

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

**October 29, 2009 Meeting**

10:00 AM – 1:00 PM, State Transportation Building, Conference Room 5 & 6, 10 Park Plaza, Boston

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

**Decisions**

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

- approve for 14-day public review and comment the draft Federal Fiscal Years (FFYs) 2010-2013 Transportation Improvement Program (TIP) Amendment One
- approve for 14-day public review and comment the draft Regional Transportation Plan (RTP) Adjustment One
- approve the Work Program: *Safety and Operations Analyses at Selected Intersections*

**Meeting Agenda**

**1. Public Comments**

Senator McGee requested that the Committee consider Lynn's Improvements at Blossom Street Ferry Terminal as a candidate for ARRA stimulus funds. The project is critical to the development of the Lynn Waterfront and is necessary to restore ferry service to the North Shore. The project has community support and is ready to go. The estimated cost is \$8.4 million.

Representative Galvin asked for consideration of the Route 138 project in Canton for ARRA stimulus funding. Route 138 is the gateway to the Commerce Center from Route 93 and improvements to the corridor would support numerous new developments. The initial cost of the project was \$2.8 million, but updated costs are between \$1.2 and \$1.5 million.

Michelle Ciccolo, Town of Hudson, briefed members on the status of the Route 85 project (see attached letter). She stated that although MassHighway personnel represented that they could get the ROW takings completed to be on the stimulus list, the Town was unable to provide MassHighway with a definitive advertising date to justify the expenditure of MassHighway staff time. She noted that the town has done everything in its power to get the project ready by working with MassHighway and pushing MassHighway engineers. Route 85 is a state highway, yet the town has gotten private developers to contribute funds. It is a critical economic development corridor and a state-designated Economic Target Area, with numerous industrial, office, and retail uses along the corridor. The project would be ready to go by FY 2010 and Ms. Ciccolo suggested that the committee make an effort to use ARRA monies to fund projects that were already

in the queue for FY 2010 target funding so that other good projects, such as Route 85, that may not be ready in an ARRA timeframe, can potentially move up on the list for funding with target monies.

In response to member questions, she noted that an Environmental Notification Form (ENF) has been completed and a final Environmental Impact Report (EIR) is almost completed. Also, The Town is in the process of acquiring ROW and assuming all responsibilities, which should be finalized at a town meeting by November. MassHighway stated that they would require approximately six months to review ROW takings.

Senator Joyce spoke in support of the Route 138 project in Canton. He noted that the current status of the corridor is an impediment to regional economic growth due to the numerous blighted commercial areas. He believes that the project would make use of the recommendations from a 2001 study of the corridor to enhance capacity and address bottlenecks in the corridor. The project is ready to go and he stated that the updated costs are approximately \$1.2 million.

Rick Corsi, Department of Conservation and Recreation (DCR), stated that the Nonantum Road Improvements project is critical to address safety concerns in the area. The project is fully permitted and is expected to have 100% designs completed by next month. It has undergone an extensive review process and he asked that the committee support the project with ARRA stimulus funds. He explained that there was a cost increase of approximately \$2 million due to progression of the design to address drainage issues and include an additional traffic signal. He distributed a project handout (see attached).

William Gustus, Town of Lynnfield, thanked the committee for consideration of the Signal and Intersection Improvements at Walnut Street and Salem Street for ARRA stimulus funds. The project would contribute to economic development in the area that would provide approximately 300 temporary construction jobs and over 1,000 permanent jobs. He noted that the project is permitted under the state's Smart Growth legislation and would include approximately 180 affordable housing units. The estimated cost is \$5.9 million.

Edward Marsteiner, National Development, expressed support for the Wakefield project at Exits 42 and 43 on Route 129. He noted that there was a recent fatality at Exit 42 and that safety continues to be an issue in the area. National Development contributed \$500,000 to ensure that 100% designs are ready and urges the committee to consider the project for ARRA stimulus funds.

In response to members' questions, he provided the following information about the project: There are no Right of Way issues and the project is through environmental permitting. The Meadow Walk development is a 1,000,000+ sq. ft. mixed-use development project, including 400,000 sq ft. of retail and 80,000 sq. ft. of office. The project would create approximately 300 temporary jobs over the several years of construction and over 1,100 permanent jobs after construction is completed. Mitigation

by National Development includes sewer and traffic improvements in Lynnfield, Wakefield, and Melrose. The estimated cost, with 25% contingency, is \$6 million, but he anticipates that it would actually be closer to \$5 million. He noted that the project is reliant on this funding to advance the project to construction.

