods, and repairs to existing patches on existing concrete seawall.

\$600,000

Main Artery Roadway Resurfacing Project

Repave the town's main street critical to the support of emergency services.

\$1,450,000

Storm Damage Repairs at Fort Sewall

Construct a mortared stone knee wall 2-3 feet in height and 120 feet in length pinned to ledge at base of the eroded embankment back fill w/ loam and re-vegetate install geo-textile fabric

\$228,000

Water Main Replacement

Replacement of 4200 linear feet of 8" iron water main dating from the 1880's with 12" PVC pipe in a salt water zone. The project will improve water quality and fire fighting capabilities.

\$525,000

Village Street Bridge Repair

Repair of a 1939 single span steel beam bridge spanning 49'-6".

\$750,000

Village, Vine, Pleasant, Cross Streets

Reconfigure a five way unsignalized intersection located adjacent to Marblehead's Central Business District and the middle school to improve safety.

\$400,000

Clean and Line or Replace Water Mains-Kimball, Manley Road and Follett Street

Clean and Line 1560 LF of water main for improved fire service and water quality

\$260,000

Relay Sewer in Ruby Avenue, Humphrey to West plus Tufts

Replace 3000 linear feet of sanitary sewers to eliminate infiltration and sewer back ups.

\$708,300

Evans and Roosevelt Drain Replacement

Upgrade municipal drain system to eliminate neighborhood flooding

\$80,800

I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize the positive impacts that these projects would have on the Town of Marblehead and its residents and to place them on the TIP in anticipation of federal economic recovery funding.

Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

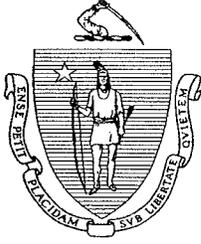
Sincerely,



Thomas M. McGee

State Senator

Third Essex and Middlesex District



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

SENATOR THOMAS M. MCGEE
3RD ESSEX AND MIDDLESEX DISTRICT
ROOM 112, STATE HOUSE
TEL. 617 722-1350
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COMMITTEES:

LABOR & WORKFORCE DEVELOPMENT - CHAIR
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COMMUNITY DEVELOPMENT & SMALL BUSINESSES
JUDICIARY
TRANSPORTATION
VETERANS & FEDERAL AFFAIRS
CHILDREN'S CAUCUS - CHAIR

February 26, 2009

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to request that following "shovel-ready" projects in the Town of Saugus be included in the current proposed amendment to the federal fiscal year (FFY) 2009 element of the FFYs 2007-2010 Transportation Improvement Program and Air Quality Conformity Determination (TIP) or in subsequent amendments made to the TIP to utilize any appropriate federal funds that are available from the passage of the American Recovery and Reinvestment Act. Each of these projects was submitted to the Lt. Governor as requested in January 2009 and is in keeping with the intended spirit of the stimulus bill. I ask that as projects are prioritized for the TIP, you consider the positive impacts in public safety that each of these projects would have for the Town of Saugus and its residents.

Bristow Street Area Storm Drains

Furnish and install 6840 lf of storm drain and catch basins ranging in size from 12" to 72". Project will alleviate chronic flooding in residential neighborhoods caused by inadequate capacity of the existing drain system that has caused significant property damage during heavy rain events. No other funding is being considered.

\$5,000,000

Broadway (Route 1) Pump Station Replacement

The project involves the complete replacement of the Broadway pump station, which is estimated to be in excess of 40-years old and subject to continual repair efforts. The project would involve the removal of the existing wetwell structures, removal of the 'can' structure and pumping equipment, installation of a new precast concrete wetwell, installation of a new precast concrete valve vault, installation of new duplex submersible pump system, installation of new

level control system and control panel, installation of a new dedicated standby generator and the installation of a fence to secure the site.

\$400,000

Fairchild Brook Drainage Improvements

Furnish and install 2,550 lf of storm drain improvements that include 72"x 48" box culvert. Project will alleviate chronic street and private property flooding caused by inadequate capacity of the existing drain system that has caused significant property damage during heavy rain events. No other funding is being considered.

\$2,000,000

Golden Hills Water Main Replacement

Replacement of 4,000 lf of 8" and 10" unlined cast iron pipe which has had a history of breaks and no longer meets pressure requirements or water quality requirements to properly serve the public. No other funding sources are being considered

\$900,000

Hamilton Street Water Main Replacement

Replacement of 6,000 lf of 8" and 10" unlined cast iron pipe which has had a history of breaks and no longer meets pressure requirements or water quality requirements. No other funding sources are being considered

\$1,200,000

Howard Street Culvert Replacement

The existing upstream headwall of the Howard Street culvert has failed, but the downstream headwall was extended/improved at some time in the last 15-years (estimated). It is anticipated that the entire culvert does not need to be replaced. Work is required to shore-up the existing upstream headwall at Howard Street. It is assumed that the work required would involve the complete replacement of the existing deteriorated upstream headwall with a new precast concrete headwall (approximately 16' long X 8' high) and the replacement of approximately 10 feet of 36-inch corrugated metal pipe. Additional work may be required if the existing pipes are found to be in poor condition during the headwall replacement. The Town may have the ability to fund a portion of the project.

\$150,000

Sewer System Rehabilitation Subsystem 6A

Rehabilitation of 17,000 lf of asbestos cement sewer with CIPP, 105 manholes to be lined with cementitious liner and 270 service connections sealed. Project is required to reduce I/I and come into compliance with Administrative Consent Order issued by DEP. No other funding is being considered.

\$2,000,000

Sewer System Rehabilitation Subsystem PS-5

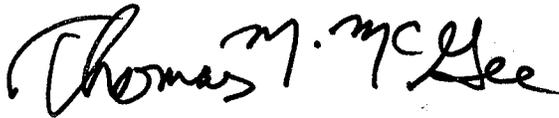
Rehabilitation of 27,000 lf of asbestos cement sewer with CIPP, 195 manholes to be lined with cementitious liner and 483 service connections sealed. Project is required to reduce I/I and come into compliance with Administrative Consent Order issued by DEP for Sewer System Overflows (SSO's). Project did not make SRF fundable list.

\$3,600,000

I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize the importance of these projects would have to the Town of Saugus, which has been challenged with major storm-related flooding of roadways in recent years, and to place the projects on the TIP in anticipation of federal economic recovery funding.

Thank you for your time and consideration. Should you have any questions or concerns please do not hesitate to contact my office.

Sincerely,

A handwritten signature in black ink that reads "Thomas M. McGee". The signature is written in a cursive style with a large initial 'T' and 'M'.

Thomas M. McGee

State Senator

Third Essex and Middlesex District



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE

STATE HOUSE, BOSTON 02133-1053

SENATOR THOMAS M. MCGEE

3RD ESSEX AND MIDDLESEX DISTRICT
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JUDICIARY
TRANSPORTATION
VETERANS & FEDERAL AFFAIRS
CHILDREN'S CAUCUS - CHAIR

February 26, 2009

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to request that following "shovel-ready" projects in the City of Melrose be included in the current proposed amendment to the federal fiscal year (FFY) 2009 element of the FFYs 2007-2010 Transportation Improvement Program and Air Quality Conformity Determination (TIP) or in subsequent amendments made to the TIP to utilize federal funds that are available from the passage of the American Recovery and Reinvestment Act. Each of these projects was submitted to the Lt. Governor as requested in January 2009 and is in keeping with the intended spirit of the stimulus bill. I ask that as projects are prioritized for federal funds, you consider each of these projects and the positive impacts they would have on the City of Melrose.

