

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

February 5, 2009 Meeting

10:00 AM –12:30 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston

David Mohler, Chair, representing James Aloisi, Executive Office of Transportation & Public Works (EOTPW)

Decisions

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

- Approve the work program for the *Creation of Neighborhood Maps for 20 MBTA Stations*
- Approve for public circulation and review the Draft FFY 2009 Transportation Improvement Program (TIP) Amendment as presented with the addition of two placeholder line items with figures subject to a negotiated Regional Transportation Authority (RTA) split agreement – \$400,000 for Cape Ann Transportation Authority (CATA) and \$750,000 for Metro West RTA – and an expedited public review period of 15 days
- Approve the meeting minutes of January 22 with recommended changes

Meeting Agenda

1. Public Comments

Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force, thanked the MPO for its continued efforts and asked for its support for transit projects as the economic stimulus projects are considered. He stated that he is pleased that the Green Line Extension project is moving along and he expressed hope that the Somerville Community Path project might be accelerated. He noted that bicycle paths in general are good to support. Finally, he suggested that the MPO perform an air quality analysis to show that projects on the TIP list and those receiving federal stimulus funding meet air quality conformity regulations. This analysis would be timely since he didn't think the region had done one in over five years.

Dick Williamson, Sudbury resident, Massachusetts Community Path Alliance, expressed his gratitude to the MPO for including all of the medium to high priority bicycle plan projects as candidates for inclusion in the Regional Transportation Plan.

2. Chair's Report – David Mohler, EOTPW

D. Mohler briefed members on the updated plans for the Green Line Extension project. The preferred alternative has been identified. It is the alternative terminating at Mystic Valley Parkway. It does not involve construction of a parking garage. The state is legally committed to bring the line to College Avenue. This alternative exceeds that commitment and is pending federal review.

Mary Pratt, Town of Hopkinton, asked how the decision came about not to include a parking garage. D. Mohler explained that a study was conducted and the results showed that the increase in ridership was not enough to justify construction of a parking garage.

3. Subcommittee Chairs' Reports – Stephen Woelfel (MassHighway)

S. Woelfel announced that the Unified Planning Work Program (UPWP) subcommittee would meet following this Committee meeting.

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

M. Al-Khatib informed members that the Advisory Council heard a presentation from Cape Rail, Inc. at the last meeting and discussed Massachusetts Bay Transportation Authority (MBTA) financing. The Advisory Board has drafted a letter to the MPO regarding MBTA financing and will be voting on it at its next meeting. The Advisory Council continues to track the economic stimulus package, promote multi-modal transportation systems, and remains concerned about the state of the transportation infrastructure, even after the stimulus.

M. Pratt asked if any of the bridges in the Accelerated Bridge Program would be coming before the MPO. D. Mohler explained that bridges funded with Grant Anticipation Notes (GANS) will be programmed into the TIP by the MPO. However, bridges funded by state bonds will not be.

5. Approval of Work Program for the Creation of Neighborhood Maps for 20 MBTA Stations – Karl Quackenbush, Deputy Director, Central Transportation Planning Staff (CTPS)

K. Quackenbush presented members with the revised version of the work program for the *Creation of Neighborhood Maps for 20 MBTA Stations* with budget and schedule clarifications. (See attached.)

A motion to approve the work program for the *Creation of Neighborhood Maps for 20 MBTA Stations* was made by S. Woelfel, and seconded by Paul Regan, MBTA Advisory Board. The motion passed unanimously.

6. Transportation Improvement Program – David Mohler, EOTPW, and Hayes Morrison, MPO Staff

Economic Stimulus Program Overview

D. Mohler briefed the members on the details of the economic stimulus package as currently proposed. He acknowledged that the package could change depending on the outcome of the Senate bill and the Conference Committee bill. The funding will be subject to Title 23 requirements for air quality, project eligibility, and process.

According to the House bill, the Commonwealth would have approximately \$500 million to spend on highway projects and \$300 million to spend on transit projects. Highway

funding would be designated as follows: 45% to the Urbanized Areas (UZA) and 55% to the state. Transit funding would be distributed by existing Federal Transit Administration (FTA) formulas (Sections 5307 and 5309 and 5311). All regional transit authorities (RTAs) in the UZA will work out a distribution agreement for these transit funds.

At least 50% of the stimulus funds would have to be obligated within 90 days (under contract or advertised). Projects that are not funded in the first stage can still be funded in the second stage, however, funds not obligated within the specified timeframes will be taken away from the state and redistributed to other states.

MPOs all over the state are now amending their TIPs to be prepared to meet the requirements of the package. The aim is to program \$300-330 million of stimulus funding for highway projects in the State Transportation Improvement Program (STIP) so that no funds will be lost. The remainder of the funds will be programmed in the FFY 2010 element of the STIP. MassHighway must advertise projects that receive Title 23 monies.

The Governor appointed task forces to develop the state's stimulus project list. EOTPW, on the transportation task force, solicited project ideas from Mobility Compact agencies and authorities [including MassHighway, MBTA, Massachusetts Turnpike Authority (Masspike), Massachusetts Port Authority (Massport), and Department of Conservation and Recreation (DCR)]. Those projects were screened based on federal aid eligibility, the strict readiness requirements, and geographic equity. Other task forces developed project lists that include transportation projects. For example, the municipal government task force, led by the Lt. Governor, solicited a variety of infrastructure projects, including transportation projects, from municipalities. EOTPW also worked with the RTAs to identify their projects.

Members were encouraged to contact Rachel Bain, EOTPW, if they know of other projects that should be considered for stimulus funding.

Questions:

Are RTAs eligible for funding under the current transit formula? (M. Pratt)

RTAs would be eligible for transit funding, but the RTAs and MBTA have not yet reached an agreement on how the funds would be split. (D. Mohler)

Would the MPO have to amend the TIP again if some municipal projects are identified? (Jim Gallagher, MAPC)

Additional projects would be brought to the appropriate MPO. (D. Mohler)

What will be the effect of the economic stimulus in terms of moving FFY 2009 TIP projects forward? (Lynn Duncan, City of Salem)

The Title 23 monies will be used on TIP/STIP projects. There could be economic development projects that provide transportation benefits that are not subject to Title 23 regulations and these would not be in the TIP/STIP. EOTPW is required to maintain the TIP/STIP program, and is committed to advancing the Accelerated Bridge Program and

Stimulus Program. EOTPW will always be working on STIP priorities. We will be pushed, but we will do what is needed and are pursuing ways to expand our work force. (D. Mohler)

Does fiscal constraint apply to programming the stimulus projects? (Arnie Soolman, CTPS Director)

The state is constrained to programming no more than \$500 million worth of projects statewide. At least \$250 million will be programmed for the first round of projects so that there are enough projects moving forward in 90 days time in the event that a project falls out for being unready. (D. Mohler)

How is "project readiness" defined? (Shirin Karanfiloglu, Masspike)

For highway projects, "project readiness" refers to projects that have completed 100% design and have Plans, Specifications and Estimates complete or being worked on in 90 days (having permits, right-of-way, and MassHighway approval), or that are in a position to be advertised within 90 days. (D. Mohler)

If projects exceed their initial estimates where would the extra funding come from? (Sergiu Luchian, City of Somerville)

The funds could be drawn from a STIP line item for cost overruns or from the second round of stimulus money. (D. Mohler)

Will FHWA be able to review all of these projects? (M. Al-Khatib)

Since the projects would be "shovel-ready," they would already have been through most of the steps required for approval by FHWA. If it is a large project not well advanced, we might have trouble getting through it. (Paul Maloney, FHWA)

Does the design or contract need to be completed in 90 or 120 days? (Marc Draisen, MAPC)

According to the House bill, projects must be advertised within 90 days. Obligation takes place right before advertisement. (D. Mohler)

Comments:

M. Pratt expressed opposition to the Lt. Governor's effort to solicit projects that would bypass the TIP process. She noted that there is already a backlog of TIP projects. She advocated that projects go through the routine TIP process.

D. Mohler stated that the Administration is not seeking a waiver from Title 23 requirements. It is, however, advocating for the ability to use stimulus funds for a supplemental Chapter 90 program. M. Draisen noted that Chapter 90 funding from the stimulus is an important priority for MAPC. He suggested that EOTPW provide language regarding that initiative to Senators Kennedy and Kerry. M. Pratt added that the House Representatives should be informed. Later in the meeting, Jim Gillooly, City of Boston, voiced support for the supplemental Chapter 90 program.

S. Luchian expressed concern about MassHighway's ability to handle the amount of projects currently proposed by the stimulus and about the effect on bid prices with so much work advertised at once.

Non-Economic Stimulus Program Changes to TIP

H. Morrison briefed members on changes to the TIP that are not related to the economic stimulus program. (See attached TIP tables for details.) She noted the following changes:

Cost adjustments have been made to the following projects:

- *Salem – Route 1A (Bridge Street)*
- *Boston – American Legion Highway over Route 203*
- *Framingham – Fountain Street over MBTA and CSX*

Earmarks have been added for the following projects:

- *Boston – Pedestrian Improvements to Kenmore Square*
- *Medford – Clippership Drive Streetscape*
- *Cambridge – Kendall Square Streetscape*
- *Malden – Pleasant Street (Design)*

The following non-federal aid bridge projects have been removed from the FFY 2009 TIP element (and are expected to be moved in FFY 2010 bridge element when one is developed):

- *Boston – River Street Bridge*
- *Wellesley – Rockland Street over CSX*

Questions and comments:

When would the design for the Malden – Pleasant Street project be programmed? Malden has asked that construction be programmed for 2012. Does the earmark cover construction? (J. Gallagher)

Design funding would be programmed this year. The total cost of the project is covered by two earmarks. (H. Morrison)

Will the design for the Malden – Pleasant Street project be completed in FFY 2009 and construction programmed in FFY 2010? (P. Mahoney)

The design will be complete in FFY 2009. Construction funding may be programmed in FFY 2010. There is a work scope in progress for the project. (H. Morrison) P. Mahoney asked that FHWA be kept informed on the progress of the project.

Economic Stimulus Program Projects – Highway

D. Mohler guided members through the list of proposed highway stimulus projects. He explained that projects from Massport, the Masspike, and DCR appear on the list, and that they will be eligible for Title 23 monies as a result of a Section 129A agreement that is currently in the works. (See the attached TIP Tables for details.)

The proposed projects are:

- *Arlington – Cyrus Dallin Elementary School Sidewalk Improvements*: a result of a Safe Routes to School infrastructure analysis
- *Boston, Somerville, Arlington – Minuteman Bike Path*: DCR project for repairs to the bike path
- *Boston – Northern Avenue Sidewalk Improvements*: Massport project
- *Boston, Chelsea – Deck Rehab on Tobin Bridge, Phase VII*: Massport project
- *Boston, Chelsea – Structural Painting on Tobin Bridge, Phase 3 and 8*: Massport project
- *Burlington, Lexington, Reading, Woburn – Guide and Traffic Sign Repair on I-95*: MassHighway project
- *Cambridge, Charlestown – North Bank Pedestrian Bridge*: DCR project
- *Concord – Route 2*: resurfacing
- *Harvard, Littleton – Route 2*: resurfacing
- *Lincoln – Route 2*: resurfacing
- *Lynn – Blossom Street Ferry Terminal*: DCR project
- *Metro Boston: Pavement Improvements to Metro Parkway System*: DCR project
- *Metro Boston: Sidewalk Improvements to Metro Parkway System*: DCR project
- *Newton – Harvard Street*: Masspike project
- *Statewide – Statewide Communications Network Expansion*: Masspike project
- *Somerville, Wilmington – Guide and Traffic Sign Repair on I-93*: MassHighway project
- *Waltham – Northeast Elementary School Sidewalk*: Safe Routes to School project
- *Watertown, Newton, Boston – Nonantum Road Improvements*: DCR project
- *Weston – Ramp G over Turnpike*: Masspike project
- *Weston – Ramp G over Aqueduct*: Masspike project
- *Wilmington, Methuen – Guide and Traffic Repair on I-93*: MassHighway safety project

Questions and comments:

Please clarify how projects from tolling agencies (Massport and Masspike) are eligible for federal funding? (S. Luchian)

All roads in the National Highway System are eligible for federal funding through an existing Section 129A agreement. There will be a new Section 129A agreement with Massport to make the Tobin Bridge eligible for federal highway funding. The state is in the process of restructuring the transportation agencies. The Masspike is in dire financial straits and has had to defer maintenance. The agreements allow the state to maintain major transportation arteries in the region while the agencies are undergoing restructuring. As both the Masspike roadways and the Tobin Bridge are major transportation arteries in the region, it makes sense to use stimulus funds to maintain these facilities. In response to a follow-up question from P. Regan, D. Mohler added that other MPOs are being asked to program Masspike projects.

Why are the Minuteman Bikeway repairs listed as Boston and Somerville projects when the bike path does not run through those municipalities? Can details also be provided on the Ramp G projects and the North Bank Pedestrian Bridge projects? (J. Gallagher)

The bikeway project will provide a connection between two paths and provide a link to the Alewife MBTA station. The Ramp G project is for the reconstruction of existing ramps. The North Bank Pedestrian Bridge project was identified as possible mitigation for the Central Artery/Tunnel project; DCR would like to complete that project. (D. Mohler)

The list only references one of the three pedestrian bridges. Are the other two still unfunded? (J. Gallagher)

Yes. This project is the one that is ready. (J. Gillooly)

Is the Allston Bridge on Masspike's stimulus list for repair? It shakes and vibrates. (M. Pratt)

That project may not be ready for construction. (S. Karanfiloglu)

Are the Route 2 resurfacing projects overlapping with the Crosby's Corner project? (Richard Reed, Town of Bedford)

The Crosby's Corner project will be coming up in two years, so that part of Route 2 would not be resurfaced now. (D. Mohler) Members saw descriptions of both of the resurfacing projects when looking at replacement projects for inclusion in the FFY 2008 amendment. The projects do not coincide with the Crosby's Corner project. (H. Morrison)

S. Luchian again expressed concern about the potential for unexpected high bids and cost overruns on stimulus projects (due to the large number of projects being advertised) and emphasized that the MPO should consider where the additional funds would come from. M. Pratt stated that the funds should come from the second round of stimulus money, not from MPO targets. M. Draisen also expressed concern about the possibility for inflated bids given the volume of projects that will be advertised. Both M. Draisen and S. Luchian stressed the need to keep projects within cost and on schedule. M. Al-Khatib raised the issue of the availability of workers and noted that it will be unlikely that Massachusetts will be able to draw on contractors from other states.

