

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

April 30, 2009 Meeting

10:00 AM –12:30 PM, State Transportation Building, MPO Conference Room, Suite 2150, 10 Park Plaza, Boston

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

Decisions

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

- approve for public circulation the draft Amendment Three to the FFY 2009 Element of the federal fiscal years (FFYs) 2007 – 2010 Transportation Improvement Program (TIP) with the exclusion of the project for the *Commuter Rail – Station Consolidation and Development Study*
- reduce the public comment period for the Draft Amendment Three to ten days
- approve the City of Somerville’s request to specify the Federal Functional Classification of Assembly Square Drive, New Road, Foley Street, G Street, IKEA Way, and Lombardi Street as “collectors”
- approve the minutes of the meetings of March 19 and April 2

Meeting Agenda

1. Public Comments

There were none.

2. Chair’s Report – David Mohler, EOT

D. Mohler reported that Massachusetts’s projects that received funding through the American Recovery and Reinvestment Act (ARRA) are moving forward. Construction on some begins next month.

Jim Gallagher, Metropolitan Area Planning Council (MAPC), asked about when EOT expects to present the MPO with financial information for the development of the Regional Transportation Plan (RTP). D. Mohler replied that EOT is working toward developing a finance plan.

3. Subcommittee Chairs’ Reports –Stephen Woelfel, MassHighway, and Jim Gallagher, MAPC

On May 7 there will be a joint meeting of the Administration & Finance (A&F) Subcommittee and the Unified Planning Work Program (UPWP) Subcommittee. There will be discussions about how the CTPS and UPWP budgets relate and about the next steps for the development of the FFY 2010 UPWP.

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

4. Regional Transportation Advisory Council – *Steve Olanoff, Regional Transportation Advisory Council*

The Advisory Council distributed a letter to the MPO explaining the Council's position on the fiscal crisis facing the MBTA and requesting MPO support. (See attached.)

The Council is working on increasing its membership and would like to have more participation from MPO members. The next meeting is on May 13 and the agenda will include a discussion of the Department of Conservation and Recreation's (DCR) bridge program.

James Aloisi, Secretary of Transportation, arrived at the MPO meeting at this time and took a few questions from members. Mary Pratt, Town of Hopkinton, asked him if the DCR bridges will be transferred to MassHighway oversight. Secretary Aloisi replied that it depends on how the Legislature acts. Ginger Esty, Town of Framingham, voiced support for increasing Chapter 90 funds in a fair way. Marc Draisen, MAPC, noted that MAPC is supportive of devoting a portion of gas tax revenues to Chapter 90 if revenues overall could be increased. Secretary Aloisi voiced support for a 19-cent gas tax.

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

The previously mentioned joint A&F and UPWP Subcommittee meeting scheduled for May 7 resulted from the quarterly UPWP Subcommittee meetings, where each quarter, the CTPS operating budget shows less spending on UPWP tasks than expected. One reason for this is that the UPWP and operating budgets are different. At the meeting, Robin Mannion, Deputy Director of CTPS, will make a presentation on how the operating and UPWP budgets are derived and how they are different. All MPO members are invited.

Annette Demchur, the MPO's Regional Equity Program Manager, is transitioning to the Transit Service Planning Group at CTPS. Alicia Wilson, MPO staff, will transition to the Certification Activities Group and assume responsibility for the Regional Equity Program.

M. Pratt asked if the MPO would be doing the Job Access Reverse Commute (JARC) Program this year. S. Woelfel stated that the EOT will do it this year and that solicitations will likely take place in June.

6. Draft Amendment Three to the FFY 2009 Element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) – David Mohler, EOT, Hayes Morrison, MPO Staff, and Joe Cosgrove, MBTA

Staff distributed revised TIP tables and two handouts from the MBTA. (See attached.) H. Morrison reviewed the proposed changes to the FFY 2009 Element of the FFYs 2007 – 2010 TIP element (as detailed in the TIP tables).

Federal-aid Bridge Projects

Changes to the federal-aid bridge projects include a cost adjustment of approximately \$2.5 million to the *Hanover – Route 53 over Route 3* project and the shifting of the *Hudson – Houghton Street over Assabet River* project from the FFY 2009 element to the FFY 2010 element.

M. Draisen asked several questions about these changes:

The cost of the Hanover project increased substantially, why is that? (M. Draisen)
MassHighway reviews the project cost at each design stage and typically costs need to be adjusted as the plans get more developed. This project is now at 100% design and is expected to be advertised in May. (H. Morrison)

Was money moved out of the Hudson project to accommodate the cost increase to the Hanover project? (M. Draisen)

The Hudson project is at 25% design and does not have an advertising date in the next couple of months. If the money were kept in this project, there would be a tight schedule for advertising the project in FFY 2009. (H. Morrison)

How confident can we be that the Hudson project will be programmed in the FFY 2010 TIP element? (M. Draisen)

Extremely confident. The project is in MassHighway's FFY 2010 bridge list. (D. Mohler)

What was the reaction from the Town of Hudson? (M. Draisen)

MassHighway notified the TIP contact in Hudson. (H. Morrison)

Transportation Improvement Projects

H. Morrison then continued reviewing changes to the highway element noting the addition of an \$11.23 million earmark for the *Boston to Worcester – Rail Line Improvements* project. D. Mohler added that the earmark is for improvement to the tracks that would benefit both freight traffic and commuter rail. Lourenço Dantas, Massport, asked about the status of the CSX right-of-way acquisition. D. Mohler replied that it is ongoing.

Section 5309 Omnibus Earmarks 2008

Joe Cosgrove reviewed changes to the transit portion of the FFY 2009 TIP element.

The changes include the addition of three earmarks for:

- *Commuter Rail – Station Consolidation and Development Study (Belmont)*
[Fitchburg commuter rail line]
- *Salem/Beverly – Intermodal Station Improvements*
- *Blue Line – Wonderland Station Intermodal Transit Improvements*

J. Cosgrove discussed the project status for the *Salem/Beverly – Intermodal Station Improvements* project. The Beverly portion of the project is proceeding, though there is no commitment yet to build the Salem portion. The Salem portion, which would involve the building of a new garage, is in the preliminary design stage. This project could be part of the state's legal commitment, specified in the State Implementation Plan (SIP), to build 1,000 new parking spaces by 2011.

