

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

**December 3, 2009 Meeting**

10:00 AM – 12:00 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston

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

**Decisions**

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

- approve the minutes of the meeting of October 29 with a recommended change
- approve the development of a new MPO funding program, presented as the Congestion Mitigation and Air Quality (CMAQ) Program (to be renamed)
- direct MPO staff to review past MPO study recommendations and notify municipalities that have projects eligible for funding through the newly-approved CMAQ program (in addition to conducting general outreach to all municipalities and potential proponents)
- adjust the cost of two projects programmed in the federal fiscal years (FFYs) 2010 –2013 Transportation Improvement Program (TIP) in order to shift \$90,000 from the *Orient Heights Track and Special Track Work Reconstruction* project to the *RIDE Vehicles* project to fund an enhanced camera system

**Meeting Agenda**

**1. Public Comments**

There were none.

**2. Subcommittee Chairs' Reports**

There were none.

**3. Regional Transportation Advisory Council – *Schuyler Larrabee, Regional Transportation Advisory Council***

At the last Advisory Council meeting, members heard a presentation on transportation and greenhouse gas emissions, which relates to the discussion about the MPO's CMAQ Program on today's agenda. (See attached memorandum.)

In lieu of the December meeting, the Advisory Council took a field trip to the Fore River Railroad in Quincy to learn about the railroad's operation. At the next meeting on January 13 the Council is hopeful to hear a presentation on the Statewide Freight and Rail Plan. MassDOT CEO and Secretary Jeffrey Mullan is scheduled to speak at the February meeting.

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

The FFY 2010 Unified Planning Work Program (UPWP), which went into effect in October, contains a new task for providing technical assistance to communities upon their request. There is \$15,000 budgeted for this work.

The MPO has already received requests from the towns of Wrentham, Walpole, Arlington, and Millis. Wrentham and Walpole requested assistance with traffic circulation and pedestrian safety issues. Arlington is concerned with the intersection of Pleasant Street and Massachusetts Avenue, and Millis is concerned with an intersection on Route 109 north of the town center. The MPO has completed the technical assistance with Wrentham. (See attached memorandum regarding the results of work in Wrentham.)

To address all these requests, the MPO will, during the first quarter of FFY 2010, use up the \$15,000 budgeted in the UPWP for the task. To continue accepting requests, the MPO will have to determine how to fund the work for the remaining three quarters of FFY 2010. Members determined that the UPWP Subcommittee should discuss the funding for this project at their next meeting, which will be scheduled soon.

**5. Meeting Minutes** – *Pam Wolfe, Manager, Certification Activities, MPO Staff*

A motion to approve the minutes of the meeting of October 29 – with a change to page 9 recommended by Jim Gallagher, Metropolitan Area Planning Council – was made by Stephen Woelfel, MassDOT, and seconded by Mary Pratt, Town of Hopkinton. The motion passed unanimously.

**6. Evaluation of the MetroWest Regional Transit Authority Fixed Route Network** – *Karl Quackenbush, Deputy Director, CTPS, and Jonathan Belcher, MPO Staff*

Members were provided with a CD-rom containing the *MWRTA Fixed Route Evaluation* study. This study, which began in February 2008 when the MetroWest Regional Transit Authority (MWRTA) was a relatively new entity, evaluated the RTA's fixed-route transit system and ideas for improving routes and schedules.

For this study, MPO staff used census data for population density and employment data in the RTA area, conducted ridechecks on the bus network to understand utilization of the routes and scheduling, and interacted with municipal representatives to collect ideas for potential service changes or new services. Information from the National Transit Database was used for comparison of RTA ridership data.

The study recommendations focused on the following issues:

- the two main routes in Framingham (Routes 2 and 3) were not adhering to schedule; schedule changes have since been implemented based on the study recommendations
- the Route 4 bus route was reoriented to run in a north-south direction, based on the study recommendations
- Route 7 is the busiest route and MWRTA should consider running additional service on Saturday

- there is potential for new service in Marlborough
- the towns of Sherborn, Sudbury, Wayland, and Weston have no fixed-route service; demand-response service could be a possibility for those towns
- the Natick Commuter bus route could be expanded to Wayland at a low cost
- the new service between the MBTA's Green Line station in Newton and Route 1 is facilitating transfers between the MBTA and MWRTA networks; this service was funded by the MPO's Suburban Mobility Program
- MWRTA could work with private carriers working in the area to expand express service to Boston

Members discussed the study.

David Koses, City of Newton, recommended revisions to the study to: add route maps; clarify information pertaining to the location of the central hub; and to provide cost indicators.

Paul Regan, MBTA Advisory Board, also noted that financial data would be helpful in determining whether MPO funds are being used efficiently, particularly in light of the fact that the MPO will be considering the fiscal viability of the services it funds through its new CMAQ Program. He wants to make sure that the MPO has a sound financial basis for making funding decisions.

In response to a comment that MWRTA has similar ridership to the Cape Ann Transportation Authority despite a denser population in the MetroWest area, Lynn Ahlgren, MWRTA, explained that the MWRTA service started in 2007 and has since been expanding ridership at a brisk rate. She provided some statistics on the ridership growth and offered to provide the MPO with passenger performance measure data.

P. Regan asked for information about the demographics of the MWRTA's ridership. J. Belcher replied that many seniors use the service in Natick while the LIFT largely serves working people. The riders of the Natick Commuter bus generally go to the commuter rail.

Ginger Esty, Town of Framingham, expressed several of her concerns:

- the MWRTA is focused on providing bus service to the West Natick commuter rail station, but their buses do not drop off passengers close enough to the Framingham commuter rail station
- some routes seem to be chosen because they improve schedule adherence versus running where there may be the most potential riders
- Route 7 buses go through Framingham neighborhoods; this may be a concern if larger buses are needed on that route
- the assessment formula may be unfair; Framingham is charged an assessment for buses that travel through town but do not stop in Framingham
- public money should not be used to improve the new MWRTA headquarters, which the MWRTA does not own
- there are no rest room facilities at the transfer location for THE RIDE service

In response to the concerns about Route 7, J. Belcher noted that the Route 7 bus does stop at businesses along Route 9. L. Ahlgren stated that the MWRTA has no plans in its five-year capital plan to purchase larger buses.

In response to the concerns about the MWRTA's new headquarters, L. Ahlgren stated that the MWRTA plans to purchase the building early next year, and that no public money was used for remediation of the site. She added that the MWRTA moved to the new location because of rising rents at their original location, which the MWRTA could not purchase.

Mary Pratt, Town of Hopkinton, had several suggestions for the MWRTA:

- either the Town of Milford should pay an assessment for the service it receives or the MWRTA should get mitigation from the businesses in Milford that are served by the buses
- the Town of Marlborough should be assessed if service is extended there
- data on cost recovery per rider should be provided to the MPO
- a financial audit of the MWRTA should be done

M. Pratt will pursue these and other questions at a future discussion she might schedule for herself with MWRTA Director.

Jim Gallagher, MAPC, suggested making the following changes to the report:

- clarify where 2010 census data was used and where model data was used
- include mention of the Route 7 Saturday service
- consider if Intelligent Transportation System (ITS) improvements would be useful for improving schedule adherence
- reference a past MAPC/CTPS study that concluded that transit ridership could increase with smart growth development

In response to the point regarding ITS, K. Quackenbush noted there may be findings from the Route 126 study about ways to improve running times. L. Ahlgren added that the MWRTA has no current plans for implementing signal priority or preemption.

Schuyler Larrabee, Regional Transportation Advisory Council, advised the MWRTA to consider the transportation needs of college students in its route planning. He noted that many students in the area work at businesses along Route 9 and have to walk to get to work.

Members agreed to postpone approval of the study until the next meeting. Staff was asked to make changes to the study that were recommended by members.

#### **7. MPO Congestion Mitigation and Air Quality (CMAQ) Program – Karl Quackenbush, Deputy Director, CTPS, and Eric Bourassa, MAPC**

Until last year, the MPO funded CMAQ projects through its Suburban Mobility, Transportation Demand Management, and Regional Bike Parking programs. The MPO

has combined and expanded these programs into a single CMAQ Program, which will enable the MPO to conduct a single project solicitation each year and to have flexibility in funding without regard to the former individual program limits. The CMAQ Program will provide \$2 million in TIP funding per year, an increase of nearly a half million dollars per year over the combined total of the three programs it builds on.