Bennett's Pond Brook Flood Mitigation – Phase 3

This project is one of several identified in the Ward 2 Drainage Report in response to severe street and private property flooding from several recent 100 year storms. Drainage work includes installation of two new trunk lines, several new adjacent tributaries and new and upgraded street drainage. Water systems will also be upgraded to eliminate low flow, poor pressure and water quality issues in the neighborhood. Sewer I/I work will be performed to prevent surcharges during flooding events. Reconstruction and restoration of streets impacted by the drainage, water and sewer work will include granite curbing, concrete sidewalks, HP ramps, new driveway aprons; drainage, sewer and water system improvements; and streetscape improvements including tree plantings, traffic markings and street/school/regulatory sign improvements.

\$1,300,000

Fire Flow Improvements

The proposed project will re-establish and improve fire flow rates in the following areas:

- Area 1: Mt Vernon Avenue
- Area 2: Boston Rock Road
- Area 3: Wyoming Heights
- Area 4: Forest/Willard Street

Scope of work will include replacement of highly tuberculated and undersized water mains as well as replacement of old and difficult to operate gate valves, hydrants, substandard lead and iron services and other water appurtenances followed by the restoration of the roadways, granite curb, sidewalks, driveway aprons and HP ramps.

\$3,600,000

Main Street Segment B – Lebanon Street Reconstruction

This project involves improvements to Lebanon Street between Lynde Street and just north of Main Street. The work involves resurfacing and minor widening, new curbing, sidewalks, wheelchair ramps, signal modifications and upgrades at five intersection locations (Grove Street, East Foster Street, Upham Street, East Emerson Street, and Main Street). Pedestrian signal phasing and crosswalk improvements will also be provided at these intersections. The project is at 100% design stage. All comments at 75% have been received by MassHighway. This project is approved for TIP funding for FY12.

\$4,135,000

Neighborhood Flood Mitigation – Long Pond Flood Hazard Area

The flood mitigation project was recommended by CDM in recent studies to address multiple 100-year flood impacts over the past decade. Two of these projects funded by FEMA have been completed. This third project has not been funded. The project consists of engineering analysis, design and construction of stormwater mitigation systems in the Long Pond Flood Hazard Area. This project is not being considered for other state or federal funding.

\$600,000

Neighborhood Roadway Rehabilitation Program

This project involves complete reconstruction of the roadways; drainage, sewer and water improvements; granite curbing, concrete sidewalks; driveway aprons and HP ramps; and streetscape improvements including tree plantings, traffic markings and street/school/regulatory sign improvements for the following areas:

- Bellevue Avenue from Upham Street to Lynn Fells Parkway
- Sargeant Street from Franklins Street to Briggs Street
- Vinton/Orris Street from W. Emerson Street to Franklin/Warren Streets

\$1,500,000

West Wyoming Avenue Reconstruction

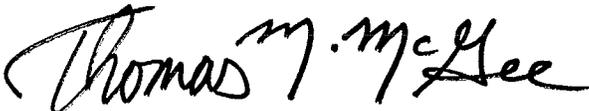
West Wyoming Ave is a major connector road connecting the Lynn Fells Parkway in Stoneham to Main Street in Melrose and is a primary route to Interstate 93. This corridor carries a high volume of traffic, provides access to MBTA Commuter Rail facilities, MBTA bus routes on W. Wyoming and Main Streets and the W. Wyoming and Main Street Business Districts; and includes school safety zone traffic improvements and speed zone signalization for the Lincoln School. Project scope includes complete reconstruction of the roadway including granite curbing, concrete sidewalks, HP ramps, new driveway aprons; drainage, sewer and water system improvements; and streetscape improvements including tree plantings, traffic markings and street/school/regulatory sign improvements along W. Wyoming Avenue from Main Street to the Melrose/Stoneham town line.

\$1,800,000

I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize the positive impacts in economic development and quality of life that these projects would have on the City of Melrose and its residents, and to place the projects on the TIP in anticipation of federal economic recovery funding.

Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

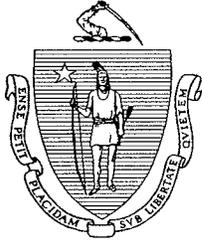
Sincerely,

A handwritten signature in black ink that reads "Thomas M. McGee". The signature is written in a cursive style with a large initial 'T' and 'M'.

Thomas M. McGee

State Senator

Third Essex and Middlesex District



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1063

SENATOR THOMAS M. MCGEE

3RD ESSEX AND MIDDLESEX DISTRICT
ROOM 112, STATE HOUSE
TEL. 617 722-1350
FAX: 617 722-1005

COMMITTEES:

LABOR & WORKFORCE DEVELOPMENT - CHAIR
CHILDREN & FAMILIES - VICE CHAIR
COMMUNITY DEVELOPMENT & SMALL BUSINESSES
JUDICIARY
TRANSPORTATION
VETERANS & FEDERAL AFFAIRS
CHILDREN'S CAUCUS - CHAIR

February 26, 2009

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to request that following "shovel-ready" project in the Town of Swampscott be included in the current proposed amendment to the federal fiscal year (FFY) 2009 element of the FFYs 2007-2010 Transportation Improvement Program and Air Quality Conformity Determination (TIP) or in subsequent amendments made to the TIP to utilize federal funds that are available from the passage of the American Recovery and Reinvestment Act. This project was submitted to the Lt. Governor as requested in January 2009 and is in keeping with the intended spirit of the stimulus bill. I ask that, as projects are prioritized for federal funds, you consider the importance of this project to the Town of Swampscott and its positive impact on both residents and visitors.

Humphrey and Salem Streets Reconstruction

Reconstruction of Humphrey Street from Atlantic Avenue to the Marblehead line and Salem Street from Humphrey Street to the Salem line. Project includes safety and accessibility improvements for pedestrians and safety and efficiency improvements for vehicular traffic. Town has received preliminary approval from MassHighway for the project.

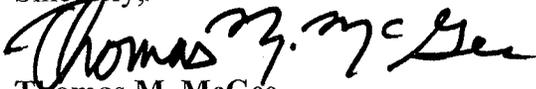
\$3,500,000

I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize that this project would greatly benefit the Town of Swampscott and its residents. I respectfully request that you include the Reconstruction

of Humphrey and Salem Streets in the Town of Swampscott onto the TIP in anticipation of federal economic recovery funding.

Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Thomas M. McGee". The signature is written in a cursive style with a large, stylized "T" and "M".

Thomas M. McGee

State Senator

Third Essex and Middlesex District



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE

STATE HOUSE, BOSTON 02133-1053

SENATOR THOMAS M. MCGEE

3RD ESSEX AND MIDDLESEX DISTRICT

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February 26, 2009

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to request that following "shovel-ready" projects in the City of Lynn be included in the current proposed amendment to the federal fiscal year (FFY) 2009 element of the FFYs 2007-2010 Transportation Improvement Program and Air Quality Conformity Determination (TIP) or in subsequent amendments made to the TIP to utilize federal funds that are available from the passage of the American Recovery and Reinvestment Act. Each of these projects was submitted to the Lt. Governor as requested in January 2009 and is in keeping with the intended spirit of the stimulus bill. I ask that as projects are prioritized for federal funds, you consider each of these projects and the positive impacts they would have on the City of Lynn.

Combined Sewer Overflow Bennett Street Area Separation

Completion of ongoing CSO work required by Federal Consent Decree.

\$65,000,000

Commuter Ferry Purchase

Purchase of Commuter Ferry to provide alternative transportation services to and from the Boston area. Renovations to the public pier at Blossom Street Extension are already underway and are designed to accommodate a commuter ferry for daily transportation needs.

\$250,000

Hanover Street Drainage Improvements

Installation of approximately 1350 feet of 12" through 18" storm drain, removal of 10 catch basins from existing combined sewer

\$350,000

Intersection and Signal Improvements at the intersection of Boston Street and Washington Street

Improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection and the immediate approaches. Traffic signal systems, sidewalk, drainage and other roadway improvements are included.