Members asked questions and made comments:

Has the EOT or the MBTA identified how it will pay for additional parking projects that might be needed to meet the SIP commitments? (J. Gallagher)

The projects would be funded with non-federal aid. EOT has authorization under the state's bond cap to spend funds for that purpose. (D. Mohler)

Would the bond authorization come out of the Transit Oriented Development (TOD) Program? (M. Draisen)

It would come out of the SIP bond authorization. Since the Beverly portion of the intermodal project is being designed as a TOD project, that might be funded partially from the TOD bond cap. But there will be various funding sources for the garage, including SIP, MBTA, and city funds. (D. Mohler)

M. Draisen expressed his view that the TOD Program monies should be directed toward municipal projects. He noted that the program was not intended to be used to meet EOT's SIP requirements or solely to build garages.

Will other garage projects be left hanging if the MBTA uses TOD funds for the intermodal project? (S. Olanoff)

The MBTA's parking program is underfunded. In the short term, financing a major parking expansion is not possible with the MBTA's current revenue stream. (D. Mohler)

M. Pratt said that the state needs to get a commitment from CSX to allow the MBTA to use more train cars on the western commuter rail lines.

Will CTPS conduct the Commuter Rail – Station Consolidation and Development Study? (J. Gallagher)

It has not been determined. (J. Cosgrove)

J. Gallagher added that communities that would be affected by station consolidation on the Fitchburg commuter rail line should be involved in the study.

Will the work scope for the Commuter Rail – Station Consolidation and Development Study come before the MPO for approval? (M. Draisen)

There is not a problem with that happening, but the work scope does not necessarily have to come back to the MPO. The study would be an alternatives analysis and may be more appropriate for the UPWP. (J. Cosgrove)

M. Draisen stated that the work scope and study should be approved by the MPO so that communities can be informed when the study gets underway. M. Pratt seconded this opinion and stated that the study would need to be publicly aired. David Koses, City of Newton, also concurred.

Has the Town of Belmont been informed of this study? (D. Koses)

Belmont has been involved in discussions about station consolidation. This project is being added as a placeholder in the TIP at this stage. (J. Cosgrove)

Monica Lamboy, City of Somerville, recommended that the MPO create a subcommittee to review the study work, rather than have the entire MPO review it.

D. Koses suggested creating a work scope before the study is added to the TIP.

How is the busway associated with the Blue Line – Wonderland Station Intermodal Transit Improvements project going to be funded? (D. Mohler)

The project will be funded with federal money as well as contributions from the developer and the City of Revere. (J. Cosgrove)

Section 5309 (Carryover Earmarked Funds)

To address cash flow issues, the MBTA is proposing to move \$800,000 from the *Bridge and Tunnel Program* to the *Positive Train Control* project.

Federal-aid – ARRA: MBTA 5307 Urban Formula and MBTA 5309 Fixed Guideway

J. Cosgrove noted changes to the following projects proposed for federal stimulus funding:

- *Commuter Rail Rolling Stock (Locomotives and Vehicle Rehab)*: The MBTA's proposed deal with Utah Transit Authority to procure new locomotives did not go forward. The MBTA now proposes to buy 25 low-emission diesel buses to replace older buses and provide capacity improvements on some bus lines.
- *Track and Right of Way Improvements*: The fencing portion of the project is moving ahead. Since the Grand Junction ownership question is not resolved, a portion of the project may have to move into the second phase of stimulus funding.
- *Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)*: The cost has increased because of the addition of interlocking work on the Fitchburg line.
- *Double Track Initiative (Fitchburg and Haverhill Lines)*: The cost of this project is being split between the 5307 and 5309 programs.

- *Station Upgrade Program*: \$21.7 million of this project's cost is being reserved for the second phase of stimulus funding.
- *Positive Train Control – Light Rail Pilot Program*: This project was removed from ARRA funding, however, there is \$1 million of funding for this project being added in the 5309 program.
- *Facility Upgrade Program*: The cost of this project is being split between the 5307 and 5309 programs.
- *Gas Turbine Replacement and Fuel Conversion*: Stimulus funds will not be sought for this project because it cannot be implemented in the required timeframe.
- *Bus Stop and Corridor Enhancements*: The cost of this project has been adjusted.

In response to a question from Paul Regan, MBTA Advisory Board, J. Cosgrove provided assurance that by shifting the balance of the funds for phase one stimulus funding into phase two, the MBTA would not be losing any stimulus funding.

MetroWest RTA

Ed Carr, MetroWest RTA, addressed the MPO and explained that the RTA is revising the items in its \$750,000 request for stimulus funding. (See attached handout.) The RTA is requesting:

- \$180,000 for *Vehicle Replacement & Expansion*: to replace one bus and add three sedans for the paratransit fleet
- \$270,000 for *Intelligent Transportation Systems*: to add mobile data terminals on the entire fleet
- \$300,000 for *ADA Operating*: to add paratransit equipment (rather than shop equipment as in the original request)

Members asked questions:

Can ARRA funds be used for operating costs? (J. Gallagher)

The Federal Transit Administration (FTA) has approved the use of ARRA monies for ADA-related operating costs. (E. Carr) FTA did inform EOT that it approves the limited use of ARRA monies for those purposes. (D. Mohler)

Is the RTA going forward with plans to acquire a new building and conduct the 21E study? (M. Pratt)

Yes, but stimulus funds will not be used for that purpose. (E. Carr)

Is the RTA planning to lease or buy the paratransit vehicles? (P. Regan)

The RTA plans to buy the vehicles. (E. Carr)

A motion to approve Amendment Three to the FFY 2009 Element of the FFYs 2007 – 2010 TIP as presented was made by P. Regan, and seconded by S. Woelfel. S. Olanoff requested that the motion be amended to exclude the *Commuter Rail – Station Consolidation and Development Study*. The motion makers approved of the amendment. The motion passed unanimously.

M. Draisen requested that, for future amendments, members should be provided with narrative project descriptions in advance of the MPO meetings.

Due to timing associated with upcoming deadlines for MBTA grant requests for stimulus funding, J. Cosgrove suggested shortening the public comment period for the amendment.

A motion to reduce the public comment period for the Draft Amendment Three of the FFY 2009 Element of the FFYs 2007 – 2010 TIP to ten days, was made by S. Karanfiloglu, and seconded by J. Gallagher. The motion passed unanimously.

Staff was advised to email TIP contacts and chief elected officials to inform them of the shortened comment period.