Staff prepared a memorandum proposing the parameters of the new CMAQ program. (See attached.) Proposed projects would need to be eligible under federal CMAQ guidelines and comply with the state CMAQ process. (The memorandum includes a list of eligible project types.) The MPO could develop other criteria to evaluate proposals. The MPO would invite applications from RTAs, Transportation Management Associations, municipalities, and non-profits. Project proponents for operations projects would be required to provide a three-year graduated local match. Staff proposed a schedule for moving forward in the memorandum.

Members discussed the new CMAQ Program.

Eric Bourassa, MAPC, thanked the staff for their work on developing the program. He noted that the new program will not end the existing ones, but that it will enable the MPO to evaluate all applications for air quality improvement projects in relation to each other.

Lourenço Dantas, Massachusetts Port Authority, expressed support for the direction the MPO is taking with the new program. He noted that the MPO knows of many projects identified from MPO studies that could be funded through the CMAQ program. He recommended that staff develop a list of potential projects during the solicitation process.

In response to a member's question, Anne McGahan, MPO Staff, explained the role of the statewide CMAQ Committee. The Committee determines whether projects are eligible for federal CMAQ funding, but it is the MPO that selects projects.

D. Koses expressed concern about imposing a local match for the bicycle rack program and recommended that the MPO consider putting a cap on funds to municipalities. E. Bourassa expressed reservations about capping funds during the first year of the program as this might stifle good ideas.

Richard Reed, Town of Bedford, recommended that the MPO rename the Suburban Mobility/Transportation Demand Management Subcommittee to reflect the broader scope of the new program. E. Bourassa suggested that the CMAQ Program also be renamed. Staff will develop ideas for the program name.

Tom Kadzis, City of Boston, expressed the City's support for including traffic operation centers as eligible projects. He asked if bike share programs would be eligible. K. Quackenbush replied that bike share programs would be consistent with the CMAQ program.

D. Koses recommended that the MPO solicit proposals broadly rather than have staff go through the exercise of researching recommendations from past MPO studies and contacting those municipalities. T. Bent concurred.

L. Dantas, however, noted that by implementing staff recommendations, the MPO would be taking a natural next step. E. Bourassa also expressed support for a better connection between MPO planning studies and project implementation.

K. Quackenbush noted that staff has been developing a compilation of recommendations from past studies and that this resource could be tapped in order to develop CMAQ project ideas. A. Soolman added that this resource was developed at the request of the MPO, and he expressed support for using the CMAQ Program to promote implementing MPO study recommendations.

D. Mohler advised staff to be mindful of federal eligibility requirements when soliciting proposals from municipalities.

J. Cosgrove suggested a text change to page 4 of the staff's memorandum to clarify that new fixed route services must be compliant with ADA, regardless of whether paratransit service already exists in the area.

A motion to approve the development of the CMAQ Program as outlined in the memorandum – with changes to the text recommended by J. Cosgrove – was made by P. Regan, and seconded by E. Bourassa. The motion passed unanimously.

A motion to direct MPO staff to review past MPO study recommendations and notify municipalities that have eligible projects (in addition to conducting general outreach to municipalities) was made by P. Regan, and seconded by E. Bourassa. The motion passed. The City of Newton voted no. The following voted yes: MassDOT (2), MAPC, Massachusetts Port Authority, MBTA, MBTA Advisory Board, Regional Transportation Advisory Council, the cities of Boston and Somerville, and the towns of Bedford, Braintree, Framingham, and Hopkinton.

#### **8. MBTA ARRA Adjustment – Joe Cosgrove, MBTA**

The MBTA proposed an adjustment to the funding of two MBTA projects programmed for federal economic stimulus dollars through the American Recovery and Reinvestment Act. (See attached.)

A motion to adjust (with no public comment as specified in the MPO's Public Participation Program) the cost of two projects programmed in the FFYs 2010 –2013 TIP in order to shift \$90,000 from the *Orient Heights Track and Special Track Work Reconstruction* project to the *RIDE Vehicles* project to fund an enhanced camera system was made by J. Cosgrove, and seconded by P. Regan. The motion passed unanimously.

## 9. Members Items

E. Bourassa noted that the Merrimack Valley MPO included a federal earmark for the *Border to Boston Trail* in its regional transportation plan (RTP), but that the Boston Region MPO municipalities cannot access those funds because the project was not included in this MPO's plan.

D. Mohler stated that FHWA is concerned about whether the MPO conducted sufficient public outreach during Amendment One to the FFYs 2010 – 2013 TIP in regard to the flexing of \$22.7 million of highway money to fund an MBTA parking garage in Revere. For the record, several members described the MPO's public outreach regarding this project and explained their consensus that no additional public outreach was called for:

- the flexing of funds for this project and the evolving ARRA program were discussed by the MPO members during the RTP Amendment process (D. Mohler)
- Revere officials gave presentations to the MPO on the parking garage project during at least two MPO meetings, including Municipal TIP Input Day (P. Regan)
- earmarks for the project have existed for about 10 years and the project has been discussed publicly for at least that long (P. Regan)
- Revere officials gave a presentation to the MassDOT board on December 2 during which they discussed the project's history and their presentations to the MPO (P. Regan)
- the project was included in the 14-day public comment period for the RTP Amendment (A. McGahan/P. Wolfe)
- the MPO discussed the project as being an essential component for the expansion of rail lines northward (G. Esty)
- Revere officials have been very active in the MPO process (S. Woelfel)
- The MPO did not object to the flex because it would provide more highway money for the FFYs 2016 – 2020 band of the RTP. (M. Pratt)

D. Mohler asked members if any of them believed that the Revere parking garage project was not sufficiently vetted through the MPO's public review process. No members expressed that opinion. Ed Silva, FHWA, said that the agency would be satisfied if the Transportation Planning and Programming Committee members were satisfied.

On behalf of the MPO, D. Mohler expressed appreciation to Ed Silva, FHWA, who is retiring this month, for his years of service and dedication to the MPO.

## 10. Adjourn

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, December 3, 2009, 10:00 AM**

**Member Agencies**

MassDOT  
  
City of Boston  
City of Newton  
City of Somerville  
Federal Highway  
Administration  
MAPC  
  
Massachusetts Port  
Authority  
MBTA  
MBTA Advisory Board  
  
Regional Transportation  
Advisory Council  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

David Mohler  
Stephen Woelfel  
John Romano  
Thomas Kadzis  
David Koses  
Thomas Bent  
Ed Silva  
  
Eric Bourassa  
Jim Gallagher  
Lourenço Dantas  
  
Joe Cosgrove  
Paul Regan  
Brian Kane  
Schuyler Larrabee  
  
Richard Reed  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

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

**Other Attendees**

Lynn Ahlgren  
  
Mark Guenard  
Steve Olanoff  
  
Bryan Slack  
  
MetroWest Regional Transit  
Authority  
MassDOT  
Regional Transportation  
Advisory Board  
MassDOT District 3



# REGIONAL TRANSPORTATION ADVISORY COUNCIL



## MEMORANDUM

**To:** Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization December 3, 2009

**From:** Laura Wiener, Chair, and Mike Callahan, Coordinator, Regional Transportation Advisory Council

**Re:** Report on Regional Transportation Advisory Council Meeting of November 18

The theme of the Regional Transportation Advisory Council's meeting of November 18 was climate change and transportation. The Advisory Council is fortunate to have one of its own members, Chris Porter (representative of MassBike), performing important and widely disseminated research on the topic as an employee of Cambridge Systematics. Chris was a member of the technical team for the study "Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions." He shared some of his team's findings, while Anne McGahan, of the Boston Region MPO staff, described the state, regional, and federal context in which policy on climate change and transportation is being crafted. (Anne is preparing a paper summarizing climate change information for submission to the Transportation Planning and Programming Committee in the near future.)

The recent Massachusetts Global Warming Solutions Act establishes a statewide limit on greenhouse gas (GHG) emissions. Legislation also was recently introduced in the U.S. Congress that would require reductions in GHG emissions from the transportation sector. These examples of pending and approved legislation make clear the importance of considering how to reduce GHG emissions from the transportation sector. This memorandum provides a brief summary of the meeting, and includes information for the MPO to consider as it prepares to develop a new regional transportation plan, TIP, and a revised CMAQ program.

### "MOVING COOLER" STUDY

Cambridge Systematics, a national firm with headquarters in the Alewife area of Cambridge, prepared "Moving Cooler" for the Moving Cooler Steering Committee, which included several federal agencies, advocacy groups, foundations, and companies. The study was released in July 2009.

