

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

September 24, 2009 Meeting

10:00 AM – 2:15 PM, State Transportation Building, Conference Room 4, 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:

- hire Mariya Maslova and Steven Andrews as planners in the Transit Service Planning Group of Central Transportation Planning Staff (CTPS)
- adopt for recommendation to the MPO the Amendment to JOURNEY TO 2030, the Regional Transportation Plan (RTP) incorporating members' agreed upon changes and cost changes (detailed in the body of these minutes)
- adopt for recommendation to the MPO the federal fiscal years (FFYs) 2010 – 2013 Transportation Improvement Program (TIP), incorporating agreed upon changes
- approve the minutes of the meeting of August 20
- approve the *Route 60 Mobility Study*

Meeting Agenda

1. Public Comments

Edward Marsteiner, National Development, requested that the MPO support funding – though the TIP or American Recovery and Reinvestment Act (ARRA) – for a roadway improvement project for I-95/Route 128 Exit 42 in Wakefield and Exit 43 in Lynnfield. He noted that the project would support a smart growth, mixed-use development in Lynnfield that is expect to create about 300 construction jobs and 1,000 permanent jobs.

William Gustus, Town of Lynnfield, also requested the MPO's support for the project. He added that, in addition to creating jobs, the new development will help the Town of Lynnfield meet its 10% affordable housing quota required under Chapter 40B. He reported that the development project has the support of the Lynnfield Board of Selectmen and the community.

Rosamond Delori, on behalf of the Town of Lincoln Board of Selectmen, voiced support for the *Concord – Crosby's Corner* project and asked that the MPO approve the FFYs 2010 – 2013 TIP as drafted.

2. Chair's Report – David Mohler, EOT

There was none.

3. Subcommittee Chairs' Reports – *Arnie Soolman, Director, Central Transportation Planning Staff, for Paul Regan, Chair, Administration and Finance Subcommittee*

The Administration and Finance Subcommittee met this morning and voted to recommend that the Committee approve the hiring of two new employees at CTPS. (The Committee addressed this issue under Agenda Item #6.)

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

M. Al-Khatib introduced the next chair of the Advisory Council, Laura Wiener, and expressed that he enjoyed working with the Committee during his term as chair.

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

The Commonwealth is proceeding with the Statewide Household Travel Survey, which is expected to begin early next year and will take about 12 months to complete. The project will involve collecting travel diaries from 15,000 households statewide (10,000 in the MPO's model region). The Boston Region MPO has contributed \$600,000 to the survey over the past two years.

A pilot survey is beginning this week to test recruiting procedures, questionnaires, and data processing procedures prior to the main survey. A. Soolman encouraged people to participate in the survey if they are recruited. Karl Quackenbush, Deputy Director of CTPS, will give members a briefing on the status of the survey at a future meeting.

6. Approval of New Hires – *Arnie Soolman, Director, Central Transportation Planning Staff*

The Administration and Finance Subcommittee recommended that the Committee approve the hiring of two new employees at CTPS: Mariya Maslova and Steven Andrews. Both are graduates of the University of Massachusetts with masters' degrees in Transportation Engineering.

A motion to hire Mariya Maslova and Steven Andrews as planners in the Transit Service Planning Group of CTPS was made by Paul Regan, MBTA Advisory Board, and seconded by Eric Bourassa, Metropolitan Area Planning Council (MAPC). The motion passed unanimously.

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

Members were provided with the following materials for their discussion of the Amendment to JOURNEY TO 2030, the Regional Transportation Plan (RTP) (see attached):

- Summary of the draft Amendment to JOURNEY TO 2030 (handout that was distributed at public workshops for the RTP)
- Sections of the document that have been revised
- Matrix summarizing public comments received
- Summary of public comments by theme and suggested responses

Changes to RTP Text and Tables

A. McGahan discussed changes to the document text, which included the following:

- the addition of text explaining the public comment process
- a change to the cost of the *Boston Logan Airport – Consolidated Rental Car Facility* (reduced to \$337 million in Table 10-1 and Table 12-2)
- addition of project timeframes in Table 13-4 as requested by FHWA, and the removal from the list of projects that have already been advertised
- changes to project descriptions:
 - *Boston Logan Airport – Consolidated Rental Car Facility*
 - *Concord to Westford – Bruce Freeman Memorial Rail Trail*
 - *Hudson to Acton – Assabet River Rail Trail*
 - *Cambridge, Somerville, and Medford – Green Line Extension*
 - *Compact Communities – Urban Ring, Phase 2*
- the addition of a footnote to Table 13-5 stating that 50% of the funds for the *Green Line Extension* project are anticipated to come from the federal New Starts Program
- the addition of text on pages 15-16 to provide the MPO's estimates of carbon dioxide emissions

Members identified the following changes that should be made to Tables 10-1 and 13-4:

- change the cost of the *Boston – East Boston Haul Road* project from \$13 million to \$18 million (Table 10-1)
- change a footnote to clarify that a developer is paying for the on-ramp construction of the *Canton/Westwood – I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor* project, but not the corridor portion (Table 10-1)
- change the cost of the *Canton/Westwood – I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor* project from \$35 million to \$9 million and transfer the remaining \$26 million to the *Canton – I-93/I-95 Interchange* project (Table 10-1)
- change the cost of the *1000 Additional Park and Ride Spaces* project from \$25 million to \$69.1 million (Table 10-1)
- Add \$50 million of the cost of the *Boston/Cambridge – Longfellow Bridge* project to the FFY 2010 funding band to allow for early action work on the bridge (Table 13-4)

Boston/Cambridge – Longfellow Bridge

In response to EOT's suggestion to change the cash flow for the *Boston/Cambridge – Longfellow Bridge* project, Jim Gillooly, City of Boston, expressed concern that the change in the phasing of the project could impact the traffic management plan designed to minimize traffic impacts while repairs are conducted on the bridges spanning the Charles River. He stated that the City of Boston, does not want it to be inferred that by accepting the cash flow changes, the City would be agreeing to change the traffic plan or the phasing of the projects; in fact they do not want people to think that the city accepts everything that might result from agreeing to this early action. Eric Bourassa, MAPC, noted that the City of Cambridge contacted MAPC with similar concerns.

Later in the meeting, the Chair received more information from MassHighway regarding the anticipated traffic impacts. MassHighway reported that this early action work on the Longfellow Bridge is not expected to interrupt traffic on local streets, but may require single lane closures. Most of the work will be performed by barge from the Charles River. Members approved of moving \$50 million of the project's funds to the FFY 2010 time band.

Marlborough/Hudson – I-495/I-290/Route 85 Connector Interchange Improvements

Members then heard a public comment from State Representative Danielle Gregoire. Representative Gregoire thanked the MPO for including the *Marlborough/Hudson – I-495/I-290/Route85 Connector Interchange Improvements* project on the Illustrative Project List, but requested that the project be added to the fiscally constrained list. She noted that there are public safety and capacity issues on the roadway, which is on the border of two MPOs. Having the project on the fiscally constrained list would make it more possible for state legislators to advocate for federal funding for the project. She noted that the project has been on the MPO's project list for a long time.

Arthur Frost, MassHighway District 3, expressed the District's concern about safety problems at the intersection. There have been roll-over accidents there and high traffic volumes that result in gridlock. The district would like to widen the interchange and widen the bridges on I-495 at the same time, to avoid having to do interim work on the bridges. The Environmental Notification Form for the project has been filed and MassHighway does not believe an Environmental Impact Report will be required. A. Frost provided an updated cost for constructing the interchange and bridges; the current cost is approximately \$110 million.

Mary Pratt, Town of Hopkinton, and Ginger Esty, Town of Framingham, also spoke to the need for safety improvements at the area. M. Pratt advised that the MPO provide some funding to keep the project design going.

E. Bourassa noted that the project is a priority of the Minuteman Advisory Group on Interlocal Coordination (MAGIC), but also that there are other subregional priorities that the MPO has not been able to fund. He spoke to the need for the legislature to have conversations about state funding for transportation projects. He also noted the importance of having the project on the Illustrative Project List since the MPO will be going through the RTP process again in 2011 and reprioritizing.

Secretary of Transportation

Secretary of Transportation James Aloisi arrived at the meeting and had a discussion with members about a number of topics including, the upcoming transition of the state's transportation agencies to MassDOT and options for raising revenues for transportation.

Public Comments – Regional Transportation Plan

Prior to this meeting, members were provided copies of all written public comments received (all were emailed). Paper packets were available for members to view at this

meeting. Members also received a matrix summarizing those comments, and a summary of the comments by theme with proposed responses.

Members had comments or suggestions on several of the proposed responses to the public comments (see the attached document titled, “Plan Amendment Comments by Theme”). Member’s comments and discussion points are included below, under the appropriate theme.

Theme #1: Projects eliminated from the Recommended List of Projects but included in the Illustrative Projects Chapter

Regarding a comment (highlighted by J. Gillooly) requesting that the MPO program \$14 million to advance the design of the *Silver Line, Phase 3* project, members discussed whether this action would require the project to be programmed in the TIP or RTP. Since the project costs over \$10 million and is capacity adding, it would have to be in the RTP. However, there was a question about whether the project could be programmed for design with no construction funding in the RTP. This is a question for the Federal Transit Administration (FTA).

In response to a question by M. Pratt about funding the design for the *Marlborough/Hudson – I-495/I-290/Route 85 Connector Interchange Improvements* project, D. Mohler noted that MassHighway could pay for the design with non-federal money. However, he questions whether MassHighway should be spending on the design of a project that the MPO cannot fund.

Theme #2: Projects included in the original RTP and eliminated in the Amendment

Members agreed to leave a federal earmark for the *Everett, Malden, and Medford – TeleCom Boulevard* project unused.

Theme #3: Projects that should be in the Illustrative Projects Chapter

Malek Al-Khatib, Advisory Council, noted that the Advisory Council is supportive of the *North-South Rail Link* and *Red/Blue Line Connector Construction* projects. He noted that they are important to the region and to the northeast corridor. He recommended that they be included in the RTP.

Theme #4: Projects not included in either the original RTP or the Amendment

The MPO was asked to fund improvements at the Boston Harbor Islands National Recreation Area. On behalf of the Island Alliance, E. Bourassa asked if these projects would need to be in the RTP if the Island Alliance received federal TIGER funds for the projects. D. Mohler responded that, although the projects are not air quality significant, they would need to be amended into the RTP if the cost would be over \$10 million. Staff was advised to alert the Island Alliance to the TIP process.

Theme #5: Changes to Project Timeframes

Jim Gallagher, MAPC, suggested that the response to comments requesting changes to project timeframes include mention that there could be an amendment to the RTP when decisions are made about funding projects with ARRA monies. If the ARRA changes necessitate an amendment to the RTP, there may be room to move other projects into earlier RTP time bands.

Theme #6: Changes to Project Descriptions

The MPO received comments requesting that the design for the Assembly Square Orange Line Station include a second headhouse. Joe Cosgrove, MBTA, suggested changing the response to those comments to note that the design is still early in its development and that this issue will be resolved during the design process. Paul Regan, MBTA Advisory Board, expressed concern that a second headhouse would double the operating costs for that station. Staff was advised to add in the response that the MBTA is continuing to work with project proponents to analyze the second headhouse issue, but that the design currently includes only one headhouse.

Theme #7: Items not addressed in the RTP

Regarding comments about the need for expanding bicycle and pedestrian infrastructure in the region, J. Gillooly recommended adding language to the response to note that, as a rule, new MPO-funded road project designs incorporate bicycle and pedestrian accommodation. Members also noted that calling these projects “enhancements” might give the wrong impression – they are important transportation improvements.

To address comments requesting more discussion in the RTP of greenhouse gases, J. Gallagher suggested adding information on carbon dioxide emissions under the No Build scenario and the 2000 Base scenario. D. Mohler suggested amending the text to explain that the MPO is reducing the *growth* of carbon dioxide emissions.

Members discussed a question raised by commenters about how the anticipated significant increase in transit ridership would be accommodated in the future. K. Quackenbush noted that the projected increase is due largely to the adoption of the MetroFuture demographic projections, which concentrate growth in transit-served areas. As the travel forecasts were done in an unconstrained manner, as is always done for RTP purposes, the future demand cannot necessarily be accommodated on every line. David Koses, City of Newton, suggested adding to the response to provide examples of how the MPO is improving transit, such as by funding the *Green Line Extension* project.

Theme #8: Requests for projects to be removed from the RTP

Staff was advised to send comments requesting the removal of the *Somerville – Route 28 Bridge over Washington Street* to MassDOT. Staff was also advised to note in the response that the project is programmed for Accelerated Bridge Project funding.

Thomas Bent, City of Somerville, asked for clarification about what the \$22 million for the project would be funding. He said that the City of Somerville would like to see the project delayed, unless there is a safety issue at the location, and that the City would like to bring the roadway to street level. Later during the meeting, staff received clarification that the project location is actually *Route 28 over Gilman Street* and involves a bridge replacement.

Votes

A motion to adopt the Amendment to the RTP incorporating members' recommended changes was made by Eric Bourassa, MAPC, and seconded by J. Cosgrove. The motion passed unanimously.

A motion to change costs for the following projects in the Amendment to the RTP was made by P. Regan, and seconded by S. Woelfel:

- *Boston – East Boston Haul Road*: change from \$13 million to \$18 million
- *Canton/Westwood – I-95 Northbound/Dedham Street Ramp/ Dedham Street Corridor*: change from \$35 million to \$9 million and transfer the remaining \$26 million to the *Canton – I-93/I-95 Interchange* project
- *1000 Additional Park and Ride Spaces*: change from \$25 million to \$69.1 million
- *Boston/Cambridge – Longfellow Bridge*: move \$50 million from the FFY 2011 – 2015 band to the FFY 2010 band

The motion passed unanimously.

A motion to add the *North-South Rail Link* and *Red/Blue Line Connector Construction* projects to the Amendment to the RTP was made by M. Al-Khatib. The motion failed for lack of a second.

D. Mohler reported that EOT has received a letter noticing that the cost for the *Quincy – Quincy Center Concourse* project has increased from \$7.5 million to \$10.1 million. The project has the potential to be ARRA funded. Michael Chong, Federal Highway Administration (FHWA), stated that the MPO does not have to change the RTP now to reflect that cost change.

T. Bent requested that the *Somerville – Route 28 Bridge over Gilman Street* project go through as planned. The City of Somerville plans to work with the agencies involved to repair the bridge to bring it from a state of “structurally deficient” to “deficient.”

A. McGahan noted that per FHWA's request, staff added information about project funding sources to Table 13-4.

D. Mohler announced that MassHighway had just informed staff that the cost figure for the *Boston/Cambridge – Longfellow Bridge* project that should be in the FFY 2010 band is \$60 million (not \$50 million). Members agreed to that adjustment.

A motion to adopt the Amendment to the Regional Transportation Plan with the aforementioned changes was made by T. Bent, and seconded by G. Esty. The motion passed unanimously.

8. FFYs 2010 – 2013 Transportation Improvement Program – Hayes Morrison, TIP Manager, MPO Staff

Members were provided with a memorandum describing changes made since August 20 to the draft FFYs 2010 – 2013 TIP, new TIP tables reflecting those changes, and a matrix summarizing public comments. (See attached.) Members received all public comments by email prior to this meeting. Paper packets were available for them to review at this meeting.

H. Morrison summarized the changes outlined in the attached memorandum. The changes were made in response to public comments. They include the addition of several federal earmarks, the addition of projects to the Universe of Projects, and corrections and updates to project descriptions and costs.

She also noted that staff had received an email from Sarah Cannon Holden, Town of Lincoln Board of Selectmen, thanking the MPO for programming the *Concord and Lincoln – Crosby's Corner* project.

The MBTA has informed staff that there will need to be changes to the transit portion of the FFYs 2010 and 2011 elements. In FFY 2010, \$8 million from the *Locomotive and Coach Procurement* line item will be distributed among *System Upgrades* and *Ferry System Upgrades*.

The following themes were seen in public comments received:

- requests to add cash flows for the State Implementation Plan (SIP) projects
- requests for bicycle trail projects in the TIP, particularly the *Bruce Freeman Memorial Rail Trail*
- support for the *Concord and Lincoln – Crosby's Corner* project.
- opposition to funding the *Bruce Freeman Memorial Rail Trail* project given the fiscal climate
- gratitude for funding to the MetroWest Regional Transit Authority
- comments from each MAPC subregion, identifying project priorities in each subregion
- request for funding in the North Suburban Planning Council subregion for the *Woburn – Montvale Avenue* and *Woburn – New Boston Street Bridge* projects
- request for moving earmarks for the *Cambridge – Kendall Square Streetscape/Broadway* to the FFY 2010 element (MassHighway believes these are more appropriately programmed in FFY 2011)
- request for restoration of funding for the *Marlborough/Hudson – I-495/I-290/Route85 Connector Interchange Improvements* project
- other comments requesting the restoration of funding for individual projects

M. Al-Khatib commented that there should be more freight projects in the TIP.

In response to questions from D. Mohler, H. Morrison provided the following information:

- The projects with High Priority Project (HPP) earmarks programmed for FFY 2010 will be deliverable in that year.
- The additional money that will fund the *Somerville – Improvements to Broadway in Somerville Construction* project will come from state Public Works Economic Development (PWED) grant and federal Community Development Block Grant (CDBG) monies.
- The total amount of FFY 2010 funds to be spent on the *Boston – Chelsea Street Bridge* is \$21.5 million.
- The *Malden – Pleasant Avenue Construction* project in FFY 2011 is fully-funded by its HPP earmark.
- The *Franklin – Route 140 Improvements Construction* project in FFY 2011 is fully-funded by its HPP earmark.

Staff was advised to change the footnote under the *Accelerated Bridge Program – Federal Aid GANs Projects* heading to indicate that GANs conversion will begin in 2015. Staff was also advised to add text explaining that there is an assumption that funding for the *Green Line Extension* project will come from a federal New Starts grant or the Commonwealth will fund the project, as it is a SIP commitment. The project description should clearly indicate that the project will extend to College Avenue with a spur to Union Square.

Members then heard a public comment from Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force. He commented that Somerville residents do not want the *Somerville – Route 28 Bridge over Gilman Street* project to go forward. He noted that the bridge would interact with the *Green Line Extension* project. He voiced appreciation for the programming of the *Green Line Extension* project, but expressed concern that based on the cash flows for the project, it doesn't appear that the project could be completed by the project deadline. D. Mohler responded that he had been assured that these are the cash flows for completing the project by the end of calendar year 2014.

A motion to adopt the FFYs 2010 – 2013 TIP, incorporating the recommended changes, was made by M. Pratt, and seconded by John Romano, Massachusetts Turnpike Authority. The motion passed unanimously.

Subsequent motions were made in response to guidance from FHWA and FTA stating that the MPO should program all regionally significant projects from the early band of the RTP in the TIP.

A motion to add to the *Somerville – Assembly Square Roadways* project – with \$15 million in ARRA funding and \$13 million of other Commonwealth (I-CUBED) funding – to the FFYs 2010 – 2013 TIP was made by S. Woelfel, and seconded by T. Bent. The motion passed unanimously.

A motion to add the *Weymouth, Hingham, and Rockland – South Weymouth Naval Air Station Access Improvements (Multi-Modal Center)* to the FFY 2010 element of the FFYs 2010 – 2013 TIP (to be fully funded by an earmark) was made by S. Woelfel, and seconded by M. Pratt. The motion passed unanimously.

A motion to direct staff to prepare a list of projects in the region that would be eligible for ARRA funding based on readiness was made by E. Bourassa, and seconded by P. Regan. Without objection, staff was directed to prepare this list and to try to include projects from the Department of Conservation and Recreation (DCR).

A motion to re-open the adopted FFYs 2010 – 2013 TIP to incorporate the addition of the outlined funding for the *Somerville – Assembly Square Roadways* and *Weymouth, Hingham, and Rockland – South Weymouth Naval Air Station Access Improvements (Multi-Modal Center)* was made by M. Pratt, and seconded by S. Woelfel. The motion passed unanimously.

Richard Azzalina, Fay, Spofford & Thorndike, pointed out that the earmark for the *Malden – Pleasant Avenue Construction* project that is programmed in the FFYs 2010 – 2013 TIP is for construction only. An earmark for design was programmed in the FFYs 2007 – 2012 TIP. He was assured that the design earmark does not have to be reflected in the new TIP.

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

A motion to approve the minutes of the meeting of August 20 was made by S. Woelfel, and seconded by T. Bent. The motion passed unanimously.

10. Route 60 Mobility Study – Malden and Medford – Seth Asante, MPO Staff

S. Asante gave a presentation on the *Route 60 Mobility Study*. (This study was distributed to members on CD-rom prior to this meeting.)

This study examined the Route 60 corridor, which provides access to the Malden Center MBTA station. The purpose of the study was to identify and analyze problem intersections, bus service issues, and bicycle and pedestrian issues along the corridor and to recommend ways to improve mobility and address safety problems.

MPO staff met with city officials and conducted field research to identify problems in the corridor, which include the following:

- pedestrian and traffic safety problems at the following Malden locations:
 - Fellsway East and Route 60 intersection
 - Commercial and Centre Streets
 - Centre and Main Streets
 - Centre and Ferry Streets
- accessibility and congestion problems affecting MBTA buses at peak periods near Malden Station
- congestion that results in buses on Route 60 failing to meet schedules

- pedestrian and traffic safety problems at the following Medford locations:
 - I-93/Salem Street (Route 60) Rotary
 - Salem Street and Hadley Place
 - Salem and Park Streets
 - Salem Street and Fellsway West

The following are some recommendations that came out of the study:

- At the Fellsway East and Route 60 intersection: add an east-bound left-turn bay to reduce rear-end collisions; retime and upgrade signals; and improve pedestrian signage
- At Commercial and Centre Streets: coordinate signal timing for transit priority; coordinate signals on a loop off Route 60 to help improve bus schedule adherence; time signals for exclusive pedestrian phases; install a count-down signal for pedestrians accessing the MBTA station
- At the I-93/Salem Street Rotary: install pedestrian guide marks
- At the Salem and Spring Street intersection: install flashing beacons at crosswalks
- At Salem Street and Fellsway West: reduce the travel lane and install a refuge median for pedestrians; and upgrade and coordinate traffic signals

Following the presentation, members discussed the advantages and disadvantages of using exclusive pedestrian signal phases and flashing beacons at pedestrian crosswalks.

J. Gallagher suggested that the MPO begin discussions about using the Congestion Mitigation and Air Quality Program in the TIP to begin funding intersection improvements that are recommended in MPO studies such as these. The MPO provided \$2 million in the TIP for this purpose. Members agreed to discuss this topic as a future agenda item.

A motion to approve the *Route 60 Mobility Study* was made by S. Woelfel, and seconded by J. Gillooly. The motion passed unanimously.

11. Members Items

S. Woelfel reported that in the past week MassHighway has advertised the *Salem – Route 1A (Bridge Street)* and *Bedford, Billerica, and Burlington – Middlesex Turnpike* projects (the remaining projects in the MPO's discretionary program) and approximately \$3 million worth of ARRA funded projects.

D. Mohler reported that the design funding for the *Bruce Freeman Memorial Rail Trail* project has been obligated. This project will receive Statewide Enhancement funds.

G. Esty inquired as to whether the list of ARRA eligible projects is available. D. Mohler replied that the list has not been finalized.

J. Cosgrove reported that the MBTA was awarded \$2.5 million in Transit Investment for Greenhouse Gas and Energy Reduction (TIGGER) stimulus funding to install wind turbines at several potential sites.

Members agreed to return to the Committee's regular meeting schedule (the first and third Thursday of each month) and time (10:00 AM). The first meeting in October may be postponed to accommodate receipt of the FFY 2010 ARRA project list from the Governor's office.

12. Adjourn

A motion to adjourn the Transportation Planning and Programming Committee meeting and open the MPO meeting was made by S. Woelfel and seconded by M. Pratt. The motion passed unanimously.

**Transportation Planning and Programming Committee Meeting Attendance
Thursday, September 24, 2009, 10:00 AM**

Member Agencies

EOT
City of Boston
City of Newton
City of Somerville
Federal Highway
Administration
MAPC

MassHighway

MassPike
MassPort
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council

Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
Jim Gillooly
David Koses
Thomas Bent
Michael Chong

Eric Bourassa
Jim Gallagher
Stephen Woelfel
Mark Guenard
Rachel Bain
John Romano
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

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

Other Attendees

Lynn Ahlgren

Richard Azzalina
Roland Bartl
Dan Boynton
Rosamond Delori
Don DiMartino
Arthur Frost
Glenn Gibbs
Danielle Gregoire
William Gustus
Judy LaRocca
Edward Marsteiner
Sue McQuaid

Ellin Reisner

Bill Renault

MetroWest Regional Transit
Authority
Fay, Spofford & Thorndike
Town of Acton
Town of Lincoln
Town of Lincoln
Town of Bellingham
MassHighway District 3
Town of Ipswich
State Representative
Town of Lynnfield
Town of Concord
National Development
Neponset Valley Chamber of
Commerce
Somerville Transportation Equity
Partnership
Town of Concord

John Snell	Town of Lincoln
Matt Zahler	A Better City
Wig Zamore	Somerville Transportation Equity Partnership/Mystic View Task Force



JOURNEY TO 2030 AMENDMENT

DRAFT



BOSTON REGION MPO CONTACT INFORMATION

TO REQUEST A COPY OF THE DRAFT PLAN AMENDMENT IN CD OR ACCESSIBLE FORMATS, PLEASE CONTACT US BY ANY OF THE FOLLOWING MEANS:

BY MAIL CENTRAL TRANSPORTATION PLANNING STAFF
 CERTIFICATION ACTIVITIES GROUP
 10 PARK PLAZA, SUITE 2150
 BOSTON, MA 02116

BY TELEPHONE (617) 973-7100 (VOICE)
 (617) 973-7089 (TTY)

BY FAX (617) 973-8855

BY E-MAIL MCALLAHAN@BOSTONMPO.ORG

THE DRAFT PLAN AMENDMENT CAN ALSO BE DOWNLOADED FROM THE MPO'S WEBSITE, WWW.BOSTONMPO.ORG.

SUMMARY

September 2009

Transportation Plan of the
 Boston Region Metropolitan
 Planning Organization



WHAT IS THE REGIONAL TRANSPORTATION PLAN?