7. Assembly Square Drive and Other Key Streets, Somerville – *David Mohler, EOT*
Mayor Joseph Curtatone of the City of Somerville addressed the MPO regarding the city's request that the MPO approve Federal Functional Classification designations for several roadways near the Assembly Square redevelopment project. The city requested that Assembly Square Drive be classified as a "collector road" and that New Road, Foley Street, G Street, IKEA Way, and Lombardi Street be classified as "Surface Transportation System (STP) eligible." (See attached correspondence from the Mayor to the MPO.) The Mayor was joined by Tim McIntosh, VHB, and David Webster, Federal Realty Trust.

Mayor Curtatone described the Assembly Square project as the largest Smart Growth and Transit Oriented Development (TOD) project on the east coast. He stated that the project would bring significant economic benefits in terms of housing, construction jobs, and approximately 19,000 permanent jobs within ten to fifteen years. He thanked the MPO for its past support in programming earmarks associated with the project and noted that the reclassification of the roadways is a critical step for moving the project forward.

Members addressed questions and comments to the Mayor, T. McIntosh, and D. Webster:

In the design of the planned Orange Line station at Assembly Square, was consideration given to the possible convergence of the commuter rail lines and the Orange Line? If not, are we missing opportunities to capture riders from the North Shore? (Lourenço Dantas, Massport)

The developers did discuss this with the MBTA. The Newburyport/Rockport commuter rail line does not align with the planned Orange Line station and the Haverhill line tracks would require more extensive improvement. (D. Webster) Having the lines converge would increase the run time for commuter rail trains. If the goal is to get people using commuter rail the trains need to be able to travel at high speeds with few stops. (P. Regan)

The last time the MPO reclassified roadways was in the 1990s and the criteria it used pertained to regional connections. How did the proponents determine that the selected roadways would be regional? (J. Gallagher)

The roadways selected for reclassification would provide connectivity to regional roadways and transit connections. Assembly Square Drive connects to Interstate 93 and the Fellsway. Other roadways in the area (Middlesex and Mystic Avenues) are already “STP eligible” roadways. Foley and New Streets connect Assembly Square Drive to Middlesex Avenue and would connect with the Assembly Square Orange Line Station. Foley and G Streets and IKEA Way would be a multi-modal loop connecting to bus routes that serve Wellington and Sullivan Stations and downtown Boston.
(T. McIntosh)

What is the process for reclassifying roadways? (M. Draisen)

The Federal Highway Department (FHWA) would have to approve the reclassification after it is approved by the MPO and EOT. (D. Mohler)

Is there a sense of how much money the city is likely to request from future federal stimulus funds or what those funds would be used for? (M. Draisen)

The request would be for whatever portions of the project are determined eligible. The construction cost of Assembly Square Drive and the intersections at Lombardi Street and the Fellsway is estimated at \$23 million, including all utilities. The project includes full reconstruction of Assembly Square Drive and signalization. (D. Webster) The city is also pursuing other funding, but the stimulus funding is needed for this project that will increase tax revenue and create jobs. (Mayor Curtatone)

Does the project add capacity? Would it have to be added to the TIP? If so, the Regional Transportation Plan has to be amended. (A. Soolman)

A new portion of roadway (one lane in each direction and bicycle lanes) will be added to Assembly Square Drive. At the northerly and southerly intersections, however, signalization upgrades will improve traffic efficiency. (T. McIntosh) The project would have to go on the TIP to receive stimulus funding. (D. Mohler)

If the project adds capacity, will there be problems in making it eligible for stimulus funding? (M. Draisen)

If federal funds are to be spent on a capacity adding project, the project needs to be included in the RTP. This project would need to be amended into the RTP. The schedule for amending the RTP is between May and September. (D. Mohler)

D. Mohler emphasized that members should make their decisions on the classification issue based on whether they believe the roads will function as “collectors,” regardless of the question of the roadways’ eligibility for stimulus funds. “Collectors” take local traffic and funnel it onto arterials.

Has CTPS evaluated whether these roadways should be considered “collectors”? (Shirin Karanfiloglu, Massachusetts Turnpike Authority)

CTPS was not asked to evaluate this, however, the roadways appear to be “collectors.”
(A. Soolman)

M. Draisen expressed support for approving the city’s request. He then suggested that when requests for reclassification arise in the future, MPO staff or MassHighway should provide information to members beforehand on whether the roadways should be reclassified and why.

L. Dantas reminded members that the Assembly Square Orange Line Station project is included in the RTP and that the roadways proposed for reclassification will serve the Urban Ring.

Is the loop road being approved based solely on the new Orange Line station? (S. Olanoff)

The justification is the Orange Line station. (D. Mohler)

Ginger Esty, Town of Framingham, expressed support for the city’s proposal and praised the city and developers for their forward thinking.

Will this help improve traffic on Route 28? (M. Pratt)

The new improvements will include signal upgrades at the Route 28 connector and the breaking of a median to allow for both left and right turns (now only right turns are possible). Four points of access and egress will serve the development. The new MBTA station will alleviate some congestion. (T. McIntosh)

A motion to approve the City of Somerville’s request to specify the Federal Functional Classification of Assembly Square Drive, New Road, Foley Street, G Street, IKEA Way, and Lombardi Street as “collectors” was made by M. Draisen, and seconded by S. Woelfel. The motion passed unanimously.

8. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, CTPS

A motion to approve the minutes of the meeting of March 19 was made by P. Regan, and seconded by G. Esty. The motion passed unanimously.

A motion to approve the minutes of the meeting of April 2 was made by Thomas Kadzis, City of Boston, and seconded by P. Regan. The motion passed unanimously.

9. Regionwide Suburban Transit Opportunities Study, Phase III – Karl Quackenbush, Deputy Technical Director, CTPS, and Rob Guptill, MPO Staff

This item was deferred to the next meeting.

10. Regional Equity Community Outreach Update – Annette Demchur, MPO Staff

This item was deferred to the next meeting.

11. Operational Improvements at Selected Congested and High-Crash Intersections Study – *Karl Quackenbush, Deputy Technical Director, CTPS*

Last month, the MPO approved the work program for the *Operational Improvements at Selected Congested and High-Crash Intersections Study*. As requested by members, staff provided a list of the proposed intersections for study. (See attached memorandum which includes the list of intersections.)

The intersection selection process involved using the Registry of Motor Vehicle (RMV) crash database to identify high-crash locations, focusing on intersections that are known to the TIP process, eliminating large intersections and locations where there are multiple intersections within a corridor, sorting the intersections by Equivalent Property Damage Only (EPDO) scores, and considering intersection geometry and congestion. Staff also contacted communities to ascertain their interest in implementing study recommendations. MAPC also conducted outreach to communities and from that process the intersections in Randolph and Sudbury were selected.

