

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

October 16, 2008 Meeting

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

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

Barbara Lucas, Vice Chair, Metropolitan Area Planning Council (MAPC)

Decisions

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

- hire Eric Howard as Manager of the Mobility Management System at Central Transportation Planning Staff (CTPS)
- promote Hiral Gandhi to full time employee status at CTPS
- approve for release the *Safety and Operational Improvements at Selected Intersections Study*
- approve the minutes of the Transportation Planning and Programming Committee meeting of September 18th with recommended changes

Meeting Agenda

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

There was none.

2. Subcommittee Chairs' Reports – *Barbara Lucas, MAPC, Stephen Woelfel, MassHighway, and Paul Regan, MBTA Advisory Board*

B. Lucas reported that the TIP Criteria Subcommittee will meet on the afternoon of November 6. The Subcommittee will discuss the approach to the TIP criteria.

S. Woelfel reported that the Unified Planning Work Program (UPWP) Subcommittee will meet at 9:15 AM on November 6.

P. Regan reported that the Administration & Finance Subcommittee voted unanimously this morning to recommend the hiring of Eric Howard as Manager of the Mobility Management System at CTPS, and to recommend promoting Hiral Gandhi from part-time status to permanent employee status at CTPS.

3. Approval of Recommendations of the Administration & Finance Committee – *Paul Regan, MBTA Advisory Board, and Arnie Soolman, Director, CTPS, MPO Staff*

A motion to hire Eric Howard as Manager of the Mobility Management System at CTPS and to promote Hiral Gandhi to full time status at CTPS was made by P. Regan, and seconded by S. Woelfel. The motion passed unanimously.

4. Safety and Operational Improvements at Selected Intersections Study: Analysis and Recommendations – *Karl Quackenbush, Deputy Director, CTPS, MPO Staff*
Bob Sievert, MPO Staff, provided a briefing on the study at the meeting of September 18.

A motion to approve and release the *Safety and Operational Improvements at Selected Intersections Study* was made by P. Regan, and seconded by S. Woelfel. The motion passed unanimously.

5. Work Program for HOV Monitoring on the Southeast Expressway – *Karl Quackenbush, Deputy Director, CTPS, MPO Staff*

Monitoring of the HOV lanes on the Southeast Expressway first began in 1998. This work program represents a continuation of on-going work. Staff will conduct travel time runs and vehicle occupancy counts on the lanes, and produce quarterly reports and a final report. Last winter Seth Asante, MPO Staff, presented a summary of HOV lane trends to the MPO.

Malek Al-Khatib, Regional Transportation Advisory Council, asked why this work would be continued given that the data is showing no changes. K. Quackenbush replied that there have been changes in travel times over the years, and that the Department of Environmental Protection requires the work.

6. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the September 18th meeting – with changes recommended by Jim Gallagher, MAPC, to pages 8 and 12 – was made by S. Woelfel, and seconded by Mary Pratt, Town of Hopkinton. The motion passed unanimously.

7. Regional Transportation Advisory Council – *Malek Al-Khatib, Regional Transportation Advisory Council*

The Advisory Council met on October 8 and reviewed the draft amendment to the federal fiscal year (FFY) 2009 and FFY 2010 elements of the FFYs 2007—2010 Transportation Improvement Program (TIP).

8. Public Comments

State Senator Pam Resor spoke on behalf of her constituents and others in the Commonwealth who are supportive of advancing bicycle trails. She urged the MPO to keep bicycle trails in the Regional Transportation Plan (Plan) to allow access to federal funds.

Priscilla Ryder, City of Marlborough, urged the MPO to include the Assabet River Rail Trail project in the Plan. The Federal Highway Administration (FHWA) is requiring that the project be listed as a line item in the Plan for access to the project's \$1.5 million federal earmark. She noted that the project has been worked on for twenty years and the section of trail in Marlborough and Hudson is getting great use by schoolchildren and commuters. The vision is to extend the trail to South Acton. She distributed letters of support for the project from the City of Marlborough's mayor and Conservation Commission. (See attached.)