One of the core functions of a Metropolitan Planning Organization (MPO) is to develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least 20 years. The transportation plan is a statement of the ways the MPO plans to invest federal transportation funding in its transportation system. Fundamentally the Plan is about making choices—about local and regional land use, where to allocate limited transportation resources, and about the future of the region and the Commonwealth.

JOURNEY TO 2030

JOURNEY TO 2030, the transportation plan of the Boston Region MPO, is the long-range, comprehensive transportation-planning document for the Boston region. The MPO region encompasses 101 cities and towns, from Ipswich to Duxbury, and from Boston to Marlborough. (Please see a map of the region and Plan Amendment projects on the enclosed insert.)

The Plan defines transportation visions for the future of the region, establishes goals and policies that will lead to the achievement of the visions, and allocates projected revenue to transportation programs and projects in order to implement those goals and policies. Only projects that are regionally significant or are major investment projects are specifically listed by name in the Plan. The term “regionally significant” refers to a project that is required by federal regulations to be included in the travel-demand model (a computer forecasting tool) for determining air quality conformity impact. Generally, this is any project that adds capacity to the regional transportation network. A major investment project is a project that costs more than \$10 million.

Most of the transportation projects that will be funded in the next 20 years do not add capacity to the transportation system and are, therefore, not specifically identified in the Plan. The purpose of these projects is primarily to maintain and operate the existing system. When funds are allocated in the Transportation Improvement Program, the MPO's short-range (four-year) planning document, projects will be selected based

upon how well they implement the goals and policies adopted in the Plan.

WHY AMEND JOURNEY TO 2030?

The Basics of the Draft Plan Amendment

The Boston Region MPO completed the Plan development process and adopted JOURNEY TO 2030 in April 2007. At that time, MPO members agreed that three specific areas of the Plan would need to be revisited or revised. These areas included:

- The inclusion of transportation control measures into the Plan after their approval by the United States Environmental Protection Agency. The EPA-approved transportation control measures included in the draft Plan Amendment are the Green Line Extension to Medford Hillside and Union Square, the design of the Red Line–Blue Line Connector, improvements to the Fairmount Line, and the addition of 1,000 parking spaces at transit stations in the Boston region.
- The demographic projections used in the MPO's travel-demand model are key to the development of the Plan. New demographic projections (population, employment, and the number of households) came from the Metro-Future planning effort of the Metropolitan Area Planning Council.
- Inclusion of illustrative projects in the Plan. The MPO voted to include illustrative projects as part of this Plan Amendment. Illustrative projects are defined as projects that could significantly contribute to mobility in the region, but which are not included in the recommended list of projects because there is not sufficient revenue.

After the Plan was adopted, federal transportation agencies required that the financial plan be updated to include revised financial assumptions.

THE ROLE OF ILLUSTRATIVE PROJECTS

The MPO believes strongly that the region is best served by improving the transportation system in terms of both maintenance and expansion, and it aspires to achieve much more than is permitted under the existing fiscal constraint. The illustrative projects demonstrate what could be done if more funds were to become available.

The projects listed below, although unfunded in this draft Amendment, will foster quality-of-life improvements and economic prosperity by relieving traffic congestion, improving the movement of people and goods, and linking employment and residential centers to provide employees with better mobility options. The MPO intends to continue working with its state and federal partners to advance these projects through the planning process, in order to be prepared for the future.

ILLUSTRATIVE PROJECTS LIST

Maintaining the Existing System:

- A group of projects that will help the MBTA commuter rail system to operate more efficiently and allow for expansion of various commuter rail lines in the future. They include:
 - South Station Track Capacity
 - Grand Junction Connection Reconstruction
 - Attleboro Line Track Expansion
 - Midday and Overnight Layover Facilities
 - Ruggles Station Platform Expansion
- Massachusetts Turnpike – Bridge Deck Reconstruction Boston Viaduct
- Massachusetts Turnpike – Bridge Deck Widening/Reconstruction Mainline over Route 128/I-95 and Charles River
- Massachusetts Turnpike – Sumner Tunnel Plenum/Ceiling Rehabilitation

EXPANSION OF THE SYSTEM:

Transit Projects:

- Compact Communities: Urban Ring Phase 2
- Boston: Silver Line Phase III
- Revere to Lynn: North Shore Transit Improvements

Highway Projects:

- Concord: Concord Rotary
- Marlborough and Hudson: Interstate 495/ Interstate 290/Route 85 Connector Interchange Improvements
- Weymouth to Duxbury: Route 3 South Additional Lanes

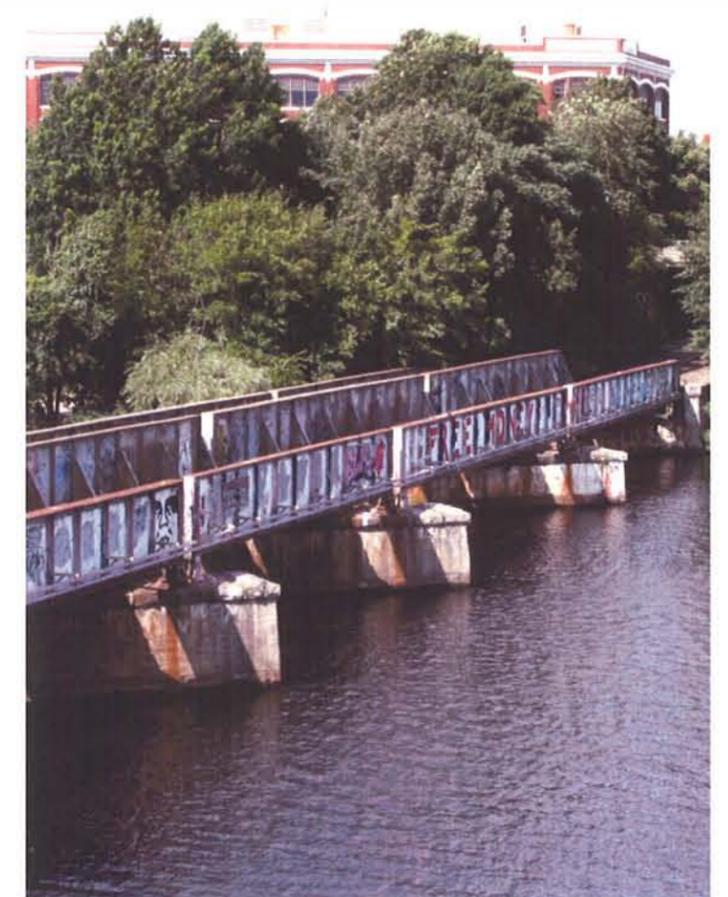


TABLE 1

MAJOR INFRASTRUCTURE AND EXPANSION HIGHWAY FUNDED PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	CURRENT COST	2010	2011-2015	2016-2020	2021-2025	2025-2030	MPO TARGET FUNDING	NON-MPO FUNDING*
ONGOING NO-BUILD HIGHWAY PROJECT								
ROUTE 128 ADDITIONAL LANES (RANDOLPH TO WELLESLEY)	\$149,000,000	\$17,000,000	\$112,000,000	\$20,000,000			\$149,000,000	
RECOMMENDED HIGHWAY PROJECTS								
MIDDLESEX TURNPIKE IMPROVEMENTS PHASE 3 (BEDFORD, BURLINGTON, AND BILLERICA)	\$19,200,000			\$27,328,000			\$27,328,000	
PULASKI BOULEVARD (BELLINGHAM)	\$13,006,510	\$13,006,510					\$13,006,510	
TRAPELO ROAD (BELMONT)	\$13,000,000		\$15,816,000				\$15,816,000	
EAST BOSTON HAUL ROAD/CHELSEA TRUCK ROUTE (BOSTON)	\$18,000,000			\$25,620,000			\$19,995,787	\$5,624,213
SULLIVAN SQUARE (BOSTON)	\$40,000,000			\$56,932,000			\$41,554,290	\$15,377,710
RUTHERFORD AVENUE (BOSTON)	\$45,507,000				\$78,803,000		\$78,803,000	
CONSOLIDATED RENTAL CAR FACILITY (LOGAN AIRPORT, BOSTON)	\$453,000,000		\$453,000,000					\$453,000,000
I-93/ROUTE 3 INTERCHANGE - BRAINTREE SPLIT (BRAINTREE)	\$36,017,000			\$51,264,000			\$51,264,000	
I-93/I-95 INTERCHANGE (CANTON)	\$190,000,000					\$355,866,000	\$355,866,000	
I-95 NORTHBOUND/ DEDHAM ST. RAMP/ DEDHAM ST. CORRIDOR (CANTON)	\$35,000,000		\$42,583,000					\$42,583,000
ROUTE 2/CROSBY'S CORNER GRADE SEPARATION (CONCORD AND LINCOLN)	\$72,000,000		\$72,000,000				\$72,000,000	
ROUTE 128/ROUTE 35 AND ROUTE 62 (DANVERS)	\$25,982,000	\$13,496,710	\$12,485,290				\$25,982,000	
ROUTE 126/ROUTE 135 GRADE SEPARATION (FRAMINGHAM)	\$54,080,000					\$113,938,000	\$113,938,000	
BRUCE FREEMAN RAIL TRAIL (CONCORD TO WESTFORD)	\$17,250,000				\$29,871,000		\$29,871,000	
ROUTE 53 FINAL PHASE (HANOVER)	\$1,000,000			\$1,170,000			\$1,170,000	
ASSABET RIVER RAIL TRAIL (HUDSON TO ACTON)	\$16,725,000		\$20,349,000				\$20,349,000	
ROUTE 85 IMPROVEMENTS (HUDSON)	\$8,400,000			\$11,956,000			\$11,956,000	
ROUTE 1 IMPROVEMENTS (MALDEN AND REVERE)	\$70,304,000					\$148,120,000	\$148,120,000	

TABLE 1 (CONT.)

MAJOR INFRASTRUCTURE AND EXPANSION HIGHWAY FUNDED PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	CURRENT COST	2010	2011-2015	2016-2020	2021-2025	2025-2030	MPO TARGET FUNDING	NON-MPO FUNDING*
RECOMMENDED HIGHWAY PROJECTS								
ROUTE 139 WIDENING (MARSHFIELD)	\$7,150,200			\$10,177,000			\$10,177,000	
NEEDHAM ST./HIGH-LAND AVE./WINCHESTER ST. (NEWTON AND NEEDHAM)	\$17,000,000				\$29,439,000		\$29,439,000	
QUINCY CENTER CONCOURSE, PHASE 2 (QUINCY)	\$7,511,068	\$7,511,068						\$7,511,068
I-93/I-95 INTERCHANGE (READING AND WOBURN)	\$194,792,000				\$337,317,000		\$337,317,000	
BRIDGE STREET (SALEM)	\$10,000,000			\$14,233,000			\$14,233,000	
ASSEMBLY SQUARE ROADWAY PROJECT (SOMERVILLE)	\$28,000,000	\$28,000,000						\$28,000,000
S. WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS (PARKWAY CONSTRUCTION) (WEYMOUTH, HINGHAM, AND ROCKLAND)	\$52,000,000		\$52,000,000					\$52,000,000
S. WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS (MULTI-MODAL CENTER) (WEYMOUTH, HINGHAM, AND ROCKLAND)	\$10,014,750	\$10,014,750						\$10,014,750
ROUTE 18 CAPACITY IMPROVEMENTS (WEYMOUTH)	\$26,100,000		\$26,100,000				\$11,517,961	\$14,582,039
MONTVALE AVENUE (WOBURN)	\$3,400,000			\$4,839,000			\$4,839,000	
NEW BOSTON STREET BRIDGE (WOBURN)	\$4,500,000			\$6,405,000			\$6,405,000	
TRANSIT PROJECTS WITH HIGHWAY FUNDING								
GREEN LINE EXTENSION FROM COLLEGE AVE. TO MYSTIC VALLEY PARKWAY (RTE. 16)	\$130,000,000			\$185,031,000			\$185,031,000	
ASSEMBLY SQUARE ORANGE LINE STATION (SOMERVILLE)	\$10,000,000		\$11,699,000				\$11,699,000	
WONDERLAND SOUTH PARKING GARAGE (REVERE)	\$52,000,000			\$71,166,000			\$61,166,000	\$10,000,000
TOTAL	\$1,829,939,528	\$43,503,220	\$255,867,251	\$455,119,077	\$475,430,000	\$617,924,000	\$1,847,843,548	\$638,692,780

* Non-MPO Funding includes earmarks, with the exception of the following:
 - Consolidated Rental Car Facility will be paid for by the Massachusetts Port Authority from General Airport Revenue Bonds; taxable revenue bonds supported by revenue from the daily Customer Facility Charge and rent from car companies; and the Transportation Infrastructure and Innovation Act (TIIA) funds.
 - I-95 NB/Dedham Street Ramp/Dedham Street Corridor will be paid for by the developer.
 - South Weymouth Naval Air Station Access Improvements will be paid for with a combination of state, local, and private resources. The parties are in negotiation to determine each party's contribution.
 - Somerville Assembly Square Roadway project will use American Recovery and Reinvestment Act funding, and state, local, and private resources.
 - Wonderland South Parking Garage - a portion of this funding will come from the developer.

TABLE 2
EXPANSION TRANSIT PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	2010	2011-2015	2016-2020	2020-2025	2026-2030	COMMON-WEALTH TRANSIT FUNDS	MPO HIGHWAY FUNDS
RECOMMENDED TRANSIT PROJECTS							
FAIRMOUNT LINE IMPROVEMENTS PROJECT (BOSTON)	\$47,000,000	\$67,000,000				\$114,000,000	
RED-BLUE CONNECTOR – DESIGN ONLY (BOSTON)	\$6,000,000	\$23,000,000				\$29,000,000	
1000 NEW PARKING SPACES (REGIONWIDE)	\$7,000,000	\$18,000,000				\$25,000,000	
RUSSIA WHARF FERRY TERMINAL (BOSTON)		\$2,200,000				\$2,200,000	
GREEN LINE EXTENSION FROM LECHMERE STATION TO COLLEGE AVENUE (CAMBRIDGE AND SOMERVILLE)	\$49,000,000	\$885,000,000				\$934,000,000	
GREEN LINE EXTENSION FROM COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY (SOMERVILLE AND MEDFORD)			X (\$185,031,000 FROM HIGHWAY FUNDING)				\$185,031,000
ASSEMBLY SQUARE ORANGE LINE STATION (SOMERVILLE)*		\$40,000,000 X (\$11,699,000 FROM HIGHWAY FUNDING)					\$11,699,000
WONDERLAND SOUTH PARKING GARAGE (REVERE)			X (\$61,166,000 FROM HIGHWAY FUNDING)				\$61,166,000
TOTAL	\$109,000,000	\$995,200,000	\$0	\$0	\$0	\$1,104,200,000	\$257,896,000

X indicates that highway funding is flexed to transit—total funds are shown in Table 13-3.

* Assembly Square Orange Line Station – \$40,000,000 is from non-MPO revenues, including federal and state earmarks and other state, local, and private funds. \$10,000,000 is flexed from MPO highway funding to this project.

PROJECT SELECTION FOR THE DRAFT PLAN AMENDMENT

In selecting Plan Amendment projects that would achieve the MPO's visions and goals for the region, the MPO reviewed the evaluations of the projects in the region's Universe of Projects; imposed financial constraint to carve out an affordable list of priority projects; and considered the projected benefits of constructing this set of projects. Tables 1 and 2 of this handout list the highway and transit projects selected by the MPO for inclusion in the draft Plan Amendment.

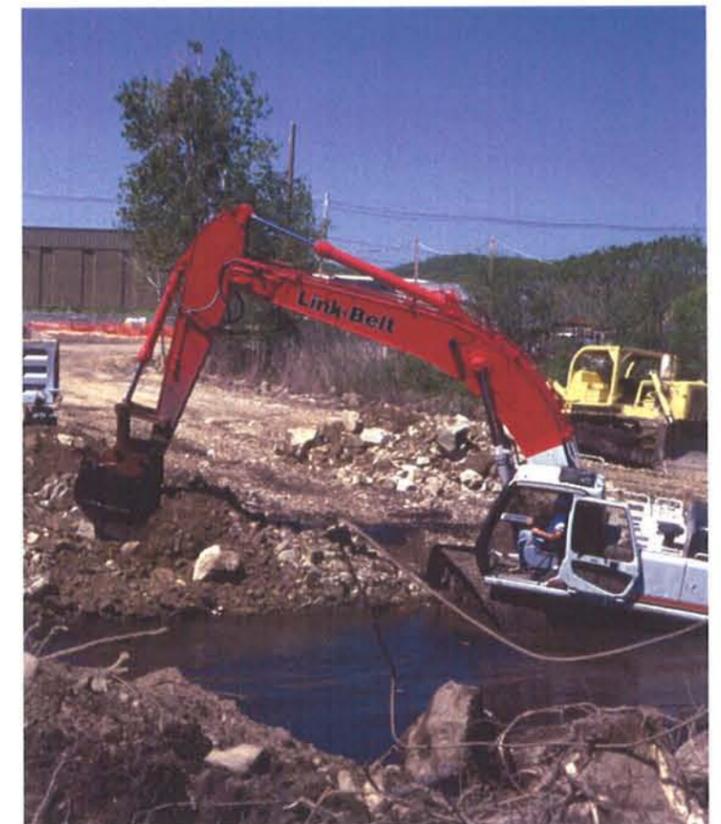
Highway projects in the Plan's Universe of Projects were evaluated based in part on their consistency with policies developed by the MPO. These policies are: system preservation, modernization, and efficiency; mobility; environment; safety and security; regional equity, also called environmental justice; and land use and economic development. Transit projects in the Plan's Universe of Projects were evaluated in the MBTA's Program for Mass Transportation. Projects were evaluated for their consistency with 35 individual performance measures in categories such as: utilization, mobility, cost-effectiveness, air quality, service quality, economic and land use impacts, and environmental justice.

One important factor limiting project selection for the Amendment was the financial constraint requirement. There will not be adequate financial resources to construct all of the projects originally listed in JOURNEY TO 2030, so the MPO was required to eliminate many worthy projects. While the MPO has worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in this fiscally constrained Plan Amendment.

The effects of the selected projects on the transportation network were evaluated using the MPO's travel-demand model. The model is a planning

tool used to evaluate the impacts of transportation alternatives given various assumptions about population, employment, land use, and traveler behavior. The model is used to assess potential transportation scenarios in terms of air quality benefits, travel-time savings, and congestion reduction.

Model results predict that the projects included in the draft Plan Amendment (the Recommended Build Scenario) will increase overall transit ridership while slightly decreasing the amount of highway travel, compared to the 2030 No-Build Scenario, which does not include the recommended Plan projects. In the Recommended Build Scenario, ridership for the transit modes is expected to change by the following percentages: commuter rail (+4%), rapid transit (+5%), local bus (-5%). Meanwhile, the number of vehicle trips and vehicle-miles traveled on the region's highway network will each decrease slightly.

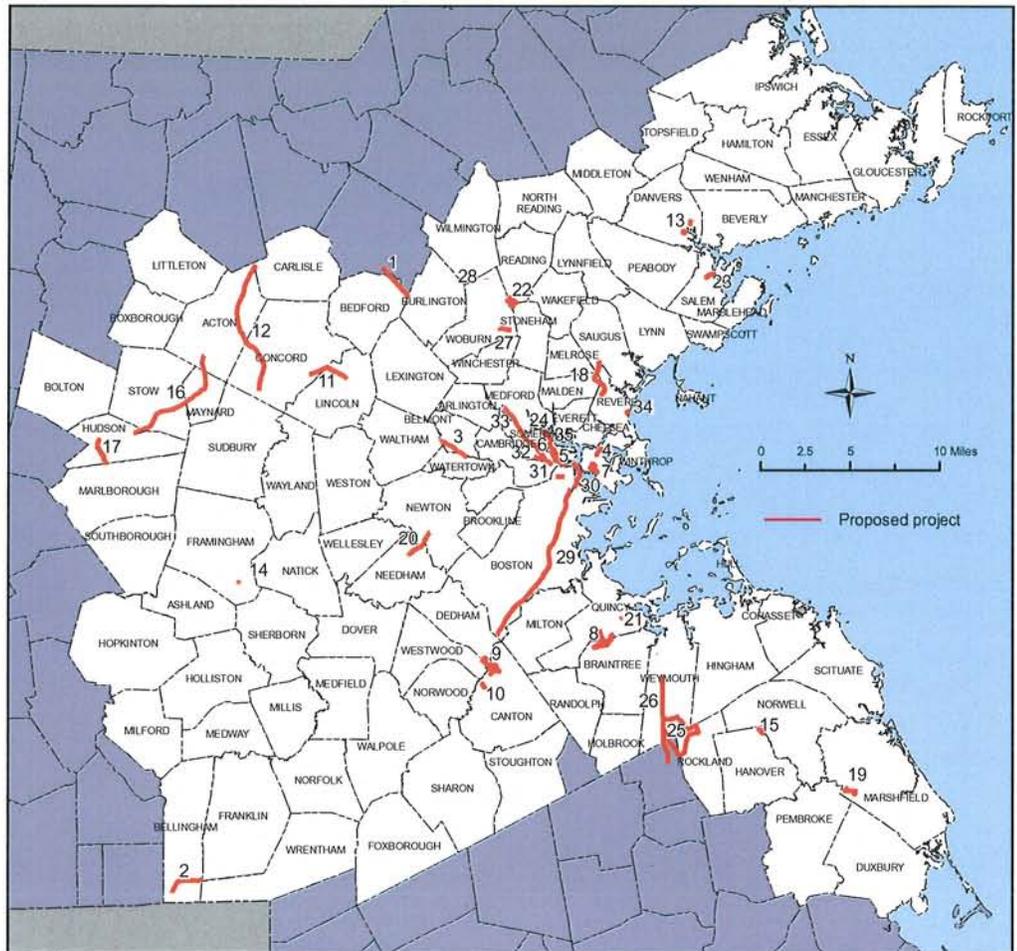


JOURNEY TO 2030 AMENDMENT

The Boston Region Metropolitan Planning Organization has proposed the following set of projects and programs for inclusion in an amendment to JOURNEY TO 2030, the long-range transportation plan for the region.

The proposal reflects guidance regarding financial constraint issued by the Federal Highway Administration and the Federal Transit Administration after JOURNEY TO 2030 was adopted in April 2007. It incorporates demographic projections that were recently adopted by the Metropolitan Area Planning Council and includes four new transit projects that are part of the revised State Implementation Plan, which was approved by the Environmental Protection Agency in July 2008. The other projects proposed in the plan amendment were selected for their ability to improve safety, mobility, and sustainability.

PROPOSED PROJECTS FOR THE JOURNEY TO 2030 TRANSPORTATION PLAN AMENDMENT



HIGHWAY PROJECTS

- 1 Bedford, Billerica, and Burlington: Middlesex Turnpike Phase 3
- 2 Bellingham: Pulaski Boulevard
- 3 Belmont: Trapelo Road
- 4 Boston: East Boston Haul Road/Chelsea Truck Route
- 5 Boston: Rutherford Avenue
- 6 Boston: Sullivan Square
- 7 Boston: Logan Airport Consolidated Rental Car Facility
- 8 Braintree: I-93/Route 3 Interchange (Braintree Split)
- 9 Canton: Interstate 95/Interstate 93 Interchange
- 10 Canton/Westwood : I-95 Northbound/Dedham Street Ramp and Corridor Improvements
- 11 Concord and Lincoln: Route 2/Crosby's Corner Grade Separation
- 12 Concord to Westford: Bruce Freeman Rail Trail
- 13 Danvers: Route 128/Route 35 and Route 62

- 14 Framingham: Route 126/Route 135 Grade Separation
- 15 Hanover: Route 53 Final Phase
- 16 Hudson to Acton: Assabet River Rail Trail
- 17 Hudson: Washington Street (Route 85) Widening
- 18 Malden, Revere, and Saugus: Route 1 Improvements
- 19 Marshfield: Route 139 Widening
- 20 Needham & Newton: Needham Street/Highland Avenue
- 21 Quincy: Quincy Center Concourse Phase 2
- 22 Reading and Woburn: I-93/I-95 Interchange
- 23 Salem: Bridge Street
- 24 Somerville: Assembly Square Roadways
- 25 Weymouth, Abington, Hingham, and Rockland: South Weymouth Naval Air Station Access Improvements
- 26 Weymouth: Route 18 Capacity Improvements Project

- 27 Woburn: Montvale Avenue

- 28 Woburn: New Boston Street Bridge

TRANSIT PROJECTS

- 29 Boston: Fairmount Line Improvements
- 30 Boston: Ferry Expansion: Russia Wharf/South Station
- 31 Boston: Red Line-Blue Line Connector (Design Only)
- 32 Cambridge, Somerville, and Medford: Green Line Extension (Phase 1: Lechmere Station to College Avenue)
- 33 Cambridge, Somerville, and Medford: Green Line Extension (Phase 2: College Avenue to Mystic Valley Parkway/Route 16)
- 34 Revere: Wonderland South Parking Garage
- 35 Somerville: Construct Orange Line Station at Assembly Square

* Regionwide: Provide 1,000 Additional Park-and-Ride Spaces (not shown on map)

- Project costs have been updated for an inflation rate of 4 percent per year as was done in the original Plan, to reflect the year of expenditure dollars.

The Recommended Plan – Chapter 13

The recommended projects have been revised to include the transportation control measures that were submitted by EOT and approved by DEP and EPA. In addition, based on changes to project costs and revisions to the revenues expected to be available, the MPO has revised the recommended list of highway and transit projects from what was included in the original Plan. This chapter has been revised to include descriptions of all of the new projects that are recommended in the Plan Amendment. It also includes the revised travel model results based on this set of projects.

Environmental Justice Assessment – Chapter 14

This chapter has been revised to reflect the outcome of using the new demographic assumptions and implementation of the new set of recommended projects.

Air Quality Conformity Determination – Chapter 15

This chapter has been revised to reflect the new demographic assumptions and the new set of recommended projects.

Illustrative Projects – Chapter 16

This is a new chapter that includes the list of projects with their descriptions that the MPO would include in the financially constrained plan if funds were to become available in the future.

Public Comments

This Plan Amendment followed the public participation procedure that was described earlier in this chapter beginning on page 3-2 and specified in its Public Participation Program, adopted June 28, 2007. The MPO reached out to members of the public and the full range of interested parties

cited in the Program inviting them to consult and share their views with the MPO.

