

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

January 7, 2010 Meeting

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

Clinton Bench, 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 for recommendation to the MPO Amendment Two to the federal fiscal years (FFYs) 2010 – 2013 Transportation Improvement Program (TIP)
- approve the work program for *State Fiscal Years 2010 and 2011 Massport Technical Assistance*
- approve the minutes of the meeting of December 17

Meeting Agenda

1. Public Comments

Members of the public made comments regarding the following projects:

Medway – Route 109

Paul G. Yourkis, Town of Medway, requested that the MPO program a project for the improvement of Route 109 in Medway in the TIP. He noted that the project is a main connector to Interstates 95 and 495 in the Metrowest region, and that the Medway portion of Route 109 is the only section of the road that has not yet been improved. He added that this section of the road has a high accident rate (triple the state average, according to a consultant's report), poor drainage (impacting water quality flowing into tributaries to the Charles River), and poor mobility (particularly for pedestrians). He explained that the project has a \$400,000 federal earmark and \$300,000 allocated in the state bond bill for engineering and design, but that the proponents have not been able to get an earmark for construction because the project is not on the TIP. He distributed a letter from the Medway Board of Selectmen to the MPO, which references the project's federal earmark. (See attached.)

Members asked several questions about the project and had comments.

In response to a question from Mary Pratt, Town of Hopkinton, P. Yourkis stated that the project cost estimate is roughly \$9 million. M. Pratt alerted him that if the project cost rises to \$10 million it would have to be listed in the Regional Transportation Plan (RTP). She also stated that if the project is not a line item in the bond bill the funding is not

guaranteed. She suggested that the town might use some of its Chapter 90 funds to advance the project beyond the pre-25% design phase, or procure mitigation monies from businesses. She also noted that a MEPA review would have to be done due to the project's potential impacts to the Charles River.

David Koses, City of Newton, asked for more details on the project and asked if it is an expansion project. P. Yourkis explained that the project area encompasses the intersection of Route 109 (Main Street) to Holliston Street and 100 feet beyond at four intersections. The project will address safety issues (there are numerous pedestrian and vehicle accidents in the business district), substandard drainage, and congestion, he said. He also stated that no takings will be required.

Eric Bourassa, Metropolitan Area Planning Council (MAPC), inquired about whether the proponents had been in contact with MassDOT District 3. P. Yourkis replied affirmatively and praised Arthur Frost and Ann Sullivan, both of District 3, for the way they have worked with the town on this project. He stated that they have reviewed and approved the project and believe it is ready.

David Anderson, MassDOT Highway, provided information to the proponents about the MassDOT project review process. Proponents must first submit a Project Need Form (PNF) and Project Information Form (PIF). After the Project Review Committee (PRC) approves the project, the proponents procure a designer.

Thomas Kadzis, City of Boston, noted that there are many construction earmarks for projects in Massachusetts that are not on the TIP. He raised the issue of whether the U.S. Department of Transportation has changed the rules of the earmarks.

C. Bench stated that MassDOT will look into the project's funding status in the state bond bill and clarify its status in the MassDOT Highway system. The project will be discussed again at the next meeting. He advised P. Yourkis and Tom Holder, Town of Medway Department of Public Works, of the staff members with whom they should be communicating regarding this project.

Hayes Morrison, MPO staff, stated that the project has not been approved by the PRC. She reported that the Federal Highway Administration (FHWA) has invited the proponents to contact Michael Chong, FHWA, to talk more about FHWA's policies. FHWA would approve a TIP including the earmark for design if construction funds could be identified in the TIP or RTP, she said.

Lynnfield and Wakefield – Improvements at Walnut Street and I-95 and Salem Street and Audubon Road and I-95

Edward Marsteiner, National Development, thanked the MPO for supporting the *Lynnfield and Wakefield – Improvements at Walnut Street and I-95 and Salem Street and Audubon Road and I-95* project in draft Amendment Two of the FFYs 2010 – 2013 TIP.

He said he expects that the project will be ready for bid in the next couple of weeks. William Gustus, Town of Lynnfield, added his thanks to the MPO members.

M. Pratt noted that the MPO received a public comment, during the public review period for the TIP amendment, expressing concern about lighting at the intersection. E. Marsteiner expressed that the project proponents are aware of the commenters' concerns and will work with them through the process.

Ipswich – Route 1A/Route 133

Kevin McHugh, Coneco Engineers and Scientists, provided an update on the *Ipswich – Route 1A/Route 133* project. He reported that the design of the project is moving forward toward the 75% design phase. He requested the MPO's support if funding becomes available in the future. The proponents are now addressing comments from the 25% submittal.

2. Chair's Report – *Clinton Bench, MassDOT*

C. Bench reported that the MassDOT board of directors met on January 6. Information about the proceedings of the board meetings and Secretary Mullan's remarks are available on the MassDOT website.

The MassDOT board approved \$100 million worth of bridge construction contracts for several bridges costing over \$25 million: the Neponset River Bridge between Quincy and Dorchester, the Bates Bridge between Haverhill and Groveland, and the Gill-Montague Bridge between Turners Falls and Gill.

For the vice chair, E. Bourassa reported that there will be a discussion of the MPO's Clean Air and Mobility Program at an upcoming meeting.

3. Subcommittee Chairs' Reports

Mary Ellen Sullivan, MPO staff, announced that a meeting of the Unified Planning Work Program (UPWP) Subcommittee is scheduled for January 21 after the Transportation Planning and Programming Committee meeting.

4. Regional Transportation Advisory Council – *Laura Wiener, Regional Transportation Advisory Council*

The Advisory Council submitted a comment to the MPO supporting the removal of the *Foxborough – Pedestrian Bridge over Route 1* project from Amendment Two of the FFYs 2010 – 2013 TIP and supporting the MBTA's program building windmills to power their facilities.

The next Advisory Council meeting, scheduled for January 13, will include a discussion of the MPO's Clean Air & Mobility Program. Secretary of Transportation Jeffrey Mullan will be talking with the Advisory Council at the February meeting.

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

CTPS has held interviews for the position of the Manager of the Information Technology and Services Group, which is currently vacant. CTPS is preparing to make an offer to one of the candidates. If the candidate accepts the offer, a meeting of the Administration and Finance Subcommittee will be scheduled to discuss and recommend approval of the hiring.

6. TIP Amendment – *Hayes Morrison, MPO Staff*

Members were presented with the draft Amendment Two to the FFYs 2010 – 2013 TIP and the public comments that were sent to the MPO during the public review period for the amendment. (See attached TIP tables and comments.)

H. Morrison summarized the four comments that were received (which are included and summarized in the attached comment matrix).

A motion to approve Amendment Two to the FFYs 2010 – 2013 TIP was made by Paul Regan, MBTA Advisory Board, and seconded by M. Pratt. The motion passed unanimously.

