

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

June 12, 2008 Meeting

10:00 AM – 1:00 PM, State Transportation Building, Conference Room 4, 10 Park Plaza, Boston

David Mohler, Chair, representing Bernard Cohen, Executive Office of Transportation & Public Works (EOTPW)

Decisions

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

- table the minutes of the meeting of May 22

Meeting Agenda

1. Public Comments

On behalf of the stakeholders in the Milford – Upper Charles Trail, Phase 2 project, Reno DeLuzio, Town of Milford, expressed disappointment at the recommendation to remove the project from the draft FFYs 2009 – 2012 Transportation Improvement Program (TIP). He requested that the MPO keep the project in the FFY 2009 element. He reported that progress is being made on resolving issues surrounding the termination of a lease agreement with National Grid; there was a meeting on June 4 that involved National Grid and MassHighway Right of Way Bureau representatives. He referenced a letter from National Grid to the Executive Office of Transportation, which affirms that the issue will be resolved in the next couple of weeks. He noted that the project is currently at the 75% design stage and will be at the 100% design stage in July. It could go out to bid in November and be constructed in the spring or summer of 2009. He stated that the project is close to being completed and that it does not make sense to stop the project now. (See attached letters of support.) In response to a question from Jim Gallagher, Metropolitan Area Planning Council (MAPC), he stated that the National Grid owned segment could be split off from the project if the lease issue is not resolved in time.

Representative John Fernandes also spoke in support of the Milford project. He has been involved with the right-of-way negotiations involving National Grid, EOTPW, MassHighway, and Federal Highway Administration (FHWA). Following the June 4 meeting, he is confident that there is a basis for an agreement to be made within several weeks. He urged the MPO to keep the project on the TIP. Mary Pratt, Town of Hopkinton, asked if Thomas Gray, MassHighway Right of Way Bureau, could attend an MPO meeting to update members on this issue. D. Mohler stated that this could be looked into.

Jim Shuris, Town of Concord, provided an update on the Concord – Route 62 project and asked that members keep the project on the FFY 2008 element of the amendment of the FFYs 2008 – 2011 TIP. He stated that the project will be ready by June 26.

MassHighway has issued a right-of-way certificate for 82 temporary easements. Verizon is making progress on putting utilities underground. The town is holding a Natural Resources Commission meeting next Wednesday and it is expected that the Notice of Intent and Order of Conditions will be prepared on that day. The 100% designs will be submitted to MassHighway as early as next week. The project could be advertised in August.

Rob May, Director of Economic Development for the City of Somerville, offered to address questions about any of the Somerville projects being proposed for the FFYs 2009 – 2012 TIP. He reminded members that Mayor Curtatone attended Municipal TIP Input Day and discussed the Magoun Square Roadway Reconstruction and Safety Improvements project and the Broadway in East Somerville Enhancement project. The Magoun intersection, which was on the TIP in the past but withdrawn, has been re-engineered. It is Somerville's highest accident location and a safety concern. The project is close to 75% design. R. May requested that the MPO program the Magoun Square project in the FFY 2009 element of the TIP and the Broadway project in FFY 2009 or 2010.

Wig Zamore, Somerville resident, addressed the Somerville – Orange Line Station at Assembly Square project. He noted that the project's draft environmental impact report was noticed in the *Environmental Monitor* and that there is a two-month public comment period. The new development is now projected to generate 50,000 vehicle trips per day, half of what was originally projected. He stated that it is important to link the new Orange Line station to the pedestrian network in Somerville, and to have a second station entrance on the southside of the station where the IKEA store will be located. IKEA is expected to draw 20,000 vehicle trips per day. The second entrance would make it more attractive for people to use transit to get to the store, and reducing vehicle trips to the location would be the most effective way to improve air quality, he said. Paul Regan, MBTA Advisory Board, suggested that the developer contribute to the cost of building a southside entrance since the retailer will benefit from the transit stop. He also noted that currently there is no housing at Assembly Square, so a second entrance would not benefit any residents. W. Zamore noted that developer has agreed to contribute \$15 million to the development and that the new development will include housing and office space.

John Woodsmall, Town of Southborough, requested that the Southborough – Route 30/Main Street project be programmed on the FFYs 2009 – 2012 TIP. He stated that the project will be ready by FFY 2011 or FFY 2012. The 25% design plans will be submitted to MassHighway by the end of this month. These designs incorporate recommendations from the MPO's Bicycle and Pedestrian Improvements in Town Centers study. Over ten public meetings have been held to invite input on the project. He noted that the roadway is an important commuter bypass route off Route 9 and that it is in poor condition with an above average accident rate and poor bicycle and pedestrian accommodation. The project will address these problems.

Jeff Rosenblum, City of Cambridge, voiced concern over the City's perception that no Enhancement projects are programmed in the TIP. He suggested that the MPO share its

project evaluations and TIP criteria with municipalities, which would help municipalities see how their projects compare to others and help in decisions about which projects should be moved out of the TIP. He stated that some municipalities have revised their projects based on MassHighway's new design guidelines and he questioned whether the MPO members consider this factor in their review of projects. Regarding Enhancement projects, he stated that for some projects proponents find themselves in a "catch-22" where the project is forced through the Enhancements process but then cannot get programmed on the TIP.

In response to J. Rosenblum's comments, Lynn Duncan, City of Salem, stated that the MPO does not expect municipalities to bear the burden of recommending which projects to remove from the TIP. She also noted that the evaluations should be public record. Pam Wolfe, MPO staff, added that the evaluation criteria is listed on the MPO's website. This year's evaluation scores were distributed to members in April and may be released to the public. M. Pratt pointed to several Enhancement projects that the MPO has programmed in this draft of the FFYs 2009—2012 TIP. D. Mohler added that the MPO chose to fund those Enhancement projects with Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds.

Tim Greene, Office of State Senator Richard Moore, voiced the Senator's strong support for the Milford – Upper Charles Trail, Phase 2 project. He noted that the National Grid lease issue is almost resolved and should be concluded when Thomas Gray, MassHighway Right-of-Way Bureau, produces draft language for the lease termination.

Other public comments were presented during agenda item #8.

2. Chair's Report – *David Mohler, EOTPW*

A Massachusetts Association of Regional Planning Agencies (MARPA) meeting is scheduled for June 13 at MAPC's offices. The regional targets will be discussed.

3. Subcommittee Chairs' Reports – *Steve Woelfel, MassHighway*

S. Woelfel announced that the Unified Planning Work Program (UPWP) Subcommittee meeting scheduled for today has been canceled in order to give members time to review new information received on subregional and municipal priorities. The Subcommittee is scheduled to vote on a recommendation for the draft FFY 2009 UPWP on June 26.

4. Regional Transportation Advisory Council – *Kristina Johnson, Regional Transportation Advisory Council*

The Advisory Council met on June 11 and formed a position on the draft FFY 2008 TIP amendment (of the FFYs 2007 – 2010 TIP). Subcommittees on the TIP and Regional Transportation Plan have been activated and are working on developing positions on those documents.

5. Action Item

Meeting Minutes – *Pam Wolfe, MPO Staff*

A motion to table the minutes of the meeting of May 22 was made by J. Gallagher, and seconded by M. Pratt. The motion passed unanimously.

6. Work Program for the Assembly Square Station Feasibility Study – *Karl Quackenbush, Deputy Director of Central Transportation Planning Staff (CTPS)*

Members received a draft work program for the Assembly Square Station Feasibility Study, a five-month, \$42,000 work program. (See attached.) Under this work program, CTPS will conduct travel forecasting for a potential Orange Line station.

In 2003, CTPS worked with the City of Somerville on Assembly Square forecasting work associated with alternative land use plans and alternative transit services, such as changes to the bus network and a possible shuttle service between Assembly Square and Wellington Station.

Now the situation has evolved, and the MBTA is seeking federal New Starts money for the Assembly Square project. The Federal Transit Administration (FTA) considers this project to be in the “exempt” category. Proponents of exempt projects do not have to provide the same amount of information as do proponents of non-exempt projects.

The modeling work will be based upon the new demographic assumptions adopted by the MPO and the transportation network included in the current Regional Transportation Plan. CTPS will model ridership for the years 2016 and 2030, including No Build and Build runs and a 2030 run that does not include the Urban Ring project.

Members asked questions:

How long will the model runs take? (D. Mohler)

A run may take as long two weeks, counting set up, the computer run, extracting the outputs, and summarizing the data. Multiple runs may occur simultaneously. (K. Quackenbush)

Is the budget too small for eight model runs? (D. Mohler)

Since the project is in the New Starts “exempt” category, FTA requires less information than it does for other New Starts applicants. In this instance, the model runs are straightforward to set up. This is a more modest effort than other modeling work CTPS has done. (K. Quackenbush)

How many Build runs would there be? (D. Mohler)

There will be eight runs, in total: one base year run; three 2016 runs (a No Build and two Builds); three 2030 runs (a No Build and two Builds); and a 2030 Build run without the Urban Ring project. (K. Quackenbush)

What is the purpose of excluding the Urban Ring in the last run? (D. Mohler)

Assembly Square is a proposed station on the Urban Ring. That run will provide information to decision-makers about the synergy between the proposed Orange Line station and the Urban Ring project. (K. Quackenbush)

How are you dealing with the issue of one versus two station entrances? (J. Gallagher)

That issue may not be a distinguishing feature between the alternatives from a modeling perspective. However, in the modeling, attention will be paid to precisely coding walking access and nearby transportation analysis zones, and in that process, it will be determined whether or not to code the separate station entrances. (K. Quackenbush)

In 2003, it was clear that private developers would provide the majority of funding for the Assembly Square project since they would benefit from a new Orange Line station. Now the cost is shifting back to the MBTA and the state. What changed? (P. Regan)

J. Cosgrove stated that the MBTA is overseeing this \$40 million project and it is the proponent as the project goes through the New Starts process. The MBTA will be applying for \$25 million in federal funds and private developers will be contributing \$15 million. P. Regan noted that presently – and while the MBTA applies for federal funding – no one is living in the Assembly Square area and this fact may impact the project's competitiveness. He stressed that the MBTA does not have the funds to pay for the project if federal funding does not become available. J. Cosgrove stated that the MBTA is not “on the hook” to pay for the project. D. Mohler added that if the project cost goes above \$40 million the state will have to determine where the extra money would come from.

Are all the model runs going to assume the same number of housing units? (David Koses, City of Newton)

K. Quackenbush answered yes and stated that CTPS plans to use the demographic projections adopted by the MPO for all runs. D. Koses suggested that MAPC review the projects for that TAZ to ensure that the best numbers are being used.