Are there enough construction materials available for the additional stimulus projects? (Ginger Esty, Town of Framingham)

Massachusetts is as prepared as it can possibly be and is possibly among the most prepared of the states for this funding. The MBTA has pre-ordered materials. (D. Mohler)

J. Gillooly informed members that the City of Boston will be bringing projects before the MPO that the city submitted to the Lt. Governor's task force. One is an intelligent transportation systems (ITS) project (related to the MIVIS network) that stalled when Congress rescinded ITS earmarks. J. Gillooly noted that it is crucial for agencies and municipalities to share ITS data in order to manage roadway capacity. Another Boston

project addresses Broad Street. The project has been fully designed by the city and the road is on the federal aid eligible network. M. Pratt reinforced the importance of ITS.

The project list shows that the Boston region would receive \$113 million of stimulus funds out of \$300-330 million statewide. Would this portion be similar to the portion the region would normally receive for the TIP? If so, the stimulus funding appears to be \$20-25 million short for this region. (M. Draisen)

The stimulus funding is not being distributed by the formulas used for developing MPO targets. This region normally receives 43% of MPO funds. Before calculating the MPO targets, the state takes 30-40% off the top for statewide needs. This region's share of stimulus funding, as outlined here, therefore, is closer to the usual funding allotment it receives. (D. Mohler)

L. Duncan voiced support for spending the second round of stimulus funding on municipal projects.

S. Karanfiloglu requested that EOTPW provide project descriptions for the stimulus projects.

W. Zamore suggested that the state look into fixing materials cost. D. Mohler replied that MassHighway is required by law to adjust prices automatically to reflect market changes.

Stimulus Projects – Transit

Joe Cosgrove, MBTA, briefed members on the MBTA's proposed project list for stimulus funding, which includes \$198.7 million worth of projects. He noted that the MBTA followed the same criteria for readiness as was done with highway projects and that all departments of the MBTA participated in preparing this list. (See attached.)

The proposed projects are:

- *Commuter Rail Rolling Stock*: locomotives and coach rehabilitation
- *The RIDE – Vehicle Procurement*: expanding the MBTA's paratransit fleet to 108 vehicles
- *Track and Right of Way Improvement Program*: upgrading infrastructure on the Grand Junction line and fencing
- *Signal and Grade Crossing Improvement Program*: the Fitchburg and Haverhill lines are the top priority in this program
- *Commuter Rail Double Track Initiative*: addressing single track constraints on the Fitchburg and Haverhill lines
- *MBTA Station Upgrade Program*: upgrades for various commuter rail and subway stations (includes signage and bike parking)
- *Positive Train Control – Light Rail Pilot Program*: focused on the Green Line
- *MBTA Facility Upgrade Program*: repair and upgrade to commuter rail and bus maintenance facilities
- *Commuter Rail – Bridge Program*: drawbridge repairs on the Rockport/Newburyport lines

- *South Boston Gas Turbine Replacement and Fuel Conversion*: a clean energy project for a back up power facility
- *Four Corners – Geneva Station on Fairmount Line*: construction of new station
- *Bus Service and Customer Enhancement*: for bus stop and corridor enhancement including for bus route #23 and the Silver Line

Questions:

For transit projects, how is the term “shovel-ready” defined and what types of projects are eligible? (S. Luchian)

The projects must be ready for the FTA to award funding. Procurement of equipment is eligible under the transit program. Under both the transit and highway programs, construction and associated expenses (design) are eligible. The intent of both transit and highway funding is to get shovels in the ground. (D. Mohler)

Are there any parking expansion projects? (J. Gallagher)

None will be ready in the 120-day time frame. There may be parking projects in the second phase of funding. (J. Cosgrove)

What are the proposed \$9.7 million for enhancements for the Silver Line? (David Koses, City of Newton)

Enhancements will include signage, streetscape improvements, and shelter amenities. (J. Cosgrove)

Does the Double Track Initiative project on the Fitchburg line affect the existing plans for improvements on that line, and would the project involve station closings? (P. Regan)

The Double Track Initiative is an additional project to get the program started and bring the Fitchburg Line up to a state of good repair. It does not involve station closings. (J. Cosgrove)

Comments:

M. Draisen suggested that the MBTA provide information on the geographic locations of the proposed projects so that MAPC can better address questions from municipalities.

J. Cosgrove noted that the RTAs and MBTA have not yet agreed upon a split for the stimulus funding. The new MetroWest RTA (seeking \$750,000) will have to be factored into that split. It is likely the MBTA will receive approximately 91% of the transit portion of the stimulus funding.

It was noted that neither EOTPW nor the MPO have received a request for stimulus funding from CATA. It was reported that information had been submitted to MAPC. M. Draisen stated the MAPC will work with CATA to determine their requests. He also recommended providing stimulus funds to the MetroWest RTA.

M. Pratt asked for clarification regarding the new MBTA assessments and expressed interest in seeing how the MetroWest RTA has been spending its portion. P. Regan explained that the total assessments to each municipality has not changed, but the distribution of the assessment funds changed so that the portion spent locally would increase and the portion that goes to the MBTA would decrease. The cities of Boston, Chelsea, and Revere will have to pay more.

D. Mohler presented members with a \$750,000 project list submitted by the MetroWest RTA. (See attached.) He noted that the transit monies are awarded by formula (5307) to the UZA and that there needs to be an RTA split agreement. This agreement would address whether MetroWest's portion of stimulus funding would be deducted from the MBTA's portion. In the meantime, he recommended programming funding for MetroWest in the draft TIP amendment. J. Gallagher then recommended programming \$400,000 in the TIP amendment for CATA. (Both line items would be considered placeholders in the TIP subject to change depending on the RTA split agreement.)

Approval for Public Circulation and Review of Draft TIP Amendment

A motion to approve for public review and comment the Draft TIP amendment as presented with the addition two placeholder line items (with figures subject to a negotiated RTA split agreement) -- \$400,000 for CATA and \$750,000 for Metro West RTA – and an expedited public review period of 15 days, was made by S. Woelfel, and seconded by M. Draisen. The motion passed unanimously.

Staff will circulate public notice quickly and will highlight the short public comment period.

7. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, CTPS

A motion to approve the minutes of the meeting of January 22– with changes recommended by J. Gallagher to page 2 – was made by S. Woelfel, and seconded by M. Pratt. The motion passed. L. Duncan and R. Reed abstained.

8. JOURNEY TO 2030 Amendment – Anne McGahan, MPO Staff

Staff distributed the following items (see attached memorandum and handouts):

- 1) highway project descriptions
- 2) spreadsheet showing recommended highway projects from the original *JOURNEY TO 2030* with updated costs and project status, and noting whether the projects have air quality impacts
- 3) table showing weighted volume-to-capacity ratios (V/C) for project locations and total costs
- 4) list of projects included in the TIP Universe of projects that have Project Review Committee (PRC) approval and that are estimated to cost over \$10 million
- 5) list of projects in the MPO region requiring an Environmental Impact Report or Environmental Assessment
- 6) list of Shared Use Path Priorities in the Regional Bicycle Plan

A. McGahan noted the following changes to the project descriptions (Item #1):

The *Needham and Newton – Winchester Street/ Needham Street/Highland Avenue* project description has changed to reflect that MassHighway has split the project into two separate jobs. The Winchester Street/Needham Street in Newton project remains as the existing three lanes (the project previously had included widening to four lanes) and the Highland Avenue in Needham project currently has four lanes and will remain as four lanes. The bridge between the two projects is not included in either project description. It would have to be widened.

The *Reading and Woburn: Interstate 93/95 Interchange* project includes adding a fourth travel lane on I-95. MassHighway would like to separate the interchange portion of the project from the add-a-lane portion so that work can proceed on the latter. M. Pratt inquired as to whether the projects would be advertised together or separately. A. McGahan replied that they would probably be advertised separately.

A. McGahan also noted the following:

Item #4 includes the addition of the *Bellingham – Pulaski Boulevard* project.

Item #5 includes projects in progress, those that are in permitting that are in the 25% to 100% design phase, pending and upcoming major projects, and projects that are pending, on hold, and inactive.

Item #6, the list of shared use path priorities, was reorganized to show projects that: have been completed; are under construction; have been advertised; are programmed in the TIP; have High-Priority Project (HPP) earmarks for design (and must be listed in the Plan); or are being considered for economic stimulus funding. The changes also reflect revised Regional Bicycle Plan priorities.

Staff is updating the evaluations for Plan projects and will distribute the results to members soon.

Questions and comments:

On Item #6, is the project cost or the earmark listed for the projects with HPP earmarks? And will the earmarks cover the entire cost of the project? (M. Pratt)

The estimated cost of the project is listed. The HPP portion is solely for design. (A. McGahan and H. Morrison)

Did MassHighway split the Needham and Newton – Winchester Street/Needham Street/Highland Avenue project into separate projects and when did it happen? It is listed as one project in the transportation bond bill. (D. Koses)

This will be looked into. (S. Woelfel) The bond bill discusses the Needham Street portion as costing \$6 million and the Highland Avenue portion as costing \$2.1 million. In another section of the bond bill, a total of \$17 million is included for both portions. The bridge costs are presumably included in that total. (A. McGahan)

R. Reed requested a correction to the *Bedford, Billerica, and Burlington – Middlesex Turnpike Improvements* project description regarding shoulder and sidewalk widths on Item #1.

9. Members' Items

J. Cosgrove stated that the MBTA's Capital Investment Program (CIP) has been delayed, but a draft document will be posted on the Web by February 20. A public review period will be held in late February and early March.

P. Wolfe drew members' attention to two flyers that were distributed announcing the upcoming MPO Open House and TIP How-To Seminars. (See attached.)

10. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, February 5, 2009, 10:00 AM

Member Agencies

EOTPW
City of Boston

City of Newton
City of Salem
City of Somerville
Federal Highway
Administration
Federal Transit
Administration
MAPC

MassHighway
MassPike
Massport
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford
Town of Hopkinton
Town of Framingham

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Lynn Duncan
Sergiu Luchian
Paul Maloney

William Gordon

Marc Draisen
Jim Gallagher
Stephen Woelfel
Shirin Karanfiloglu
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib

Richard Reed
Mary Pratt
Ginger Esty

MPO Staff/CTPS

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

Other Attendees

Rachel Bain
Christopher Beland
Sarah Bradbury
Deborah Burke
Tony Centore
Dennis Harrington
Judy LaRocca

Steve Olanoff

Laura Pessah
Stephanie Pollack
Ellin Reisner

Bill Steelman
Wendy Stern
Eric Waaramaa

EOTPW
MBTA Rider Oversight Committee
MassHighway District 3
City of Malden, Mayor's Office
Town of Medfield
City of Quincy
Town of Concord, Bruce Freeman Rail
Trail Advisory Committee
Regional Transportation Advisory
Council
City of Boston
Blue Wave Strategies
Somerville Transportation Equity
Partnership
Essex National Heritage Commission
MBTA
MBTA

Dick Williamson Massachusetts Community Path Alliance
Wig Zamore Somerville Transportation Equity
 Partnership/ Mystic View Task Force



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Approved by the TPPC

TPPC Chairman

Date

MEMORANDUM

DATE February 5, 2009
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Creation of Neighborhood Maps for 20 MBTA
Stations

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Bay Transportation Authority, vote to approve the work program for Creation of Neighborhood Maps for 20 MBTA Stations in the form of this memorandum dated February 5, 2009.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
14314

Client
Massachusetts Bay Transportation Authority
Project Supervisor: Erik Scheier

CTPS Project Supervisors
Manager: Jane Gillis
Principal: Kenneth Dumas

Funding
Future MBTA Contract

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
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www.bostonmpo.org

James A. Aloisi, Jr.
Secretary of Transportation
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

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

Executive Office of Transportation
and Public Works

City of Boston

City of Newton

City of Salem

City of Somerville

Town of Bedford

Town of Framingham

Town of Hopkinton

Metropolitan Area Planning Council

Massachusetts Bay Transportation
Authority Advisory Board

Massachusetts Bay Transportation
Authority

Massachusetts Highway Department

Massachusetts Port Authority

Massachusetts Turnpike Authority

Regional Transportation Advisory
Council (nonvoting)

Federal Highway Administration
(nonvoting)

Federal Transit Administration

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

In 2007 the MBTA requested that CTPS create bus and neighborhood maps for most of its stations. CTPS has completed that task, and now the MBTA needs neighborhood maps for an additional 20 stations to complete its inventory.

OBJECTIVE(S)

To create neighborhood maps for the last 20 MBTA stations needing one.

WORK DESCRIPTION

Create the maps one at a time in an order determined by the MBTA. The stations are, Quincy Adams, Community College, Suffolk Downs, Bowdoin, Prudential, Symphony, Heath, Northeastern, MFA, Brigham Circle, Brookline Village, Brookline Hills, Reservoir, Newton Center, Woodland, BU East, BU West, BU Central, Boston College, Washington Street.