William Friel, Town of Canton, advocated on behalf of the Canton Board of Selectmen for the Route 138 Corridor project. He noted that the current condition of the roadway requires upgrades to the drainage, sidewalks, and roadway. Route 138 is a main access to the largest business sector in Canton as well as the emergency response route for the area. He asked for the committee's support of the project with ARRA or TIP funds. The estimated cost of the project is \$1.2 million and it is ready to bid.

John Sanchez, Town of Burlington, asked that the committee consider the Middlesex Turnpike project for ARRA stimulus funds. The project would provide access to 4,000,000+ sq. ft. of redevelopment area. It is 90% through environment review and project developers own all rights of way. He stated that the 75% designs would be submitted to MassHighway by the end of the week and he believes that the project should be ready by February 2010. The estimated cost of the project is \$8.8 million. He clarified that this project is not the Middlesex Turnpike Phase 2 project, but would run south of Middlesex Turnpike Phase 2.

Andrew Murphy, Town of Norwood, thanked the Committee for dedicating ARRA funds to Norwood's Improvements and Signalization at Pleasant Street and Morse Street. He noted that the project has strong support from the community and that it would benefit the nearby towns of Walpole and Foxborough.

George Zambouras, Town of Reading, asked the committee for consideration of Reading's West Street project for ARRA funds. The project is at 75% design reviewed by MassHighway, with the constructability review still outstanding. There are twenty temporary rights of access to gain, but there have not been any issues acquiring them.

Lauren DiLorenzo, City of Medford, asked that the Clippership Drive project be considered for ARRA stimulus funds. The cost estimate of the project is greater than the earmark and the city urges the committee to make up the difference of \$1 million with ARRA funds. The existing intersection is a dangerous crossing and the project would realign the intersection and involve the construction a new sidewalk to enhance pedestrian access. The project would also connect the downtown to future development along the Medford waterfront. The project is 100% design and ready for advertisement.

Mike Rademacher, Town of Arlington, asked for the committee's consideration of the Arlington's Forest Street project for ARRA stimulus funds. The project would involve reconstruction of the roadway and sidewalks in addition to implementing traffic calming measures. The Town of Arlington hired a consultant to expedite the design process to be ready for the ARRA deadline. They submitted a combined 25/75% design to MassHighway and the estimated cost of the project is \$1.5 million.

Jim Cowdill, City of Lynn, asked for the Committee's consideration of the Lynn's Improvements at Blossom Street Ferry Service for ARRA stimulus funds. The City has undergone a comprehensive Waterfront Development Plan and notes that the community has expressed widespread support for the commuter ferry service to Boston. The project would consist of one commuter ferry that could transport 150 passengers. He explained that there would be no ferry service subsidy required for operation and a ferry operating company is ready to start running the service.

David Lane, Town of Danvers, asked for the Committee's consideration of the Liberty Street project for ARRA stimulus funds. The project is essential to the Town and would also benefit Salem and Peabody. He noted that the condition of the roadway is unsafe because the culverts are failing. MassHighway has approved 75% design plans and all easements are approved. He noted that the estimated cost of the project is \$5.8 million.

Sue McQuaid, Neponset Valley Chamber of Commerce (NVCC), thanked the Committee for including the Town of Norwood's Intersection Improvements at Pleasant Street and Norse Street project with ARRA funds. The project would address safety and capacity concerns at the intersections. She expressed concern that the Town of Canton's segment of Route 138 experiences significant bottlenecks in the AM and PM peak periods and asked that the Route 138 project also be considered for ARRA funds. The estimated costs of the Canton and Norwood projects are \$1.12 and \$1.15 respectively.

## **2. Chair's Report** – *David Mohler, EOT*

D. Mohler notified members that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly approved the Regional Transportation Plan (RTP) Amendment and the FFYs 2010-2013 Statewide Transportation Improvement Program (STIP).

He also noted that Monday, November 2, would be the first day for the new Massachusetts Department of Transportation (MassDOT). The first MassDOT board meeting would be held on Monday in Conference Rooms 1, 2, and 3 at 2pm to announce the new board members. Jeffrey Mullan will assume the responsibilities of Secretary and Chief Executive Officer (CEO) of MassDOT.

## **3. Subcommittee Chairs' Report**

There were none.

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

The Advisory Council plans to schedule a TIP subcommittee meeting before its next monthly meeting to develop and provide comments on the TIP and RTP amendments.

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

A. Soolman informed members that CTPS has been working with EOT on a transportation timeline of the major transportation projects that have been accomplished

in Massachusetts since 1880. The timeline will be displayed on the second level of the State Transportation Building.