According to the study, the transportation sector accounts for approximately 28 percent of the total U.S. GHG emissions. Additionally, between 1990 and 2006, growth in U.S. transportation emissions accounted for about 47 percent of the total increase in U.S. GHG emissions. "Moving Cooler" examined two of the four basic approaches to reducing GHG emissions in the transportation sector: reduction of vehicle miles traveled (VMT), and travel efficiency strategies. (Another recent study, the McKinsey study, examined the other two, more technology-oriented strategies: vehicle technology and fuels.)

The study examined almost 50 individual strategies and six combinations of strategies, called bundles. The bundles reflect the reality that more than one strategy is likely to be deployed and that it will take a variety of strategies to realize significant reductions. The six bundles examined in the study were Near-Term/Early Results, Long-Term/Maximum Results (which included almost all strategies), Land

Use/Transit/Nonmotorized, System and Driver Efficiency, Facility Pricing, and Low Cost. Individual strategies were examined at three levels of deployment: expanded best practice, more aggressive, and maximum effort. Bundles were examined at two levels of deployment: aggressive and maximum effort.

**Findings**

Each strategy was analyzed for its effect on the national baseline of annual cumulative GHG emissions from 2010 to 2050. The baseline, therefore, is the sum of expected GHG emissions for each year between 2010 and 2050. The estimated reductions are the percentage reduction from the baseline.

Individual strategies were estimated to produce slight reductions in GHG emissions, ranging from less than 0.5% to 4.0% below the baseline. Some of the estimated reductions highlighted in the presentation and report are included in the table below.

Strategy	Estimated GHG Reduction	Notes
Nonmotorized Improvements	0.2% to 0.5%	Such as bike and pedestrian projects
Congestion Pricing	0.8% to 1.8%	Regional MPO impacts could be greater
Land Use/Smart Growth Strategies	0.2% to 2.1%	Benefits accrue more in long term and would be sustained beyond 2050
Eco-Driving	1.1% to 2.7%	Driving techniques that reduce emissions, such as methods used in driver training by UPS
Speed Limit Reductions	2.0% to 3.6%	Low-cost and among the most effective

Individual strategies were combined in the aforementioned six bundles, and each was analyzed for its effect on expected GHG emissions in 2050. It was found that with aggressive deployment, the range of GHG emissions reductions is between 4% (for the Facility Pricing bundle) and 18% (for the Long-Term/Maximum Results bundle) in 2050. At maximum deployment, GHG emissions could be reduced by up to 24% in 2050 using the Long-Term/Maximum Results bundle. Adding pricing measures to each bundle at least doubles the estimated reductions in GHG emissions in 2050. Examples of pricing measures that produce this effect are carbon pricing, a VMT fee, and/or Pay As You Drive (PAYD) insurance (paying by the mile, rather than a set rate).

In conclusion, the presentations on November 18 raised awareness for the Advisory Council of possible transportation actions to combat climate change, and their estimated effects. The Advisory Council was also urged to consider that the strategies would produce many additional benefits in areas such as public health, safety, and environmental quality. More information on “Moving Cooler” can be found on the study’s website, [www.movingcooler.info](http://www.movingcooler.info) and the study can be purchased through the Urban Land Institute ([www.uli.org](http://www.uli.org)). Additionally, upon request the MPO staff can provide more details from the study on estimated effects for each strategy and bundle of strategies.



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Arnold J. Soolman  
Director, MPO Staff

## MEMORANDUM

**DATE** November 5, 2009  
**TO** Town of Wrentham  
**FROM** MPO Staff  
**RE** Community Transportation Technical Assistance Program:  
Town of Wrentham

### Background

The Community Transportation Technical Assistance Program is a pilot project that provides technical advice on local transportation issues to municipal officials. Members of the Central Transportation Planning Staff (CTPS) and the Metropolitan Area Planning Council (MAPC) jointly staff this program. This Wrentham analysis is the initial study of this program.

Upon the request of the Town of Wrentham, transportation engineers and planners met with Wrentham officials on Friday, October 2, 2009, to learn more about traffic and safety concerns in the downtown and around the Wrentham Common. The site visit began in the Wrentham Town Hall with an initial discussion and overview. Participants then walked through the focus areas and discussed possible short- and long-term alternatives to calm traffic speeds, improve pedestrian access, and minimize traffic conflicts.

**Participants:** Town of Wrentham – Bill Bauser (MAPC SWAP representative), John McFeeley (Town Administrator), and Irving Priest (DPW Superintendent); MAPC – Jim Gallagher and Mark Racicot; CTPS – Seth Asante and Sean Pflazer

MPO staff members have analyzed the following Wrentham intersections:

- Route 1A and Common Street
- Routes 1A and 140
- Route 140 and Common Street
- Taunton Street (Route 152), Common Street, and David Brown Way

The staff's findings and its recommendations to the Town of Wrentham for future consideration are presented below.

The Boston Region MPO, the federally designated entity responsible for transportation decision-making for the 101 cities and towns in the MPO region, is composed of:

MassDOT Office of Planning and Programming

City of Boston

City of Newton

City of Somerville

Town of Bedford

Town of Braintree

Town of Framingham

Town of Hopkinton

Metropolitan Area Planning Council

Massachusetts Bay Transportation Authority Advisory Board

Massachusetts Bay Transportation Authority

MassDOT Highway Division

Massachusetts Port Authority

Regional Transportation Advisory Council (nonvoting)

Federal Highway Administration (nonvoting)

Federal Transit Administration (nonvoting)

## Intersection of Route 1A and Common Street



This is a wide intersection in the heart of the downtown. Its configuration brings about unnecessary conflicts among motorists and between motorists and pedestrians.

The wide travel lanes in both directions of Route 1A allow motorists to travel at high speeds through the downtown and require pedestrians to walk longer distances to cross the street. It is also difficult for motorists approaching from Common Street to turn left onto Route 1A. Because they have difficulty finding a gap in traffic, they often inch out into Route 1A, stopping one or both lanes of traffic, in order to complete that turning movement.

In addition, there are unrestricted movements of motor vehicles from business driveways, which leads to unsafe turns. Furthermore, most of the business driveways are too wide. The wide driveways create gaps in the sidewalk and allow motorists to travel at higher speeds, consequently reducing pedestrian safety.

### *Short-Term Alternatives*

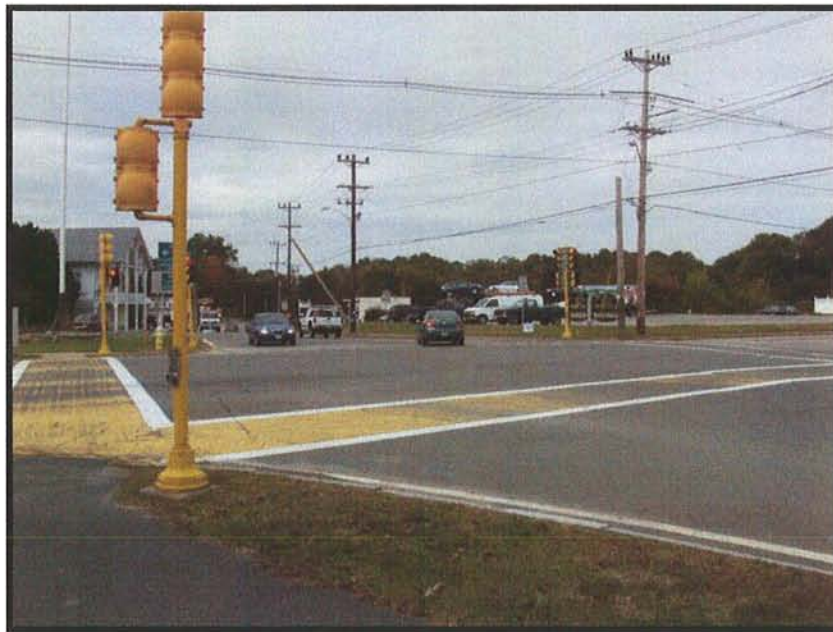
- Shorten the driveway width of the convenience store and relocate the crosswalk at a ninety-degree angle from the street corner of the pizza restaurant to the sidewalk in front of the convenience store to enhance pedestrian safety and accessibility. Include a median sign or refuge in the crosswalk to allow pedestrians to cross one lane at a time rather than wait for a gap in both lanes of traffic.
- Stripe crosswalks with median signs or refuges from the corner of the Wrentham Common to the south side of Common Street and to the west side of Route 1A to improve access between downtown businesses and the common.