Task 1 Create 20 First-Draft Maps

Using the latest mapping software and data, CTPS will create each neighborhood map showing streets, street names, building footprints, points of interest and MBTA bus routes. Each map will have a "You Are Here" designation at the station location as well as a quarter-mile-radius ring depicting the distance of a 5-10-minute walk from the station.

Task 2 Correct Proofed Maps and Deliver Final Files

Once each draft map is complete the MBTA will proof it; CTPS will make any desired changes to each map. Then the final computer files will be made available to the MBTA print shop for the production of the final maps to be installed at each station.

ESTIMATED SCHEDULE

It is estimated that this project would be completed 12 weeks after the notice to proceed is received.

ESTIMATED COST

The total cost of this project is estimated to be \$15,966. This includes the cost of 7 person-weeks of staff time and overhead at the rate of 86.97 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

AJS/KAD/kad

Exhibit 1

ESTIMATED SCHEDULE

Creation of Neighborhood Maps for 20 MBTA Stations

Task	Weeks											
	1	2	3	4	5	6	7	8	9	10	11	12
1. Create Draft Maps												
2. Correct Proofed Maps, Deliver Files												

Exhibit 2

ESTIMATED COST

Creation of Neighborhood Maps for 20 MBTA Stations

Direct Salary and Overhead	\$15,966
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Task	Person-Weeks			Direct Salary	Overhead (@ 86.97%)	Total Cost
	P-4	Temp	Total			
1. Create Draft Maps	6.0	0.0	6.0	\$7,319	\$6,366	\$13,685
2. Correct Proofed Maps, Deliver Files	1.0	0.0	1.0	\$1,220	\$1,061	\$2,281
Total	7.0	0.0	7.0	\$8,539	\$7,427	\$15,966

Other Direct Costs	\$0
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TOTAL COST	\$15,966
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<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP (cost not reflected in total)</i>
<i>Indicates a project moved in from another TIP element</i>
<i>Indicates a project moved out to another TIP element (cost not reflected in total)</i>
<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

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>	
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000	
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000	project has been advertised
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,100,000	project has been advertised
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000	
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000	
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$520,000	\$130,000	\$650,000	
Boston Region		Regional Transportation Demand Management Program	\$200,000	\$50,000	\$250,000	
Boston Region		Suburban Mobility Improvement Program	\$520,000	\$130,000	\$650,000	
Congestion Mitigation and Air Quality Improvement Program Total			\$13,504,000	\$3,376,000	\$16,880,000	
					<i>CMAQ Regional Target</i>	\$8,593,420

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 Three of Six	\$9,567,511	\$2,391,878	\$11,959,389
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One of Six	\$2,400,000	\$600,000	\$3,000,000
National Highway System Total			\$11,967,511	\$2,991,878	\$14,959,389

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$4,996,004	\$1,249,001	\$6,245,005	
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$7,600,000	\$1,900,000	\$9,500,000	
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	
Salem	601017	Route 1A (Bridge Street)	\$5,280,000	\$1,320,000	\$6,600,000	\$6,864,000
Surface Transportation Program Total			\$23,064,804	\$5,766,201	\$28,831,005	

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Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$3,867,039	\$429,671	\$4,296,710 project split is 90/10
Highway Safety Improvement Program Total			\$3,867,039	\$429,671	\$4,296,710
					<i>HSIP Regional Target</i>
					\$4,296,710

Surface Transportation Program/Enhancement

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Ipswich		North Green Improvements (Design)	\$72,800	\$18,200	\$91,000
Cambridge	605188	Cambridge Common (Design)	\$144,000	\$36,000	\$180,000
Surface Transportation Program/Enhancement Total			\$216,800	\$54,200	\$271,000

Total Regional Target Programming **\$65,238,104**
Boston Region MPO Regional Target with State Match \$65,225,104

FEDERAL-AID NON-TARGET PROJECTS

FEDERAL-AID ECONOMIC STIMULUS PROJECTS

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington	PROG-7	Cyrus Dallin Elementary School Sidewalk Improvements	\$448,000		\$448,000
Boston, Somerville, Arlington	DCR920	Minuteman Bike Path	\$3,000,000		\$3,000,000
Boston	M0330B	Northern Ave Sidewalk Improvements	\$800,000		\$800,000
Boston, Chelsea	T0160	Deck Rehabilitation on Tobin Bridge, phase VII	\$14,000,000		\$14,000,000
Boston, Chelsea	T0163	Structural Steel Painting on Tobin Bridge, phase 3 and 8	\$27,000,000		\$27,000,000
Burlington, Lexington, Reading, Woburn	605018	Guide and Traffic Sign Repair on I-95	\$3,289,560		\$3,289,560
Cambridge/Charlestown	DCR927	North Bank Pedestrian Bridge	\$22,250,000		\$22,250,000
Concord		Route 2	\$3,575,000		\$3,575,000
Harvard/Littleton	604400	Route 2	\$5,784,600		\$5,784,600
Lincoln	604629	Route 2	\$1,289,990		\$1,289,990
Lynn	DCR901	Blossom St Ferry Terminal	\$4,000,000		\$4,000,000
Metro Boston	DCR930	Pavement Improvements to Metro Parkway System	\$3,000,000		\$3,000,000
Metro Boston	DCR934	Sidewalk Improvements to Metro Parkway System	\$700,000		\$700,000
Newton	MTA-MHS-04	Harvard St	\$2,500,000		\$2,500,000
Statewide	MTA-ALL-01	Statewide Communications Network Expansion	\$1,900,000		\$1,900,000
Somerville/Wilmington	604938	Guide and Traffic Sign Repair on I-93	\$4,620,000		\$4,620,000
Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000		\$518,000
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400		\$6,059,400
Weston	MTA-MHS-02	Ramp G over Turnpike	\$2,650,000		\$2,650,000
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$1,450,000		\$1,450,000
Wilmington/Methuen	605396	Guide and Traffic Sign Repair on I-93	\$4,275,000		\$4,275,000
Economic Stimulus Total (Highway)					\$113,109,550

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FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130
Framingham	604013	Fountain Street over MBTA and CSX	\$3,120,000	\$780,000	\$3,900,000
Hanover	605101	Route 53 over Route 3	\$8,840,000	\$2,210,000	\$11,050,000
Hudson	604006	Houghton Street over Assabet River	\$2,033,058	\$508,264	\$2,541,322
Bridge Total			\$18,897,962	\$4,724,490	\$23,622,452

Advance Construction Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,800,000	\$1,200,000	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000
Advance Construction Bridge Total			\$15,200,000	\$3,800,000	\$19,000,000

Special Bridge Funds			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers	603715	Route 1 over Centre Street	\$5,360,000	\$1,340,000	\$6,700,000
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,200,000	\$300,000	\$1,500,000
Special Bridge Funds Total			\$6,560,000	\$1,640,000	\$8,200,000
Federal-Aid Bridge Total			\$50,822,452		

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Marlborough, Hudson & Berlin	604877	Interstate 495	\$11,401,632	\$1,266,848	\$12,668,480
Stoneham, Winchester & Reading	604878	Interstate 93	\$9,855,648	\$1,095,072	\$10,950,720
Interstate Maintenance Total			\$21,257,280	\$2,361,920	\$23,619,200

National Highway System Pavement Preservation			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Harvard/Littleton	604400	Route 2	\$4,567,680	\$1,141,920	\$5,709,600
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000
National Highway System Pavement Preservation Total			\$3,367,200	\$841,800	\$4,209,000

Project to be funded by
 Economic Stimulus

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FEDERAL AID EARMARKED FUNDING

High-Priority Projects (TEA-21)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two (HPP 924)	\$1,922,102	\$480,526	\$2,402,628

High-Priority Projects (SAFETEA-LU)

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Acton and Maynard	604531	Assabet River Rail Trail (Design) (HPP 1761)	\$452,000	\$113,000	\$565,000
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$718,000	\$179,500	\$897,500
Boston		Pedestrian Improvements to Kenmore Sq (HPP 682)	\$3,457,040	\$691,408	\$4,148,448
Boston		Longwood Ave / Urban Ring Tunnel Study (HPP 856)	\$96,033	\$24,008	\$120,041
Boston	600636	Massachusetts Avenue Construction (HPP 270)	\$1,260,573	\$315,143	\$1,575,716
Boston	604997	Museum Way Improvements Construction (HPP 1960)	\$2,871,997	\$717,999	\$3,589,996
Boston		Sullivan Square, Phase 1 Design (HPP 3568)	\$897,498	\$224,375	\$1,121,873
Danvers to Peabody		Border to Boston Bikeway (HPP 843)	\$718,000	\$179,500	\$897,500
Danvers & Peabody		Route 128 Improvements Construction (1477)	\$1,106,253	\$276,563	\$1,382,816
Hudson & Stow		Assabet River Rail Trail Design (HPP 1761)	\$269,250	\$67,312	\$336,562
Hull	604743	West Corner Culvert Construction (HPP 1681)	\$143,600	\$35,900	\$179,500
Quincy	604664	Quincy Center Concourse, Phase 2 (HPP 4272)	\$6,008,850	\$1,502,213	\$7,511,063
Somerville		I-93 Mystic Avenue Interchange Study (HPP 792)	\$359,000	\$89,750	\$448,750
Somerville		Union Square Improvements Study (HPP 999)	\$73,961	\$18,490	\$92,451
Somerville		Assembly Square Multimodal Access Improvements (HPP 4281)	\$5,007,375	\$1,251,844	\$6,259,219
Watertown	601686	Pleasant Street and Howard Street Construction	\$341,449	\$85,362	\$426,811
Walpole	605187	Washington St Design (HPP 2431)	\$125,650	\$31,412	\$157,062
High-Priority Projects Total			\$23,906,528	\$5,803,780	\$32,112,936

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High-Priority Project (SAFETEA-LU) Other Match

Section 112			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Medford	605122	Clippership Drive Streetscape	\$990,000		\$990,000
Cambridge		Kendal Square Streetscape	\$990,000		\$990,000
Section 117					
Cambridge	604993	Innovation Blvd Streetscape	\$990,000		\$990,000
Malden		Pleasant St (design)	\$310,200		\$310,200
Section 330					
Winthrop		Winthrop Ferry Improvements	\$496,750		\$496,750

High-Priority Project (SAFETEA-LU) Other Match

		<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>
Boston	National Park Traveler Information System & Visitor Center	\$1,218,000		\$1,218,000

2004 Ferry Boat Discretionary Commuter Ferry

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

2004 Ferry Boat Discretionary Ferry Infrastructure

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

Other Earmarks Total \$5,467,349 \$118,100 \$5,585,449

Federal-Aid Non-Target Non-Bridge Projects Total \$150,807,934

Total Federal-Aid Highway Program \$445,504,625

NON FEDERAL-AID BRIDGE PROJECTS

Non Federal Aid Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	603443	River Street Bridge		\$6,805,838	\$6,805,838
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet		\$4,257,930	\$4,257,930
Wellesley	600776	Rockland St over CSX		\$1,704,794	\$1,704,794
					project has been advertised
			Non Federal Aid Bridge Total	\$4,257,930	
			Total Highway Program	\$449,762,555	

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Central Artery/Tunnel Project

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000	\$17,500,000	\$87,500,000
State Transportation Program (STP)	\$56,845,000	\$14,211,250	\$71,056,250
Federal-Aid Subtotal	\$126,845,000		
Federal-Aid Matching Funds Subtotal		\$31,711,250	
Total Fiscal Year 2009 Central Artery/Tunnel Funds			\$158,556,250

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REGIONAL TRANSIT PROGRAM

Section 3037

Systemwide	Job Access	<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
		\$1,502,650	\$375,662	\$1,878,312
	Section 3037 MBTA Match Total	\$1,502,650	\$375,662	\$1,878,312

New Freedom

Systemwide	New Freedom	<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
		\$1,292,406	\$323,101	\$1,615,507
	New Freedom MBTA Match Total	\$1,292,406	\$323,101	\$1,615,507

Section 5307

Systemwide	Locomotive and Coach Procurement	<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Green Line	MBTA Accessibility Program	\$25,600,000	\$6,400,000	\$32,000,000
Blue Line	Blue Line Vehicles	\$21,600,000	\$5,400,000	\$27,000,000
Systemwide	Station Management Program	\$8,000,000	\$2,000,000	\$10,000,000
Bus	CNG Bus Overhaul Program	\$2,800,000	\$700,000	\$3,500,000
Bus	Everett Maintenance Facility	\$12,000,000	\$3,000,000	\$15,000,000
Systemwide	Elevator Replacement/Rehabilitation	\$4,400,000	\$1,100,000	\$5,500,000
Systemwide	Grant Anticipation Notes (GANs) Program	\$27,308,761	\$6,827,190	\$34,135,951
Systemwide	MBTA Enhancement Program	\$19,985,000	\$4,996,250	\$24,981,250
Systemwide	Preventative Maintenance	\$1,354,482	\$338,621	\$1,693,103
Systemwide	Bus and Train Arrival LCD Signage	\$10,000,000	\$2,500,000	\$12,500,000
		\$2,400,000	\$600,000	\$3,000,000
	Section 5307 MBTA Match Total	\$109,848,243	\$27,462,061	\$169,310,304

Cape Ann

Cape Ann Transportation Authority	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
	\$344,568	\$86,142	\$430,710
Section 5307 State Match Total	\$344,568	\$86,142	\$430,710

High-Priority Projects (SAFETEA-LU)

Bus	HPP Bus - Framingham Transit System	<i>Federal Funds</i>	<i>Local Funds</i>	<i>Total Funds</i>
		\$406,296	\$101,574	\$507,870
	SAFETEA-LU High-Priority Projects (HPP Bus) Total	\$406,296	\$101,574	\$507,870

