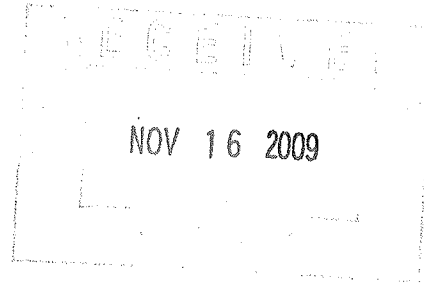


# 495/METROWEST PARTNERSHIP

*Leaders for Regional Prosperity*

November 13, 2009

Mr. David J. Mohler  
Chairman, Transportation Planning and Programming Committee  
10 Park Plaza, Suite 2150  
Boston, MA 02116



RE: Boston Metropolitan Planning Organization's Draft Amendment to the FFY 2010 element of the FFY 2010-2013 Transportation Improvement Program

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, we would like to submit commentary regarding the proposed amendments to the Transportation Improvement Program (TIP) for FFY 2010 to FFY 2013.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-two communities, over half a million residents, and an employment base of \$17.7 billion, by addressing regional needs through public/private collaboration, and by enhancing economic vitality and quality of life while sustaining natural resources. The Partnership is concerned about regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, workforce development, and water supply issues.

The Partnership appreciates the Boston Metropolitan Planning Organization and the Commonwealth including in the draft TIP Amendment two federally funded transportation investments for the economically crucial 495/MetroWest region.

The Partnership supports the inclusion of a resurfacing project on Route 9 in the towns of Framingham and Natick. This project would cover approximately 8 miles and would include much needed milling and resurfacing work as well as wheelchair ramp upgrades, sidewalk repairs, and installation of permanent pavement markings. The Route 9 Resurfacing project will enhance safety and mobility in a commercially dense section of this major east-west corridor. Moreover, this project will lay the groundwork for future drainage and signal improvements along Route 9. We strongly encourage you to include this project in the final TIP amendment.

Additionally, the Partnership supports the Pedestrian Bridge project over Route 1 in Foxborough. The Foxborough Pedestrian Bridge over Route 1 is exactly the type of project that deserves funding from the American Recovery and Reinvestment Act (ARRA). Many of the current ARRA highway projects involve resurfacing of roads, which, while important, do not directly create long-term job growth. However, this bridge will support a specific project in Foxborough which includes 1.5 million square feet of fully permitted office space expected to create 4,000 construction jobs as well as 4,500 new full time jobs once the office space is completed and occupied. This project meets ARRA's stated goals of "creating new jobs as well as saving existing ones" and "spurring economic activity and investing in long-term economic growth". As recently pointed out by the Massachusetts Secretary of Housing and Economic Development,

Greg Bialecki, this is one of a handful of locations in Massachusetts large enough to lure major corporations to site their headquarters or research campus.

The Pedestrian Bridge project is supported by the Town of Foxborough, endorsed by the state's Executive Office of Housing and Economic Development, and is in one of the nineteen 'Growth Districts' identified by the Governor. The concept of this bridge was first referenced in The Stadium Act of 1999, and was envisioned as a link between both sides of the 600-acre Economic Development Area, targeted as a priority development site.

The Pedestrian Bridge project will be of no cost to the state due not only to the use of ARRA funds but to the fact that the private sector has offered to maintain the structure. This project also complements past infrastructure investments by the Commonwealth for Route 1 improvements as well as public improvements in the area around Gillette Stadium and Patriot Place, which has already yielded \$800 million in private investments, most notably the \$325 million investment in the construction of the Stadium itself.

Route 1 is a major route with access to both Boston and Providence, with up to six lanes in this section and speeds averaging 40-50 miles per hour, none of which makes it conducive to the current at-grade crossing. Besides the inherent economic benefits of the Foxborough Pedestrian Bridge, this project is critical to meeting current safety needs while also reducing diverted traffic and alleviating congestion and the effects of idling cars on air quality. The Bridge will create full pedestrian connectivity between future commercial development and the existing retail, hospitality, recreational, and medical development on the opposite side of Route 1. The Bridge is also located one half of a mile away from a rail station, which is being examined by the state for expansion, thus fitting with the Massachusetts Department of Transportation's objective to meet the multi-modal needs of Massachusetts residents.

It is also worth noting the consistency of this project with the MPO's "Vision for Land Use and Economic Development" from the *Journey to 2030* document, which states, "Multimodal transportation will serve business, residential, and mixed-use centers. Transit, bicycle, and pedestrian facilities will be linked in a network to a growing inventory of denser residential developments, employment and commercial centers, and major destinations...Transportation planning will be integrated with land-use and economic development planning to the greatest extent possible in order to achieve increased mobility options, foster sustainable communities and transportation, and expand economic opportunities and prosperity." Patriot Place in its current form certainly qualifies as a major destination as well as a burgeoning employment and commercial center. The mobility options presented by the construction of this bridge along with the potential for expanded commuter rail are crucial to the economic growth and health of the region.

In addition to the reasons outlined above, it should be noted that in the 32 communities that make up the 495/MetroWest region, this would be only the third ARRA funded project. The other two projects include resurfacing of Route 2 in Littleton and Harvard, and if approved, resurfacing of Route 9 in Framingham and Natick. Considering that the 495/MetroWest region has an employment base of \$17.7 billion, which accounts for one out of every ten payroll dollars in the Massachusetts economy, and that 495/MetroWest has recently become a net importer of labor, at least one infrastructure project should be funded by ARRA in our economically crucial region.

Beyond this project's own merits, it is consistent with other ARRA investments in Massachusetts, such as the \$36 million pedestrian bridge between Cambridge and Charlestown, which was previously approved by the MPO and the Commonwealth.

We urge the MPO to release ARRA funding for the Pedestrian Bridge in Foxborough since it advances the goals of the federal stimulus plan; has been endorsed by the host community and Commonwealth; meets critical safety needs; is consistent with the MPO's emphasis on pedestrian improvements and investments that link to transit; would be one of only three projects funded by ARRA - and the only resulting new infrastructure - in the economically crucial 495/MetroWest region; presents no long term costs to the state, since the private sector is assuming maintenance costs; and most importantly, will leverage substantial private sector investment and job growth through a 1.5 million square foot office park.

The Partnership welcomes the opportunity to answer any questions you may have regarding our comments. We appreciate the fact that two 495/MetroWest projects were included in the Draft Amendment and thank you for taking the time to consider our commentary.