The MPO discussed the draft Amendment with the MPO's Regional Transportation Advisory Council and supported Advisory Council committee reviews. In addition, discussions were held with the MBTA Rider's Oversight Committee. The MPO held three public workshops to discuss the draft Amendment, and MPO staff briefed several of the MAPC subregions including Inner Core, Minuteman Advisory Group on Interlocal Coordination (MAGIC), MetroWest Growth Management Committee, Three Rivers Interlocal Council (TRIC), and South Shore Coalition.

Information on the outreach and the draft Amendment was provided on the MPO's website, sent out on the MPO's e-mail distribution lists (including local officials, state and regional agencies, and groups representing interests specified in SAFETEA-LU guidance) and was included in the MPO's monthly newsletter TRANSREPORT. A legal notice was also placed in the Boston Globe on August 20, 2009 inviting the public to comment on the draft Amendment. This comment period closed on September 22, 2009. As a result the MPO received numerous comments from officials and other members of the public. MPO members reviewed and considered all comments during the final adoption phase of this Amendment. A summary of written comments, along with the MPO actions taken, is included at the end of Appendix A.

TABLE 10-1
LIST OF RECOMMENDED PROJECTS

KEY NUMBER ON FIGURES	HIGHWAY PROJECTS	COST
1	BEDFORD, BILLERICA & BURLINGTON: MIDDLESEX TURNPIKE IMPROVEMENTS PHASE 3	\$19,200,000
2	BELLINGHAM: PULASKI BOULEVARD	\$13,006,510
3	BELMONT: TRAPELO ROAD	\$19,200,000
4	BOSTON: EAST BOSTON HAUL ROAD/CHELSEA TRUCK ROUTE **	\$13,000,000
5	BOSTON: SULLIVAN SQUARE **	\$40,000,000
6	BOSTON: RUTHERFORD AVENUE	\$45,507,000
7	BOSTON LOGAN AIRPORT: CONSOLIDATED RENTAL CAR FACILITY *	\$337,000,000
8	BRAINTREE: BRAINTREE SPLIT	\$36,017,000
9	CANTON: I-95/I-93 INTERCHANGE	\$190,000,000
10	CANTON/WESTWOOD: I-95 NORTHBOUND/DEDHAM STREET RAMP/DEDHAM STREET CORRIDOR *	\$35,000,000
11	CONCORD & LINCOLN: ROUTE 2/CROSBY'S CORNER GRADE SEPARATION	\$72,000,000
12	DANVERS: ROUTE 128/ROUTE 35 AND ROUTE 62	\$25,982,000
13	FRAMINGHAM: ROUTE 126/135 GRADE SEPARATION	\$54,080,000
14	CONCORD TO WESTFORD: BRUCE FREEMAN RAIL TRAIL	\$17,250,000
15	HANOVER: ROUTE 53 FINAL PHASE	\$1,000,000
16	HUDSON TO ACTON: ASSABET RIVER RAIL TRAIL	\$16,725,000
17	HUDSON: ROUTE 85 IMPROVEMENTS	\$8,400,000
18	MALDEN, REVERE, & SAUGUS: ROUTE 1 IMPROVEMENTS	\$70,304,000
19	MARSHFIELD: ROUTE 139 WIDENING	\$7,150,200
20	NEEDHAM & NEWTON: NEEDHAM STREET/HIGHLAND AVENUE	\$17,000,000
21	QUINCY: QUINCY CENTER CONCOURSE, PHASE 2 **	\$7,511,068
22	READING & WOBURN: I-93/I-95 INTERCHANGE	\$194,792,000
23	SALEM: BRIDGE STREET	\$10,000,000
24	SOMERVILLE: ASSEMBLY SQUARE ROADWAYS *	\$28,000,000
25	WEYMOUTH, ABINGTON, HINGHAM, & ROCKLAND: SOUTH WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS **	\$62,014,750
26	WEYMOUTH: ROUTE 18 CAPACITY IMPROVEMENTS PROJECT **	\$26,100,000
27	WOBURN: MONTVALE AVENUE	\$3,400,000
28	WOBURN: NEW BOSTON STREET BRIDGE	\$4,500,000
	TRANSIT PROJECTS	
29	FAIRMOUNT LINE IMPROVEMENTS	\$114,000,000
30	RED LINE-BLUE LINE CONNECTOR (DESIGN ONLY)	\$29,000,000
31	1000 ADDITIONAL PARK AND RIDE SPACES	\$25,000,000
32	SOMERVILLE: GREEN LINE LECHMERE TO COLLEGE AVENUE	\$934,000,000
33	SOMERVILLE: GREEN LINE COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY (ROUTE 16)	\$130,000,000
34	SOMERVILLE: CONSTRUCT ORANGE LINE STATION AT ASSEMBLY SQUARE	\$50,000,000
35	REVERE: WONDERLAND PARKING GARAGE *	\$52,000,000
36	BOSTON: FERRY EXPANSION: RUSSIA WHARF/SOUTH STATION	\$2,200,000

* Non-MPO Funding is used to fund the following projects:

- Consolidated Rental Car Facility will be paid for by the Massachusetts Port Authority from General Airport Revenue Bonds, taxable revenue bonds supported by revenue from the daily Customer Facility Charge and rent from car companies, and the Transportation Infrastructure and Innovation Act (TIIA) funds.
- I-95 NB/Dedham Street Ramp/Dedham Street Corridor will be paid for by the developer.
- South Weymouth Naval Air Station Access Improvements will be paid for with a combination of state, local, and private resources. The parties are in negotiation to determine each parties contribution.
- Somerville Assembly Square Roadway project will use American Recovery and Reinvestment Act funding, state, local, and private resources.
- Wonderland South Parking Garage - a portion of this funding will come from the developer.

** A portion of these projects are funded with earmarks.

TABLE 12-2

MAJOR INFRASTRUCTURE PROJECTS, EXPANSION HIGHWAY PROJECTS, AND FLEX-FUNDED TRANSIT PROJECTS IN THE RECOMMENDED PLAN

HIGHWAY PROJECTS	TYPE OF PROJECT*	COST
MIDDLESEX TURNPIKE (BEDFORD, BURLINGTON, AND BILLERICA)	MI/EXP	\$19,200,000
PULASKI BOULEVARD (BELLINGHAM)	MI	\$13,006,510
TRAPELO ROAD (BELMONT)	MI	\$13,000,000
EAST BOSTON HAUL ROAD/CHELSEA TRUCK ROUTE (BOSTON)	MI/EXP	\$18,000,000
SULLIVAN SQUARE (BOSTON)	MI	\$40,000,000
RUTHERFORD AVENUE (BOSTON)	MI	\$45,507,000
CONSOLIDATED RENTAL CAR FACILITY (LOGAN AIRPORT, BOSTON)	MI/EXP	\$337,000,000
BRAINTREE SPLIT - I-93/ROUTE 3 INTERCHANGE (BRAINTREE)	MI/EXP	\$36,017,000
I-93/I-95 INTERCHANGE (CANTON)	MI/EXP	\$190,000,000
I-95 (NB)/DEDHAM STREET RAMP/DEDHAM STREET CORRIDOR (CANTON)	MI/EXP	\$35,000,000
ROUTE 2/CROSBY'S CORNER (CONCORD AND LINCOLN)	MI/EXP	\$72,000,000
ROUTE 128/ROUTE 35 AND ROUTE 62 (DANVERS)	MI	\$25,982,000
ROUTE 126/135 GRADE SEPARATION (FRAMINGHAM)	MI	\$54,080,000
BRUCE FREEMAN RAIL TRAIL (CONCORD TO WESTFORD)	MI	\$17,250,000
ROUTE 53 FINAL PHASE (HANOVER)	EXP	\$1,000,000
ASSABET RIVER RAIL TRAIL (HUDSON TO ACTON)	MI	\$16,725,000
ROUTE 85 IMPROVEMENTS (HUDSON)	EXP	\$8,400,000
ROUTE 1 IMPROVEMENTS (MALDEN, REVERE, & SAUGUS)	MI/EXP	\$70,304,000
ROUTE 139 WIDENING (MARSHFIELD)	EXP	\$7,150,200
NEEDHAM STREET/HIGHLAND AVENUE (NEWTON AND NEEDHAM)	MI/EXP	\$17,000,000
QUINCY CENTER CONCOURSE, PHASE 2 (QUINCY)	EXP	\$7,511,068
I-93/I-95 INTERCHANGE (READING AND WOBURN)	MI/EXP	\$194,792,000
BRIDGE STREET (SALEM)	EXP	\$10,000,000
ASSEMBLY SQUARE ROADWAYS (SOMERVILLE)	MI/EXP	\$28,000,000
SOUTH WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS (WEYMOUTH, HINGHAM, & ROCKLAND)	MI/EXP	\$62,014,750
ROUTE 18 CAPACITY IMPROVEMENTS (WEYMOUTH)	MI/EXP	\$26,100,000
MONTVALE AVENUE (WOBURN)	EXP	\$3,400,000
NEW BOSTON STREET BRIDGE (WOBURN)	EXP	\$4,500,000
TRANSIT EXPANSION PROJECTS ("FLEX")		
WONDERLAND PARKING GARAGE (REVERE)	MI/EXP/FLEX	\$52,000,000
ASSEMBLY SQUARE ORANGE LINE STATION (SOMERVILLE)	MI/EXP/FLEX	\$10,000,000
GREEN LINE COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY ROUTE 16 (SOMERVILLE)	MI/EXP/FLEX	\$130,000,000

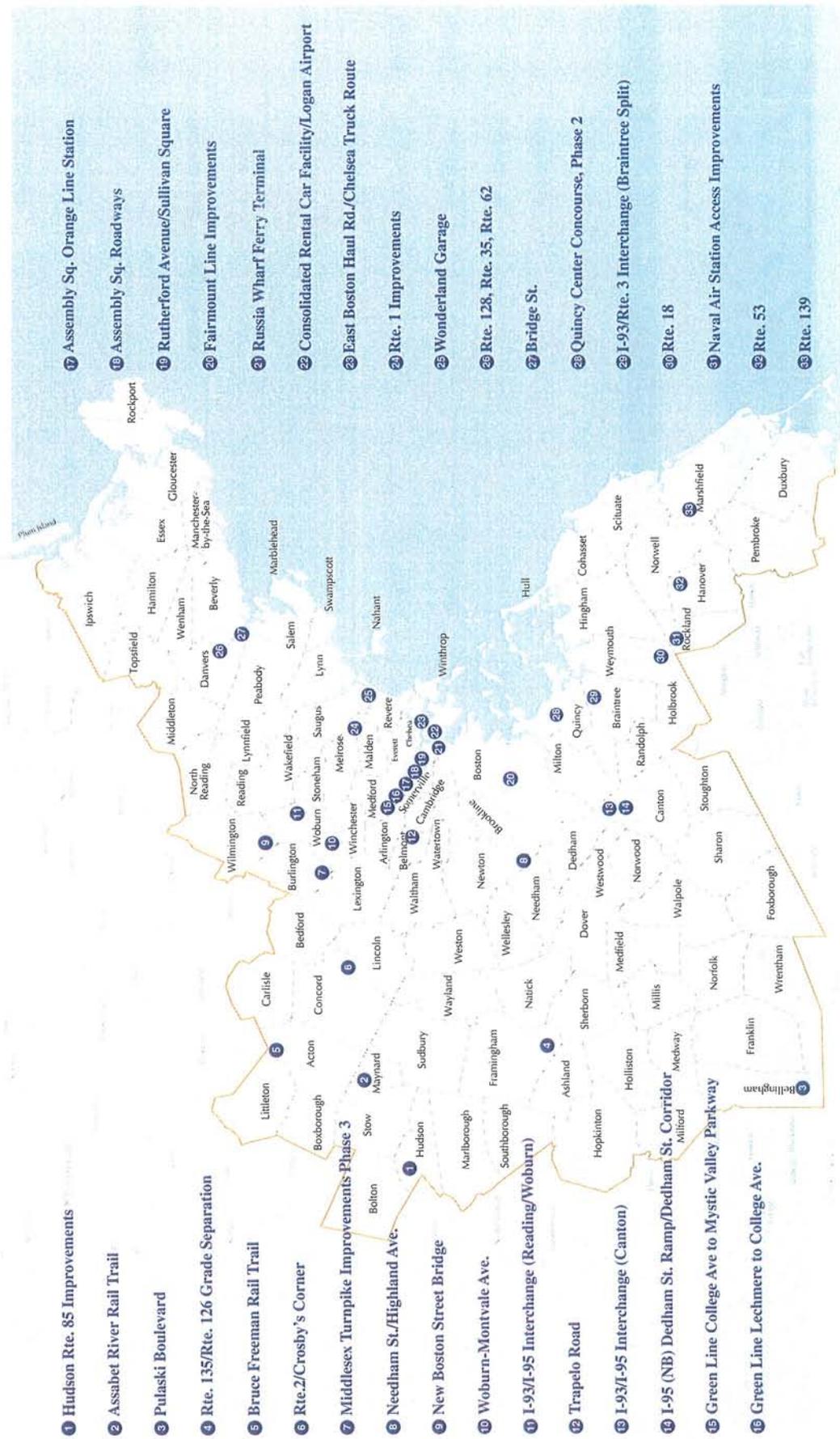
* EXP = Expansion - Project adding capacity to the roadway or transit system

MI = Major Infrastructure - Project costing \$10 million or more

FLEX= Transit projects funded with all or some highway funding.

FIGURE 13-1

MAJOR INFRASTRUCTURE AND EXPANSION PROJECTS IN THE RECOMMENDED PLAN



- 17 Assembly Sq. Orange Line Station
- 18 Assembly Sq. Roadways
- 19 Rutherford Avenue/Sullivan Square
- 20 Fairmount Line Improvements
- 21 Russia Wharf Ferry Terminal
- 22 Consolidated Rental Car Facility/Logan Airport
- 23 East Boston Haul Rd./Chelsea Truck Route
- 24 Rte. 1 Improvements
- 25 Wonderland Garage
- 26 Rte. 128, Rte. 35, Rte. 62
- 27 Bridge St.
- 28 Quincy Center Concourse, Phase 2
- 29 I-93/Rte. 3 Interchange (Braintree Split)
- 30 Rte. 18
- 31 Naval Air Station Access Improvements
- 32 Rte. 53
- 33 Rte. 139

- 1 Hudson Rte. 85 Improvements
- 2 Assabet River Rail Trail
- 3 Pulaski Boulevard
- 4 Rte. 135/Rte. 126 Grade Separation
- 5 Bruce Freeman Rail Trail
- 6 Rte. 2/Crosby's Corner
- 7 Middlesex Turnpike Improvements Phase 3
- 8 Needham St./Highland Ave.
- 9 New Boston Street Bridge
- 10 Woburn-Montvale Ave.
- 11 I-93/I-95 Interchange (Reading/Woburn)
- 12 Trapelo Road
- 13 I-93/I-95 Interchange (Canton)
- 14 I-95 (NB) Dedham St. Ramp/Dedham St. Corridor
- 15 Green Line College Ave to Mystic Valley Parkway
- 16 Green Line Lechmere to College Ave.

TABLE 13-3

MAJOR INFRASTRUCTURE AND EXPANSION HIGHWAY FUNDED PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	CURRENT COST	2010	2011-2015	2016-2020	2021-2025	2026-2030	MPO TARGET FUNDING	NON-MPO FUNDING*
ONGOING NO-BUILD HIGHWAY PROJECT								
ROUTE 128 ADDITIONAL LANES (RANDOLPH TO WELLESLEY)	\$149,000,000	\$17,000,000	\$112,000,000	\$20,000,000			\$149,000,000	
RECOMMENDED HIGHWAY PROJECTS								
MIDDLESEX TURNPIKE IMPROVEMENTS PHASE 3 (BEDFORD, BURLINGTON, AND BILLERICA)	\$19,200,000			\$27,328,000			\$27,328,000	
PULASKI BOULEVARD (BELLINGHAM)	\$13,006,510	\$13,006,510					\$13,006,510	
TRAPELO ROAD (BELMONT)	\$13,000,000		\$15,816,000				\$15,816,000	
EAST BOSTON HAUL ROAD/CHELSEA TRUCK ROUTE (BOSTON)	\$18,000,000			\$25,620,000			\$19,995,787	\$5,624,213
SULLIVAN SQUARE (BOSTON)	\$40,000,000			\$56,932,000			\$41,554,290	\$15,377,710
RUTHERFORD AVENUE (BOSTON)	\$45,507,000				\$78,803,000		\$78,803,000	
CONSOLIDATED RENTAL CAR FACILITY (LOGAN AIRPORT, BOSTON)	\$453,000,000		\$453,000,000					\$453,000,000
I-93/ROUTE 3 INTERCHANGE - BRAINTREE SPLIT (BRAINTREE)	\$36,017,000			\$51,264,000			\$51,264,000	
I-93/I-95 INTERCHANGE (CANTON)	\$190,000,000					\$355,866,000	\$355,866,000	
I-95 NORTHBOUND/DEDHAM ST. RAMP/ DEDHAM ST. CORRIDOR (CANTON)	\$35,000,000		\$42,583,000					\$42,583,000
ROUTE 2/CROSBY'S CORNER GRADE SEPARATION (CONCORD AND LINCOLN)	\$72,000,000		\$72,000,000				\$72,000,000	
ROUTE 128/ROUTE 35 AND ROUTE 62 (DANVERS)	\$25,982,000	\$13,496,710	\$12,485,290				\$25,982,000	
ROUTE 126/ROUTE 135 GRADE SEPARATION (FRAMINGHAM)	\$54,080,000					\$113,938,000	\$113,938,000	
BRUCE FREEMAN RAIL TRAIL (CONCORD TO WESTFORD)	\$17,250,000				\$29,871,000		\$29,871,000	
ROUTE 53 FINAL PHASE (HANOVER)	\$1,000,000			\$1,170,000			\$1,170,000	

TABLE 13-3 (CONT.)

MAJOR INFRASTRUCTURE AND EXPANSION HIGHWAY FUNDED PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	CURRENT COST	2010	2011-2015	2016-2020	2021-2025	2026-2030	MPO TARGET FUNDING	NON-MPO FUNDING*
RECOMMENDED HIGHWAY PROJECTS								
ASSABET RIVER RAIL TRAIL (HUDSON TO ACTON)	\$16,725,000		\$20,349,000				\$20,349,000	
ROUTE 85 IMPROVEMENTS (HUDSON)	\$8,400,000			\$11,956,000			\$11,956,000	
ROUTE 1 IMPROVEMENTS (MALDEN AND REVERE)	\$70,304,000					\$148,120,000	\$148,120,000	
ROUTE 139 WIDENING (MARSHFIELD)	\$7,150,200			\$10,177,000			\$10,177,000	
NEEDHAM ST./HIGHLAND AVE./MINCHESTER ST. (NEWTON AND NEEDHAM)	\$17,000,000				\$29,439,000		\$29,439,000	
QUINCY CENTER CONCOURSE, PHASE 2 (QUINCY)	\$7,511,068	\$7,511,068						\$7,511,068
I-93/I-95 INTERCHANGE (READING AND WOBURN)	\$194,792,000				\$337,317,000		\$337,317,000	
BRIDGE STREET (SALEM)	\$10,000,000			\$14,233,000			\$14,233,000	
ASSEMBLY SQUARE ROADWAY PROJECT (SOMERVILLE)	\$28,000,000	\$28,000,000						\$28,000,000
S. WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS (PARKWAY CONSTRUCTION) (WEYMOUTH, HINGHAM, AND ROCKLAND)	\$52,000,000		\$52,000,000					\$52,000,000
S. WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS (MULTI-MODAL CENTER) (WEYMOUTH, HINGHAM, AND ROCKLAND)	\$10,014,750	\$10,014,750						\$10,014,750
ROUTE 18 CAPACITY IMPROVEMENTS (WEYMOUTH)	\$26,100,000		\$26,100,000				\$11,517,961	\$14,582,039
MONTVALE AVENUE (WOBURN)	\$3,400,000			\$4,839,000			\$4,839,000	
NEW BOSTON STREET BRIDGE (WOBURN)	\$4,500,000			\$6,405,000			\$6,405,000	

TABLE 13-3 (CONT.)

MAJOR INFRASTRUCTURE AND EXPANSION HIGHWAY FUNDED PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	CURRENT COST	2010	2011-2015	2016-2020	2021-2025	2026-2030	MPO TARGET FUNDING	NON-MPO FUNDING*
TRANSIT PROJECTS WITH HIGHWAY FUNDING								
GREEN LINE EXTENSION FROM COLLEGE AVE TO MYSTIC VALLEY PARKWAY (RTE 16)	\$130,000,000			\$185,031,000			\$185,031,000	
ASSEMBLY SQUARE ORANGE LINE STATION (SOMERVILLE)	\$10,000,000		\$11,699,000				\$11,699,000	
WONDERLAND SOUTH PARKING GARAGE (REVERE)	\$52,000,000			\$71,166,000			\$61,166,000	\$10,000,000
TOTAL	\$1,829,939,528	\$43,503,220	\$255,867,251	\$455,119,077	\$475,430,000	\$617,924,000	\$1,847,843,548	\$638,692,780

* Non-MPO Funding includes earmarks with the exception of the following:

- Consolidated Rental Car Facility will be paid for by the Massachusetts Port Authority from General Airport Revenue Bonds, taxable revenue bonds supported by revenue from the daily Customer Facility Charge and rent from car companies, and the Transportation Infrastructure and Innovation Act (TIIA) funds.
- I-95 NB/Dedham Street Ramp/Dedham Street Corridor will be paid for by the developer.
- South Weymouth Naval Air Station Access Improvements will be paid for with a combination of state, local, and private resources. The parties are in negotiation to determine each parties contribution.
- Somerville Assembly Square Roadway project will use American Recovery and Reinvestment Act funding, state, local, and private resources.
- Wonderland South Parking Garage - a portion of this funding will come from the developer.

TABLE 13-4

HIGHWAY BRIDGES WITH ESTIMATED COSTS OVER \$10 MILLION

PROJECT		CURRENT COST	2010	2011-2015	2016-2020	2021-2025	2026-2030
BOSTON/ CAMBRIDGE	LONGFELLOW BRIDGE	\$350,000,000		\$350,000,000			
BOSTON	CAMBRIDGE ST OVER CHARLES RIVER	\$15,930,000		\$15,930,000			
BOSTON	NORTH HARVARD ST OVER CHARLES RIVER	\$15,870,000	\$15,870,000				
BOSTON	ROUTE 2 OVER SOLDERS FIELD RD	\$25,860,000	\$25,860,000				
BOSTON	CASEY OVERPASS OVER WASHINGTON ST	\$28,370,000	\$28,370,000				
BOSTON	MASSACHUSETTS AVE OVER ROUTE 2A (COMMON- WEALTH AVE)	\$12,000,000		\$12,000,000			
BOSTON	NORTH WASHINGTON ST OVER THE CHARLES RIVER	\$55,000,000		\$55,000,000			
BOSTON	NORTHERN AVENUE PEDESTRIAN BRIDGE	\$45,000,000			\$45,000,000		
DEDHAM	PROVIDENCE HIGHWAY OVER MOTHER BROOK	\$11,177,880		\$11,177,880			
EVERETT/ MEDFORD	REVERE BEACH PKWY OVER THE MALDEN RIVER	\$41,320,000	\$41,320,000				
HANOVER/ NORWELL	ROUTE 3 OVER HIGH ST	\$28,198,500		\$28,198,500			
LITTLETON	TAYLOR ST OVER I-495	\$22,800,000	\$22,800,000				
LEXINGTON	ROUTE 2 OVER I-95	\$47,040,000		\$47,040,000			
LEXINGTON	ROUTE 2A OVER I-95	\$21,087,700		\$21,087,700			
LYNN/ SAUGUS	BRIDGE ROUTE 107 OVER THE SAUGUS RIVER	\$62,580,000	\$62,580,000				
IPSWICH	ROUTE 1A OVER THE MBTA	\$10,711,115	\$10,711,115				
MEDFORD	MAIN STREET (ROUTE 38) OVER MYSTIC RIVER	\$11,620,000	\$11,620,000				
NEEDHAM/ WELLESLEY	ROUTE 128 ADD-A-LANE BRIDGE (CONTRACT V)	\$55,000,000		\$55,000,000			
QUINCY	FORE RIVER BRIDGE	\$255,000,000		\$255,000,000			
QUINCY	WEST SQUANTUM ST OVER NEWPORT AVE AND MBTA	\$16,056,873		\$16,056,873			
REVERE	REVERE BEACH PKWY OVER MBTA	\$31,030,000	\$31,030,000				
REVERE	BLUE LINE AND REVERE BEACH PKWY	\$10,000,000		\$10,000,000			
SOMERVILLE	ROUTE 28 OVER WASHINGTON ST	\$22,910,000	\$22,910,000				

BOSTON: LOGAN AIRPORT CONSOLIDATED RENTAL CAR FACILITY (\$337,000,000)

Description

The proposed project at Logan Airport consists of constructing a Consolidated Rental Car Facility (ConRAC) served by an alternative fuel shuttle bus system connecting airline passengers with two modes: rental cars and MBTA transit service (at the Airport T Station). The project is intended to create an efficient and environmentally superior facility and shuttle bus operation that will help the Authority meet current and future ground access needs. The ConRAC will be constructed on airport property known as the Southwest Service Area. Massport will be seeking federal Transportation Infrastructure Finance and Innovation Act (TIFIA) financing assistance for this project.

Project's Context/Possible Impacts

The new facility will provide enhanced customer service with convenient, frequent shuttle bus service from the airport terminals and MBTA Airport T Station, along with swift access to and from the regional transportation system. Currently, each company owns and separately operates a diesel-powered shuttle bus fleet for its respective customers. These vehicles circulate throughout the airport roadway system on fixed headways, often carrying only a handful of passengers. The Authority has documented the environmental benefits that will arise from consolidating the bus system; transitioning to a fleet composed entirely of clean-fuel buses will also have important air quality benefits. In addition, the facility is being designed to achieve LEED Silver (and strive for LEED Plus) certification and will also include renewable energy features. The project would also include additional improvements to airport roadways and several intersections.