**6. Amendment to the FFY 2010 Element of the FFYs 2010-2013 TIP, – Hayes Morrison, TIP Manager, MPO Staff**

Members were provided with the following TIP documents (see attached):

- ARRA FFY 2010 Recommended Projects (EOT list)
- Projects Potentially Ready for Recovery Act Funding – 2010 (MPO staff's list)
- Draft FFYs 2010-2013 TIP Tables
- U.S. DOT approval letter of FFYs 2010-2013 Statewide Transportation Improvement Program (STIP)

D. Mohler briefed members on the TIP documents provided and noted that the state recommends the ARRA FFY 2010 Recommended Projects list with a shortened public comment period. At the request of the MPO, staff has also provided a list of projects potentially ready to go. He explained that proposed ARRA funding is at the discretion of the Governor but that a portion of ARRA funds are to be spent in the Commonwealth's Urbanized Areas (UZAs). EOT approximates that \$54 million remains to be spent within the Boston UZAs and approximately \$50 million of that is recommended to be spent within the Boston Region MPO because there are many projects that are ready and economically important to the Commonwealth. There are two MPOs in the Boston UZA that will probably not receive second round stimulus funds, but the state believes these funds will all have been distributed according to ARRA regulation. He reminded members that the removal of a project from the list proposed for ARRA funding does not guarantee that it will be replaced in the Boston Region MPO. Projects such as the ones in Foxborough, Quincy, Assembly Square, and MBTA flex funding are priorities of the Commonwealth and if the committee does not support one of those projects, the state would have to reassess where to allocate its funds. EOT may decide that the funds would be better utilized in another part of the state. Based on the state's recommendations, the Boston region would receive approximately \$108 million of ARRA funding in round two.

Members discussed the proposed amendment.

Ginger Esty, Town of Framingham, asked if since some of the state's recommended projects are already on the FFY 2010 Element of the FFY 2010-2013 TIP, whether the committee would have to find substitute projects to fill the funding gap to amend the TIP. D. Mohler stated that only the Norwood project would have to be accounted for. H. Morrison recommended that the approximate \$1 million in surplus funds would be best utilized to cover the cost increase of the Everett/Boston Route 99 project. She noted that the cost increase of the Everett project was the result of a scope change to include improvements to the roadway in Boston.

L. Wiener questioned whether staff's list of projects would be used if projects recommended by EOT are not be ready to go by the ARRA deadline? D. Mohler responded that some projects on the staff's list are not ready to go in MassHighway's

view. If programmed projects are not ready by the ARRA deadline, MassDOT would look first at those projects that are ready to go and possibly also at the ready projects on staff's list.

Jim Gillooly, City of Boston, expressed concern that there was a reduction in funding for the Repaving of Boston Intersections project. He noted that the city had completed all the necessary requirements to get the project ready. He requested that the ready list include the remaining \$7 million of funds that was originally programmed for the project in round one of ARRA. He noted that the funds for Boston are not disproportionate considering that funding is based on population.

Eric Bourassa, MAPC, asked if the projects submitted by the Turnpike during round one of stimulus funding will be considered ready for round two of stimulus funding. D. Mohler stated that those projects were so critical that the Turnpike already completed them with their own funds.

E. Bourassa asked if there were any other projects that were on the first round of ARRA that are not on the second round. H. Morrison noted that all projects either received funding, cannot be made ready, or were completed by the Turnpike.

M. Pratt expressed her concerns that the Route 9 resurfacing project in Framingham does not address the drainage issues in that area. D. Mohler explained that this project would not address the drainage concerns, but believes that the pavement condition warrants construction now. G. Esty noted that improvements should not be delayed, but expressed disappointment that the drainage issues have not yet been addressed.

E. Bourassa inquired about the process for approving an amendment to the TIP. D. Mohler suggested that H. Morrison present the list of projects from the state and that a member make a motion to approve the amendment. The Committee would then discuss what projects to include, what projects to remove, and the length of the public comment and review period.

Lourenço Dantas, MassPort, clarified that it was not the Committee's decision as to how to allocate the funds, but it was necessary for them to program ARRA funds in the TIP. If the committee voted not to include a project, it risks losing funds that would otherwise be spent in the region.

Mary Pratt, Town of Hopkinton, request further information on the Foxborough project. D. Mohler stated that the project is a pedestrian bridge over Route 1. It is the scene of a recent fatality and we believe it is a safety and economic development project. E. Bourassa expressed concern that he and the MPO had not heard about this project before and would like to receive more information on the project such as its benefits and whether or not it has been studied. D. Mohler also noted that it is part of a Massachusetts Environmental Protection Act (MEPA) project related to the economic development of Patriot Place and would address heavy pedestrian traffic during game days. The area is also a designated growth district of the state.

In response to a question regarding the developers' contribution towards the project, D. Mohler noted that there would be none.