Members asked questions and made comments:

Are the intersections in Lynn being counted as one intersection? Are they signalized? (S. Olanoff)

Yes. City of Lynn officials asked staff to focus on these intersections. The Waitt Street intersection is currently signaled and the Eastern Avenue intersection is not. (K. Quackenbush)

Monica Lamboy, City of Somerville, requested that staff consider multi-modal improvements at the Route 16/Alewife Brook Parkway and Broadway intersection in Somerville. She remarked upon Secretary Aloisi's support for the Green Line terminus at Route 16, and noted that bicycle and pedestrian access would be important in that location. K. Quackenbush assured her that the examination of the intersections would be highly multi-modal.

Has every municipality with a proposed intersection agreed to participate? (J. Gallagher)

Yes. (K. Quackenbush)

None of the proposed intersections are in the MetroWest subregion. Were there any potential ones there? (M. Draisen)

MAPC's outreach identified the Marlborough – Route 20/Concord Road intersection, which is far enough along in its design (at 25%) to not warrant studying it in this scope of work. The Marlborough – Route 85/Lincoln Street intersection was identified from the RMV crash data, but since there is limited right-of-way in that location staff would be constrained in providing recommendations. The Southborough – Route 85/Marlborough Road intersection also came up in the RMV data, but the intersection was too large for this scope of work. (K. Quackenbush)

Did any intersections in Framingham appear on the crash scorecard? (G. Esty)

No. Framingham intersections arose on the larger list. Staff searched 2004-2006 RMV crash data. In recent years, data going into the RMV database has decreased from some communities. Staff also focused on projects known to the TIP process. (K. Quackenbush)

G. Esty suggested that staff supplement RMV crash data with police, ambulance, or other data.

Members agreed to give staff approval to study the proposed set of intersections.

12. Members' Items

M. Draisen reported that MAPC is finalizing a date for the MPO election and the MetroFuture roll-out.

13. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, April 30, 2009, 10:00 AM

Member Agencies

EOT
City of Boston
City of Newton
City of Salem
City of Somerville
MAPC

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

Representatives and Alternates

David Mohler
Thomas Kadzis
David Koses
Carey Duques
Monica Lamboy
Marc Draisen
Jim Gallagher
Stephen Woelfel
Shirin Karanfiloglu
Lourenço Dantas
Joe Cosgrove
Paul Regan
Steve Olanoff
Sue McQuaid
Mary Pratt
Ginger Esty

MPO Staff/CTPS

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

Other Attendees

Ed Carr
Tony Centore
Joseph Curtatone
Mark Grenard
Tim McIntosh
David Webster

MetroWest Regional Transit Authority
Town of Medfield
Mayor, City of Somerville
EOT
VHB
Federal Realty Trust

REGIONAL TRANSPORTATION ADVISORY COUNCIL



April 17, 2009

Mr. James A. Aloisi, Jr.
Secretary of Transportation
Chair, Boston Region Metropolitan Planning Organization
State Transportation Building, Ten Park Plaza, Room 4150
Boston, MA 02116

RE: Transportation Fiscal Crisis

Dear Secretary Aloisi:

The Regional Transportation Advisory Council (Advisory Council) remains deeply alarmed about the dire fiscal condition of the Massachusetts Bay Transportation Authority (MBTA). Inaction by our state legislators will result in realization of looming service cuts and massive fare increases that will have to be implemented to address the MBTA's structurally deficient finance and revenue shortfalls. The Advisory Council is equally concerned about the \$18 to \$20 billion funding gap in maintaining the transportation infrastructure over the next 20 years. These fiscal problems require emergency action. While reform is the first step being taken to increase efficient, quality delivery of transportation services, and better manage infrastructure, it is insufficient without concurrently providing for urgently needed revenue.

The Advisory Council wrote you in February, expressing our concern about the MBTA budget problems. The situation has worsened, threatening the integrity of transportation in our region. Rather than reiterating the well-known causes for these problems as delineated in several major public studies and reports, we are instead supporting their recommendations for reform, finance, and revenue. These include the following cornerstone actions, founded firmly on the Mass Transportation Finance Commission's report, to be taken by our legislators and deemed most important to our members:

- Relieve the MBTA of responsibility for Big Dig debt by transferring it to the Commonwealth.
- Increase the gas tax to provide a steady stream of income for needed roadway improvements and transit state of good repair projects. Many in our organization support an increase of at least 19 cents. This additional funding should flow to the state, MBTA and other RTAs, and to Chapter 90 accounts to fund local road and bridge improvements.
- Institute modest subway and commuter rail fare increases; fares of other large mass transit systems in the United States are typically higher.
- Reform MBTA employee and retiree benefits so they align with typical private sector plans. At minimum, MBTA benefit plans should be no more expensive than typical state employee programs.

We ask the MPO and its member entities, collectively and individually, to actively support these action items and recommendations, compiled from recent public reports and studies. The Advisory Council believes these recommendations address the MBTA's need to eliminate its deficit and provide the important first steps for maintenance of its transportation infrastructure and state-of-good repair.

Region Transportation Advisory Council
Re: Transportation Fiscal Crisis
4/17/2009

Additionally, the Advisory Council recognizes that the above critical actions are just the first steps in an ongoing process to reform and reshape the Massachusetts transportation system and the financing, operation, and management of that system. Once the above emergency actions are complete, it is our recommendation that a blue ribbon commission be empanelled to review and recommend creative, outside-the-box solutions for new ways to fund and fairly allocate the costs of maintaining and expanding this complex network. But the Advisory Council must stress that the above cornerstone actions cannot wait for this new commission – those actions must be done immediately before the Massachusetts transportation network grinds to a halt.

The Advisory Council thanks the Boston MPO for its consideration and looks forward to working with its members on these very important regional transportation issues.