Did the project's draft environmental impact report (DEIR) include the anticipated residential development? (M. Pratt)

Yes, the DEIR includes the entire development. The demographic projections adopted by the MPO will be modeled. (D. Mohler)

Will the station be equipped with elevators? (M. Pratt)

The station will have two elevators. Redundant elevators are installed at all MBTA stations. (J. Cosgrove)

Which project would be finished first, the Urban Ring or the Assembly Square Orange Line station? (M. Pratt)

If the Assembly Square project gets funded, it would be completed first. (D. Mohler)

When would the station open? (M. Pratt)

It would likely open in 2014 or 2015. (J. Cosgrove)

Ginger Esty, Town of Framingham, stated that for future developments, the state should require mitigation from developers. D. Mohler stated that mitigation is determined through the EIR process. He noted that the state supports the Assembly Square Orange Line Station project as it is a Smart Growth project in a currently blighted area. He also noted that the state does not want to negatively impact this project by requiring the developers to contribute more than they are able.

Is MassHighway a permitting entity in the MEPA process? Is there any non-transit mitigation? Is the \$15 million to be contributed by developers only for the station? (K. Johnson)

Yes, MassHighway is a permitting agency, there is non-transit mitigation, and the \$15 million is only for the station. (D. Mohler)

Thomas Bent, City of Somerville, stated that the Assembly Square redevelopment is moving forward and the main developer will be removing an existing strip mall there in August. The developer expects to break ground on the project next spring. IKEA has gone through the City's permitting process. The developers have contributed other mitigation money to the City. He also noted that care should be taken not to "tip the scales" on this project. R. May added that the City has issued permits to IKEA and is working with developer Federal Realty Trust on a revised master plan. There is significant non-transit mitigation; Federal Realty Trust is donating property for green space along Mystic River and contributing to other improvements.

Is this project a priority for the MBTA? (Shirin Karanfiloglu, Massachusetts Turnpike Authority)

The MBTA sees this project as a need, however the MBTA has other important state-of-good repair projects that are priorities. (J. Cosgrove)

Will current higher gas prices be included in the modeling? (J. Gallagher)

There is no immediate plan to change the price of gas in the model. When enough time has passed that a set of contemporary traffic and transit counts have been amassed, then the model set could be recalibrated with contemporary gas prices, assuming they remain high.

7. JOURNEY TO 2030 – Anne McGahan, MPO Staff

A. McGahan provided an update on the work on the Regional Transportation Plan. Staff is expecting to receive highway targets following tomorrow's MARPA meeting. The FFYs 2009 – 2012 TIP will determine the first four years of the plan. Per federal guidance, the financial tables for transit projects must be annualized. For air quality purposes, the projects will be segmented by decade (2008-2010, 2010-2020, 2020-2030). Staff has not received word on whether the U.S. Environmental Protection Agency (EPA) has issued a decision on the State Implementation Plan (SIP) projects; following EPA's decision, the MPO will have 60 days to amend the plan.

8. Development of the FFYs 2009 – 2012 TIP – Hayes Morrison, MPO Staff

Staff provided members with materials for the discussion of the FFYs 2009 – 2012 TIP development. (See attached memorandum, TIP tables with staff recommendation, project index, list of projects presented at Municipal TIP Input and Agency Days, and public comments.) Updated project information forms for projects with changed information were also distributed.

Members invited public comments:

Franklin – King Street Ramps Project

Robert Cantoreggi, Town of Franklin, requested an update on the FFY 2008 TIP amendment and noted that the Franklin – King Street Ramps project is ready. D. Mohler stated that members will vote on the FFY 2008 TIP amendment on June 26. If the total money needed to fund this project (\$4.75 million) becomes available in that element, it is the sense of the Committee that the Franklin project will be programmed. If money is not available in FFY 2008, it is the sense of the Committee that the Franklin project will be considered for programming in FFY 2009.

Bedford, Billerica, and Burlington – Middlesex Turnpike, Phase 3 Project

The following individuals attended to support the Bedford, Billerica, and Burlington – Middlesex Turnpike, Phase 3 project:

- Angelo Colao, Town of Bedford
- Al Fay, Town of Burlington
- William Greene, State Representative
- Rob Mercier, Town of Burlington
- Charles Murphy, State Representative
- Ellen Rawlings, Office of Representative William Greene
- Sonia Rollins, Town of Burlington
- John Sanchez, Town of Burlington
- Richard Warrington, Town of Bedford

Rob Mercier, Administrator for the Town of Burlington, expressed concern with the proposed delay of the Mitre Extension portion of the Middlesex Turnpike project. The Mitre Extension would provide a bypass across the Mitre Corporation's property. He noted that the towns of Bedford, Billerica, and Burlington have been working in partnership to advance the Middlesex Turnpike project for 25 years. The towns have spent approximately \$8 million in local funds so far, including approximately \$4 million on engineering and approximately \$4 million that Bedford and Billerica authorized for land takings. He noted that the first phase of the project is complete and asked for the MPO's support in funding the next phase.

Representative Charles Murphy, spoke of the importance of the Middlesex Turnpike project for the economy of the region. He noted that 12 years ago the state attracted Sun Microsystems to locate in Burlington with the promise of infrastructure improvements including the Mitre Extension. The Patrick Administration is also working to designate

the area as an economic target area. Representative Murphy stated that the towns have spent money on the project, permits have been obtained, land has been taken, and the project is ready to move forward. He requested that the MPO program Phase 2 of the project in FFY 2009 and Phase 3 in FFY 2010.

Another supporter noted that the project has been going on for 25 years and it is discouraging to town residents to see the final piece of the project falling out of the TIP. He noted that the towns have worked with the state and there has been good economic development along the Middlesex Turnpike corridor. He pointed to corporate expansion projects along the Turnpike and Governor Patrick's recent announcement of a \$50 million project in Billerica. He stressed that the Middlesex Turnpike project should not be stalled now as economic growth continues in the area. He added that the Conservation Commissions of all the towns involved have done their work and the project is ready to move forward.

John Sanchez, Town of Burlington, reported that the towns are in the final stage of obtaining right-of-way for the project. The towns began the process almost ten years ago and have spent approximately \$4 million to secure right-of-way.

Richard Warrington, Town of Bedford, provided background on the environmental permitting for the project. The process began locally in 1996 and all local permitting issues are resolved. At the state level, in 2005, the Secretary of Environmental Affairs issued a certification under the project's EIR. The proponents filed for a water quality permit in February 2008 and for Orders of Conditions in January 2008, and they are awaiting the Order of Conditions and variance from state. They have a commitment from the Department of Environmental Protection that the permitting will be complete by the first quarter of FFY 2009. A federal 404 permit from U.S. Army Corps of Engineers is expected in August. He voiced confidence that the project will receive all necessary permits to move forward.

R. Warrington also noted that the final design on three mitigation sites is complete. The Mitre Corporation is providing the means to have wetland and flood plain mitigation. The work done in 1996 to identify wetland is now obsolete and the work will be re-done. The project will impact 52,000 square feet of wetlands and the proponents have provided mitigation for 62,000 square feet. The Army Corps has since increased the ratios for wetland mitigation. To address these standards, the town is spending approximately \$1.5 million to purchase 20 acres of land that contains sensitive vernal pools, and one corporation is applying a conservation restriction on 6.3 acres of land.

R. Mercier concluded by asking the Committee to consider the Middlesex Turnpike project for programming in FFY 2009. He noted that the project is meeting many of the Commonwealth's Smart Growth goals by promoting mixed use developments that would include 1,000 units of new housing and enable people to live close to their work.

J. Gallagher asked if Phase 3 of the project would be appropriately programmed in FFY 2011. R. Mercier replied that FFY 2011 would be appropriate.

TIP Discussion

Members began their discussion of the FFYs 2009 – 2012 TIP starting with consideration of the FFY 2009 element. H. Morrison noted that highway earmarks are included in the TIP tables, but transit earmarks are not yet available.

Members grappled with the question of how to handle the Concord and Lincoln – Route 2 (Crosby’s Corner) project since the project’s cost estimate, at nearly \$70 million, is large. M. Pratt asked whether the state could fund the project through another funding vehicle, but D. Mohler stated that the state could not fund the project through MassHighway’s resurfacing program since it is a capacity adding project.

J. Gallagher asked whether the project would be appropriately programmed in FFY 2009 given that the state does not yet have authorization to obtain right-of-way. D. Mohler stated that EOTPW has included a request for \$30 million for land acquisition in its capital spending plan request. All the acquisitions would be friendly takings.

Richard Reed, Town of Bedford, stated that in choosing projects for programming, the MPO should consider project readiness as well as the MPO’s past decision-making on particular projects.

D. Mohler summarized the consensus of the Committee that the proponents of the Boston – Massachusetts Avenue, Newton – Commonwealth Avenue, and Concord – Route 62 projects should report next week on whether their projects will be ready for FFY 2008. D. Koses noted that the City of Newton believes the Commonwealth Avenue project will be ready, but MassHighway needs to inform the MPO if that is not the case.

R. Reed inquired about the contract process and as to whether there has been an analysis to determine if the Crosby’s Corner project will take four years to construct. D. Mohler stated that the project would be handled with one contract. MassHighway would need to conduct an analysis to determine the project timeframe. Per federal guidance, the MPO may not use Advance Construction as a cash flow mechanism to stretch out payments.

Jim Gillooly, City of Boston, requested that the Boston – Tremont Street project be referenced on the FFY 2009 TIP tables for discussion at the next meeting.

T. Bent raised a question concerning why two Somerville projects – the Magoun Square Roadway Reconstruction and Safety Improvements and the Broadway in East Somerville Enhancement projects – were not shown on the draft TIP tables. H. Morrison explained that there are only earmarks for those projects programmed, and the staff recommendation only reflected previously programmed construction projects, and therefore, the construction monies were not included on the tables. D. Mohler added that earmarks are additional to the MPO targets. Existing federal earmarks are expected to be available after FFY 2009, following the re-authorization of federal transportation legislation.

L. Duncan reminded members that at a previous meeting, they had discussed programming MassHighway resurfacing projects if funds remained after programming more typical TIP projects.

M. Pratt suggested moving a project presented by MassHighway on Agency TIP Day – the \$1.8 million Ipswich – Resurfacing and Related Work on a Section of Route 113 (Essex Road) – into FFY 2008. H. Morrison stated that she would contact the MassHighway District 4 Office and the Town of Ipswich to see if the project would be ready for FFY 2008.

S. Karanfiloglu raised a question about the cost estimate for the Boston – Massachusetts Avenue project currently programmed in FFY 2008. H. Morrison stated that the current cost estimate per MassHighway is \$10.83 million.

Reno DeLuzio, Town of Milford, stated that the MPO should consider supporting previous commitments to projects. He questioned why the Milford – Upper Charles Trail, Phase 2 project, which the MPO previously committed to fund, is recommended to be deferred while the Belmont, Cambridge, and Somerville – Bicycle Facility project is recommended to be moved into FFY 2009. D. Mohler noted that the latter project was also a previous MPO commitment. He noted that a number of other projects that were previously programmed on the TIP did not get funded. He noted that each year the MPO must consider project readiness, fairness, and priorities when determining which projects to fund with the limited pool of money.