S. McQuaid noted that new business and retail development is proposed across from Patriot Place and this project would provide safe access for pedestrians crossing Route 1.

M. Pratt asked for clarification between the Boston Region's ITS Massachusetts Emergency Transportation Fiber Optic Network (METFON) and the ITS improvements funded in the first round of stimulus funding. D. Mohler noted that the second round stimulus funds for the METFON would go towards connecting the central components of the ITS system.

David Koses, City of Newton, asked for clarification on what projects the Committee had the ability to remove and replace with other projects. D. Mohler noted that the Committee could not substitute projects for the MBTA Key Bus Routes, Assembly Square, East-West Parkway, Quincy Center Concourse, Pedestrian Bridge over Route 1, or ITS METFON projects. If the Committee did not approve these projects, then the state would have to reassess where to spend these funds, and it could be on projects outside the Boston region. Of the projects that are not absolute priorities of the Commonwealth, the state may consider an MPO substitution, however, the Committee members would have to decide at this meeting.

In response to questions regarding the Quincy Center Concourse, D. Mohler clarified that funding the project with ARRA would allow Congressman Delahunt to reallocate the federal earmark for future construction of the multi-million dollar redevelopment of Quincy's downtown.

E. Bourassa asked if a study had been conducted of the Foxborough Pedestrian Bridge. He expressed interest regarding the utilization of the pedestrian bridge outside of game days and events, and whether a signalized intersection could provide comparable benefits.

D. Mohler noted that the project was part of a MEPA filing and that a graphic study had been done. D. Mohler distributed a one-page briefing on the Foxborough Pedestrian Bridge prepared by EOT and added that there would be elevators on both sides of the pedestrian bridge.

In response to questions regarding Somerville projects, D. Mohler stated that Assembly Square is a priority of the Commonwealth, but it feels that the Reconstruction of Washington Street should be funded by the funding directed to the MPO. Thomas Bent, City of Somerville, noted that the Washington Street project would repair the worst part of Washington Street that had not been fixed in previous construction projects during the past year.

D. Koses questioned whether any other projects, not on the EOT or MPO staff lists, could be made available by the February ARRA deadline. D. Mohler assumed that if the project

is not on staff's list, then it cannot be made ready. MassHighway's readiness list is shorter than staff's list.

In response to questions regarding the MBTA Key Bus Routes Initiative, D. Mohler noted that improvements would be made to bus routes 1, 15, 28, 32, 57, 66, 71, 73, 111, 116, and 117. Stephen Woelfel, MassHighway, added that the improvements would consist of better bus shelters, signage, and updated maps. D. Mohler noted that these improvements are intended to enhance accessibility and service reliability for bus riders.

Paul Regan, MBTA Advisory Board, stated that street improvements would be necessary to make this program successful and asked if any community outreach had been conducted to begin negotiations about these improvements. S. Woelfel replied that Brookline had already expressed interest and Eric Shier is involved in the community outreach. P. Regan noted that the MBTA Advisory Board strongly supports the initiative and would like to offer help where possible.

H. Morrison briefed members regarding the changes to the Draft FFY 2010-2013 TIP tables. She noted the incorporation of the recovery act funding on page 2. She explained that Norwood's Pleasant Street at Morse Street project, previously programmed in the FFY 2010 Element of the TIP will now receive ARRA funds in this amendment. The TIP target funds will now be used for the cost increase to the Everett/Boston Route 99 (Broadway) project. The Route 99 project will now extend into Boston and be constructed in coordination with the Alford Street Bridge. She also noted that Maynard's Route 27 over the Assabet River bridge project was added on page 4.

E. Bourassa stated that MAPC would like more time to review the State's Recommended Project List and gather more information about the Foxborough Pedestrian Bridge and discuss it with Foxborough officials. He suggested that the committee hold off voting until next Thursday. L. Dantas noted that the motion is to release it for public comment and changes could be discussed when the Committee takes a final vote to approve the TIP amendment in two weeks.

A motion to postpone the vote on the approval of the TIP Amendment was made by E. Bourassa and seconded by M. Pratt. The motion failed. (Advisory Council, Braintree, Framingham, Hopkinton, and MAPC voted aye. Bedford, Boston, EOT, MassHighway, MassPike, Massport, MBTA, MBTA Advisory Board, Newton, and Somerville voted no.)

H. Morrison notified members that approval of the TIP Amendment for public review today would allow for a 14-day public comment period beginning on Monday, November 2. The public comment period would end on Monday, November 16 at 5pm and members would take the final vote on Thursday, November 19.

In response to questions about the shortened public comment period, D. Mohler explained that the state would like to get projects advertised as quickly as possible. He also noted that the state still has to undergo the same process with the other MPOs in the



Commonwealth in order to amend the STIP. All highway projects must be advertised by February.