Sincerely,



Malek Al-Khatib, Chair
Regional Transportation Advisory Council

CC: Massachusetts Governor and Lt. Governor
Massachusetts Congressional Delegation
Massachusetts Legislative Joint Committee on Transportation and Legislative Leaders
MBTA General Manager
Undersecretary of Transportation
Deputy Secretary of Rail and Intermodal Programs
Transportation Planning and Programming Committee Chair
Boston Region MPO Members
MBTA Advisory Board

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

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

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

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

National Highway System

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

Surface Transportation Program

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

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

Highway Safety Improvement Program (HSIP) Project

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

Surface Transportation Program/Enhancement

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

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

FEDERAL-AID NON-TARGET PROJECTS

FEDERAL-AID American Recovery and Reinvestment Act of 2009

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

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

FEDERAL-AID BRIDGE PROJECTS

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

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

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

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

FEDERAL AID EARMARKED FUNDING

High-Priority Projects (TEA-21)

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

High-Priority Projects (SAFETEA-LU)

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

Transportation Improvement Projects (SAFETEA-LU)

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

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

Section Earmarks Other Match

Section 112

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

Section 117

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

Section 330

| | | | | | |
|----------|--|--|-----------|--|-----------|
| Winthrop | | Winthrop Ferry Improvements Construction | \$496,750 | | \$496,750 |
|----------|--|--|-----------|--|-----------|

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

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

Central Artery/Tunnel Project

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

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

REGIONAL TRANSIT PROGRAM

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

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

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

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

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

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

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

| Section 5309 Omnibus Earmarks 2008 | | <i>Federal Funds</i> | <i>MBTA/State/Local Funds</i> | <i>Total Funds</i> |
|--|---|----------------------|-------------------------------|--------------------|
| Commuter Rail | Station Consolidation and Development Study (Belmont, MA) | \$142,500 | \$28,500 | \$171,000 |
| Salem/Beverly | Intermodal Station Improvements (Salem/Beverly) | \$783,750 | \$156,750 | \$940,500 |
| Blue Line | Wonderland Station Intermodal Transit Improvements (Revere, MA) | \$950,000 | \$190,000 | \$1,140,000 |
| Section 5309 Omnibus Earmarks Total | | \$1,876,250 | \$375,250 | \$2,251,500 |

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

| Section 5309 (Carryover Earmarked Funds) | | <i>Federal Funds</i> | <i>MBTA/State/Local Funds</i> | <i>Total Funds</i> |
|---|---|----------------------|-------------------------------|--------------------|
| Beverly/Salem | Beverly/Salem Intermodal Center | \$1,146,400 | \$286,600 | \$1,433,000 |
| Blue Line/North Shore | Feasibility Study for Blue Line Extension to Lynn | \$3,136,160 | \$784,040 | \$3,920,200 |
| Salem | Beverly/Salem Intermodal Center | \$973,371 | \$243,343 | \$1,216,714 |
| Beverly | Beverly/Salem Intermodal Center | \$973,371 | \$243,343 | \$1,216,714 |
| Quincy | Quincy Catamaran | \$973,371 | \$243,343 | \$1,216,714 |
| Revere | Wonderland Station | \$876,034 | \$219,009 | \$1,095,043 |
| Red Line | Red Line Number 2 Car Overhaul | \$2,678,793 | \$669,698 | \$3,348,491 |
| Systemwide | Power Improvements | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Systemwide | Bridge and Tunnel Program | \$11,124,000 | \$2,781,000 | \$13,905,000 |
| Systemwide | Positive Train Control | \$800,000 | \$200,000 | \$1,000,000 |
| Boston | Commonwealth Ave | \$525,280 | \$131,320 | \$656,600 |
| Boston | Improvements at Harbor Islands Park | \$217,360 | \$54,340 | \$271,700 |
| Hingham | Hingham Intermodal Center | \$3,756,172 | \$939,043 | \$4,695,215 |
| Commuter Rail | Auburndale Station | \$1,264,000 | \$316,000 | \$1,580,000 |
| Commuter Rail | Rockport Improvements | \$1,338,386 | \$334,596 | \$1,672,982 |
| Commuter Rail | Fitchburg Line Improvements | \$6,272,160 | \$1,568,040 | \$7,840,200 |

\$14,905,000

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

Section 5309 (Carryover Earmarked Funds) cont.

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

FEDERAL-AID American Recovery and Reinvestment Act of 2009

MBTA 5307 Urban Formula

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

MBTA 5309 Fixed Guideway

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

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

MetroWest Regional Transit System

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

Cape Ann Transportation Authority

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

Federal-Aid Subtotal

\$473,376,517

Federal-Aid Various Matching Funds Subtotal

\$12,330,282

Federal-Aid MBTA Matching Funds Subtotal

\$61,565,310

FFY 2009 Regional Transit Funds Total \$546,576,569

FFY 2009 TIP Total \$1,140,976,458

moved to 5309 and project cost change

\$10,000,000

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

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

\$1M positive train control earmark added

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

\$9,700,000

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

moved from 5307, was \$38M

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

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

\$198,700,000

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
 MBTA PROJECTS RECOMMENDED FOR INCLUSION IN BOSTON MPO TIP (FY 2009 ELEMENT)
 COMPARISON OF 2/26/09 TIP AMENDMENT AND PROPOSED PROJECTS/FUNDING SOURCES AS OF 4/27/09

PHASE 1 ONLY - OBLIGATION OF FEDERAL FUNDS WITHIN 180 DAYS

| Project Description | Original ARRA Transit Prog. (Phase 1) | By Program - as of 2/26/09 | | Proposed 4/30 TIP Amendment | |
|--|---|----------------------------|--------------------------|-----------------------------|--------------------------|
| | | 5307/5340 Urban Formula | 5309 - Fixed Guideway | 5307/5340 Urban Formula | 5309 - Fixed Guideway |
| Commuter Rail Rolling Stock | \$38,000,000 | \$38,000,000 | | | \$7,383,648 |
| Rolling Stock - Buses | | | | \$30,000,000 | |
| The RIDE - Vehicle Procurement | \$5,500,000 | \$5,500,000 | | \$5,500,000 | |
| Track and Right of Way Improvement Program | \$10,000,000 | \$10,000,000 | | \$3,800,000 | |
| Signal and Grade Crossing Improvement Program | \$18,000,000 | \$18,000,000 | | \$13,200,000 | \$10,212,000 |
| Commuter Rail Double Track Initiative | \$37,000,000 | | \$37,000,000 | \$27,000,000 | \$10,000,000 |
| MBTA Station Upgrade Program | \$55,000,000 | \$55,000,000 | | \$21,703,250 | \$12,918,000 |
| Positive Train Control - Light Rail Pilot Program | \$500,000 | \$500,000 | | \$0 | |
| MBTA Facility Upgrade Program | \$21,000,000 | \$21,000,000 | | \$13,676,000 | \$8,000,000 |
| Commuter Rail - Bridge Program | \$3,000,000 | | \$3,000,000 | | \$3,000,000 |
| S. Boston Gas Turbine Repl. And Fuel Conversion (Engr & Design) | \$1,000,000 | \$1,000,000 | | \$0 | |
| Bus Service and Customer Enhancements | \$9,700,000 | \$9,700,000 | | \$9,525,000 | |
| | \$198,700,000 | \$158,700,000 | \$40,000,000 | \$124,404,250 | \$51,513,648 |