### ***Long-Term Alternative***

This alternative would involve the construction of a small roundabout in the center of the Route 1A and Common Street intersection. The roundabout would slow traffic by inhibiting motorists from speeding through the intersection. In addition, it would allow motorists approaching from Common Street to complete turning movements onto Route 1A southbound without having to cross two travel lanes. The roundabout would improve pedestrian safety by providing shorter crosswalks and median refuges and enhance accommodations by facilitating widened sidewalks, benches and trees where possible.

The construction of a roundabout would require the removal of parking spaces on the west side of Route 1A. Business driveways would have to be consolidated to stop motorists from exiting directly into the roundabout. Parking would be encouraged in the rear of businesses located southeast of the roundabout through two-way driveways before and after the roundabout.

### **Intersection of Routes 1A and 140**



This is a busy intersection that experiences some delays, primarily due to the lack of designated left-turn lanes and left-turn signal phases. The widths of the approaches on Route 140 do not accommodate turning lanes. Motorists on the Route 140 southbound approach to Route 1A can bypass the intersection by using Bank Street as a slip lane.

The use of Bank Street as a slip lane promotes speeding into downtown Wrentham. This is a safety concern both for pedestrians and for motorists reversing out of angled parking spots. Motorists reversing out of angled parking spots are less likely to see pedestrians, bicyclists, or other motorists. In addition, approaching motorists and especially bicyclists, who are usually

closer to the exiting vehicles, cannot see if anyone is in the vehicle until passing it. Lastly, although there is a stop sign at the end of Bank Street, it is positioned beyond the pedestrian crosswalk and too low to be easily noticed. Many motorists do not obey the stop sign.

### ***Short-Term Alternatives***

- Reposition the stop sign prior to the pedestrian crosswalk and at a proper height to ensure that it is visible to motorists.
- Remove the crosswalk that traverses Route 1A south of Bank Street to discourage conflict between pedestrian and motorists at this location.
- Change the angle parking on the west side of Route 1A from head-in to back-in to enhance safety for motorists and other roadway users.

(Back-in parking allows greater visibility for the driver to see motor vehicles, pedestrians, and bicyclists when pulling out of the parking space, resulting in fewer crashes. This configuration also allows car doors and trunks to open facing the sidewalk, making it safer for drivers and passengers, especially if some passengers are children. While back-in parking has been in use throughout the country for decades, it has recently received renewed attention. Research done by the staff uncovered several instances of municipalities that are using this technique. In addition, planners who were consulted generally indicated that this technique is seen as having clear safety benefits for bicyclists and pedestrians. And while it is seen to be safer for all users, it is particularly desirable for bicyclists who usually are traveling in the lane directly adjacent to angled parkers. Bicyclists not only have the worst view of the drivers backing out, but also are most vulnerable to injury.)

### ***Long-Term Alternative***

This alternative would close off Bank Street to traffic and bring the island (with the flag monument) adjacent to the existing sidewalk. A new right-turn lane would be constructed on the Route 140 southbound approach. The reconfiguration of this turning movement would slow the speed of motorists by requiring them to make a proper right-hand turn at the intersection. It would also enhance the driver's ability to see other roadway users in the downtown. The closure of Bank Street would eliminate one street crossing for pedestrians and allow the restriping of a mid-block crosswalk with medians on Route 1A between the intersection of Routes 140 and 1A and the roundabout.

This alternative would remove most of the existing parking on Bank Street.

### **Intersection of Route 140 and Common Street**

Entering Route 140 southbound from Common Street is difficult due to the angle of the intersection, which requires motorists to look back over their left shoulder to check traffic. In addition, northbound traffic on Route 140 turns onto Common Street at high speeds.

### ***Short-Term Alternative***

- Convert the yield to a stop. Place a stop sign at the end of Common Street at Route 140, eliminating the high-speed merging of vehicles.

### ***Long-Term Alternatives***

There are three alternatives that involve changes to both the intersection of Route 140 and Common Street and the intersection of Taunton Street (Route 152), Common Street, and David Brown Way. The following descriptions of these alternatives focus on the intersection of Route 140 and Common Street.

*Alternative 1:* Relocate David Brown Way, which currently bisects the Wrentham Common, further east so that it meets square with Route 140 and directs traffic away from the intersection of Routes 140 and 1A. Close off the connection of Common Street and Route 140, preventing motorists from merging at high speeds between Common Street and Route 140. Instead, motorists would be required to make proper turns at the intersection of Route 140 and the relocated David Brown Way, in order to enhance safety.

*Alternative 2:* Close off David Brown Way and redirect traffic to the intersection of Common Street and Route 140 or to the intersection of Common Street and Route 1A. Bend Common Street into Route 140 so they meet at a 90-degree angle, and require motorists to stop before turning onto Route 140. This alternative would help reunite the Wrentham Common, but redirecting traffic from David Brown Way has the potential to increase traffic in the downtown.

*Alternative 3:* Narrow David Brown Way and make it one-way, only accessible for motorists heading south to Common Street. Bend Common Street into Route 140 so they meet at a 90-degree-angle, and require motorists to stop before turning onto Route 140. This alternative would redirect northbound traffic on Taunton Street (Route 152) to the intersection of Common Street and Route 140 or to the intersection of Common Street and Route 1A, potentially increasing traffic in the downtown.

*Note:* Alternatives 2 and 3 must be designed to accommodate school buses approaching Route 140 from Common Street. In addition, all alternatives would need to be coordinated with the Taunton Street (Route 152) project to ensure the proper alignment of the Taunton Street (Route 152), Common Street, and David Brown Way intersection.<sup>1</sup>

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<sup>1</sup>The Taunton Street (Route 152) project consists of roadway reconstruction, widening, and sidewalk installation from Common Street near Route 1A southerly for approximately 0.8 miles. Its design status is 25% submitted, and it is included in the Transportation Improvement Program's Universe of Projects List.

## Intersection of Taunton Street (Route 152), Common Street, and David Brown Way



This intersection is wide, with the north and south approaches unaligned, which makes the crossing of Common Street between David Brown Way and Taunton Street (Route 152) difficult.

The crosswalks at this intersection are unnecessarily long and poorly placed in the intersection, increasing the exposure of pedestrians to motor-vehicle traffic.

### *Short-Term Alternatives*

- Relocate the pedestrian crossings so that they are perpendicular to the streets, thereby reducing their lengths.
- Construct a curb extension on the northwest corner and an island by the southeast corner of the intersection to further reduce the length of pedestrian crossings.
- Construct a mid-block crossing on David Brown Way to provide pedestrian access from one part of the Wrentham Common to the other.

### *Long-Term Alternatives*

There are three alternatives that involve changes to both the intersection of Taunton Street (Route 152), Common Street, and David Brown Way and the intersection of Route 140 and Common Street. The following descriptions of these alternatives focus on the former intersection.

*Alternative 1:* Relocate David Brown Way, which currently bisects the Wrentham Common, further east so that it meets square with Route 140 and directs traffic away from the intersection



of Routes 140 and 1A. Bend Taunton Street (Route 152) into Common Street so they meet at a 90-degree-angle. This alternative would help channel traffic and shorten pedestrian crossings.

*Alternative 2:* Close off David Brown Way and redirect traffic to the intersection of Common Street and Route 140 or to the intersection of Common Street and Route 1A. Bend Taunton Street (Route 152) into Common Street so they meet at a 90-degree angle. This alternative would eliminate one vehicular approach and shorten pedestrian crossings as well as reunite the Wrentham Common. Redirecting traffic from David Brown Way has the potential to increase traffic in the downtown.