L. Wiener expressed concern that the shortened public comment period would prevent the Advisory Council from providing input. She suggested that the public comment period be extended to Wednesday, November 18. D. Mohler stated that she, as a member, could distribute the Advisory Council's public comment at the meeting.

D. Koses raised concerns that there was not sufficient information on the Foxborough Pedestrian Bridge and questioned whether the \$9 million could be spent more effectively elsewhere in the region. He asked if the committee could remove it from the list now and add it at a later date after members received more information on the project. D. Mohler noted that the state has to program all the ARRA funds and holding onto funds for the Boston MPO would complicate the process of working with other MPOs and risks the loss of funds. Eventually, all parties need to complete their decisionmaking on where all this money is going in order to ensure that it gets spent.

E. Bourassa noted that MAPC would have to vote no or abstain on this matter because he is unsure of MAPC's stance on the Pedestrian Bridge since it has not yet been discussed with the City of Foxborough. M. Pratt added that funds could be better spent on the Lynnfield and Canton projects.

In response to concerns regarding lack of information on staff's potentially ready project list, D. Mohler explained that if projects are not made ready by the end of December, the Committee would have further discussion to decide what projects could be substituted. In response to questions about the preferred time frame of FHWA and FTA, Michael Chong, FHWA, noted that the federal agencies have already begun reviewing projects, but it is the MPO's discretion to decide on the length of the public comment period.

P. Regan asked what the \$7 million for RTA Transit Flex would go towards. D. Mohler explained that one of the War Funding Bills allowed transit agencies to spend 10% of ARRA funds on operating costs. The Commonwealth has allowed all the regional transit authorities (RTAs) to utilize 10% of funds on operating and provided them flexed highway funds to dedicate toward their capital programs. However, in this instance, the MBTA would still spend \$18.4 million on operating, but the MPO cannot support that amount for their capital program. He also noted that the amount of highway flexed funds for the MetroWest RTA and the Cape Ann Transit Authority (CATA) would be \$75,000 and \$67,615 respectively. It will all need to be reflected in the TIP Amendment.

A motion to add Canton's Route 138 (Turnpike Street) project to the TIP and remove the Somerville Washington St project was made by M. Pratt, but was not seconded.

A motion to remove the Foxborough Pedestrian Bridge was made by D. Koses and seconded by E. Bourassa. The motion failed. (Newton and MAPC voted aye. Advisory Council, Bedford, Boston, Braintree, EOT, Framingham, Hopkinton, MassHighway, MassPike, Massport, MBTA, MBTA Advisory Board, and Somerville voted no.)

J. Gillooly expressed support for adopting the State's Recommended Project List under the conditions that the state provides an explanation of selected projects and continues its commitment toward the remainder of Boston's Resurfacing project. In response to a question on the project's timeline, he stated that all roads could be completed in one construction season.

A motion to approve the TIP Amendment with the highway list for a 14-day public review and comment period was made by John Romano, MassPike and seconded by S. Woelfel. The motion passed. (Hopkinton and MAPC voted no. Advisory Council, Bedford, Boston, Braintree, EOT, Framingham, MassHighway, MassPike, MassPort, MBTA, MBTA Advisory Board, Newton, and Somerville voted aye.)

J. Cosgrove briefed members on the MBTA's transit funding list that includes the following projects: Orient Heights Track Reconstruction, Transit Station Rehabilitation, Station Platform Repairs, Braintree Station Parking Garage, and Back Bay Project. He also noted that the MBTA would dedicate 10% of the funds for operating and is scheduled to obligate funds by the deadline on March 5, 2010.

In response to questions from members, J. Cosgrove noted that the 10% of funds dedicated for operating would be used in FFY 2010. He also noted that using the approximately \$18 million of funds for operating expenses would delay roof repair projects and other state of good repair projects. He stated that the funded projects emerged from the MBTA's state of good repair project priority list. He noted that the Braintree Station Parking Garage Project would consist of structural repairs, but would not provide additional parking spaces.

J. Cosgrove also presented a handout detailing the carryover funding from FFY 2009 that would need to be included in this amendment.

E. Bourassa asked if a fare hike increase would be necessary for FY 2010. P. Regan stated that the \$18 million would reduce the operating gap, but that the operating gap needs to be less than \$10 million in order to be manageable for the MBTA. He noted that if the MBTA escapes this year without a fare hike, it does not mean that they are on solid financial ground. This year's operating gap is approximately \$25-30 million since MBTA ridership is down.

A motion to approve the TIP Amendment with the ARRA transit list and carryover list for a 14-day public review and comment period was made by J. Cosgrove and seconded by P. Regan. The motion passed unanimously.