Key benefits of the planned facility include:

- Improved air quality as a result of a consolidated shuttle bus system, powered by compressed natural gas (CNG) or comparable alternative fuel

- Incorporation of sustainable design elements
- Significantly improved efficiencies in operations and customer service
- Capacity to manage the demand for rental cars within Logan's constrained footprint
- Reduced impact of rental car operations on the East Boston community and adjacent neighborhoods

The full build project currently calls for a multilevel ConRAC garage with approximately 3,120 Ready/Return spaces, a Customer Service Center, and Quick Turnaround Areas, which will contain maintenance, car wash, and fueling facilities, as well as space for surface rental car storage/parking. The ConRAC is one component of an overall redevelopment plan that will also include: environmental remediation, new infrastructure (roadways, utilities, etc.), intelligent transportation systems technologies, and extensive visual and sound buffering along the boundary between the airport and the community.

The Authority is preparing final environmental permitting documents for this program and will soon begin the final design process. The expected date of beneficial occupancy is mid-2013.

CONCORD TO WESTFORD: BRUCE FREEMAN RAIL TRAIL (\$17,250,000)

Description

This project will include two construction phases (Phase 2A and 2C) of the Bruce Freeman Rail Trail (BFRT). The new trail will extend beyond the Phase 1 segment, beginning in Acton and ending at the Concord/Sudbury town line. It will run along the Framingham and Lowell railroad corridor.

Phase 2A will extend from the end of the BFRT Phase 1 section of the trail (the Westford-Lowell Phase) and continue south through Westford, Carlisle, and Acton, a total length of approximately 4.88 miles. It includes the following:

- A new variable-width (ranging from 10 to 12 feet) paved asphalt multi-use rail trail
- Two-foot stabilized shoulders
- An adjacent six-foot-wide stone dust trail (provided where feasible)
- Trail pavement markings and signage
- Passively actuated flashing beacons at trail and roadway crossings
- New roadway pavement markings and signage at trail crossings
- Construction of a prefabricated pedestrian bridge structure over Route 2A/119, and rehabilitation of six existing railroad bridges along the trail
- Construction of culverts, earthwork, landscaping, and other items incidental to the construction of the rail trail.

Phase 2C will include the construction of a 2.5-mile trail section from Commonwealth Avenue south to Powder Mill Road in Concord. The section from Powder Mill Road to the Sudbury town line will be addressed in cooperation with the Town of Sudbury as they develop plans for the trail in their town.

Note that Phase 2B will be part of the Concord

Rotary project. Phase 2B is the section of the BFRT from Commonwealth Avenue in Concord to the Acton town line.

The completed BFRT will span approximately 17 miles and will serve as a multimodal alternative transportation route that will connect eight municipalities to various destinations, including downtowns, commuter rail stations, schools, and scenic areas.

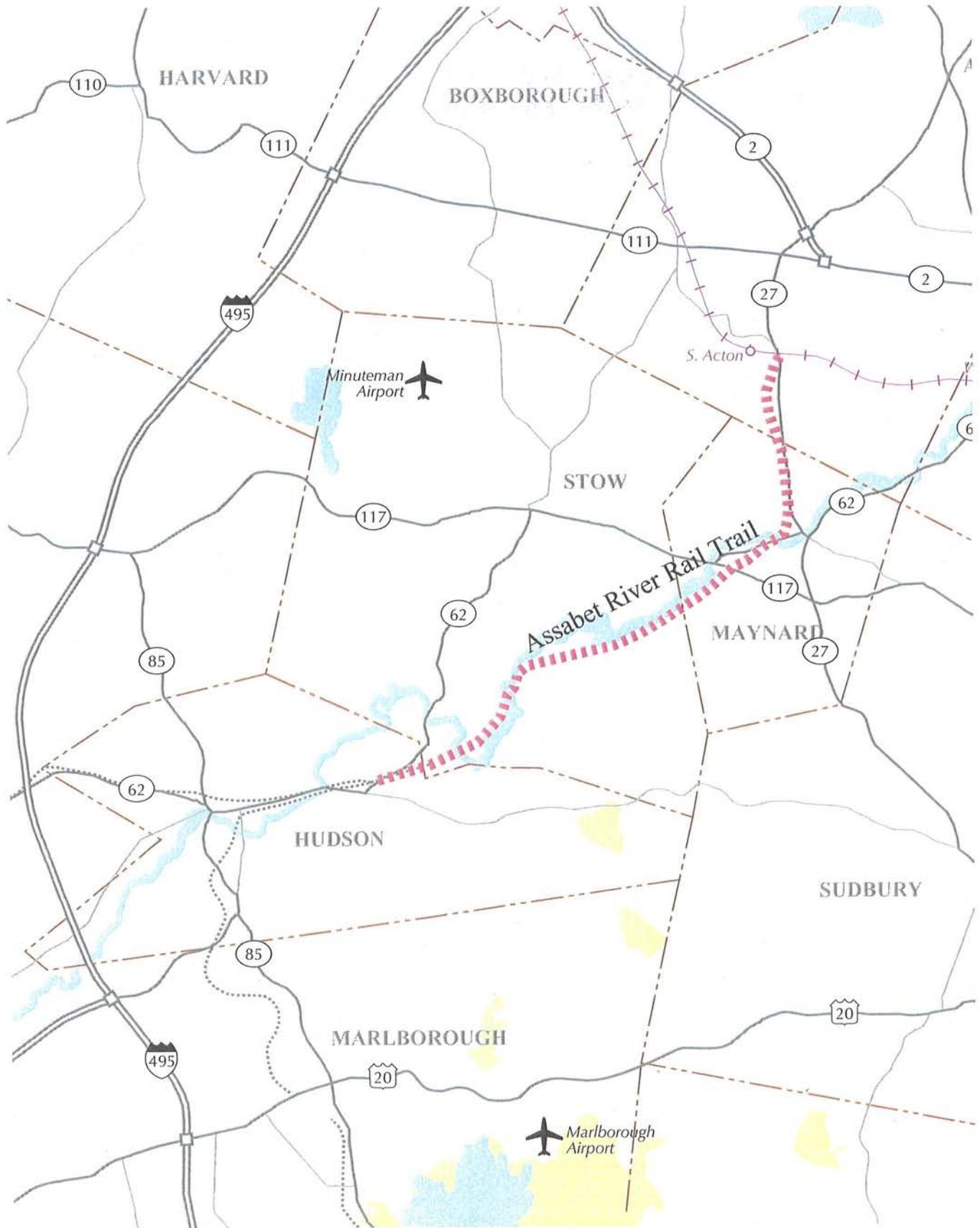
HUDSON TO ACTON: ASSABET RIVER RAIL TRAIL (\$16,725,000)

Description

This project will include the construction of the Assabet River Rail Trail from Acton, through Maynard and Stow, to Hudson, a distance of 6.6 miles. The work will also include the construction of two new bikeway bridges, replacement of an existing pedestrian bridge, and rehabilitation or replacement of a railroad bridge. The Towns are also proposing a 1,100-foot boardwalk through a wetland area.

This rail trail project will provide an alternative transportation option that will link the Assabet River National Wildlife Refuge with the downtown business districts, retail sectors, playing fields, and the South Acton commuter rail station.

MAP 13-15 HUDSON TO ACTON: ASSABET RIVER RAIL TRAIL



TRANSIT PROJECTS IN THE RECOMMENDED PLAN

Table 13-5 lists the transit projects funded under the capacity expansion program, their total costs for the period of construction, and when they are projected to be completed. A brief project description of each project and its cost for the period of construction is provided below. The location of each project is shown in Figure 13-1.

TABLE 13-5

EXPANSION TRANSIT PROJECTS IN THE RECOMMENDED PLAN, WITH COSTS

	2010	2011-2015	2016-2020	2020-2025	2026-2030	COMMON-WEALTH TRANSIT FUNDS	MPO HIGHWAY FUNDS
RECOMMENDED TRANSIT PROJECTS							
FAIRMOUNT LINE IMPROVEMENT PROJECT (BOSTON)	\$47,000,000	\$67,000,000				\$114,000,000	
RED-BLUE CONNECTOR - DESIGN ONLY (BOSTON)	\$6,000,000	\$23,000,000				\$29,000,000	
1000 NEW PARKING SPACES (REGIONWIDE)	\$7,000,000	\$18,000,000				\$25,000,000	
RUSSIA WHARF FERRY TERMINAL (BOSTON)		\$2,200,000				\$2,200,000	
GREEN LINE EXTENSION FROM LECHMERE STATION TO COLLEGE AVENUE (CAMBRIDGE AND SOMERVILLE)*	\$49,000,000	\$885,000,000				\$934,000,000	
GREEN LINE EXTENSION FROM COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY (SOMERVILLE AND MEDFORD)			X (\$185,031,000 FROM HIGHWAY FUNDING)				\$185,031,000
ASSEMBLY SQUARE ORANGE LINE STATION (SOMERVILLE)**		\$40,000,000 X (\$11,699,000 FROM HIGHWAY FUNDING)					\$11,699,000
WONDERLAND SOUTH PARKING GARAGE (REVERE)			X (\$61,166,000 FROM HIGHWAY FUNDING)				\$61,166,000
TOTAL	\$109,000,000	\$995,200,000	\$0	\$0	\$0	\$1,104,200,000	\$257,896,000

X indicates that highway funding is flexed to transit - total funds are shown in Table 13-3.

* 50% of the total cost is assumed to be funded from the Federal Transit Administration's New Starts program.

** Assembly Square Orange Line Station - \$40,000,000 is from Non-MPO revenues including federal and state earmarks, and other state, local, and private funds. \$10,000,000 is flexed from MPO highway funding to this project.

CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE—\$934,000,000) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16—\$130,000,000)

Description

The Green Line Extension project consists of implementing enhancements to transit services that will improve mobility and regional access for residents in the northwest corridor communities of Cambridge, Somerville, and Medford. The purpose of the project is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development.

The project will extend Green Line light rail service from the relocated Lechmere Station through Cambridge, Somerville, and Medford, with an approximately four-mile extension of the main line to Medford and an approximately 0.5-mile spur line to Union Square in Somerville. The area consists of densely settled urban corridors with a large base of commuters and transit users.

The current phase of the Green Line Extension project is focused on identifying the future impacts of and finalizing the best route and station locations for the light rail service by preparing a draft environmental impact report (DEIR) in accordance with a Certificate from the Executive Office of Energy and Environmental Affairs. Additionally, the Executive Office of Transportation and Public Works (EOT) is pursuing potential federal funding assistance for this project. The discretionary New Starts funding program of the Federal Transit Administration's (FTA) is the federal government's primary financial resource for supporting locally planned, implemented, and operated transit guideway capital projects. To qualify for New Starts funding (49 USC Section 5309), candidate projects must have resulted from an alternatives analysis study, which may include the undertaking of a draft environmental impact statement (DEIS) or environmental assessment (EA). EOT

believes the Green Line Extension project to be a good candidate project for New Starts project.

The DEIR will examine the potential station locations in context, considering environmental justice, passenger safety and accessibility, and station designs that function within the surrounding neighborhoods. The DEIR will also assess ridership, operations, environmental impacts (natural and hazardous materials), facility funding options, and the proximity of stations to bicycle and pedestrian facilities. The result will be a light rail service that doesn't just pass through a community, but rather serves its passengers and extends the reach of high-frequency, convenient transit to underserved neighborhoods. The Green Line Extension project has involved, to date, considerable, lively, responsive involvement by neighborhoods and municipalities.

The project will include construction of new transit stations at Brickbottom, Gilman Square, Lowell Street, Ball Square, College Avenue, and Mystic Valley Parkway/Route 16 on the main-line route, and at Prospect Street, near Union Square, on the branch line.

In 2008, the FTA engaged a Project Management Oversight Consultant (PMOC) to undertake a review of the preliminary cost estimate for the Green Line Extension Project. The PMOC review identified a number of issues that introduce risk into this preliminary cost estimate. The most significant issues relate to construction methodology and schedule. As a result, FTA is not able to endorse these cost estimates at this time. EOT recognizes these issues, which are principally related to the current state of conceptual engineering for the Project, as appropriate to a draft environmental document. EOT will continue to work with FTA and the PMOC process to address these issues and ensure FTA endorsement of the Green Line

CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16) (CONT.)

Extension Project cost estimates as the Project develops through preliminary engineering and final design. At this time, EOT has identified funding to support the construction of the project from Lechmere Station to College Avenue (approximately three miles) and the spur to Union Square (approximately one mile), which is referred to as Phase I of the project.

The Boston Region MPO has voted to flex funding dedicated to highway construction to fund the construction of the College Avenue to Mystic Valley Parkway (Route 16) segment, which together are referred to as Phase II.

The Green Line Extension project is included as a specific project in the Massachusetts Department of Environmental Protection's State Implementation Plan (SIP). The SIP contains procedures and programs for monitoring, controlling, maintaining, and enforcing compliance with national air quality standards. The extension is required to be constructed and open for full public use before December 31, 2014.

SIP Status

The following work has been completed or is currently ongoing in support of the Green Line Extension DEIR/EA and conceptual engineering:

Public Outreach

- Advisory Groups (monthly) – 11 held so far
- Station Workshops (February 2008) – 5 held¹
- Interagency meetings (ongoing) – 30 held so far
- Neighborhood briefings (ongoing) – 16 held so far

- Public agency and local-official briefings (ongoing) – 43 held so far
- Institution and business group meetings (ongoing) – 3 held so far²
- Public Meetings – 4 held so far
- Advisory Group Tutorials (ongoing) – 3 held so far

Refinement of Alternatives

- Completed

Development of Design Criteria

- Completed

Station Location Program and Siting

- Completed

Support Facility Program and Siting

- Completed

Design of Green Line Vehicles

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

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Design

- Completed

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

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

CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16) (CONT.)

Cost Estimates

- Completed, currently being reviewed by FTA

Construction Staging and Sequencing Plans

- Completed, currently being reviewed by FTA

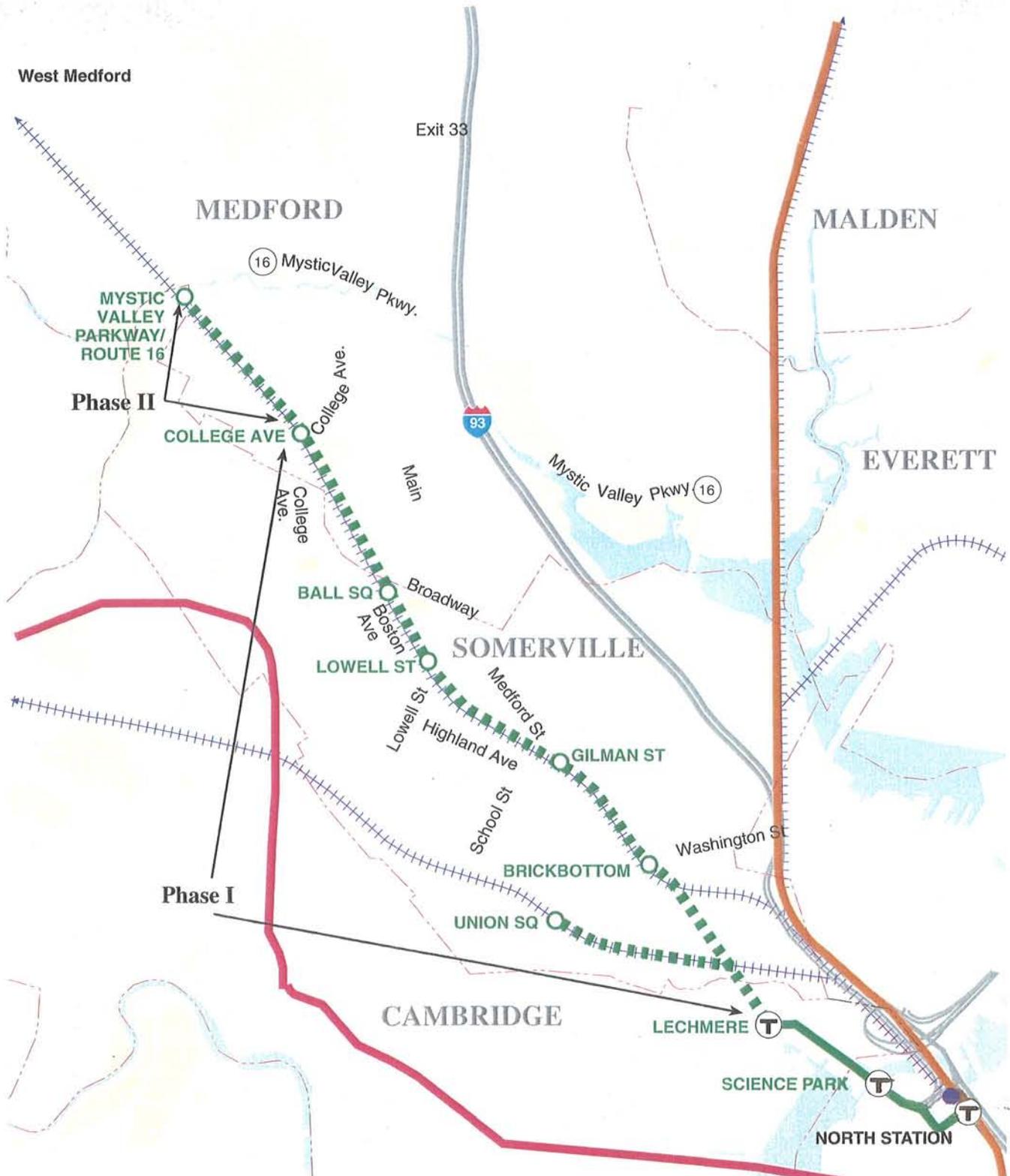
Real Estate Requirements

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

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

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

MAP 13-31 CAMBRIDGE, SOMERVILLE, AND MEDFORD: GREEN LINE EXTENSION PROJECT (PHASE I: LECHMERE STATION TO COLLEGE AVE) (PHASE II: COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/RTE 16)



EPA completed their review and approved the four proposed projects for inclusion in the SIP as noted in the Federal Register dated July 31, 2008. The Boston Region MPO has included these projects in the Plan.

Consultation Procedures

The conformity regulations require the MPO to make a conformity determination according to consultation procedures set out in the state and federal regulations and to follow public involvement procedures established by the MPO under federal metropolitan transportation planning regulations.

Both the state and federal regulations require that the Boston Region MPO, EOT, MassHighway, DEP, EPA (Region 1), and FHWA (Region 1) consult on the following issues:

- Selection of regional emissions analysis models, including model development and assessing project design factors for modeling.
- Selection of inputs to the most recent EPA-approved emissions factor model.
- Selection of CO hot-spot modeling procedures, as necessary.
- Identification of regionally significant projects to be included in the regional emissions analysis.
- Identification of projects, which have changed in design and scope.
- Identification of exempt projects.
- Identification of exempt projects that should be treated as non exempt because of adverse air quality impacts.
- Identification of the latest planning assumptions and determination of consistency with SIP assumptions.

These issues have all been addressed through consultation among the agencies listed above.

Public Participation Procedures

Title 23 CFR Sections 450.324 and 40 CFR

90.105(e) require that the development of the Transportation Plan, TIP, and related certification documents provide an adequate opportunity for public review and comment.

Section 450.316(b) establishes the outline for MPO public participation programs. The Boston Region MPO's public participation program was formally adopted in March 2002. The development and adoption of this program conforms to these requirements. The program guarantees public access to the Transportation Plan and TIP and all supporting documentation, provides for public notification of the availability of the Transportation Plan and TIP and the public's right to review the documents and comment on them, and provides a public review and comment period prior to the adoption of the Transportation Plan and TIP and related certification documents by the MPO.

On August 23, 2009, a public notice was placed in the *Boston Globe* informing the public of its right to comment on this draft document. On September 24, 2009, the Boston Region MPO voted to approve the Plan and its Air Quality Conformity Determination. This allowed ample opportunity



Since the CO emission budget for the Boston CO attainment area was determined using the HPMS method rather than the transportation model, a different adjustment factor is applied to the CO emissions for the nine cities and towns in that area. This was done by comparing the 1990 CO emissions from the nine cities and towns resulting from the 1990 base year model run to the 1990 HPMS-generated CO emissions data submitted as part of the SIP. The HPMS data was divided by the model data to determine the CO adjustment factor to be applied to all modeled CO emissions for future years. The CO HPMS adjustment factor is 0.71.

THE CONFORMITY TEST

Consistency with Emission Budgets Set Forth in the SIP

The Boston Region MPO has conducted an air quality analysis of the JOURNEY TO 2030 Amendment. The purpose of the analysis is to evaluate the air quality impacts of the projects included in the Plan on the SIP. The analysis evaluates the change in ozone-precursor (VOCs and NOx) emissions and CO emissions due to implementation of the Plan. The modeling procedures and assumptions used in this air quality analysis follow the EPA's final conformity regulations. They are also consistent with procedures used by DEP to develop Massachusetts's "1990 Base Year Emission Inventory," "1996 Reasonable Further Progress Plan," "Post-1996 Reasonable Further Progress Plan," "1996 Rate of Progress Report," and "Ozone Attainment Demonstration" for the SIP. All consultation procedures were followed to ensure that a complete analysis of the Plan was performed and was consistent with the SIP.

The primary test for showing conformity with the SIP is to demonstrate that the air quality conformity of this Plan is consistent with the emission budgets set forth in the SIP. The Massachusetts Reasonable Further Progress Plan (RFP) was deemed complete by the EPA on June 5, 1997. The EPA determined that the 15 percent RFP SIP

submittal contained an adequate mobile source emissions budget to conduct conformity determinations using the conformity criteria. In addition, the 2009 mobile-source emission budget for eastern Massachusetts was found adequate for conformity purposes by the EPA in March 2008.

The MPO staff estimated VOC and NOx emissions for the Boston region. EOT included the Boston Region MPO emissions estimates in the final emission totals for all areas and all MPOs in Massachusetts. The VOC mobile-source emission budget for 2009 for the Eastern Massachusetts Ozone Nonattainment Area has been set at 63.5 tons per summer day, and the 2009 mobile-source budget for NOx is 174.96 tons per summer day. As shown in Tables 15-4 and 15-5, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all build scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Ozone Nonattainment Area.

The CO mobile-source attainment inventory for 1993 for the nine cities in the Boston area recently reclassified as being in attainment is 305.43 tons per winter day. The projection of mobile sources for the Boston area is 228.33 tons per winter day for 2010. Estimates of CO emissions for the nine cities in the Boston maintenance area for various years are shown in Table 15-6. The CO emissions are less than the CO emission budget.

In addition, the Boston MPO has decided to include estimations of carbon dioxide (CO₂) emissions in all of its planning work. Estimates of CO₂ emissions for the Boston MPO region are shown below:

- 2010 – 44,931 tons/day
- 2020 – 47,951 tons/day
- 2030 – 49,161 tons/day

CONCLUSION

The Clean Air Act Amendments of 1990 established air quality conformity requirements for

COMPACT COMMUNITIES: URBAN RING PHASE 2 (\$2,706,000,000)

Description

The Urban Ring Phase 2 is a proposed major new bus rapid transit (BRT) system that would run in a roughly circular corridor through employment centers, residential neighborhoods, and major educational and medical institutions in Boston, Brookline, Cambridge, Chelsea, Everett, Medford and Somerville. The Urban Ring would provide faster and more direct transit connections between points in the ring and from the MBTA's existing radial rapid transit system to destinations in the ring. The project would also include BRT service enhancements to enable buses to operate more like rapid transit; these include segments of dedicated busway, bus lane, and tunnel; high-frequency service on high-capacity, low-emission 60-foot articulated buses; widely-spaced, substantial transit stations with a strong transit identity; and advanced communications and technology, including transit signal priority and real-time traveler information. As a result, the Urban Ring would improve transit access, travel times and capacity, while also reducing crowding in the central subway system and offering opportunities for transit oriented and smart growth development.

EOT filed a Revised Draft Environmental Impact Report/Draft Environmental Impact Statement (RDEIR/DEIS) in November 2008. This document included EOT's recommendation for a bus rapid transit (BRT) alignment through the 25-mile Urban Ring corridor, with 184,000 projected daily transit riders. Given the significant capital costs associated with the project (\$2.7 billion in 2009 dollars) and the competition for limited state and federal transportation funds, EOT is currently exploring options for a phased implementation approach for this project. Under this approach,

a segment or segments of the recommended alignment could be targeted for further advancement through additional technical studies or full or partial implementation of capital improvements and BRT service identified in the RDEIR/DEIS.