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Section 5309

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Blue Line	Blue Line Modernization	\$21,600,000	\$5,400,000	\$27,000,000
Red Line	Red Line Number 2 Car Overhaul	\$14,190,124	\$3,547,531	\$17,737,655
Systemwide	Kawasaki Coaches	\$1,600,000	\$400,000	\$2,000,000
Systemwide	Locomotive and Coach Procurement	\$33,295,500	\$8,323,875	\$41,619,375
<i>Section 5309 Infrastructure Program</i>				
Red Line	Columbia Junction	\$10,400,000	\$2,600,000	\$13,000,000
Systemwide	Power Improvements	\$7,080,000	\$1,770,000	\$8,850,000
Systemwide	Bridge and Tunnel Program	\$4,800,000	\$1,200,000	\$6,000,000
	Section 5309 MBTA Match Total	\$92,965,624	\$23,241,406	\$116,207,030

Section 5307 (Carryover)

		<i>Federal Funds</i>	<i>MBTA Funds</i>	<i>Total Funds</i>
Bus	Everett Maintenance Facility	\$6,400,000	\$1,600,000	\$8,000,000
Systemwide	Redundant Operations Control Center	\$8,652,318	\$2,163,080	\$10,815,398
	Section 5307 Carryover MBTA Match Total	\$15,052,318	\$3,763,080	\$18,815,398

Section 5309 (Carryover Earmarked Funds)

		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>
Beverly/Salem	Beverly/Salem Intermodal Center	\$1,146,400	\$286,600	\$1,433,000
Blue Line/North Shore	Feasibility Study for Blue Line Extension to Lynn	\$3,136,160	\$784,040	\$3,920,200
Salem	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Beverly	Beverly/Salem Intermodal Center	\$973,371	\$243,343	\$1,216,714
Quincy	Quincy Catamaran	\$973,371	\$243,343	\$1,216,714
Revere	Wonderland Station	\$876,034	\$219,009	\$1,095,043
Red Line	Red Line Number 2 Car Overhaul	\$2,678,793	\$669,698	\$3,348,491
Systemwide	Power Improvements	\$4,000,000	\$1,000,000	\$5,000,000
Systemwide	Bridge and Tunnel Program	\$11,924,000	\$2,981,000	\$14,905,000
Boston	Commonwealth Ave	\$525,280	\$131,320	\$656,600
Boston	Improvements at Harbor Islands Park	\$217,360	\$54,340	\$271,700
Hingham	Hingham Intermodal Center	\$3,756,172	\$939,043	\$4,695,215
Commuter Rail	Auburndale Station	\$1,264,000	\$316,000	\$1,580,000
Commuter Rail	Rockport Improvements	\$1,338,386	\$334,596	\$1,672,982
Commuter Rail	Fitchburg Line Improvements	\$6,272,160	\$1,568,040	\$7,840,200
Medford	Medford Downtown Parking	\$973,371	\$243,343	\$1,216,714
Melrose	Commuter Rail Station Improvement	\$548,800	\$137,200	\$686,000
Ferry	Vessel Procurement, Engine Overhaul and Improvements at Quincy	\$5,980,000	\$1,495,000	\$7,475,000
Woburn	Woburn Park & Ride Facility	\$876,034	\$219,009	\$1,095,043
	Section 5309 MBTA Various Match Total	\$48,433,064	\$12,108,266	\$60,541,330

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FEDERAL-AID ECONOMIC STIMULUS PROJECTS		<i>Federal Funds</i>	<i>MBTA/State/Local Funds</i>	<i>Total Funds</i>
MBTA				
Commuter Rail	Commuter Rail Rolling Stock (Locomotives and Vehicle Rehab)	\$38,000,000		\$38,000,000
The RIDE	Vehicle Procurement (up to 108 vans)	\$5,500,000		\$5,500,000
Systemwide	Track and Right of Way Improvements	\$10,000,000		\$10,000,000
Commuter Rail	Signal and Grade Crossing Improvements (Fitchburg and Haverhill Lines)	\$18,000,000		\$18,000,000
Commuter Rail	Double Track Initiative (Fitchburg and Haverhill Lines)	\$37,000,000		\$37,000,000
Systemwide	Station Upgrade Program	\$34,000,000		\$34,000,000
Green Line	Positive Train Control - Light Rail Pilot Program	\$500,000		\$500,000
Systemwide	Facility Upgrade Program	\$21,000,000		\$21,000,000
Commuter Rail	Bridge Program (Drawbridge Repairs)	\$3,000,000		\$3,000,000
South Boston	Gas Turbine Replacement and Fuel Conversion	\$1,000,000		\$1,000,000
Commuter Rail	New Station at Four Corners (Fairmount Line)	\$21,000,000		\$21,000,000
Bus	Bus Stop and Corridor Enhancements (including Bus 23 and Silver Line)	\$9,700,000		\$9,700,000
MBTA Economic Stimulus Total		\$198,700,000		\$198,700,000
MetroWest Regional Transit System				
Placeholder	Placeholder Pending Split Agreement with MBTA	\$750,000		\$750,000
MWRTA Economic Stimulus Total		\$750,000		\$750,000
Cape Ann Transportation Authority				
Placeholder	Placeholder Pending Split Agreement with MBTA	\$430,710		\$430,710
CATA Ecomomic Stimulus Total		\$430,710		\$430,710
Federal-Aid Subtotal		\$468,545,169		
Federal-Aid Various Matching Funds Subtotal			\$12,295,982	
Federal-Aid MBTA Matching Funds Subtotal				\$55,165,310
Total FY 2009 Regional Transit Funds				\$569,187,171

FEDERAL ECONOMIC STIMULUS PROGRAM
RECOMMENDED MBTA PROJECTS FOR INCLUSION IN BOSTON MPO TIP (FY 2009 ELEMENT) - AS OF 2/4/09
PHASE 1 ONLY - PROJECTS THAT CAN BE AWARDED/INITIATED WITHIN 90-120 DAYS

Project Description	Proposed TIP Amendment (Phase 1)	By Program (If Required)		Comments
		5307 - Urban Formula	5309 - Fixed Guideway	
Commuter Rail Rolling Stock	\$38,000,000		\$38,000,000	Initially plan to fund 8 locomotives through another transit agency's bid (\$30M) with \$8M for vehicle rehabilitation and improvements
The RIDE - Vehicle Procurement	\$5,500,000	\$5,500,000		Anticipate procurement of 108 vans at \$51,000 each - for a total of \$5.5 million.
Track and Right of Way Improvement Program	\$10,000,000	\$10,000,000		\$10.0M includes funding for Grand Junction Line (\$6.2M) and sytemwide fencing (about \$3.8M)
Signal and Grade Crossing Improvement Program	\$18,000,000	\$18,000,000		\$18.0M for "shovel ready" projects. Fitchburg (interlockings, grade crossings) and Haverhill Lines are first priority.
Commuter Rail Double Track Initiative	\$37,000,000		\$37,000,000	\$37.0M for "shovel ready" projects. Fitchburg Line and Haverhill (Wilmington Jct - Andover St) are first priority.
MBTA Station Upgrade Program	\$34,000,000	\$34,000,000		Includes \$5M for various CR stations and \$29M for subway stations (Ashmont, Back Bay, Dudley, tunnel emergency signage, bike parking)
Positive Train Control - Light Rail Pilot Program	\$500,000	\$500,000		\$500,000 for PTC pilot program for light rail vehicles. Other PTC projects considered longer term (will revisit for "2 year" stimulus list)
MBTA Facility Upgrade Program	\$21,000,000	\$21,000,000		Includes \$8M for CR facilities (e.g., layovers, various locations) and \$13M for bus facility rehab program/improvements
Commuter Rail - Bridge Program	\$3,000,000		\$3,000,000	\$3.0M for drawbridge repairs
S. Boston Gas Turbine Repl. And Fuel Conversion (Engr & Design)	\$1,000,000	\$1,000,000		\$1.0M for design and engineering work; jet engine replacement will funded separately (stimulus or otherwise)
Four Corners - Geneva Station on Fairmount Line	\$21,000,000	\$21,000,000		\$21.0M for the construction of a new commuter rail station at Washington Street and Geneva Avenue in the Four Corners neighborhood of Dorchester
Bus Service and Customer Enhancements	\$9,700,000	\$9,700,000		\$9.7M for bus stop and corridor enhancements, including Bus Route 23 and Silver Line
	\$198,700,000	\$120,700,000	\$78,000,000	

Note:

This initial "phase 1" list includes only "shovel ready" projects for which Federal funds can be obligated within 90-120 days. The remaining funds will be subject to future TIP amendment.

MetroWest RTA

Economic Stimulus Request:

Vehicle Replacement	300,000
Shelters	30,000
Support Vehicle	30,000
Environmental	40,000
ITS	200,000
Arch/Eng	100,000
<u>Shop Equipment</u>	<u>50,000</u>
Total	<u>750,000</u>

Joe Cosgrave -

MEMORANDUM

To: Transportation Planning and Programming Committee
From: Anne McGahan
Date: February 5, 2009
Re: Transportation Plan Material for February 5th Meeting

Attached are the following materials being distributed at the February 5th Transportation Planning and Programming Committee meeting. This information has been revised and will be used for selecting highway projects for the Amendment to the JOURNEY TO 2030 Plan. Please discard the duplicate materials that were handed out at the January 22nd meeting. The new materials are:

1. Highway Descriptions for JOURNEY TO 2030 (dated 2-3-09) including descriptions of projects in the adopted Plan and revised to reflect current data. The last page includes descriptions of highway capacity-adding projects that were requested to be programmed at Municipal TIP Day but that are not included in the current Plan.
2. 11x17 Spreadsheet (dated 2-3-09) showing recommended highway projects from the original JOURNEY TO 2030 with updated costs, along with the status of each project. Also included at the bottom of the page are five projects that are not included in the current Plan but were requested to be programmed at Municipal TIP Day. If these projects are included in a future TIP, they must first be included in the Plan (with the exception of Spruce Street in Chelsea – this project is not a capacity-adding project).
3. A table showing weighted V/C for each Plan project location and sorted by that information by the location with the highest V/C to lowest. This table (dated 2-3-09) also includes the projects requested at Municipal TIP Day. Current costs have been added to this table.
4. A list of projects included in the TIP Universe of projects that have Project Review Committee (PRC) approval that are estimated to cost over \$10,000,000. This list has been separated into projects that are currently programmed in the TIP and those that are not currently programmed.
5. A list of projects in the Boston Region MPO requiring an Environmental Impact Report or an Environmental Assessment as of January 8, 2009.

6. A list of Shared Use Path Priorities in the Regional Bicycle Plan – this table is dated 2-4-09 and was updated and sorted into categories including those programmed on the TIP, completed, or advertised, those with HPP design funding, and those being considered as potential economic stimulus projects.

Staff is working on one additional piece of information that will be used in selecting highway projects for the Plan. This information will be forwarded to you when completed. It is the JOURNEY TO 2030 Projects List – Evaluation Criteria Rating. This information was provided in the development of the original Plan. Staff is currently updating this information with data and information received since the adoption of the Plan.

**Environmental Services Division - Major Projects Update
January 8, 2009**

FUNDED MAJOR PROJECTS IN PROGRESS				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
<u>Andover - Tewksbury - Wilmington</u>	I-93/Lowell Junction Interchange	\$150,000,000	Project included in Merrimack Valley RTP	EIS/EIR
<u>Beverly</u>	Route 128/Brimball Ave. Interchange	\$20-26 Million	Not Listed	EA/EIR
<u>Boston - Cambridge</u>	Longfellow Bridge	\$250,000,000	Not Listed	ENF/EA /4F
<u>Canton-Dedham-Westwood</u>	I-95/I-93/University Ave/Dedham Street	\$225,000,000 (2012)	Current - \$120,000,000 2011-2020 - \$164,228,000	EA/EIR
<u>Concord</u>	Concord Rotary	\$30,000,000	Current - \$40,000,000 2021-2030 - \$81,033,000	EA/EIR
<u>Marlborough - Hudson</u>	I-290/I-495 Interchange Improvement Project	\$31,000,000	Current - \$27,600,000 2011-2020 - \$37,773,000	ENF/Unknown
<u>Quincy-Weymouth</u>	Fore River Bridge Replacement	\$152,000,000	Not Listed	Unknown
<u>Revere - Malden - Saugus</u>	Route 1 Relocation and Add-a-Lane	\$70,000,000	Current - \$65,000,000 2021-2030 - \$131,678,000	EA/EIR
<u>Weymouth-Rockland</u>	East-West Parkway/Multimodal Center	\$42,500,000	Current - \$42,000,000 2011-2020 - \$42,000,000	EA/FEIR
<u>Weymouth-Abington</u>	Route 18 Widening	\$23,700,000	Current - \$24,00,000 2007-2010 - \$24,000,000	EA/Report
<u>Weymouth-Duxbury</u>	Route 3 South Improvements	\$125,000,000 – \$200,000,000	Current - \$210,000,000 2021-2030 - \$426,637,000	EA/SDEIR

**Environmental Services Division - Major Projects Update
January 8, 2009**

PROJECTS IN PERMITTING - 25% - 100% DESIGN				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
Bedford –Billerica-Burlington	Middlesex Turnpike phase II	\$33,000,000	Current - \$13,800,000 2007-2010 - \$33,041,840 (Phase II & III together)	EA-FONSI 8/03. FEIR Cert. 8/03
Bedford –Billerica-Burlington	Middlesex Turnpike phase III	Unknown	Current - \$19,200,000	EA-FONSI 8/03. FEIR Cert. 8/03
Concord - Lincoln	Crosby's Corner Safety Improvements	\$72,000,000	Current - \$72,000,000	FEIR Cert. 4/02
Dedham-Needham-Westwood	Rt 128 Add-a-Lane Bridge Contract IV	\$72,000,000	Total Rte 128 Project - \$301,350,000	EA/FEIR approved 4/99
Needham-Wellesley	Rt 128 Add-a-Lane Bridge Contract V	\$100,000,000	Total Rte 128 Project - \$301,350,000	EA/FEIR approved 4/99
<u>Salem</u>	Reconstruction of Bridge Street from Flint to Washington	\$15,500,000	Current - \$10,000,000 2011-2020 - new cost \$13,159,000	Re-evaluation/NOPC
PENDING AND UPCOMING MAJOR PROJECTS				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
<u>Woburn - Reading - Stoneham</u>	I-95/I-93 Interchange Improvements	\$260,000,000	Current - \$187,300,000 2011-2020 - \$246,474,000	EIR/EIS