### **8. Adjustment One to the JOURNEY TO 2030 (Regional Transportation Plan) –**

*Anne McGahan, Regional Transportation Plan Manager, MPO Staff*

Anne McGahan briefed members on the following changes to the Regional Transportation Plan (RTP) based on the proposed inclusion of ARRA funded projects in the TIP as a result of Amendment One: Route 9 Resurfacing (Framingham and Natick),

Road Resurfacing (Boston), Quincy Center Concourse (Quincy), Assembly Square Roadways (Somerville), S. Weymouth Naval Air Station Access Improvements (Weymouth, Hingham, and Rockland). In response to a question about the S. Weymouth project, she noted that the project did not free up any RTP funds because all the funds are non-MPO funding. D. Mohler added that the project would be financed with developer and I-Cubed funds.

A motion to approve the Adjustment One to the JOURNEY to 2030 (Regional Transportation Plan) for a 14-day public review and comment period was made by T. Bent, and seconded by P. Regan. The motion passed unanimously.

**9. Work Program: Safety and Operations Analyses at Selected Intersections, Karl Quackenbush, Deputy Technical Director, MPO Staff**

K. Quackenbush briefed members on the revisions to the work program that had first been presented last week. He noted that under Task 1 on page 3 of the work program, the first bullet was added to clarify that the communities interested in the study would be targeted through the MAPC subregions. Once a list of intersections is selected, then quantitative data would be analyzed to determine where improvements are most needed.

A motion to approve the work program was made by J. Romano, and seconded by J. Gillooly. The motion passed unanimously.

**10. Update on Statewide Household Travel Survey, Karl Quackenbush, Deputy Technical Director, MPO Staff**

K. Quackenbush briefed members on the Statewide Household Travel Survey. He explained the data would primarily be used to rebuild the MPO's travel models, but also has the potential to be used for other planning and research purposes. The four main steps of the survey are the setup, pilot survey, main survey, and post-processing. In the setup phase, the sampling plan was designed to ensure that all regions of the state and all modes of travel—particularly the less commonly used transit, bicycle, and walk modes—will be appropriately represented. The pilot survey is currently underway to test all facets of the main survey and address any issues that arise prior to commencement of the main survey effort. The pilot survey will allow us to establish the approximate response rate, change any confusing survey questions, and deal with any other process issues that arise. The main survey will take place over the course of 12 months to allow time to collect the data and also to track any seasonal variations. Data will be collected from participants through initial phone calls, as well as travel diaries, which all members of the recruited households will fill out for a designated travel day. In addition, some participants will receive GPS devices to track their actual travel behavior, which will be cross-referenced with the travel diary data to correct for possible underreporting of short and non-motorized trips. He noted that similar surveys have been conducted in Chicago and Washington D.C. by this same contractor, and he noted that all the details of the survey were closely examined in order to ensure that the results will be statistically significant.

Members raised the following questions and comments:

J. Gillooly asked if the survey could include a question in regard to what prevented the participant from using public transportation instead of their automobile. K. Quackenbush explained that that type of question would be asked in a stated preference survey. However, this is a revealed preference survey in which we analyze the actual travel patterns of participants to come up with statistically valid estimates of what it would take for the general public to change their travel behavior.

L. Wiener asked what kinds of changes the Household Survey results would produce. K. Quackenbush stated that the results are intended to aid planning purposes by allowing us to properly target transportation investments.

M. Pratt inquired about the cost of the survey and who would fund it. K. Quackenbush noted that the cost of the survey is \$3 million. The Boston MPO has contributed \$600,000 and the Commonwealth is paying for the rest of it.

In response to concerns of accommodating non-English speaking participants, K. Quackenbush noted that NuStats, the project consultant, has staff that speaks other languages and has survey protocols to deal with these situations.

T. Bent asked if the NuStats team was located in Massachusetts and if they would hire in state. K. Quackenbush stated that NuStats is based in Texas. Though some of NuStats Massachusetts' affiliates would complete the non-response follow up work, the specific skills required for this survey were not available in the Commonwealth.

In response to concerns of accommodating bicyclists, K. Quackenbush reiterated that specific precautions are being taken to ensure that adequate data will be collected on bicycle and pedestrian usage.

G. Esty noted that the results would be beneficial to other state agencies.

In response to concerns of tracking trips inside and outside the region, K. Quackenbush noted that the results would provide more accurate transportation patterns and help the MPOs statewide to coordinate data sets.

Wig Zamore, Somerville resident, recommended that the results of the pilot survey be presented to the Committee and asked if he could be provided with a list of places that this survey has already been conducted. He noted that the survey results would also be beneficial for research at nearby academic institutions.