Duncan Power, Clerk of the Assabet River Rail Trail, Inc., presented a petition in support of restoring design funding for the Acton and Maynard section of the Assabet River Rail Trail. (See attached.) He noted that there is popular support for the project. The section of trail is five miles long, but it is 2.25 miles from the South Acton commuter rail station to Clock Tower Place office park, a major employment site. He also spoke of the need for including the project in the Plan to allow access to federal funds.

Beth Rudolph, Assistant Town Engineer for the Town of Winchester, representing the towns of Stoneham, Winchester, and Woburn, spoke in support of the Tri-Community Bikeway project. The towns have received comments from MassHighway on the 25% design plans, and the 25% design hearing will be scheduled. The 100% design plans are progressing; Fay, Spofford, and Thorndike is the consultant. She noted that construction funding for the project was included in three previous TIPs, but the funding was removed from the current TIP. She requested that the MPO restore funding in the FFY 2011 element of the TIP and include the project in the Plan. She stressed the importance of the project to the three towns noting that the trail connects to two rail stations, connects schools in Winchester and Stoneham, and goes through the historic district of Winchester. She referenced letters of support that were sent by the Winchester Board of Selectmen and the Winchester Greenway Committee.

Cameron Bain, Tri-Community Bike/Greenway, noted that planning for the Tri-Community Bikeway project began in 1988 and the project is the second oldest bicycle trail project in the state. Advocates of the project have worked hard with the legislative caucus and other groups to advance the project. He urged the MPO to consider that this project has been 20 years in the making.

9. JOURNEY TO 2030, Plan Amendment – *David Mohler, EOTPW, and Anne McGahan, MPO Staff*

A. McGahan distributed a memorandum that summarized the resource allocation split that the MPO adopted for the current Plan, which showed a list of transit and highway projects and a list of maintenance and management programs included in the Plan. (See attached.) For transit funding, the MPO chose a split of 90% for maintenance and 10% for expansion, and for highway funding, the MPO chose a split of 70% maintenance and 30% for major infrastructure (projects costing over \$25 million) and expansion projects.

D. Mohler stated that FHWA has issued additional guidance to the MPO (see attached) and he summarized the guidance:

- Projects costing over \$10 million should be included in the Plan in accordance with the Project Oversight Agreement between MassHighway and the Massachusetts Division of FHWA. The projects should be shown as line items in the list of recommended projects and accounted for in the financial constraint section.
- The financial constraint section should account for the \$1.1 billion Grant Anticipation Notes (GANS) repayment of the Accelerated Bridge Repair Plan for projects in the Boston region.

- Projects for which FHWA requires an Environmental Assessment or Environmental Impact Statement should be included in the list of recommended projects and accounted for in the financial constraint section.
- FHWA recommends that projects be sorted by a short- and long-range timetable for project implementation. FHWA recommends a five-year period for the short-term time frame (FFYs 2009-2013).
- The financial plan should assess capital investment and other measures necessary to ensure the preservation of the existing transportation system. The Plan should also include an analysis of what maintenance and operational levels are appropriate to maintain the infrastructure in a state of good repair.

B. Lucas requested further explanation on the background for FHWA's guidance. Ed Silva, FHWA, reviewed the main points of the guidance and noted the following:

- FHWA is in the final stages of securing an agreement – the Project Oversight Agreement – with MassHighway regarding oversight of federal aid projects. FHWA would oversee projects costing over \$10 million and oversight for other, lower-cost projects would be delegated to MassHighway.
- Since the \$1.1 billion for the Accelerated Bridge Program is a major federal aid program, it needs to be accounted for in the Plan.
- FHWA wants to make sure that all projects anticipated to need federal environmental approvals are itemized in the Plan. This is a measure designed to avoid the confusion sometimes encountered in the past.
- The MPO needs to determine if 70% of the highway budget is sufficient to handle they system's maintenance and operation needs. FHWA wants to see documentation showing that historical trends of investment were considered in the determination.