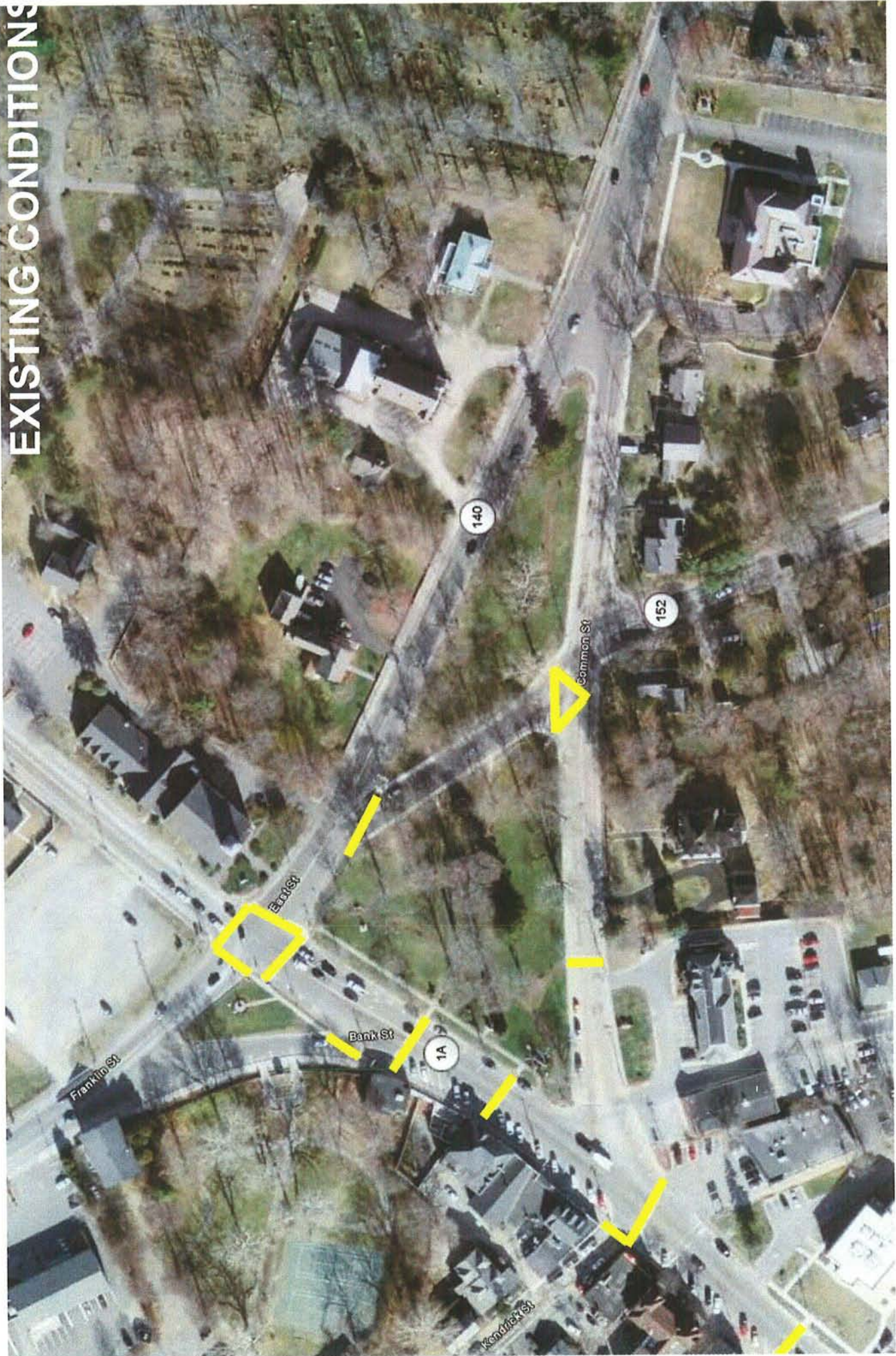
*Alternative 3:* Narrow David Brown Way and make it one-way, only accessible for motorists heading south to Common Street. This alternative would channel traffic and shorten pedestrian crossings.

*Note:* All alternatives would need to be coordinated with the Taunton Street (Route 152) project to ensure the proper alignment of the Taunton Street (Route 152), Common Street, and David Brown Way intersection.<sup>2</sup>

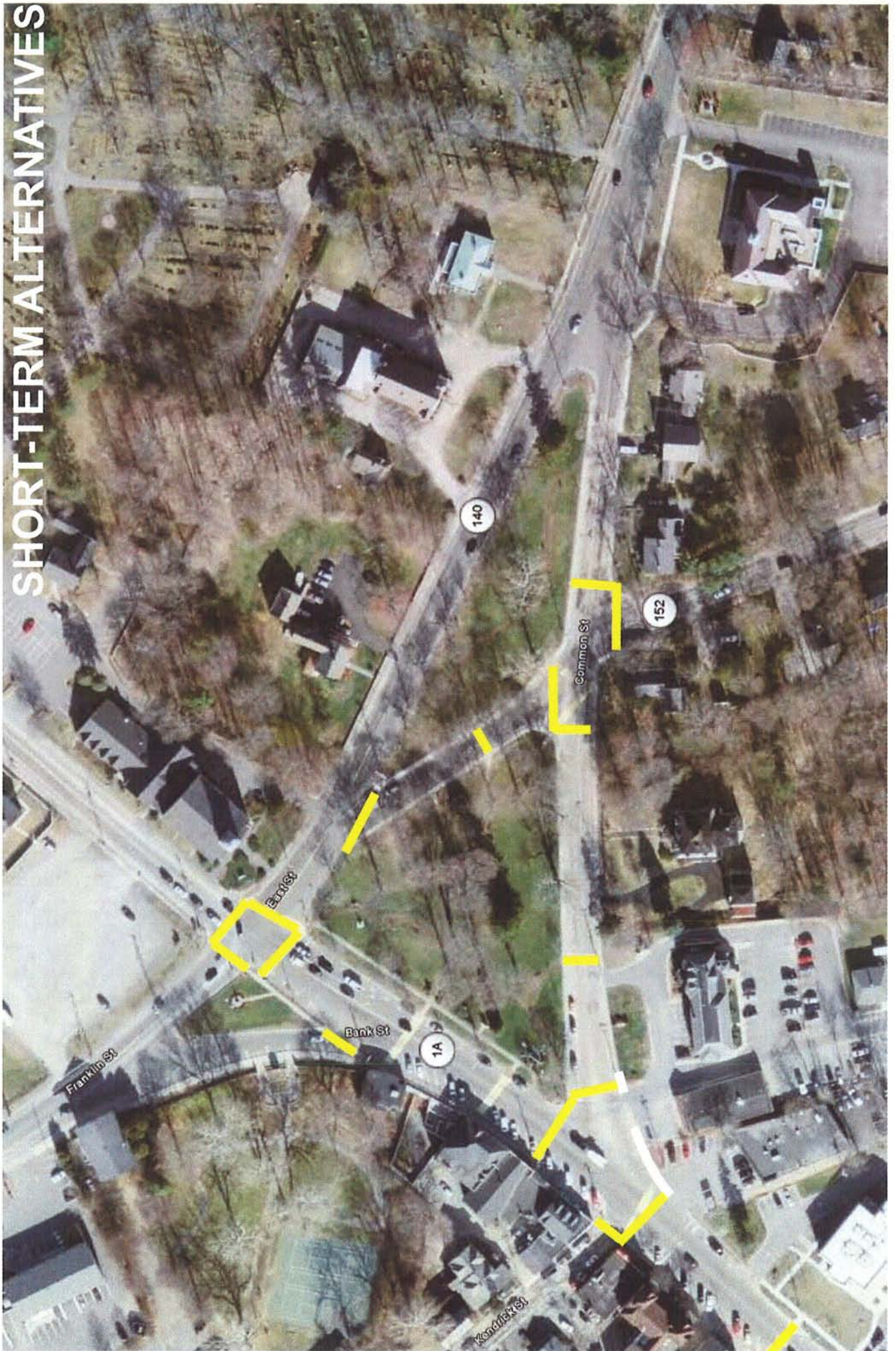
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<sup>2</sup>The Taunton Street (Route 152) project consists of roadway reconstruction, widening, and sidewalk installation from Common Street near Route 1A southerly for approximately 0.8 miles. Its design status is 25% submitted, and it is included in the Transportation Improvement Program's Universe of Projects List.