D. Koses expressed concern that the survey might be difficult or confusing for participants to complete.

### **11. Members Items**

E. Bourassa noted that (in light of the implementation of MassDOT) the MPO would need to discuss its Memorandum of Understanding (MOU) and D. Mohler noted that the state is in the process of looking at the structure of MPOs throughout the state.

S. Woelfel notified members that EOT filed the Draft Environmental Impact Report (DEIR) for the Green Line Extension project on October 15. There is a public hearing on Wednesday, November 18 at Somerville High and the public comment period ends on December 9.

E. Bourassa noted his desire that the Committee discuss the Congestion Mitigation Air Quality (CMAQ) Program at an upcoming meeting and requested that MPO Staff include it on the agenda.

Members agreed that the next TPPC meeting would be held on Thursday, November 19.

**Meeting adjourned at 1:00pm.**

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, October 29, 2009, 10:00 AM**

**Member Agencies**

EOT  
  
City of Boston  
  
City of Newton  
City of Somerville  
FHWA  
MAPC  
  
MassHighway  
MassPike  
MassPort  
MBTA  
MBTA Advisory Board  
  
Regional Transportation  
Advisory Council  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

David Mohler  
Rachel Bain  
Jim Gillooly  
Thomas Kadzis  
David Koses  
Thomas Bent  
Michael Chong  
Eric Bourassa  
Jim Gallagher  
Stephen Woelfel  
John Romano  
Lourenço Dantas  
Joe Cosgrove  
Paul Regan  
Brian Kane  
Malek Al-Khatib  
Laura Wiener  
Richard Warrington  
Christine Stickney  
Ginger Esty  
Mary Pratt

**MPO Staff/CTPS**

Michael Callahan  
Anne McGahan  
Hayes Morrison  
Karl Quackenbush  
Sean Pfalzer  
Arnie Soolman  
Mary Ellen Sullivan

**Other Attendees**

Lynn Ahlgren  
Richard Azzalina  
Roland Bartl  
Michelle Ciccolo  
Rick Corsi  
Jim Cowdill  
Dan Cruz  
Frank Demasi  
Lauren DiLorenzo  
Trish Domigan  
William Friel  
Bill Galvin  
William Gustus  
Dennis Harrington  
Thomas Hayes  
David Lane  
Schuyler Larrabee  
Edward Marsteiner  
Thomas McGee  
Tim McFutosh

MWRTA  
FST  
Town of Acton  
Town of Hudson  
DCR  
EDIC/City of Lynn  
Rep. Koutoujian's office  
RTAC  
City of Medford  
VHB  
Town of Canton  
State Representative  
Town of Lynnfield  
City of Quincy  
Burlington DPW  
Town of Danvers  
RTAC  
National Development  
State Senator  
VHB

Sue McQuaid	NVCC
Andrew Murphy	Town of Norwood
Steve Olanoff	RTAC
Mike Rademacher	Town of Arlington
John Sanchez	Burlington DPW
Sheri Warrington	Senator McGee's office
George Zambouras	Town of Reading
Wig Zamore	Somerville resident



# *Town of Hudson*

*Department of Community Development*

78 Main Street, Hudson, MA 01749  
Tel: (978) 562-2989 Fax: (978) 568-9641  
mciccolo@townofhudson.org

October 28, 2009

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

Attention: Hayes Morrison

**Re: TIP and Stimulus Comment Letter**

Dear Chairman Mohler and Members of the Boston MPO:

We are writing today, not to ask for our project's inclusion on the Stimulus list. The opportunity for that has passed. Back in July, at a meeting with MassHighway, MHD personnel represented that they could get the ROW takings completed for this project to be on the Stimulus list. However, they indicated that in order to do so they would need to receive notice that the project had a definite advertising date in order to justify the expenditure of scarce human resources on the ROW takings and design review. They asked for notification within a month or two because ROW takings would likely require approximately six months. Since, that did not occur, it now seems highly unlikely that the project can be made ready on time for ARRA advertising in February.

Nonetheless, we wanted to note the irony in this situation. Route 85 is one of the projects which expressly meets the Administration's goals of funding projects with a strong economic development component. This expansion corridor goes through a key office and retail corridor and connects to essential manufacturing facilities and other areas ripe for expansion at the intersection of I-290, I-495, and Route 85. Route 85 is entirely within a state-designated Economic Target Area, has multiple Ch. 43D, Expedited Permitting sites on the roadway, and is in a Blight Target Area. Despite the moribund economy, we have more than 100 jobs being created on the corridor as a result of retail expansion. Other projects are in the works as developer's continue to advance development and express interested in expanding sites along the route. The Route 85 corridor is one of the few places in Massachusetts experiencing new construction. However, we can not accommodate ongoing growth here without attending to safety needs (especially for pedestrians and bicycles) and congestion.