Sincerely,



Paul F. Matthews  
Executive Director



Jessica Strunkin  
Deputy Director of Public Policy and Public Affairs

cc: Secretary & CEO of MassDOT Jeffrey B. Mullan, Chairman, Boston Metropolitan Planning Organization



November 13, 2009

Hayes Morrison  
Transportation Improvement Program Manager  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Middlesex Turnpike Transportation Improvement Project  
Mass Highway Project ID #605856

Dear Ms. Morrison,

On behalf of the Lahey Clinic located on Mall road in Burlington, I am writing to express my support for the Middlesex Turnpike Roadway Improvement Project. I understand that the proposed project will provide critical roadway infrastructure improvements to support the Town of Burlington's recent planning efforts and will also support the Executive Office of Housing and Economic Development's (EOHED) newly created Middlesex Turnpike Growth District.

These proposed roadway improvements will provide much needed additional capacity along the Middlesex Turnpike corridor to support recently approved Planned Development District (PDD) zoning provisions for the Northwest Park, Burlington Research Center, Burlington Dodge, and New England Executive Park projects. These proposed private mixed-use redevelopment projects have all been approved at Town Meeting over the last two plus years. In addition, many of our 2,500- 3,000 patients per day (on average) use the Middlesex Turnpike as an access road to come to the Clinic.

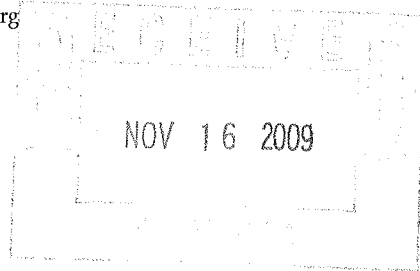
As you may know, EOHED has designated this section of Middlesex Turnpike as a Growth District and has issued a Growth District Initiative (GDI) Program Funds Award, to the Town of Burlington to partially finance the design and permitting of this transportation project, with the expectation that potential ARRA funding may be available to fund the construction. This investment by EOHED is intended to promote the investment of private development and stimulate the local economy within the region. As a result of the Town of Burlington's planning efforts, significant mixed-use private sector redevelopment projects, within the area adjacent to the Middlesex Turnpike Growth District, have been approved through the local Town Meeting process. These planning efforts have been designed to attract new redevelopment, which this roadway improvement project will support, and will mitigate much of the potential impacts from these projects. Placing this project on the TIP will make this project eligible for the necessary ARRA funding to construct these crucial transportation improvements that will allow the Town of Burlington and EOHED to realize the tremendous opportunity to stimulate private sector investment within the Middlesex Turnpike Growth District.

Warmly,

Jeffrey P. Doran  
Senior Vice President  
Lahey Clinic



265 Winn Street, Suite 302  
Burlington, MA 01803  
(781) 273-2523  
[www.burlingtonchamberofcommerce.org](http://www.burlingtonchamberofcommerce.org)



November 13, 2009

Hayes Morrison  
Transportation Improvement Program Manager  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Middlesex Turnpike Transportation Improvement Project  
Mass Highway Project ID #605856

Dear Ms. Morrison,

On behalf of the Burlington Area Chamber of Commerce, I am writing to express my support for the Middlesex Turnpike Roadway Improvement Project. We expect the proposed project will provide critical roadway infrastructure improvements to support the Town of Burlington's recent planning efforts and will also support the Executive Office of Housing and Economic Development's (EOHED) newly created Middlesex Turnpike Growth District.

These proposed roadway improvements will provide much needed additional capacity along the Middlesex Turnpike corridor to support recently approved Planned Development District (PDD) zoning provisions for the Northwest Park, Burlington Research Center, Burlington Dodge, and New England Executive Park projects. These proposed private mixed-use redevelopment projects have all been approved at Town Meeting over the last two plus years.

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Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "James F. Murphy". The signature is written over a faint, illegible stamp or watermark.

James F. Murphy  
President/CEO  
Burlington Area Chamber of Commerce

November 13, 2009

Dave Mohler  
Boston Region Metropolitan Planning Organization  
10 park plaza, Suite 2150  
Boston, Ma. 02116

Re: **Middlesex Turnpike Transportation Improvement Project**  
**Mass Highway Project ID #605856**

Dear Mr. Mohler,

I am writing in support of the above referenced project. The Burlington business sector has expanded tremendously over the last decade with substantial new commercial redevelopment planned. As the largest tax payer, the Burlington Mall caters not only to surrounding residential communities, but to a dense and growing office population in the area.

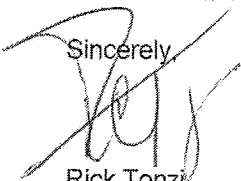
As a top performer within the Simon Property Group portfolio, and the top tax payer in the town of Burlington, the 1,372,000 square foot Burlington Mall has been the engine of economic growth since 1968. This facility is a "city within a city", employing over 3,200 full and part-time employees and servicing over 15 million customers a year.

Simon Property Group continues to invest in this valuable asset. The most recent major investment includes the 110,000 s.f. mall expansion, a new 138,000 s.f. Nordstrom Department Store, 35,000 s.f. Crate & Barrel, 12,000 s.f. Cheesecake Factory and new/expanded legal Seafood. In addition, we completed interior and exterior renovations to this 40+ year old asset.

We enthusiastically support the Town of Burlington's efforts to re-invest in the transportation infrastructure of this important commercial area.

Please feel to contact me if I can be of further assistance. My telephone number is 781-272-8668.

Sincerely,



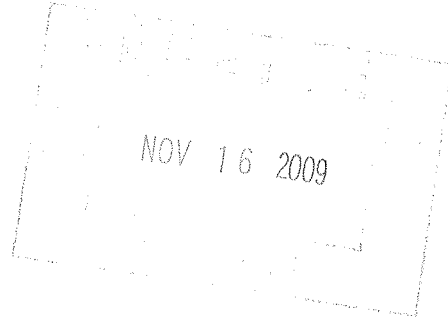
Rick Tonzi  
Simon Property Group – Development



CIVIL DESIGN & LAND PLANNING  
SURVEYING  
GEOTECHNICAL ENGINEERING  
ENVIRONMENTAL CONSULTING  
REGULATORY COMPLIANCE & PLANNING

November 13, 2009

Mr. David Mohler  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116



Subject: Request for Consideration for Funding  
Proposed Route 1A/133 (Central & South Main Street) Reconstruction  
MassDOT Project #605743  
Ipswich, Massachusetts

Dear Mr. Mohler:

On behalf of the Town of Ipswich, I am respectfully requesting that the proposed Reconstruction Project for Route 1A/133 (Central and South Main Streets) in Ipswich be considered for funding through the American Recovery and Reinvestment Act.