J. Rosenblum voiced his concern that if the Belmont, Cambridge, and Somerville – Bicycle Facility project is deferred, it will appear as if it is competing with other bicycle and pedestrian projects in future TIP years. P. Regan stated that competition among these projects and others will increase in future years, and the MPO will have to address the issue of what is the most appropriate use of transportation funds. J. Rosenblum stated that bicycle paths are transportation (not just recreation) projects. He cited the Alewife station as an example of an area with strong commuter demand for bicycle and pedestrian pathways and noted that these projects address congestion and provide options to commuters.

Regarding the Crosby's Corner project, J. Shuris stated that he questions the nearly \$70 million cost estimate given that only four years ago the project was estimated at \$22 million and value engineering was done to reduce costs by \$3.4 million. Thomas Kadzis, City of Boston, stated that the MPO was informed that changes in the scope of the retaining walls and other various factors contributed to the cost increase. D. Mohler added that inflation of construction costs and design changes between the 75% and 100% design stage were factors.

When asked whether the Boston – Massachusetts Avenue project would be ready for programming in the FFY 2008 element, T. Kadzis stated that the project would not be delayed due to right-of-way issues.

9. Route 128 Add-A-Lane Project Update – *Larry Cash, MassHighway*

This agenda item was postponed.

10. Members' Items

P. Wolfe noted that members were provided with a memorandum on the MPO's outreach on the Coordinated Human Services Transportation Plan. UPWP materials were also distributed.

11. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, June 12, 2008, 10:00 AM

Member Agencies

EOTPW
City of Boston

City of Newton
City of Salem
City of Somerville
MAPC
MassHighway
MassPike
MBTA
MBTA Advisory Board
Advisory Council

Town of Bedford
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Lynn Duncan
Thomas Bent
Jim Gallagher
Steve Woelfel
Shirin Karanfiloglu
Joe Cosgrove
Paul Regan
Kristina Johnson
Steve Olanoff
Richard Reed
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Maureen Kelly
Ryan Lundergan
Anne McGahan
Hayes Morrison
Karl Quackenbush
Arnie Soolman
Pam Wolfe

Other Attendees

Robert Cantoreggi
Angelo Colao
Reno DeLuzio
John DePriest
Donald DiMartino
Al Fay
John Fernandes
Tim Greene
William Greene
Josh Lehman
Daniel E. Marti
Rob May
Sue McQuaid
Rob Mercier
Charles Murphy
Kevin O'Brien
Ellen Rawlings
Sonia Rollins
Jeff Rosenblum

Town of Franklin
Town of Bedford, Board of Selectmen
Town of Milford
City of Chelsea
Town of Bellingham
Town of Burlington
State Representative
Office of State Senator Richard Moore
State Representative
EOTPW
AT&T
City of Somerville
Neponset Valley Chamber of Commerce
Town of Burlington
State Representative
Town of Arlington
Office of Representative William Greene
Town of Burlington
City of Cambridge

John Sanchez	Town of Burlington
Rich Scanlon	Town of Billerica
Jim Shuris	Town of Concord
Richard Warrington	Town of Bedford
John Woodsmall	Town of Southborough
Wig Zamore	Somerville Resident

June 9, 2008

Mr. Thomas S. Cahir, Deputy Secretary for Transportation Programs
Executive Office of Transportation and Public Works
10 Park Plaza-Suite 3170
Boston, MA 02116

***RE: Milford Upper Charles Trail Phase 2 – New
England Power Company Lease***

Dear Mr. Cahir:

I am in receipt of Louis J. Celozzi letter dated, June 8, 2008 asking your office to “concur with the Board of Selectman’s assessment” requesting that the project remain on the FFY 2009-2012 TIP.

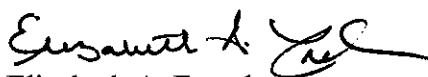
I personally would like to take this opportunity to let you know that I have worked closely with Reno DeLuzio, GPI and the Town of Milford to help with the many milestones with regard to the placement of the trail on the New England Company (“NEP”) property. NEP engineers have worked numerous hours in reviewing and detailing the issues of the technical aspects of the placement of the trail. Recently, NEP reviewed and approved the 75% design plans.

It is the intention of National Grid to continue to work diligently to help resolve the remaining issues with the Lease Agreement and realize that time is of the essence. We will continue to work with the Massachusetts Highway Department’s Right of Way Bureau and anticipate that we can successfully resolve the issues in the next several weeks.

We respectfully support Mr. Celozzi’s letter and thank your office for consideration to have the project remain on the FFY 2009 – 2012 TIP.

If you have any questions, please call me at 401-784-7556.

Very truly yours,



Elizabeth A. Fresolone
Supervisor
Real Estate Energy Delivery

Mr. Thomas Cahir
June 9, 2008
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CC: S.Larson – National Grid
J. Newman – National Grid
J. Zuccolotto – National Grid
R. DeLuzio – Chairman- Upper Charles Trail Committee Chairman
T. Gray – Director-MHD ROW Bureau
J. Fernandes – Milford

Milford Upper Charles Trail Committee
c/o Office of Planning and Engineering
52 Main Street
Milford, MA 01757

June 10, 2008

David Mohler
Deputy Director, EOT Planning
Executive Office of Transportation and Public Works
10 Park Plaza, Room 4150
Boston, MA 02116

Subject: Milford Upper Charles Trail Phase 2 – FFY 2009 – 2012 TIP

Dear Mr. Mohler:

It was very disappointing to learn of the Central Transportation Planning Staff's impending recommendation to the TPPC that the Milford Upper Charles Trail Phase 2 project be removed from the TIP at this late stage in its development. It has been a long and arduous road in achieving what has been accomplished to date. It is almost inconceivable that 10 years of hard work and cooperation by local, state, and federal agencies, as well as the private and business communities, does not heavily factor into the CTPS's evaluation and resulting recommendation.

During these past 10 years there has been one constant element that has been the project's life line --- consistent and unwavering TPPC and MPO funding support. The prospect of removing the project from the TIP will be devastating to all stakeholders and most especially the general public who are avid users of the recently completed Phase 1 Trail and who are anxiously awaiting the completion of Phase 2.

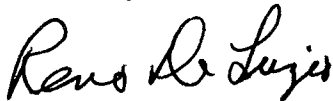
The Phase 2 project is in its final stages. Responses to the 75% design comments recently received from MassHighway reviewers are now being prepared. There have been renewed commitments by MassHighway's Right of Way Bureau and National Grid to bring the NEPCO property rights agreement to a successful and mutually agreeable conclusion in the next several weeks. There are no permitting issues and all other property rights agreements have been executed and duly recorded. Submittal of 100% design plans is planned for July to achieve a planned November 2008 bid advertisement date. At this point in time, the Milford Upper Charles Trail Phase 2 Project is a viable FFY2009 project and has an excellent chance of starting construction in late spring or early summer of 2009.

Mr. David Mohler
June 10, 2008
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The Milford upper Charles Trail Committee fully understands and appreciates the challenges the TPPC and MPO face in trying to fit all project requests within the TIP's fiscal constraints. However, it is our hope that the TPPC will not accept the CTPS's recommendation to remove Phase 2 from the TIP until all options are considered and the full spectrum of consequences have been weighed.

Thank you for your consideration. If you have any question or require additional information please contact me at (508)473 -7790 or email renoandjean@verizon.net.

Sincerely,



Reno DeLuzio, Chairman

Cc:
Louis Celozzi
Board of Selectmen
Representative John Fernandes
Senator Richard Moore
Larry Dunkin
Hayes Morrison
Thomas Gray
Thomas Cahir
Barbara Lucas



**TOWN OF MEDWAY
DEPARTMENT OF PUBLIC SERVICES**

Building Maintenance Highway Dept. Parks Dept. Vehicle Maintenance

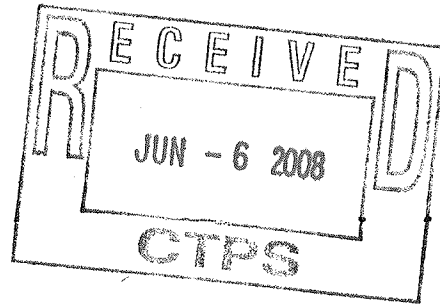
155 Village Street
Medway, Massachusetts 02053

(508) 533-3275 (508) 533-3287 FAX

David D'Amico
Director

Ms. Luisa Paiewonsky
Commissioner
Massachusetts Highway Department
10 Park Plaza, Suite 3170
Boston, MA 02116

June 5, 2008



Dear Commissioner Paiewonsky:

This letter is to inform you that the Town of Medway Board of Selectmen at their regularly scheduled meeting on March 3, 2008, voted to create the Route 109 Improvement Task Force. The purpose of the Task Force is to update and submit the Transportation Improvement Project application for the Route 109 corridor. This project was last submitted as TIP ID No. DM0157. The Task Force will be reviewing and finalizing the scope of work which will be expanded from the current project on file. It is urgent that this project remain on the TIP list and be a priority.

The project is number two on project priority for the SWAP sub-region of the Boston MAPC. The project has been on the SWAP TIP priority list for several years. Economic development along the corridor has driven the need to raise the urgency for this project.

Thank you in advance for your consideration.

Sincerely yours,

David D'Amico
DPS Director

cc: Hayes Morrison, CTPS
Barbara Lucas, Boston MAPC
Jim Gallagher, Boston MAPC
Thomas Waruzila, MassHighway District 3



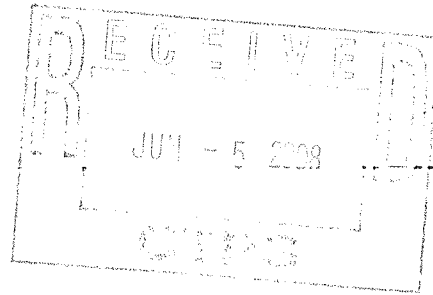
ESSEX BOARD OF SELECTMEN

TOWN HALL • MARTIN STREET • ESSEX, MASSACHUSETTS 01929-1219

Telephone (978) 768-6531

June 3, 2008

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




Dear Mr. Mohler:

We wish to thank the MPO for maintaining the Town's Route 133 Reconstruction Project (600217) as part of the federal fiscal year 2008 TIP element at your meeting of May 22, 2008. We understand that the draft amendment released for public comment at that time will be voted on by the MPO on June 26, 2008. The project is at the 100% design stage, is ready to proceed and, as Mr. McGlaughlin of the Massachusetts Highway Department pointed out directly to the MPO on May 1, 2008, its cost estimate is sound.