We ask that you carefully evaluate what you approve for Stimulus projects on the TIP with an eye towards funding only those worthy projects that were already in the queue for FY10 so that other good projects, such as Route 85, can potentially move up on the list. Having pushed our engineering firm, GPI, at the fastest possible rate to attempt to make the Stimulus list, Route 85 will be at 100% PS&E and ready to bid in the upcoming few months. Today it is at 75% design and the ROW process is underway.

We have done everything within a municipality's power to advance this project. We have obtained private developer's money, to the tune of approximately \$350,000. We have worked with MAPC on a land use corridor study. We have obtained funding from the legislature, and various grant programs to augment the private development funding sources. Public money invested to-date is approximately \$450,000 (not including in-kind staff services) spent on various studies, survey, design engineering and other project components.



Now, we are in the process of working with MassDevelopment to assess, acquire, and remediate a parcel on the corridor that has some environmental contamination so that MassHighway will not have to assume this risk. It is a major undertaking on the part of the Town of Hudson both in terms of the liability exposure and staff time commitment. Yet, we are proceeding to assume this responsibility despite the fact that the Town of Hudson does not own Route 85 and many in Town see it as the State's responsibility to assume all risk associated with reconstructing the corridor.

It has been more than 12 years that we have been working on this project. Nonetheless we do so enthusiastically with the hope and understanding that the Boston MPO and the state will do their part when the time comes to reconstruct the road.

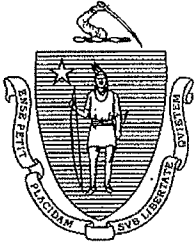
That time has now arrived. The project is almost ready to go. Thus we respectfully request you program this project on the FY10 TIP.

Sincerely,



Director of Community Development

C: Frank Tramontozzi, MassHighway, Chief Engineer  
Thomas Waruzila, MassHighway, District 3 Director  
Joseph Durant, Chairman, Hudson Board of Selectmen  
Secretary Jeffrey Mullan  
Governor Deval Patrick  
Lt. Governor Tim Murray  
Representative Kate Hogan  
Senator Jamie Eldridge



The Commonwealth of Massachusetts  
House of Representatives  
State House, Boston 02133-1054

**PETER J. KOUTOUJIAN**  
STATE REPRESENTATIVE  
10TH MIDDLESEX DISTRICT

NEWTON, WALTHAM & WATERTOWN

**CHAIRMAN**  
COMMITTEE ON FINANCIAL SERVICES

STATE HOUSE, ROOM 254  
TEL. (617) 722-2220  
FAX (617) 722-2821

October 22, 2009

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

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

Dear Chairman Mohler,

I am writing to inform you of an important transportation safety matter involving a hazardous traffic artery in the greater Boston area and request that it be approved for federal funding under the Transportation Improvement Program.

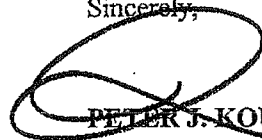
Nonantum Road is a riverside parkway which connects Soldiers Field Road in Brighton to Galen Street in Watertown via the banks of the Charles River in Newton. Nonantum Road is one of the most popular routes for commuters but is also known as a dangerous stretch of roadway that has been the site of four fatal automobile accidents in the past three years alone.

In response, my colleagues and I in the Legislature obtained state funding to allow for the Department of Conservation and Recreation (DCR) to develop a new design for and begin construction on a safer Nonantum Road. Last January, DCR committed \$400,000 toward the final stages of planning for the Nonantum Road Improvement Project in order for it to be included on the Commonwealth's list of "shovel ready" projects eligible for funding through the American Recovery and Reinvestment Act. Subsequently, Governor Patrick allocated \$6 million for the project's completion.

The most recent cost estimate for the Nonantum Road Safety Improvement Project is \$8 million, and given the state of our budget outlook, federal stimulus funding is an appropriate resource for this project.

Upgrades to Nonantum Road would eliminate the current public safety hazard and are worthy of federal stimulus funding. Thank you in advance for your consideration. If you have any questions regarding this project, please do not hesitate to contact my office.

Sincerely,

  
**PETER J. KOUTOUJIAN**  
State Representative  
10<sup>th</sup> Middlesex District

cc: Jeffrey Mullan, Executive Director, Massachusetts Turnpike Authority  
Richard Sullivan, Commissioner, Department of Conservation and Recreation

# NONANTUM ROAD SAFETY IMPROVEMENT PROJECT

MassHighway Project No. 605662

Watertown, Newton and Boston, MA