7. Work Program for Technical Assistance to Massport – *Karl Quackenbush, Deputy Director, CTPS*

Members were presented with the work program for *State Fiscal Years 2010 and 2011 Massport Technical Assistance*. This work program is a continuation of a contractual relationship between Massport and the MPO and will cover work for the remainder of this state fiscal year and into the next.

The largest task in the work program involves data collection and analysis activities, including the counting of passengers on public conveyances that travel to Logan Airport and that circulate around the airport. Other tasks involve travel modeling using CTPS's Logan Ground Access Mode Choice Model (which predicts mode of choice of passengers), air quality-related analyses, and on-call services.

Members asked questions and made comments:

Airlines could have data on passenger origin, which could be used to enhance bus service to the airport. (M. Pratt)

Massport does conduct passenger surveys. This work program enhances Massport's data collection. (K. Quackenbush and Lourenço Dantas, Massport)

What will the data collected in this study be used for? (Paul Regan, MBTA Advisory Board)

The collection of bus ridership data will support on-going studies for improving bus service to the airport, consolidating shuttle service to serve passengers from the

Consolidated Rental Car Facility, and determining variation in ridership to terminals at different times of the day for planning routing systems at the airport. (L. Dantas)

If the work program were not approved, would CTPS have extra personnel time available? (R. Reed)

CTPS staff is fully employed whether this work program is approved or not. If this work program is approved, some other work for the state would be delayed. CTPS is not hiring additional staff for this project. (A. Soolman) Half of the staff hours for this work program are for temporary staff, which can increase and decrease as necessary. There is a very small amount of professional staff time for this project. (K. Quackenbush)

Is the funding for this work program coming out of Massport's operations and maintenance budget? (M. Pratt)

It will come out of the general revenues that are not generated by aviation activities. (L. Dantas)

A motion to approve the work program for *State Fiscal Years 2010 and 2011 Massport Technical Assistance* was made by M. Pratt, and seconded by John Romano, MassDOT Highway. The motion passed unanimously.

8. Work Program for the Strategic Visioning for MBTA Bus Service – Karl Quackenbush, Deputy Director, CTPS

Members were provided with the work program for *Strategic Visioning for MBTA Bus Service*. This work program is an extension of conceptual planning work that CTPS conducted previously on five of the MBTA's key bus routes to determine the potential for traffic signal priority (TSP) and bus stop consolidation to improve the travel time of buses. The study identified several intersections that are candidates for TSP, including possible locations for queue jumps.

This work program will examine three of those five routes – MBTA bus routes 111, 15, and 66 – to determine the feasibility of employing TSP strategies. The first task involves discussing strategies for TSP with community officials, including signal timing plans and characteristics of queue jumps; conducting further screening and prioritization of locations for TSP; and using specialized software to test strategies, such as green light extension, early green light, and queue jumps with early green lights for buses. The products resulting from these activities will include traffic signal designs for bus priority, and information on bus travel time benefits from TSP strategies, disbenefits to general traffic and side streets, parking space impacts, and queue jump characteristics. The second task will include study of an additional set of routes if funding and time permits.

Experience in North America has shown that TSP strategies do provide intended travel time benefits, and that the disbenefits have been relatively small (such as taking green light time from side streets).

Members asked questions and made comments.

Will there be a multi-modal analysis of impacts? Changes to signals may impact pedestrians, and buses using queue jumps may conflict with bicyclists and pedestrians. (Jim Gallagher, MAPC)

Staff, as usual, will give full consideration to bicyclists and pedestrians, when doing this study. (K. Quackenbush)

Can the existing signals handle new TSP equipment? (J. Gallagher)

That information (such as whether the existing equipment can be retrofitted) will be determined when staff has discussions with community engineers. (K. Quackenbush and Efi Pagitsas, MPO staff)

How were the key bus routes selected for the first task of the work program? How will the routes be selected for the second task? (Thomas Bent, City of Somerville)

The key routes were selected by the MBTA, which is the client for this work program. Route 66 is of particular interest to the MBTA. (K. Quackenbush) The routes were selected as part of an MBTA reliability initiative. (C. Bench) Federal stimulus funding is being put toward route improvements. (J. Cosgrove)

Will the members be informed of which routes are included in the second task of the work program? (T. Bent)

Yes, a list of the routes will be provided. (J. Cosgrove)

In future memorandums, please describe the bus routes. (L. Wiener)

Members and staff then outlined the beginning and end points of the routes.

If there are not already intelligent transportation systems (ITS) on the ground, would camera technology be used for queue jumps? Will staff work with the Boston Traffic Management Center on this work program? (M. Pratt)

The TSP technologies differ; some use optical technology and others use loop detectors in the ground. This question will be discussed with communities, but it is not part of the work program to recommend which of the technologies to use. Yes, staff will work with the cities and other communities. (K. Quackenbush)

Was a similar study done for the Arborway? Were the recommendations from the Arborway study implemented? (Christine Stickney, Town of Braintree)

Yes, a couple of years ago there was a study that looked at signal coordination and TSP on a section of the Arborway corridor. (K. Quackenbush) The study showed that the section of the Arborway, on which MBTA bus route #39 runs, was not a good candidate for TSP. CTPS developed other recommendations and there was an extensive community process resulting in the community agreeing to accept some of those recommendations and eliminate some bus stops. (J. Cosgrove and T. Kadzis)

How would the improvements recommended from the study be funded? Does the MBTA have funding for this work? (D. Koses)

There is funding from the American Recovery and Reinvestment Act (ARRA) for improvements to MBTA key routes. (J. Cosgrove) With a new jobs bill underway, there

are indications about the possibility of a second stimulus, which could provide more funding. (C. Bench)

Members did not to take action on this work program today.

Prior to moving on to the next agenda item, C. Bench and John Romano, MassDOT Highway, announced the upcoming series of MassDOT community forums, which are related to and in addition to the current YouMove Massachusetts campaign. The next meeting will be held in Framingham (specific location to be determined) on January 26 from 6-7:30 PM. The following meeting will be on February 2 at the State Transportation Building. Meetings generally will be on the first and third Tuesday's of the month. MPO staff will be asked to help announce meetings on MPOinfo.

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

A motion to approve the minutes of the meeting of December 17 was made by M. Pratt, and seconded by T. Bent. The motion passed unanimously.

10. Briefing on Security Planning in the Region – Maureen Kelly, MPO Staff

Members were provided with a memorandum that describes the security planning work related to transportation that is underway in the region; summarizes the MPO's current involvement; and offers thoughts about how MPO resources could further support this work. Staff is reporting this information to the MPO members for their information when they consider security issues during the MPO's planning processes in the future.

There are a number of agencies and entities in the region that have developed, or are developing, plans that can be considered under the umbrella of *all-hazards* planning. All-hazards planning is an approach defined by the Department of Homeland Security (DHS) that is based on the idea that all levels of government and the private sector should be working together to prevent and respond to crises of any size or cause – whether they are from natural or man-made events.