**MBTA CAPITAL INVESTMENT PROGRAM
FTA FUNDING ALLOCATION
FY09 Program Amendment May 2009**

| Category | PROJECT DESCRIPTION | CURRENT APPROVED TIP | | | PROPOSED TIP AMENDMENT | | | Federal \$ Increase/(Decrease) |
|---|--|----------------------|-------------|--------------|------------------------|-------------|--------------|-----------------------------------|
| | | federal | local | Total | federal | local | Total | |
| Section 5309 Carryover | | | | | | | | |
| Bridge and Tunnel Program | Bridge and Tunnel Projects | \$11,924,000 | \$2,981,000 | \$14,905,000 | \$11,124,000 | \$2,781,000 | \$13,905,000 | -\$800,000 |
| Positive Train Control | of Positive Train Control (PTC), ranging from fixed block distance-to-go system to complete CBTC. The purpose of this analysis is to identify what technologies exist that could reduce or eliminate the type of collisions that the Green Line has experienced. | \$0 | \$0 | \$0 | \$800,000 | \$200,000 | \$1,000,000 | \$800,000 |
| New Earmarks | | | | | | | | |
| Station Consolidation and Development Study (Belmont, MA) | Consolidation and Development Study--Alternatives Analysis | \$0 | \$0 | \$0 | \$142,500 | \$28,500 | \$171,000 | \$142,500 |
| Intermodal Station Improvements (Salem/Beverly) | Intermodal Station Improvements, Cities of Salem and Beverly--Bus & Bus Facilities | \$0 | \$0 | \$0 | \$783,750 | \$156,750 | \$940,500 | \$783,750 |
| Wonderland Station Intermodal Transit Improvements (Revere, MA) | Wonderland Station Intermodal Transit Improvements, City of Revere, MA--Bus & Bus Facilities | \$0 | \$0 | \$0 | \$950,000 | \$190,000 | \$1,140,000 | \$950,000 |

MetroWest RTA

Economic Stimulus Request:

| | |
|------------------------------------|----------------|
| Vehicle Replacement & Expansion | 180,000 |
| ITS | 270,000 |
| ADA operating | <u>300,000</u> |
| Total | 750,000 |

Vehicle Replacement & Expansion replace (1) 11 year old mini-buses acquired from BAT. Add (3) sedans to ADA RIDE fleet.

ITS- continue to build and implement “mobility management” center which will integrate fixed route and demand response service provided by MWRTA. Purchase 55 Mentor Mobile Data Terminals. 33 paratransit-22 fixed route.

ADA para-transit operating funds.



CITY OF SOMERVILLE, MASSACHUSETTS
JOSEPH A. CURTATONE
MAYOR

April 10, 2009

David Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Assembly Square Drive, Somerville, MA

Dear Mr. Mohler:

I am writing to request that the new Assembly Square Drive in Somerville be given the Federal Functional Classification of "collector road" and that certain other key streets (New Road, Foley Street, G Street, IKEA Way, and Lombardi Street) connecting Assembly Square Drive to federal highway system routes and a planned MBTA Orange Line station be classified as "STP eligible".

As you are aware, substantial redevelopment of the Assembly Square District is planned. In terms of transportation related improvements, this redevelopment includes the construction of a new MBTA Orange Line Station, the construction of a new Assembly Square Drive, improvements to Foley Street and New Road, and additional transportation improvements along Route 28, Mystic Avenue, and at Interstate 93/Lombardi Street (for technical details see Attachment I – Proposed Roadway Improvements). The "Assembly on the Mystic" project will add an estimated 5+ million square feet of mixed-use development to the district at full build out including a 340,000 s.f. IKEA furniture store, 667,000 s.f. of additional retail, 2,100 housing units, and 1.78 million s.f. of new office development. Over 22,000 construction jobs are anticipated over the lifetime of the project and at build out, nearly 19,000 permanent jobs will be located on site.

The backbone of the project is a partially new and partially reconstructed 1.2+ mile roadway (Assembly Square Drive) that will serve as the primary north/south thoroughfare within the Assembly Square District, connecting Interstate 93 and Mystic Avenue to Route 28/McGrath O'Brien Highway. The new Assembly Square Drive right of way will be dedicated to the City and has been designed to serve multiple users – passenger vehicles, pedestrians, bicyclists, and buses – in a well-maintained, safe, and efficient manner.

All told, the reconstructed and extended Assembly Square Drive, the improvement and extension of New Road, the improvement and extension of Foley Street and the construction of a portion of the planned G Street together will create a new and efficient looped roadway with multi-modal connections between existing federal highway system roadways and the planned new MBTA Orange



Line station. The right of way for these roadway extensions will be dedicated to the City as public roadways.

The following points highlight why the new Assembly Square Drive should be classified as a "collector road", and Foley Street, New Road /IKEA Way, and portion of the planned G Street should be classified as "STP eligible".

- New Assembly Square Drive will collect traffic from the regional highway system (particularly Interstate 93, Route 28, Mystic Avenue, and Middlesex Avenue) and distribute it to the internal street system serving the redevelopment project. The roadway is projected to collect between 16,000 and 18,000 vehicles per day. Route 28 and Mystic Avenue are already part of the National Highway System (NHS) and Middlesex Avenue is listed as "Surface Transportation Program (STP) eligible" (see Attachment II – Assembly Square Roadway Map).
- Two MBTA bus routes will use Assembly Square Drive: Route 90 connecting Davis Square, Sullivan Square and Wellington Circle; and Route 92 running from Assembly Square to downtown Boston. The Urban Ring vehicles can also be accommodated, similar to other MBTA buses along the roadway. The locally preferred alternative route for the Urban Ring would traverse the road network at New Road and Foley Street.
- New Road, an existing road connecting Mystic Avenue and Assembly Square Drive will be improved and extended providing a safe and efficient loop connection from Mystic Avenue to the planned new MBTA Orange Line station via the new G Street. (The new extension of New Road is called IKEA Way for planning purposes.) The loop will be completed by improvements to and extension of the existing Foley Street, which today connects Middlesex Avenue and Assembly Square Drive. New Road and IKEA Way are all designed to include bicycle lanes, pedestrian sidewalks, and vehicular lanes which will also enable direct bus connections to the Orange Line station. G Street includes pedestrian sidewalks, an adjacent shared use path and vehicular lanes. Foley Street includes sidewalks and vehicular lanes.