\$1,500,000

Intersection and Signal Improvements at the City of Lynn Common

The City has spent over \$2 million to date on streetscape and roadway improvements within downtown to improve safety and mobility throughout the Central Business District. The purpose of this project is to extend these improvements into the Historic Lynn Common area, encourage increased activity in the Common and encourage "Smart Development" around the Common. The project will improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection and the immediate approaches. Traffic signal systems, sidewalk, drainage and other roadway improvements are included.

\$2,500,000

Intersection and Signal Improvements at Lynnfield Street and Millard Avenue

Improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection and the immediate approaches. Traffic signal systems, sidewalk, drainage and other roadway improvements are included.

\$850,000

Intersection and Signal Improvements at three locations

Improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection and the immediate approaches at the following locations: Summer Street at South Street; North Common at Hardwood; South Common Street at Shephard. Traffic signal systems, sidewalk, drainage and other roadway improvements are included.

\$900,000

Intersection and Signal Improvements at Western Avenue and Maple, and Western Avenue and Eastern Avenue

Improve vehicular, bicycle, and pedestrian safety and provide efficient traffic operations at the intersection and the immediate approaches. Traffic signal systems, sidewalk, drainage and other roadway improvements are included.

\$1,500,000

Reconstruction of Seaport Marina

Reconstruction of public marina facilities including the repair and replacement of 25 docks, upgrading antiquated electrical service system and replacement of gas and diesel pumps.

\$1,000,000

Strawberry Brook Culvert Replacement

Furnish and install 48-in reinforced concrete drain pipe, install special structures and catch basin. Cleaning existing drain; television inspection and pavement replacement.

\$500,000

Vehicular Access Enhancement Plan (Route 107)

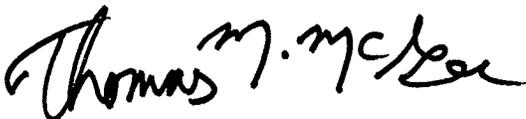
Vehicular access to the City from major roadways and arteries has always been difficult, often resulting in traffic delays along congested, undersized local roadways. This inherent infrastructure condition is one of the factors that has hindered Lynn's efforts to attract businesses to the City, and in particular, to its Central Business District. This project seeks to improve vehicular access to the City from a southerly direction by expanding the current 16 foot width of the Fox Hill Bridge and remedying associated signals along the Route 107 corridor at the intersection of Route 107 and Ballard Street.

\$2,000,000

I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize the positive impacts in economic development and quality of life that these projects would have on the City of Lynn and its residents, and to place the projects on the TIP in anticipation of federal economic recovery funding.

Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,



Thomas M. McGee

State Senator

Third Essex and Middlesex District



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE

STATE HOUSE, BOSTON 02133-1053

SENATOR THOMAS M. MCGEE

3RD ESSEX AND MIDDLESEX DISTRICT

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CHILDREN'S CAUCUS - CHAIR

February 26, 2009

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to request that following "shovel-ready" project in the Town of Nahant be included in the current proposed amendment to the federal fiscal year (FFY) 2009 element of the FFYs 2007-2010 Transportation Improvement Program and Air Quality Conformity Determination (TIP) or in subsequent amendments made to the TIP to utilize federal funds that are available from the passage of the American Recovery and Reinvestment Act. This project was submitted to the Lt. Governor as requested in January 2009 and is in keeping with the intended spirit of the stimulus bill. I ask that, as projects are prioritized for federal funds, you consider the importance of this project to the Town of Nahant and its positive impact on both residents and visitors.

Rehabilitation of Town Pier

The Nahant Town Pier serves as the Town's primary commercial and recreational water front facility. The project includes a complete rehabilitation of this very important commercial and recreational facility. The project is not currently being considered for state or federal funding outside of the federal stimulus.

\$750,000

I urge the members of the Boston Region Metropolitan Planning Organization's Transportation Planning and Programming Committee to recognize that this project would greatly benefit the Town of Nahant and its residents. I respectfully request that you include the rehabilitation of the Nahant town pier on the TIP in anticipation of federal economic recovery funding.

Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Thomas M. McGee". The signature is written in a cursive style with a large initial 'T'.

Thomas M. McGee

State Senator

Third Essex and Middlesex District

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

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

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

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

National Highway System

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

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$4,996,004	\$1,249,001	\$6,245,005	
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,600,000	\$1,900,000	\$9,500,000	
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	
Salem	601017	Route 1A (Bridge Street)	\$5,280,000	\$1,320,000	\$6,600,000	\$6,864,000
Surface Transportation Program Total			\$23,064,804	\$5,766,201	\$28,831,005	

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$3,867,039	\$429,671	\$4,296,710	project split is 90/10
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710	
				<i>HSIP Regional Target</i>	<i>\$4,296,710</i>	

Surface Transportation Program/Enhancement

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich		North Green Improvements (Design)	\$72,800	\$18,200	\$91,000
Cambridge	605188	Cambridge Common/Flagstaff Park (Design)	\$144,000	\$36,000	\$180,000
Surface Transportation Program/Enhancement Total			\$216,800	\$54,200	\$271,000

Total Regional Target Programming **\$65,238,104**

Boston Region MPO Regional Target with State Match *\$65,225,104*

FEDERAL-AID NON-TARGET PROJECTS

FEDERAL-AID ECONOMIC STIMULUS PROJECTS

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Arlington	PROG-7	Cyrus Dallin Elementary School Sidewalk Improvements	\$448,000		\$448,000	
Boston, Somerville, Arlington	DCR920	Minuteman Bike Path	\$3,000,000		\$3,000,000	
Boston	M0330B	Northern Ave Sidewalk Improvements	\$800,000		\$800,000	
Boston, Chelsea	T0160	Deck Rehabilitation on Tobin Bridge, phase VII	\$14,000,000		\$14,000,000	projects removed from list
Boston, Chelsea	T0163	Structural Steel Painting on Tobin Bridge, phase 3 and 8	\$27,000,000		\$27,000,000	projects removed from list
Burlington, Lexington, Reading, Woburn	605018	Guide and Traffic Sign Repair on I-95	\$3,289,560		\$3,289,560	
Cambridge/Charlestown	DCR927	North Bank Pedestrian Bridge	\$22,250,000		\$22,250,000	
Concord		Route 2	\$3,575,000		\$3,575,000	
Harvard/Littleton	604400	Route 2	\$5,784,600		\$5,784,600	
Lincoln	604629	Route 2	\$1,289,990		\$1,289,990	
Lynn	DCR901	Blossom St Ferry Terminal	\$4,000,000		\$4,000,000	
Metro Boston	DCR930	Pavement Improvements to Metro Parkway System	\$3,000,000		\$3,000,000	
Metro Boston	DCR934	Sidewalk Improvements to Metro Parkway System	\$700,000		\$700,000	
Newton	MTA-MHS-04	Harvard St Bridge	\$3,500,000		\$3,500,000	was \$2,500,000 and in Newton
Statewide	MTA-ALL-01	Statewide Communications Network Expansion	\$2,000,000		\$2,000,000	was \$1,900,000
Somerville/Wilmington	604938	Guide and Traffic Sign Repair on I-93	\$4,620,000		\$4,620,000	
Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000		\$518,000	
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400		\$6,059,400	
Weston	MTA-MHS-02	Ramp G over Turnpike	\$3,000,000		\$3,000,000	was \$2,650,000
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$2,000,000		\$2,000,000	was \$1,450,000
Wilmington/Methuen	605396	Guide and Traffic Sign Repair on I-93	\$4,275,000		\$4,275,000	
Economic Stimulus Total (Highway)					\$74,109,550	