EXISTING CONDITIONS



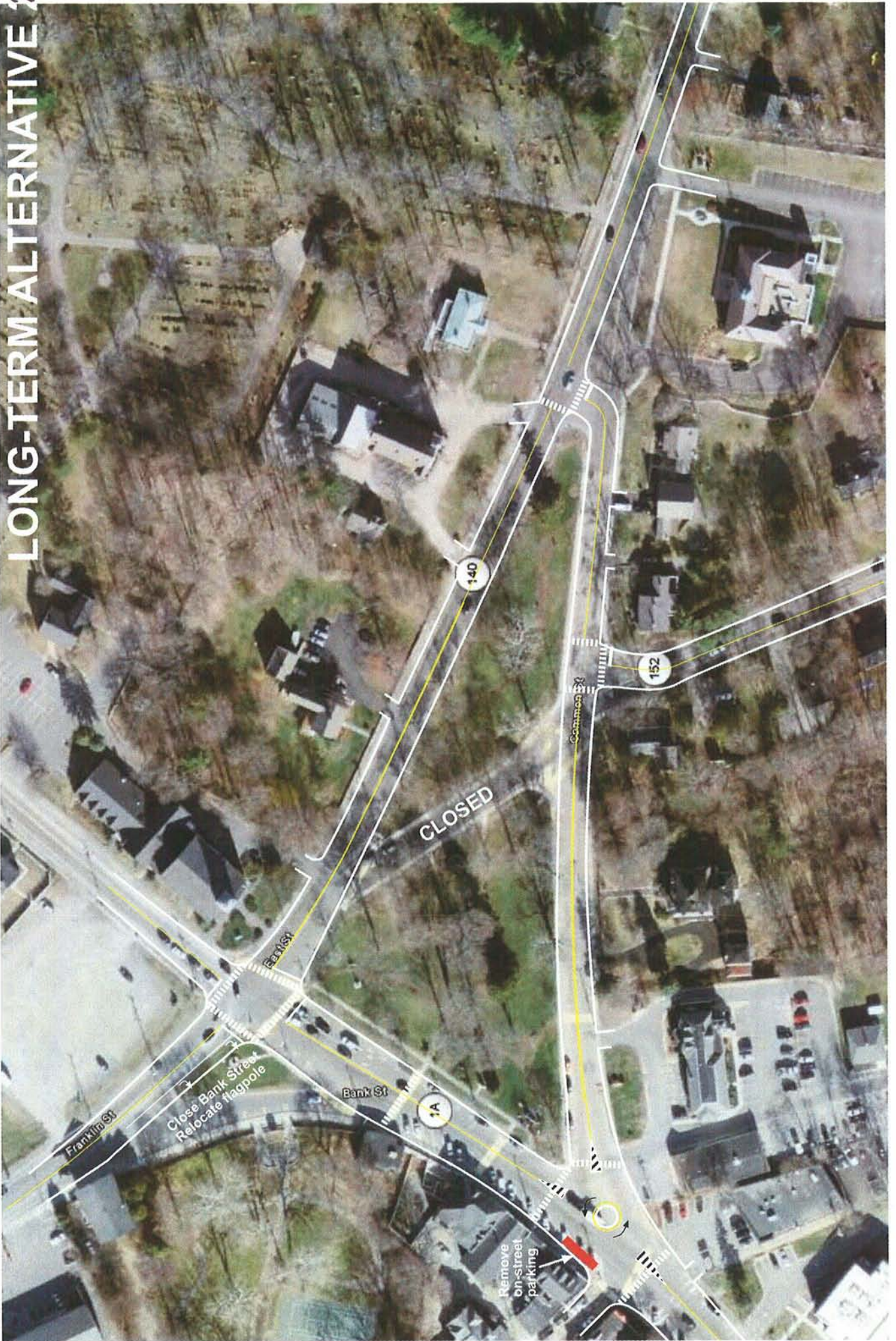
# SHORT-TERM ALTERNATIVES



# LONG-TERM ALTERNATIVE 1



# LONG-TERM ALTERNATIVE 2



LONG-TERM ALTERNATIVE 3





# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Arnold J. Soolman  
Director, MPO Staff

The Boston Region MPO,  
the federally designated  
entity responsible for  
transportation decision-  
making for the 101 cities  
and towns in the MPO  
region, is composed of:

MassDOT Office of Planning and  
Programming  
City of Boston  
City of Newton  
City of Somerville  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton  
Metropolitan Area Planning Council  
Massachusetts Bay Transportation  
Authority Advisory Board  
Massachusetts Bay Transportation  
Authority  
MassDOT Highway Division  
Massachusetts Port Authority  
Regional Transportation Advisory  
Council (nonvoting)  
Federal Highway Administration  
(nonvoting)  
Federal Transit Administration  
(nonvoting)

## MEMORANDUM

To: Transportation Planning and  
Programming Committee

December 1, 2009

From: MPO Staff

Re: Draft Plan for Development of the Boston Region MPO CMAQ  
Program

The federal fiscal years 2010–2013 Transportation Improvement Program (TIP) includes in each of the four years a new item, the “CMAQ Program.” This program folds together three pre-existing programs: the Suburban Mobility Improvement, Regional Transportation Demand Management, and Improving the Region’s Bicycle/Pedestrian Infrastructure programs. It also offers new opportunities to achieve even greater CMAQ benefits by expanding the program to accommodate and invite more project types.

### BACKGROUND

The MPO has a policy of minimizing transportation-related pollution; promoting energy conservation; and advancing sustainability, environmental benefits, and health-promoting transportation options. This policy is consistent with the purpose of the federal Congestion Mitigation Air Quality (CMAQ) Program, which was adopted as part of the Intermodal Surface Transportation Efficiency Act of 1991 with the intention of funding activities that reduce congestion and improve air quality.

For several years, the Boston Region MPO has programmed some of its funds for CMAQ eligible projects in three focused programs. One of these programs is the MPO’s Suburban Mobility program, which provides financial and technical support for public entities seeking to operate transit services in areas un- or underserved by the current transit network. The program has mainly funded shuttle bus services to improve accessibility to transit stations and destinations otherwise available only to people with personal transportation. Services such as the MetroWest Regional Transit Authority (MWRTA) Route 1 Green Line Shuttle and the Neponset Valley Railink have improved access to transit stations, while the Ipswich Essex Explorer has made transit available from the Ipswich commuter rail station to other North Shore destinations. This program has had financial support from the MPO, which

has funded it with \$650,000 per year of federal and state funds in the CMAQ funding category.

Another of the focused programs, the Transportation Demand Management program, funded under CMAQ at \$250,000 per year, for the past two years has provided financial support for several projects that contribute to mobility and air quality improvements in the region. The program has funded walking and biking maps for WalkBoston and the City of Boston. Funds have also been allocated to the North Shore Transportation Management Association (TMA) to offer transportation incentives to commuters to reduce single-occupancy travel.

The MPO has also funded a bicycle/pedestrian infrastructure program at a level of approximately \$650,000 per year for the past two years.

For the past four years an average yearly total of approximately \$12 million of CMAQ funding has been used for intersection improvement projects and transit projects required as part of the State Implementation Plan, and separate from these three focused programs.

By modifying the requirements for the federal fiscal year 2010 CMAQ Program to accommodate more project types, the MPO is seeking a wider range of applicants and projects to achieve even greater CMAQ benefits.

## **DESCRIPTION OF THE NEW PROGRAM**

### **Intent and Purpose**

For the 2010 federal fiscal year, the MPO has combined all initiatives under one line item, the CMAQ Program, and has provided \$2 million for it. The program will be open to all projects that are eligible for funding under the federal CMAQ guidelines.

The MPO has the following intentions for the program: that it will – (1) continue to support new transit services in areas un- or underserved by the existing transit system, (2) be a funding source for implementing small-scale roadway, intersection, bicycle, or pedestrian facility recommendations from evaluations and studies conducted by the MPO, and (3) stimulate thinking about and developing a broader range of proposals (including transportation demand management initiatives, fleet upgrades, and diesel retrofits) from public entities in the region that will result in expanding the variety and scope of investments supported by funds in this program. The purpose of this new approach is to improve the effectiveness of CMAQ funds in reducing emissions and congestion in the region. Positive overall air quality impacts will be a prime consideration in project selection.

### **Program Overview**

This broader-scope CMAQ Program has several effects: (1) the solicitation for projects can be opened to all types of projects eligible for CMAQ funding, some of which have not yet been actively encouraged by the MPO, that might result in additional and possibly more effective activities; (2) the MPO can conduct one solicitation for all CMAQ-eligible projects and



programs; and (3) it can direct funds to any project in the formerly funded three programs without regard to former program funding limitations by category.

Regional transit authorities (RTAs) in the MPO region, municipalities, transportation management associations, chambers of commerce, and nonprofit and not-for-profit transportation advocacy groups will be invited to submit proposals. All projects must have either an RTA, a municipality, or a transportation agency as a fiduciary agent as an integral part of the proposal.