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

Date	Affiliation/Name	Comment	MPO Action
7/15/2009	Dorothy E. Puhly, Executive Vice President and CFO of the Dana-Farber Cancer Institute	Believes that the Regional Transportation Plan (RTP) Amendment should include the Urban Ring and also that the Urban Ring should be on the list of "Illustrative Projects" for the purpose of modeling the State's regional transportation benefits and for funding phasing. The Longwood Medical Area institutions worked closely together to ensure the Urban Ring was included in the Plan and were disappointed to learn that it would not be in the Amendment. Institutions in the Longwood Medical Area would rely on the Urban Ring for accessibility to facilities and without it being listed, there will be no hope of getting federal funding.	
7/29/2009	David@dmarknutrition.com	Glad to learn that the MPO has tentatively approved construction funding for the Assabet River Rail Trail (ARRT) in the 2011-15 band of the Regional Transportation Plan (RTP). He and his family have been ARRT volunteers since 2000 and have worked hard with other volunteers to advance the project and believes it will be wonderful for the all users.	
8/6/2009	kumnick@mindspring.com	Asks why the Concord Route 2 Rotary is no longer on the Regional Transportation Plan (RTP) and why the Crosby's Corner project is getting preference over the redesign of the Route 2 Rotary. Asks when traffic congestion in the Route 2 Rotary will be relieved.	
8/6/2009	ra_andre@verizon.net	Suggests that it might be better to locate the new "Russia Wharf" ferry dock adjacent to South Station. Notes that it could eventually be connected to the new expanded South Station Terminal creating a true multi-modal transportation center. Believes it is a unique opportunity that should not be missed.	
9/9/2009	Michelle Ciccolo, Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Expresses gratitude for including the following projects on the proposed RTP Amendment: Middlesex Turnpike Improvements Phase 3 (Bedford, Burlington, Billerica), Route 2 Crosby's Corner (Lincoln and Concord), Bruce Freeman Rail Trail (Concord to Westford), Assabet River Rail Trail (Acton to Maynard - Phase II and Stow to Hudson - Phase III), Route 85 Improvements (Hudson). Also expresses appreciation for including Concord Rotary/Route 2 (Concord) and I-495/I-290/Route 85 Connector Interchange (Hudson and Marlborough) in the RTP Illustrative List. Suggests text changes to clarify the project descriptions of the Assabet River and Bruce Freeman Rail Trails. Notes that the Route 85 Improvements project submitted 75% design plans to MassHighway in August and will be ready to advertise in upcoming months. Requests this project to be moved forward in the RTP. States that the Crosby's Corner project is of critical importance to our regional transportation network and it will solve drainage and flooding issues. Reiterates the MAGIC project priorities and lists them as urgent, high priority, and significant projects.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/11/2009	State Representative Danielle W. Gregoire, Fourth Middlesex District	Expresses concern for removing the I-495/I-290/Route 85 Interchange, initially budgeted at \$37,773,000, from the RTP Amendment. Notes that this project is a critical piece of the economic engine of Metrowest and expresses concern that the current interchange is ill equipped to handle the growing needs of the region. Also expresses concern that the interchange is a public safety hazard. The high accident rate at the location is 33% higher than the state average for such a ramp and is ranked #42 on the list of the state's high-crash intersections. The tight turning radii of the ramps has lead to a high frequency of truck turnovers, especially from I-290 to I-495 north. Several of the interchanges, entrance ramps, and exit ramps in the project area experience level of service (LOS) F during the evening or the morning peak periods, and this congestion is forecasted to worsen as growth in the region increases. Urges the MPO to reconsider its funding priorities and believes that safeguarding the existing economic advantages and anticipating future demand should weigh more heavily on the decision-making process.	
9/14/2009	Dennis E. Harrington, Planning Director, City of Quincy	Commends the MPO on ensuring the strategic plan continues to outline prudent long-term investments for the region's transportation system, which is crucial to economic vitality and the sustainability of Quincy and the South Shore region. Appreciates the inclusion of the Quincy Center Concourse Phase II project in the Plan Amendment. It will provide an east-west access road to connect Route 3 to Route 3A via Burgin Parkway and McGrath Highway. The Concourse will improve vehicle traffic flow and pedestrian access, while opening additional parcels of land for redevelopment. Hopes that inclusion in the Plan Amendment will ensure the timely programming of the project's earmark in the 2010 Element of the FFY 2010-2013 TIP. Believes that the Plan does not adequately address how the Department of Conservation and Recreation (DCR) will maintain DCR roadways and green spaces over the long term. Suggests that DCR roadways be considered by the MPO after the forming of the Massachusetts Department of Transportation (MassDOT). Commends the MPO for efforts to expand the public transportation system and believes that the new Greenbush Commuter Rail line will help alleviate traffic congestion. Pleased to see the Braintree Split on the list of regionally significant projects and urges the MPO to move the Route 3 Weymouth to Duxbury Add-A-Lane project, currently on the Illustrative List, on the list of regionally significant projects as well.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/16/2009	Stanly E. Black, Chairman, Board of Selectmen, Town of Concord	Expresses continuing support of the inclusion of the Route 2 Crosby's Corner, the Route 2 Rotary, and the Bruce Freeman Rail Trail projects on the proposed RTP Amendment. The Route 2 Crosby's Corner project is an urgent project of critical importance to the regional transportation network. Expresses understanding of the economic constraints faced by the MPO and gratitude that the Concord Rotary/Route 2 project, a high priority project of the town and region, is listed in the RTP Illustrative List. Also expresses gratitude for inclusion of the Bruce Freeman Rail Trail, a significant project for the community, in the proposed RTP. Suggests that the phases of the trail included in the RTP should be clearly stated. Requests that all the projects remain on the list and receive the continued support of the MPO.	
9/16/2009	Robert W. Guterman	States that the Red Line-Blue Line Connector was discussed in 1970 and that it is good to see the status of "Project 31."	
9/16/2009	Frank Camarda	He is a member of a new organization that recommends the investment in local bus connections of selected transit stations to complement rail service. States that the additional local bus connections will serve cultural establishments such as museums, historic houses, and performing arts facilities. Suggests the addition of tour stops at trailheads for car-less walkers that will foster wider use of preserved green space. Believes these measures could increase ridership and foster improved public transportation.	
9/17/2009	Paulina Knibbe, Chairman, Board of Selectmen, Town of Acton	Thanks the TPPC and the MPO for including the the Assabet River Rail Trail (ARRT) and the Bruce Freeman Rail Trail (BFRT) projects in the proposed RTP Amendment. Notes that the project description of the ARRT construction, listed in the 2011-2015 time frame of the RTP, should be inclusive of Stow and Hudson to Route 62 in Hudson. Thanks the MPO for inclusion of the BFRT in the 2021-2025 time frame of the RTP and hopes that the project schedule can be accelerated significantly. Notes that the proposed funding of the BFRT in the RTP only includes phases 2A and 2C of the project, extending from Route 225 in Westford, through Carlisle, Acton, and Concord to the Concord/Sudbury town line and should be reflected in all project descriptions. The phases in Sudbury and Framingham are part of the project, but are not currently included in the RTP.	
9/17/2009	Roland Bartl, AICP, Planning Director, Town of Acton	Supplements the letter by the Acton Board of Selectmen to address opportunities for the Bruce Freeman Rail Trail (BFRT) that may arise from ARRA project funding. States that the TPPC mentioned at its July 23 meeting that the Route 85 Improvement project in Hudson and the Wonderland South Parking Garage in Revere as likely candidates for ARRA funding. Should these projects be accelerated with ARRA funds, he urges the MPO to reassign the appropriate portion of freed up funds in the 2016-2020 time frame to the BFRT, Phases 2A and 2C.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/17/2009	Richard C. Howard, Secretary/Treasurer, Mystic Valley Development Commission (MVDC)	Requests assistance in getting the TeleCom Boulevard project in Everett, Malden, and Medford back on the RTP Amendment. The project was included in the original RTP with a construction time frame of between 2011-2020, but removed from the RTP Amendment on and not included on the Illustrative Projects List. The project is crucial roadway infrastructure to the River's Edge project, which is a 215-acre public/private development that includes a 10-acre riverfront park, 222-units of residential use, a 115,000 square foot office building, and additional office/lab buildings. TeleCom Boulevard will provide a bridge to cross the Malden River to unify the site and a new road to improve access between the three communities. The project will also address traffic operations and safety concerns in the area. It received a federal TEA-21 earmark of \$5.25 million, but none of the funds have been utilized to date. Of the \$12,623,607 in state-authorized funds for the project, approximately \$168,000 have been used for design and approximately \$2,648,000 have been used for right-of-way acquisition.	
9/21/2009	Mayor Thomas L. McLaughlin, Town of Woburn	Asks that Woburn's New Boston Street Bridge project be moved from the 2016-2020 time frame to the 2011-2015 time frame of the proposed RTP Amendment. Notes that this would bring the project closer to the expected construction date. Requests that the Montvale Avenue Reconstruction project be brought closer to the expected construction date of FFY 2011 by being upgraded from the 2016-2020 time frame of the proposed RTP Amendment.	
9/21/2009	Judy LaRocca, Chair, Bruce Freeman Rail Trail Advisory Committee	Expresses support of the inclusion of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 band of the RTP Amendment and appreciates the opportunities that were provided throughout the public process to provide information. The BFRT will provide an alternative transportation resource for neighborhoods to schools, recreational facilities, conservation areas, and the West Concord village center. It has the potential to increase MBTA ridership on the Fitchburg commuter rail line by connecting residents with the West Concord station. Requests that the MPO advance design and construction of Phase 2A (Acton/Carlisle/Westford) and 2C (Concord) of the BFRT.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/21/2009	Lawrence S. DiCara, Nixon Peabody Attorneys At Law	<p>Concurs with A Better City's (ABC's) support for the Urban Ring and Silver Line Phase III projects and supports their inclusion on the RTP Amendment's Illustrative List. Also supports their advancement of HPP funds and their inclusion as projects in the Plan Amendment. The Urban Ring project is critical for enabling growth and development in the metropolitan region that would otherwise be inhibited by congestion and a lack of mobility. It will improve connections for over 180,000 expected daily riders by increasing access to transit and reducing travel time as the population increases. The Silver Line Phase III project will significantly improve mobility throughout the corridor and enable connections to disconnected areas, supporting and encouraging South Boston Waterfront development. It is currently listed within the Federal Transit Administration's New Starts Program that could potentially fund 59% (over \$800 million) of the project costs. Expresses concern that the failure to complete elements of both projects will violate Central Artery/Tunnel commitments required by the 2005 Administrative Consent Order.</p>	
9/21/2009	Gino Carlucci, Chair, South West Advisory Planning Committee (SWAP)	<p>Notes that the Town of Medway's Route 109 project may exceed the \$10 million threshold and may need to be included on the Regional Transportation Plan during the preparation of the next plan. Expresses concern about the lack of overall funding for both state and local transportation projects as a result of paying off the Central Artery Project. Indicates that funding is unlikely to improve as future federal appropriations will continue to be borrowed, after the Centary Artery is paid off, to fund the advanced bridge repair program. Requests that the next full regional transportation plan process address alternative means of raising the future transportation funding necessary to meet the region's needs.</p>	
9/21/2009	Tony Fields, Chairman, North Suburban Planning Council (NSPC)	<p>Expresses appreciation for the inclusion of four significant projects in the NSPC region in the proposed RTP Amendment: Middlesex Turnpike (Bedford, Burlington, Billerica), I-93/I-95 Interchange (Reading and Woburn), Montvale Avenue (Woburn), and New Boston Street Bridge (Woburn). Notes that the Montvale Avenue project benefits the region and Woburn anticipates that construction could begin in 2011. Attached a memo of Woburn's highest priority projects.</p>	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/21/2009	Richard A. Dimino, President & CEO, A Better City (ABC) Inc.	Supports the inclusion of the Urban Ring and Silver Line Phase III projects on the RTP Amendment's Illustrative List. Also supports their advancement of HPP funds and their inclusion as projects in the Plan Amendment. The Urban Ring project is critical for enabling growth and development in the metropolitan region that would otherwise be inhibited by congestion and a lack of mobility. It will improve connections for over 180,000 expected daily riders by increasing access to transit and reducing travel time as the population increases. The Silver Line Phase III project will significantly improve mobility throughout the corridor and enable connections to disconnected areas, supporting and encouraging South Boston Waterfront development. It is currently listed within the Federal Transit Administration's New Starts Program that could potentially fund 59% (over \$800 million) of the project costs. Expresses concern that the failure to complete elements of both projects will violate Central Artery/Tunnel commitments required by the 2005 Administrative Consent Order. Also suggests the inclusion of the other structurally deficient Turpike structures between and including the Commonwealth Avenue and Cambridge Street bridges as part of the reconstruction of the Boston Viaduct, which is an essential link to the Urban Ring project.	
9/21/2009	Taber Keally, Chair, Three Rivers Interlocal Council (TRIC)	States that the delay of the I-95/I-93 Canton Interchange project until the 2026-2030 time frame of the proposed RTP Amendment is unacceptable. The TRIC subregion's fast pace of development and healthy economic outlook depends upon the timely improvements to the Canton Interchange. Notes that the recommended transportation improvements from the I-95/Route 1 Corridor Study will need to be added to future revisions of the RTP.	
9/21/2009	Brian Watson, Chairman, North Shore Task Force (NSTF)	Supports the inclusion of the Route 128 at Routes 35 and 62 project and the expansion of ferry service at Russia Wharf/South Station. Notes that further safety improvements need to be made along Route 128 from Peabody to Gloucester. Expresses continued support for the Blue Line Extension to Lynn and Urban Ring Phase II; projects not included in the proposed RTP Amendment. Urges the MPO to place a greater emphasis on non-automotive approaches to transportation problems and to address the need for additional funding more comprehensively and forcefully in the RTP.	
9/22/2009	Thomas S. Michelman, President, Friends of the Bruce Freeman Rail Trail	Thanks the MPO for inclusion of Phases 2A and 2C of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 time frame of the RTP Amendment. Expresses concern that the BFRT is not included in the FFYs 2010-2013 TIP nor an earlier timeslot of the RTP. Believes that enhancement projects are underfunded and that there are systematic and structural problems that do not capture the value of multi-modal enhancement projects like the BFRT. Notes the success of Phase 1 upon its recent opening and states that the usage and utility of the BFRT will increase with the construction of Phase 2. Attached a petition with over 1300 signatures requesting that the remainder of the BFRT be designed and built as soon as possible.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	Romin Koebel, Fenway Community Development Corporation (CDC) and Urban Village Committee	Urges the MPO to consider extending the hours of downtown service of the Route 55 bus and making Hynes Station fully accessible. The Route 55 travels from the West Fens to the Theater District and services several important locations including Copley Square, Boston Common, the State House, Park Street, and the State Transportation Building until at least on an hourly basis until mid-afternoon. Believes that improving accessibility at Hynes Station would increase ridership on the Route 55 bus and ease the transit trip for residents of the Peterborough Senior Center.	
9/22/2009	Malek Al-Khatib, Chair, Regional Transportation Advisory Council	The Advisory Council supports the proposed RTP Amendment and submits several comments and recommendations. Believes that the expansion of the transit system and upgrading the highway system to support economic development must continue to be discussed and funding sources for these important projects need to be identified. Commends the MPO for its decision to flex highway funds to transit projects and for its expansion of pedestrian and bicycle infrastructure in the region. Believes the Illustrative List should focus on regional transit oriented projects and multimodal projects. Recommends that the MPO add the North-South Rail Link to the Illustrative List and that the MPO prioritize the list during the development of the next RTP. Also recommends that the next RTP include recommended projects from EOT's Statewide Freight Plan, consider improvements to DCR roadways, and emphasize land use considerations in the decision-making process.	
9/22/2009	alexepstein@gmail.com	Expresses gratitude to the MPO for inclusion of the Green Line Extension through Somerville to College Avenue in Medford in FY 2010 and from FFYs 2011-2015 in the proposed RTP Amendment. Also appreciates the inclusion of funds for the Orange Line station at Assembly Square, but expresses concern that the design does not include a second headhouse. This results in the lack of accessibility for the disabled, reduced ridership, inconvenient access to IKEA, and only one station for a development the size of Downtown Boston. Recommends that the \$22,910,000 allocated to rebuild the McCarthy Overpass on Route 28 in Somerville be used to remove the overpass and build an at-grade boulevard that revitalizes and reconnects Somerville's neighborhoods.	
9/22/2009	rmmcqueen7@yahoo.com	Expresses concern that the Green Line Extension project is being backlogged in favor of new MBTA maps. Notes that most residents commute to their jobs outside of Somerville via bus or rapid transit which makes the project a worthwhile investment.	
9/22/2009	Christopher Marx	Requests the inclusion of the mandated Green Line Extension in Somerville in the State Transportation Improvement Program (STIP). Notes that the densely populated City of Somerville could benefit from improved public transit and believes that the project could also have air quality, property value, traffic, and commerce benefits.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	Bruce Jacobson, Superintendent, Boston Harbor Islands National Recreation Area	Requests that several key improvements to docking facilities at Boston Harbor Islands National Recreation Area be added as enhancements to the RTP Amendment. The island park relies on its water-based system as it is only accessible by ferry or private boat. These improvements would upgrade inadequate infrastructure and enhance safety to increase accessibility of existing and new visitors to the park.	
9/22/2009	James M. Marsh, Development Director, Office of Economic & Community Development, City of Lynn	Requests the consideration of the following priority projects of the City of Lynn: Intersection Improvements at Lynnfield Street (Route 129), Route 129 (Lynnfield Street), Route 129 (Broadway), Route 107 (Western Avenue) Eastern Avenue, Broad Street/Lewis Street/Route 129, Traffic Signals at Four Locations, and Route 107 (Western Avenue). Believes that a connection from Route One north to Route 60 would improve traffic conditions and asks that it be considered as part of the Route One Improvements Plan at Malden and Revere. Also requests consideration of adding an additional lane from Goodwin Circle to Route One north and believes that it would improve access and remove traffic from a residential area.	
9/22/2009	Mike Yunits, Chair, South Shore Coalition	Supports the inclusion of the following projects in the RTP Amendment: South Weymouth Naval Air Station: Route 18, Braintree Split, Route 53 (Hanover), and Route 139 (Marshfield). Supports the MPO's removal of the Route 3 Widening based on low evaluation ratings and its high cost. Recommends the following strategies to improve Route 3 conditions: redesign and reconstruct targeted interchanges, improvements to the breakdown/travel lane, Suburban Mobility and Transportation Demand Management programs, stabilize transit pass costs, adequate parking, and reasonable parking fees, and smart growth land use policies.	
9/22/2009	Michael A. Jaillet, Town Administrator, Town of Westwood	Requests the MPO's support of the reconstruction of the I-95/I-93 Interchange in the RTP Amendment. Believes that the economic development potential of the communities within the region will remain constrained until the interchange is constructed. Notes that the project could be constructed by 2015 and urges the MPO to advance funds to it before its scheduled 2025-2030 time frame.	
9/22/2009	Marilyn Swartz-Lloyd, President and CEO, Medical Academic and Scientific Community Organization (MASCO)	Supports the inclusion of the Urban Ring Phase 2 on the RTP's Illustrative Projects List and requests that two minor modifications be made to its description. Also supports the group of rail projects in the Illustrative Projects List, especially the Ruggles Station Platform Expansion project, and believes they will enhance efficiency and expansion of the commuter rail system.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	Kenneth J. Krause	Thanks the MPO for appropriating highway funds to complete the Green Line Extension and Assembly Square Orange Line Station projects in the proposed RTP Amendment. Expresses concern that the Green Line Extension is not currently included in the TIP, is scheduled to be constructed in two phases, and has increased in cost. Also expresses the following concerns that: the Assembly Square designs do not include a second head house, the design costs of the Red Line-Blue Line Connector are too high, and the Clippership Drive Reconstruction does not provide bicycle accommodations or repair the existing drainage system.	
9/22/2009	Paul F. Matthews, Executive Director, I-495/MetroWest Partnership	Protests the MPO's removal of I-495/I-290/Route 85 Connector from the proposed RTP Amendment. Reiterates the safety concerns and traffic congestion improvements that the priority project will provide. Appreciates the continued inclusion of the Route 85 Improvements project in Hudson and the Route 126/Route 135 Grade Separation in Framingham, but expresses concern that funding delays will limit the economic growth of the region. Hudson's project has been delayed from a 2011-2020 time frame to 2016-2020 and Framingham's project has been delayed from a 2021-2030 time frame to 2026-2030. Commends the MPO for inclusion of the I-90/I-495 and I-495/Route 9 Interchanges and the Fitchburg Commuter Rail Project in the proposed RTP Amendment.	
9/22/2009	Alan Moore	Expresses disappointment that there are so few bicycle and pedestrian projects included in the RTP Amendment. Expresses gratitude for inclusion of the Somerville Community Path, Green Line Extension, and the Assembly Square Orange Line Station projects. Suggests that the Somerville Community Path and Green Line Extension be constructed simultaneously and that the Assembly Square Station include a second headhouse. Recommends the Route 28 Overpass project instead be constructed as an at grade boulevard.	
9/22/2009	Michelle Ciccolo, Director of Community Development, Town of Hudson	Expresses gratitude to the MPO for inclusion of the Route 85 project and the Assabet River Rail Trail on the proposed RTP Amendment. Shares some new information/corrections to the Route 85 and Houghton Street Bridge projects. Notes that the Route 85 project is now at the 75% design submit stage, has an updated cost of \$9.9 million (10% contingency incorporated), and is targeting January for the issuance of 100% PS&E drawings. Also notes that the Houghton Street Bridge has been closed for three years and the Town would appreciate any support from MassHighway or the MPO to advance this project.	
9/22/2009	Lori Segall and Fred Berman	Expresses gratitude for inclusion of the Somerville Community Path and the Assembly Square Orange Line Station projects. Expresses concern that there is no specific funding allocation for the Green Line Extension project in the FFYs 2010-2013 TIP. Recommends that the Route 28 Overpass project replaced by an at grade boulevard to encourage all modes of travel.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	Karen Molloy	Appreciates the MPO for inclusion of the Somerville Community Path, the Assembly Square Orange Line Station, and the Green Line Extension projects. Expresses concern that the Assembly Square Station does not feature a second headhouse and that there is no specific funding allocation for the Green Line Extension project in the FFYs 2010-2013 TIP. Also expresses concern that the Green Line Extension project delays are a result of EOT's addition of a maintenance facility.	
9/22/2009	Lynn McWhood	Thanks the MPO for inclusion of the Green Line Extension projects and the Assembly Square Orange Line Station project in the proposed RTP Amendment. Expresses concern that the Green Line Extension is not mentioned in the draft FFYs 2010-2013 TIP and that designs of the Assembly Square Station do not include two headhouses. Expresses gratitude to the MPO for inclusion of the Somerville Community Path Phase 1 in the FY 2011 Element of the FFYs 2010-2013 TIP, but emphasizes the importance that future phases are built in coordination with the Green Line Extension project.	
9/22/2009	Patricia McMullin, Deputy General Counsel, Beth Israel Deaconess Medical Center (BIDMC)	Expresses gratitude to the MPO for the inclusion of the Urban Ring Phase 2 and rail projects in the Illustrative Projects List of the proposed RTP Amendment. Notes that the project will numerous benefits to the Longwood Medical Area (LMA) by increasing institutional connectivity and employee mobility. Supports two minor modifications to the description of the Urban Ring in the Illustrative Projects List.	
9/22/2009	Carole Wolfe, Sudbury resident	Requests for the reconsideration of the inclusion of the Bruce Freeman Rail Trail (BFRT) in the proposed RTP Amendment. Notes the following concerns with the project: the proposed design has less utility than the initial one presented in EOT's 2008 "Statewide Massachusetts Bicycle Transportation Plan," it will serve recreational users rather than commuters, it will damage a sensitive environmental area, and the \$40 million total cost of the project could be better used to fund other significant transportation projects in the region.	
9/22/2009	Rafael Mares, Staff Attorney, Conservation Law Foundation	Expresses appreciation to the MPO for demonstrating their commitment to SIP projects, flexing highway funds to transit, meeting SIP air quality conformity, developing a Illustrative Projects List. Recommends that the MPO revise the RTP and TIP to: include all the SIP Commitments in the TIP with a detailed analysis of different funding scenarios, demonstrate the negative air quality impacts of phasing construction of the Green Line Extension, document how the RTP projects will help the Commonwealth achieve the Global Warming Solutions Act (GWSA) mandate to reduce greenhouse gas emissions by 2020, and explore other mechanisms to continue to advance the Illustrative Projects towards construction.	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	Peter Shelley, Esq., Director, Massachusetts Advocacy Center	Expresses gratitude that the Commonwealth continues to move the transit commitments in the SIP forward, but expresses concern that certain interim deadlines will not be met and that adequate funding will not be available; possibly delaying the completion of the Green Line Extension and Parking Commitments. Urges DEP to provide greater oversight during the coming year and EOT to allocate all needed funding and take all necessary steps to complete the SIP commitments as quickly as possible.	
9/22/2009	Robert W. Healey, City Manager, City of Cambridge	Expresses concern that the proposed RTP Amendment does not advance the Commonwealth's environmental goals, meet statewide GHG reduction targets, or address anticipated growth in transit ridership. Urges the MPO to prioritize projects that support non-motorized transportation modes in order to significantly increase public transportation mode share and reduce reliance on automobiles.	
9/22/2009	Romin Koebel, Transportation Chair, Fenway Community Development Corporation (CDC) and Independent Planning Consultant	Recommends that the MPO consider the westward extension of the Blue Line through MGH Station to the Allston and Watertown area during its design of the Red Line-Blue Line Connector by modeling various scenarios.	
9/22/2009	Tony Centore, Transportation Activist, Taxpayer, Retired, Veteran	Asks for clarification regarding major investment projects, why projects in 13-1 were selected, and what projects were not selected. Suggests that Chapter 2 provide information on the condition of the transportation system in order to benchmark for future editions of the RTP. Recommends that the MPO use other media methods (TV, YouTube, Powerpoints, conference call sessions) to enhance public involvement and improve the utility of project evaluations. Urges that more attention be given to the \$13-19 billion in MBTA maintenance backlog in the RTP Amendment. Expresses concern about the cost for design of the Red Blue Connector and believes the funds could be better utilized on municipal projects.	
9/22/2009	Laura Wiener, Chair, Inner Core Committee	Thanks the MPO for inclusion of the following projects in the proposed RTP Amendment: Arborway Restoration (Boston), Urban Ring, Phase II, River's Edge Boulevard (Everett, Malden, and Medford), Revere Beach Parkway (Malden and Revere), and Quincy Center Concourse, Phase II (Quincy).	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	<p>Wig Zamore, Move Massachusetts Board, MBTA Rider Oversight Committee, MAPC MetroFuture Steering Committee, Somerville Transportation Equity Partnership, Mystic View Task Force, Logan Airport CAC, Logan Health Study CAC member</p>	<p>Would like to thank the MPO members for their service during these difficult times and would like to commend them for their attention to transit projects like 28x and the Farimount Line. Would like to thank the MPO for assistance with the Green Line Extensions and the continued commitment to the current 2014 project deadline and would like to request that the funding estimates for the extension be included in the TIP as well as the plan. Going forward it is critical that this project's managers allow more continuous public involvement so that we can all help keep it on track. Would like to thank the MPO for their assistance with the Assembly Square Orange Line T stop and request that the MPO fund a second headhouse at the stop. This modest improvement to the effectiveness of the Assembly Square Orange Line stop, the \$100M plus I-93/Rt28/Rt38 intersection reconstruction will have to be funded by the Commonwealth much more quickly than if there is a second headhouse. Thanks the MPO for continued commitment to bike paths in Somerville as well as the rest of the MPO region. And would like the MPO to note that Somerville citizens and Somerville City Hall are united in their opposition to the \$20M plus reconstruction of the Route 28 overpass at Somerville Avenue and would like to request that the project be redesigned as an at grade boulevard.</p>	
9/22/2009	<p>Jennifer Raitt, Interim Director, MetroWest Growth Management Committee (MWGMC)</p>	<p>MWGMC was please to see that \$2M will be included in the TIP to continue to fund the Suburban Mobility Program. The continuation of the program will allow the MetroWest Regional Transit Authority to continue expanding services to its member communities. The MWGMC would advocate for and encourage a more systematic approach to project management as well as advocate for regional equity in all aspects of the transportation planning process. The MetroWest Growth Management Committee continues to be sensitive in regards to funding limitations and the fact that there is an immediate need to address the maintenance and operational needs of our current infrastructure. However, the major expansion projects facing the region must be addressed in order to continue to facilitate the economic growth of MetroWest.</p>	
9/22/2009	<p>Ellin Reisner, President, Somerville Transportation Equity Partnership</p>	<p>Thanks the MPO for inclusion of the Green Line Extension ,the Assembly Square Orange Line Station, and the Somerville Community Path projects in the proposed RTP Amendment and draft FFYs 2010-2013 TIP. Expresses concern that the Green Line Extension is not mentioned in the draft FFYs 2010-2013 TIP and that designs of the Assembly Square Station do not include two headhouses. Recommends that the Green Line Extension and the Somerville Community Path be built simultaneously to minimize costs. Urges the MPO to reconsider construction of the Route 28 Overpass and recommends that it be reconstructed as an at grade boulevard that unites the neighborhood and encourages all modes of travel.</p>	

Public Comments on the DRAFT Regional Transportation Plan (RTP) Amendment

9/22/2009	Board of Selectmen, Town of Canton	Expresses concern about the 10- to 15- year delay in the schedule relating to reconstruction of the I-95/1-93 Interchange in Canton. Multiple documents have provided construction schedules showing the project finished well ahead of the 2025 to 2030 timeframe in which proposed RTP Amendment allocates funds to the project. The project should be ready for construction in 2012.	
9/22/2009	State Representative Denise Provost, 27th Middlesex District	Expresses concern that the draft FFYs 2010-2013 TIP shows no funds programmed for the Green Line Extension and inquires whether Phase I funding is not included in the draft 2010-2013 TIP due to federal New Starts funds not being secured. Thanks the MPO for inclusion of Phase I of the Somerville Community Path in the FY 2011 Element of the TIP. Asks the MPO to be vigilant in its oversight and funding of the Orange Line Station at Assembly Square. Expresses concern that the current design of the Assembly Square station does not include a second head house and fails to comply with the Americans with Disabilities Act. Thanks the MPO for the inclusion of improvements to the Broadway and Beacon Street in the draft 2010-2013 TIP. Recommends that the \$22,910,000 for Route 28 over Washington Street be included in the RTP Amendment to replace the elevated portion of Route 28 to grade to access safety for pedestrians and bicyclists.	
9/22/2009	Christopher M. Gordon, COO, Allston Development Group, President and Fellows of Harvard College	Thanks the MPO for including an Illustrative Projects List on the proposed RTP Amendment, but urges them to continue to advance design and preliminary engineering of the Urban Ring project. Also urges the MPO to promptly reconstruct the Boston Viaduct (Structure 111). It is a critical lifeline in the regional economy and its approaching the end of its predicted life. Notes that the project will also facilitate advancement of the Urban Ring Phase 2.	
9/23/2009	Robert F. Walsh, President and CEO, RF Walsh Enterprises, LLC	Encourages the MPO to respond favorably to the position of A Better City (ABC), as outlined in the letter from Richard Dimino. The Urban Ring and the Silver Line Phase II provide the best opportunity for Boston residents to access current and future jobs.	