B. Lucas noted that the Commonwealth provides the bridge list that the MPO programs. She asked if FHWA's concern stems from an interest in having the MPO help to provide FHWA more information on bridges and bridge preservation, or if FHWA foresees a change in how MPOs will handle the programming of bridge projects. E. Silva replied that neither is the case. He stated that FHWA wants the MPO to provide more substantive text in the Plan that shows that an analysis has been done to determine that the MPO's funding split provides enough funding to preserve the system.

M. Pratt remarked that it is not the percentage split that matters, rather it is the amount of money coming into the region that determines how well the system can be maintained. She stated that 70% of the federal money coming into the region is not enough to maintain the system.

D. Mohler stated that if the MPO determines that the split is not sufficient to maintain the system, it will have to put a larger percentage toward operations and maintenance, and reduce the percentage for expansion projects.

Thomas Kadzis, City of Boston, inquired about the timetable for implementing the Accelerated Bridge Program. D. Mohler replied that funds are available now and that

over \$100 million worth of projects have already been advertised. The program includes approximately \$900 million in funding for bridges owned by the Department of Conservation and Recreation and \$2.1 billion for bridges owned by MassHighway and municipalities (these amounts cover all project costs from design to construction to overhead). The program is funded with \$1.1 billion in federal aid (GANS) and \$1.9 million from state gas tax bonds.

P. Regan pointed out that there are various covenants that define the MPO's project list, for example, some of the transit projects listed in the staff memorandum are mandated under agreements or legal requirements.

D. Mohler stated that, if the MPO determines that 90% of funding is not enough to maintain the transit system and chooses to decrease the amount of funding for expansion projects, then the only expansion projects that could be affected (as they are not legal commitments) would be the Silver Line (Phase 3), 100 Additional Buses, Assembly Square Orange Line Station, and North Shore Transit Improvements projects.

B. Lucas expressed concern about the impact of the Accelerated Bridge Program GANS funding on the Plan's finances. D. Mohler stated that the Commonwealth will bring a financial plan to the MPO (probably by January) that is similar in format to previous financial plans and that will show the revenues available to the MPO. After discussing the plan the MPO will have to decide how much money to devote to various funding areas (for example, for ITS or bicycle paths). B. Lucas stated that the MPO should have a full list of projects that would be included in each category for consideration.

M. Pratt asked if the MPO would need to program the yearly portion of the Accelerated Bridge Program GANs funding. D. Mohler replied that he expects that EOTPW will bring a list of Accelerated Bridge projects funded by GANs to the MPOs for programming in the appropriate years of the TIPs. The conversion of GANs payments from the Central Artery/Tunnel project to bridge projects will occur in 2015.

Referring to the Project Oversight Agreement between FHWA and MassHighway, T. Kadzis asked if the \$10 million threshold is the same nationwide. E. Silva replied that the figure varies from state to state. T. Kadzis noted that \$10 million does not go as far, and that average size municipal projects are often in the \$7 million to \$8 million range. E. Silva stated that cost estimates for the TIP and Plan are based on year of expenditure.

J. Gallagher asked to have dollar figures for the maintenance items included in the staff memorandum. D. Mohler stated that figures for recent spending levels could be determined from asset management programs, however, EOTPW and MassHighway would not have data for certain project category areas (such as bicycle paths). However, this is not necessarily what the spending level should be. He advised members to keep in mind that some decisions will need to be based on policy more so than existing maintenance and repair data.

E. Silva emphasized that FHWA will not be setting the standard for maintenance funding levels for the MPO, rather the MPO will determine what percentage of maintenance funding is necessary.

[B. Lucas chaired the meeting from this point.]

B. Lucas requested that E. Silva provide the MPO with an example of a Plan that fulfills FHWA's requirements.

Members then began to identify questions that need to be addressed and information that would be needed to address FHWA's requirements.