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130	\$5,864,420
Framingham	604013	Fountain Street over MBTA and CSX	\$3,120,000	\$780,000	\$3,900,000	\$4,100,000
Hanover	605101	Route 53 over Route 3	\$8,840,000	\$2,210,000	\$11,050,000	
Hudson	604006	Houghton Street over Assabet River	\$2,033,058	\$508,264	\$2,541,322	
Bridge Total			\$18,897,962	\$4,724,490	\$23,622,452	
Advance Construction Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000	
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,800,000	\$1,200,000	\$6,000,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000	
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000	
Advance Construction Bridge Total			\$15,200,000	\$3,800,000	\$19,000,000	
Special Bridge Funds			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Danvers	603715	Route 1 over Centre Street	\$5,360,000	\$1,340,000	\$6,700,000	
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,200,000	\$300,000	\$1,500,000	
Special Bridge Funds Total			\$6,560,000	\$1,640,000	\$8,200,000	
			Federal-Aid Bridge Total		\$50,822,452	

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Marlborough, Hudson & Berlin	604877	Interstate 495	\$11,401,632	\$1,266,848	\$12,668,480	
Stoneham, Winchester & Reading	604878	Interstate 93	\$9,855,648	\$1,095,072	\$10,950,720	
Interstate Maintenance Total			\$21,257,280	\$2,361,920	\$23,619,200	

National Highway System Pavement Preservation			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Harvard/Littleton	604400	Route 2	\$4,567,680	\$1,141,920	\$5,709,600	Project to be funded by Economic Stimulus
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000	
National Highway System Pavement Preservation Total			\$3,367,200	\$841,800	\$4,209,000	

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

FEDERAL AID EARMARKED FUNDING

High-Priority Projects (TEA-21)

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

High-Priority Projects (SAFETEA-LU)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton and Maynard	604531	Assabet River Rail Trail Design (HPP 1761)	\$452,000	\$113,000	\$565,000
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension) Construction, Phase Two	\$718,000	\$179,500	\$897,500
Boston		Pedestrian Improvements to Kenmore Sq Construction (HPP 682)	\$3,457,040	\$691,408	\$4,148,448
Boston	604775	Longwood Ave / Urban Ring Tunnel Study (HPP 856)	\$96,033	\$24,008	\$120,041
Boston	600636	Massachusetts Avenue Construction (HPP 270)	\$1,260,573	\$315,143	\$1,575,716
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Danvers to Peabody	604874	Border to Boston Bikeway Design (HPP 843)	\$718,000	\$179,500	\$897,500
Danvers & Peabody	87612	Route 128 Improvements Construction (1477)	\$1,106,253	\$276,563	\$1,382,816
Franklin	604988	Route 140 Design (HPP 4279)	\$400,000	\$100,000	\$500,000
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Hull	604743	West Corner Culvert Construction (HPP 1681)	\$143,600	\$35,900	\$179,500
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778	Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville	604872	Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Watertown	601686	Pleasant Street and Howard Street Construction	\$341,449	\$85,362	\$426,811
Watertown*	605139	Watertown Bike Path Construction (HPP 1400)	\$576,618	\$144,155	\$720,773
Watertown*	605139	Watertown Bike Path Construction (HPP 1424)	\$579,339	\$144,835	\$724,174
Walpole	605187	Washington St Design (HPP 2431)	\$125,650	\$31,412	\$157,062
Weymouth		Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750
High-Priority Projects Total			\$29,449,255	\$7,362,314	\$36,811,569

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

High-Priority Project (SAFETEA-LU) Other Match

Section 112

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

\$990,000
mistake, not \$990,000

Section 117

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

Section 330

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

High-Priority Project (SAFETEA-LU) Other Match			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston	604774	National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000
2004 Ferry Boat Discretionary Commuter Ferry			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop		Winthrop Ferry Improvements Construction	\$264,232	\$66,058	\$330,290
2005 Ferry Boat Discretionary Ferry Infrastructure			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Winthrop		Winthrop Ferry Improvements Construction	\$208,167	\$52,042	\$260,209
Eastern Federal Lands Highway Division			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Minuteman National Park (Concord)		Pavement Management Project			\$230,000
Other Earmarks Total			\$5,227,349	\$118,100	\$5,575,449
Federal-Aid Non-Target Non-Bridge Projects Total					\$42,387,018
Total Federal-Aid Highway Program					\$345,394,793

NON FEDERAL-AID BRIDGE PROJECTS

Non Federal Aid Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	603443	River Street Bridge		\$6,805,838	\$6,805,838
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet		\$4,257,930	\$4,257,930
Wellesley	600776	Rockland St over CSX		\$1,704,794	\$1,704,794
Non Federal Aid Bridge Total					\$4,257,930
Total Highway Program					\$349,652,723

project has been advertised

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

Central Artery/Tunnel Project

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

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REGIONAL TRANSIT PROGRAM

Section 3037

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

New Freedom

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

Section 5307

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

was \$32,000,000
see information sheet
see information sheet
see information sheet

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

High-Priority Projects (SAFETEA-LU)

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

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

Section 5309		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$21,600,000	\$5,400,000	\$27,000,000
Red Line	Red Line Number 2 Car Overhaul	\$14,190,124	\$3,547,531	\$17,737,655
Systemwide	Kawasaki Coaches	\$1,600,000	\$400,000	\$2,000,000
Systemwide	Locomotive and Coach Procurement	\$33,295,500	\$8,323,875	\$41,619,375
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Power Improvements	\$7,080,000	\$1,770,000	\$8,850,000
Systemwide	Bridge and Tunnel Program	\$4,800,000	\$1,200,000	\$6,000,000
Section 5309 MBTA Match Total		\$92,965,624	\$23,241,406	\$116,207,030

Section 5307 (Carryover)		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Bus	Everett Maintenance Facility	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Redundant Operations Control Center	\$8,652,318	\$2,163,080	\$10,815,398
Section 5307 Carryover MBTA Match Total		\$15,052,318	\$3,763,080	\$18,815,398

Section 5309 (Carryover Earmarked Funds)		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center	\$1,146,400	\$286,600	\$1,433,000
Blue Line/North Shore	Feasibility Study for Blue Line Extension to Lynn	\$3,136,160	\$784,040	\$3,920,200
Salem	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Beverly	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Quincy	Quincy Catamaran	\$973,371	\$243,343	\$1,216,714
Revere	Wonderland Station	\$876,034	\$219,009	\$1,095,043
Red Line	Red Line Number 2 Car Overhaul	\$2,678,793	\$669,698	\$3,348,491
Systemwide	Power Improvements	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program	\$11,924,000	\$2,981,000	\$14,905,000
Boston	Commonwealth Ave	\$525,280	\$131,320	\$656,600
Boston	Improvements at Harbor Islands Park	\$217,360	\$54,340	\$271,700
Hingham	Hingham Intermodal Center	\$3,756,172	\$939,043	\$4,695,215
Commuter Rail	Auburndale Station	\$1,264,000	\$316,000	\$1,580,000
Commuter Rail	Rockport Improvements	\$1,338,386	\$334,596	\$1,672,982
Commuter Rail	Fitchburg Line Improvements	\$6,272,160	\$1,568,040	\$7,840,200
Medford	Medford Downtown Parking	\$973,371	\$243,343	\$1,216,714
Melrose	Commuter Rail Station Improvement	\$548,800	\$137,200	\$686,000
Ferry	Vessel Procurement, Engine Overhaul and Improvements at Quincy	\$5,980,000	\$1,495,000	\$7,475,000
Woburn	Woburn Park & Ride Facility	\$876,034	\$219,009	\$1,095,043
Section 5309 MBTA Various Match Total		\$48,433,064	\$12,108,266	\$60,541,330

