

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' 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 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 | Representatives and Alternates | MPO Staff/CTPS |
|--|---------------------------------------|--|
| MassDOT | Clinton Bench | Mike Callahan |
| MassDOT Highway | David Anderson | Maureen Kelly |
| City of Boston | John Romano | Anne McGahan |
| City of Newton | Thomas Kadzis | Hayes Morrison |
| City of Somerville | David Koses | Efi Pagitsas |
| MAPC | Thomas Bent | Sean Pfalzer |
| Massachusetts Port Authority | Eric Bourassa | Karl Quackenbush |
| | Jim Gallagher | Arnie Soolman |
| | Lourenço Dantas | Mary Ellen Sullivan |
| | | Pam Wolfe |
| MBTA | Joe Cosgrove | Other Attendees |
| MBTA Advisory Board | Paul Regan | Lynn Ahlgren |
| Regional Transportation Advisory Council | Laura Wiener | Stan Franzeen |
| Town of Bedford | Richard Reed | Mark Guenard |
| Town of Braintree | Christine Stickney | William Gustus |
| Town of Hopkinton | Mary Pratt | 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 |
| Boston Region | | Regionwide CMAQ Program | <i>Federal Funds</i> | <i>State/Local Funds</i> | <i>Total Funds</i> |
| | | | \$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> | <i>\$0</i> |

National Highway System

| | | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|------------------------------|--------|--|----------------------|--------------------|---------------------|
| Concord, 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 | Federal Funds | State Funds | Total Funds |
|-----------------|---|--|---|---------------------|
| | | \$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 |
| | | | <i>Boston Region MPO Regional Target with State Match</i> | <i>\$56,607,514</i> |

FEDERAL AID NON-TARGET PROJECTS

| American Recovery and Reinvestment Act of 2009 | | Federal Funds | State/Local Funds | Total Funds | Project Notes |
|--|--|----------------------|-------------------|----------------------|--------------------------|
| 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 Construction (HPP 447) | \$2,140,232 | \$535,058 | \$2,675,290 |
| Boston | Huntington Ave/Symphony Area Streetscape Construction (HPP 1811) | \$820,080 | \$205,020 | \$1,025,100 |
| High-Priority Projects (SAFETEA-LU) | | <i>Federal Funds</i> | <i>State/Local Funds</i> | <i>Total Funds</i> |
| Acton 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> |
|---|-------------------------------------|---------------------------------|---------------------------|
| Winthrop | \$264,232 | \$66,058 | \$330,290 |
| 2005 Ferry Boat Discretionary Ferry Infrastructure | <i>Federal Funds</i> | <i>State/Local Funds</i> | <i>Total Funds</i> |
| Winthrop Winthrop Ferry Improvements Construction | \$208,167 | \$52,042 | \$260,209 |
| Eastern Federal Lands Highway Division | <i>Federal Funds</i> | <i>Other Funds</i> | <i>Total Funds</i> |
| Minuteman National Park (Concord) Pavement Management Project | \$230,000 | | \$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

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

FEDERAL-AID BRIDGE PROJECTS

Bridge

Boston 604388 Route 145 over Belle Isle Inlet

Framingham 604013 Fountain St over MBTA

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

Boston 603370 Route 99 (Alford Street) over Mystic River

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

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

Special Bridge Program

Littleton 604841 Taylor Street over I-495

Maynard 603658 Route 27 over the Assabet River

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

American Recovery and Reinvestment Act of 2009

| | | <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 |

American Recovery and Reinvestment Act of 2009

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|---|----------------------------|----------------------|--------------------|--------------------|
| MetroWest RTA | Reimburement for Operating | \$75,000 | | \$75,000 |
| Cape Anne Transit Authority | Reimburement for Operating | \$67,615 | | \$67,615 |
| American Recovery and Reinvestment Act Total | | \$142,615 | | \$142,615 |

Section 5307

| | | <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

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|---|---|--|------------------------|----------------------|
| Section 115 Earmarks | | | | |
| 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 managment 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.

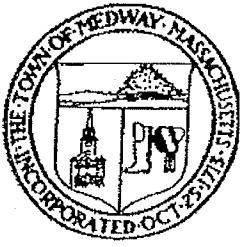
However, I urge you to amend your public response time and hearing. It is unreasonable to have a public comment period be just during the holiday period. I always assume that when such dates are set it is because people don't really want public comment.

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 | 1,348,000 |
| MO-13 and MO-32 Interchanges, 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 |
| Naugatuck River Greenway, CT | 974,000 |
| Nevada Pacific Parkway, NY | 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 |
| North Avenue Extension and Overpass Construction, Belton, TX | 750,000 |
| North Broad Street Redevelopment Project, NJ | 700,000 |
| North Carolina 28 in Macon County, NC | 500,000 |
| North Fork du Lac Railyard Overpass, Village of North Fond du Lac County, WI | 500,000 |
| North Main Street, Columbia, SC | 900,000 |
| North Street Improvements, Crown Point, IN | 1,266,200 |
| Northern Avenue Bridge Rehabilitation, MA | 950,000 |
| Northern Bypass I-66, KY | 584,400 |
| Northwest 5th Avenue Reconstruction, IA | 300,000 |
| Northwest Transportation Corridor Study, Grimes, IA | 250,000 |
| Oak Street Extension, Schererville, IN | 400,000 |
| Oakridge-Westfir Ride Center, OR | 400,000 |
| Ohio 16 Dresden-Coshocton Connector, Coshocton, OH | 400,000 |
| Ohio Hub Plan Including Toledo-Cleveland Passenger Rail Development, OH | 938,300 |
| Oklahoma County Southern Bypass, MS | 500,000 |
| Old Taylor Road Roundabouts, MS | 500,000 |
| Ontario Oregon Railroad Underpass Rehabilitation and Reconstruction, OR | 292,200 |
| Palatka/aka Bridge Replacement, Lake, FL | 750,000 |
| 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 Dubique Street Elevation Project, Iowa City, IA | 1,500,000 |
| Pedestrian, ADA and Safety Improvements on Mother 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 |
| Potter Rockwall, Perrinian, UT | 1,000,000 |
| Portland Regional Traffic Congestion Improvements, ME | 800,000 |
| Potato Boulevard/SR 60 Interchange in Beaufort, San Bernardino County, CA | 750,000 |
| R-170 Landslide Road Replacement, WA | 1,948,000 |
| Reconstruction and Upgrade of Route 103/Main Street, Melville, MA | 400,000 |
| Reconstruction and Upgrade of 2300 West between 1980 South and the Interstate 15 West Frontage Road in 1st IRT | 1,500,000 |

DEPARTMENT OF TRANSPORTATION—Continued
[Congressionally Directed Spending Items]

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| 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 | Loebssack |
| 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@blkw.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

Wallace McKenzie

Joe Demaina

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.