**Environmental Services Division - Major Projects Update
January 8, 2009**

PENDING, ON HOLD, AND INACTIVE MAJOR PROJECTS				
Town	Project	MHD Env. Construction Cost	RTP Cost/Year	Fed/State Document
<u>East Boston</u>	Route 1A /Boardman Street	\$10,000,000	Current - \$10,000,000 2011-2020 - \$13,686,000	EA/EIR
East Boston	East Boston Haul Road	\$14,000,000	Current - \$14,000,000 2011-2020 - \$17,169,100	
Danvers	Rt. 114/I-95 Improvements	\$35,000,000 (1994)	Current - \$46,800,000 2021-203- - \$94,808,000	EA/EIR
Littleton	Route 2 Interchange/MBTA	\$10,000,000 (Interchange only)	Not Listed	EIS/EIR
Revere	Mahoney Circle Grade Separation	\$25,000,000	Current - \$15,000,00 was included in Plan 2021-2030 - \$30,387,000	EA/EIR
Wilmington & Reading	I-93/Rt. 129 Interchange Improvements	\$10,000,000	Current - \$17,500,000 2011-2020 - \$23,950,000	EIR Cert 12/99
Wilmington	I-93/Rt. 125/Ballardvale Rd.		Not Listed Ramp was constructed	EA; FEIR Cert. 7/00

PROJECTS CURRENTLY PROGRAMMED IN THE TRANSPORTATION IMPROVEMENT PROGRAM WITH COSTS OVER \$10,000,000

Project	Location	Cost	Currently Listed in Plan
Route 128 Improvement Program	Canton, Randolph & Westwood	\$30,740,000	Y
Route 128 Improvement Program	Dedham, Needham & Westwood	\$31,000,000	Y
Route 128 Improvement Program	Needham & Wellesley	\$28,000,000	Y
Middlesex Turnpike Phase II	Bedford, Billerica, & Burlington	\$13,841,840	Y
Pulaski Boulevard	Bellingham	\$15,000,000	N
Route 128 at Routes 35 & 62	Danvers & Peabody	\$34,982,000	N
Route 18 Roadway Improvements	Weymouth	\$26,100,000	Y
Route 2 (Crosby's Corner)	Concord & Lincoln	\$71,943,985	Y

**PROJECTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM UNIVERSE WITH PRC APPROVAL
WITH COSTS OVER \$10,000,000**

Project	Location	Cost	Currently Listed in Plan
Bridge Street (Beverly/Salem Bridge)	Salem	\$10,000,000	Y
Route 27 (North Main Street)	Natick	\$10,129,579	N
Lechmere Station Relocation and Expansion	Cambridge	\$11,120,000	N
Massachusetts Avenue Bridge	Boston	\$12,000,000	N
Route 93 Lighting	Somerville & Medford	\$12,250,429	N
Route 107 (Fox Hill) Bridge	Lynn & Saugus	\$13,600,000	N
Pulaski Boulevard, Phase 1	Bellingham	\$15,000,000	N
Route 1/Walnut Street	Saugus	\$18,525,078	N
Middlesex Turnpike Improvement Project, Phase Two	Bedford, Billerica & Burlington	\$19,137,600	Y
Concord Rotary (Routes 2/2A/119)	Concord	\$20,000,000	Y
Route 2A (Marrett Road) Bridge	Lexington	\$21,087,700	N
I-495/I-290 Interchange	Hudson & Marlborough	\$25,000,000	Y
Border to Boston Bikeway	Danvers	\$26,269,150	N
Route 128 Interchanges Phase 2	Danvers & Peabody	\$27,268,164	N
Revere Beach Parkway Bridge	Everett & Medford	\$41,320,000	N
Route 1	Malden, Revere, Saugus	\$65,563,620	Y
Route 3A (Washington Street) Bridge	Quincy & Weymouth	\$255,360,000	N
Longfellow Bridge	Boston & Cambridge	\$267,500,000	N

Ongoing No-Build Project	No-Build V/C (Peak)	Total Volume at V/C	Current 2008 Cost	Total Future Cost
Route 128 Additional Lanes (Randolph to Wellesley)			\$250,000,000	\$250,000,000
Recommended Projects				
Needham Street/Highland Avenue/Winchester Street (Newton and Needham)	1.70	17,342	\$8,100,000	\$10,659,000
I-93/I-95 Interchange (Canton)	1.47	108,861	\$225,000,000	\$225,000,000
Concord Rotary/Route 2 (Concord)	1.45	27,838	\$41,600,000	\$81,033,000
Route 85 Improvements (Hudson)	1.42	13,576	\$8,100,000	\$10,659,000
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)	1.32	25,523	\$72,000,000	\$72,000,000
Route 18 Capacity Improvements (Weymouth)	1.29	12,618	\$26,100,000	\$26,100,000
Route 1 Improvements (Malden and Revere)	1.26	48,382	\$67,600,000	\$131,678,000
Boston Street (Salem)	1.24	10,488	\$2,392,000	\$3,148,000
Route 139 Marshfield (not in Plan - cost \$7,150,200)	1.20	11,800	\$7,150,200	\$7,150,200
I-93/Route 3 Interchange - Braintree Split (Braintree)	1.17	79,559	\$34,632,000	\$45,573,000
I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)	1.13	31,057	\$28,704,000	\$37,773,000
Rutherford Avenue/Sullivan Square (Boston)	1.10	21,126	\$79,300,000	\$100,603,900
Route 3 South Additional Lanes (Weymouth to Duxbury)	1.10	144,928	\$219,024,000	\$426,637,000
Route 126/Route 135 Grade Separation (Framingham)	1.09	12,767	\$52,000,000	\$101,291,000
Bridge Street (Salem)	1.09	9,260	\$10,000,000	\$13,159,000
Route 1/Route 114 Corridor Improvements (Danvers and Peabody)	1.06	22,585	\$48,672,000	\$94,808,000
I-93/I-95 Interchange (Reading and Woburn)	1.04	72,862	\$187,300,000	\$246,474,000
Route 1A/Boardman Street Grade Separation (Boston)	0.99	24,993	\$10,400,000	\$13,686,000
I-95 Northbound/Dedham Street Ramp and Bridge (Canton)	0.97	9,855	\$3,500,000	\$3,500,000
Veterans Memorial Drive, Milford (not in Plan - no cost provided)	0.96	7,800		
Mahoney Circle Grade Separation (Revere)	0.95	15,531	\$15,600,000	\$30,387,000
Middlesex Turnpike Improvements (Bedford, Burlington, and Billerica)	0.94	7,580	\$33,041,840	\$33,041,840
I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)	0.89	8,639	\$18,200,000	\$23,950,000
Route 128 Capacity Improvements (Beverly to Peabody)	0.88	35,896	\$150,800,000	\$293,743,000
Telecom City Boulevard (Everett, Malden, and Medford)	0.84	26,663	\$15,808,000	\$20,802,000
Montvale Avenue, Woburn (not in Plan - cost \$3,400,000)	0.84	13,010	\$3,400,000	
Route 1A/Route 16 Connection (Revere)	0.69	20,123	\$48,152,000	\$93,795,000
Revere Beach Parkway (Everett, Medford, and Revere)	0.68	11,211	\$97,344,000	\$189,616,000
Route 1/Route 16 Interchange (Revere)	0.48	25,803	\$4,784,000	\$6,295,000
East Boston Haul Road/Chelsea Truck Route (Boston)			\$18,000,000	\$22,048,700
Consolidated Rental Car Facility (Logan Airport, Boston)			\$453,000,000	\$453,000,000
Quincy Center Concourse, Phase 2 (Quincy)			\$7,500,000	\$7,500,000
I-93/Mystic Avenue Interchange (Somerville)			\$60,840,000	\$118,510,000
S. Weymouth Naval Air Station Access Improvements (Parkway construction)			\$52,000,000	\$52,000,000
S. Weymouth Naval Air Station Access Improvements (Multi-modal Center)			\$8,000,000	\$8,000,000
New Boston Street Bridge (Woburn)			\$4,500,000	\$8,765,500
Total			\$1,853,493,840	\$2,746,735,940

Projects with a V/C under .90

I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)	\$18,200,000	\$23,950,000
Route 128 Capacity Improvements (Beverly to Peabody)	\$150,800,000	\$293,743,000
Telecom City Boulevard (Everett, Malden, and Medford)	\$15,808,000	\$20,802,000
Montvale Avenue, Woburn (not in Plan - cost \$3,400,000)	\$3,400,000	
Route 1A/Route 16 Connection (Revere)	\$48,152,000	\$93,795,000
Revere Beach Parkway (Everett, Medford, and Revere)	\$97,344,000	\$189,616,000
Route 1/Route 16 Interchange (Revere)	\$4,784,000	\$6,295,000
Total Cost	\$338,488,000	\$628,201,000

Projects not in Plan but Requested at Municipal TIP Day

Ongoing No-Build Project	Current 2008 Cost	2009-2012	2013-2020	2021-2030	Total Future Cost	AQ/MI	Status
Route 128 Additional Lanes (Randolph to Wellesley)	\$250,000,000	\$126,000,000	\$124,000,000		\$250,000,000	AQ/MI	The remaining cost to complete project
Recommended Projects							
Middlesex Turnpike Improvements (Bedford, Burlington, and Billerica)	\$33,041,840	\$33,041,840			\$33,041,840	AQ/MI	Only phase 2 of 3 in the 2009 element of TIP for \$13.8M, Phase 3 is \$19.2M and is not programmed
Route 128 Capacity Improvements (Beverly to Peabody)	\$150,800,000			\$293,743,000	\$293,743,000	AQ/MI	From Lisco Memo - Potential Long-Range Plans for Improving Express Highways
East Boston Haul Road/Chelsea Truck Route (Boston)	\$18,000,000	\$5,185,000	\$16,863,700		\$22,048,700	AQ/MI	\$5.185 million is an earmark, Massport - In planning looking for programming in outer TIP year, requested that price be increased to \$18,000,000
Route 1A/Boardman Street Grade Separation (Boston)	\$10,400,000		\$13,686,000		\$13,686,000	AQ/MI	Route 1A Corridor Study - 1990, project is inactive in MHD Environmental Services Division, if reactivated a new feasibility study would be needed.
Rutherford Avenue/Sullivan Square (Boston)	\$79,300,000	\$11,868,000	\$88,735,900		\$100,603,900	MI	Boston recommendation from Rutherford Ave Study (1999), Sullivan Square earmark of \$11.868 million, part is programmed in 2009
Consolidated Rental Car Facility (Logan Airport, Boston)[1]	\$453,000,000	\$49,000,000	\$404,000,000		\$453,000,000	MI	needs to be listed in Plan for Massport, no MPO money
I-93/Route 3 Interchange - Braintree Split (Braintree)	\$34,632,000		\$45,573,000		\$45,573,000	AQ/MI	Braintree Split study with recommendations (2005)
I-93/I-95 Interchange (Canton)	\$225,000,000		\$225,000,000		\$225,000,000	AQ/MI	Project in MHD Env Services Div, probably ready for 2012, cost increase includes most recent estimate from MHD Environmental's most recent alternative with contingency.
I-95 Northbound/Dedham Street Ramp and Bridge (Canton)[2]	\$3,500,000	\$3,500,000			\$3,500,000	AQ	Project to be paid for by developer
Concord Rotary/Route 2 (Concord)	\$41,600,000			\$81,033,000	\$81,033,000	MI	Preparing 25% plans - in design phase (Route 2 Corridor Study), questionable support by Concord, supported by Acton.
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)	\$72,000,000	\$37,985,600	\$34,014,400		\$72,000,000	AQ/MI	In TIP (\$38 million programmed in 2011 and 2012, remaining should be programmed in 2013 and 2014) - (Route 2 Corridor Study)
Route 1/Route 114 Corridor Improvements (Danvers and Peabody)	\$48,672,000			\$94,808,000	\$94,808,000	AQ/MI	Project inactive in Environmental Section of MassHighway. Developer paid for some ramp and roadway improvements.
Telecom City Boulevard (Everett, Malden, and Medford)	\$15,808,000		\$20,802,000		\$20,802,000	AQ/MI	Economic Development Plan, new bridge, now called River's Edge
Revere Beach Parkway (Everett, Medford, and Revere)	\$97,344,000			\$189,616,000	\$189,616,000	AQ/MI	Signal coordination in Lower North Shore Improvement Study (Everett requested widening)
Route 126/Route 135 Grade Separation (Framingham)	\$52,000,000			\$101,291,000	\$101,291,000	MI	Framingham and MassHighway project
Route 85 Improvements (Hudson)	\$8,100,000		\$10,659,000		\$10,659,000	AQ/MI	Part of the I-495/I290 Interchange, Separated on request from Hudson, cost increase to \$8,100,000 increased by 4%/year to 2015.
Route 1 Improvements (Malden and Revere)	\$67,600,000			\$131,678,000	\$131,678,000	AQ/MI	Lower North Shore Improvement Study, approved by PRC, in MHD Environmental Services with FEIR anticipated by Spring 2009 and 25% design in late 2009.
I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)	\$28,704,000		\$37,773,000		\$37,773,000	AQ/MI	MassHighway project
Needham Street/Winchester Street (Newton) [3]	\$6,000,000		\$7,896,000		\$7,896,000		This cost does not include widening of bridge. The total cost in bond bill is \$17 million. New description keeps roadway at the existing 3 lanes - the only widening is at bridge.
Highland Avenue (Needham) [3]	\$2,100,000		\$2,763,000		\$2,763,000		Project split from Newton. No additional lanes. Roadway is currently a four lane cross section.
Quincy Center Concourse, Phase 2 (Quincy)	\$7,500,000	\$7,500,000			\$7,500,000	AQ	Quincy - 75% design plans received by MassHighway, programmed in 2009 element of TIP
I-93/I-95 Interchange (Reading and Woburn)	\$187,300,000		\$246,474,000		\$246,474,000	AQ/MI	I-93/I-95 Interchange Transportation Study
Mahoney Circle Grade Separation (Revere)	\$15,600,000			\$30,387,000	\$30,387,000	AQ/MI	MassHighway project, no PRC approval, project on hold in MHD Environmental Services Division.
Route 1/Route 16 Interchange (Revere)	\$4,784,000		\$6,295,000		\$6,295,000	AQ	Lower North Shore Improvement Study
Route 1A/Route 16 Connection (Revere)	\$48,152,000			\$93,795,000	\$93,795,000	MI	Lower North Shore Improvement Study
Boston Street (Salem)	\$2,392,000		\$3,148,000		\$3,148,000	AQ	MassHighway in preliminary design phase
Bridge Street (Salem)	\$10,000,000		\$13,159,000		\$13,159,000	AQ/MI	MassHighway 25% design plans received by MassHighway, cost increase to \$10,000,000.
I-93/Mystic Avenue Interchange (Somerville)	\$60,840,000			\$118,510,000	\$118,510,000	AQ/MI	Mystic Avenue/Route 128/I-93 Interchange Improvement Study - 1994, earmark for study in the 2009 element of TIP
S. Weymouth Naval Air Station Access Improvements (Parkway construction)[4]	\$52,000,000		\$52,000,000		\$52,000,000	AQ/MI	Naval Station Redevelopment, \$52 million for Parkway construction (not included in the total to be funded with non-MPO revenues)
S. Weymouth Naval Air Station Access Improvements (Multi-modal Center)[4]	\$8,000,000		\$8,000,000		\$8,000,000		Naval Station Redevelopment \$8 million for Multi-Modal Center (cost included in total, funding with federal earmark)
Route 18 Capacity Improvements (Weymouth)	\$26,100,000	\$26,100,000			\$26,100,000	AQ/MI	In 2010 element of TIP
Route 3 South Additional Lanes (Weymouth to Duxbury)	\$219,024,000			\$426,637,000	\$426,637,000	AQ/MI	Federal requirement - using shoulder in peak - required to build additional lane to accommodate. May want to include Braintree Split in study area.
I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)	\$18,200,000		\$23,950,000		\$23,950,000	AQ/MI	Phase from Woburn St to Rte 38 nearing completion - reconstruction with sidewalks, may want to extend this to I-93, project dropped by MHD Env Services Div.
New Boston Street Bridge (Woburn)	\$4,500,000			\$8,765,500	\$8,765,500	AQ	City of Woburn request, no PRC approval no design plans, Woburn asked for 2010 at Municipal TIP Day, MassHighway site -\$4.5M
Total	\$1,853,493,840	\$247,680,440	\$928,792,000	\$1,570,263,500	\$2,746,735,940		