As a component of the primary north-south corridor connecting coastal communities along the north shore with Route 128 and Interstate 95, this roadway is a vital component of the regional transportation system. However, in its current condition, vehicular and pedestrian travel along this section of roadway is impaired at best. Excessive use, the completion of extensive utility projects within the area, and an inadequate storm drainage system have resulted in significant areas of various types of cracking, potholes and patches, and differential settlement that hinder travel, have caused unsafe travel conditions, and discourage the use of this important roadway. The Town has expended significant funds in an attempt to maintain the roadway over the recent past, but due to its extremely poor condition, complete reconstruction of the roadway is now necessary to ensure that the roadway remains safely passable (see attached photographs).

Beginning in May 2009, Coneco Engineers and Scientists, Inc. (Coneco), with the support of the Ipswich Town Manager's Office and the Department of Public Works, has been expediting the design for the proposed roadway reconstruction. Within this short period of time, and through the commitment of both the Town and Coneco, significant progress has been achieved in preparing the design for the proposed reconstruction. Over this period, our activities have included:

- a field survey of the complete project area;
- a complete assessment of the existing storm drainage system within the over 100-acre subcatchment area;

- project meetings with the Ipswich Town Manager's Office, Department of Public Works, Conservation Commission, Utilities Department, Planning Department, and the Police and Fire Departments to review project components, including the inclusion of a bicycle travel lane;
- the submittal of a Project Need Form and a Project Initiation Form to the Massachusetts Department of Transportation (MassDOT, formerly Massachusetts Highway Department);
- an informal review of the 25% design plans with MassDOT District 4; and
- the submittal of a 25% design package to MassDOT.

As the project has been developing, both the Town and Coneco have maintained communication with MassDOT and the Executive Office of Transportation, and every indication received regarding the project has been extremely positive. As stated in letters dated September 3, 2009 and September 18, 2009 (copies attached), the project was determined to be "eligible for Federal Aid ARRA/STP funding" by both the Executive Office of Transportation and MassDOT, respectively. It was only recently that we were informed that the project was not on the list of recommended FFY2010 ARRA projects under consideration for addition to the amended Transportation Improvement Project (TIP) list.

We understand that there are a number of criteria that determine a project's suitability for ARRA funding, including project readiness. Since the project does not include any proposed right-of-way or land takings, or modifications to vertical or horizontal alignment, complicated approval or design steps do not exist that could impact the overall design schedule. We are therefore confident that, through the Town's and Coneco's continued commitment, and with an expedited review schedule by MassDOT, the project will be suitable for advertizing within the January-February 2010 timeframe.

This project is significantly important, not only to the Town of Ipswich, but also to those communities that rely on the Route 1A/133 north-south corridor as the primary means of access for residents, visitors to the area, and businesses located within the region. The roadway also serves as the primary route for emergency equipment, including fire fighting and ambulances, both within Ipswich as well as those seeking access to area hospitals. Because of its importance, the Town of Ipswich, and State Representative Bradford Hill fully support the project.

We appreciate your consideration of this project and respectfully request that it be included on the amended 2010 TIP list. As a second option, we would request that the project be included on the project readiness ("benchwarmer") list as a potential replacement project for any that may not be sufficiently complete for advertizing by the 2010 deadline. I will be attending the November 19<sup>th</sup> Transportation Planning and Programming Committee Public Meeting, and if the opportunity is available, would be pleased to discuss this project with the committee.

Should you have any questions or require further information, please do not hesitate to contact me at any time, either on my cell phone at (617) 640-7949, or by email at [kmchugh@coneco.com](mailto:kmchugh@coneco.com). In



the meantime, we will continue to expedite the design in the hope that the project is again found to be a suitable candidate for ARRA funding.

Very Truly Yours,  
Coneco Engineers & Scientists, Incorporated



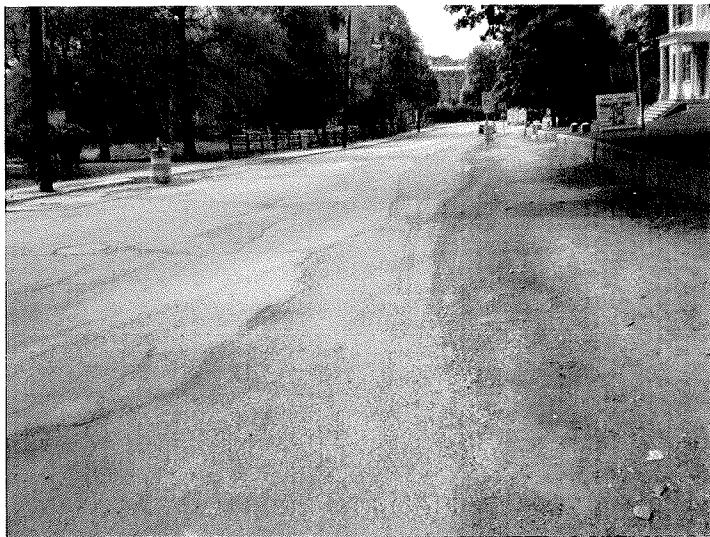
Kevin E. McHugh, P.E.  
Senior Project Manager/Civil Engineer

Attachments: Descriptive Photos  
September 3 and 18, 2009 letters

Cc: Representative Bradford Hill, Massachusetts State House  
Mr. Eric Bourassa, Transportation Manager, MAPC  
Robert Gravino, Director Ipswich DPW  
Richard Clarke, Ipswich DPW



**Photo 1 - South Main Street - Poor Road Condition**



**Photo 2 - South Main Street - Poor Road Condition – No Sidewalk**

Ipswich, MA  
Route 1A/133 (Central & South Main Streets)  
Descriptive Photos – June 2009



**Photo 3 – South Main Street - Poor Road and Sidewalk Condition**



**Photo 4 – Central Street - Poor Road Condition**



**Photo 5 – Central Street - Poor Road and Sidewalk Condition**



**Photo 6 – Central Street - Poor Road and Sidewalk Condition**



**THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF TRANSPORTATION**

**EOT**

DEVAL L. PATRICK  
GOVERNOR

September 3, 2009

TIMOTHY P. MURRAY  
LIEUTENANT GOVERNOR

JAMES A. ALOISI JR.  
SECRETARY

Ms. Patricia A. Leavenworth,  
District #4 Highway Director

**Re: Ipswich – Resurfacing and Related work on Central & South Main Streets; Key# 605743**

Dear Ms. Leavenworth:

I am pleased to inform you that the Project Review Committee has determined that the subject project is eligible for Federal Aid ARRA/STP funding. This determination is based on a maximum estimated construction cost of \$1,854,000.