Staff provided information regarding the plans in Massachusetts that exist or are being developed, and the agencies that are responsible for them. These plans include a regional evacuation plan for the Metro Boston area, which incorporates a Traffic Management Plan – developed by the State Police and supported by MassDOT's emergency plans – and the evacuation plans of the City of Boston. It will be consistent with the Commonwealth's Comprehensive Emergency Management Plan. Other regional plans include natural hazard mitigation plans, which deal with the protection of critical infrastructure (identified by municipalities) from natural disasters, and homeland security plans, which also address man-made disasters.

To this point, the MPO's security planning work has involved programming funds for projects that improve the security of the transportation system. Last winter, the MPO voted to add a new element to the TIP evaluation criteria to highlight whether proposed projects would be beneficial in terms of improving infrastructure to better support emergency management and for conducting evacuations. Also, the MPO included a task

in the FFY 2010 UPWP for *Emergency Evacuation and Hazard Mitigation Mapping*, which will provide some initial information for evaluating projects for their security benefits. Staff is developing the work program for *Emergency Evacuation and Hazard Mitigation Mapping* and expects to bring it before MPO members soon.

Other potential uses of the MPO's resources to support all-hazard planning efforts are described in the memorandum.

Members asked questions and made comments.

For the TIP process, will communities that are aware of a security location be able to check that off on the Project Need Form (PNF) or Project Initiation Form (PIF), or will that information only be reviewed when it gets to the MPO? (C. Stickney)

The MPO's PIF does not include proponent provided information, but does have project ranking criteria, which now includes whether a project is on an emergency evacuation route. Staff would review projects to see whether they are located on an evacuation route or are necessary for emergency evacuation. Project proponents are encouraged to provide additional emergency management-related information as part of the narrative in the proponent provided information forms. (H. Morrison)

The MPO should look at alternate evacuation routes to the main highways for redundancy in the event that a main highway goes out. The MPO should be able to check off whether projects are on alternate evacuation routes in the TIP evaluation.

Consideration needs to be given to the possibility that a disaster could result in electronic communications systems being knocked out. (M. Pratt)

The work program for *Emergency Evacuation and Hazard Mitigation Mapping* may provide information that could be used to identify alternative routes, at least in terms of planning for response to natural events (like flooding and storm surge). (M. Kelly) The MPO has additional resources, such as modeling resources, which could be applied to understand more about the evacuation and safety and security needs in the region. (P. Wolfe)

Does the Transportation Security Administration have any guidelines or design guidelines on hardening transportation assets? (T. Kadzis)

DHS does provide the National Infrastructure Protection Plan with sector-specific plans (transportation being one) and tools for agencies to use in assessing risk for transportation assets [and for planning to protect them]. Staff will look further into this topic. (M. Kelly)

11. Members Items

J. Cosgrove reported that the MBTA has two upcoming community meetings scheduled. A meeting regarding the design of the *Orange Line – Assembly Square* project will be held on January 12, and a meeting regarding the new stations on the Fairmount Commuter Rail Line will be held on January 20.

P. Wolfe reported that the MPO has scheduled an Open House on January 20. Topics on the agenda are the MPO's Clean Air and Mobility Program; updates on the TIP, UPWP,

and RTP; the Statewide Household Travel Survey; the Route 60 Mobility Study; and the MPO's Community Transportation Technical Assistance Program. (See attached flyer.)

C. Bench reported that on January 20 Secretary Mullan will be hosting the first meeting of the Health and Transportation Compact at the State Transportation Building. The Compact is a requirement of the transportation reform legislation.

12. Adjourn

A motion to adjourn and to convene the MPO meeting was made by P. Regan, and seconded by M. Pratt. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, January 7, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston
City of Newton
City of Somerville
MAPC

Massachusetts Port
Authority

MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council

Town of Bedford
Town of Braintree
Town of Hopkinton

Representatives and Alternates

Clinton Bench
David Anderson
John Romano
Thomas Kadzis
David Koses
Thomas Bent
Eric Bourassa
Jim Gallagher
Lourenço Dantas

Joe Cosgrove
Paul Regan
Laura Wiener

Richard Reed
Christine Stickney
Mary Pratt

MPO Staff/CTPS

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

Other Attendees

Lynn Ahlgren

Stan Franzeen
Mark Guenard
William Gustus
Pamela Haznar
Tom Holder
Edward Marsteiner
Kevin McHugh
Sue McQuaid

John McQueen

Steve Olanoff

Joe Onorato
Doug Straus

MetroWest Regional Transit
Authority
VPSI
MassDOT
Town of Lynnfield
MassDOT District 5
Town of Medway
National Development
Coneco Engineers and Scientists
Neponset Valley Chamber of
Commerce
Regional Transportation
Advisory Council
Regional Transportation
Advisory Council
MassDOT District 4
National Development

Paul G. Yourkis

Town of Medway

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP funding category

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

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

Indicates a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604761 South Bay Harbor Trail (construction)	\$3,080,000	\$770,000	\$3,850,000
Weymouth	114906 Route 53 (Washington Street)/Middle Street	\$1,820,656	\$455,164	\$2,275,820
		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston Region	Regionwide CMAQ Program	\$1,600,000	\$400,000	\$2,000,000
Congestion Mitigation and Air Quality Improvement Program Total		\$6,500,656	\$1,625,164	\$8,125,820
		<i>Minimum CMAQ Regional Target</i>		\$0

National Highway System

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

Surface Transportation Program

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers/Peabody	87612 Route 128 at Route 35 and Route 62	\$7,360,000	\$1,840,000	\$9,200,000
Lexington	602133 Intersection Improvements at Route 2A and Waltham St	\$1,289,560	\$322,390	\$1,611,950
Everett, Boston	602382 Route 99 (Broadway)	\$2,771,088	\$692,772	\$3,463,860
Weymouth, Rockland	604510 East-West Parkway	\$10,400,000	\$4,600,000	\$15,000,000
Surface Transportation Program Total		\$21,820,648	\$7,455,162	\$29,275,810

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Highway Safety Improvement Program (HSIP) Project

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

Total Regional Target Programming **\$56,698,340**
Boston Region MPO Regional Target with State Match *\$56,607,514*