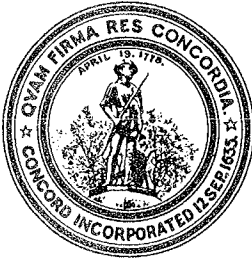
The project has been over twelve years in the making and much work and expense have been invested by both the Town and the Commonwealth. Please consider with the Committee our strong desire to keep the project programmed in the FY08 element of the FY2007-2010 TIP during your upcoming TIP discussion that is scheduled for June 26, 2008. The project is critical to the Town as articulated in our TIP update forms; has much support from Town government, the public, and MHD; and retaining our current programming position will allow us to proceed. Please feel free to contact me at (978) 768-6531 if you should have any questions or desire further information. Thank you.

On Behalf of the Essex Board of Selectmen,



Brendhan Zubricki
Town Administrator

cc: Senator Bruce Tarr
Representative Anthony Verga
Steve McLaughlin, MHD
Essex Division of the Cape Ann Chamber of Commerce
file



CONCORD PUBLIC WORKS

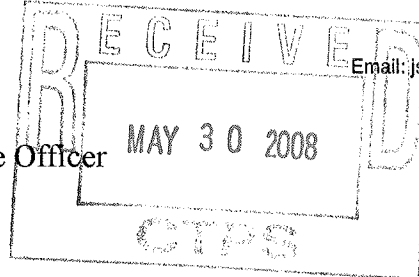
ENGINEERING DIVISION

133 KEYES ROAD
CONCORD, MASSACHUSETTS 01742-1601

JAMES SHURIS, P.E.
TOWN ENGINEER

29 May 2008

Mr. Daniel Gentile, Community Compliance Officer
MassHighway ROW Bureau
Massachusetts Highway Department
Ten Park Plaza
Room No. 6010
Boston, MA 02116



TEL: 978-318-3210
FAX: 978-318-3245
Email: jshuris@concordma.gov

RE: Route 62 – Main Street Project, Town of Concord, Massachusetts
Projis Key # 604646
RIGHT OF ENTRY – WITHOUT PREJUDICE forms

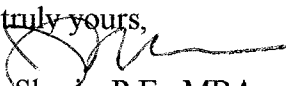
Dear Mr. Gentile:

We are writing to inform your office that all pre-requisite RIGHT OF ENTRY – WITHOUT PREDJUDICE forms for the Route 62 – Main Street Project, Projis Key No. 604646 have been secured. Enclosed please find duly executed RIGHT OF ENTRY – WITHOUT PREJUDICE forms from each of the eighty-two (82) property owners affected by the work associated for the above referenced project.

Please make note that two (2) of the original RIGHT OF ENTRY – WITHOUT PREJUDICE forms, namely TE-31 and TE-32, have been eliminated from this project as a result of design/engineering revisions and are no longer required. Kindly proceed to issue a RIGHT OF WAY CERTIFICATE for this project to allow this project to be advertised for construction.

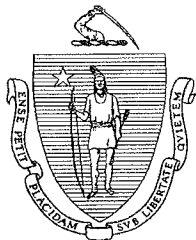
Thank you in advance for your assistance.

Very truly yours,


James Shuris, P.E., MBA
Town Engineer

cc: Chris Whelan, Town Manager (w/o enclosures)
Richard Reine, CPW Director (w/o enclosures)
Hayes Morrison, TIP Project Manager (w/o enclosures)

Enclosures



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

DR. JENNIFER CALLAHAN
STATE REPRESENTATIVE

SERVING THE PEOPLE OF THE
18TH WORCESTER DISTRICT

BELLINGHAM • BLACKSTONE •
MILLVILLE • SUTTON (PCTS 1 & 2) •
UXBRIDGE (PCTS 1, 2 & 4)

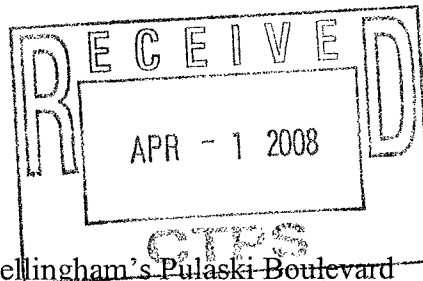
JOINT COMMITTEES:
Public Health
Higher Education
Municipalities & Regional Government

ROOM 130, 1ST FLOOR
(617) 722-2130
FAX (617) 722-2002

(508) 865-7788
Rep.JenniferCallahan@hou.state.ma.us

March 28, 2008

Mr. David Mohler, Chair
Transportation Planning and Programming Committee
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968



Dear Mr. Mohler:

It has recently come to my attention that the Town of Bellingham's Pulaski Boulevard project (PROJIS #602493) has not been programmed with a funding year in the draft 2009-2012 TIP. Once again, I would like to strongly encourage the Metropolitan Planning Organization to include this project in a funding round as soon as possible.

The Town of Bellingham is rapidly growing due to its proximity to public transportation, to metropolitan Boston and to the I-495 Corridor. In addition, with its juxtaposition along the Rhode Island border, the south portion of Bellingham has seen steady increases in inter-state traffic. With this growth has come increased congestion and strain on existing roads and intersections in this section of town. There are simply too many cars traveling on roads not capable of handling the current volume. Bellingham has recognized the necessity of changing traffic patterns and improving its streets and has taken the necessary steps in order to improve the situation.

The Town of Bellingham has had plans under MassHighway review for a reworking of the Pulaski Boulevard and South Main Street intersection since early 2004. This is the communities top priority project, for good reason. The signals at the intersection were a "temporary solution" installed more than twenty-five years ago and this intersection has been listed as one of the state's 1000 Worst Accident Locations. The Town is committed to this project and has already appropriated over \$3 million for the redesign of this major intersection and related water and sewer improvements for the area. State and federal monies would be well spent on this project.



Town officials have worked diligently to have the project ready for construction. With expedited MassHighway Department (MHD) reviews, the project can be ready for advertisement before September 30, 2008. The 75% review phase comments from all sections at MHD were received in November 2007. The Permanent Roadway and Drainage easements were recorded in September 2007. Over 150 Right of Entries or Temporary Easements are noted on the Right of Way plans. Bellingham's Department of Public Works cannot proceed until a clearer commitment for an advertisement date is made. Unfortunately, if the Town moves to obtain more Rights of Entry now, then those rights may expire before construction begins.

Bellingham's Department of Public Works has also completed the ANRAD process with the local Conservation Commission and received preliminary insight into the designs they would like to see as part of the Notice of Intent Filing. This filing is planned for February 2008, with a hearing date anticipated for March 2008. The ENF filing, under MEPA, should occur in April 2008 after the Conservation Commission issues an Order of Conditions. The 100% design submittal should also be completed in April 2008 as the 75% comments did not present the need for any significant modifications.

Bellingham's Department of Public Works has appropriated the funds needed to complete the design to PS&E level and will have a signed agreement with BETA Engineering for this work. They have appropriated \$1.3 million for design and land acquisition and \$2.2 million for water and sewer improvements. Bellingham's DPW has also constructed water and sewer improvements. In addition, the Town has recently completed area water and sewer infrastructure improvements rendering the road in need of repair to improve rough conditions created by the cross trenches.

For many years Bellingham has progressed steadily on this important project. The community has completed all that is required and is ready to proceed as soon as they receive necessary state funding. I strongly urge that Bellingham be put on the draft 2009-2012 TIP. During a fiscally constrained time period in which all transportation projects require utmost scrutiny, this particular project should be given priority because the community has advanced the project with local resources to assist the state in completing the project in a timely and efficient manner. Should you have any questions, please do not hesitate to contact me at (617) 722-2130.

Sincerely,



Jennifer Callahan
State Representative
18th Worcester District



BOSTON METROPOLITAN PLANNING ORGANIZATION

State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968
Tel. (617) 973-7100
Fax (617) 973-8855
TTY (617) 973-7089
www.bostonmpo.org

Bernard Cohen
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
(nonvoting)

MEMORANDUM

DATE June 19, 2008
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Assembly Square Station Feasibility Study

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 Assembly Square Station Feasibility Study dated June 19, 2008.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Project Planning Study

CTPS Project Number
23316

Client
Massachusetts Bay Transportation Authority (MBTA)
Project Supervisor: Joe Cosgrove

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Scott Peterson

Funding
New MBTA contract

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

This study involves analyzing the feasibility of a new Orange Line station at Assembly Square in Somerville. The MBTA is working in close coordination with the City of Somerville to determine the potential of such a station and the possibility of a public-private partnership to construct it.

The Assembly Square district is the largest redevelopment parcel in Somerville. The district contains over 145 acres of land, mostly underutilized or vacant, and includes much of the city's Mystic River waterfront and current open space. Situated approximately three miles from downtown Boston, Assembly Square is close to public transit, accessible from Route 28 and I-93, and near Malden, Everett and Medford retail centers.

In the last two decades, the City of Somerville, in conjunction with the private sector, has aggressively pursued the opportunity to revitalize the area. A recent study, Assembly Square Planning Study (ASPS), conducted by the City in 2000, has set the tone for all of the redevelopment efforts currently taking place under the leadership of the mayor, the Somerville Redevelopment Authority, and the Office of Housing and Community Development. The ASPS emphasizes establishing a mixed-use district with a principal component of high-tech office/R&D uses and a mixture of retail and residential uses. A key element identified in the ASPS is linking the area with the MBTA's rail transit system. The Orange Line and two commuter rail lines pass through the study area. The preferred method of connection identified in the ASPS is through a new Orange Line station at Assembly Square.

The MBTA will be seeking federal funding through a Federal Transit Administration (FTA) New Starts grant application process as an Exempt Project. CTPS has been requested by the MBTA to provide travel demand forecasting services to its study team and its consultant. The purpose of this work scope is to clearly specify the tasks CTPS will perform in this study.

OBJECTIVE(S)

The objective of this study is to perform travel demand analysis, including sensitivity testing, for up to eight model scenarios and assist the client with an FTA New Starts grant application.

WORK DESCRIPTION

Task 1 Perform Base-Year Model Calibration

Modeling of the 2006 base year will use the best and most current planning and modeling assumptions available to CTPS at the time of the issuance of the notice to proceed. The commuter rail, rapid transit, and major bus line boardings in the study area shown in Exhibit 1 will be calibrated by grouping together stations and stops having similar characteristics and geographic proximity along each transit line. Boardings by line will be calibrated such that the modeled numbers for each of the groupings are within 10 percent of the observed data for respective groupings.

Product of Task 1

A well-calibrated transit model set.

Task 2 Prepare Forecast-Year Inputs and Apply Model

CTPS will forecast two horizon years: the 2016 opening year and the 2030 design year. Model inputs—socioeconomic data, congested highway travel times, auto-operating costs, CBD parking costs, transit fares, and travel times—will be consistent with the currently adopted land use and background transportation projects assumed in the 2008 amended Regional Transportation Plan. A maximum of three scenarios will be forecast for each horizon year: a no-build scenario, excluding the proposed Orange Line station, and up to two build scenarios. The no-build scenario trip table distribution developed from the assumed demographics for each horizon year will be held constant across all of the build alternatives for that year as per FTA regulations. Additionally, the impact of the Urban Ring project on this project will be assessed by producing and analyzing 2030 no-build and build model run scenarios that do not assume the presence of the Urban Ring Phase 2 BRT service in the background transportation network.