M. Al-Khatib suggested that EOTPW should be able to provide information on what is needed to sustain the highway and bridge systems.

P. Regan noted that the Transportation Finance Commission found that MBTA did a good job of estimating state of good repair for transit and that MassHighway did a fair job of estimating bridge conditions using the PONTIS system. He stated that the MBTA under-finances for state of good repair by \$100 million per year, and that the maintenance needs of the existing highway system will be higher than the available funding.

B. Lucas suggested that members revisit the findings of the Commission. It was determined that P. Regan would arrange for a Commission member to speak before the MPO regarding the Commission's findings and to provide an update on what has happened since the report was released. The speaker would be asked to provide background material that the Commission used in drawing their conclusions. Since the MPO will be lacking maintenance and repair data in some project areas, B. Lucas asked members to think about the policy question. She noted that in all federal authorization from 1991, there has been a movement toward considering bicycle and pedestrian modes. She voiced support for continuing to fund those modes through the TIP.

Lourenço Dantas, MassPort, expressed support for a strategy of setting aside funds for various program areas (such as is currently done with Suburban Mobility). Potential program areas might include ITS or bicycle projects.

T. Kadzis brought up questions as to which transit projects are state commitments and which are in play in the Plan. It was noted that the state is committed to design the Red/Blue Line Connector. P. Regan stated that there are various levels of commitments among the projects in the Plan – some are legal commitments, some are MBTA commitments, and others are subject to available funding (such as the Silver Line, Phase 3, which is dependent upon receiving federal New Starts funding). Joe Cosgrove, MBTA, added that, under the State Implementation Plan (SIP), the Commonwealth is legally committed to the Fairmount Line Improvements, Green Line Extension to Somerville and Medford, and 1,000 Additional Parking spaces projects. He also noted that the Patrick

Administration is committed to the South Coast Rail project. B. Lucas noted that the SIP commitments are not funded from MPO targets.

B. Lucas noted that the MPO needs to determine what its commitment will be to projects that are not required through legal agreements.

Thomas Bent, City of Somerville, requested that staff provide the members with a list of the legal commitments. Staff was also advised to resend the Plan project descriptions and the status of projects table to members.

M. Pratt inquired as to the purpose of the MBTA's \$2 hike in parking fees at MBTA lots. P. Regan explained that the revenues raised would go toward back pay of MBTA employees.

B. Lucas stated that the MPO should have an expanded universe of projects to discuss that would include projects from the list of priority bicycle trails (which was distributed to members at the September 18 meeting). She also asked for information on traffic volumes related to highway capacity.

Richard Reed, Town of Bedford, asked if FHWA would increase the \$10 million project threshold each year to adjust for inflation. E. Silva replied that the threshold is fixed for the term of the agreement, but that the agreement will get reviewed periodically and the thresholds could be revisited.

M. Al-Khatib asked if the \$10 million threshold was the same as it was in the past. E. Silva replied that the threshold is the same.

B. Lucas expressed concern that, due to inflation, projects under \$10 million might grow over the threshold if placed in the outer years of the Plan. She asked if that should be considered when programming projects. E. Silva replied that the year of programming is the MPO's decision and that the MPO should project costs to the year of programming.

M. Pratt asked if FHWA is using a rate higher than 4% per year to estimate for the cost inflation. E. Silva stated that FHWA offered guidance but did not set the 4% rate.

Roland Bartl, Town of Acton, requested that the MPO consider listing rail trail projects as line items in the Plan so that federal funds can be accessed.

10. Members' Items

M. Pratt mentioned two upcoming events: on November 10 an event will be held to draw attention to bridges, and on November 12, MoveMass will hold a meeting at the offices of Palmer & Dodge, 111 Huntington Avenue, Boston at 5:30 PM.

Hayes Morrison, MPO Staff, distributed a memorandum regarding changes to be considered for the proposed draft Amendment One of the FFYs 2009 and 2010 elements of the FFYs 2007 – 2010 TIP, letters of comment received to date, and a comment

summary matrix, all as information for the meetings of November 6. J. Cosgrove added that the MBTA would be providing changes to the transit element of the TIP Amendment.