FEDERAL AID NON-TARGET PROJECTS

American Recovery and Reinvestment Act of 2009

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Arlington, Cambridge, Somerville	605372	Minuteman Connector	\$3,600,000		\$3,600,000	
Bellingham	602493	Pulaski Blvd	\$12,982,190		\$12,982,190	
Boston		Resurfacing on Federal Aid Roads within Boston	\$21,500,000		\$21,500,000	
Boston, Newton, Watertown	605662	Nonantum Rd Improvements	\$7,926,360		\$7,926,360	
Boston Region		Massachusetts Emergency Transportation Fiber Optic Network	\$1,700,000		\$1,700,000	
Boston Region		Key Bus Route Investment (flex money to MBTA)	\$10,000,000		\$10,000,000	
Braintree	602027	Resurfacing of Route 37	\$2,700,000		\$2,700,000	
Foxborough	605871	Pedestrian Bridge over Route 1	\$0		\$0	project removed from TIP
Framingham, Natick	604991	Route 9	\$12,500,000		\$12,500,000	
Lynn	605670	Blossom Street Ferry Terminal (flex money to transit)	\$8,400,000		\$8,400,000	
Lynnfield, Wakefield	605756	Improvements at Walnut St and I-95 and Salem St and Audubon Road and I-95	\$5,922,500		\$5,922,500	
Medford	605122	Clippership Drive	\$1,000,000		\$1,000,000	
Norwood	604916	Pleasant St at Morse St	\$1,151,600		\$1,151,600	
Quincy	604664	Quincy Center Concourse, Phase II	\$8,100,000		\$8,100,000	
Revere		Wonderland Station Garage (flex money to MBTA)	\$22,700,000		\$22,700,000	
Somerville	605680	Assembly Square Access Improvements	\$15,000,000		\$15,000,000	
Somerville	603288	Reconstruction of Washington St	\$1,750,000		\$1,750,000	
American Recovery and Reinvestment Act Total			\$136,932,650		\$136,932,650	

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

High-Priority Projects (TEA-21)

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston	Huntington Ave/Symphony Area Streetscape Constriction (HPP 447)	\$2,140,232	\$535,058	\$2,675,290
Boston	Huntington Ave/Symphony Area Streetscape Construction (HPP 1811)	\$820,080	\$205,020	\$1,025,100

High-Priority Projects (SAFETEA-LU)

		<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton to Stow	604531 Assabet River Rail Trail Design (HPP 1761)	\$1,079,881	\$269,970	\$1,349,851
Boston	Chelsea St Bridge Replacement Construction (HPP 2592)	\$1,700,000	\$425,000	\$2,125,000
Boston	Chelsea St Bridge Replacement Construction (HPP 4265)	\$6,008,000	\$1,502,000	\$7,510,000
Boston	604997 Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston	604997 Museum Way Improvements Right of Way Acquisition (HPP 4275)	\$3,004,425	\$751,106	\$3,755,531
Boston	Northern Avenue Bridge Design (HPP 4271)	\$800,000	\$200,000	\$1,000,000
Boston	East Boston Haul Road Design (HPP 2032)	\$716,800	\$179,200	\$896,000
Boston	Rutherford Ave Design (HPP TI 174)	\$2,400,000	\$600,000	\$3,000,000
Boston	Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Hudson & Stow	Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Somerville	I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville	604778 Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville	604872 Assembly Square Multimodal Access Improvements Construction (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Somerville	605219 Improvements to Broadway in Somerville Construction (HPP 431)*	\$1,987,798	\$496,950	\$2,484,748
Sudbury	Assabet River NWR Parking Design and Construction (HPP 451)**	\$336,000	\$84,000	\$420,000
Walpole	605187 Washington St Construction (HPP 2431)	\$1,259,860	\$314,965	\$1,574,825
Weymouth	601630 Route 18 Design (HPP 1236)	\$1,336,000	\$334,000	\$1,670,000
Weymouth	Weymouth Multi-Modal Center Construction (HPP 4276)	\$8,011,800	\$2,002,950	\$10,014,750

Section 112

		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Medford	605122 Clippership Drive Streetscape Construction	\$990,000		\$990,000

Section 117

		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Milton	East Milton Square Parking Study (#871)	\$150,000		\$150,000
Somerville	Adaptive Reuse and Streetscape Improvements Construction	\$350,000		\$350,000

Section 330

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

PLHD Awards (2003)

		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston	Long Island Pier Improvments	\$35,000		\$35,000

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

2004 Ferry Boat Discretionary Commuter Ferry

Winthrop Winthrop Ferry Improvements Construction

<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
\$264,232	\$66,058	\$330,290

2005 Ferry Boat Discretionary Ferry Infrastructure

Winthrop Winthrop Ferry Improvements Construction

<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
\$208,167	\$52,042	\$260,209

Eastern Federal Lands Highway Division

Minuteman National Park (Concord) Pavement Management Project

<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
\$230,000		\$230,000

High-Priority Projects Total \$54,192,195

*Additional money to be provided from outside sources

**Project management by US Fish and Wildlife

National Highway System - Non Target

Dedham, Needham & Westwood 603206 Route 128 Improvement Program Contract 4

\$12,400,000	\$3,100,000	\$15,500,000
--------------	-------------	--------------

NHS Non Target Total \$12,400,000 \$3,100,000 \$15,500,000

FEDERAL-AID BRIDGE PROJECTS

Bridge

Boston 604388 Route 145 over Belle Isle Inlet

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
\$4,720,000	\$1,180,000	\$5,900,000

Framingham 604013 Fountain St over MBTA

\$3,120,000	\$780,000	\$3,900,000
-------------	-----------	-------------

Major Bridge Total \$7,840,000 \$1,960,000 \$9,800,000

Advance Construction Bridge

Boston 604517 Chelsea Street Bridge

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
\$9,200,000	\$2,300,000	\$11,500,000

Boston 603370 Route 99 (Alford Street) over Mystic River

\$7,200,000	\$1,800,000	\$9,000,000
-------------	-------------	-------------

Lynn & Saugus 26710 Route 107 (Fox Hill) Bridge, Year Four

\$6,880,000	\$1,720,000	\$8,600,000
-------------	-------------	-------------

Advance Construction Bridge Total \$23,280,000 \$5,820,000 \$29,100,000

Special Bridge Program

Littleton 604841 Taylor Street over I-495

<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
\$18,240,000	\$4,560,000	\$22,800,000

Maynard 603658 Route 27 over the Assabet River

\$5,040,000	\$1,260,000	\$6,300,000
-------------	-------------	-------------

Special Bridge Total \$18,240,000 \$4,560,000 \$22,800,000

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Accelerated Bridge Program - Federal Aid GANS Projects***

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ashland	603602 Route 135 (Union Street) over the Sudbury River			\$3,150,000
Boston/Cambridge	604361 Longfellow Bridge (Cambridge Street over the Charles River)			\$60,000,000
Boston	603654 Morton Street over the MBTA			\$4,157,100
Boston	603443 River Street over the MBTA and Amtrak			\$9,633,664
Wellesley	600776 Rockland Street over CSX			\$2,286,129
Accelerated Bridge Program Total				\$79,226,893
		Federal-Aid Bridge Total		\$156,426,893

***GANS conversion to federal aid to begin in 2015

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Waltham	604710 Interstate 95	\$19,807,920	\$2,200,880	\$22,008,800
Interstate Maintenance Total		\$19,807,920	\$2,200,880	\$22,008,800
		Total Highway Program		\$441,758,878