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Amendment Two - 2009 Element of the FFYs 2007 - 2010 TIP

FEDERAL-AID ECONOMIC STIMULUS PROJECTS		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>
MBTA				
Commuter Rail	Commuter Rail Rolling Stock (Locomotives and Vehicle Rehab)	\$38,000,000		\$38,000,000
The RIDE	Vehicle Procurement (up to 108 vans)	\$5,500,000		\$5,500,000
Systemwide	Track and Right of Way Improvements	\$10,000,000		\$10,000,000
Commuter Rail	Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)	\$18,000,000		\$18,000,000
Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$37,000,000		\$37,000,000
Systemwide	Station Upgrade Program	\$34,000,000		\$34,000,000
Green Line	Positive Train Control - Light Rail Pilot Program	\$500,000		\$500,000
Systemwide	Facility Upgrade Program	\$21,000,000		\$21,000,000
Commuter Rail	Bridge Program (Drawbridge Repairs)	\$3,000,000		\$3,000,000
South Boston	Gas Turbine Replacement and Fuel Conversion	\$1,000,000		\$1,000,000
Commuter Rail	New Station at Four Corners (Fairmount Line)	\$21,000,000		\$21,000,000
Bus	Bus Stop and Corridor Enhancements (including Bus 23 and Silver Line)	\$9,700,000		\$9,700,000
MBTA Economic Stimulus Total		\$198,700,000		\$198,700,000
MetroWest Regional Transit System				
Placeholder	Placeholder Pending Split Agreement with MBTA	\$750,000		\$750,000
MWRTA Economic Stimulus Total		\$750,000		\$750,000
Cape Ann Transportation Authority				
Placeholder	Placeholder Pending Split Agreement with MBTA	\$430,710		\$430,710
CATA Economic Stimulus Total		\$430,710		\$430,710
Federal-Aid Subtotal		\$494,145,169		
Federal-Aid Various Matching Funds Subtotal			\$12,295,982	
Federal-Aid MBTA Matching Funds Subtotal				\$61,565,310
Total FY 2009 Regional Transit Funds				\$569,187,171

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Public Comments

Date	Affiliation/Name	Comment	MPO Action
2/13/2009	Ned Flaherty	Suggests that the "Systemwide station upgrade program," which includes ventilation upgrade to Back Bay Station as part of the FY2009 element of the FY2007-2010 TIP adhere to the following recommendations: clarify the Back Bay Station ventilation upgrade cost increase, which rose from an estimated cost of \$700,000-\$2,500,000 to \$6,000,000 in 3 years; establish a before and after communication plan of Back Bay Station's air quality to avoid lawsuits; have the private real estate developer that will perform the project pay the past rent he negotiated for building a skyscraper over I-90 so that cost increases are covered.	
2/12/2009	Hanover Board of Selectman	Would like the Washington St. (Route 53) Hanover Phase IV project to be included as a project funded with American Recovery and Reinvestment Act (ARRA) funding and to be restored to the TIP. This project is the last of a series of projects providing important safety, access and traffic flow and congestion reduction improvements to the Route 53 corridor in Hanover. It has been deleted from the MPO's TIP, but this must be an administrative error. Asks the MPO to assure that MassHighway's review of the 25% package is uninterrupted. Mobilization Significant Infrastructure Investment (MSII) information sheet on the project is attached.	
2/10/2009	Donald F. DiMartino, Bellingham DPW Director	Expresses disappointment that the Pulaski Boulevard Project was not listed in the additions to the 2009 TIP Element, but hopes that it will be included in the FFY 2010 element of the FFYs 2010 - 2013 TIP. Provides updates on the current and expected progress of the Pulaski Project. Believes it can have the project ready for bid and construction by late summer 2009 in case projects in the recent amendment cannot meet the Shovel Ready requirement.	
2/6/2009	William N. Brownsberger, State Representative	Urges the Boston Region MPO to consider the Belmont Trapelo Road Corridor Project for the second wave of ARRA funding. Despite the use of reverse angle parking and "rain gardens" holding up the 25% design approval, the Town of Belmont is currently pressing forward on 75% design. The project is eligible for federal aid and could be advertised in the first half of calendar 2010.	
2/1/2009	E. Foote via email	Urges that Nonantum Road in Watertown, Newton, and Boston be given top priority. The road is not wide enough to accommodate its current four lanes and the short stretch has also been the site of numerous accidents, including 5 fatalities in the past 4 years. This road is essential for commuting and needs immediate attention.	
2/1/2009	Pat Brown via email	States that the MPO should defer programming design funds (as for the Assabet River Rail Trail and the Border to Boston Bikeway) until the construction funding can be programmed. Objects to the unacknowledged requirement to program this construction funding in the future. Asks why project 604874 (Danvers to Peabody border to Boston Bikeway) is not listed in the MassHighway PROJIS database. Also questions whether the Minuteman Bikeway appears to be segmented, receiving only \$3 million of its projected \$5.2 million total cost. Asks that the MPO educate the public about the allocation of ARRA funding. Expresses disappointment about the amount of new construction in the TIP when the Commonwealth's transportation infrastructure is in desperate need of maintenance.	

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2/11/2009	Lloyd W. Goodnow, Jr., Chairman, Bellingham Board of Selectmen	Expresses disappointment that the Pulaski Project was not listed in the additions to the 2009 TIP Element, but hopes that it will be included in the FFY 2010 element of the FFYs 2010 - 2013 TIP. Believes that the project can be ready for bid and construction by late summer in case any ARRA-funded projects cannot meet the requirements.	
2/12/2009	Charles J. Aspinwall, Town Administrator, Town of Millis	Expresses support of the Route 115 (Norfolk Rd) Bridge over the Charles River in the 2009 Element. States the community's support of Mass Highway's efforts to improve deficient infrastructure and enhance safety for both pedestrian and vehicular traffic.	
2/13/2009	Jennifer L. Flanagan, State Senator Stephen L. DiNatale, State Representative Robert S. Hargraves, State Representative Dennis A. Rosa, State Representative James B. Eldridge, State Senator Robert L. Rice, Jr., State Representative Jennifer E. Benson, State Representative	Asks for ARRA funding to support the double tracking of the Fitchburg/South Acton Commuter Rail Line. Notes the large scale costs of the double tracking program and states that a portion of the project has been deferred. Emphasizes the increased speed and reliability that double tracking would provide commuters.	
2/18/2009	Brian F. Sullivan, Town Manager, Town of Arlington	Requests that a new project to replace two culverts along the Mill Brook be added to the list of ARRA projects in the FFY2009 Element of the FFY2007-2010 TIP. Expects that the projects will be ready to advertise for construction in May 2009 and estimates the cost to be \$800,000. Suggests that more ARRA funds be allocated to Chapter 90 funds to maintain and improve public ways, which have become more difficult to upkeep as a result of increases in fuel and construction costs.	
2/18/2009	Richard R. Tisei, State Senator Paul J. Donato, State Representative Stephen Smith, State Representative Christopher G. Fallon, State Representative	Enthusiastically supports the allocation of design funds to the Pleasant Street (Malden Square) improvements in the FFY2009 Element of the 2007-2010 TIP. Believes that the much-needed public improvements will begin the upgrade and revitalize of its downtown. Urges for future support of this Malden project.	
2/9/2009	acentore	Suggests that the ARRA highway projects lack substance and potential to contribute to long-term economic growth of the Commonwealth. States that nearly half of the projects are sidewalks or sign repairs, which narrowly benefit local schools and do not produce lasting economic benefits. Questions why the MPO has not funded larger infrastructure projects when when other states and regional planning agencies of the Commonwealth have allocated ARRA funds to such projects. Emphasizes the need to complete projects within the tight deadlines, but hopes that the second half of ARRA funds include more projects that contribute to the long-term economic viability of the Commonwealth.	