Plan Amendment Comments By Theme

Comments are presented in Black

Information that is not included in the comment but is shown here as additional information for MPO members is presented in Blue

Proposed Responses are presented in Red

Projects That Should Be Included in Plan

Projects eliminated from the Recommended List of Projects but included in the Illustrative Projects Chapter:

- Urban Ring – should be in the Plan, should set aside some funding for Urban Ring’s Preliminary engineering, elements of this project have to be completed to satisfy requirements of ACO.
- Boston Viaduct that is included in the Illustrative Projects is an essential link to the Urban Ring Project
- Silver Line III – should be in the Plan, asking for \$14M to advance to 60% design, elements of this project have to be completed to satisfy requirements of ACO.
- Blue Line to Lynn – should be in the Plan
- Concord Rotary – should be in the Plan (Project is in the environmental review phase under Funded Major Projects in Progress. A bridge type study for the Assabet River Bridge rehabilitation and replacement options is underway. Traffic modeling of the secondary study area is completed and is being reviewed by MHD. Submission of the Draft EA/EIR to MassHighway is expected in late Summer 2009.)
- I-495/I-290 Interchange – should be in the Plan (Project is in the environmental review phase under Funded Major Projects in Progress. The Secretary of Environmental Affairs issued a Certificate on the ENF - No EIR required. FHWA requested that MassHighway prepare an IJR. FHWA will make a determination re: class of action after review of IJR.)
- Route 3 Add-A-Lane project – should be in the Plan

Proposed Response:

As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment.

This project was included in the Illustrative Projects Chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to

become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. This project will remain in the Universe of Projects list and may be considered during the development of the next Plan to be adopted in 2011.

Projects that had been included in Original Plan and eliminated in Amendment:

- TeleCom Boulevard – should be included in the Plan (1997 cost of \$18M, earmark of \$5.25 in TEA-21, \$2.6M of authorized \$12.6 state bond used in design and ROW acquisition leaving a balance of \$9.9M, with none of the earmark used yet)

Proposed Response:

As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment or the illustrative list of projects.

The MPO intends to continue working with state and federal partners to identify additional transportation funding for the future. This project will remain in the Universe of Projects list and may be considered during the development of the next Plan to be adopted in 2011.

Projects that should be in the Illustrative Projects Chapter

- North-South Rail Link – should be included in Illustrative Projects List
- Red Line/Blue Line Connector Construction – should be included in Illustrative Projects List

Proposed Response:

The MPO believes strongly that the region is best served by improving the transportation system and it aspires to achieve more than is permitted under the existing financial constraint. An Illustrative Projects Chapter was included in the Plan Amendment, however considering the current financial constraint over the long-term for the region, the MPO was unable to include as many projects under this category as it would have liked in order to advance its vision for the future. The MPO debated the number of projects to include in the Plan and ultimately decided to limit that number. The MPO intends to continue working with state and federal partners to identify additional transportation funding in order to be prepared for the future. This project will remain in the Universe of Projects list and may be considered during the development of the next Plan to be adopted in 2011.

Projects not included in either the original plan or Amendment

- Route 2 should be widened to three lanes in each direction
- Route 129 in Lynnfield should be widened from Goodwin Circle to Route 1
- Westward extension of the Blue Line through MGH to Allston and Watertown

Proposed Response:

As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment or the list of illustrative projects.

The MPO intends to continue working with state and federal partners to identify additional transportation funding in order to be prepared for the future. This project will remain in the Universe of Projects list and will be considered during the development of the next Plan to be adopted in 2011.

- Boston Harbor Islands National Recreation Area improvements should be added:
 - Construction of a new ADA/MAAB-accessible pier for Georges Island;
 - Design and construction of a floating wave attenuator for Spectacle Island;
 - Design and installation of an ADA/MAAB-accessible floating barge for Peddocks Island;
 - Repair and improvement to ADA/MAAB-accessible floats on Bumpkin, Lovells, and Grape Islands;
 - Repair, movement, and rehabilitation of an ADA/MAAB-accessible float and Pier #1 at the Islands gateway in Hingham.
- Plan does not adequately address DCR roadways and associated greenways

Proposed Response:

Although the MPO has included some DCR bridges in JOURNEY TO 2030 and the Transportation Improvement Program, they have not yet addressed other DCR roadways and facilities. Certain elements of the DCR's existing system will be incorporated into the MassDot organization in November 2009, at which time those facilities can be considered by the MPO. The list of projects will be included in the Universe of Projects list and may be considered during the development of the next Plan to be adopted in 2011.

Changes to Project Timeframes

- Bruce Freeman Rail Trail – this could move up if ARRA funding used for other projects that are currently listed in the 2016-2020 timeframe
- Hudson Route 85 project – move project forward in Plan (*now in 2016-2020 timeframe*)
- Framingham Route 126/Route 135 Grade separation should be moved up
- I-95-I-93 Canton Interchange should be moved forward in Plan (*now in 2026-2030 timeframe*)
- Woburn – New Boston Street Bridge and Montvale Avenue should be moved forward in the Plan (*now in 2016-2020 timeframe*)
- Phase 2 of Green Line Extension should move up and be completed by 2014

Proposed Response:

As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that this project should remain in the Plan, however revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding and if additional funding becomes available, the projects timeframes can be reviewed. The MPO will be developing and adopting a new plan in 2011 at which time the timing of these projects can also be reviewed.

Changes to Project Descriptions

Changes Made to Descriptions:

- Assabet River Rail Trail and Bruce Freeman Rail Trail – Project Description Changes
- Urban Ring – Project Description Changes

Proposed Response:

This suggestion was incorporated into the project description.

Other Changes:

- Russia Wharf should be at South Station

Proposed Response:

This idea was explored during the public comment and design processes for the project. It was found that this location would be the closest feasible location of the wharf due to insufficient clearance of the Congress Street and Summer Street bridges. In addition, it was found that the Russia Wharf location was the closest location that provided sufficient space for a shelter and access to the wharf.

- Concerns about dividing Green Line into 2 phases

Proposed Response:

As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those projects that are State Implementation Plan (SIP) projects and the Commonwealth will fund these projects from non-MPO sources. Due to state funding constraints, the Commonwealth can only fund that portion of the Green Line Extension project that comprises the SIP commitment. The MPO felt that it was important to include the second section of the Green Line Extension project from College Avenue to Mystic Valley Parkway and made the decision to flex limited highway funding to this transit project. Although the first phase is scheduled to be completed in 2014, there were no highway funds available until the 2016-2020 timeframe.

- Assembly Square Orange Line Station should have second head house at the southern end

Proposed Response:

As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those projects that are State Implementation Plan projects (the Commonwealth will fund that these projects) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line Station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000 with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design.

Items Not Addressed in Plan

- Need to consider freight issues with a comprehensive multi-modal regional freight plan

Proposed Response:

The Commonwealth is in the process of completing the Statewide Freight and Rail Plan. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). In addition, the MPO has included funding in the upcoming year for a study that will advance the recommendations of the Statewide Freight and Rail Plan. This information will be incorporated into the MPO's new long-range plan, which is required to be adopted in 2011.

- Need to expand bike and pedestrian infrastructure in region

Proposed Response:

The MPO is dedicated to providing transportation enhancements, including bicycle and pedestrian projects. However, under the current financial constraint, the MPO was unable to fund as many projects under this category as it would have liked to advance its vision for the region.

- Should be more emphasis on land use considerations in decision-making

Proposed Response:

One of the main reasons for amending the JOURNEY TO 2030 was to include the assumptions that were adopted as part of MetroFuture, the region's long-range land use plan adopted by the Metropolitan Area Planning Council. The MPO also includes land use as part of its project selection criteria in recommending the projects to be included in the fiscally constrained plan. The MPO will continue to include land use considerations in its planning work and will address this issue again along with the other adopted policies during the development of the new long-range plan which is scheduled to be adopted in 2011.

- Should be more discussion of Greenhouse Gases

Proposed Response:

The MPO has decided to include the estimations of CO₂ emissions in all of its planning work and has therefore included CO₂ emissions for the horizon years of the Plan (2010, 2020, and 2030). The MPO is also working with the Executive Office of Transportation and the Executive Office of Energy and Environmental Affairs to implement the requirements of the Global Warming Solutions Act of 2007. Once recommendations are adopted, the MPO will incorporate this into its Plan. Meanwhile, the MPO's policies include measures to reduce CO₂ emissions. They have been used to select projects to be included in the recommended plan.

- How will the anticipated significant increase in transit ridership be accommodated in the future?

Proposed Response:

This topic will be addressed in the development of the long-range transportation plan scheduled for adoption in 2011.

Project Requests for Removal from Plan

- Somerville, Route 28 Bridge over Washington Street – asks for this to be removed from Table 13-4 Bridges Over \$10M – this project should remove the overpass and the roadway be reconstructed at grade

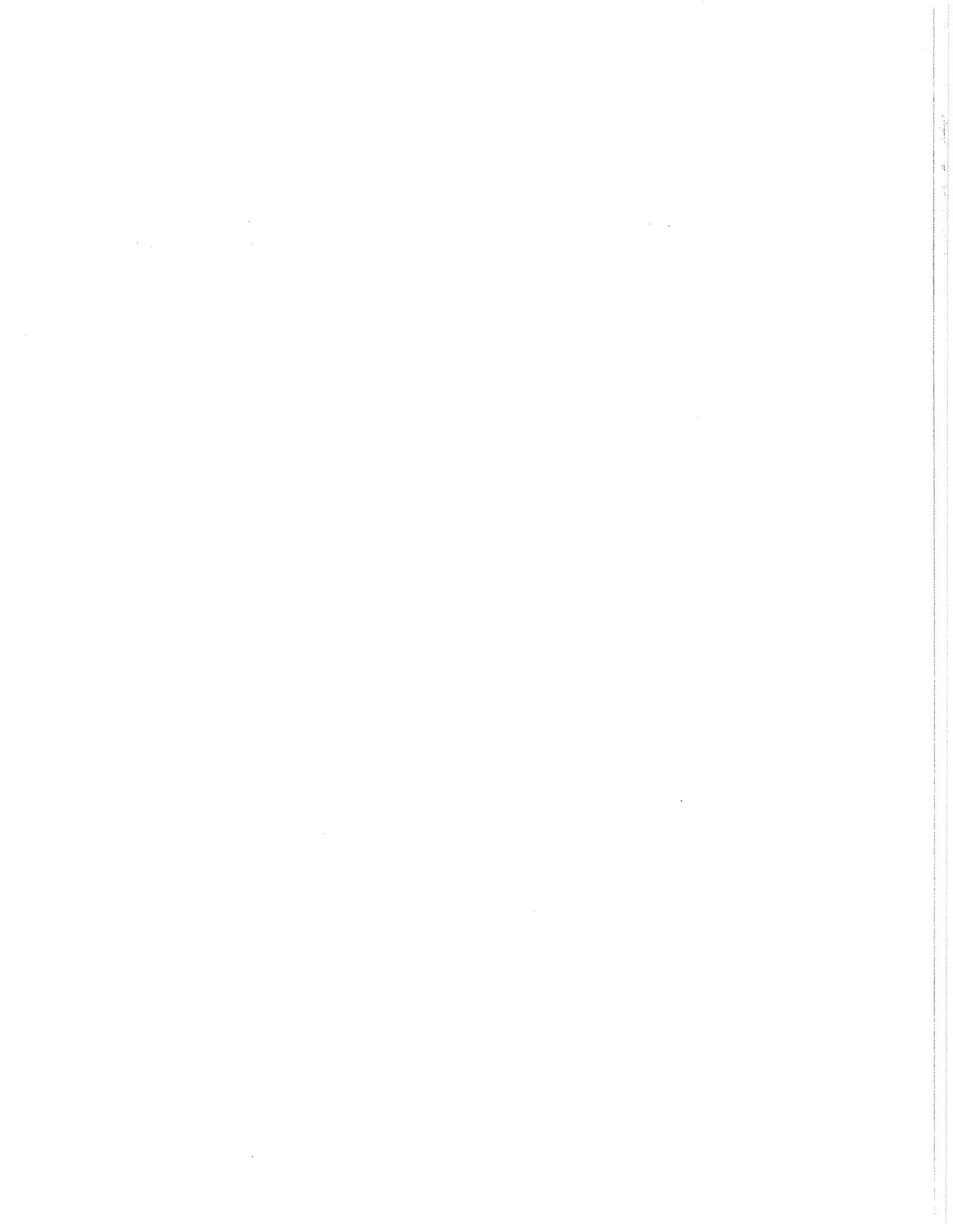
Proposed Response:

This bridge has been classified as structurally deficient and is scheduled for construction under the Accelerated Bridge Program by DCR. This comment will be forwarded to DCR and MassHighway for their review.

- Bruce Freeman Rail Trail should be removed from Plan

Proposed Response:

The MPO received numerous public comments to include the Bruce Freeman Rail Trail in the Plan and felt that it should be included in the recommended financially constrained Plan. This request will be reviewed again during the development of the long-range transportation plan scheduled for adoption in 2011.



MEMORANDUM

TO: Transportation Planning and Programming Committee

DATE: September 24, 2009

FROM: Hayes Morrison, TIP Manager

RE: Final FFYs 2010 – 2013 Transportation Improvement Program (TIP)

Since the August 20 approval for public circulation of the draft FFYs 2010 – 2013 TIP, the following corrections have been made and oversights adjusted in the document to make it ready for your approval:

1) Several federal earmarks were added:

2010

Boston - Northern Ave. Bridge Design (\$1M)

Weymouth - Route 18 design (\$1.67M)

2011

Franklin Route 140 Construction (\$5.76M)

Malden - Pleasant St Construction (\$1.7M and \$1.6M)

2013

Cambridge - Cambridge Common (\$1.24M)

2) Projects were added to the Universe of Projects in Appendix A:

Arlington – Massachusetts Avenue, Phase II

Bellingham – I-495 at Rt126

Duxbury – Improvements at Bailey's Corner

Holliston - Route 16

Lynn - Intersection Improvements at Western Ave (Route 107)

Lynn - Intersection Improvements at Broad St/Lewis St/Route 129

Lynn - Signal Upgrades

Lynn - Intersection Improvements at Route 107 and Coolidge Road

Natick – Route 9 Improvements

Natick - Route 27 Improvements

Quincy - Intersection Improvements at Hancock Streets and East-West Squantum

Wayland - Route 27 reconstruction

Woburn - New Boston Street Bridge

Woburn - Woburn Loop Bike Path

3) A correction was made to the Woburn I-95 project description in Chapter 3. The previous description was for the Weymouth Route 18 project.

4) The Wayland – Pelham Island bridge project price in project description was not the one listed in the TIP tables. This was corrected to reflect the correct project cost, which is the one in the project tables.

5) The project cost for the Boston/Cambridge – Longfellow Bridge project cost was updated. The new cost for the Longfellow Bridge is \$350M, \$60M in the FFY 2010 element and \$290M in 2011.

6) The project cost for the Quincy/Braintree - Fore River project cost was updated. The new cost for the Fore River Bridge is \$255M.

7) The Highway Safety Improvement Program (HSIP) was adjusted to reflect a 90/10 (federal/state) split. It was 80/20.

8) The funding for the State Implementation Plan (SIP) projects was added to the appropriate years.

**FFYs 2010 - 2013 TIP
FFY 2010**

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

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

National Highway System			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Four of Six	\$5,600,000	\$1,400,000	\$7,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Two of Six	\$8,000,000	\$2,000,000	\$10,000,000
		National Highway System Total	\$13,600,000	\$3,400,000	\$17,000,000

Surface Transportation Program			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bellingham	602493	Pulaski Blvd	\$8,805,208	\$2,201,302	\$11,006,510
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000
Lexington	602133	Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950
Everett	602382	Route 99 (Broadway)	\$1,947,312	\$486,828	\$2,434,140
Norwood	604916	Pleasant St at Morse St	\$738,496	\$184,624	\$923,120
		Surface Transportation Program Total	\$20,140,576	\$5,035,144	\$25,175,720

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

Total Regional Target Programming **\$56,598,250**
Boston Region MPO Regional Target with State Match **\$56,607,514**

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston		Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100
		High-Priority Projects (SAFETEA-LU)	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton/Stow	604531	Assabet River Rail Trail Design (HPP 1761)	\$1,079,881	\$269,970	\$1,349,851
Boston		Chelsea St Bridge Replacement Construction (HPP 2592)	\$1,700,000	\$425,000	\$2,125,000
Boston		Chelsea St Bridge Replacement Construction (HPP 4265)	\$6,008,000	\$1,502,000	\$7,510,000
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston	604997	Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531
Boston		Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000
Boston/Chelsea		East Boston Haul Road Design (HPP 2032)	\$716,800	\$179,200	\$896,000
Boston		Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Quincy	604664	Quincy Center Concourse, Phase II	\$6,008,850	\$1,502,213	\$7,511,063
Somerville	605219	Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748
Sudbury		Assabet River NWR Parking Design and Construction (HPP 451)**	\$336,000	\$84,000	\$420,000
Walpole	605187	Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630	Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000
		Section 112	<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Medford	605122	Clippership Drive Streetscape Construction	\$990,000		\$990,000
		High-Priority Projects Total	\$78,400,000	\$1,960,000	\$80,360,000

* Additional money to be provided from outside sources

** project management by US Fish and Wildlife

FEDERAL-AID BRIDGE PROJECTS

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

**FFYs 2010 - 2013 TIP
FFY 2010**

Advance Construction Bridge		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517 Chelsea Street Bridge	\$9,200,000	\$2,300,000	\$11,500,000
Boston	603370 Route 99 (Alford Street) over Mystic River	\$7,200,000	\$1,800,000	\$9,000,000
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4	\$12,400,000	\$3,100,000	\$15,500,000
Lynn & Saugus	26710 Route 107 (Fox Hill) Bridge, Year Four	\$6,880,000	\$1,720,000	\$8,600,000
Advance Construction Bridge Total		\$35,680,000	\$8,920,000	\$44,600,000

Special Bridge Program		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Littleton	604841 Taylor Street over I-495	\$18,240,000	\$4,560,000	\$22,800,000
Special Bridge Total		\$18,240,000	\$4,560,000	\$22,800,000

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

*** GANS conversion to federal aid in 2015

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

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Waltham	604710 Interstate 95	\$19,807,920	\$2,200,880	\$22,008,800
Interstate Maintenance Total		\$19,807,920	\$2,200,880	\$22,008,800
			Total Highway Program	\$355,838,240

Regional Funding Commitments

CENTRAL ARTERY/TUNNEL PROJECT

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge	\$50,000,000		\$50,000,000
State Transportation Program (STP)/ Flex	\$20,000,000		\$20,000,000
State Transportation Program (STP)	\$11,290,000		\$11,290,000

Federal-Aid Subtotal

\$151,290,000

Federal-Aid Matching Funds Subtotal

\$151,290,000

2010 Central Artery/Tunnel Funds Total

\$151,290,000

STATE IMPLEMENTATION PLAN

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project	\$38,300,000	\$10,300,000	\$48,600,000
Fairmount Improvements		\$46,900,000	\$46,900,000
Red Line-Blue Line Connector Design		\$6,000,000	\$6,000,000
1,000 Parking Spaces		\$3,000,000	\$3,000,000
Statewide Improvement Program Total			\$104,500,000

**FFYs 2010 - 2013 TIP
FFY 2010**

Regional Transit Program

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Section 5307				
Systemwide	Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	ITS Initiatives	\$5,000,000	\$1,250,000	\$6,250,000
Red Line	Power System Improvements	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Rehab Program	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	MBTA Accessibility Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	CNG Bus Overhaul Program	\$10,000,000	\$2,500,000	\$12,500,000
Bus	Everett Maintenance Facility	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Elevator Replacement/Rehabilitation	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Grant Anticipation Notes (GANs) Program	\$18,000,000	\$4,500,000	\$22,500,000
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Bus Arrival LCD Signage	\$2,400,000	\$600,000	\$3,000,000
Systemwide	Specialized Non-Revenue Vehicles	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Parking Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000
Commuter Rail	Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
	Section 5307 MBTA Match Total	\$134,400,000	\$33,600,000	\$168,000,000
		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann	Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest	MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
	Section 5307 State Match Total	\$1,947,444	\$486,862	\$2,434,306
		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Section 5309				
Blue Line	Blue Line Modernization	\$8,500,000	\$2,125,000	\$10,625,000
Red Line	Red Line Number 2 Car	\$14,000,000	\$3,500,000	\$17,500,000
Systemwide	Kawasaki Coaches	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	Positive Train Control	\$1,000,000	\$250,000	\$1,250,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRAPS)	\$8,500,000	\$2,125,000	\$10,625,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
Section 5309 Infrastructure Program				
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
	Section 5309 MBTA Match Total	\$94,000,000	\$23,500,000	\$117,500,000
Federal-Aid Subtotal		\$230,347,444		
Federal-Aid State Matching Funds Subtotal			\$486,862	
Federal-Aid MBTA Matching Funds Subtotal				\$57,100,000
		FFY 2010 Regional Transit Funds Total		\$287,934,306
			FFY 2010 TIP Total	\$899,562,546

FFYs 2010 - 2013 TIP FFY 2011

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program			Federal Funds	State Funds	Total Funds
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$8,000,000	\$2,000,000	\$10,000,000
Somerville	604331	Somerville Community Path, Phase 1	\$2,790,089	\$697,522	\$3,487,611
			Federal Funds	State/Local Funds	Total Funds
Boston Region		Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total			\$12,390,089	\$3,097,522	\$15,487,611
			<i>Minimum CMAQ Regional Target</i>		
			\$0		

National Highway System			Federal Funds	State Funds	Total Funds
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Five of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Three of Six	\$9,600,000	\$2,400,000	\$12,000,000
National Highway System Total			\$14,400,000	\$3,600,000	\$18,000,000

Surface Transportation Program			Federal Funds	State Funds	Total Funds
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$2,542,189	\$635,547	\$3,177,736
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$9,988,232	\$2,497,058	\$12,485,290
Surface Transportation Program Total			\$12,530,421	\$3,132,605	\$15,663,026

Highway Safety Improvement Program (HSIP) Project			Federal Funds	State Funds	Total Funds
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710
			<i>Minimum HSIP Regional Target</i>		
			\$4,296,710		

Surface Transportation Program/Enhancement			Federal Funds	State Funds	Total Funds
Ipswich		North Green Improvements (Construction)	\$860,988	\$215,247	\$1,076,235
Surface Transportation Program/Enhancement Total			\$860,988	\$215,247	\$1,076,235

Total Regional Target Programming **\$54,523,582**

Boston Region MPO Regional Target with State Match* **\$54,184,159

*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011

state target	\$54,526,295	less AC/programs	\$8,553,394
less AC/programs multiplied by 1.04	\$8,895,530	difference	\$342,136
state target less difference (new target)	\$54,184,159		

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (SAFETEA-LU)

			Federal Funds	State/Local Funds	Total Funds
Boston		Warren St/Blue Hill Ave Construction (HPP 2129)	\$2,153,997	\$538,499	\$2,692,496
Boston		Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248
Boston		Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375
Boston/Chelsea		East Boston Haul Road Design (HPP 2032)	\$1,075,200	\$268,800	\$1,344,000
Franklin	604988	Route 140 Improvements Construction (HPP 4279)	\$4,607,375	\$1,151,844	\$5,759,219
Malden	605173	Pleasant Ave Construction (HPP 589)	\$1,367,848	\$341,962	\$1,709,810
Somerville	604331	Somerville Community Path, Phase 1 Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389
Section 117					
Malden	605173	Pleasant Ave Construction	\$1,657,656		\$1,657,656
High-Priority Projects Total					\$21,606,193

** Project that should be included in the Plan

FEDERAL-AID BRIDGE PROJECTS

Bridge			Federal Funds	State Funds	Total Funds
Hudson	604006	Houghton St over the Assabet River	\$2,033,058	\$508,264	\$2,541,322
Wayland	602723	Pelham Island Road over the Sudbury River	\$4,333,046	\$1,083,261	\$5,416,307
Bridge Total			\$6,366,103	\$1,591,526	\$7,957,629

**FFYs 2010 - 2013 TIP
FFY 2011**

Advance Construction Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,000,000	\$2,000,000	\$10,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$3,600,000	\$900,000	\$4,500,000
Lynn & Saugus	26710	Route 107 (Fox Hill) Bridge, Year Five	\$3,200,000	\$800,000	\$4,000,000
Advance Construction Bridge Total			\$26,800,000	\$6,700,000	\$33,500,000

Accelerated Bridge Program - Federal Aid GANS Projects***			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston/Cambridge	604361	Longfellow Bridge (Cambridge Street over the Charles River)			\$290,000,000
Framingham	603710	Winter Street over MBTA			\$6,760,129
Quincy/Weymouth	604382	Fore River Bridge (Route 3A over the Fore River)			\$255,000,000
Accelerated Bridge Program Total					\$551,760,129
Federal-Aid Bridge Total					\$593,217,758

*** GANS conversion to federal aid in 2015

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Burlington	605589	Interstate 95	\$8,784,000	\$976,000	\$9,760,000
Walpole/Norwood/Sharon/Canton	605590	Interstate 95	\$5,253,930	\$583,770	\$5,837,700
Boston/Somerville		Interstate 93	\$8,564,400	\$951,600	\$9,516,000
Canton		Interstate 95	\$3,504,816	\$389,424	\$3,894,240
Interstate Maintenance Total			\$26,107,146	\$2,900,794	\$29,007,940

National Highway System Pavement Preservation			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Acton		Route 2	\$3,736,128	\$934,032	\$4,670,160
National Highway System Pavement Preservation Total			\$3,736,128	\$934,032	\$4,670,160

Total Highway Program \$1,254,785,762

Regional Funding Commitments

CENTRAL ARTERY/TUNNEL PROJECT

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge	\$25,000,000		\$25,000,000
State Transportation Program (STP)/ Flex	\$44,365,000		\$44,365,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000

Federal-Aid Subtotal	\$159,365,000		
Federal-Aid Matching Funds Subtotal			\$159,365,000
Total Federal Fiscal Year 2011 Central Artery/Tunnel Funds			\$159,365,000

STATE IMPLEMENTATION PLAN

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project	\$100,000,000	\$38,300,000	\$138,300,000
Fairmount Improvements		\$48,700,000	\$48,700,000
Red Line-Blue Line Connector Design		\$18,000,000	\$18,000,000
1,000 Parking Spaces		\$34,500,000	\$34,500,000
Statewide Improvement Program Total			\$239,500,000

**FFYs 2010 - 2013 TIP
FFY 2011**

Regional Transit Program

Section 5307

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000
Red Line	Power System Improvements	\$11,000,000	\$2,750,000	\$13,750,000
Systemwide	Station Rehab Program	\$7,000,000	\$1,750,000	\$8,750,000
Green Line	MBTA Accessibility Program	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Station Management Program	\$15,000,000	\$3,750,000	\$18,750,000
Systemwide	CNG Bus Overhaul Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Elevator Replacement/Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Grant Application Notes (GANs) Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Specialized Non-Revenue Vehicles	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000
Commuter Rail	Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
	Section 5307 MBTA Match Total	\$134,000,000	\$33,500,000	\$167,500,000

Regional Transit Program cont.