CENTRAL ARTERY/TUNNEL PROJECT

		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)		\$70,000,000		\$70,000,000
Bridge		\$50,000,000		\$50,000,000
State Transportation Program (STP)/ Flex		\$20,000,000		\$20,000,000
State Transportation Program (STP)		\$11,290,000		\$11,290,000
Federal-Aid Subtotal		\$151,290,000		
Federal-Aid Matching Funds Subtotal				\$151,290,000
2010 Central Artery/Tunnel Funds Total				\$151,290,000

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Commonwealth Funding Commitments

STATE IMPLEMENTATION PLAN

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Green Line Extension Project****	\$38,300,000	\$10,300,000	\$48,600,000
Fairmount Improvements		\$46,900,000	\$46,900,000
Red Line-Blue Line Connector Design		\$6,000,000	\$6,000,000
1,000 Parking Spaces		\$3,000,000	\$3,000,000
State Implementation Plan Total			\$55,900,000

****Green Line cash flows assume FTA New Starts funding. Should New Starts funding not be awarded, the Commonwealth will assume financing of the project. Green Line Extension Project is defined as extension to College Avenue with the Union Square Spur.

COMMONWEALTH I-CUBED PROGRAM

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Somerville 605680 Assembly Square Access Improvements		\$13,000,000	\$13,000,000
I-CUBED PROGRAM TOTAL			\$13,000,000

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Regional Transit Program

<i>American Recovery and Reinvestment Act of 2009</i>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Systemwide	Operating Assistance for FFY 2010	\$18,067,444		\$18,067,444
Blue Line	Orient Heights Track Reconstruction	\$19,000,000		\$18,910,000
Systemwide	Emergency Station Lighting Program	\$1,500,000		\$1,500,000
Systemwide	Substation Control Battery Set Replacement	\$3,200,000		\$3,200,000
Systemwide	Tunnel Dewatering Pump Station Rehab Program	\$2,307,556		\$2,307,556
Orange Line/Commuter Rail	Back Bay Re-Roofing Project	\$1,625,000		\$1,625,000
Red Line	North Quincy Station Platform Repairs	\$4,000,000		\$4,000,000
Red Line/Commuter Rail	Braintree Station Parking Garage Structural Repairs	\$4,500,000		\$4,500,000
American Recovery and Reinvestment Act Total		\$54,200,000		\$54,110,000
<i>American Recovery and Reinvestment Act of 2009</i>		<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
MetroWest RTA	Reimburesment for Operating	\$75,000		\$75,000
Cape Anne Transit Authority	Reimburesment for Operating	\$67,615		\$67,615
American Recovery and Reinvestment Act Total		\$142,615		\$142,615
<i>Section 5307</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	Locomotive and Coach Procurement	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	ITS Initiatives	\$5,000,000	\$1,250,000	\$6,250,000
Red Line	Power System Improvements	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Station Rehab Program	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	MBTA Accessibility Program	\$12,000,000	\$3,000,000	\$15,000,000
Bus	CNG Bus Overhaul Program	\$10,000,000	\$2,500,000	\$12,500,000

Amendment Two FFYs 2010 - 2013 TIP FFY 2010

Section 5307 cont.

Bus	Everett Maintenance Facility	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Elevator Replacement/Rehabilitation	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Grant Anticipation Notes (GANs) Program	\$18,000,000	\$4,500,000	\$22,500,000
Systemwide	Preventative Maintenance	\$10,000,000	\$2,500,000	\$12,500,000
Systemwide	Bus Arrival LCD Signage	\$2,400,000	\$600,000	\$3,000,000
Systemwide	Specialized Non-Revenue Vehicles	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Parking Program	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Station Accessibility Program	\$16,000,000	\$4,000,000	\$20,000,000
Commuter Rail	Commuter Rail Accessibility Program	\$5,000,000	\$1,250,000	\$6,250,000
Commuter Rail	System Upgrades	\$3,600,000	\$900,000	\$4,500,000
Systemwide	Environmental Program	\$2,000,000	\$500,000	\$2,500,000
Ferry System	Ferry System Upgrades	\$4,000,000	\$1,000,000	\$5,000,000
Section 5307 MBTA Match Total		\$134,000,000	\$33,500,000	\$167,500,000

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

Section 5307 (carryover)

Systemwide	Locomotive and Coach Procurement (2009 funds)	\$19,200,000	\$4,800,000	\$24,000,000
Systemwide	ITS Initiatives (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Power (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Station Rehab (2009 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Green Line	MBTA Accessibility Program (2009 funds)	\$21,600,000	\$5,400,000	\$27,000,000
Systemwide	Station Management Program (2009 funds)	\$2,800,000	\$700,000	\$3,500,000
Bus	CNG Bus Overhaul Program (2009 funds)	\$12,000,000	\$3,000,000	\$15,000,000

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Section 5307 (carryover) cont.

Bus	Everett Maintenance Facility (2009 funds)	\$4,400,000	\$1,100,000	\$5,500,000
Bus	Everett Maintenance Facility (2008 funds)	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Elevator Replacement /Rehabilitation (2009 funds)	\$25,862,679	\$6,465,670	\$32,328,349
Systemwide	MBTA Enhancement Program (2009 funds)	\$1,354,482	\$338,621	\$1,693,103
Systemwide	Bus and Train Arrival LCD Signage (2009 funds)	\$4,800,000	\$1,200,000	\$6,000,000
Orange Line	Orange Line Vehicles (2008 funds)	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Maintenace Facilities - Equipment (2008 funds)	\$3,000,000	\$750,000	\$3,750,000
Section 5307 carryover MBTA Match Total		\$115,417,161	\$28,854,290	\$144,271,451

Section 5309

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$8,500,000	\$2,125,000	\$10,625,000
Red Line	Red Line Number 2 Car	\$14,000,000	\$3,500,000	\$17,500,000
Systemwide	Kawasaki Coaches	\$2,000,000	\$500,000	\$2,500,000
Systemwide	Locomotive and Coach Procurement	\$8,000,000	\$2,000,000	\$10,000,000
Green Line	Positive Train Control	\$1,000,000	\$250,000	\$1,250,000
Subway	Station Platform Program	\$7,000,000	\$1,750,000	\$8,750,000
Commuter Rail	Coach Rehabilitation and Safety Program (CRAPS)	\$8,500,000	\$2,125,000	\$10,625,000
Subway	Vehicle Programs	\$22,000,000	\$5,500,000	\$27,500,000
<i>Section 5309 Infrastructure Program</i>		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Red Line	Columbia Junction	\$7,000,000	\$1,750,000	\$8,750,000
Systemwide	Bridge and Tunnel Program	\$6,000,000	\$1,500,000	\$7,500,000
Systemwide	Track Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Systemwide	Signal System Upgrades	\$5,000,000	\$1,250,000	\$6,250,000
Section 5309 MBTA Match Total		\$94,000,000	\$23,500,000	\$117,500,000