Existing Assembly Square Drive, New Road and Foley Street are not on the Federal-aid highway system at the present time. However, since the improvements will effectively create a *new* roadway system, these roads should be classified based on their post-construction characteristics. Once built, Assembly Square Drive will meet the criteria for a "collector road" and the roadway system described in this letter will meet the criteria necessary to be STP eligible.

Today, Assembly Square Drive between Lombardi Street and Foley Street is city-owned and maintained, as is Foley Street and New Road. The extension of Assembly Square Drive, as well as IKEA Way, G Street, etc. will be on land owned by Federal Realty Investment Trust (FRIT); FRIT and the City have a written agreement which provides that all roadways within FRIT's "Assembly on the Mystic" project will be dedicated to the City upon completion of construction.

Existing Lombardi Street, which connects Broadway and Mystic Avenue and crosses under Route I-93 does not appear to be included on the Federal-aid highway system according to EOT's Road Inventory Map. However, Lombardi Street is a critical component of the interchange and facilitates



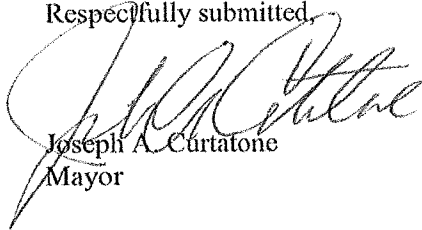
D. Mohler, MPO
April 10, 2009
Page 3

access from Route I-93 and East Somerville to the Assembly Square district. We believe Lombardi Street should also be classified a collector and/or STP-eligible.

The new Assembly Square Drive and the New Road/G Street/ Foley Street loop have been designed by Vanasse Hangen Brustlin, Inc (VHB). VHB is presently formatting the design to meet the requirements set forth by the Massachusetts Highway Department. The City of Somerville has provided the necessary and applicable local permits. Construction of Assembly Square Drive alone will create an estimated 173 new construction jobs in the immediate short term. The Foley Street extension and G Street will be constructed as part of future phases of Assembly on the Mystic.

“Assembly on the Mystic” is one of the largest proposed developments on the East Coast. I know of no other current project in the Commonwealth that could contribute more to the Commonwealth’s economic well-being than this development. I encourage you to support my request that these roadways be classified so as to allow the project to qualify for federal funding.

Respectfully submitted



Joseph A. Curtatone
Mayor



ATTACHMENT 1
Proposed Roadway Improvements - Technical Details

Assembly Square Drive and Associated Roadways

City of Somerville

Assembly Square Drive has been configured with a general three-lane cross-section (single through-lanes in each direction with left-turn lanes at key intersections) with bicycle lanes and on-street parallel parking provided on portions of the roadway. However, the roadway has been designed so that the on-street parking can be eliminated and a five-lane cross section provided (two through-lanes in each direction with left-turn lanes at key intersections). Additional turning lanes, traffic signals and other features have been provided at key locations along the roadway to help maintain the proper flow of traffic along Assembly Square Drive. Medians are also provided on the northerly and southerly ends of Assembly Square Drive to help minimize disruption of traffic flow along this roadway.

New Road, Foley Street and G Street have been designed with a two-lane cross section (single through-lanes in each direction with additional turn lanes at key intersections). Foley Street and New Road include bicycle lanes in both directions, while G Street includes a shared used path connecting the entrance to Draw Seven Park to the proposed MBTA Orange Line station; and from the station to bicycle lanes and a shared used path behind the IKEA store that provides a secondary route from Mystic Avenue to the station.

Improvements to Intersections at Route 28

Department of Conservation and Recreation

At the northerly end of Assembly Square Drive, Route 28's existing signalized intersections with Middlesex Avenue and Assembly Square Drive will receive new signal equipment at both locations and improved pedestrian accommodations to enable nearby residents to walk to and from Assembly Square across Route 28. Egress from the Assembly Square District will also be improved by allowing exiting left turns to occur from Assembly Square Drive. These measures are intended to help accommodate the future anticipated traffic demands along Route 28 (projected at almost 85,000 vehicles per day in 2018) as a result of regional growth combined with the new site-generated traffic associated with the Assembly Square Redevelopment project. In addition to these two locations, safety-related improvements are also planned at the intersection of Route 28 Southbound/Mystic Avenue northbound. This intersection is part of an interchange that regularly appears on the state's list of the top-10 high-frequency accident locations, and has a significantly higher accident experience than other signalized intersections in the Commonwealth. The proposed work is intended to improve the signal visibility, which may be currently contributing to the accident experience at this location.

Improvements to I-93/Mystic Avenue/Lombardi Street interchange and Kensington Ave.

MassHighway/City of Somerville

The southerly end of Assembly Square Drive will connect to the Route I-93/Mystic Avenue/Lombardi Street interchange. The improvements at this location will reconfigure the interchange and include four interconnected traffic signals. As with Assembly Square Drive, this location has been designed to accommodate passenger vehicles, buses, bicyclists and pedestrians. This interchange is a critical component of the Assembly Square access plan because it transitions vehicular traffic from the regional highway system to Assembly Square and other points of interest.