The following items are examples of the types of projects the MPO will include in its solicitation for projects. The program, in line with CMAQ guidance from the Federal Highway Administration, will make capital investments and/or provide operating assistance in projects and programs such as:

- Diesel engine retrofits (non-transit vehicles)
- “Costs-above” fleet replacement with upgrades to hybrid vehicles
- Congestion relief measures (intersection and roadway improvements that improve traffic flow or bicycle or pedestrian infrastructure that will enable increased use of these modes)
- Infrastructure investments for bicycle and pedestrian facilities (bike lanes, sidewalks, signs, curb ramps, signals, crosswalks, crosswalk technology, and other equipment with a similar purpose)
- Access to transit improvements
- Transit vehicles
- Marketing and promotion of transit, bicycle, and pedestrian modes
- Bicycle parking infrastructure
- Parking-demand management programs
- Access management programs
- New transit services (in suburban areas, according to past practice in the MPO’s Suburban Mobility Program)
- Intermodal facilities
- Travel demand strategies
- Incident management programs
- Traffic operation centers
- Ridesharing (supplementing, not duplicating MassRIDES services)

Planning studies are not eligible for funding and cannot be considered part of the project’s local match. Another parameter is that the project cannot be an existing service. Finally, if the

project is a fixed route service, it must be ADA compliant if paratransit service is not already provided in its service area.

### **Selection Criteria**

To be selected for funding in the MPO CMAQ Program, a project must meet the criteria of the Statewide CMAQ Committee and must either reduce vehicle emissions or, for activities promoting non-automobile modes, must not increase emissions in the region. Other considerations will include: contribution to mobility and sustainability; cost-effectiveness; population served; and whether the projects (likely to be funded) as a group provide modal and geographic equity. (An application for funding for years two and three will require cost-benefit reports.)

### **Funding**

Capital projects will be required to have a 20 percent local match each year for up to three years of funding (the limit of eligibility for the MPO CMAQ Program). Operating programs will be required to have a 20, 30, or 40 percent match for years one through three, respectively.

### **Public Education and Outreach**

To support the CMAQ Program, the MPO will initiate a robust public education process coordinated with the solicitation for projects in the program. Staff will prepare a packet of information (including a description of the federal CMAQ Program, a discussion of the MPO policies related to air quality, and details and specifics of the MPO CMAQ Program) for distribution to all the entities eligible to propose projects in the program. This information will also be posted on the MPO's website, reported in *TRANSREPORT*, and used as a meeting handout at the MPO's January 2010 Open House. Staff and MPO members will conduct up to six CMAQ Program How-To Seminars during the project-solicitation time frame to provide general information to the public about the program and technical assistance to potential project proponents. The MPO may also wish to hold a preproposal meeting to allow staff to discuss the details of the program with proponents who are intending to submit a proposal.

Staff will prepare the following public information and outreach materials:

- Program description
- Application (online)
- List of entities to be included in the solicitation
- Solicitation cover letter
- Schedule
- FAQ
- Press release

- TRANSREPORT article
- Website posting

## NEXT STEPS FOR THE PROGRAM

The Transportation Planning and Programming Committee is scheduled to consider the program at the December 3 meeting and possibly decide at the December 17 meeting.

Once the new CMAQ Program has been approved by the Transportation Planning and Programming Committee, staff recommend the following schedule for implementation:

- Finalize program informational and application materials (December and January)
- Solicit proposals (January 15)
- Conduct How-To's (February and March), coordinated with TIP How-To Seminars
- Hold preproposal meeting (March 15)
- Proposals Due (April 1)
- Review proposals and provide technical review and assistance (April 1 through May 15)
- Meetings with Subcommittee (April 15 through May 15):
  - Review proposals: members and staff review proposals and generate questions for additional information (April 15)
  - Hold Proponent Input Day for Subcommittee (May 1)
  - Review proponent responses to questions and requests (May 8)
  - Decide on projects to recommend to TPPC (May 15)
  - TPPC decides on projects for TIP (May 15)
  - TPPC submits projects to Statewide CMAQ Eligibility Committee (May or June)
  - The Office of Transportation Planning will administer contracts
- Staff review quarterly reports and report on project activities and results.

KQ/PW/pw

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009  
MBTA PROJECT STATUS AS OF 11/30/09

Project Name (and Number)	Brief Project Description	Projected Cost	ARRA Funding	TIP Approval	Environmental Approval	FTA Grant Status	Project Status/ Next Steps
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ARRA Phase 1 - Grant MA-96-X001:

The RIDE Vehicles (D05)	Procurement of 108 vans off of EOT contract, to increase level of MBTA-owned vehicles and reduce expenses (v. operator-owned vehicles).	\$5,500,000	5307A (Phase 1)	Initially 2/26/09; Amended 6/18/09	Exempt from NEPA review.	MA-96-X001: to FTA on 4/9/09; to DOL 5/18/09; grant executed 6/25/09.	All 108 vans delivered and in service. Grant amendment for an additional \$90,000 for enhanced camera system in process.
MBTA Systemwide Fencing (D06)	\$3.8M for replacing and repairing fencing along ROW and MBTA property.	\$3,800,000	5307A (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 4/15/09.	MA-96-X001: to FTA on 4/9/09; to DOL 5/18/09; grant executed 6/25/09.	Material requisitions underway. TSP agreements with unions (10 positions) in place. Anticipate 12/7/09 start date. Gilbane will oversee work under CM/PM contract.
Back Bay Station Lobby Ventilation (D02)	\$3.0M for improving ventilation and air quality within Back Bay Station lobby area (e.g., roof units, fans, door systems).	\$3,000,000	5307A (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 4/15/09.	MA-96-X001: to FTA on 4/9/09; to DOL 5/18/09; grant executed 6/25/09.	HNTB performing engineering analysis and to provide recommended actions (via CM/PM contract). Upon completion, construction contract will be advertised.
Enhanced Bicycle Parking Facilities (D04)	\$4.8M for construction of enhanced bicycle parking facilities at up to 50 stations (where feasible, parking cages with lighting and security).	\$4,803,250	5307A (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 6/23/09	MA-96-X001: to FTA on 4/9/09; to DOL 5/18/09; grant executed 6/25/09.	Final design underway by Edwards & Kelcey via GEC contract. Gilbane to develop construction schedule and TSP manpower needs under CM/PM contract. Anticipate construction start in Spring 2010.
Bus Stop and Customer Enhancements (D01)	\$7.8M for bus stop amenities (e.g., shelters, benches, signage, pavement markings, ADA), improvements to Route 23 bus corridor between Ashmont and Ruggles Station, and other customer service enhancements.	\$7,825,000	5307A (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 6/23/09	MA-96-X001: to FTA on 4/9/09; to DOL 5/18/09; grant executed 6/25/09.	Final design underway by TranSystems via GEC contract. Gilbane to develop construction schedule and TSP manpower needs under CM/PM contract. Anticipate construction start by February 2010.
Silver Line - Phases A & B: Dudley-S. Station Enhancements (D03)	\$1.7M for new bus stops at Chinatown and South Station, queue jumper lanes, traffic signal priority and real-time arrival system. (Excludes \$0.8M for ramp work; separate ARRA project.)	\$1,700,000	5307A (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved on 6/9/09	MA-96-X001: to FTA on 4/9/09; to DOL 5/18/09; grant executed 6/25/09.	Design by IBI via GEC contract. Construction contract awarded to McCourt Constr; NTP issued 8/31/09. As of 11/30/09, Essex Street resurfaced, bus lanes painted, bus shelter installed. Direct Silver Line bus service to S. Station in operation.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009  
MBTA PROJECT STATUS AS OF 11/30/09