Total in Previous Plan	\$1,663,350,000	2007-2010 \$230,854,100	2011-2020 \$840,723,500	2020-2030 \$1,566,360,000	\$2,637,937,600	Difference \$108,798,340
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[1] This project will be paid for by the Massachusetts Port Authority. Funding for this project will come from General Airport Revenue Bonds, taxable revenue bonds supported by revenue from the daily Customer Facility Charge and rent from car companies, and Transportation Infrastructure Finance and Innovation Act (TIFIA) funds

[2] This project will be paid for by the developer and is not included in the total.

[3] The Needham Street/Highland Avenue project has been split in two because it is currently split by MassHighway. Needham Street description has been changed to be a three lane cross-section rather than 4-lane. It is currently a three lane cross-section so it is no longer an expansion project. The widening of the bridge at the Newton/Needham town line from 2 to 3 or 4 lanes is required but it is not included in the cost of this project. \$17 million is included in the state bond bill for both the bridge and roadway project.

The Highland Avenue project in Needham does not include an expansion. The roadway is currently a four lane section from south of the bridge at the Needham/Newton town line to Utica Road.

[4] Total project is \$60 million; the \$52 million for the construction of the Parkway will be funded with non-MPO revenues (state, local, etc.), \$8 million for the Multi-modal Center will be funded with federal earmark and is included in the total.

Marshfield - Route 139 Widening (in Universe of Projects list in Plan)	\$7,150,200	25% design plans approved May 2008
Milford - Veterans Memorial Drive (in Universe of Projects list in Plan)		
Chelsea - Spruce Street widening	\$2,700,000	not a capacity adding project
Woburn - Montvale Avenue	\$3,400,000	PRC Approval, no design plans
T Under D	\$80,000,000	

HIGHWAY DESCRIPTIONS FOR JOURNEY TO 2030

2-3-09

BEDFORD, BILLERICA, AND BURLINGTON: MIDDLESEX TURNPIKE IMPROVEMENTS

The proposed improvements will widen Middlesex Turnpike from the Burlington town line to just north of Manning Road in Billerica. The widening will provide two lanes in each direction, making it a four-lane highway with a median. There will be left-turn lanes at key intersections. The roadway cross-section width will increase to 70 feet, and the total right-of-way will be 85 feet wide. Each direction will consist of a 14-foot outside travel lane, a 13-foot inside travel lane, and a 16-foot median. The median will be reconfigured at key intersections and driveways as a 4-foot median with a 12-foot protected left-turn lane. On the east side of the 70-foot travel way is a 7-foot grass strip, and on the west side are a 3-foot grass strip and a 1-foot concrete sidewalk.

BEVERLY TO PEABODY: ROUTE 128 CAPACITY IMPROVEMENTS

This project will address safety problems, congestion, and traffic flow on Route 128 from Interstate 95 in Peabody to Brimbal Avenue in Beverly. The initial stage of the project will be a detailed evaluation of all alternatives for moving additional persons in the corridor. Because of existing safety problems, implementation of improvements may be phased to address more immediate concerns first. The addition of a travel lane in each direction is included as well.

BOSTON: EAST BOSTON HAUL ROAD/CHELSEA TRUCK ROUTE

This project creates a new grade-separated roadway connecting the City of Chelsea and the harbor tunnels/Logan Airport using an abandoned below-grade railroad right-of-way. It would provide a roadway passing beneath Neptune Road, Bennington Street, and Saratoga Street, and would connect to Chelsea Street south of the Chelsea Street Bridge. A proposed design variation would provide a new direct ramp connection between Chelsea Street and Route 1A southbound and redesign the current unsafe connection between Chelsea Street and Route 1A at Curtis Street. It would allow the continued use of the existing Route 1A viaduct over Saratoga Street, Bennington Street, and Neptune Road. The roadway has been proposed as an exclusive facility for trucks, buses, passenger shuttles, and other airport-related traffic, but the planning and environmental review process for the project should analyze whether automobile use of the facility could reduce congestion in the area without significantly degrading operations on the new roadway.

BOSTON: LOGAN AIRPORT CONSOLIDATED RENTAL CAR FACILITY

The construction of the proposed project at Logan Airport consists of a Consolidated Rental Car Facility (ConRAC), a commercial parking facility, and an alternative-fuel passenger bus system. This project is intended to connect airline passengers with both parking and rental car modes, is intended to create an efficient and environmentally superior facility that will help the Authority meet current and future ground access needs. The ConRAC and parking garage for air passengers will be constructed on airport property known as the Southwest Service Area. MassPort will be seeking TIFIA financing for this project.

BOSTON: ROUTE 1A/BOARDMAN STREET GRADE SEPARATION

Construct an overpass with ramps to replace the existing signalized intersection of Route 1A and Boardman Street. Boardman Street will be relocated approximately 400 feet south of its current location and Route 1A traffic will pass over Boardman Street, with connections provided via on- and off-ramps.

BOSTON: RUTHERFORD AVENUE/SULLIVAN SQUARE

The Rutherford Avenue Corridor Transportation Study (a cooperative effort between MassHighway and the City of Boston) contains a design to reconstruct Rutherford Avenue consisting of two components:

- A new four-lane bypass road adjacent to the Interstate 93 viaduct for traffic diverted from City Square, with underpasses at the Gilmore Bridge and at Cambridge Street at Sullivan Sq.
- A four-lane roadway for local Charlestown traffic

The project includes a redesigned Sullivan Square to accommodate the bypass road connection to Route 99.

BRAINTREE: I-93/ROUTE 3 INTERCHANGE (BRAINTREE SPLIT)

Through its Mobility Management System, the Boston Region MPO recommended a study of the Braintree Split. The Central Transportation Planning Staff produced a report for the MPO, *I-93/Southeast Expressway/Route 3 (Braintree Split) Operational Assessment and Potential Improvements*, in March 2006. The proposed project addresses mobility and safety issues of the Braintree Split, and includes the following three improvements:

I-93 North On-Ramp from Route 37 East in Braintree

- Restrict the existing on-ramp to traffic that is heading to Route 3 South, Burgin Parkway, or Washington Street
- Construct a double left-turn bay at the signalized ramp-arterial junction on the east side of I-93 for use by traffic proceeding to the Expressway to access the south-side on-ramp

- Install new signs or modify existing signs on Route 37 to guide motorists to the appropriate ramps
(The above modifications would increase safety and provide a longer weave distance to the Expressway.)

Route 3 South, between Burgin Parkway and Union Street

- Upgrade the northbound acceleration lane from Union Street into an auxiliary lane (a fourth lane northbound), possibly ending after the exit ramp at interchange 19 (Burgin Parkway/MBTA Quincy Adams Station)
- Add a fourth southbound travel lane beginning at the Burgin Parkway on-ramp and possibly ending after the exit ramp at the Union Street interchange
- Provide a right-turn bypass lane or slip lane at the southbound ramp-rotary junction for use by the high volume of right-turn traffic

I-93 South, between Route 37 and Route 24

- Add a travel lane on I-93 South, beginning south of the Route 37 interchange and ending at the diverge point to Route 24
- Reconfigure the lane assignment at the diverge point of I-93 and Route 24 to provide two travel lanes to the two-lane connector ramp connecting to Route 24
- Widen the merge point at the entrance of Route 24 South to four lanes to receive the four travel lanes from the connecting ramps
- Install new signs or modify existing signs on I-93 South to guide motorists to Route 24

CANTON: I-95/I-93 INTERCHANGE

Specific components of the Interstate 95/Interstate 93 interchange project are:

- Replacement of the I-95 northbound entrance ramp with a direct connector ramp
- Construction of a new entrance ramp from University Avenue to I-93 northbound, including the discontinued use of the Green Lodge Street Bridge west of Elm Street
- Construction of a realigned, two-lane direct connection between Route I-93 southbound and I-95 southbound, including a new ramp to Blue Hill Drive
- Construction of a realigned, two-lane, direct connection from I-95 northbound to I-93 northbound

CANTON: I-95 NORTHBOUND/DEDHAM STREET RAMP AND BRIDGE

Construct a new ramp from Interstate 95 northbound to Dedham Street in Canton and widen Dedham Street over I-95. This will complement the benefits of the recently completed construction of the Dedham

Street/I-95 southbound ramp by providing direct access to the town of Canton and the town of Westwood's University Avenue industrial area. Although this project is considered part of the Canton/Westwood I-95/I-93/University Avenue project, it is presented separately in order to show the area in greater detail (see Canton: Interstate 93/Interstate 95 Interchange project).

CONCORD: CONCORD ROTARY/ROUTE 2

This proposed project will remove the rotary at the intersection of Route 2, Route 2A, Barrett's Mill Road, and Commonwealth Avenue in Concord. On the basis of a February 2003 feasibility study, three design alternatives are progressing: a full-diamond interchange, a half-diamond interchange on the north side of Route 2 with a quarter cloverleaf in the south quadrangle, and a quarter cloverleaf in the south quadrangle with ramps further north on Route 2. Each alternative includes grade separation of Route 2 from Route 2A and the local roads.

CONCORD AND LINCOLN: ROUTE 2/CROSBY'S CORNER GRADE SEPARATION

Realign the section of Route 2 between Bedford Road and Crosby's Corner to the north and convert it into a limited-access roadway. The existing Route 2 alignment will serve as a frontage road, providing access to the adjacent homes and businesses. The newly aligned Route 2 will include four 12-foot travel lanes, separated by a Jersey-barrier median strip, and a 10-foot paved shoulder, in each direction. A new bridge will be constructed to carry Route 2 traffic uninterrupted over the Crosby's Corner intersection.

DANVERS AND PEABODY: ROUTE 1/ROUTE 114 CORRIDOR IMPROVEMENTS

This project is a major highway-access improvement initiative for the Route 1/Route 114 interchange, as well as for the respective corridors. The project includes the addition of a third travel lane in each direction and eliminates the center turn lane on Route 114 between its intersections of Watson Parkway and Interstate 95. Also included in the design concept is the total reconfiguration of the Route 1/Route 114 interchange by creating a modified diamond design. An additional southbound off-ramp between Route 114 and Interstate 95 will be constructed to create a full interchange.