This eligibility is contingent upon several other steps. First and foremost the project must be included in the approved Statewide Transportation Improvement Program (TIP), which covers four Federal Fiscal Years. Since the TIP is financially constrained, any requests for amendments should be coordinated thru CEPO and Planning. In the event this project does not make the TIP, it will be carried in the pending list for informational purposes. Secondly, all projects even though in the TIP are subject to the availability of State and Federal funding at each stage.

By copy of this letter, we are requesting that the Projects Division assign a project manager to oversee this project. Stephen Gallagher, Supervisor of Federal Aid (ext. 7861) will issue a PARS number for design review by department personnel in the near future. The town is responsible for the design and Right of Way.

Please advise the municipality of the approval, as appropriate.

If you have any questions or need additional information, please contact me at 973-7155.

Sincerely,

*David K. Flint*  
David K. Flint,  
Manager of Capital Programming

CC:

F. Tramontozzi  
S. Gallagher



**THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF TRANSPORTATION  
MASSACHUSETTS HIGHWAY DEPARTMENT**

**EOT**

DEVAL L. PATRICK  
GOVERNOR

TIMOTHY P. MURRAY  
LIEUTENANT GOVERNOR

JAMES A. ALOISI JR.  
SECRETARY

LUISA PAIEWONSKY  
COMMISSIONER

September 18, 2009

Robert T. Markel, Town Manager  
Town of Ipswich  
25 Green Street  
Ipswich, MA 01938

Ipswich: MassHighway Project 605743: Resurfacing and Related work Central & South Main Streets

Dear Mr. Markel:

On behalf of the Massachusetts Highway Department, I am writing to inform you that MassHighway's Project Review Committee has evaluated the subject project and determined that it is eligible for Federal Aid ARRA/STP Funding. The programming of this project for TIP funding other than ARRA may necessitate reconsideration by PRC. This determination is based on an estimated construction cost of \$1,854,000.

It should be noted that eligibility determination by the Project Review Committee is not a commitment of state or federal funding to the project, nor is the decision to commit funding solely MassHighway's. The decision to program funding for this project is made by the Boston MPO as part of their annual Transportation Improvement Program development process. The Boston MPO is comprised of fifteen members, including the Massachusetts Executive Office of Transportation and Public Works, MassHighway, the Massachusetts Bay Transportation Authority, the Metropolitan Area Planning Council, the MBTA Advisory Board, the Massachusetts Port Authority, the Massachusetts Turnpike Authority and six municipalities, and is the federally designated entity charged with developing transportation plans and programs for this region.

The eventual implementation of this project also is contingent on successful completion of the project design and review process, securing all necessary right-of-way, and receipt of all appropriate permits. It is the understanding of the Project Review Committee that the municipality will be responsible for funding and administering the project design (with MassHighway review and approval), and that the municipality will secure and provide documentation for all necessary right-of-way and will be responsible for obtaining necessary permits. MassHighway will be responsible for project construction.

The following sections of this letter discuss programming and project development requirements in more detail:

#### Programming Requirements

1. In order to be advertised for bids, all federal aid projects must be listed in the annual element, or first year, of the regional MPO's approved TIP which covers four federal fiscal years. Please work with the District office and the Metropolitan Area Planning Council, which serves as staff to the Boston MPO, to discuss the appropriate programming approach for this project.
2. All projects, even though listed in the TIP, are subject to the availability of state and federal funding. Please understand that considerably more projects are eligible for federal aid in the MPO region than can be programmed in the TIP.
3. Since the TIP is financially constrained by the anticipated federal funding available each year, any request for amendments (such as a revision to the project year, total project cost, or project-funding category) should be coordinated through the MPO. It is expected, however, that the proponent will attempt to constrain project costs to available funding.
4. The MPO considers Transportation Evaluation Criteria in establishing priorities for programming TIP projects. You should consider both MassHighway's and the MPO's evaluation in relation to other similar projects in your region to determine the level of commitment, and schedule, of your community's resources for this project. If this project has not already been evaluated by the MPO, or if you believe the evaluation needs to be updated, please contact this office and the MPO.
5. The municipality and their project designer should be aware that the total estimated construction cost, as listed in the TIP, should include an amount for contingencies, construction engineering, and traffic police, and that MassHighway will include an inflationary adjustment based upon the estimated year of advertising.

#### Project Development Requirements

1. The municipality is responsible for the completion of the project design in accordance with the *2006 Massachusetts Highway Department Project Development and Design Guide* and other relevant MassHighway standards and criteria. MassHighway requires formal approval of design exceptions when any of the 13 controlling criteria outlined in the *Project Development and Design Guide* (Chapter 2 Section 11) cannot be met.
2. If the municipality requires the services of a Design Consultant, it must hire a firm that is currently pre-qualified for the appropriate type of work by the MassHighway Architects and Engineers Review Board. Lists of pre-qualified firms are available on the MassHighway website.

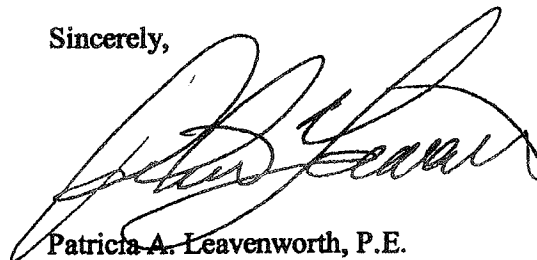
3. When soliciting services from Design Consultants, MassHighway recommends that the municipality use a qualifications-based selection process. In addition, MassHighway encourages the municipality to refer to the *1999 Design Scope Guidebook for Municipal Projects Constructed by the Massachusetts Highway Department* during the project development and contract negotiation process. This document is available on the MassHighway website.
4. MassHighway encourages municipalities to use the attached Standardized Scope of Work and Work Hour Estimate Form for Design Services as a template for municipal agreements with design consultants. This document is attached for your convenience, and the work hour estimate form is available in spreadsheet format on the MassHighway website at <http://www.mhd.ma.us/default.asp?pgid=content/publicationwkhr&sid=about>. Please provide the draft design consultant work scope to the District Office for review.
5. Cost estimates should be reviewed at major design milestones, and at least annually.
6. To improve the quality of its design and construction projects, MassHighway employs a Cost Recovery Procedure for construction extra work orders determined to be caused by designer errors and omissions. The municipality and/or its Design Consultant are responsible for addressing all Cost Recovery inquiries and for making Cost Recovery restitution payments to the Commonwealth, if determined to be warranted.
7. The municipality is responsible for securing the necessary right-of-way required to complete the project. Right-of-way guidelines and a checklist are enclosed for your reference. Please ensure that sufficient work-hours are provided in the design contract for the Design Consultant to prepare all necessary right-of-way plans and documents.
8. The municipality shall be named as the applicant on all required environmental permits. MassHighway must also have the opportunity to review draft permit applications prior to submission. MassHighway reserves the right to assume the role of permit applicant on any project it will advertise.
9. This project is subject to Early Environmental Coordination as described in the Thresholds, Timelines, and Submission Requirements that appear in Appendixes 2-A-6 and 2-A-7 of the *Project Development and Design Guide*. These requirements must be met in order to expedite project design acceptance and regulatory clearances, and to ensure the inclusion of essential information at the 25% design stage. Submissions for this project should include documentation of any coordination that has been completed by the municipality. MassHighway will not initiate the 25% design submission review until the Early Environmental Coordination checklist has been submitted to MassHighway.
10. For all roadway projects, the project designer must submit the pavement design to the MassHighway Pavement Management Section for approval. If this was not done during the project initiation phase, then the project designer should submit a pavement design through the MassHighway Project Manager prior to the 25% design submission.