Project Name (and Number)	Brief Project Description	Projected Cost	ARRA Funding	TIP Approval	Environmental Approval	FTA Grant Status	Project Status/ Next Steps
<b>ARRA Phase 1 - Grant MA-56-0001:</b>							
Commuter Rail - Various Station Projects (D12)	\$5.25M for various CR station projects, systemwide (e.g., platform pavement replacement, lighting, signage)	\$5,250,000	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved on 6/9/09	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	PI's for 5 initial stations submitted by MBCR; 1 approved to date, 4 pending approval. Gilbane to manage construction activities under CM/PM contract.
Dudley Square Station Improvements (D13)	\$960K for construction of a 2-officer kiosk at Dudley Square Station, including video monitors, cctv, telephones, etc.; as well as lighting, shelter and signage improvements.	\$960,000	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved on 6/9/09	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	Police kiosk bids received and under review; 90% station design completed. Expect to advertise construction contract in Dec-09; start work by Feb-10. Gilbane to oversee construction activities under CM/PM contract.
MBTA Tunnel Signage (D14)	\$6.7M for fabrication and installation of signage within MBTA tunnels; a safety initiative for both customers and employees.	\$6,708,000	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved on 6/9/09	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	Material procurements underway. TSP Agreements with unions (18 positions) in place. Anticipated start date of 12/7/09. Gilbane to oversee construction under CM/PM contract.
Commuter Rail Facilities (D15)	\$8.0M for commuter rail facilities - including layover facility upgrades and various facility repairs (e.g., roof replacement, fire protection systems)	\$8,000,000	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 4/15/09.	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	MBCR preparing PI's for MBTA approval. Gilbane to manage construction activities under CM/PM contract. Project schedule under development.
Haverhill Line - Double Track and Signal Work (D19)	\$10.0M for Haverhill Line double tracking project (Wilmington Junction to Andover St. in Lawrence). \$7.4M for new track circuits, new power switches, new interlocking, and grade crossing improvements (various locations).	\$17,410,648	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 4/15/09.	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	MBCR to submit PI for review. Construction management by Gilbane under CM/PM contract. Project schedule under development. Double track work will precede signal work.
Commuter Rail - Bridge Projects (D18)	\$3.0M for bridge repairs. Anticipate mechanical repairs at 3 drawbridges and timber/tie replacements at about 10 bridges.	\$3,000,000	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE Approved 6/30/09	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	PI's for 9 initial bridges submitted by MBCR; 1 approved, 8 pending approval. Gilbane to manage construction activities under CM/PM contract.
Fitchburg Line - Interlocking Project (D17)	\$10.2M for CPF-43 interlocking work, which will provide improved reliability and on-time performance for the Fitchburg Line	\$10,185,000	5309 (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 2/23/09 (Small Starts).	MA-56-0001: To FTA 5/22/09; to DOL 6/10/09; grant executed 7/13/09.	Board approved project 4/13/09. HNTB preparing final design. PI for Fitchburg Interlocking work approved 9/22/09; MBCR work initiated. D&C will oversee project.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009  
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ARRA Phase 1 - Grant MA-96-X014:

MBTA Bus Facility Rehabilitation and Improvements (D08)	\$13.7M for various bus facility improvements (e.g., bus washing equipment, pavement repairs) as well as repairs/upgrades to heating, cooling and lighting systems at 5 bus garages.	\$14,636,188	5307B (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 4/15/09.	MA-96-X014: To FTA 6/1/09; to DOL on 6/15/09; grant executed 7/24/09.	Over \$4M of material requisitions in process. TSP Agreements with unions signed (20 positions). Anticipated start date of 12/7/09. Gilbane will oversee work under CM/PM contract.
Double Track - Fitchburg Line (D09)	\$39.8M for "stand alone" Fitchburg double tracking project - between West Acton and Ayer, including Littleton Station work.	\$39,810,000	5307B (Phase 1)	Initially 2/26/09; Amended 6/18/09	CE approved 4/15/09.	MA-96-X014: To FTA 6/1/09; to DOL on 6/15/09; grant executed 7/24/09.	HNTB given NTP for final design on 12/2/09. Tie and tie plate deliveries underway. MBCR to submit PI for review. D&C will manage construction.
Hybrid Bus Procurement (D10)	\$30.7M for procurement of 25 articulated 60' hybrid buses. Primary purpose is to replace aging buses. May also support BRT in future if implemented.	\$30,700,000	5307B (Phase 1)	6/18/09 Amendment	Typically do not get written approval for vehicle CEs	MA-96-X014: To FTA 6/1/09; to DOL on 6/15/09; grant executed 7/24/09.	Board approval on 7/2/09. With Albuquerque option assignment, price negotiations and Buy America audit completed, NTP provided to New Flyer on 9/17/09. Anticipate bus deliveries between Jan-10 and Jun-10.
Silver Line - Essex St. Ramp and Areaway Reconstruction (D11)	\$800K to reconstruct Essex Street ramps and areaways in association with providing Silver Line service to South Station. Scope not included within \$1.7M ARRA project.	\$800,000	5307B (Phase 1)	6/18/09 Amendment	CE approved on 6/9/09	MA-96-X014: To FTA 6/1/09; to DOL on 6/15/09; grant executed 7/24/09.	Construction contract approved by Board on 8/6/09 (\$1.17M low bid to McCourt includes this work); NTP in Sep-09. For ramp and areaway work, anticipate completion by Sep-10.
Ashmont Station Upgrade Phase II (D07)	\$13.9M for "phase 2" upgrades, including final wall, ceiling and walkway finishes.	\$13,900,000	5307B (Phase 1, Amend. Pending)	Initially 2/26/09; Amended 6/18/09	CE approved 8/24/04 (FONSI issued)	Initially in MA-96-X014; removed by FTA 7/23/09 prior to approval. To be added back via grant amendment	Project removed from MA-96-X014 grant prior to execution; process underway to add back via grant amendment. Construction contract advertised for bids on 11/20/09, subject to ARRA funding.

Total - ARRA "Phase 1" Projects:

\$177,988,086

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009  
MBTA PROJECT STATUS AS OF 11/30/09

Project Name (and Number)	Brief Project Description	Projected Cost	ARRA Funding	TIP Approval	Environmental Approval	FTA Grant Status	Project Status/ Next Steps
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ARRA Phase 2 - MBTA Formula Funds (Pending FTA Grant Approval):

MBTA Operating Assistance	Under the Supplemental Appropriations Act of 2009 (H.R. 2346) , transit agencies can use up to 10% of 5307 ARRA funds for operating assistance	\$18,067,444	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.
Orient Heights Track and Special Trackwork Reconstruction	Rebuild 11,000 feet of track; replace thirty 50-year old turnouts; replace the negative return power cable; prepare yard for new No. 5 Blue Line cars and operation of 6-car trains.	\$19,000,000	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10. Project cost will be reduced by \$90,000 with funds transferred to RIDE van procurement (Grant MA-96-X001).
Emergency Station Lighting Program	Installation of 600VDC lighting systems in transit stations with only 1 source of AC power, enhancing safety and sustaining lighting during a power outage. This work is a continuation of a previous effort.	\$1,500,000	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.
Substation Control Battery Set Replacement program (Phase 2)	Replacement of traction power substation control batteries (primary source of operational control for power system's AC & DC breakers)	\$3,200,000	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.
Tunnel Dewatering Pump Station Rehabilitation Program	Replace and upgrade dewatering equipment (pumps, motors, valves, piping, alarms) within transit tunnel pump rooms	\$2,307,556	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.
Back Bay Re-Roofing Project	Roof Repair/Replacement - repair deteriorating roof; work associated with ARRA Phase 1 lobby ventilation project	\$1,625,000	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.
North Quincy Station Platform Repairs	Structural repairs to the existing concrete platforms at North Quincy station.	\$4,000,000	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009  
MBTA PROJECT STATUS AS OF 11/30/09

Project Name (and Number)	Brief Project Description	Projected Cost	ARRA Funding	TIP Approval	Environmental Approval	FTA Grant Status	Project Status/ Next Steps
Braintree Station Structural Repairs	Structural repairs to Braintree Station platform, as well as parking garage.	\$4,500,000	5307C (Phase 2)	11/19/09 Amendment	Pending	Pending	FTA grant application process underway. Projects will be brought to Board for CIP amendment on 1/6/10.

Total - Pending "Phase 2" Projects: **\$54,200,000**

ARRA Phase 3 - "Flexed" Highway Funds (Pending FTA Grant Approval):

MBTA Transit Flex (Key Bus Routes)	Bus stop amenities and other customer service enhancements, focusing on key bus routes.	\$10,000,000	Highway Flex	11/19/09 Amendment	Pending	Pending	Highway funds to be flexed to FTA prior to grant application.
Lynn - Improvements at Blossom Street Ferry Terminal	Improvements to the Blossom Street Ferry Terminal in Lynn, to facilitate passenger boat service in the future.	\$8,400,000	Highway Flex	11/19/09 Amendment	Pending	Pending	Highway funds to be flexed to FTA prior to grant application.
Revere - Wonderland Station Garage	Parking garage construction at Wonderland Station	\$22,700,000	Highway Flex	11/19/09 Amendment	Pending	Pending	Highway funds to be flexed to FTA prior to grant application.

Total - Flexed Highway Funds **\$41,100,000**