EVERETT, MALDEN, AND MEDFORD: RIVER'S EDGE BOULEVARD [FORMERLY TELECOM CITY BOULEVARD]

Construct a two-lane, median-divided roadway between Santilli Highway in Everett and Corporation Way in Medford, with a bridge across the Malden River. This new road will link the entire River's Edge development project, located on both sides of the river, into one unified campus. The new road will accommodate public traffic and will improve access between the three communities.

EVERETT AND MEDFORD: ROUTE 16 (REVERE BEACH PARKWAY)

Widen Route 16 where necessary to provide a continuous six-lane mainline parkway cross-section between Route 38 in Medford and Sweetser Circle in Everett, except for a four-lane segment in the vicinity of Wellington Circle. Wellington Circle will be replaced with a tight single-point diamond interchange, under which the four-lane section of Route 16 would pass.

At the western limit of the project, the Interstate 93, Route 38, and Route 16 ramps will be realigned and relocated where necessary and additional ramps will be constructed. The connection between I-93 and Route 38 will be realigned and reconstructed by switching the I-93 southbound on-ramp and off-ramp, so that the current on-ramp becomes the off-ramp and vice versa. In addition, the on-ramp and off-ramp from Route 38 to I-93 northbound will be relocated to a new grade-separated interchange and combined with a new connection from Route 16 directly onto I-93.

FRAMINGHAM: ROUTE 126/ ROUTE 135 GRADE SEPARATION

Construct a 700-foot, below-grade underpass (one travel lane in each direction) from Park Street to Irving Street, allowing through traffic on Route 126 (Concord Street) to pass underneath Route 135 (Waverly Street) and the railroad tracks. The majority of the underpass will consist of an ascending/descending ramp with an open roof; approximately 135 feet of it will be a tunnel under Route 135 and the railroad tracks.

Travel lanes will be maintained at grade on Route 126 to intersect with Route 135, with upgraded signalization. Each approach to this intersection will have at least two lanes, and all turning movements will be permitted. The open-box configuration of the underpass will prohibit traffic on Howard Street from crossing Concord Street and will preclude southbound traffic on Route 126 from turning left onto Irving Street.

The design concept for the project includes extensive streetscape amenities such as widened sidewalks, street trees, decorative lighting, and benches. The project also has the potential to encourage economic development in downtown Framingham, partially through the redevelopment of parcels taken for the roadway reconstruction.

Construction of this project will require land-takings, including sites currently in use by downtown businesses. It will also necessitate the elimination of approximately 30 on-street parking spaces.

HUDSON: WASHINGTON STREET (ROUTE 85) WIDENING

MassHighway completed a study in 2001 involving Route 85 in the Town of Hudson and the City of Marlborough. The project begins at the Hudson/Marlborough town line and continues northward 1.52 miles to Route 62. It includes the following improvements:

- Resurface Route 85 with minor widening from the Hudson/Marlborough town line to the Route 85

Connector

- Reconstruct and/or resurface Route 85 with widening and intersection improvements from the Route 85 Connector to Brigham Street
- Resurface Route 85 with minor widening from Brigham Street northward to Route 62 (Main Street)

These improvements were once part of a larger set of recommended improvements in Hudson and Marlborough involving Route 85, the Route 85/I-290 Connector, and the I-290/I-495 interchange, but are now a stand-alone project.

MALDEN, REVERE, AND SAUGUS: ROUTE 1 IMPROVEMENTS

Widen Route 1 from four to six lanes between Copeland Circle (Route 60) and Route 99. As part of this project, the on- and off-ramps at Salem Street and Lynn Street will be reconstructed to provide acceleration/deceleration lanes, better turning radii, and full turning movements. Also, the connection between Route 99 and Route 1 will be improved by providing a normal right-lane merge from Route 99 northbound to Route 1 northbound.

MARLBOROUGH AND HUDSON: I-495/I-290/ROUTE 85 CONNECTOR INTERCHANGE

Construct a flyover ramp from I-495 northbound to I-290 westbound and a flyover ramp from I-290 eastbound to I-495 northbound. Specifically, the changes will include:

- The replacement of the current ramp from I-495 southbound to I-290 westbound with a two-lane ramp, realigned to provide a safer turning radius.
- The replacement of the existing clover-loop ramp from I-495 northbound to I-290 westbound with a two-lane flyover from I-495 to I-290 on the left side, well past the I-495 southbound/I-290 westbound merging area.
- The replacement of the existing clover-loop ramp from I-290 eastbound to I-495 northbound with a two-lane flyover, designed to provide a safer turning radius. Also, the existing loop ramp in the northwest corner of the interchange will be realigned to accommodate the new ramp configuration.

As part of this project, Celluci Highway (Route 85 Connector) will be widened from two lanes to four lanes from I-495 to Fitchburg Street.

NEEDHAM AND NEWTON: WINCHESTER STREET/NEEDHAM STREET/HIGHLAND AVENUE

Needham Street/Winchester Street will be rehabilitated and widened to accommodate bicycles but is currently proposed to remain as a three lane roadway. The project includes new sidewalks, reconfigured

intersections and revised traffic signals from the Route 9/Winchester Street intersection and continuing onto Needham Street in Newton to the bridge over the Charles River at the Needham town line.

The Highland Avenue portion of the project will improve the geometry of the roadway from the Highland Avenue/Webster Street intersection in Needham to the Newton town line. Work will include exclusive left-turn lanes at the Second Avenue signalized intersection. A sidewalk is proposed for the entire length of the project along both sides of Highland Avenue. Bicycles will be accommodated. A new traffic signal will be installed and the existing traffic signal system will be upgraded to improve the level of service.

The project also includes the reconstruction of the bridge over the Charles River to accommodate a one or two lane upgrade in travel lanes. A cost estimate or design has not been provided for the bridge reconstruction. The current configuration of the bridge is two lanes while east of the bridge in Newton the roadway is 3 lanes and west of the bridge in Needham is four lanes.

\$17 million is listed in the State Bond Bill for the reconstruction and discontinuance of Highland Avenue from Webster Street to the Newton city line and the reconstruction of Winchester Street and Needham Street from Route 9 to the Needham Town line. There is no specific mention of the bridge, just the boundaries of the project. The Charles River is the boundary between Needham and Newton so it could be assumed that the bridge should be included in the project description. Since the combined cost of the two pieces of the project above is listed as \$8.1 million it could be assumed that the cost of the bridge is included in the \$17 million listed in the Bond Bill. This description has been revised since adoption of the Plan in 2007 and with this revision, excluding the bridge, the project may not have to be included in the Plan for air quality purposes. The only additional capacity would be the bridge widening, with an additional one to two lanes, depending on its design. The project would have to be included as a project over \$10 million if the cost of the bridge is added into the project's total cost.

QUINCY: QUINCY CENTER CONCOURSE PHASE 2

This project continues work from Phase I, which was the construction of a bridge over the MBTA tracks between Burgin Parkway and Parkingway. Phase II of this project consists of a new roadway from Parkingway to Hancock Street, the realignment of Revere Road between Hancock Street and Mechanic Street, and the reconstruction of Revere Road from Mechanic Street to just beyond Miller Style Road where the road will link up with Phase III. Phase III continues through the intersection of Washington Street to the Southern Artery along the existing McGrath Parkway alignment.

READING AND WOBURN: I-93/I-95 INTERCHANGE

Improve safety at the junction of Interstate 93 and Interstate 95. The project includes a combination of highway, transit, and transportation demand management improvements as follows:

Highway Improvements:

- Add a fourth travel lane to I-95 between I-93 and Route 28 (MassHighway would like to separate this part of the project as a early action item. An estimated current cost of \$4,000,000 would be subtracted from the overall current cost of this project \$187,000,000)• Two new direct connection interchange ramps to remove weaves
- Reconfigured ramps at Route 128 Northbound/Washington Street
- Anticipated noise barriers

Transit Improvements:

- Anderson Regional Transportation Center shuttle services
- Increased MBTA reverse peak and local bus service
- New Peabody park-and-ride-lot and shuttle service
- Increased commuter rail – Lowell/Haverhill to Boston

Transportation Demand Management:

- Increased marketing, incentives, and signage for transit and carpooling

REVERE: MAHONEY CIRCLE GRADE SEPARATION

Mahoney Circle (also known as Bell Circle) is a major intersection for local and regional traffic in Revere, accommodating the approaches of Route 1A, Route 60, Route 16, and Beach Street. The preferred alternative for this project will remove the rotary by relocating a portion of Route 1A and depressing Route 60 under Beach Street. Access to local streets will be maintained via direct connections from a newly constructed Beach Street Connector.

The connection of Route 1A and Route 60 will be relocated north of the existing rotary by extending Route 1A west from the vicinity of Butler Circle to Route 60 on an alignment just south of the newly constructed Comfort Inn Suites hotel. The connection between Route 1A southbound and Route 60 northbound would be a standard right-lane merge under yield conditions, while the connection to Route 60 southbound will be a fully signalized left turn. Just south of this connection, the right lane will split off from Route 60 to provide a direct connection to Beach Street west of the current rotary. Going north on Route 60, two lanes of traffic will split off at the new traffic signal to provide direct access to Route 1A northbound, while two lanes will continue as Route 60 northbound.

Route 60 will be depressed under Beach Street from the vicinity of Everett Street to where Route 16 eastbound connects to Route 1A. The depressed section of Route 60 will provide two southbound lanes and two northbound lanes with a ramp added from Route 16 eastbound to Route 60 northbound. The depressed section will be wide enough to allow for an added lane in each direction in the future. Access to the existing businesses and potential business parcels will be provided from relocated Route 1A via ramps in the vicinity of existing Everett Street. Local traffic will access the business parcel south of relocated Route 1A via a curb cut on Beach Street.

The Beach Street Connector will connect the section of Beach Street west of the depressed section of Route 60 to relocated Route 1A. Beginning at the bridge over Route 60, the connector will follow the current alignment of Route 1A to an intersection with Beach Street and will proceed directly north to a signalized intersection with relocated Route 1A just east of the MBTA commuter railroad tracks. Kimball Street will be extended to intersect with the Beach Street Connector.

REVERE: ROUTE 1/ROUTE 16 INTERCHANGE

Provide a direct connection from Route 1 southbound to Route 16 eastbound and from Route 16 (Revere Beach Parkway) westbound to Route 1 northbound. The improvements include a signalized double left-turn lane from Route 1 southbound onto Route 16 eastbound and a standard on-ramp from Route 16 westbound to Route 1 northbound.

REVERE: ROUTE 1A/ROUTE 16 CONNECTION

Realign Route 16 (Revere Beach Parkway) and its junction with Route 1A to the south, placing a three-fourths-cloverleaf interchange at the northwest corner of Suffolk Downs. A new signal will be installed on Route 16 providing left turns from Route 1A southbound to Route 16 eastbound. A traffic signal will be installed at the intersection of Route 16 and Winthrop Avenue (Route 145) and the current alignment of Route 16 will be closed north of Route 145 and be converted into a linear park.

SALEM: BOSTON STREET

Boston Street will be widened to three lanes between Route 107 and the Peabody city line to include a center turning lane.

SALEM: BRIDGE STREET

Bridge Street (Route 1A) from Flint Street to Washington Street will be widened to two lanes in each direction.

SOMERVILLE: I-93/MYSTIC AVENUE INTERCHANGE

Construct a new underpass grade separating Route 28 northbound and convert the existing underpass to the exclusive use of Route 28 southbound. In addition, a new connector road will be constructed between Mystic Avenue and Middlesex Avenue and the Interstate 93 northbound off-ramp will be reconstructed to permit the connector road to have access to the Assembly Square Mall area. The Route 28 surface street system will operate in a one-way rotary-style system controlled by four coordinated traffic signals—one more than currently exists. Three other locations will also be coordinated with the four signals mentioned above: the Route 28/Assembly Square Mall entrance, the Mystic Avenue/Wheatland Street intersection, and the Middlesex Avenue/Assembly Square Connector.

WEYMOUTH, ABINGTON, AND ROCKLAND: S. WEYMOUTH NAVAL AIR STATION ACCESS IMPROVEMENTS

The primary benefit of this project is the facilitation of a significant economic development opportunity related to the reuse of the Naval Air Station. To support this reuse, the transportation improvements include:

- A new East-West Parkway through the Naval Air Station property establishing east-west connectivity between Route 18 and Route 3. The Parkway will be a median-divided, limited access boulevard consisting of four travel lanes in each direction from Route 18 to approximately Union Street and two travel lanes from Union Street to Weymouth Street on the east side of the base. Turning lanes will be provided at the intersections.
- The connection to the west will include widening Reservoir Park Drive and Hingham Street to Commerce Drive and making minor changes to the Route 3/Route 228 Interchange ramps, resulting in a consistent four-lane cross-section between the proposed parkway and Route 3.
- Proposed transit improvements include a relocation of and improvements to the South Weymouth Commuter Rail Station with new transit facilities and potential new services including shuttle bus service. The property is located in close proximity to the South Weymouth commuter rail station.

Improvements to Route 18 to the east in Weymouth have been included under a separate project.

WEYMOUTH: ROUTE 18 CAPACITY IMPROVEMENTS PROJECT

Widen Route 18 to two continuous lanes in each direction (with four-foot shoulders) between Highland/Charmada Streets (south of Middle/West Streets) in Weymouth and Route 139 in Abington. Sidewalks will also be constructed. The Route 18 bridge over the MBTA Old Colony Line (to Plymouth) will be reconstructed and widened.

Intersection improvements (including additional left- and right-turn lanes and some roadway widening

between intersections) on Route 18 from Route 3 and including the Middle/West Street, Park Avenue, Columbian Road, and Pond and Pleasant Streets are being constructed as separate projects.