Members were provided with CDs of the FFY 2009 Unified Planning Work Program.

11. Adjourn

A motion to adjourn was made by P. Regan, and seconded by T. Bent. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, October 16, 2008, 10:00 AM

Member Agencies

EOTPW
City of Boston
City of Newton
City of Salem
City of Somerville

Federal Highway
Administration
MAPC

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

Representatives and Alternates

David Mohler
Thomas Kadzis
David Koses
Carey Duques
Thomas Bent
Sergiu Luchian
Ed Silva

Barbara Lucas
Jim Gallagher
Stephen Woelfel
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib

Richard Reed
Mary Pratt

MPO Staff/CTPS

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

Other Attendees

Cameron Bain
Roland Bartl
Steve Olanoff
Duncan Power
Pam Resor
Beth Rudolph
Priscilla Ryder
Dick Williamson

Tri-Community Bike/Greenway
Town of Acton
Town of Westwood
Assabet River Rail Trail, Inc.
State Senator
Town of Winchester
City of Marlborough
Friends of the Bruce Freeman Rail Trail



City of Marlborough Office of the Mayor

140 Main Street

Marlborough, Massachusetts 01752

Tel. (508) 460-3770 Facsimile (508) 460-3698 TDD (508) 460-3610

Nancy E. Stevens
MAYOR

Karen A. Kisty
EXECUTIVE AIDE

Diane C. Halper
EXECUTIVE SECRETARY

October 3, 2008

David Mohler, Chair
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Support for Assabet River Rail Trail

Dear Mr. Mohler:

I write in strong support of the continued planning and construction of the Assabet River Rail Trail (ARRT) project and am asking for your support in including this project in your schedule for funding in the Boston MPO's Regional Transportation Plan 2030. As you are probably aware, the City of Marlborough has had the benefit of using the first 5.8 miles section of this wonderful rail trail for the past three years. It has always been the city's vision that the trail would stretch through all 5 communities of Marlborough, Hudson, Stow, Maynard and Acton. The trail in the Marlborough and Hudson section gets tremendous use and is a huge asset for both communities. Several of the trail use counts in recent years have indicated that the use is tremendous and is used by many to get back and forth from jobs and schools along the trail as well as for recreation.

We want to see this project continue to its final destination the South Acton MBTA Commuter Rail station as originally planned. However, at stake now is \$1.5 Million in High Priority Project (HPP) funding from the Federal Highway Administration (FHA) earmarked for this project. The FHA has indicated that these funds can only be released if scheduling of construction funds for the ARRT is established through a line item on the Boston MPO Regional Transportation Plan 2030. We understand that this long term plan is undergoing revisions in the next few weeks and urge you to include the ARRT construction in your revision to enable this project to keep rolling.

Our greatest fear is that after over 15 years of hard work; millions of dollars already spent; land already acquired; strong commitments from the leaders of all 5 communities Selectmen and City Council and legislators; strong commitment from volunteer residents and the ARRT Inc. friends group; endless meetings of the 5 community Steering Committee; the construction of half the trail; and the completion of the initial design plans for the Acton and Maynard section that the trail will be stalled half way through its completion. Your commitment to the ARRT project in your 2030 Regional Plan can leverage the HPP funding and keep our project on track.

Thank you for your consideration of this request. We hope you will look upon it favorably.