Product of Task 2

Detailed travel demand results for the forecast-year scenarios.

Task 3 Analyze and Summarize Travel Demand Results

All scenario results obtained from the assignment and the mode choice models will be summarized in tabular form. Systemwide statistics such as total linked transit trips, auto trips, and unlinked transit trips by submode will be analyzed in detail to determine the demand associated with a new transit station at Assembly Square. Other transit and bus routes will be examined to ascertain the impact of a new station on them.

Product of Task 3

A spreadsheet summarizing the forecast-year travel demand results for the different scenarios.

Task 4 Provide Assistance to the Client in Preparing an FTA New Starts Grant Application

CTPS will provide coordination and assistance to the client and its consultant in an FTA New Starts grant application process.

Products of Task 4

Spreadsheets, memoranda, and any other relevant data needed by the client.

Task 5 Produce Technical Memorandum

CTPS will produce a technical memorandum describing the model and the results of the travel demand analyses.

Product of Task 5

A technical memorandum documenting the project.

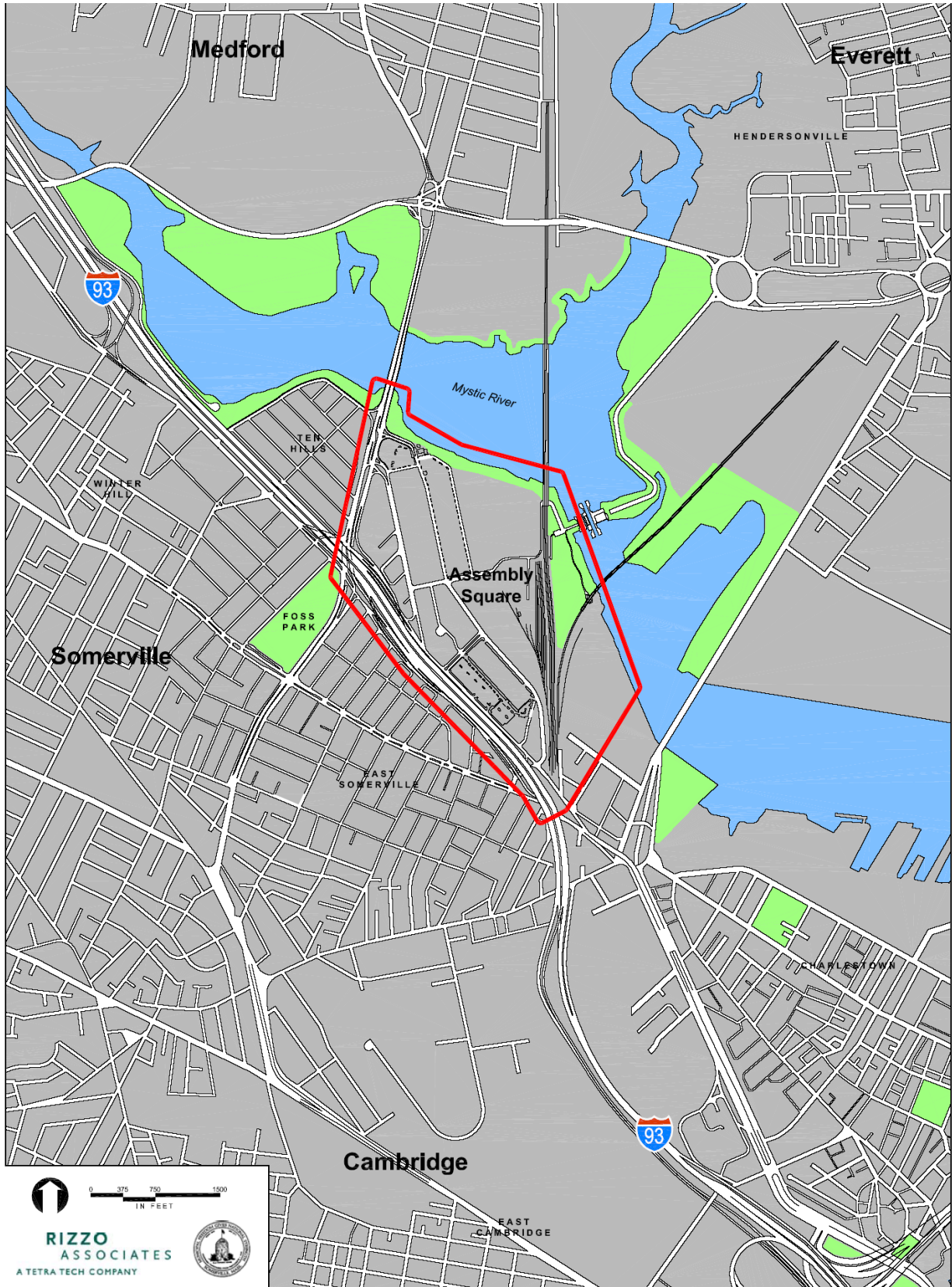
ESTIMATED SCHEDULE

It is estimated that this project would be completed five months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 2.

ESTIMATED COST

The total cost of this project is estimated to be \$42,000. This includes the cost of 18.5 person-weeks of staff time, overhead at the rate of 84.98 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 3.

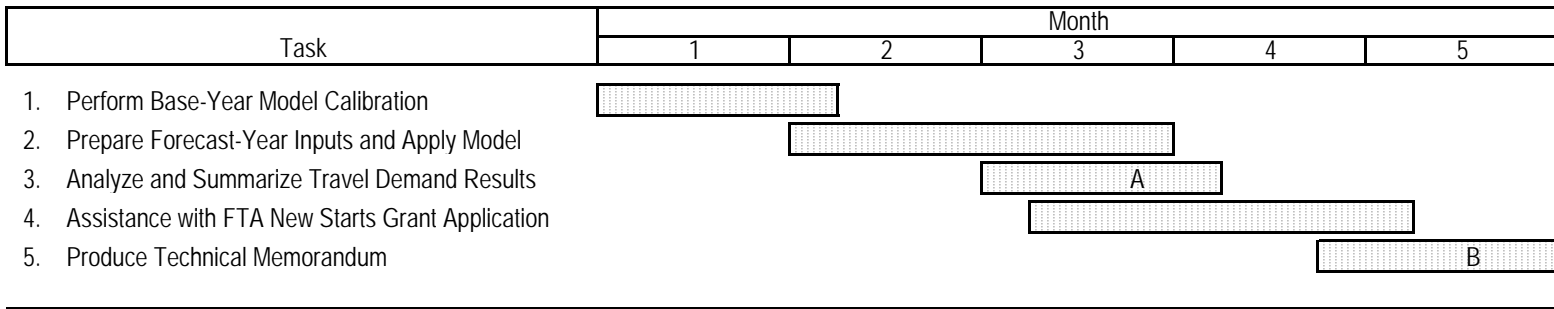
Assembly Square – Somerville Massachusetts – Exhibit 1



0 375 750 1500
IN FEET

RIZZO ASSOCIATES
A TETRA TECH COMPANY

Exhibit 2
 ESTIMATED SCHEDULE
 Assembly Square Station Feasibility Study



Products/Milestones
 A: Travel demand results
 B: Technical memorandum

Exhibit 3
 ESTIMATED COST
 Assembly Square Station Feasibility Study

Direct Salary and Overhead **\$41,900**

Task	Person-Weeks					Direct Salary	Overhead (@ 84.98%)	Total Cost
	M-1	P-5	P-4	P-3	Total			
1. Perform Base-Year Model Calibration	0.5	0.5	2.0	1.5	4.5	\$5,427	\$4,612	\$10,039
2. Prepare Forecast-Year Inputs and Apply Model	0.3	0.6	1.8	4.3	7.0	\$7,813	\$6,639	\$14,452
3. Analyze and Summarize Travel Demand Results	1.0	0.5	0.6	1.8	3.9	\$4,886	\$4,152	\$9,038
4. Assistance with FTA New Starts Grant Application	0.3	0.2	0.0	0.0	0.5	\$793	\$674	\$1,467
5. Produce Technical Memorandum	0.7	0.9	1.0	0.0	2.6	\$3,732	\$3,172	\$6,904
Total	2.8	2.7	5.4	7.6	18.5	\$22,651	\$19,249	\$41,900

Other Direct Costs **\$100**

Travel \$100

TOTAL COST **\$42,000**

Funding
New MBTA contract

MEMORANDUM

TO: Transportation Planning and Programming Committee

DATE: June 12, 2008

FROM: Hayes Morrison, TIP Manager

RE: Materials for discussion and development of the FFYs 2009 – 2012 Transportation Improvement Program

Since the June 5 meeting staff has compiled additional material for your consideration.

- 1) A complete staff recommendation with earmarks and transit
- 2) An index of target projects identified in the DRAFT TIP Tables “Current Programming”
- 3) A list of projects presented at Municipal and or Agency TIP Days - by potential funding year
- 4) A public comment matrix with letters associated
- 5) PIFs for:
 - a. Projects in the staff recommendation
 - b. Removed from the staff recommendation
 - c. Discussed at the June 5 meeting

Regional Highway Program

Indicates a change in project cost

Indicates removed from TIP

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element

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	moved in from 2008
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$5,600,000	\$1,400,000	\$7,000,000	from \$32M to \$69.9M
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,264,000	ROW lease issues
Somerville	604331	Somerville Community Path, Phase 1	\$2,022,624	\$505,656	\$2,528,280	moved out to 2010
Wakefield	603311	Salem Street--Three Intersections	\$1,580,800	\$395,200	\$1,976,000	moved to 2008
Watertown	602053	Intersection Improvements at Three Locations	\$700,000	\$175,000	\$875,000	moved to 2010
			<i>Federal Funds</i>	<i>State 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			\$14,747,424	\$3,686,856	\$14,155,000	
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>	

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three of Six	\$7,282,780	\$1,820,695	\$9,103,475	\$11,724,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One Six	\$2,400,000	\$600,000	\$3,000,000	\$8,069,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$2,321,694	\$580,424	\$2,902,118	project not ready until 2010
National Highway System Total			\$9,682,780	\$2,420,695	\$12,103,475	

DRAFT

Staff Recommendation – For Discussion ONLY
DRAFT FFY 2009 - Current Programming

DRAFT

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$16,446,404	\$4,111,601	\$20,558,005	from \$32M to \$69.9M
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	\$5,188,800	\$1,297,200	\$6,486,000	\$5,720,000
Salem	601017	Route 1A (Bridge Street)	\$5,491,200	\$1,372,800	\$6,864,000	
Surface Transportation Program Total			\$27,126,404	\$6,781,601	\$33,908,005	

Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,437,368	\$859,342	\$4,296,710	New Program
Highway Safety Improvement Program Total					\$4,296,710	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	
			Total Regional Target Programming		\$64,463,190	
			<i>Boston Region MPO Regional Target with State Match</i>		<i>\$64,463,190</i>	\$0

Regional Highway Program

- Indicates a change in project cost
- Indicates removed from TIP
- Indicates a project moved in from another TIP element
- Indicates a project moved out to another TIP element

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>		
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, Phase 2-A	\$6,406,400	\$1,601,600	\$8,008,000		\$7,700,000
Acton & Maynard	604531	Assabet River Rail Trail	\$9,401,600	\$2,350,400	\$11,752,000		\$11,300,000
Boston	604761	South Bay Harbor Trail (construction)	\$3,203,200	\$800,800	\$4,004,000		\$3,850,000
Boston	601274	Tremont Street , Phase 1	\$1,211,392	\$302,848	\$1,514,240		\$1,456,000
Somerville	604331	Somerville Community Path, Phase 1	\$2,103,529	\$525,882	\$2,629,411		\$2,528,280
Watertown	602053	Intersection Improvements at Three Locations	\$728,000	\$182,000	\$910,000		\$875,000
Weymouth	114906	Route 53 (Washington Street)/Middle Street	\$1,456,000	\$364,000	\$1,820,000		\$1,750,000
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
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					\$16,431,651		
					<i>CMAQ Regional Target</i>		\$12,890,131

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$3,704,294	\$926,074	\$4,630,368	\$5,016,130	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$6,307,318	\$1,576,829	\$7,884,147	\$7,004,246	
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two	\$4,039,024	\$1,009,756	\$5,048,780	\$8,652,800	
National Highway System Total					\$14,050,636	\$3,512,659	\$17,563,295

DRAFT

Staff Recommendation – For Discussion ONLY
DRAFT FFY 2010 - Current Programming

DRAFT

Surface Transportation Program

			<i>Total Funds w/ Inflation</i>			<i>Current Project Cost</i>	
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Value</i>		
Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	\$8,428,572	\$2,107,143	\$10,957,144	\$10,535,715	from 2008
Bedford, Billerica & Burlington	29492	Middlesex Turnpike (Mitre Extension), Phase Three	\$15,205,600	\$3,801,400	\$19,767,280	\$19,007,000	
Boston	601274	Tremont Street , Phase 1	\$619,008	\$154,752	\$804,710	\$773,760	from 2009
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 2	\$8,553,183	\$2,138,296	\$10,691,479	\$69,848,530	from \$32M to \$69.9M
Everett	602382	Route 99 (Broadway)	\$1,729,376	\$432,344	\$2,248,189	\$2,161,720	
Weymouth	601630	Route 18	\$6,160,000	\$1,540,000	\$7,700,000	\$23,700,000	moved to 2011/2012
Surface Transportation Program Total					\$24,701,522		

Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,437,368	\$859,342	\$4,296,710	New Program
Highway Safety Improvement Program Total					\$4,296,710	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	

Total Regional Target Programming **\$62,993,178**
Boston Region MPO Regional Target with State Match **\$62,993,178** \$0

*Projects Programmed in FFY 2010 have a 4% inflation rate applied

Regional Highway Program

Indicates a change in project cost

Indicates removed from TIP

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Total Funds w/ Inflation</i>				
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Value</i>	<i>Current Project Cost</i>	
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, Phase 2-A	\$6,662,656	\$1,665,664	\$8,328,320	7,700,000	moved to 2010
Boston	604761	South Bay Harbor Trail (construction)	\$3,331,328	\$832,832	\$4,164,160	\$3,850,000	from 2010
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$2,400,000	\$600,000	\$3,000,000	\$69,848,530	
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	\$4,391,802	\$1,097,951	\$5,489,753	\$5,075,585	moved to 2012
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
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			\$11,363,130	\$2,840,783	\$8,714,160		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$7,200,000	\$1,800,000	\$9,000,000	project funded over six years	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$6,516,756	\$1,629,189	\$8,145,945	\$12,926,754	
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$8,518,948	\$2,129,737	\$10,648,685	\$13,267,200	
National Highway System Total			\$15,035,704	\$3,758,926	\$27,794,630		

DRAFT

Staff Recommendation – For Discussion ONLY
DRAFT FFY 2011 - Current Programming

DRAFT

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>		
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$3,991,106	\$997,776	\$4,988,882	\$69,848,530	
Somerville	601820	Beacon Street	\$1,258,982	\$314,746	\$1,573,728	\$1,455,000	\$1,139,272
Weymouth	601630	Route 18	\$9,733,832	\$2,433,458	\$12,167,290	from 2010	
Surface Transportation Program Total					\$18,729,900		

Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,437,368	\$859,342	\$4,296,710	New Program
Highway Safety Improvement Program Total					\$4,296,710	
					<i>HSIP Regional Target</i>	\$4,296,710

Total Regional Target Programming

Total Regional Target Programming	\$59,535,400	
<i>Boston Region MPO Regional Target with State Match</i>	<i>\$59,535,400</i>	\$0

*Projects Programmed in FFY 2011 have a 4% inflation rate applied for 2010 and 2011

Regional Highway Program

Indicates a change in project cost

Indicates removed from TIP

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds w/ Inflation Value</i>	<i>Current Project Cost</i>	
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	\$4,567,474	\$1,141,869	\$5,709,343	\$5,075,585	from 2011
			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>		
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			\$1,240,000	\$310,000	\$7,259,343		
			<i>CMAQ Regional Target</i>		<i>\$12,890,131</i>		

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 4, Year Three	\$3,782,207	\$945,552	\$4,727,759
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four	\$9,575,926	\$2,393,982	\$11,969,908
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	\$9,842,028	\$2,460,507	\$12,302,535
National Highway System Total			\$23,200,162	\$5,800,040	\$29,000,202

Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>*Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Phase 3	\$5,138,659	\$1,284,665	\$6,423,324
Weymouth	601630	Route 18	\$10,044,657	\$2,511,164	\$12,555,821
Surface Transportation Program Total			\$15,183,316	\$3,795,829	\$18,979,145

Highway Safety Improvement Program (HSIP) Project

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$3,437,368	\$859,342	\$4,296,710	New Program
Highway Safety Improvement Program Total					\$4,296,710	
			<i>HSIP Regional Target</i>		<i>\$4,296,710</i>	

Total Regional Target Programming **\$59,535,400**

Boston Region MPO Regional Target with State Match **\$59,535,400** **\$0**

*Projects Programmed in FFY 2012 have a 4% inflation rate applied for 2010, 2011 and 2012

Worksheet

Multi-Year Projects			request	programmed		
Dedham, Needham & Westwood - 603206	2007					
Route 128 Improvement Program Contract 4, Year Two	2008					
	2009		\$3,000,000	\$3,000,000		
	2010		\$8,069,000	\$7,884,147		
	2011		\$7,004,000	\$8,145,945		
	2012		\$12,927,000	\$11,969,908		
			\$31,000,000	\$31,000,000		
					\$0	
Needham & Wellesley - 603711	2009					
Route 128 Improvement Program Contract 5, Year One	2010		\$6,080,000	\$5,048,780		
	2011		\$8,653,000	\$10,648,685		
	2012		\$13,267,000	\$12,302,535		
			\$28,000,000	\$28,000,000		
					\$0	
Canton, Randolph, Westwood - 87800	2007		\$17,628,000	\$17,628,000		
Route 128 Improvement Program Contract 4, Year One	2008		\$4,632,000	\$4,632,000		
	2009		\$11,724,000	\$9,103,475		
	2010		\$5,016,000	\$4,630,368		
	2011		\$9,000,000	\$9,000,000		
	2012		\$5,000,000	\$4,727,759		
			\$53,000,000	\$49,721,602	(\$3,278,398)	
Crosby's Corner	2009			\$31,854,715		
	2010			\$14,988,189		
	2011			\$12,285,592		
	2012			\$10,720,034		
			\$69,848,530	\$69,848,530		
					\$0	
Route 18	2011			\$12,167,290		
	2012	actualized for 2011		\$12,555,821		
			\$25,633,920	\$24,723,111	(\$910,809)	
Projects Removed					actualized for 2010	current est.
Acton & Maynard	604531	Assabet River Rail Trail		2010	\$11,752,000	\$11,300,000
Bedford, Billerica & Burlington	29492	Middlesex Turnpike (Mitre Extension), Phase Three		2010	\$19,903,104	\$19,137,600
Milford	604530	Upper Charles Trail, Phase 2		2009	\$4,264,000	\$4,264,000

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Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Belmont, Cambridge & Somerville	600811	Bicycle Facility	2009	CMAQ NHS STP HSIP Earmark	\$5,200,000	\$5,200,000
Boston		Boston Traffic Management Center Operations	2009	CMAQ NHS STP HSIP Earmark	\$405,000	\$405,000
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	2009 2010 2011 2012	CMAQ NHS STP HSIP Earmark	\$650,000	\$2,600,000
Boston Region		Regional Transportation Demand Management Program	2009 2010 2011 2012	CMAQ NHS STP HSIP Earmark	\$250,000	\$1,000,000

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Boston Region		Suburban Mobility Improvement Program		2009	CMAQ	\$650,000	\$2,600,000	
						NHS		
						STP		
						HSIP		
				Earmark				
				2010	CMAQ	\$650,000		
					NHS			
					STP			
					HSIP			
				2011	CMAQ	\$650,000		
					NHS			
					STP			
					HSIP			
				2012	CMAQ	\$650,000		
					NHS			
					STP			
					HSIP			
Concord & Lincoln		602984	Route 2 (Crosby's Corner)	2009	CMAQ	\$7,000,000	\$69,848,530	
						NHS		
						STP		\$20,558,005
						HSIP		\$4,296,710
				Earmark				
				2010	CMAQ			
					NHS			
					STP	\$10,691,479		
					HSIP	\$4,296,710		
				2011	CMAQ	\$3,000,000		
					NHS			
					STP	\$4,988,882		
					HSIP	\$4,296,710		
				2012	CMAQ			
					NHS			
					STP	\$6,423,324		
					HSIP	\$4,296,710		
Canton, Randolph & Westwood		087800	Route 128 Improvement Program Contract 4, Year Three of Six	2009	CMAQ	\$11,724,000	\$30,740,000	
						NHS		
						STP		
						HSIP		
				Earmark				
				2010	CMAQ	\$5,016,000		
					NHS			
					STP			
					HSIP			
				2011	CMAQ	\$9,000,000		
					NHS			
					STP			
					HSIP			
				2012	CMAQ	\$5,000,000		
					NHS			
					STP			
					HSIP			
					Earmark			