11. Prior to the beginning of preliminary survey work, the project designer should contact the District Survey Engineer to coordinate the establishment of horizontal and vertical control points near the beginning and end on the project.
12. All projects require some level of construction phase engineering services by the design engineer. The municipality is responsible for ensuring that any contracts with Design Consultants include appropriate consideration for these important services.
13. The municipality should coordinate the design of the project with all municipal departments and with any applicable public or private utilities such as gas, electric, cable, and telephone, to determine if there are any potential utility projects that would disturb the completed roadway work. Any proposed utility construction must be completed before the project can begin. Please be aware that MassHighway policy restricts highway surface openings for a period of at least five years after the new surface is placed, except for emergencies. Justification of surface opening requires the approval of the District Highway Director. In addition, the community is responsible for obtaining any required waivers.
14. Any water and sewer work in the area will be the responsibility of the municipality and should be completed prior to the start of project construction.
15. All MassHighway projects must be designed and constructed in compliance with the specifications set forth in Massachusetts Architectural Access Board regulations. The municipality is responsible for ensuring that any right-of-way necessary for construction complies with AAB specifications.
16. The municipality will be required to enter into a Municipal Agreement with MassHighway, similar to the enclosed sample, when the actual construction project bid has been determined. If the municipality will not be able to comply with the terms of the agreement, it should not advance this project for advertising by MassHighway.

When available, please provide the draft Design Consultant work scope to the District for review. Thank you for your attention to the information in this letter, and for your support of transportation system improvements in the Commonwealth of Massachusetts. If you have any questions or need additional information, please contact me or Brian Fallon, the District Project Engineer, at (781) 641-8475. We look forward to working with you.

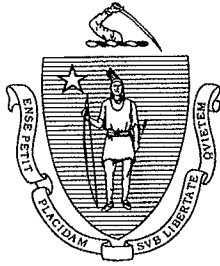
Sincerely,



Patricia A. Leavenworth, P.E.  
District Highway Director

**Attachments: Standardized Scope of Work and Work Hour Estimate Form for Design Services  
Right-of-way Guidelines  
Sample MassHighway Municipal Agreement**

**cc: Luisa Paiewonsky, Commissioner  
Frank A. Tramontozzi, P.E., Chief Engineer  
Mark Guenard, EOT Office of Transportation Planning  
Project Review Committee  
Hayes Morrison, CTPS  
Frank Suszynski, DPDE  
Brian Fallon, DPE**



*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
STATE HOUSE, BOSTON 02133-1054

**DAVID PAUL LINSKY**  
REPRESENTATIVE  
5TH MIDDLESEX DISTRICT  
NATICK - SHERBORN - MILLIS

STATE HOUSE, ROOM 146  
TEL. (617) 722-2575  
FAX (617) 722-2238  
Rep.DavidLinsky@hou.state.ma.us

Committees on:  
Chairman, House Committee on  
Post Audit & Oversight

House Chairman: Joint Committee on  
Federal Stimulus Oversight

November 13, 2009

Mr. David Mohler  
Chair, Transportation Planning and Programming Committee  
Boston Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

**RE: Draft Amendment to the Boston Region MPO's TIP - American Recovery and Reinvestment Act Recommended Project List for FY10.**

Dear Mr. Mohler:

I write to you today to convey my strong support of including the resurfacing and related work on Route 9 in Framingham and Natick on the Boston Region MPO's amended Transportation Improvement Program (TIP). I appreciate that Governor Patrick has recommended that \$12.5 million of ARRA funds be expended for this project, and as the State Representative for the town of Natick as well as the House Chairman of the Federal Stimulus Oversight Committee, I would like to take this opportunity to urge the Boston MPO to include this project on the FY2010 - FY2013 TIP.

The funds will be used on resurfacing and milling, signal improvements, and drainage system maintenance on the approximately 8.3-mile section of Route 9 from the Framingham/Southborough town line to the Natick/Wellesley town line. The work also includes sidewalk installation and improvements as well as wheelchair ramp upgrades for increased handicap accessibility.

As you may be aware, the MetroWest region is a crucial economic engine for the Commonwealth, as it is responsible for 1 out of every 11 jobs in Massachusetts. This corridor of Route 9 is particularly vital given the substantial number of businesses and commercial development located there. With the use of recovery funds, these necessary road repairs will not come at any additional cost to the state. I should also note that out of the thirty-three ARRA-funded projects recommended by the Governor in the Draft

Amendment, this is the only project located in the MetroWest region, as it was the only project deemed "shovel-ready." It is my hope that you will take regional equity into strong consideration when selecting projects to include on the FY10 element of the Boston Region MPO's TIP.

Once again, I would like to thank you in advance for your consideration of including the Route 9 project on the Boston Region MPO's TIP. I welcome you to contact me if you have any further questions regarding my support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Linsky", with a long horizontal flourish extending to the right.

**David P. Linsky**  
State Representative  
Fifth Middlesex District



THE GUTIERREZ COMPANY

Burlington Office Park  
One Wall Street  
Burlington, Massachusetts 01803

T: 781.272.7000

F: 781.272.3130

November 13, 2009

Hayes Morrison  
Transportation Improvement Program Manager  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Middlesex Turnpike Transportation Improvement Project  
MassHighway Project ID #605856

Dear Ms. Morrison,

Please accept this letter in support of the Middlesex Turnpike Transportation Improvement Project (ID #605856) and placement of it on the Transportation Improvement Plan (TIP). We at The Gutierrez Company recognize that this project will provide needed access enhancements to an area with tremendous economic growth potential currently constrained by existing infrastructure. The transportation improvements will significantly improve travel to, from and through this Massachusetts state-designated Growth District.