WEYMOUTH TO DUXBURY: ROUTE 3 SOUTH ADDITIONAL LANES

Widen Route 3 from two lanes in each direction to three lanes in each direction from Weymouth (Exit 16 at Route 18) to Duxbury (Exit 11 at Route 14). It will restore the shoulder breakdown lanes, provide safety recovery zones, and upgrade interchange acceleration and deceleration lanes. The project also involves design configuration improvements at the interchange ramps at Exit 12 (Route 139 in Pembroke); related intersection improvements at highway ramps at Exits 11, 12, 13, and 15; and upgrades and expansions of the park-and-ride lots at Exits 12 and 14.

WILMINGTON AND READING: I-93/ROUTE 129 INTERCHANGE IMPROVEMENT PROJECT

Reconstruct the Interstate 93/Route 129 (Lowell Street) interchange by:

- Constructing elevated slip ramps connecting I-93 northbound and southbound to Route 129 eastbound and westbound
- Widening the existing Route 129 bridge over I-93
- Widening the existing Route 129 bridge over the Boston-Maine Railroad
- Relocating the intersection of Route 129 and West Street and realigning the intersection of Woburn Street and Route 129
- Upgrading the signals at the intersections of Route 129/West Street and Route 129/Woburn Street
- Widening Route 129 from two lanes to four lanes from the I-93 interchange to Woburn Street, a distance of approximately one mile.

WOBURN: NEW BOSTON STREET BRIDGE

Construct a bridge on New Boston Street at the northern end of Woburn Industrial Park where New Boston Street crosses the MBTA Lowell Branch commuter rail line to Woburn Street in Wilmington. This connection existed until approximately thirty years ago, when the bridge was destroyed by fire; it was never reconstructed.

MARSHFIELD: ROUTE 139 WIDENING

The Town of Marshfield has retained a consultant to design transportation infrastructure improvements on Route 139 between the School Street and Furnace Street intersection approaches, a distance of approximately 4975 feet. The existing roadway section within the project includes one travel lane in each direction whereas the roadway sections at each end of the project include two travel lanes in each direction. Traffic bottlenecks occur where the two travel lanes on the approaches to the project merge to one. The project includes construction of two 12-foot travel lanes in each direction and two 6-foot shoulders, with 6-foot wide sidewalks on each side, resulting in a total proposed roadway section of 72 feet. Route 139 within the project is significantly developed, with commercial retail development as the predominant land use. Because the existing 65-foot wide right of way is insufficient for the proposed roadway section of 72 feet, all adjacent properties are impacted by the project. Impacts include loss of real estate, frontage landscaping, fence relocations or removal, parking, proprietary sign relocations or redesign, detention basin and proprietary drainage system relocation or redesign, and driveway reconstruction.

WOBURN: MONTVALE AVENUE

This project will widen Montvale Avenue from Interstate 93 to Central Street (approximately 1,850 feet) to 4 lanes and will provide turning lanes at Washington Street. New traffic signals will be installed along with new sidewalks, wheelchair ramps and new roadway pavement.

MILFORD: VETERANS MEMORIAL DRIVE

This project includes the extension of Veterans Memorial drive through to Depot Street.

Shared Use Path Priorities in the Regional Bicycle Plan
Updated 2-04-09

New Priority	Project	Location	TIP	Agency	Earmark	Status	Length (miles)	Estimated Cost	Mention in previous plans
Complete/Under Construction/Advertised/Programmed in TIP									
	Assabet - Marlborough-Hudson	Marlborough				Complete	5.2		MAPC (H), SVY
	Upper Charles - Ph 1	Milford				Complete	3.2		MAPC (H), SVY
	Bruce Freeman - Ph 1	Lowell, Chelmsford, Westford				Under construction	7.5		MAPC (H), CC, SVY
1	Upper Charles - Ph 2	Milford			x	Advertised	2.9	\$4,100,000	MAPC (H), SVY
1	Belmont/Cambridge/Somerville project	Belmont, Cambridge, Somerville			x	100% Design - Adv 2/14/09	1.2	\$5,200,000	MAPC (H), SVY
1	Watertown Branch - Ph1 (School St to Arlington St/Nichols Ave)	Watertown	Programmed-2009	DCR	x	75% Design	1.5	\$1,190,635	MAPC (H), SVY
1	Somerville Community Path - Phase I	Somerville	Programmed-2010		x	25% Design	1.0	\$4,500,000	MAPC (M), SVY
1	South Bay Harbor Trail	Boston	Programmed-2010		x	Under design	2.7	\$3,850,000	MAPC (M), BPD

These projects have HPP Design Funding and need to be listed in the RTP

1	Assabet - Acton section	Acton			x	Planned	1.0	\$1,500,000	MAPC (H), SVY
1	Assabet - Hudson section	Hudson			x	Planned	0.5	\$750,000	MAPC (H), SVY
1	Assabet - Maynard section	Maynard			x	Planned	2.2	\$3,300,000	MAPC (H), SVY
1	Assabet - Stow section	Stow			x	Planned	3.3	\$4,950,000	MAPC (H), SVY
1	Border to Boston - Danvers section	Danvers			x	Planned	3.0	\$4,500,000	MAPC (M), SVY
1	Border to Boston - Topsfield section	Topsfield			x	Planned	3.9	\$5,850,000	MAPC (M), SVY
1	Border to Boston - Wenham section	Wenham			x	Planned	1.3	\$1,950,000	MAPC (M), SVY

Potential Economic Stimulus projects

1	Alewife Brook Path - Alewife to Mystic River	Arlington, Somerville		DCR		100% design		\$3,000,000	
1	North Bank Bridge - Charles River Basin	Boston		DCR		100% design		\$20,000,000	CA/T commitment
1	Wampatuc Greenbush Trail	Hingham and Cohasset		DCR		100% design		\$300,000	

Regional Bicycle Plan Priorities, Revised

1	Bruce Freeman - Ph 2a	Westford, Carlisle, Acton				Planned	6.6	\$7,700,000	MAPC (H), CC, SVY
1	Bruce Freeman - Ph 2b	Concord, Sudbury					9.5	\$14,250,000	
1	Bruce Freeman - Ph 3	Sudbury, Framingham				CTPS feasibility complete	4.5	\$6,750,000	MAPC (H), CC, SVY
1	Back River Trail extensions	Weymouth				Planned	1.5	\$2,250,000	
1	Back River Trail extensions	Weymouth				Planned	1.5	\$2,250,000	
1	Charles River Path improvements	Boston, Cambridge, Watertown		DCR		Conceptual	25.0	\$0	MAPC (H), SVY
1	Charles River Path Missing Link	Waltham		DCR		Programmed			
1	Charlesgate Greenway Ph 1 - Beacon to Mass Ave	Boston		DCR				\$400,000	
1	Cochituate Rail Trail	Framingham, Natick				Planned	3.7	\$5,550,000	MAPC (H), SVY
1	Driftway Trail	Scituate		?		Planned	3.2	\$4,800,000	
1	Mass Central - Belmont section			DCR		Under design/conceptual	1.0	\$0	MAPC (H), CC, SVY
1	Mass Central - Waltham section			DCR		Planned	4.4		MAPC (H), CC, SVY
1	Mass Central - Weston section			DCR		Conceptual	3.0		MAPC (H), CC, SVY
1	Minuteman Extension - Bedford section	Bedford				Under design	2.2	\$3,300,000	MAPC (M), CC, SVY
1	Minuteman Extension - Concord section	Concord				Planned	3.2	\$4,800,000	MAPC (M), CC, SVY
1	Mystic River Path - Alewife Brook to Boston	Somerville, Arlington, Medford				Planned	3.5	\$5,250,000	MAPC (H), SVY
1	Neponset River Trail Phase II	Boston, Milton		DCR		Under design	2.7	\$0	MAPC (L), CC, BPD, NRR, SVY
1	Northern Strand (aka Bike to the Sea)	Everett, Malden, Revere, Saugus, Lynn	Enhancement application			Planned	9.5	\$14,250,000	MAPC (H), SVY
1	Riverside connector	Newton, Wellesley				Conceptual	1.0	\$1,500,000	MAPC (H), FI
1	Riverway-Kenmore connector	Boston				Conceptual	0.5	\$750,000	
1	Salem Rail Trail	Salem				Planned	1.5	\$2,250,000	
1	Somerville Community Path - Phase II	Somerville				Feasibility study complete	1.0	\$10,000,000	MAPC (M), SVY
1	Swampscott Rail Trail	Swampscott				Planned	1.4	\$2,100,000	SVY
1	Tri-Community bikeway	Winchester, Woburn, Stoneham	previously in TIP			Under design	6.6	\$5,075,585	MAPC (M), CC, SVY
1	Upper Charles - Ashland section					Planned	4.6	\$6,900,000	MAPC (H), SVY
1	Upper Charles - Holliston section					Planned	6.7	\$1,815,000	MAPC (H), SVY
1	Upper Charles - Hopkinton section					Planned	5.7	\$8,550,000	MAPC (H), SVY
1	Upper Charles - Sherborn section					Planned	1.3	\$1,950,000	MAPC (H), SVY
1	Watertown Branch - Ph2 (Grove St to Cottage St)	Watertown				Planned			
1	World Series Path (Ruggles - Emerald Necklace)	Boston, Brookline				Planned	2.0	\$3,000,000	MAPC (M), BPD, AMP, SVY

Other Regional Bicycle Plan Priorities

2	Amelia Earheart Dam/ Mystic Crossing	Everett, Somerville		DCR		Planned	0.1	\$0	
2	East Boston Greenway	Boston							
2	Emerald Necklace Gaps - Storrow, Rt 9, J-way	Boston, Brookline							
2	Hamilton-Essex Trail	Hamilton, Essex							
2	Malden River Paths	Malden, Medford							
2	Mass Central - Hudson section			DCR		Conceptual	6.9		MAPC (H), CC, SVY
2	Mass Central - Sudbury section			DCR		Conceptual	4.6		MAPC (H), CC, SVY
2	Mass Central - Wayland section			DCR		Conceptual	3.0		MAPC (H), CC, SVY
2	North Suburban - Lynnfield section					Planned	2.5		MAPC (M), SVY
2	North Suburban - Wakefield section					Planned	1.5		MAPC (M), SVY
2	North Suburban - Wilmington section					Planned	4.0		MAPC (M), SVY
2	North Suburban to Border to Boston	Peabody				Conceptual	2.6		
2	Rockland-Hanover	Rockland-Hanover		DCR					
3	Assabet to Bruce Freeman	Acton, Concord				Conceptual	3.0		SVY
3	BFRT to Cochituate rail trail	Framingham				Conceptual	2.0		
3	Braintree Hills - North Stoughton Trail	Braintree, North Stoughton							
3	Burlington bikeway to North Suburban bikeway	Burlington, Wilmington				Conceptual	1.5		
3	Burlington bikeway to Tri-Community bikeway	Burlington, Woburn				Conceptual	1.0		
3	Chelsea River Paths								
3	Chelsea Urban Ring Paths								
3	Cochituate Aqueduct Trail	Wellesley, Newton				Conceptual	7.6		MAPC (L)
3	Dedham Rail Trail								
3	Essex Railroad Rail Trail	Danvers, Middleton				Conceptual	8.1		
3	Grand Junction Path (w Urban Ring)	Cambridge							
3	Greenbush Line Rail-with-Trail	Weymouth, Hingham, Cohasset, Scituate				Conceptual	16.0		
3	Hull/Nantasket Rail Trail	Hull							
3	Minuteman to BFRT	Concord				Conceptual	1.9		
3	Needham Trails								
3	Neponset Riverwalk	Quincy							
3	Sudbury Aqueduct Trail					Conceptual	17.2		MAPC (H)
3	Watertown Branch - Ph3	Watertown				Conceptual			
3	West Lexington Greenway (Minuteman to Battle)	Lexington				Conceptual			
3	Westford Recreational Trail	Acton							
3	Weston Aqueduct Trail					Conceptual	12.5		MAPC (L)
3	Wilmington Rail Trail	Wilmington							

The Boston Region Metropolitan Planning Organization

invites *you*

to attend
the 2009

Come and learn about this year's program for
developing the FFYs 2010–2013 Transportation

Improvement Program (TIP). The seminars will include

a discussion of the TIP criteria for evaluating projects

under consideration, the project evaluation process,

and schedule. MPO staff will answer

questions and provide technical

assistance on how to complete

or revise municipal TIP project

information forms.



“How-To” Seminars

February 24, 2009 at 9AM

At the Natick Town Hall
Selectmen's Room, 13 East Central Street

February 25, 2009 at 9AM

At the Salem City Hall Annex
4th Floor Conference Room, 120 Washington Street

March 3, 2009 at 9AM

At the Canton Town Hall
Selectmen's Room, 801 Washington Street

Questions?

Comments?

Contact

Hayes Morrison

(TIP Manager)

at 617.973.7129

or hayesm@ctps.org.

Boston Region MPO Open House

The Boston Region Metropolitan Planning Organization (MPO) will hold two Open House sessions on February 24 at the State Transportation Building and invites members of the public to learn more about and comment on the following MPO studies and activities:

- Newton Corner Rotary Study, Phase II
- MBTA Transit Signal Priority Study: Arborway Corridor
 - Mobility Management System
 - Transportation Improvement Program
- Bicycle and Pedestrian Count Database

In addition, there will be an update to the MBTA's Program for Mass Transportation.

A photo ID is required to access most meeting sites.

February 24, 2009

12:30 PM to 2:00 PM

and

5:30 PM to 7:00 PM

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

Reached by the

Silver Line—New England Medical Center (NEMC) Station;

Orange Line—NEMC or Chinatown Station;

Green Line—Boylston or Arlington Station; or

MBTA Bus Routes #43 and #55



For more information or to request an interpreter, please contact the MPO at:
(617) 973-7144 (**voice**), (617) 973-7089 (**TTY**), (617) 973-8855 (**fax**), or jhersey@bostonmpo.org.