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

Regional Transit Program cont.

Section 5309

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$7,000,000	\$1,750,000	\$8,750,000
Red Line	Red Line Number 2 Car	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Kawasaki Coaches	\$9,000,000	\$2,250,000	\$11,250,000
Systemwide	Locomotive and Coach Procurement	\$15,000,000	\$3,750,000	\$18,750,000
Green Line	Positive Train Control	\$2,000,000	\$500,000	\$2,500,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRASP)	\$1,000,000	\$250,000	\$1,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000

Section 5309 Infrastructure Program

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

Federal-Aid Subtotal

\$228,000,000

Federal-Aid State Matching Funds Subtotal

\$486,862

Federal-Aid MBTA Matching Funds Subtotal

\$57,000,000

Total FFY 2011 Regional Transit Funds

\$287,434,306

Total FFY 2011 TIP Total

\$1,941,085,068

**FFYs 2010 - 2013 TIP
FFY 2012**

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Congestion Mitigation and Air Quality Improvement Program					
Boston Region		Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
		Congestion Mitigation and Air Quality Improvement Program Total	\$1,600,000	\$400,000	\$2,000,000
			<i>Minimum CMAQ Regional Target</i>		
					\$0

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System					
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3, Year Six of Six	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One of Six	\$9,600,000	\$2,400,000	\$12,000,000
		National Highway System Total	\$24,000,000	\$6,000,000	\$30,000,000

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Surface Transportation Program					
Arlington	604687	Massachusetts Ave	\$2,120,000	\$530,000	\$2,650,000
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$8,400,000	\$2,100,000	\$10,500,000
Weymouth	601630	Route 18	\$4,200,000	\$1,050,000	\$5,250,000
		Surface Transportation Program Total	\$8,400,000	\$2,100,000	\$18,400,000

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Highway Safety Improvement Program (HSIP) Project					
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
		Highway Safety Improvement Program Total	\$3,867,039	\$429,671	\$4,296,710
			<i>Minimum HSIP Regional Target</i>		
					\$4,296,710

Total Regional Target Programming **\$54,696,710**

Boston Region MPO Regional Target with State Match* **\$54,687,247

**Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011 and 2012*

	\$55,388,323	less AC/programs	\$8,591,613
less AC/programs multiplied by 1.04 for 2011 and 2012	\$9,292,689	difference	\$701,076
state target less difference (new target)	\$54,687,247		

FEDERAL AID NON-TARGET PROJECTS

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
High-Priority Projects (TEA-21)					
Weymouth	601630	Route 18 Construction (HPP 1236)	\$10,065,631	\$2,516,408	\$12,582,039

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
High-Priority Projects (SAFETEA-LU)					
Arlington	604687	Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996
Boston/Chelsea		East Boston Haul Road Design (HPP 2032)	\$1,344,000	\$336,000	\$1,680,000

			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
High-Priority Project (SAFETEA-LU) Other Match					
Section 129					
Arlington	604687	Massachusetts Ave Construction	\$750,000		\$750,000
		High-Priority Projects Total			\$16,459,035

FEDERAL-AID BRIDGE PROJECTS

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

			<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	603370	Route 99 (Alford Street) over Mystic River	\$12,000,000	\$3,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$8,000,000	\$2,000,000	\$10,000,000
Needham, Wellesley	603711	Route 128 Improvement Program	\$4,000,000	\$1,000,000	\$5,000,000
		Advance Construction Bridge Total	\$32,800,000	\$8,200,000	\$41,000,000
			Federal-Aid Bridge Total		
					\$41,000,000

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Interstate Maintenance					
Foxborough/Sharon		Interstate 95	\$15,846,336	\$1,760,704	\$17,607,040
Woburn/Wilmington	604879	Interstate 93	\$11,401,632	\$1,266,848	\$12,668,480
		Interstate Maintenance Total	\$27,247,968	\$3,027,552	\$30,275,520

**FFYs 2010 - 2013 TIP
FFY 2012**

National Highway System Pavement Preservation		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Randolph	605607 Route 24	\$1,249,280	\$312,320	\$1,561,600
Weymouth/Braintree	605602 Route 3	\$2,576,640	\$644,160	\$3,220,800
National Highway System Pavement Preservation Total		\$3,825,920	\$956,480	\$4,782,400

Total Highway Program \$147,213,665

Regional Funding Commitments

CENTRAL ARTERY/TUNNEL PROJECT

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)		\$70,000,000		\$70,000,000
Bridge				
State Transportation Program (STP)/ Flex		\$75,960,000		\$75,960,000
State Transportation Program (STP)		\$20,000,000		\$20,000,000
Federal-Aid Subtotal		\$165,960,000		
Federal-Aid Matching Funds Subtotal				\$165,960,000
Total Federal Fiscal Year 2012 Central Artery/Tunnel Funds				\$165,960,000

STATE IMPLEMENTATION PLAN

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project		\$100,000,000	\$134,300,000	\$234,300,000
Fairmount Improvements			\$18,000,000	\$18,000,000
Red Line-Blue Line Connector Design			\$5,000,000	\$5,000,000
1,000 Parking Spaces			\$30,500,000	\$30,500,000
Statewide Improvement Program Total				\$287,800,000

Regional Transit Program

Section 5307

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Power	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide	Station Rehab	\$7,000,000	\$1,750,000	\$8,750,000
Green Line	MBTA Accessibility Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Management Program	\$15,000,000	\$3,750,000	\$18,750,000
Bus	CNG Bus Overhaul Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Preventive Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Specialized Non-Revenue Vehicles	\$3,000,000	\$750,000	\$3,750,000
Systemwide	Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail	Commuter Rail Accessibility	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000

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

**FFYs 2010 - 2013 TIP
FFY 2012**

Regional Transit Program cont.

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
<i>Section 5309</i>				
Systemwide	Kawasaki Coaches	\$11,000,000	\$2,750,000	\$13,750,000
Systemwide	Locomotive and Coach Procurement	\$30,000,000	\$7,500,000	\$37,500,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	CRASP	\$1,000,000	\$250,000	\$1,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
	Section 5309 MBTA Match Total	\$94,000,000	\$23,500,000	\$117,500,000
Federal-Aid Subtotal		\$228,000,000		
Federal-Aid State Matching Funds Subtotal			\$486,862	
Federal-Aid MBTA Matching Funds Subtotal				\$57,000,000
			Total FFY 2012 Regional Transit Funds	\$287,434,306
			Total FFY 2012 TIP Total	\$888,407,971

Draft FFYs 2010 - 2013 TIP FFY 2013

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total		\$1,600,000	\$400,000	\$2,000,000
		<i>Minimum CMAQ Regional Target</i>		\$8,593,420

National Highway System

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Dedham, Needham & Westwood	603206 Route 128 Improvement Program Contract 4, Year Five of Six	\$9,600,000	\$2,400,000	\$12,000,000
Needham & Wellesley	603711 Route 128 Improvement Program Contract 5, Year Two of Six	\$12,000,000	\$3,000,000	\$15,000,000
National Highway System Total		\$21,600,000	\$5,400,000	\$27,000,000

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$12,240,000	\$3,060,000	\$15,300,000
Somerville	601820 Beacon Street	\$1,055,752	\$263,938	\$1,319,690
Weymouth	601630 Route 18	\$4,800,000	\$1,200,000	\$6,000,000
Surface Transportation Program Total		\$12,240,000	\$3,060,000	\$22,619,690

Highway Safety Improvement Program (HSIP) Project

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984 Route 2 (Crosby's Corner)	\$3,867,039	\$429,671	\$4,296,710
Highway Safety Improvement Program Total		\$3,867,039	\$429,671	\$4,296,710
		<i>Minimum HSIP Regional Target</i>		\$4,296,710

Surface Transportation Program/Enhancement

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cambridge	605188 Cambridge Common (Construction)	\$800,000	\$200,000	\$1,000,000
Surface Transportation Program/Enhancement Total		\$800,000	\$200,000	\$1,000,000

Total Regional Target Programming

\$56,916,400

**Boston Region MPO Regional Target with State Match*

\$57,057,716

*Boston Region MPO Target minus AC projects and ongoing programs is then actualized by 4% for 2011, 2012, and 2013

\$57,408,851	less AC/programs	\$2,812,141
less AC/programs multiplied by 1.04 for 2011, 2012 and 2013	difference	\$351,135
state target less difference (new target)		\$57,057,716

FEDERAL AID NON-TARGET PROJECTS

High-Priority Projects (TEA-21)

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Somerville	601820 Beacon Street Construction (HPP 248)*	\$2,064,248	\$516,062	\$2,580,310

High-Priority Projects (SAFETEA-LU)

Boston/Chelsea	East Boston Haul Road Design (HPP 2032)	\$1,344,000	\$336,000	\$1,680,000
Cambridge	605188 Cambridge Common (Construction HPP 3536)	\$899,899	\$224,975	\$1,124,874

High-Priority Projects Total **\$5,385,184**

FEDERAL-AID BRIDGE PROJECTS

Bridge

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

Advance Construction Bridge

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
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Advance Construction Bridge Total	\$0	\$0	\$0
	Federal-Aid Bridge Total		\$0

Accelerated Bridge Program - Federal Aid GANS Projects***

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Peabody	603531 Howley Street over the North River			\$1,153,260
Accelerated Bridge Program Total				\$1,153,260

*** GANS conversion to federal aid in 2015

Draft FFYs 2010 - 2013 TIP FFY 2013

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Interstate Maintenance					
Wakefield/Lexington	605597	Interstate 95	\$10,387,080	\$1,154,120	\$11,541,200
Lexington/Burlington		Interstate 95	\$13,241,880	\$1,471,320	\$14,713,200
Interstate Maintenance Total			\$23,628,960	\$2,625,440	\$26,254,400
National Highway System Pavement Preservation					
Northborough/Marlborough	605610	Route 20	\$2,371,680	\$592,920	\$2,964,600
National Highway System Pavement Preservation Total			\$2,371,680	\$592,920	\$2,964,600
Total Highway Program					\$92,673,844

Regional Funding Commitments

CENTRAL ARTERY/TUNNEL PROJECT

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)					
Bridge					
State Transportation Program (STP)/ Flex			\$86,555,000		\$86,555,000
State Transportation Program (STP)			\$20,000,000		\$20,000,000
Federal-Aid Subtotal			\$176,555,000		
Federal-Aid Matching Funds Subtotal					\$176,555,000
Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds					\$176,555,000

STATE IMPLEMENTATION PLAN

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project			\$100,000,000	\$150,000,000	\$250,000,000
Statewide Improvement Program Total					\$250,000,000

Regional Transit Program

			<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Section 5307					
Systemwide		Locomotive and Coach Procurement	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide		ITS Initiatives	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide		Power	\$20,000,000	\$5,000,000	\$25,000,000
Systemwide		Station Rehab	\$7,000,000	\$1,750,000	\$8,750,000
Green Line		MBTA Accessibility Program	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide		Station Management Program	\$15,000,000	\$3,750,000	\$18,750,000
Bus		CNG Bus Overhaul Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus		Everett Maintenance Facility	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide		Elevator Replacement /Rehabilitation	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide		Preventive Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide		Specialized Non-Revenue Vehicles	\$3,000,000	\$750,000	\$3,750,000
Systemwide		Parking Program	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide		Station Accessibility Program	\$14,000,000	\$3,500,000	\$17,500,000
Commuter Rail		Commuter Rail Accessibility	\$8,000,000	\$2,000,000	\$10,000,000
Systemwide		Environmental Program	\$2,000,000	\$500,000	\$2,500,000
Section 5307 MBTA Match Total			\$134,000,000	\$33,500,000	\$167,500,000
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Cape Ann		Cape Ann Transportation Authority	\$501,362	\$125,341	\$626,703
MetroWest		MetroWest Transportation Authority	\$1,446,082	\$361,521	\$1,807,603
Section 5307 State Match Total			\$1,947,444	\$486,862	\$2,434,306

**Draft FFYs 2010 - 2013 TIP
FFY 2013**

Regional Transit Program cont.

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Section 5309				
Systemwide	Kawasaki Coaches	\$11,000,000	\$2,750,000	\$13,750,000
Systemwide	Locomotive and Coach Procurement	\$30,000,000	\$7,500,000	\$37,500,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	CRASP	\$1,000,000	\$250,000	\$1,250,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal Systems Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
	Section 5309 MBTA Match Total	\$94,000,000	\$23,500,000	\$117,500,000
Federal-Aid Subtotal		\$228,000,000		
Federal-Aid State Matching Funds Subtotal			\$486,862	
Federal-Aid MBTA Matching Funds Subtotal				\$57,000,000
			Total FFY 2013 Regional Transit Funds	\$287,434,306
			Total FFY 2013 TIP Total	\$806,663,150