Section 5309 (carryover)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization (2009 funds)	\$21,600,000	\$5,400,000	\$27,000,000
Red Line	Red Line No. 2 Car Overhaul (2009 funds)	\$14,190,124	\$3,547,531	\$17,737,655
Red Line	Red Line No. 2 Car Overhaul (2008 funds)	\$2,678,793		\$3,348,491
Systemwide	Kawasaki Coaches (2009 funds)	\$1,600,000	\$400,000	\$2,000,000
Systemwide	Locomotive and Coach Procurement (2009 funds)	\$33,295,500	\$8,323,875	\$41,619,375

Amendment Two

FFYs 2010 - 2013 TIP

FFY 2010

Section 5309 Infrastructure Program (carryover)

Red Line	Columbia Junction (2009 funds)	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Power Improvements (2009 funds)	\$7,080,000	\$1,770,000	\$8,850,000
Systemwide	Power Improvements (2008 funds)	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program (2009 funds)	\$4,800,000	\$1,200,000	\$6,000,000
Systemwide	Bridge and Tunnel Program (2008 funds)	\$11,924,000	\$2,981,000	\$14,905,000
Section 5309 Carryover MBTA Match Total		\$111,568,417	\$27,892,104	\$139,460,521
MetroWest	MetroWest Transportation Authority (2009 funds)	\$406,296	\$101,574	\$507,870
Section 5309 Carryover State Match Total		\$406,296	\$101,574	\$507,870

Section 5309 (carryover) Earmark Funds

		<i>Federal Funds</i>	<i>Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center (2009 funds)	\$783,750	\$195,938	\$979,688
Beverly/Salem	Beverly/Salem Intermodal Center (2008 funds)	\$245,000	\$61,250	\$306,250
Blue Line/North Shore	Feasibility Study - Blue Line Extension to Lynn (2008 funds)	\$1,960,000	\$490,000	\$2,450,000
Salem	Beverly/Salem Intermodal Center (2008 funds)	\$434,720	\$108,680	\$543,400
Salem	Beverly/Salem Intermodal Center (2007 funds)	\$401,280	\$100,320	\$501,600
Boston	Commonwealth Avenue/Green Line (2008 funds)	\$656,600	\$164,150	\$820,750
Commuter Rail	Auburndale Station/Newton RT Handicap (2009 funds)	\$380,000	\$95,000	\$475,000
Commuter Rail	Auburndale Station/Newton RT Handicap (2008 funds)	\$392,000	\$98,000	\$490,000
Commuter Rail	Rockport Improvements (2008 funds)	\$597,740	\$149,435	\$747,175
Commuter Rail	Rockport Improvements (2007 funds)	\$551,760	\$137,940	\$689,700
Commuter Rail	Fitchburg Line Improvements (2009 funds)	\$30,000,000	\$7,500,000	\$37,500,000
Commuter Rail	Fitchburg Line Improvements (2008 funds)	\$5,880,000	\$1,470,000	\$7,350,000
Medford	Medford Downtown Parking (2008 funds)	\$434,720	\$108,680	\$543,400
Medford	Medford Downtown Parking (2007 funds)	\$401,280	\$100,320	\$501,600
Melrose	Commuter Rail Station Improvement (2008 funds)	\$686,000	\$171,500	\$857,500
Revere	Wonderland Station Intermodal (2009 funds)	\$950,000	\$237,500	\$1,187,500
Woburn	Woburn Park and Ride Facility (2008 funds)	\$391,248	\$97,812	\$489,060
Woburn	Woburn Park and Ride Facility (2007 funds)	\$361,152	\$90,288	\$451,440
Section 5309 Carryover Earmark Other Match Total		\$45,507,250	\$11,376,813	\$56,884,063

Amendment Two FFYs 2010 - 2013 TIP FFY 2010

Section 115 Earmarks

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Green Line	Lechmere Station Relocation	\$1,000,000		\$1,000,000
Beverly/Salem	Beverly/Salem Intermodal Centers	\$1,100,000		\$1,100,000
Revere	Wonderland Station Improvements	\$300,000		\$300,000
Revere	Wonderland Station Improvements	\$1,900,000		\$1,900,000

Section 330

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Winthrop	Water Transportation Ferry FY03	\$496,750		\$496,750

Ferry Boat Discretionary (Carryover Earmarked Funds)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Winthrop	Water Transportation Service Ferry (2007 funds)	\$472,399	\$118,100	\$590,499
Winthrop	Water Transportation Service Ferry (2009 funds)	\$950,000	\$237,500	\$1,187,500
Ferry	Ferry System Improvements (2008 funds)	\$4,103,000	\$1,025,750	\$5,128,750

Previous Flex Funds (Carryover)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Systemwide	FFY2007 CMAQ Funds for Diesel Oxidation Catalysts	\$250,000	\$50,000	\$300,000
Woburn	FFY2007 STP Funds for Anderson RTC	\$120,000	\$30,000	\$150,000

Various Carryover Earmarks Total **\$10,692,149** **\$1,461,350** **\$12,153,499**

Transit Investment for Greenhouse Gas and Energy Reductions Grant Awards

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Kingston and Newburyport Layovers	Wind Turbine Program	\$2,500,000		\$2,500,000
TIGGER Grant Total		\$2,500,000		\$2,500,000

Federal-Aid Subtotal

\$567,332,421

Federal-Aid State/Local Matching Funds Subtotal

\$1,948,212

Federal-Aid MBTA Matching Funds Subtotal

\$127,623,207

FFY 2010 Regional Transit Funds Total **\$694,313,840**

FFY 2010 TIP Total **\$1,356,262,718**

**Public Comments on Draft Amendment Two to the FFYs 2010-2013 TIP
(January 7, 2010)**

Date	Affiliation/Name	Comment	MPO Action
12/28/2009	State Representative Alice Wolf	Urges the MPO to extend the public comment period. States that it is unreasonable to have a public comment period during the holiday period. Assumes that when such dates are set it is because people don't really want public comment.	
1/6/2010	Andrew Espinosa, Chairman, Medway Board of Selectmen	Requests that a \$400,000 federal earmark for engineering and design for the Route 109 project in Medway be amended into the FFY 2010 Element of the FFYs 2010-2013 TIP at the next meeting. The earmark was included in recent legislation signed by President Obama. The project area is from the intersection of Route 109 (Main Street) and Holliston Street to 100' beyond on each of the following four intersecting streets, Route 109 (Main Street), Highland Street, Milford Street and Franklin Street.	
1/6/2010	Wallace McKenzie and Joe Demaina, Lynnfield residents	Express concern about the lighting at the interchange project Improvements at I-95 and Walnut Street, Salem Street, and Audobon Road in Lynnfield and Wakefield and would like to know the next steps for public input for that project. States that National Development has done a good job with minimizing the lighting at the Meadow Walk, but regarding the interchange project, has received responses from the Lynnfield Board of Selectmen and Planning Board, and National Development that they do not have control over the lighting there. Seek the same level of light management as agreed to for Meadow Walk. Hopes that the lighting issue is addressed before additional design work is conducted because tall, high powered light towers would be extremely disruptive to the town.	
1/7/2010	Laura Wiener, Chair, Regional Transportation Advisory Council	Supports the proposed amendment because it removes the pedestrian bridge project in Foxborough. Believes that this project does not support rapid economic development and can be funded privately. Supports the MBTA project to install wind turbines at two commuter rail layover facilities and suggests that the MBTA conduct a comprehensive study of opportunities to use renewable energy sources at its stations and facilities.	