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Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One Six	2009	CMAQ NHS STP HSIP Earmark	\$3,000,000	\$31,000,000		
				2010	CMAQ NHS STP HSIP Earmark		\$8,069,000	
					2011		CMAQ NHS STP HSIP Earmark	\$7,004,000
							2012	CMAQ NHS STP HSIP Earmark
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One	2009	CMAQ NHS STP HSIP Earmark		\$28,000,000		
				2010	CMAQ NHS STP HSIP Earmark		\$6,080,000	
					2011		CMAQ NHS STP HSIP Earmark	\$8,653,000
							2012	CMAQ NHS STP HSIP Earmark
Foxborough, Norfolk, & Wrentham	602496	Route 115 (Pond/Pine St)	2009	CMAQ NHS STP HSIP Earmark	\$6,486,000	\$6,486,000		
Salem	601017	Route 1A (Bridge Street)	2009	CMAQ NHS STP HSIP Earmark	\$6,864,000	\$6,864,000		
Acton, Carlisle, Westford	604532	Bruce Freeman Memorial Bicycle Path, Phase 2-A	2010	CMAQ NHS STP HSIP Earmark	\$8,008,000	\$8,008,000		
Boston	601274	Tremont Street , Phase 1	2010	CMAQ NHS STP HSIP Earmark	\$1,514,240	\$2,318,950		
					\$804,710			
Somerville	604331	Somerville Community Path, Phase 1	2010	CMAQ NHS STP HSIP Earmark	\$2,629,411	\$3,639,099		
					\$1,009,688			
Watertown	602053	Intersection Improvements at Three Locations	2010	CMAQ NHS STP HSIP Earmark	\$910,000	\$910,000		

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Bedford, Billerica & Burlington	29491	Middlesex Turnpike (Mitre Extension), Phase Two	2010	CMAQ	\$10,957,144	\$14,257,272
				NHS		
				STP		
				HSIP		
				Earmark	\$2,402,628	
				Earmark	\$897,500	
Everett	602382	Route 99 (Broadway)	2010	CMAQ		\$2,248,189
				NHS		
				STP	\$2,248,189	
				HSIP		
				Earmark		
Boston	604761	South Bay Harbor Trail	2011	CMAQ	\$4,164,160	\$4,164,160
				NHS		
				STP		
				HSIP		
				Earmark		
Somerville	601820	Beacon Street	2011	CMAQ		\$4,154,038
				NHS		
				STP	\$1,573,728	
				HSIP		
				Earmark	\$2,580,310	
Weymouth	601630	Route 18 Roadway Improvements	2011	CMAQ		\$24,723,111
				NHS		
				STP	\$12,167,290	
				HSIP		
				Earmark		
			2012	CMAQ		
				NHS		
				STP	\$12,555,821	
				HSIP		
				Earmark		
Stoneham, Winchester & Woburn	604652	Tri-Community Bikeway (Construction)	2012	CMAQ	\$5,709,343	\$5,709,343
				NHS		
				STP		
				HSIP		
				Earmark		

Municipal and Agency TIP Day Projects by Potential Advertising Year

Potential FFY 2008 Projects

Municipality	Project Number	Project Name	Current Cost Estimate	Notes	Funding Status
Boston	600636	Massachusetts Avenue	\$10,825,180		
Boston	604997	Fenway, Forsyth & Museum Way (HPP - if form needed)*	\$2,351,345	earmark funded	
Concord	604646	Route 62 (Main Street)	\$3,601,130		
Concord	604630	Resurfacing of Route 2	\$1,158,000	MassHighway Presented	no funding identified
Concord	604631	Resurfacing of Route 2	\$1,237,572	MassHighway Presented	no funding identified
Dedham	602009	Washington Street	\$7,020,530		funding subject to amendment one approval
Essex	600217	Route 133 (Main Street)	\$6,166,644		
Franklin	602962	King Street Ramps	\$4,750,000		no funding identified
Hull	604743	West Corner Culvert	\$2,725,800	partially earmark funded	
Lincoln	604629	Resurfacing of Route 2	\$1,214,990	MassHighway Presented	no funding identified
Littleton	603540	Goldsmith St	\$5,200,000	City Providing \$1M	funding subject to amendment one approval
Newton	601899	Commonwealth Avenue, Phase 3	\$8,901,060		
Newton	DM0207	Commonwealth Avenue, Phase 3	\$8,901,060		
Topsfield	602747	Reconstruction of Ipswich Road	\$3,936,780		funding subject to amendment one approval
Wakefield	603311	Salem St. & 3 intersections	\$2,254,636		funding subject to amendment one approval
Watertown	601686	Pleasant St and Howard St	\$8,992,380		

Potential FFY 2009 Projects

Municipality	Project Number	Project Name	Current Cost Estimate	Notes
Bedford	29491	Middlesex Turnpike (MITRE Extension), Phase One*	\$13,841,840	partially funded by earmark
Bellingham	602493	Pulaski Boulevard (Phase 1)	\$9,500,000	
Belmont, Cambridge, Somerville	600811	Belmont, Cambridge, and Somerville Bicycle Facility*	\$5,200,000	
Braintree	602027	Resurface Rte. 37, Hancock Street and Washington St	\$1,000,000	
Concord/Lincoln	602984	Route 2 (Crosby's Corner)*	\$69,848,530	
Danvers/Peabody	87612	Route 128 at Route 35 and Route 62	\$25,000,000	MassHighway Presented, Previously Funded
Franklin	601359	Pleasant Street	\$4,700,000	potentially totally earmark funded
Ipswich	602146	Route 133	\$1,830,000	MassHighway Presented, Previously Funded
Lexington	602133	Route 2A- Waltham Street	\$6,000,000	
Medford	605122	Clippership Drive Reconstruction	\$1,228,470	
Milford	604530	Upper Charles Trail, Phase II	\$4,100,000	Only ready if ROW lease issues are resolved
Newton	604327	Resurfacing and related work on Route 9 (non-NHS)	\$3,000,000	MassHighway Presented
Norfolk	602496	Route 115 (Pond St)	\$6,486,000	
Pembroke	600380	Route 36 Resurface Route 36 (Center St.)	\$127,111	
Quincy	601947	Quincy Center Concourse, Phase 2****	\$7,500,000	Totally funded by earmark
Reading	604804	Resurface Main Street (Route 28)	\$3,750,000	
Salem	601017	Route 1A (Bridge St)*	\$660,000	
Saugus	601513	Route 1 at Walnut St	\$18,525,078	MassHighway Presented, Previously Funded
Somerville	DM0328	Union Square Roadway & Streetscape Improvements (Study)	earmark funded	
Somerville	600831	I-93 Mystic Avenue Interchange (Study & Design)	earmark funded	
Winchester	601019	Four Intersections	\$2,500,000	

Potential FFY 2010 Projects

Municipality	Project Number	Project Name	Actualized Cost	Current Cost	Notes
Bedford	29492	Middlesex Turnpike, Phase Two*	\$19,903,104	\$19,137,600	
Bellingham	604862	Route 126 at I495	\$7,800,000	\$7,500,000	MassHighway Presented
Beverly	600220	Route 1A (Rantoul Street)	\$5,528,962	\$5,316,310	
Boston	601274	Tremont Street Phase 1*	\$2,288,000	\$2,200,000	
Braintree	602593	Reconstruct Union Street, Cleveland to Commercial streets	\$4,992,000	\$4,800,000	
Danvers	601825	Liberty St	\$1,820,000	\$1,750,000	
Danvers	602310	Collins St	\$6,666,400	\$6,410,000	
Duxbury	603455	Route 3A/Chestnut St. & Tobey Garden St.	\$1,560,000	\$1,500,000	
Duxbury	603462	Route 53/Winter Street	\$260,000	\$250,000	
Everett	602382	Route 99*	\$2,248,189	\$2,161,720	
Framingham	124202	Route 9 to Route 126	\$4,160,000	\$4,000,000	MassHighway Presented
Franklin	604988	Route 140 Improvements	\$5,616,000	\$5,400,000	
Hudson	604812	Route 85/Washington Street	\$8,424,000	\$8,100,000	
Ipswich	604945	North Green Improvement Project	\$706,160	\$679,000	enhancement
Lexington	604619	Hartwell Ave Intersections	\$520,000	\$500,000	
Lynn	604651	Intersections Route 129 at Four Locations	\$841,360	\$809,000	
Marlborough	604697	Farm Road	\$2,826,002	\$2,717,310	
Marlborough	604811	East Main Street	\$2,080,000	\$2,000,000	
Marshfield	604915	Route 139 Roadway Improvement Project	\$6,760,000	\$6,500,000	
Medford		Medford Square Parking and Transit Facility**			transit earmark
Milford	603867	Route 16 Traffic Signal Improvements	\$806,000	\$775,000	
Milton	602639	Route 138 - Neponset Valley Parkway	\$384,800	\$370,000	
Weymouth	114906	Route 53 (Washington Street)/Middle Street/Winter Street	\$1,820,000	\$1,750,000	

Potential FFY 2011 Projects

Municipality	Project Number	Project Name	Actualized Cost	Current Cost	Notes
Arlington	604687	Mass. Ave. Phase 1	\$2,163,200	\$2,000,000	municipality \$,500,00
Belmont	604688	Trapelo Road and Waltham Street	\$9,294,502	\$8,593,290	
Beverly	604369	Route 128/Brimbal Avenue overpass/interchange	\$12,979,200	\$12,000,000	
Boston	604761	South Bay Harbor Trail	\$4,164,160	\$3,850,000	
Canton	603883	Route 138	\$3,082,560	\$2,850,000	
Hingham	600518	Reconstruction of Route 228 (Derby St) from Route 3 to Route 228	\$2,163,200	\$2,000,000	
Milton	604206	Central Ave	\$1,811,680	\$1,675,000	
Natick	601586	Route 9/Oak St	\$3,244,800	\$3,000,000	
Newton	601704	Walnut Street	\$3,244,800	\$3,000,000	
Norwell	602378	Route 123 (Main St)	\$973,440	\$900,000	
Norwood	604916	Pleasant Street/Morse Street Intersection	\$877,113	\$810,940	
Reading	601705	West Street	\$6,811,214	\$6,297,350	
Somerville	603968	Magoun Square Roadway Reconstruction & Safety Improvements (Construction)	\$2,163,200	\$2,000,000	
Somerville	601820	Beacon Street	\$4,218,240	\$3,900,000	
Southborough	604989	Route 30/Main Street Rehabilitation	\$4,326,400	\$4,000,000	
Walpole	600671	Route 1A Main Street (north Side)	\$5,408,000	\$5,000,000	
Walpole	602261	Route 1A Main Street (south Side)	\$5,408,000	\$5,000,000	
Weymouth	601630	Route 18 Roadway Improvements	\$25,633,920	\$23,700,000	
Winchester	604652	Tri-Community Bikeway*	\$5,489,753	\$5,075,585	
Woburn	602964	Magazine Hill**	\$2,020,721	\$1,868,270	currently a funded Transit project
Woburn	604935	Montvale Ave	\$3,677,440	\$3,400,000	