The Gutierrez Company, a Burlington-based development, construction and property management company has developed over 10 million square feet of space throughout eastern Massachusetts, including a number of properties along Middlesex Turnpike. In addition to existing properties we own in this area, we also have the fully permitted Burlington Research Center (BRC), a new 600,000 square foot bio-tech/life science campus; the first such development approved in the Town of Burlington. The BRC development, located adjacent to Route 3, just to the north of Route 128/I-95 is access via Middlesex Turnpike at the southerly end of the proposed transportation improvements.

The BRC will provide the opportunity to further grow and expand the bio-tech/life science industry, bringing more jobs and economic opportunities to the Town and state. The Gutierrez Company, along with several other private entities have worked cooperatively with the local and state officials to leverage public and private investment in the area to keep Burlington serving as an economic engine for the region. The Middlesex Turnpike Transportation Improvement Project will help Burlington remain competitive for further private investment and corporate growth.

Thank you for the opportunity to comment on this very important project and we look forward to seeing this transportation project advance.

Very truly yours,

THE GUTIERREZ COMPANY

Scott J. Weiss  
Managing Director of Commercial Development

MddlslxTpk-Ltr\_2009-11-13

[www.gutierrezco.com](http://www.gutierrezco.com)



November 13, 2009

David J. Mohler, Chairman  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Nonantum Road Safety Improvement Project (MassHighway Project No. 605662)

Dear Chairman Mohler:

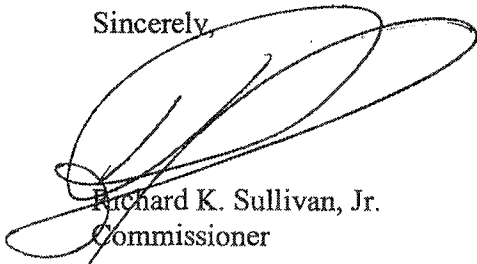
I am requesting the Nonantum Road Improvement Project (MassHighway Project No. 605662) be included in the Amended Federal Fiscal Year 2010-2013 Transportation Improvement Program.

Through the American Recovery and Reinvestment Act of 2009, last February federal funding in the amount of \$6,059,400 for this project, located in the Town of Watertown and the Cities of Newton and Boston was first programmed in Amendment 2 of the FFY 2009 Element of the FFY 2007-2010 TIP. MassDOT (formerly MassHighway) has assumed oversight responsibility from the Department of Conservation and Recreation (DCR) for the advertisement, bidding, and construction of this project and, as such, the final design is being completed in accordance with the *MassHighway 2006 Project Development and Design Guide*.

DCR anticipates the final design to be complete by December 2009. I respectfully request to have the construction funds for this project re-programmed into the FFY 2010 element of the draft FFY 2010-2013 TIP. Due to design development adjustments and project enhancements the amount of construction funds to be re-programmed in the FFY 2010 Element is \$7,926,360.

Thank you in advance for your assistance with this project. If you have any questions or require any additional information, please do not hesitate to contact Rick Corsi, DCR's Project Manager, at [richard.corsi@state.ma.us](mailto:richard.corsi@state.ma.us) or 617-626-1431.

Sincerely,



Richard K. Sullivan, Jr.  
Commissioner

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

Department of Conservation and Recreation  
251 Causeway Street, Suite 600  
Boston MA 02114-2119  
617-626-1250 617-626-1351 Fax  
[www.mass.gov/dcr](http://www.mass.gov/dcr)



Deval L. Patrick  
Governor

Timothy P. Murray  
Lt. Governor

Ian A. Bowles, Secretary, Executive  
Office of Energy & Environmental Affairs

Richard K. Sullivan, Jr., Commissioner  
Department of Conservation & Recreation



Charles Gaffney, Co-Chairman, Southborough Planning Board  
Ken Soderholm, Co-Chairman, Natick Planning Board  
Owen Dugan, Clerk, Wellesley Selectman  
Dennis Giombetti, Framingham Selectman  
Salvatore Giorlandino, Southborough Selectman  
Joshua Ostroff, Natick Selectman  
Marc Draisen, MAPC Executive Director  
Jennifer Raitt, Interim Director  
Andrew Flanagan, Coordinator of Municipal Services

101 Main Street  
Ashland, MA 01721  
[www.metrowestgrowth.org](http://www.metrowestgrowth.org)

508.881.2924

November 16, 2009

David Mohler, Chair  
Transportation Planning & Programming Committee  
Boston Metropolitan Planning Organization  
C/O Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: MWGMC comments on the recommended FFY2010 American Recovery and Reinvestment Act (ARRA) projects

Dear Mr. Mohler:

**The MetroWest Growth Management Committee (MWGMC) is a voluntary alliance of the** Towns of Ashland, Framingham, Holliston, Natick, Southborough, Wayland, Wellesley and Weston, the City of Marlborough, and the Metropolitan Area Planning Council. MWGMC helps local leaders meet growth management challenges by facilitating inter-local collaborative planning and problem solving to enhance the quality of life and economic competitiveness of the MetroWest region. The Committee serves as a think tank and advocate for locally initiated regional solutions to policy and planning challenges shared by MetroWest communities. We regularly bring together elected officials and planning staff from neighboring communities to address regional growth management issues. MWGMC's Transportation Task Force welcomes the opportunity to comment on the FFY2010 American Recovery and Reinvestment Act (ARRA) projects

The MWGMC Transportation Task Force has reviewed list of recommended FFY2010 American Recovery and Reinvestment Act (ARRA) projects for the Commonwealth and have given special consideration to project #604991, which includes the resurfacing and related improvements on Route 9 through the towns of Framingham and Natick.

The MWGMC is appreciative of the \$12.5 million allocation to address several issues that burden the backbone of the MetroWest, Route 9. The Committee applauds the project's efforts to promote pedestrian access by installing side-walks in areas that currently offer no safe alternative and by increasing the usability for handicap persons by adding additional curb cuts that can easily be identified by their raised surfaces.

November 16, 2009

Despite the planned improvements, the MWGMC continues to believe that Route 9 is in need of a comprehensive re-construction that will mitigate the severe drainage issues that often cause road closures and safety issues. Additionally, several intersections of Route 9 remain in a state of disrepair and are in critical need of improvement. Re-surfacing may serve as a short-term solution; however, the corridor's long-term needs will not be addressed through this project. Given the short-term nature of this roadwork, MassHighway should coordinate their construction with any capital planning work by the Towns of Framingham and Natick.

The MetroWest Growth Management Committee offers their assistance and looks forward to working with MassHighway in helping to facilitate the public outreach component of this project.