Dear Mike,

Thank you for sending me notice of the amended TIP application.

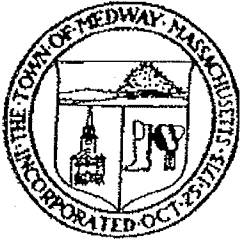
However, I urge you to amend your public response time and hearing. It is unreasonable to have a public comment period be just during the holiday period. I always assume that when such dates are set it is because people don't really want public comment.

Sincerely yours,

Alice Wolf
State Representative
House Chair, Elder Affairs Committee

617-722-2810
617-722-2197 fax

www.alicewolf.org



Town of Medway

BOARD OF SELECTMEN

155 Village Street, Medway MA 02053

(508) 533-3264 • FAX: (508)533-3281

Andrew Espinosa, Chairman
Richard Dunne, Vice-Chairman
Dennis Crowley, Clerk
John Foresto, Member
Glenn Trindade, Member

January 6, 2010

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116-3969

Dear Mr. Mohler:

As a result of efforts by Congressman Jim McGovern, President Obama recently signed legislation that provides \$400,000 for engineering and design for Route 109 in Medway. The project area is from the intersection of Route 109 (Main Street) and Holliston Street to 100' beyond on each of the following four intersecting streets, Route 109 (Main Street), Highland Street, Milford Street and Franklin Street. There is no matching fund requirement. I have enclosed a copy of the legislation with the project citation for your records.

By way of this letter on behalf of the residents of the Town of Medway and the other members of the Board of Selectmen, I am requesting that the project and the \$400,000 be amended to the FY 2010 TIP at your next meeting.

The points of contact for the Town of Medway for this project are:

Mr. Thomas Holder | Director
Department of Public Works
Town of Medway
155 Village Street
Medway, MA 02053
508-533-3275

and

Mr. David D'Amico | Deputy Director
Department of Public Works
Town of Medway
155 Village Street
Medway, MA 02053
508-533-3275

Please let the above two individuals know who the specific point of contact within MassDOT will be as soon as possible.

Thank you in advance for your assistance and cooperation.

Sincerely,

Andrew Espinosa
Chairman

Encl.

C: Suzanne Kennedy
Hayes Morrison
James Gallagher
Thomas Holder
David D'Amico
Paul G. Yorkis

111TH CONGRESS }
1st Session

HOUSE OF REPRESENTATIVES

{ REPORT
111-366

DEPARTMENTS OF TRANSPORTATION AND
HOUSING AND URBAN DEVELOPMENT,
AND RELATED AGENCIES APPROPRIA-
TIONS ACT, 2010

CONFERENCE REPORT

TO ACCOMPANY

H.R. 3288



DECEMBER 8, 2009.—Ordered to be printed

Project Name	Amount
Mill Plain Boulevard/SE 136th Avenue Intersection, Vancouver, WA	300,000
Millennium Technology Park, New Castle, PA	500,000
Missouri River Freight Corridor Development Study, MO	900,000
MLK-Lincoln Avenue Railroad Grade Separation, WA	1,948,000
MO-13 and MO-82 Interchange, MO	1,250,000
Monterey Bay Sanctuary Scenic Trail, CA	800,000
Morganton Road Roadway Improvements, Blount County, TN	750,000
Natural Bridge Avenue (MO Route 115) Connection Planning, Engineering & Environmental Project, MO	500,000
Naugahuck River Greenway, CT	974,000
Nevada Pacific Parkway, NV	535,700
New York State Route 12, NY	487,000
Newberg-Dundee Transportation Improvement Project, OR	389,600
Newport Cliff Walk Restoration, RI	487,000
Ninth Avenue Extension and Overpass Construction, Belton, TX	750,000
North Broad Street Redevelopment Project, NJ	487,000
North Carolina 28 in Macon County, NC	700,000
North Fond du Lac Railyard Overpass, Village of North Fond du Lac, Fond du Lac County, WI	500,000
North Main Street, Columbia, SC	500,000
North Street Improvements, Crown Point, IN	900,000
Northern Avenue Bridge Rehabilitation, MA	1,266,200
Northern Bypass I-66, KY	950,000
Northwest 56th Avenue Reconstruction, IA	584,400
Northwest Transportation Corridor Study, Grimes, IA	300,000
Oak Street Extension, Schererville, IN	250,000
Oakridge-Westfir Ride Center, OR	400,000
Ohio 16 Dresden-Coshocton Connector, Coshocton, OH	400,000
Ohio Hub Plan Including Toledo-Cleveland-Detroit Passenger Rail Development, OH	938,300
Okfusheba County Southern Bypass, MS	500,000
Old Taylor Road Roundabouts, MS	500,000
Ontario Oregon Railroad Underpass Rehabilitation and Reconstruction, OR	292,200
Palakakaha Bridge Replacement, Lake, FL	780,000
Paramount Boulevard Improvements, Monterey Park, CA	250,000
Park and Ride Lots, Broward County, FL	500,000
Park Avenue Realignment, Chardon, OH	136,000
Park Avenue Revitalization Project, East Hartford, CT	400,000
Park Loop Trail, Sagamore Hills Township, OH	343,000
Park Road Bridge Replacement and Dubuque Street Elevation Project, Iowa City, IA	1,500,000
Pedestrian, ADA and Safety Improvements on Mather Field Road, Rancho Cordova, CA	200,000
Philadelphia Museum of Art Transportation Improvement Program, PA	750,000
Pioneer Street Rail Overpass Safety Improvement Project, WA	974,000
Port of Everett Infrastructure Improvement Project, WA	1,168,800
Porter Rockwell, Herriman, UT	1,000,000
Portland Regional Traffic Congestion Improvements, ME	800,000
Putero Boulevard/SR 60 Interchange in Beaumont, San Bernardino County, CA	750,000
R-179 Landslide Road Replacement, WA	1,948,000
Reconstruction and Rehabilitation of Route 105/Main Street, Medway, MA	400,000
Reconstruction and Upgrade of 2300 West between 1900 South and the Interstate 15 West Frontage Road in Tehi UT	1,500,000