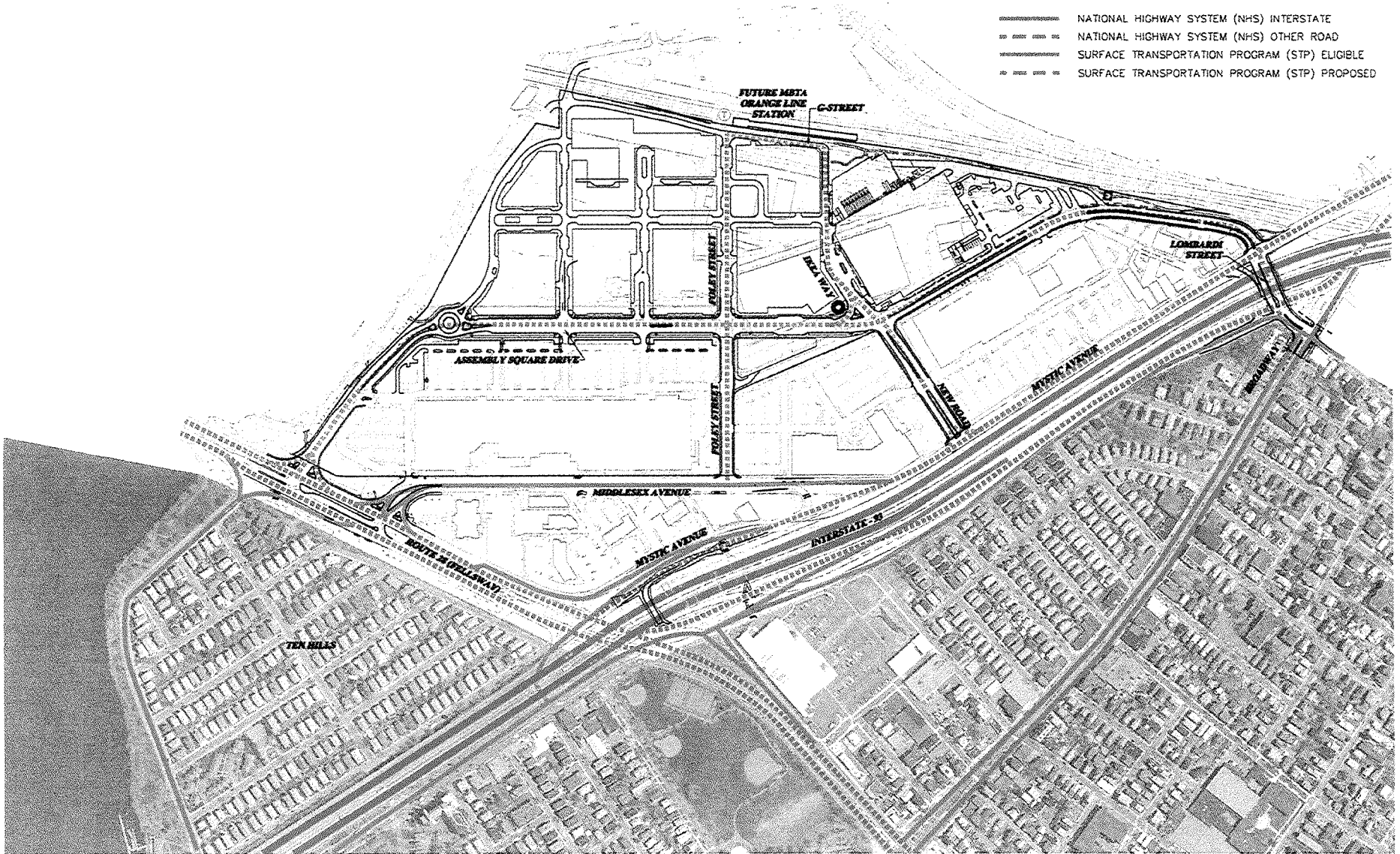
In addition to the improvements at the Lombardi Street interchange, other enhancements will be implemented to provide significantly improved pedestrian and bicycle connections between Broadway and Assembly Square. Improvements are also proposed along Kensington Avenue, including the restriping of existing crosswalks across the three main Mystic Avenue surface road crossing segments. New signs will be posted in advance of the crossings to help increase awareness of these locations. Two flashing yellow beacons will be installed on both sides of the road at each of the three crossings. The beacons will only start to flash when pedestrians are detected via the microwave sensors that are part of a passive actuation system. These improvements will help improve visibility for pedestrians beyond the crossing areas along Mystic Avenue.

Assembly Square Planned Unit Development

Somerville, Massachusetts

Assembly Square Drive and Off-Site Improvements

- NATIONAL HIGHWAY SYSTEM (NHS) INTERSTATE
- NATIONAL HIGHWAY SYSTEM (NHS) OTHER ROAD
- SURFACE TRANSPORTATION PROGRAM (STP) ELIGIBLE
- SURFACE TRANSPORTATION PROGRAM (STP) PROPOSED



MEMORANDUM**DATE:** April 30, 2009**TO:** Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization**FROM:** Chen-Yuan Wang, Project Manager**RE:** Selection Procedure and Selected Intersections
Operational Improvements at Selected Congested and High-Crash Intersections

The objective of the study is to select up to nine congested intersections with safety concerns and identify improvements. Selected intersections came from two major sources. The first was the Massachusetts Registry of Motor Vehicle (RMV) 2004-2006 crash database, which covers all the intersections and interchanges in the region. The selection procedure consists of the following steps:

- Intersections related to projects with a known TIP status (Pre-TIP, conceptual, 25% or more design) and intersections with a high number of crashes (from EOT/MHD 2006 Top Crash Locations Report) were selected for review.
- Locations related to highway interchanges or large rotaries were excluded.
- Intersections with 25% or more design status and those requiring an arterial coordination study were excluded.
- Intersections were sorted by EPDO* (Equivalent Property Damage Only) crash rating.
- The top 30 intersections were reviewed with their locations, geometry, and congestion conditions (from the database of CTPS Mobility Monitoring System).
- Communities were contacted to ascertain their willingness to follow up with implementation.

Seven intersections were selected from this data source (see Table 1).

The second source for the selection is MAPC's community out-reach efforts. The proposed intersections were also reviewed by their EPDO ratings, based on the RMV 2004-2006 database. Two were selected from this source (see Table 1).

In summary, the selection was a comprehensive procedure with extensive data screening and interactions with communities. Table 1 lists the nine selected intersections by their locations, total number of crashes, EPDO, and the selection source.

* EPDO = Property Crashes + 5 * Injury Crashes + 10 * Fatality Crashes

Table 1 Selected Intersections in the Region

| Community | Street 1 | Street 2 | 2004-2006 Crashes | EPDO | Source |
|------------------|-----------------------------|-------------------------------|------------------------------|-------------|---------------|
| Chelsea | Broadway | Congress Ave. /Third St. | 78 | 210 | RMV |
| Somerville | Rt.16/Alewife Brook Pkwy | Broadway | 60 | 120 | RMV |
| Holbrook | Weymouth Street | Pine/Sycamore Street | 43 | 99 | RMV |
| Reading | Main Street /Route 28 | Franklin Street | 43 | 91 | RMV |
| Danvers | Poplar Street /Route 62 | Locust Street /Route 35 | 30 | 62 | RMV |
| Lynn | Western Ave. /Route 107 | Eastern Ave. /Stanwood St. | 44 | 72 | RMV |
| Lynn | Western Ave. /Route 107 | Waitt Ave. /Maple St. | | | |
| Randolph | N. Main St. /Route 28 | Warren Street | 62 | 110 | Town/MAPC |
| Sudbury | Boston Post Rd./Route 20 | Landham Street | 28 | 44 | Town/MAPC |

CW/cw

cc: Karl Quackenbush, CTPS