Should you have any questions about the MetroWest Growth Management Committee's comments, please contact Jennifer M. Raitt, MWGMC's Interim Director at [jraitt@mapc.org](mailto:jraitt@mapc.org) or Andrew P. Flanagan, MWGMC's Coordinator of Municipal Services at [aflanagan@mapc.org](mailto:aflanagan@mapc.org). Thank you for this opportunity to provide comments to the Boston MPO.

Sincerely,

Charles Gaffney, Co-Chair  
Ken Soderholm, Co-Chair  
MetroWest Growth Management Committee

cc: MWGMC Executive Board  
MWGMC Transportation Task Force  
Jennifer Raitt, MWGMC Interim Director



[rnottebart@gmail.com](mailto:rnottebart@gmail.com)

Foxborough Pedestrian Footbridge

It is my own feeling, as well as many around my neighborhood that it is irresponsible to use \$9,000,000 dollars on a private enterprise that nets parking revenue at the rate of \$40.00 per vehicle per event for a tool (bridge) to lure tenants to a proposed office park that the owner has utilized his existing parking to create retail ventures which then forced the issue of most parking being across Rte1.

The focus would make better sense on dangerous roadways like the rte 1A corridor between Norfolk, Walpole and Norwood. Or a better use would be to eliminate the temporary bridge at the Fore River before a major accident occurs.

Respectfully,

Richard A. Nottebart



November 16, 2009

David J. Mohler, Chairman  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Alewife Greenway Project (MassHighway Project No. 605672)

Dear Chairman Mohler:

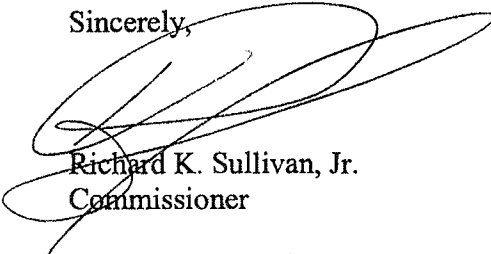
I am requesting the Alewife Greenway Improvement Project (MassHighway Project No. 605672) be included in the Amended Federal Fiscal Year 2010-2013 Transportation Improvement Program.

Through the American Recovery and Reinvestment Act of 2009, last February federal funding in the amount of \$3,000,000 was programmed for this project in Amendment 2 of the FFY 2009 Element of the FFY 2007-2010 TIP. The project is located in Cambridge, Arlington and Somerville. It will provide critical pedestrian and bicycle off-road pathways between the Minuteman Bikeway, Alewife T Station, and DCR's Mystic River Reservation. MassDOT (formerly MassHighway) will have oversight responsibility for the advertisement, bidding, and construction of this project and, as such, the final design is being completed in accordance with the *MassHighway 2006 Project Development and Design Guide*.

DCR anticipates the final design and all specs to be complete by December 2009. All permitting for this project is complete. I respectfully request to have the construction funds for this project re-programmed into the FFY 2010 element of the draft FFY 2010-2013 TIP. Due to design development adjustments and project enhancements the amount of construction funds to be re-programmed in the FFY 2010 Element is \$3,600,000.

Thank you in advance for your assistance with this project. If you have any questions or require any additional information, please do not hesitate to contact Dan Driscoll, DCR's Project Manager, at [dan.driscoll@state.ma.us](mailto:dan.driscoll@state.ma.us) or 617-626-1438.

Sincerely,



Richard K. Sullivan, Jr.  
Commissioner

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

Department of Conservation and Recreation  
251 Causeway Street, Suite 600  
Boston MA 02114-2119  
617-626-1250 617-626-1351 Fax  
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Deval L. Patrick  
Governor

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Lt. Governor

Ian A. Bowles, Secretary, Executive  
Office of Energy & Environmental Affairs

Richard K. Sullivan, Jr., Commissioner  
Department of Conservation & Recreation



main: 617 • 674 • 5100 fax: 617 • 674 • 5101

Massachusetts Biotechnology Council  
Ninth Floor, One Cambridge Center  
Cambridge, MA 02142

November 16, 2009

David Mohler, Chairman,  
Transportation and Planning Committee  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

*Re: Draft Amendment 1 to the Transportation Improvement Plan –  
Route 1 Pedestrian Bridge Project, Foxborough*

Dear Chairman Mohler, Members of the Committee and MPO:

As President and CEO of the Massachusetts Biotechnology Council, an association of more than 600 biotechnology companies, universities, academic institutions, I am quite familiar with the unique needs of these cutting edge research companies and organizations and the viability for future development of this industry in the Commonwealth. Part of the mission of MassBio is to encourage and facilitate economic development of the Massachusetts biotechnology industry. Therefore, our team at MassBio has scrutinized, with an experienced eye, the master plan for the approximately 500 acres of land within the Growth District in Foxborough in connection with its suitability as a potential new biotechnology site. We believe there are opportunities for the biotechnology industry to grow at that site.

While Boston and Cambridge historically have attracted the lion's share of interest from companies in this industry, increasingly, we have found companies serious on locating (or relocating) in the Commonwealth, to be seeking greater affordability, quality of life and room to grow. Therefore, this site, along the north side of Route 1 in Foxborough, has great potential to emerge as a key new biotechnology "campus" in the Greater Boston Area for several reasons:

- The large site allows for more competitive costs (relative to Boston and Cambridge) and allows for expansion possibilities;

- Its convenient location- proximate to I-95, I-495, and I-195- with thriving life science community and highly-educated workforce in the area;
- Nearby connections to Boston by MBTA commuter rail lines and potential future regular connection on-site (currently under study by the MBTA);
- High quality of life can be offered for employees/families in the attractive surrounding communities and amenities are offered on-site (restaurants, entertainment, four star hotel, medical office, recreation, etc.); and
- The site is part of a high-profile destination, situated directly across from Gillette Stadium, which offers unique marketing opportunities for emerging and established companies alike.

In addition, the existing infrastructure on the site is excellent, with the exception of safe pedestrian crossing to the amenities on the south side of Route 1, which is lacking. In order for significant biotechnology campus to be established on this site, it will be critical to provide improved pedestrian crossing for employees, visitors as well as the public, over the state highway to link this area with the lodging, food and other amenities offered across Route 1 and to provide a critical pedestrian link for commuters and visitors to and from future, regular service offered by a Foxboro commuter rail station, which we understand is currently being studied by the MBTA. The industry expectation is that such public infrastructure needs to be in place before any company will commit to such a site. Without the public infrastructure pedestrian bridge connection, this opportunity for the Commonwealth is likely diminished.

Therefore, MassBio strongly supports the Commonwealth's recommendation to prioritize the construction of a pedestrian bridge at this location, in order to enhance public safety and support economic development of the biotechnology industry in Foxborough and in the Commonwealth.