Sincerely,

Nancy Stevens
Mayor

cc: State Senator Resor; Congresswoman Nicki Tsongas



City of Marlborough

Conservation Commission

*140 Main Street
Marlborough, Massachusetts 01752
Tel. (508) 460-3768 Facsimile (508) 460-3747*

October 14, 2008

David Mohler, Chair
Transportation Planning and Programming Committee
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Support for Assabet River Rail Trail

Dear Chairman Mohler;

On behalf of the Marlborough Conservation Commission and residents I am write in strong support of the continued planning and construction of the Assabet River Rail Trail (ARRT) project and am asking for your support in including this project in your schedule for funding in the Boston MPO's Regional Transportation Plan 2030. Many residents of the City of Marlborough have had the benefit of using the first 5.8 miles section of this wonderful rail trail for the past three years. I use it every day. For the past 20 years we have been planning and implementing the vision that the trail would stretch through all 5 communities of Marlborough, Hudson, Stow, Maynard and Acton.

However, at stake now is \$1.5 Million in High Priority Project (HPP) funding from the Federal Highway Administration (FHA) earmarked for this project. The FHA has indicated that these funds can only be released if scheduling of construction funds for the ARRT is established through a line item on the Boston MPO Regional Transportation Plan 2030. We understand that this long term plan is undergoing revisions in the next few weeks and urge you to include the ARRT construction in your revision to enable this project to keep rolling.

It would be such a shame if the project is stopped mid way and not continued through to the end when funds have been earmarked. So much time and work has gone into the planning already, we urge you to support the ARRT construction through to its completion through the 5 communities.

Thank you for your consideration of this request. We hope you will look upon it favorably.

Very Truly Yours,


Edward Clancy
Chairman



Assabet River Rail Trail, Inc.

246 Essex Street • Marlborough, MA 01752 • www.ARRTinc.org
A Non-Profit Organization

To: David Mohler, October 15, 2008
Chair, Transportation Planning and Programming Committee
10 Park Plaza, Suite 4150
Boston, MA 02116

Cc : TPP Committee members
Pamela Resor, State Senator
Jaime Eldridge, State Representative
Roland Bartl, Acton Town Planner
Carolyn Britt, Maynard Consulting Planner
Michelle Ciccolo, Hudson Director of Community Development

Dear Mr. Mohler :

This letter is in support of continuing the design of the Acton-Maynard section of the Assabet River Rail Trail (ARRT) even in the present severe financial downturn. It will provide an important transportation link between South Acton (and the MBTA commuter rail station) and Maynard. Clocktower Place in Maynard hosts many businesses in a million square feet of floor space and also fosters supporting businesses in the downtown area. It is only 2.25 miles by ARRT from the MBTA station. The State Police Crime Lab, another employer, is about 1.75 miles by ARRT from the station.

From the ARRT Acton-Maynard initial public hearing on design alternatives, held Oct, 16, through approximately June 2008 when design was suspended significant progress was made by the design engineers working with Mass Highway on design preferences and fruitful discussions were started to shift an easement as a result of those preferences. Meanwhile the high gasoline prices of Spring and Summer 2008 emphasized the importance of transportation alternatives. Then funding was cut off.

The attached petition was signed Oct. 4 at a six hour community event, Maynardfest, and reflects a high level of support for the trail. Acton and Maynard have also voted Community Preservation Act funds for ARRT. We respectfully urge the TPPC to recommend and the MPO to support restoration of ARRT Acton-Maynard design funds.

Sincerely,

Duncan Power, ARRT, Inc. Clerk

Complete the design of the Acton-Maynard part of The Assabet River Rail Trail

We the undersigned hereby request that the Boston Region Metropolitan Planning Organization support funding to complete the design of the Acton-Maynard part of the Assabet River Rail Trail.