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2/20/2009	Edward J. Markey, U.S. House Representative	Authorizes the City of Malden to receive \$310,000 of design funds in the FFY2009 Element of the 2007-2010 TIP toward public improvements to its downtown.	
2/20/2009	Sean Sullivan	Suggests the implementation of a statewide highway program to place new street signs at intersections that currently are not labeled. Believes that the Commonwealth's roads are poorly marked, often for long distances, which hampers utilization of the system. States that the program would be easy to implement and recommends it be substituted for projects unable to meet engineering or permitting challenges.	
2/23/2009	Robert J. La Trémouille	Objects to the use of TIP money of \$180,000 for design funding of Cambridge Common in Cambridge. Notes that transportation use is prohibited on Cambridge Common by a special act passed in 1871 and insists that the City of Cambridge adhere to the law and restrict non-motorized vehicles as well.	
2/23/2009	acentore	Objects to the use of TIP money of \$180,000 for design funding of Cambridge Common in Cambridge. Notes that transportation use is prohibited on Cambridge Common by a special act passed in 1871 and insists that the City of Cambridge adhere to the law and restrict non-motorized vehicles as well.	
2/23/2009	Paul F. Matthews, Executive Director, 495/MetroWest Corridor Partnership	Supports the use of ARRA funds for the Harvard/Littleton Route 2 Project and believes it will improve the economic growth of the region. Encourages the use of ARRA funds for improvements, especially double tracking, on the Fitchburg Commuter Rail Line to accommodate increased ridership. Supports funding for Commuter Rail Rolling Stock, and Track and Right of Way Improvements in hopes that it can produce long term economic and environmental benefits.	
2/23/2009	Jacqueline Douglas, Transportation Advocate, Livable Streets Alliance	Applauds the MPO for designating two-thirds of ARRA funds to transit and believes that transit improvements will improve the economic condition of the region. Supports the inclusion of the North Bank Pedestrian Bridge project, which represents a "missing link" commitment from the Big Dig. Expresses concern that the public was not provided with detailed descriptions of the proposed projects and that the program lacks the transparency that President Obama demands. Notes the importance that all roadway projects comply with the 2006 MHD Design Guide and support bicycle and pedestrian accommodation.	
2/23/2009	Richard C. Howard, Mayor, City of Malden	Requests that the Pleasant Street, Malden Square infrastructure project be inserted into the FFY2009 element of the FFY2007-2010 TIP. States that the city intends to match investment toward the revitalization of Malden Square and notes that the project will adhere to smart growth and transit-oriented development (TOD) principles.	
2/17/2009	Craig A. Spadafora, Council President, City of Malden	Supports the allocation of \$310,000 in design funds to the Pleasant Street, Malden Square project in the FFY2009 element of the FFY2007-2010 TIP and urges for further support of the revitalization process.	
2/17/2009	James Nestor, City Councillor, City of Malden	Supports the allocation of \$310,000 in design funds to the Pleasant Street, Malden Square project in the FFY2009 element of the FFY2007-2010 TIP and believes the public improvements will be a catalyst for greater opportunities.	
2/20/2009	Stephen M. Wishoski, Executive Director, Malden Redevelopment Authority	Enthusiastically supports the allocation of design funds to the Pleasant Street (Malden Square) for public improvements in the FFY2009 Element of the 2007-2010 TIP. Believes that public investment will progress the development of downtown and urges for continued support of the Malden project's ongoing efforts.	

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2/18/2009	Patricia P. Morrow, President, Malden Chamber of Commerce	Expresses support for the allocation of design funds for public improvements to Pleasant Street in the FFY2009 element of the FFY2007-2010 TIP. Notes that private companies have invested over \$85 million in new projects in Malden Square and urges for continued support of the upgrade project.	
2/19/2009	John J. Preotle, Jr., Preotle, Lane & Associates Ltd.	Expresses support for the allocation of design funds for public improvements to Pleasant Street in the FFY2009 element of the FFY2007-2010 TIP and believes that time is of the essence for this project. Notes that his firm has invested significant funds for city beautification projects and property improvements. Urges for continued support of the Malden project and expresses confidence that it will encourage continued private investment in Malden Square.	
2/20/2009	Gregory A. Jennison, Malden Garnet, LLC	Enthusiastically supports the allocation of design funds to the Pleasant Street (Malden Square) for public improvements in the FFY2009 Element of the 2007-2010 TIP and believes it will continue to drive the economic growth of the city. Notes the \$40 million in private investment and significant increase in employees to Malden's downtown that resulted from the completion of the Massachusetts Department of Education office headquarters at 75 Pleasant Street.	
2/17/2009	Pamela Bush & Donna Purin, Co-Chairs of the MBTA Rider Oversight Committee	Expresses concern about the prospect of fare hikes or major service cuts in 2009 or 2010 that may further aggravate economic distress in Massachusetts and believes that additional resources allocated to the MBTA would improve the agency's dire situation.	
2/23/2009	Christopher Beland, Somerville	Requests that the ventilation system in Back Bay Station be given the highest priority in order to remedy air quality issues. Recommends the installation of traffic signal priority for the B, C and E branches of the Green Line to increase operating reliability. Suggests accelerating the repair of leaks in underground MBTA stations to limit future damage, minimize cost, improve customer experience. Specifically notes that leak repairs at the Harvard Station busway would restore the mural lighting that has darkened. Suggests that ARRA funds be allocated to the Urban Ring project to construct smaller infrastructure since it struggles to qualify for conventional federal funding.	
2/23/2009	Steve Magoon, Director, Department of Community Development and Planning, Town of Watertown	Requests that the Reconstruction at Three Locations Project, presently estimated at \$1.2 million, be included in the FFY2009 TIP to improve safety at various locations. Notes the Town is moving forward to meet the July 4, 2009 advertising date. Recommends the following local priority projects without funding for consideration: Reconstruction of Common Street estimated at \$1,760,000 to improve channelization and pedestrian safety, Reconstruction of five-legged Lexington Street estimated at \$550,000 for roadway improvements and pedestrian amenities. Installation of a signalized pedestrian crossing, several illuminated school zone signs, a multi-conduit, and safety and operational intersection improvements estimated at \$850,000. Rehabilitation of Town-wide roadways and sidewalks estimated at \$2,500,000. Traffic calming improvements at two intersections estimated at \$448,000. Roadway and pedestrian improvements at Waverley Avenue estimated at \$800,000 to create a pedestrian friendly environment.	