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

Account	Project	Amount	Requester(s)	
			Senate	House
Surface Transportation Priorities	Park Avenue Revitalization Project, East Hartford, CT	\$400,000		Larson (CT)
Surface Transportation Priorities	Park Loop Trail, Sagamore Hills Township, OH	\$343,000		LaTourette
Surface Transportation Priorities	Park Road Bridge Replacement and Dubuque Street Elevation Project, Iowa City, IA	\$1,500,000	Grassley	Loeb sack
Surface Transportation Priorities	Pedestrian, ADA and Safety Improvements on Mather Field Road, Rancho Cordova, CA	\$200,000		Matsui
Surface Transportation Priorities	Philadelphia Museum of Art Transportation Improvement Program, PA	\$750,000		Brady (PA)
Surface Transportation Priorities	Pioneer Street Rail Overpass Safety Improvement Project, WA	\$974,000	Murray	Baird
Surface Transportation Priorities	Port of Everett Infrastructure Improvement Project, WA	\$1,168,800	Murray	
Surface Transportation Priorities	Porter Rockwell, Herriman, UT	\$1,000,000	Bennett; Hatch	
Surface Transportation Priorities	Portland Regional Traffic Congestion Improvements, ME	\$800,000	Collins	Pingree (ME)
Surface Transportation Priorities	Potrero Boulevard/SR 60 Interchange in Beaumont, San Bernardino County, CA	\$750,000		Lewis (CA)
Surface Transportation Priorities	R-170 Landslide Road Replacement, WA	\$1,948,000	Murray; Cantwell	
Surface Transportation Priorities	Reconstruction and Rehabilitation of Route 109/Main Street, Medway, MA	\$400,000		McGovern
Surface Transportation Priorities	Reconstruction and Upgrade of 2300 West between 1900 South and the Interstate 15 West Frontage Road in Lehi, UT	\$1,500,000	Bennett; Hatch	Matheson
Surface Transportation Priorities	Reconstruction of County C, Bayfield County, WI	\$1,400,000		Obey

Wallace McKenzie
4 Debston Lane
Lynnfield MA 01940
781-334-5332
email: wam@bklw.com

January 6th, 2010

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

Dear Ms. Morrison:

I would like to thank you for the time you have spent in the past few days assisting me in securing information and explaining the process.

Over the holidays several people asked Joe Demaina and me if we knew anything about the interchange designs and after discussions we told people we would follow-up with the state.

One of the concerns of many of the residents in the neighborhood where Meadow Walk will be built has been has been the lighting. National Development has done a good job with minimizing the lighting at the development and during the process many people asked about the lighting at the interchanges and the responses from various parties were:

1. From the Board of Selectmen – "The town has no control over the lighting at the interchange".
2. From the Planning Board – "The town has no control; it is up to the state what goes there".
3. From National Development – "We don't control what the state will put there".

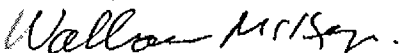
Since the rezoning in April of 2007 people have wondered how to ensure that the state implements the same level of light management that National Development and the Town agreed to at Meadow Walk.

Mr. Gustus is making the 25% plans available at the library this week and we have not had a chance to review them, but we want to make sure that the lighting issue is addressed before additional design work is conducted. We want to express our belief that having tall, high powered light towers would be extremely disruptive to the town and would not be in character with Lynnfield or the Meadow Walk development.

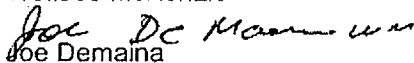
I am not sure of what the next steps are or of any other opportunities for public input. Since the plans are only at the 25% stage we hope there are opportunities for public input. If there are any we would appreciate being made aware of them.

If you have any questions please call me at my home at 781-334-5332 or cell at 781-462-1517.

Sincerely,



Wallace McKenzie



Joe Demaina

11 Alexandra Road
Lynnfield MA 01940

REGIONAL TRANSPORTATION ADVISORY COUNCIL



January 7, 2010

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft Amendment 2 to the 2010 Element of the Federal Fiscal Years 2010-2013
Transportation Improvement Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming to the MPO. The Advisory Council provides a forum for broad-based discussions of transportation issues and planning, particularly on the programming of federal and some state transportation funding for the region, and is a main avenue for public participation in the MPO's planning process.

The Advisory Council supports the proposed amendment because it removes the pedestrian bridge project in Foxborough. We did not support the pedestrian bridge project when it was added to the TIP in November because we do not believe it supports rapid economic development and we think it can be funded privately. Additionally, we thought other projects might better support the Advisory Council's priorities for TIP development, which are:

- Mobility improvements for people and goods
- Regional benefit and connectivity
- Safety
- Modal split balance
- Support of economic development

The Advisory Council also supports the MBTA project to install wind turbines at two commuter rail layover facilities. This project will reduce greenhouse gas emissions from the transportation sector. We suggest that the MBTA conduct a comprehensive study of opportunities to use renewable energy sources at its stations and facilities.

Sincerely,

Laura Wiener

Laura Wiener, Chair

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org

Dear Mike,

Thank you for sending me notice of the amended TIP application.

However, I urge you to amend your public response time and hearing. It is unreasonable to have a public comment period be just during the holiday period. I always assume that when such dates are set it is because people don't really want public comment.

Sincerely yours,

Alice Wolf
State Representative
House Chair, Elder Affairs Committee

617-722-2810
617-722-2197 fax

www.alicewolf.org

The Boston Region Metropolitan Planning Organization (MPO) invites you to an Open House on Wednesday, January 20, 2010, at which staff will update the public— & solicit feedback— on recent MPO work.

Two sessions will each include presentations on the following topics (in the order listed):

- The MPO's new Clean Air & Mobility Program
- Update on development of the next Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), & Regional Transportation Plan
- Statewide Household Travel Survey
- Route 60 Mobility Study: Malden & Medford
- Early results of the MPO's new Community Transportation Technical Assistance Program

VOICE: 617.973.7100
TTY: 617.973.7089
FAX: 617.973.8855
E-MAIL: Mike Callahan at
mcallahan@bostonmpo.org

For more information or to request special accommodations, such as an interpreter, please contact the Boston Region MPO by one of the means above.

Boston Region MPO OPEN HOUSE

Two Sessions!

Wednesday, January 20
Session 1: 12:00 noon – 2:00 PM
Session 2: 5:00 PM – 7:00 PM

State Transportation Building
MPO Conference Room, Suite 2150
10 Park Plaza, Boston, MA 02116

The State Transportation Building is accessible via the following transit services:

Silver Line – New England Medical Center (NEMC) Station
Orange Line – NEMC or Chinatown Station
Green Line – Boylston or Arlington Station
MBTA Bus Routes 43 & 55

To learn more about the Boston Region MPO, please visit www.bostonmpo.org.