| Name | Address | Phone / Email |
|----------------------|-------------------------------|-----------------------|
| DUNCAN POWER | 24 LESSEX ST Meriden Conn | dpower@newsyuy.com |
| Rhonda Hanley | 3 Linden St Maynard | RJEAN68@HOTMAIL.COM |
| Brian Liberman | 98 Summer St | BDLiberman@yahoo.com |
| Peter Keenan | 263 Great Rd, Maynard | PeterK01754@yaho.com |
| Fran Nauseef | 4 Bates Ave, Maynard | |
| WALTER LEEUWIS | 1 WINTER ST MAYNARD | |
| Kim Hoff | 14 Michael Rd Maynard | |
| Nancy Christopoulos | 322 Great Rd. Maynard | |
| Jeanne Marie Plourde | 657 Elm St. Marlboro | jmariep@msn.com |
| Joan Paul Mimi | 45 Brooks St. Maynard | |
| Robert Loomer | 11041A Ridgeway Cir | 3ellom@comcast.net |
| Albert Clark | 4 Charles ST | estabrook@ll.mit.edu |
| KEN ESTABROOK | 28 MCKINLEY ST MAYNARD | |
| Rick King | 51 Summer Hill Rd Maynard | rookieverizon.net |
| Peter Ebland | 51 Summer Hill Rd Maynard | erbland@earthlink.net |
| Linde Ghese | 28 McKinley Maynard | |
| Jarvis John | 29 River St Maynard | stjohn41@yahoo.com |
| Scott Pherson | 5 Apple Ridge, Unit 6 Maynard | |
| Emily Hogan | 5 Apple Ridge Unit 6 Maynard | |
| MARK GEWEST | 48 SUMMER ST, MAYNARD, MA | |
| Lisa Lines | 40 SUMMER ST Maynard MA | |
| Jezanna Gruber | 20A Maple St. Maynard, MA | jz@beaches.com |

| Name | Address | Phone / email |
|-------------------------|---|---------------------------|
| MIKE McCORMACK | 13 TIBBINS DRIVE MAYNARD | WOODOCKEN@COMCAST.NET |
| Jessie Milhaven | 3 Orchard Terrace Maynard | milhaven@verizon.net |
| PAUL ALLOWAY | 51 CONCORD ST., MAYNARD | alloway41@yahoo.com |
| EM ALLOWAY | 51 Concord St, MAYNARD | alloway42@yahoo.com |
| James Babish | 4 TENNEY CIR. ACTON | jimbabish@mac.com |
| Kateelyn Clark | 9 Red Rd. Maynard | kstromably@verizon.net |
| Julia O. Jones | 48, Washington St. Hudson | |
| Michael Mullen | 20 Concord St. Maynard | mullen7s@gmail.com |
| Greta Friel | 18 Concord St Maynard | gwfriel@verizon.net |
| Dana Berry | 3 Parmenter Ave. Maynard | |
| CATHERINE PHILLIPS | 3 MAYFIELD ST MAYNARD | CATHERINEPHILLIPS@HOTMAIL |
| Sharon Sarvele | 5 RD Robinwood C. H. Dexter, MD | |
| Chris Frank | 21 Summerhill RD | |
| Shannon Strickland | 187 Chelmsford rd Chelmsford | 978 621 8537 |
| Sharon Stone | 15 Chadwick St Acton | |
| Paul Stone | 11 Amory Ave MAYNARD | mpahern@comcast.net |
| Cheryl Simon | 6 Brigham St maynard | |
| Gabriela Bibbo + David | 12 Amory Ave Maynard | gabibibo@comcast.net |
| Jason Murray | 9 1/2 Maple st Maynard | jevy@mbcinc.us |
| Hollie Murray | 9 1/2 Maple st. Maynard | 978-298-5250 |
| Donald Jelecron | 42 Old Marlboro Maynard | 978-897-9195 |

MEMORANDUM

To: Transportation Planning and Programming Committee
From: Anne McGahan
Date: October 15, 2008
Re: Resource Allocation for JOURNEY TO 2030

In the JOURNEY to 2030 Plan adopted in April 2007, the MPO allocated 90% of the MBTA's future transit capital funding to system infrastructure maintenance, accessibility improvements, and system enhancements. The remaining 10% was allocated to system expansion. The MPO chose to allocate 70% of its highway funding for maintenance of the existing infrastructure with 30% allocated to major infrastructure and capacity expansion projects. A major infrastructure project is currently defined as any project that costs over \$25 million. Some major infrastructure projects may be considered maintenance projects but the MPO chose to list these high cost projects in the Plan. An expansion project is any project that adds capacity to the existing system through the addition of a travel lane, the construction of an interchange, the construction of a commuter rail extension or rapid transit line, or the procurement of additional (not replacement) public transportation vehicles. Expansion must be listed and included in the transportation demand model for air quality conformity purposes.