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2/23/2009	Joseph A. Curtatone, Mayor, City of Somerville	Expresses concern that the shortened 15 day public comment period does not allow a thoughtful consideration of projects. Seeks clarity of how the MPO process with dovetail with the efforts of the Governor's Task Forces. Notes the lack of municipal projects on the TIP and urges the MPO to consider projects from the federal, state, and local level. Encourages the MPO to carefully evaluate cost estimates of proposed projects to ensure that sufficient contingency is included and future ARRA and TIP funds are not depleted. States that a local focus on ARRA-funded projects will be more effective in creating jobs and stimulating the economy. Emphasizes the coordination and cooperation necessary to optimize ARRA opportunities.	
2/23/2009	Marilyn Wellons, Cambridge Resident	Expresses concern of design funds to the Cambridge Common project because the proposed bike path is illegal under an act to authorize the enclosing of a part of Cambridge Common. Believes that citizens of Cambridge have worked to protect the pedestrian character of the Common and are unaware of such ill-advised designs.	
2/24/2009	Kathleen McCabe	Supports the transit-related improvements and enhancements to Wonderland Station in Revere, but urges the MPO to increase funds for the project in the TIP. Believes that the improvements will better serve North Shore park and drive commuters, in addition to increasing transit-oriented development (TOD) in Revere.	
2/24/2009	Dennis E. Harrington, Planning Director, City of Quincy	Expresses concern that the federally earmarked Quincy Center Concourse Phase II project is not included in the proposed amendment to the FFY 2007-2010 TIP and requests that it be programmed. Notes that MassHighway recently rescheduled the advertising date from October 4, 2009 to July 11, 2009 and believes that exclusion from the TIP could compromise the new project benchmarks and cause delays in starting construction.	
2/19/2009	Michael A. Jaillet, Town Administrator, Town of Westwood	Recommends the following projects for ARRA funding: Ramp from Route 128/I-95 S and Blue Hill Drive, slip ramp (I-95 N) and bridge at Dedham Street, Roadway widening of Dedham Street and bridges over Neponset River, construction of Westwood Station Boulevard, traffic calming measures in Canton, Forbes, and Everett Street neighborhoods. Notes the Town's availability to participate in the municipal TIP input days on May 20 and May 21, 2009.	
2/23/2009	Anthony Centore, Medfield Resident	Comments that the selected ARRA highway projects on page two are lacking in both substance and potential to contribute to the long-term economic viability and growth of the Commonwealth. States that nearly half of the projects are sidewalks or sign repairs, which narrowly benefit local schools and do not produce lasting economic benefits. Questions why the MPO has not funded larger infrastructure projects when other states and regional planning agencies of the Commonwealth have allocated ARRA funds to such projects. Recognizes the need to complete projects within the tight deadlines, but notes that the Minnesota bridge was rebuilt in 12 months. Hopes that the second half of ARRA funds include more projects that contribute to the long-term economic viability of the Commonwealth.	

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2/23/2009	Brian F. Sullivan, Town Manager, Town of Arlington	Wishes to correct the Town's previous request to receive ARRA funds for two major culvert replacements along Mill Brook. Notes that the culvert in Mill Lane estimated at \$450,000 is located on a street that is not federal-aid eligible. States that culvert in Brattle Street estimated at \$350,000 is located on a federal-aid eligible road. Asks for the following projects to be considered for inclusion in the TIP amendment: Two roadway projects on Forest Street estimated at \$850,000. Water and paving work on Washington Street totaling \$1,450,000. Sidewalk work, based largely on Safe Routes to Schools, estimated at \$1,500,000. Massachusetts Avenue streetscape improvements of \$200,000. Reiterates earlier suggestion to channel ARRA funds to towns by augmenting Chapter 90 funds.	
2/23/2009	Robert W. Healy, City Manager, City of Cambridge	Supports the North Bank Pedestrian Bridge for ARRA funding and states that it will fulfill previous commitments and connect the Esplanade to Boston Harbor. States that the "Kendall Square Streetscape" should actually be relabeled as "Kendall Square/Broadway Streetscape" and the available federal funds are \$750,000. Supports design funds for Cambridge Common project and plans to submit to MHD 25% designs this spring. Supports the MBTA's enhancement of both bicycle parking facilities and bus stops and believes the projects will extend the reach of transit and increase bus ridership.	
2/23/2009	Angelo R. Firenze, Chairman, Board of Selectmen, Town of Belmont	Asks that the Belmont Trapelo Road Corridor Project be considered for the second wave of ARRA funding. Notes the project's 75% design services agreement with the BSC Group in the amount of \$450,000 and believes that the project can be advertised by August 1, 2010.	
2/24/2009	Michael Chong, FHWA	States that there are several Department of Conservation & Recreation (DCR) projects where "sufficient descriptive material (i.e. type of work, termini, and length) to identify the project or phase" are needed. Notes for project DCR0901 that since MassHighway currently administers the construction bidding of federal-aid highway projects, procedures would have to be developed for local municipalities to manage construction of federal-aid projects. Notifies DCR that use of ARRA funds for "design and engineering services," are subject to NEPA, "environmental documentation," and the PS&E must be complete and ready for construction bidding by July 2, 2010. Encourages for projects listed below to work with the Boston Region MPO. FHWA will authorize final design for earmark projects as long as the construction funds are programmed in either the TIP or the MPO Transportation Plan. Lists the design projects: Assabet River Rail Trail (Acton & Maynard), Sullivan Square (Boston), and Assabet River Rail Trail (Hudson & Stow). Requests further detail on the following projects: Resurfacing on Route 2 in Concord (604630), Blossom Street Ferry Terminal (DCR901), and Metropolitan Parkway System Pavement Improvements (DCR930) and (DCR934).	
2/24/2009	Malek Al-Khatib, Chair, RTAC	RTAC supports the Amendment 2 for the first wave of ARRA funding, but for the second wave, urges more projects that will advance more meaningful transportation goals and increase the region's competitiveness.	
2/24/2009	Thomas G. Ambrosino, Mayor, Town of Revere	Requests ARRA funding for construction of a 1900-car garage at the future transit-oriented development (TOD) at Wonderland station to accommodate North Shore commuters taking transit into Boston. Notes that the project will benefit the transportation network by increasing ridership and decreasing the number of trips into Boston.	

MBTA CAPITAL INVESTMENT PROGRAM

FTA FUNDING ALLOCATION

FY09 Program Amendment February 2009

Category	PROJECT DESCRIPTION	CURRENT APPROVED TIP			PROPOSED TIP AMENDMENT			
		federal	local	Total	federal	local	Total	Federal \$ Increase/(Decrease)
Sec 5307 Formula FY09								
Locomotive & Coach Procurement	Revenue fleet replacement	\$25,600,000	\$6,400,000	\$32,000,000	\$13,600,000	\$3,400,000	\$17,000,000	-\$12,000,000
ITS Initiatives	Projects to improve data management capacity and data security include data center upgrades; disaster recover & storage area network; database technology consolidation and Payment Card Industry Standard compliance.	\$0	\$0	\$0	\$4,000,000	\$1,000,000	\$5,000,000	\$4,000,000
Power Improvements	Funding for Red Line traction power upgrade	\$0	\$0	\$0	\$4,000,000	\$1,000,000	\$5,000,000	\$4,000,000
Station Rehabilitation	Funding for station rehabilitation initiations including platform repairs, Back Bay roof.	\$0	\$0	\$0	\$4,000,000	\$1,000,000	\$5,000,000	\$4,000,000

Power Improvements funded in current TIP under Sec. 5309 and Carry Over @ \$13.85 million

MetroWest RTA

Economic Stimulus Request:

Vehicle Replacement	300,000
Shelters	30,000
Support Vehicle	30,000
Environmental	40,000
ITS	200,000
Arch/Eng	100,000
<u>Shop Equipment</u>	<u>50,000</u>
Total	<u>750,000</u>

Vehicle Replacement-replace (3) 11 year old mini-buses acquired from BAT.

Shelters-add 5 shelters to the system, Hopkinton, Holliston, Wayland, Natick & Framingham

Support Vehicle -1 supervisory vehicle

Environmental -Preliminary environmental work for building of new maintenance & operations center in Framingham

Arch/Engineering -Design and engineering of maintenance & operations facility in Framingham

ITS-continue to build and implement “mobility management” center which will integrate fixed route and demand response service provided by MWRTA.

The following is a breakdown of the Cape Ann Transportation Authority's request for new capital equipment:

Buses:	\$ 1,750,000
Fareboxes	\$ 300,000
Radios	\$ 40,000
Cameras	\$ 40,000

I have described the items in more detail in the capital request attachment. If you have any further questions or need additional information, please contact me.