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

Date	Affiliation/Name	Comment	MPO Action
8/17/2009	Friends of the Stoneham Bikeway	Request that the Committee put the Tri-Community Bike/Greenway back on the Transportation Improvement Program (TIP). The project will follow the former railbed through the center of town to the Woburn City Line, and eventually into Winchester. The trail will link schools, parks, the library, the Boys' and Girls' club, and the proposed Mini Rose Kennedy Greenway. The project has the support of Stoneham officials and residents and has been advocated for over 22 years. The project was removed from the TIP in June 2008.	
8/19/2009	R. Alan Rugman, Chairman, David C. Greene, Selectman, Daniel A. Pallotta, Selectman, Town of Hanover Board of Selectmen	Ask that the TPPC upgrade Hanover's Route 53 Final Phase project (602602) from the draft listing of 2016-2020 time band of the Plan Amendment and put into the FFY 2012 Element of the 2010-2013 TIP. Believe that the MPO staff recommendation to list this project in the FFY 2013 Element of the FFYs 2010-2013 TIP more accurately characterizes the timeframe for project readiness. This project aims to improve the projected level of service, alleviate congestion, and reduce accident ratings. Attached recent TIP and Plan recommendations from July by MPO staff with the project highlighted.	
8/26/2009	Denis Fraine, Town of Bellingham, Town Administrator	Expresses appreciation for the MPO's hard work and for inclusion of the Pulaski Boulevard project in the Draft FFY 2010 Element of the FFYs 2010-2013 TIP. The project is 100% ready with all easements and takings secured. The Town has invested more than \$3,000,000 to prepare for the undertaking and is committed to its successful completion.	
8/28/2009	Donald F. DiMartino, Town of Bellingham, DPW Director	Thanks the MPO for including the Pulaski Boulevard project in the 2010 TIP Element and the Regional Transportation Plan (RTP). The project's ROW information will be submitted to MassHighway on Thursday, September 3 and the final PS&E will be submitted by September 11. Believes the project is shovel ready and hopes it can be advertised, bid, awarded, and started early in FFY 2010.	
8/28/2009	Chairwoman Dawn M. Davies, Board of Selectman, Town of Bellingham	Expresses gratitude for inclusion of Bellingham's Pulaski Boulevard project in the FFY 2010 Element of the FFY 2010-2013 TIP. The project is important to the community and the SWAP subregion. It is 100% ready to move forward and the Town has appropriated over \$3 million to the finalization of design work and land takings.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/9/2009	Michelle Ciccolo, Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Expresses gratitude for inclusion of the Middlesex Turnpike Phase Two (Bedford) and two earmarks for design of the Assabet River Rail Trail (Acton, Maynard) and (Hudson, Stow) in the FFY 2009 Element of the TIP. Also expresses appreciation for inclusion of the following projects in the proposed FFYs 2010-2013 TIP: Route 2/Crosby's Corner (Lincoln and Concord), Assabet River Rail Trail (Acton, Maynard) and (Hudson, Stow), and Intersection Improvements at Route 2A and Waltham Street (Lexington). Suggests text changes to the project description of the Assabet River Rail Trail to include all the municipalities the trail traverses. States that the Crosby's Corner project is of critical importance to our regional transportation network and it will solve significant drainage and flooding issues. Believes that the Route 2A and Waltham Street intersection improvements are timely because they complement projects underway at Route 2A and address the traffic volume increases in the area. Requests that the Middlesex Turnpike Phase 3 and Route 85 projects be considered for funding in the event that other projects are funded through other sources. Reiterates the MAGIC project priorities and lists them as urgent, high priority, and significant projects.	
9/11/2009	William J. Plasko, Chairman, Norwood Board of Selectmen	Expresses support for including Norwood's Pleasant St./Morse St. project in the FFY 2010 Element of the FFYs 2010-2013 TIP. The intersection has struggled with safety issues as more commuters travel along the corridor to avoid Route 1 and notes that congestion during peak travel times has contributed to a crash rate above the state average. The proposed improvements will benefit motor vehicles, pedestrians, and bicyclists by providing access to the MBTA 34E bus line and two schools in the area. 100% design plans have been submitted.	
9/14/2009	Dennis E. Harrington, Planning Director, City of Quincy	The City of Quincy is pleased that the MPO has programmed the federal earmark for the Quincy Center Concourse Phase II in the FFY 2010 Element of the FFYs 2010-2013 TIP. The project will create a signature urban boulevard that will improve vehicular traffic flow and pedestrian access, in addition to opening additional parcels of land for the redevelopment of Quincy Center.	
9/14/2009	John Curran, Town Administrator, Town of Maynard	Expresses gratitude on behalf of the Town of Maynard and its residents for inclusion of design funds for the Assabet River Rail Trail in the FFY 2010 Element of the FFYs 2010-2013 TIP and construction funds in the FFYs 2010-2013 TIP. The project remains Maynard's highest priority project and the Town will proceed to secure further Community Preservation funding to fill the gap between current local funding and the required 20% local match for design.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/15/2009	Malek Al-Khatib, Chair, Regional Transportation Advisory Council	The Advisory Council supports the draft TIP and submits several comments and suggestions on Advisory Council priorities, which are: project scale balance, freight projects, bicycle and pedestrian accommodations, and transit. Identifies Advisory Council priorities for TIP development as: mobility improvements for people and goods, regional benefit and connectivity, safety, modal split balance, and support of economic development. Recognizes the impact that large-scale projects such as Crosby's Corner can have on MPO targets and notes that the Council will continue to discuss how to achieve the right balance between larger and smaller projects in pursuit of meeting the needs of the region. Supports projects that improve the flow of goods in the region and is disappointed with the lack of projects that advance freight rail movement. Supports the allocation of funding for alternative modes of transportation in the TIP and would like to see more bicycle and pedestrian projects included in future TIPs. Expresses concern about the backlog of MBTA maintenance projects and supports the MPO's decision to dedicate more resources for public transit through the TIP.	
9/16/2009	State Representative Jennifer Callahan, 18th Worcester District	Thanks the Committee for advancing the Town of Bellingham's Pulaski Boulevard project on the FFYs 2010-2013 TIP and appreciates the attention to projects based on merit in the review process. Anticipates that the Town will be able to complete the remaining paperwork in order to move the project through the process.	
9/16/2009	Stanly E. Black, Chairman, Board of Selectmen, Town of Concord	Expresses continuing support for the inclusion of the Route 2 Crosby's Corner project in the FFYs 2010-2013 TIP. It remains an urgent project and of critical importance to the regional transportation network. The project is a gateway project for the regional Route 2 corridor; critical to mobility, safety, and air quality in the corridor; critical to implementation of the goals of the Battle Road Scenic Byway; and will solve significant drainage and flooding issues.	
9/17/2009	Paulina Knibbe, Chairman, Board of Selectmen, Town of Acton	Thanks the TPPC and the MPO for including the the Assabet River Rail Trail (ARRT) in the FFY 2010 Element of the Draft FFYs 2010-2013 TIP. A preliminary design for the Acton-Maynard portion of the trail was completed with local funds and it received MassHighway PRC approval. The listing of ARRT construction funds in the 2011-2015 time frame of the RTP and the programming of its high priority project (HPP) funds in the FY 2010 Element of the TIP will allow the advance and completion of the design. Notes that the ARRT project should listed as "Acton to Hudson." Suggests that the ARRT project name and project description be changed to reflect that HPP funds can and will be used for acquisition, design, and/or construction.	
9/18/2009	Brian F. Sullivan, Town Manager, Town of Arlington	Thanks the Committee for supporting the Town of Arlington's Massachusetts Avenue Construction project on the FY 2012 Element of the TIP. The project will improve mobility for all users, including pedestrians, bicyclists, transit users, and drivers. It will be submitted to MassHighway for 25% review this month. Requests that the MPO add the Massachusetts Avenue, Phase 2 project to the universe of projects list. Phase 2 will extend the improvements from Phase 1, westerly, for another one-half mile.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/21/2009	State Representative John H. Rogers, 12th Norfolk District	Requests that the Town of Norwood's Pleasant Street/Morse Street project be included on the FFY 2010 Element of the proposed FFYs 2010-2013 TIP. The improvements would enhance safety for pedestrians and bicyclists that use the intersection to access the MBTA, schools, athletic facilities, and the historic downtown. It will also address safety problems for residential, industrial, commercial, and school bus traffic in the area.	
9/21/2009	Mayor Thomas L. McLaughlin, Town of Woburn	Echoes the concerns of the North Suburban Planning Council (NSPC) regarding the geographic inequities in the proposed FFY 2010-2013 TIP with no local projects from the NSPC communities included in the TIP. Requests that Woburn's New Boston Street Bridge project be added to the current FY 2011 Element of the TIP as a locally initiated project of the NSPC subregion. It is Woburn's top priority and is currently included in the proposed RTP Amendment. Asks that this project be included in the Universe of Projects of the FFYs 2010-2013 TIP and moved from the 2016-2020 time frame to the 2011-2015 time frame of the RTP Amendment. Requests consideration of the Magazine Hill Park and Ride project in the FFYs 2010-2013 TIP to program necessary earmark funds. Requests that the Montvale Avenue Reconstruction project be brought closer to the expected construction date of FFY 2011. Requests that the Woburn Loop Bikeway Project is programmed as funding for Transportation Enhancements become available.	
9/21/2009	Gino Carlucci, Chair, South West Advisory Planning Committee (SWAP)	Supports the inclusion of Route 115 (Foxborough, Norfolk, and Wrentham), East Central/Main Design (Franklin), King Street I-495 Ramps (Franklin), Upper Charles Trail Phase 2 (Milford), and Route 115 Bridge (Millis) in the FY 2009 Element of the FFYs 2007-2010 TIP and requests that they be funded in FY 2010 if delayed. Thanks the MPO for including Pulaski Blvd. in Bellingham for construction in FY 2010, but expresses concern that the Route 140 project in Franklin, proposed to be completed with HPP funds in FY 2010, is not listed in the FFYs 2010-2013 TIP. Lists the following SWAP priority projects for consideration on future TIPs: Pulaski Blvd. (Bellingham), East Central/ Main Construction (Franklin), Route 109 (Medway), Route 1A/I-495 slip ramps (Wrentham), and Tauton Street (Wrentham).	
9/21/2009	Tony Fields, Chairman, North Suburban Planning Council (NSPC)	Expresses concern about the geographic inequities in the FFYs 2010-2013 TIP and note that there are no locally initiated projects from the NSPC communities. Urges the MPO to consider adding at least one of the following projects to the FFYs 2010-2013 TIP: Tri-Community Bikeway (Stoneham, Woburn, and Winchester), New Boston Street Bridge (Woburn), West Street (Reading), Route 28 Bridge (Reading), and Route 62 and Glen Road (Wilmington). Attached a memo of Woburn's highest priority projects.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/21/2009	Paul F. Matthews, Executive Director, I-495/MetroWest Partnership	Expresses concern about the dire condition of transportation financing in the Greater Boston region, but urges the MPO to consider the economic impact of delaying projects in the region responsible for one out of every eleven jobs in the state. Attached a list of projects in the I-495/MetroWest Partnership's area and notes that the following projects, previously included on the FFYs 2008-2011 TIP are not included in the "Universe of Projects": I-495/I-290 (Hudson and Marlborough), Route 126/135 Underpass (Framingham), Route 135 over the Sudbury River (Ashland), Winter Street over MBTA (Framingham), Taylor Street over I-495 (Littleton), Houghton Street over the Assabet River (Hudson). Supports the inclusion of Route 2 (Acton) in the FY 20011, Interstate 95 (Foxborough and Sharon) in FY 2012, and Route 20 (Northborough and Marlborough) in FY 2013. Commends the MPO for providing a reliable funding stream to the MetroWest Regional Transit Authority (MWRTA).	
9/21/2009	Taber Keally, Chair, Three Rivers Interlocal Council (TRIC)	Expresses support for the following TRIC priorities: Route 138 (Canton), North Street (Foxborough), and Central Avenue (Milton) in FY 2010 and Route 138 (Stoughton) in FY 2011. Notes from the Transportation Finance Commission (TFC) March, 2007 Report that spending on local roads have declined and there is a \$951 million gap between required funding and available revenue. Believes that this has left towns with no means of maintaining and improving their local roadways. Remains supportive of the Pleasant St./Morse St. (Norwood) and Washington St. (Walpole) projects that are programmed in the FY 2010 Element of the FFYs 2010-2013 TIP.	
9/21/2009	Mark Chase, Transportation Planning Consultant	Thanks the MPO for supporting the building of the Green Line Extension by 2014. It is a critical piece for citizens working to make Somerville the most sustainable city in the Commonwealth. Suggests that it might be cost effective to jointly build the Somerville Community Path along the Green Line right of way during construction. Urges the MPO to require McGrath O'Brien Highway/Route 28 plans to bring road to grade, integrate it with the community, and prioritize sustainable modes of transportation.	
9/21/2009	Brian Watson, Chairman, North Shore Task Force (NSTF)	Supports the inclusion of the following projects in the FFYs 2010-2013 TIP: Improvements to Route 128, Route 35, and Route 62 (Danvers and Peabody), North Green Improvements (Ipswich), and Howley Street Bridge over the North River (Peabody). Also continues to support the Salem and Beverly Intermodal Center, design of the Border to Boston Bikeway project, completion of Salem's Bridge Street/Route 1A project, and the replacement of the Middle Street Footbridge in Middleton.	
9/22/2009	Thomas S. Michelman, President, Friends of the Bruce Freeman Rail Trail	Thanks the MPO for inclusion of Phases 2A and 2C of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 time frame of the RTP Amendment. Expresses concern that the BFRT is not included in the FFYs 2010-2013 TIP nor an earlier timeslot of the RTP. Believes that enhancement projects are underfunded and that there are systematic and structural problems that do not capture the value of multi-modal enhancement projects like the BFRT. Notes the success of Phase 1 upon its recent opening and states that the usage and utility of the BFRT will increase with the construction of Phase 2. Attached a petition with over 1300 signatures requesting that the remainder of the BFRT be designed and built as soon as possible.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/22/2009	John Kerrigan, Somerville Resident and Taxpayer	Requests that the Green Line Extension be added to the proposed FFYs 2010-2013 TIP. Notes that this is a vital project for the area and should be the number one priority of the state.	
9/22/2009	jill.clarke@gmail.com	Requests that the Green Line Extension in Somerville and Medford be included in the proposed FFYs 2010-2013 TIP.	
9/22/2009	David Dahlbacka	Requests that the Green Line Extension and the Assembly Square Orange Line T-Stop be included in the proposed FFYs 2010-2013 TIP. States that the Green Line Extension is required by the Federal government and leaving it out of the document could jeopardize potential funding. Asks the MPO to consider additional funding sources, such as iCubed funding to support the second head house at the Assembly Square T-Stop. Also urges the MPO to consider transferring funding for the MacArthur overpass on McGrath Highway in Somerville to mass transit.	
9/22/2009	mfrazer@gov.harvard.edu	Emphasizes the importance that the Green Line Extension through Medford and Somerville be included in the FFYs 2010-2013 TIP.	
9/22/2009	ethanfield@comcast.net	States that it is critically important to include the Green Line Extension into Somerville on both the TIP, STIP, and RTP to keep the promise made with the Big Dig.	
9/22/2009	Gemma Rodrigues	Requests that the Green Line Extension be included in the Draft TIP and STIP as it is a critical project for Somerville.	
9/22/2009	Nathan Grossman, Somerville resident	Expresses concern that the Green Line Extension project is not included in the FFYs 2010-2013 TIP and hopes that the state is not complacent or accepting that the project is being delayed beyond the commitment deadlines.	
9/22/2009	Mike Yunits, Chair, South Shore Coalition	Appreciates the continued inclusion of Route 18 Improvements in Weymouth in the proposed FFYs 2010-2013 TIP. Expresses concern that the project has been moved back two years from FFY 2010 to FFY 2012 and FFY 2013. Urges the MPO to move this project no later than 2012.	
9/22/2009	Kenneth J. Krause	Thanks the MPO for appropriating highway funds to complete the Green Line Extension and Assembly Square Orange Line Station projects in the proposed RTP Amendment. Expresses concern that the Green Line Extension is not currently included in the TIP, is scheduled to be constructed in two phases, and has increased in cost. Also expresses the following concerns that: the Assembly Square designs do not include a second head house, the design costs of the Red Line-Blue Line Connector are too high, and the Clippership Drive Reconstruction does not provide bicycle accommodations or repair the existing drainage system.	
9/22/2009	Alan Moore	Expresses disappointment that there are so few bicycle and pedestrian projects included in the RTP Amendment. Expresses gratitude for inclusion of the Somerville Community Path, Green Line Extension, and the Assembly Square Orange Line Station projects. Suggests that the Somerville Community Path and Green Line Extension be constructed simultaneously and that the Assembly Square Station include a second headhouse. Recommends the Route 28 Overpass project instead be constructed as an at grade boulevard.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/22/2009	Michelle Ciccolo, Director of Community Development, Town of Hudson	Expresses gratitude to the MPO for inclusion of the Assabet River Rail Trail on the proposed FFYs 2010-2013 TIP. Shares some new information/corrections to the Route 85 and Houghton Street Bridge projects. Notes that the Route 85 project is now at the 75% design submit stage, has an updated cost of \$9.9 million (10% contingency incorporated), and is targeting January for the issuance of 100% PS&E drawings. Also notes that the Houghton Street Bridge has been closed for three years and the Town would appreciate any support from MassHighway or the MPO to advance this project.	
9/22/2009	Lori Segall and Fred Berman	Expresses gratitude for inclusion of the Somerville Community Path and the Assembly Square Orange Line Station projects. Expresses concern that there is no specific funding allocation for the Green Line Extension project in the FFYs 2010-2013 TIP. Recommends that the Route 28 Overpass project replaced by an at grade boulevard to encourage all modes of travel.	
9/22/2009	Karen Molloy	Appreciates the MPO's inclusion of the Somerville Community Path, the Assembly Square Orange Line Station, and the Green Line Extension projects. Expresses concern that the Assembly Square Station does not feature a second headhouse and that there is no specific funding allocation for the Green Line Extension project in the FFYs 2010-2013 TIP. Also expresses concern that the Green Line Extension project delays are a result of EOT's addition of a maintenance facility.	
9/22/2009	Lynn McWhood	Thanks the MPO for inclusion of the Green Line Extension projects and the Assembly Square Orange Line Station project in the proposed RTP Amendment. Expresses concern that the Green Line Extension is not mentioned in the draft FFYs 2010-2013 TIP and that designs of the Assembly Square Station do not include two headhouses. Expresses gratitude to the MPO for inclusion of the Somerville Community Path Phase 1 in the FY 2011 Element of the FFYs 2010-2013 TIP, but emphasizes the importance that future phases are built in coordination with the Green Line Extension project.	
9/22/2009	Jim Nigrelli, Sudbury resident	Recommends that the MPO prioritize the transportation projects that enhance the commuting needs of the state by programming funds for public transit expansion and roadway and bridge maintenance. Believes that funding for amenities, such as bike paths and park, should be limited until the other needs are met. Expresses concern regarding the funding of the Bruce Freeman Rail Trail and suggests constructing bike lanes instead.	
9/22/2009	Rafael Mares, Staff Attorney, Conservation Law Foundation	Expresses appreciation to the MPO for demonstrating their commitment to SIP projects, flexing highway funds to transit, meeting SIP air quality conformity, developing a Illustrative Projects List. Recommends that the MPO revise the RTP and TIP to: include all the SIP Commitments in the TIP with a detailed analysis of different funding scenarios, demonstrate the negative air quality impacts of phasing construction of the Green Line Extension, document how the RTP projects will help the Commonwealth achieve the Global Warming Solutions Act (GWSA) mandate to reduce greenhouse gas emissions by 2020, and explore other mechanisms to continue to advance the Illustrative Projects towards construction.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/22/2009	Peter Shelley, Esq., Director, Massachusetts Advocacy Center	Expresses gratitude that the Commonwealth continues to move the transit commitments in the SIP forward, but expresses concern that certain interim deadlines will not be met and that adequate funding will not be available; possibly delaying the completion of the Green Line Extension and Parking Commitments. Urges DEP to provide greater oversight during the coming year and EOT to allocate all needed funding and take all necessary steps to complete the SIP commitments as quickly as possible.	
9/22/2009	Brian Sullivan, Town Manager, Town of Arlington	Requests funding from the federal American Recovery and Reinvestment Act (ARRA) funds for the reconstruction of Forest Street in Arlington. The project will include pedestrian accommodations, safety improvements, ADA accessibility, and drainage and pavement improvements. The project is estimated at \$1.5 million and there should be no concerns to meeting the February deadline.	
9/22/2009	Tony Centore, Transportation Activist, Taxpayer, Retired, Veteran	Asks for clarification regarding major investment projects, why projects in 13-1 were selected, and what projects were not selected. Suggests that Chapter 2 provide information on the condition of the transportation system in order to benchmark for future editions of the RTP. Recommends that the MPO use other media methods (TV, YouTube, Powerpoint, conference call sessions) to enhance public involvement and improve the utility of project evaluations. Urges that more attention be given to the \$13-19 billion in MBTA maintenance backlog in the RTP Amendment. Expresses concern about the cost for design of the Red Blue Connector and believes the funds could be better utilized on municipal projects.	
9/22/2009	John T. Gillon P.E., Traffic Engineer, City of Quincy	Asks for the inclusion of the intersection improvements on Hancock Street at East & West Squantum Streets in the draft FFYs 2010-2013 TIP. The project would improve traffic conditions, enhance safety, and increase accessibility for all users of the area. Notes that the project has been involved in a CTPS study and has a current earmark of \$3,000,000.	
9/22/2009	Laura Wiener, Chair, Inner Core Committee	Thanks the MPO for inclusion of Inner Core Committee projects in the draft FFYs 2010-2013 TIP. Requests that the following projects remain on the TIP: Tremont Street, Phase 1(Boston), Intersection Improvements at Lynnfield Street (Lynn), Lebanon and Main Street (Melrose), Central Avenue (Milton), Needham Street (Newton), Intersection Improvements at 3 Locations (Watertown), and Reconstruction of Pleasant St. and Howard St. (Watertown). Identifies five projects of regional significance.	
9/22/2009	Tom Yardley, Senior Planner, Medical Academic and Scientific Community Organization	MASCO strongly supports and is thankful for the continued funding for: The full reconstruction of Melnea Cass Boulevard. The project will have significant benefit to a this regional arterial and improve service on several bus routes. Rutherford Avenue improvements and the East Boston Haul Road. Both projects will lead to improved access conditions for multiple modes of travel in key portions of the Urban Ring Phase II project. South Bay Harbor Trail. This project would enhance bicycling and a commuting alternative. The LMA's bicycling/walking split is already 14% and this project would only help to increase that split. The Regionwide CMAQ program. This program funds valuable initiatives to reduce single occupancy vehicle trips. MASCO would like to request that the Urban Ring, Phase II project keep moving forward and that them MPO/Commonwealth continue to fund short-term incremental work on longer-term components of the Urban Ring project, including a tunnel through the LMA. We request that modest funding of several million dollars be added to the TIP for conceptual studies that twill allow t he Staté to finalize the actual tunnel routing.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/22/2009	Wig Zamore, Move Massachusetts Board, MBTA Rider Oversight Committee, MAPC MetroFuture Steering Committee, Somerville Transportation Equity Partnership, Mystic View Task Force, Logan Airport CAC, Logan Health Study CAC member	Would like to thank the MPO members for their service during these difficult times and would like to commend them for their attention to transit projects like 28x and the Farimount Line. Would like to thank the MPO for assistance with the Green Line Extensions and the continued commitment to the current 2014 project deadline and would like to request that the funding estimates for the extension be included in the TIP as well as the plan. Going forward it is critical that this project's managers allow more continuous public involvement so that we can all help keep it on track. Would like to thank the MPO for their assistance with the Assembly Square Orange Line T stop and request that the MPO fund a second headhouse at the stop. This modest improvement to the effectiveness of the Assembly Square Orange Line stop, the \$100M plus I-93/Rt28/Rt38 intersection reconstruction will have to be funded by the Commonwealth much more quickly than if there is a second headhouse. Thanks the MPO for continued commitment to bike paths in Somerville as well as the rest of the MPO region. And would like the MPO to note that Somerville citizens and Somerville City Hall are united in their opposition to the \$20M plus reconstruction of the Route 28 overpass at Somerville Avenue and would like to request that the project be redesigned as an at grade boulevard.	
9/22/2009	Jennifer Raitt, Interim Director, MetroWest Growth Management Committee (MWGMC)	MWGMC was please to see that \$2M will be included in the TIP to continue to fund the Suburban Mobility Program. The continuation of the program will allow the MetroWest Regional Transit Authority to continue expanding services to its member communities. The MWGMC would advocate for and encourage a more systematic approach to project management as well as advocate for regional equity in all aspects of the transportation planning process. The MetroWest Growth Management Committee continues to be sensitive in regards to funding limitations and the fact that there is an immediate need to address the maintenance and operational needs of our current infrastructure. However, the major expansion projects facing the region must be addressed in order to continue to facilitate the economic growth of MetroWest.	
9/22/2009	Chairs of the Board of Selectmen: Paulina Knibbe (Acton), Stanly Black (Concord), Sarah Cannon Holden (Lincoln)	Thanks the MPO for inclusion of the Route 2 Crosby's Corner project in the draft FFYs 2010-2013 TIP. The project is vital to the safety, ease of travel, and capacity of the Route 2 corridor. The ROW full takings have been completed for the ten homes in the corridor and the 100% design will be out in late November.	
9/22/2009	Robert W. Healey, City Manager, City of Cambridge	Expresses appreciation to the MPO for including Enhancement funds in the amount of \$1 million for the Cambridge Common project in the FY 2013 Element of the draft FFYs 2010-2013 TIP and requests that the HPP earmark of \$1 million also be programmed in the same year. Urges the MPO to consider augmenting the amount of funds available for bicycle and pedestrian projects over the next four years to increase the number of sustainable transportation projects programmed in the region. Also requests that the earmark of \$775,000 for the Kendall Square/Broadway project be programmed in FY 2010.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/22/2009	Ellin Reisner, President, Somerville Transportation Equity Partnership	Thanks the MPO for inclusion of the Green Line Extension ,the Assembly Square Orange Line Station, and the Somerville Community Path projects in the proposed RTP Amendment and draft FFYs 2010-2013 TIP. Expresses concern that the Green Line Extension is not mentioned in the draft FFYs 2010-2013 TIP and that designs of the Assembly Square Station do not include two headhouses. Recommends that the Green Line Extension and the Somerville Community Path be built simultaneously to minimize costs. Urges the MPO to reconsider construction of the Route 28 Overpass and recommends that it be reconstructed as an at grade boulevard that unites the neighborhood and encourages all modes of travel.	
9/22/2009	Richard C. Howard, Mayor, City of Malden	Requests that construction funds of \$2,215,800 be programmed for the City of Malden's Pleasant Street project in the FFY 2011 Element of the draft FFYs 2010-2013 TIP. Design funds of \$310,200 were programmed through Amendment 2 of the FFY 2009 Element of the FFYs 2007-2010 TIP last February and the City currently awaits official obligation of funds through CEPO. The City is prepared to proceed with 25% design, though the project will not be ready to advertise until FFY 2011. The project has two HPP earmarks in the amount of \$3,619,950.	
9/22/2009	State Representative Denise Provost, 27th Middlesex District	Expresses concern that the draft FFYs 2010-2013 TIP shows no funds programmed for the Green Line Extension and inquires whether Phase I funding is not included in the draft 2010-2013 TIP due to federal New Starts funds not being secured. Thanks the MPO for inclusion of Phase I of the Somerville Community Path in the FY 2011 Element of the TIP. Asks the MPO to be vigilant in its oversight and funding of the Orange Line Station at Assembly Square. Expresses concern that the current design of the Assembly Square station does not include a second head house and fails to comply with the Americans with Disabilities Act. Thanks the MPO for the inclusion of improvements to the Broadway and Beacon Street in the draft 2010-2013 TIP. Recommends that the \$22,910,000 for Route 28 over Washington Street be included in the RTP Amendment to replace the elevated portion of Route 28 to grade to access safety for pedestrians and bicyclists.	
9/22/2009	State Senator Patricia D. Jehlen, 2nd Middlesex District	Thanks the MPO for inclusion of the Green Line Extension ,the Assembly Square Orange Line Station, and the Somerville Community Path projects in the proposed RTP Amendment and draft FFYs 2010-2013 TIP. Expresses concern that the Green Line Extension is not mentioned in the draft FFYs 2010-2013 TIP and that designs of the Assembly Square Station do not include two headhouses. Recommends that the Green Line Extension and the Somerville Community Path be built simultaneously to minimize costs. Urges the MPO to reconsider construction of the Route 28 Overpass and recommends that it be reconstructed as an at grade boulevard that unites the neighborhood and encourages all modes of travel.	
9/22/2009	Nancy S. Savoie, City Planner, City of Marlborough	Requests that the I-495/290 Interchange project be restored on the draft FFYs 2010-2013 TIP. The interchange is a vital component of MetroWest's transportation network, serves as an important connection to Marlborough's commercial and industrial areas, and is a public safety concern.	
9/22/2009	Lori Segall and Fred Berman	Expresses gratitude for inclusion of the Somerville Community Path and the Assembly Square Orange Line Station projects. Expresses concern that there is no specific funding allocation for the Green Line Extension project in the FFYs 2010-2013 TIP. Recommends that the Route 28 Overpass project replaced by an at grade boulevard to encourage all modes of travel.	

Public Comments on the DRAFT FFYs 2010 - 2013 TIP

9/22/2009	State Senator Thomas M. McGee, Third Essex and Middlesex District	Requests that the Lebanon Street Reconstruction (\$3,400,000) and the Main Street Intersection (\$1,875,000) projects in Melrose be considered for inclusion in the finalized FFYs 2010-2013 TIP.	
9/22/2009	State Senators Thomas M. McGee and Richard R. Tisei, State Representative Katherine Clark	Requests that the following shovel-ready projects be included in the FFYs 2010-2013 TIP: Lebanon Street Reconstruction (\$3,400,000) and the Main Street Intersection (\$1,875,000). These projects were submitted to the Lt. Governor earlier this year with the intent to receive ARRA funds.	
9/22/2009	State Senators Thomas M. McGee and Richard R. Tisei, State Representative Katherine Clark	Requests that the following shovel-ready projects be included in the FFYs 2010-2013 TIP: Intersection and Signal Improvements at Lynnfield Street and Millard Avenue (\$850,000) and the Intersection and Signal Improvements at Boston Street and Washington Street (\$1,500,000). These projects were submitted to the Lt. Governor earlier this year with the intent to receive ARRA funds.	
9/22/2009	State Senator Thomas M. McGee, Third Essex and Middlesex District	Requests that the Route 1/Walnut Street Interchange project in Saugus be included in the FFYs 2010-2013 TIP in anticipation of ARRA funds. Two out of the three phases of this project have been completed, yet the Walnut Street Bridge over Route 1 still awaits completion. Replacement of the bridge is essential to addressing public safety concerns and is a top priority of the Town of Saugus. Attached a prior letter with more details of the project submitted in February 2009.	
9/23/2009	William J. Gustus, Town Administrator, Town of Lynnfield	Requests the inclusion of Roadway Improvements (traffic improvement project planned for Wakefield at I-95/Route 128 Exit 42 and in Lynnfield at I-95/Route 128 Exit 43) in the draft FFYs 2010-2013 TIP. This project will address serious safety issues and provide numerous economic benefits to the area. Attached a project overview that provides further detail why this project is an ideal candidate for the TIP.	
9/23/2009	Richard F. Stinson, Director of Public Works, Town of Wakefield	Requests the inclusion of Roadway Improvements (traffic improvement project planned for Wakefield at I-95/Route 128 Exit 42 and in Lynnfield at I-95/Route 128 Exit 43) in the draft FFYs 2010-2013 TIP. This project will address serious safety issues and provide numerous economic benefits to the area. Attached a project overview that provides further detail why this project is an ideal candidate for the TIP.	
9/23/2009	Peter I. Hechenbleikner, Town Manager, Town of Reading	Expresses concern with the geographic inequities in the draft FFYs 2010-2013 TIP. Requests that the MPO consider the Reading's West Street project for inclusion in the TIP. Believes that the state should make the Route 28 Bridge (Reading) a priority as it is a major commuter route in the subregion. Also identifies the I-93/I-95 as a priority project and attached a letter to former Secretary Cohen that details the Town's position on the project.	

Memorandum

To: Transportation Planning and Programming Committee

September 17, 2009

From: Mike Callahan, MPO Staff

Re: Summary of Public Workshops

The MPO recently conducted three public workshops in the region to discuss and gather comments on the draft Plan Amendment and the draft FFYs 2010-2013 Transportation Improvement Program. They were in Norfolk on September 14, Woburn on September 15, and Boston on September 16. Following is a summary of comments made at the meetings.

September 14 – Norfolk

In attendance were: Bill Bauser, Town of Wrentham; Tony Centore, Town of Medfield; Don DiMartino, Town of Bellingham; Donna Jones, Resident of Norfolk; Timothy Kochan, MassHighway – District 5; Jack McFeeley, Town of Wrentham; Irving Priest, Town of Wrentham.

Attendees made the following comments on the draft documents:

- The \$29 million allocated to the design of the Red Line-Blue Line Connector in the draft Plan Amendment should be allocated to other construction projects in the region.
- Each project in the Plan and the Plan's Universe of Projects should be given a total score based on the criteria ratings. The scores should be the basis for MPO decision-making. Scores should be published in the Plan for both selected projects and those not selected.
- More information about the current state of the region's transportation infrastructure should be included in the Plan.
- It's difficult for the general public to read and comprehend the Plan and TIP.

Attendees expressed the following concerns:

- Representation on the MPO has been insufficient for communities in the southwestern portion of the MPO area.

September 15- Woburn

In attendance were: Cameron Bain, Town of Stoneham; Pat Brown, citizen; Tom McLaughlin, Mayor of the City of Woburn; John Moberger, City of Lynn; Ben Tafoya, Chair of the Board of Selectmen, Town of Reading; Ed Tarallo, City of Woburn

Attendees made the following comments on the draft documents:

- North Suburban Planning Council communities are underrepresented among the projects selected for the draft FFYs 2010-2013 TIP.

- The New Boston Street Bridge in Woburn should be added to the FFYs 2010-2013 TIP.
- Remaining HPP funds should be programmed in the FFYs 2010-2013 TIP for the Magazine Hill Park and Ride Lot in Woburn.
- Thank you for including the Montvale Avenue project in the draft Plan Amendment and the Woburn Loop Bikeway project in the Universe of Projects for the TIP.
- The West Street reconstruction project should be included in the FFYs 2010-2013 TIP. This project is more cost effective than some of the larger projects in the TIP.
- The Red Line-Blue Line Connector should not be designed without dedicating funds to construction.

Attendees expressed the following concerns:

- It takes too long to complete bike projects.
- The reorganization of state transportation agencies into MassDOT may change the MPO's structure.

September 16 – Boston

In attendance were: Dan Boynton, Town of Lincoln; Joe Beggan, Harvard University; Rev. Ellen M. Frith, AACT; Tom Kadzis, City of Boston; Chris Knoper, Southwest Boston CDC; Romin Koebel, Fenway CDC; Ellin Reisner, Somerville Transportation Equity Partnership (STEP); Alba Salvarrey, Boston resident; Wig Zamore, STEP and Mystic View Task Force.

Attendees made the following comments on the draft documents:

- Crosby's Corner should remain on the final FFYs 2010-2013 TIP adopted at the end of the public comment period.
- The Green Line Extension Project should appear on the draft FFYs 2010-2013 TIP.

Attendees expressed the following concerns:

- Considerations should be made for improving the bus connections between the Green Line Extension Project and the other rapid transit lines, such as the Red Line at Davis Square and the Orange Line at Assembly Square.
- Construction on Somerville Avenue in Somerville hinders accessibility for handicapped individuals.
- There is poor accessibility for handicapped individuals at the Hynes Convention Center stop on the Green Line.