Sincerely,



Robert K. Coughlin  
President & CEO  
MassBio

[williamson@ll.mit.edu](mailto:williamson@ll.mit.edu)

Public Comments on amended TIP

I am pleased that draft of the amended TIP includes the Minuteman Connector. This shared-use path will be an important link between Alewife and the Mystic area. A rail trail or shared-use path that doesn't connect to other paths will be attractive as a recreational resource, but will have little value as a transportation resource, just like an auto race track has only recreational value. Building the Minuteman connector will be an important step in creating a valuable network of shared-use paths in the state.

Richard Williamson  
21 Pendleton Road  
Sudbury, MA 01776



BOARD OF SELECTMEN  
TOWN OF FOXBOROUGH

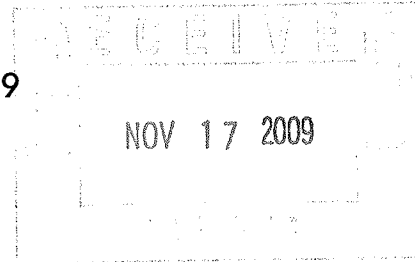
40 SOUTH STREET  
FOXBOROUGH, MASSACHUSETTS 02035

Paul R. Feeney, Chairman  
Lynda A. Walsh, Vice Chairman  
Paul D. Mortenson, Clerk  
Lorraine A. Brue  
Lawrence J. Harrington

Andrew A. Gala, Jr.  
Town Manager  
Telephone 508-543-1200  
FAX 508-543-1235

November 16, 2009

Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116



**Re: Route 1 Pedestrian Bridge – Recommended Priority Project, Foxborough**

Dear MPO Members:

The Town of Foxborough has long advocated for, and continues to strongly support, efforts to prioritize the development of a grade-separated pedestrian bridge to provide for safe pedestrian access in a critical safety area along State Highway (Route 1) in Foxborough. The bridge will fulfill an important public need, in providing a critical pedestrian connection to the public way between numerous existing and emerging businesses along both sides of a rapidly-developing area within the Town's Economic Development Area Overlay District (which is also a state-designated Growth District) located in the area of Route 1, while lessening existing vehicular traffic issues both during events at Gillette Stadium and during the remainder of the year.

While the Town and Commonwealth continue to realize benefits from the significant private investment (approximately \$800 Million) that has been made in developing the southerly side of the Economic Development Area, similar investment and resulting benefits have not resulted in development of the northerly side of the corridor, despite numerous planning and zoning incentives (i.e. the recent Growth District designation). Economic development has not "spread" top the north side of the Economic Development Area primarily because of the lack of adequate safe, permanent pedestrian crossings over this busy state highway, where vehicles typically travel at high rate of speed. Without this infrastructure project, Route 1, by its very nature, has and will continue to serve as a barrier to similar development and economic growth on the northerly side of the corridor. The Town's previous study of this issue has confirmed that such a pedestrian bridge would be necessary for the success of any further growth along this section of the Route 1 corridor and, therefore, has consistently advocated for the implementation of this infrastructure along the corridor, that resulted in it being included in a designated Growth District.

Members of the Transportation Planning and Programming Committee  
Metropolitan Planning Organization  
November 16, 2009  
Page 2

Accordingly, the town of Foxborough sought designation of this infrastructure as a recommended priority project within the region, as it offers a prudent return on the investment of limited ARRA funds in a number of ways: (i) design and implementation of this shovel-ready project provides for a broad range of critical design and construction jobs; (ii) its completion will overcome the "roadblock" to further economic growth presented by Route 1 within the Economic Development Area; (iii) providing this missing pedestrian connectivity in order to spur economic growth on the northerly side of Route 1 offers the opportunity of attracting thousands of new employment opportunities for workers in our Town and the Commonwealth; and (iv) most importantly, public safety and traffic operations will be significantly enhanced by affording pedestrians utilizing the public sidewalks a safe crossing of this busy state highway, consistent with long-standing state and local planning initiatives, highway, consistent with long-standing state and local planning initiatives, including the priority designation of this area within a Growth District by the Town and EOHCD.

For these reasons, the Town of Foxborough commends and strongly supports the designation of this critical infrastructure as a recommended priority project in order to enhance safety, improve traffic conditions along the Route 1 corridor and further economic development and growth in our Town and the region.

Sincerely,

  
Andrew A. Gala, Jr.  
Town Manager

AAG/sh



## CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

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*Robert W. Healy, City Manager**Richard C. Rossi, Deputy City Manager*

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November 16, 2009

David Mohler  
Boston MPO Chair  
10 Park Plaza  
Boston, MA 02116

Marc Draisen  
Boston MPO Vice-Chair  
Metropolitan Area Planning Council  
60 Temple Place  
Boston, MA 02111

RE: Draft Amendment 1 to FFY 2010-2013 TIP

Dear Mr. Mohler and Mr. Draisen:

Thank you for the opportunity to comment on the MPO's Draft Amendment 1 to FFY 2010-2013 Transportation Improvement Program (TIP). The City of Cambridge has comments on three issue areas of the proposed amendment:

**1. Federal Funding for Cambridge Common Design**

In the FY09 TIP, \$180,000 was included to fund final design of the Cambridge Common Enhancement project. The City has very recently been informed that the state and federal review and contracting processes were not far enough along at the end of the federal fiscal year, September 30<sup>th</sup>, and that the funds now need to be included in the current FY10 TIP. Therefore, we would like to request that these funds be included in the current year (FY10) of the TIP.

**2. Projects for ARRA/Stimulus Funding**

This past January, the City submitted a list of shovel ready transportation projects to the Commonwealth, including: Concord Avenue reconstruction, First Street reconstruction, and Cedar Street reconstruction. None of these projects were included in the list of



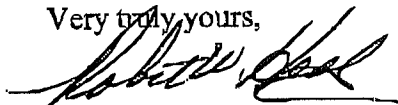
"Projects Potentially Ready for Recovery Act Funding" provided to the MPO by the Central Transportation Planning Staff (CTPS) on October 26 for public review. I understand that the MPO is interested in using Federal FY10 American Recovery and Reinvestment Act (ARRA) to fund large projects that will spur development, while also funding some municipal projects. Communities would benefit from having an understanding of how the MPO decides on which municipal projects are recommended for ARRA funding, so our projects can be competitive going forward.

**3. Bus Stop Enhancements**

We are pleased that \$10 million is being allocated toward improving MBTA's "Key Bus Routes." Bus service is an undervalued asset; increasing reliability and amenities will enhance the customer experience and ridership.

Thank you for the opportunity to comment on this document. Please contact Bill Deignan with any questions at (617) 349-4632. Thank you.

Very truly yours,



Robert W. Healy  
City Manager