Potential FFY 2012 Projects

Municipality	Project Number	Project Name	Actualized Cost	Current Cost	Notes
Beverly	600219	Cabot Street	\$7,003,628	\$6,226,200	
Boston		T under D			MassPort Presented
Boston		East Boston Haul Road	\$15,748,096	\$14,000,000	
Cambridge	DM0103	Cambridge Common and Flagstaff Park	\$1,124,864	\$1,000,000	For Construction, overmatched by City
Danvers/Peabody	604638	Improvements to Route 128	\$30,672,976	\$27,268,164	
Melrose	601553	Main St, Hospital Sq	\$1,574,810	\$1,400,000	
Natick	605034	Route 27 (North Main Street)	\$11,394,399	\$10,129,579	
Revere	605012	Route 1 Widening	\$73,750,156	\$65,563,620	
Walpole	DM0358	Washington Street (SAFETEA-LU earmark)		all or partially earmark funded	earmark = \$1,400,000
Wrentham	603739	I495 at Route 1A Interchange	\$5,624,320	\$5,000,000	

Potential FFY 2012+ Projects

Municipality	Project Number	Project Name	Notes
Boston	HM0020	Sullivan Square Phase 1 (HPP - if form needed)*	
Boston		Conley Truck Route in South Boston	Massport presented
Boxborough	DM0311	Route 111 Trail	
Braintree	86901	Resurface Old Rte. 128, Braintree & Weymouth	needs to go back to PRC
Brookline	HM0012	Gateway East	
Canton	DM0037	East-West Connector	
Chelsea	DM0168	Spruce Street	
Chelsea	DM0342	Beacham and Williams Street	
Duxbury	DM0090	Route 3A/Route 139	
Everett	DM0170	Ferry Street	
Everett	HM0003	Main Street	
Framingham	DM0171	Route 126 (Route 9 to Concord St)	
Framingham	DM0346	Cochituate Rail Trail	
Framingham	DM0264	Route 126/135 Grade Separation	
Hopkinton	DM0265	School Street / West Main Street Intersection	
Hopkinton	DM0283	Veterans Memorial Drive/Alternate Route	
Lexington	HM0013	West Lexington Greenway	
Marlborough	DM0244	Route 85 North (Bolton St)	
Melrose	DM0094	Wyoming Ave	
Milford	DM0183	Veterans Memorial Drive/Alternate Route	
Natick	HM0002	Route 9/Route 27	
Natick	DM0346	Cochituate Rail Trail	
Pembroke	DM0250	Route 14 Corridor Reconst. etc.	
Pembroke	DM0350	W. Elm St. Stone Arch Bridge-Ind. Head River	
Pembroke	DM0284	Route 27 Corridor Fund route 27 corr. reconst.	
Pembroke	DM0310	Route 53/Pleasant St. intersect. improvement	
Randolph	DM0269	Route 28 (N. Main Street and Liberty Street intersection)	
Randolph	DM0271	Oak Street	
Reading	HM0004	Downtown Parking Garage	
Reading	HM0005	Streetscape Improvements on Haven & High Street	
Reading	HM0006	Pedestrian Signal Main St. (Route 28) @ Minot Street	
Reading	HM0007	Haverhill Street Reconstruction	
Salem	DM0354	Canal St	
Scituate	HM0009	Intersection Improvements	
Scituate	HM0010	Pathways linking all of Scituate	
Somerville	DM0334	Orange Line Station at Assembly Square	
Somerville	HM0014	Broadway in East Somerville CMAQ	
Somerville	DM0335	Assembly Square - with Enhancement	
Southborough	DM0344	Cordaville Road/Route 85 Rehabilitation	
Stow	HM0011	Assabet River Rail Trail Stow/Hudson Section	
Sudbury	DM0187	Old Sudbury Road (Route 27)	
Sudbury	DM0274	Route 20/Landham Road Intersection	
Sudbury	DM0304	Route 20/Horsepond Road	
Sudbury	DM0349	Route 20/Wayside Inn Road	
Walpole	DM0252	Coney Street-Route95 Interchange	
Wellesley	Inactive MHD	Route 9 drainage	
Weston	602000	Route 30 (South Avenue/Wellesley Street) Improvements	needs to go back to PRC

Potential FFY 2012+ Projects

Weston	601999	Resurface a section of Route 117 (North Avenue)	needs to go back to PRC
Concord	602091	Concord Rotary (Routes 2/2A/119)	
Concord Sudbury	HM0019	Bruce Freeman Memorial Bike Path	
Hudson	602947	Assabet River Rail Trail Stow/Hudson Section	
Milford	604530	Upper Charles Trail Phase 2	\$4,100,000
Revere	601934	Revere Street Reconstruction	needs to go back to PRC

2008 TIP Day Presented Bridges

Municipality	Project Number	Project Name
Everett	604660	Revere Beach Parkway Bridge
Woburn	604996	New Boston St Bridge
Wellesley	600776	Rockland St Bridge
Wellesley	604007	Cedar St Bridge
Randolph*	DM0260	Route 28 (N. Main Street) Bridge
Beverly	602514	Route 1A bridge and walkway on Beverly harborfront
Peabody	603531	Howley Street Bridge
Reading	603473	Main Street Bridge over Ipswich River
Ipswich	601356	County Street Bridge
Ipswich		Mill Road Bridge**
Dover	HM0001	Dover St. Bridge
Southborough	603793	Route 85 (River Street) Bridge
Hopkinton	603793	Route 85 (River Street) Bridge
Hudson	604732	Washington Street Bridge***
Hudson	604006	Houghton Street Bridge
Hudson	601906	Cox Street Bridge
Hanover	603784	Route 3 over High St Bridge
Hanover	605101	Route 53 over Route 3 to include intersection
Hanover	DM0350	West Elm St. - Stone Arch Bridge - over Indian Head River
Pembroke	DM0350	W. Elm St. Stone Arch Bridge-Ind. Head River
Scituate*	HM0008	Mordicai-Lincoln Bridge
Scituate*	HM0015	Foster Rd Bridge
Norwood	603417	Morse Street Bridge

Comments to the FFYs 2009 - 2012 TIP

Date	Name/Affiliation	Comment	MPO Action
3/28/2008	Rep. Jennifer Callahan, 18th Worcester-Commonwealth of Massachusetts	Requests MPO program Pulaski Boulevard project in Transportation Plan. The corridor has steady increase of Inter-state (MA-RI) traffic and resulted in congestion. Bellingham has had plans under review of MassHighway since 2004 and is the communities top priority project. The intersection has been sited as one of the states Worst Accident Locations and the town has appropriated \$3 million for redesign of the intersection and water and sewer improvements. With MassHighway reviews, it is expected to be ready for advertisement before September 2008. There are over 150 right of way entries on the right of way plan. Bellinghams department of public works cannot move further without an advertisement date. The DPW has completed the ANRAD process and recieved preliminary insight into designs for the notice of intent filing. This filing is planned for February with an anticipated hearing date for March 2008. The ENF under MEPA should occur in April 2008 and the 100% design submittal should also be completed in april 2008. The DPW has appropriated the funds needed for the PS&E level, appropriated 1.3 million for design and land aquisition, and \$2.2 million for water and sewer improvements.	
3/30/2008	Richard White, Town Manager - Town of Winthrop	Requests MPO to release \$500,000 grant from FY 2003 to enable a water demonstration project and to flex funds to EOTPW or to DCR's Division of Waterways as soon as possible.	
5/15/2008	Frank Tramontozzi, Chief Engineer - Town of Hanover	Requests MPO program Bridge No. H-06-11 Replacement and Rte. 53/Rte. 3 NB Ramp Intersection Improvement Projects in FFY 2008. MHD merged projects into one project. Requests MHD Design Team to reconvene as soon as possible.	
5/15/2008	David Carriere, Superintendent - Town of Marshfield	Requests MPO add Plain St. (Rte. 139) Widening Reconstruction Project (604915) to Transpotration Plan. Widen from two lanes to four lanes for one mile. 25% design submitted.	
5/17/2008	Peter Forman, President and CEO - South Shore Chamber of Commerce	Requests Rte. 139 Widening Reconstruction Project (604915) be added to Transportation Plan. One of Chamber's top priorities for economic development in South Shore.	
5/19/2008	Rocco Longo, Town Administrator - Town of Marshfield	Requests MPO program Rte. 139 Widening Project as soon as possible and add project to Transportation Plan. Project is needed for economic development in the area.	
5/19/2008	John Carroll, General Manager - Town of Norwood	Requests MPO program Pleasant and Morse Sts. Signalization Replacement Project in FFY 2008. Intersection has crash rate of 1.05; State average rate is 0.66; District 5 average rate is 0.59. Key pedestrian route for MBTA Bue Rte. 34E, Coakley Middle School and Balch Elementary School. 75% design plans to be submitted on June 19; 100% anticipated to be submitted in September. No environmental permitting or land takings required.	
5/19/2008	Brendhan Zubricki, Town Administrator - Town of Essex	Requests MPO to retain Route 133 Reconstruction Project (600217) in FFY 2008. 100% design submitted and a ROW certificate should be coming. Anticipating to advertise in August.	
5/22/2008	Rep. Geoffrey Hall, 2nd Middlesex - Commonwealth of Massachusetts	Requests MPO program Reconstruction of Goldsmith St. (604530) in FFY 2008. Project accepted by MHD in 2001. 100% Design in 2008 (Expected to be advertised in 2011). 1.45 miles of reconstruction. \$5.7 million.	
6/3/2008	Brendhan Zubricki, Town Administrator - Town of Essex	Requests MPO program Route 133 Reconstruction Project in FFY 2008. The project is at 100% and ready to proceed and the Mass Highway Department stated the cost estimate is sound.	
6/5/2008	David D'Amico, Director- Town of Medway Department of Public Works	Requests MPO program Route 109 corridor. Medway Board of Selectman voted to create a Route 109 improvement task force to update and submit TIP application. The projected was submitted as TIP ID No. DM0157 and is currently number 2 in project priority for the SWAP Subregion. The economic development in the corridor makes this urgent.	
6/10/2008	Reno Deluzio, Chairman- Milford Upper Charles Committee	Requests MPO program Milford Upper Charles Trail Phase 2 in FFY 2009. Responses to 75% design comments received from MassHighway are in preparation. NEPCO property rights agreement is expected to be successful and concluded in next several weeks. There are no permitting issues, and all property rights agreements are executed and duly recorded. 100% design plan is planned for July for November 2008 bid advertisement.	
6/9/2008	Elizabeth Fresolone, Supervisor- National Grid	Requests MPO program Upper Charles Trail Phase 2 in Transportation Plan. The New England Company reviewed and approved the 75% design plans. The National Grid intends to work to continue working diligently to resolve remaining lease issues and anticipates resolution in the next several weeks.	