Boston - Economic Recovery Project Descriptions				
<u>ID</u>	<u>Description</u>	<u>Location</u>	<u>Cost</u>	
604400	HARVARD- LITTLETON- RESURFACING & RELATED WORK ON ROUTE 2	HARVARD - LITTLETON	\$5,784,600	The Project limits are Route 2 in Harvard from the vicinity of the Littleton Road Bridge over Route 2 easterly about 1 mile to the Littleton Town Line, then continuing another 3.4 miles to the Boxborough Town Line, a total distance of approximately 4.4 miles. The project consists of cold planing and resurfacing, and related works, additional work includes minor box widenings to extend existing sub-standard acceleration and deceleration lanes.
604629	LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2	LINCOLN	\$1,289,990	This is a State Highway resurfacing project including new pavement, guardrail, painting and signage.
604630	CONCORD- RESURFACING & RELATED WORK ON ROUTE 2, FROM WALDEN TO SUDBURY	CONCORD	\$3,575,000	This is a State Highway resurfacing project including new pavement, guardrail, painting and signage.
604938	SOMERVILLE- WILMINGTON- GUIDE & TRAFFIC SIGN REPLACEMENT ON I-93, FROM SULLIVAN SQUARE (EXIT 28) TO ROUTE 129 (EXIT 38)	SOMERVILLE - WILMINGTON	\$4,620,000	This project will replace and update all overhad and ground-mounted guide sign panels, exit gore, warning, regulatory, and route marker panels on the I-93 mainline and intersecting secondary roadways from the Sullivan Square interchange in Somerville northerly to the State Route 129 interchange in Wilmington.
605018	BURLINGTON- LEXINGTON- READING- WOBURN- TRAFFIC SIGN & GUIDE REPLACEMENT ON I-95 (SR 128)	BURLINGTON - LEXINGTON - READING - WOBURN	\$3,289,560	This project will replace and upgrade all guide, regulatory, and warning signing on I-95 between US 3 (Exit 32) in Lexington and I-93 (Exit 37) in Reading, including applicable signing on intersecting roadways.
605396	WILMINGTON - METHUEN- GUIDE & TRAFFIC SIGN REPLACEMENT ON I-93, FROM SR 129 (EXIT 38) TO SR213 (EXIT 48)	METHUEN - WILMINGTON	\$4,275,000	This project will entail the replacement of all guide, regulatory, and warning signs on Interstate Route 93 from State Route 129 (Exit 38) in Wilmington northerly to State Route 213 (Exit 48) in Methuen, including applicable signing on intersecting secondary roadways.

DCR901	Blossom Street Ferry Terminal, Seaport Project	Lynn	\$4,000,000	The City of Lynn will oversee the construction of this project with DCR as technical advisors. The purpose of this project is to better coordinate and inter-relate the commercial aspect of the Blossom Street Facility, which is currently used to load and off-load turbines manufactured by the General Electric Company with the public boating and public access aspect of the facility. Also in designing this facility, Lynn seeks to evaluate the site as a possible terminus for a North Shore Ferry route. The project is for design and engineering services including cost estimates and permitting for the following elements: Demolition of landside structures, Pedestrian Boardwalk, Bulkhead, Boat Ramp, Float System, and Parking.
DCR920	Minuteman Bikepath to Mystic River Reservation Bike/Pedestrian Transportation Link (includes Somerville Community Path Extension)	Greater Boston	\$3,000,000	This project will develop a critical pedestrian and bicycle off road link between two of metropolitan Boston's most prominent pedestrian and bike path corridors (Minuteman and Mystic River Reservation). It also will provide a direct off road link to the Alewife T station, the most highly accessed T station via bicycle in the Boston area. The project will include development of a new ADA accessible public path in a highly urbanized area and will feature ecological restoration of sections of the Alewife Brook thus serving as a nature trail as well as a bike/pedestrian path. Safety improvements will be provided at the crossings of Massachusetts Avenue and Broadway, thus helping to provide safe linkage for major residential neighborhoods and Tufts University to the Mystic River, the Minuteman Bikepath and the Alewife T station.
DCR930	Pavement Improvements to Metropolitan Parkway System	Greater Boston	\$3,000,000	This program provides for resurfacing and full depth reconstruction where needed on DCR parkways. This is a critical public safety activity and will result in improved pavement quality for DCR's high volume parkway system. The need to restore quality pavement is a direct result of increased traffic volumes over DCR parkways
DCR934	Sidewalk Improvements to Metropolitan Parkways System	Greater Boston	\$700,000	Sidewalk program to repair, replace or install new sidewalks throughout the DCR. There is increased demand for sidewalk rehabilitation due to aging infrastructure and increased demand from pedestrians and bicyclists etc. for new, wider sidewalks throughout the system.

DCR949	Nonantum Road Improvements	Watertown, Newton, Boston	\$6,059,400	The Nonantum Road Improvement Project will reconstruct an approximately 8,000 LF length of Nonantum Road which runs from the intersection of Nonantum Road and Galen Street to the intersection of Nonantum Road and Brooks Street in Watertown, Newton, and Boston (Brighton). Work consists of narrowing the current four-lane parkway to two lanes, improving street and pathway lighting, increasing the width of the parkland and multi-use pathway along the Charles River, improving intersections, and improving landscaping. This project is recommended in the Master Plan for the Charles River Basin. A study was completed in 2006. This project will implement the study recommendations.
DCR927	North Bank Pedestrian Bridge	Cambridge/ Charlestown	\$22,250,000	Design of the bridge is 100% complete and was done as part of a larger construction document bid set. The bid documents need to be revised to delete landscape work that is unrelated to the bridge construction and associated site work for the bridge. The design includes a steel multipurpose bridge, a fiber reinforced polymer deck, and associated site work. The bridge will meet ADA standards for access and will be 700 feet long, with a clear width of 12 feet
M0330B	Northern Avenue sidewalk safety improvements	South Boston 42°20'55.96"N 71° 2'19.28"W	\$800,000	Sidewalk and street ROW improvements to 1. rebuild existing sidewalk to eliminate pavement failures, tripping hazards and improve accessibility along the Northern Avenue Harborwalk, 2. rework curbing to accommodate bus operations lane and bicycles, 3. reset basic utility services within sidewalk area to extend to water transportation terminal.
T0160	Deck Rehabilitation, Phase VII	Tobin Bridge-- Chelsea/Charles town	\$14,000,000	
T0163	Structural Steel Painting, Phases 3 & 8, Tobin-	Tobin Bridge-- Chelsea/Charles town	\$27,000,000	
MTA-ALL-01	Statewide Communications Network Expansion (increase of bandwidth for IT services)	Along I-90 from Boston to Westfield	\$2,000,000	The Project is to provide upgrades to existing network equipment that would enable multiple agencies shared use of the limited amount of fiber that is available.
MTA-MHS-02	Ramp G over Turnpike, I/C 15, Str. 5	Weston	\$3,000,000	Bridge Deck Reconstruction

MTA-MHS-03	Ramp G over Aque., I/C 15, Str. 4B	Weston	\$2,000,000	Bridge Deck Reconstruction
MTA-MHS-04	Harvard St., Newton, Mile 126.68, Str. 24	Newton	\$3,200,000	Bridge Deck Reconstruction
Prog-7	Cyrus E. Dallin Elementary School	Arlington	\$448,000	Florence Ave. reconstruction/traffic calming/sidewalk/signs/crosswalks/school zone flashing signals Sidewalk construction on George and Renfrew Streets, and Rhinecliff Street/Dow Ave./George St. west of the school; including crosswalks and ADA-compliant ramps
Prog-9	Northeast Elementary School	Waltham	\$518,000	Sidewalks and intersection improvements, Warwick Avenue; Sidewalk and pedestrian crossing improvements, Forest Street; Sidewalks and curb ramps, Doty Street; Pedestrian connections, three locations; Path from the school to Overlook Drive and Bishop's Forest; Path from school to Lexington Road