The following is a list of projects included in the adopted JOURNEY TO 2030 Plan separated into highway and transit projects and then further separated into major infrastructure and expansion projects.

Transit Projects

| | |
|---|--------|
| Arborway Restoration or substitute project (Boston) | MI/Exp |
| Red Line/Blue Line Connector (Boston) | MI/Exp |
| Silver Line, Phase III (Boston) | MI/Exp |
| Green Line to Ball Square (Boston, Medford, and Somerville) | MI/Exp |
| Urban Ring, Phase II (compact communities) | MI/Exp |
| 100 Additional Buses to Improve Service on Existing Routes (Regionwide) | MI/Exp |
| North Shore Transit Improvements (Revere to Lynn) | MI/Exp |
| Assembly Square Orange Line Station (Somerville) | MI/Exp |
| Russia Wharf Ferry (Boston) | Exp |

Please note that the Arborway Restoration and the Red Line/Blue Line Connector projects will be replaced by the Fairmount Line improvement project and the 1000 Additional Park and Ride spaces both of which are major investment and capacity expansion projects. The Green Line to Medford Hillside project has been revised to include a spur to Union Square.

Highway Projects

| | |
|---|--------|
| Route 128 Capacity Improvements (Beverly to Peabody) | MI/Exp |
| I-93/Route 3 Interchange–Braintree Split (Braintree) | MI/Exp |
| I-93/I-95 Interchange (Canton) | MI/Exp |
| Route 2/Crosby's Corner (Concord and Lincoln) | MI/Exp |
| Route 1/114 Corridor Improvements (Danvers and Peabody) | MI/Exp |
| Revere Beach Parkway (Everett, Medford, and Revere) | MI/Exp |
| Route 126/135 Grade Separation (Framingham) | MI/Exp |
| Route 1 Improvements (Malden and Revere) | MI/Exp |
| I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson) | MI/Exp |
| I-93/I-95 Initiative (Reading and Woburn) | MI/Exp |
| I-93/Mystic Avenue Interchange (Somerville) | MI/Exp |
| Naval Air Station Access Improvements (Weymouth) | MI/Exp |
| Route 3 South Additional Lanes (Weymouth to Duxbury) | MI/Exp |
| Middlesex Turnpike (Bedford, Burlington, and Billerica) | Exp |
| East Boston Haul Road/Chelsea Truck Route (Boston) | Exp |
| Route 1A/Boardman Street Grade Separation (Boston) | Exp |
| I-95 (NB)/Dedham Street Ramp (Canton) | Exp |
| Telecom City Boulevard (Everett, Malden, and Medford) | Exp |
| Route 85 Improvements (Hudson) | Exp |
| Needham Street/Highland Avenue/Winchester Street (Newton and Needham) | Exp |
| Quincy Center Concourse, Phase 2 (Quincy) | Exp |
| Mahoney Circle Grade Separation (Revere) | Exp |
| Route 1/Route 16 Interchange (Revere) | Exp |
| Boston Street (Salem) | Exp |
| Bridge Street (Salem) | Exp |
| Route 18 Capacity Improvements (Weymouth) | Exp |
| I-93/Route 129 Interchange (Wilmington and Reading) | Exp |
| New Boston Street Bridge (Woburn) | Exp |
| Consolidated Rental Car Facility (Logan Airport, Boston) | MI |
| Rutherford Avenue/Sullivan Square (Boston) | MI |
| Concord Rotary (Concord) | MI |
| Route 1A/Route 16 Connection (Revere) | MI |

In addition, JOURNEY TO 2030 describes the types of projects that are included under the maintenance category. A listing of those projects is provided below.

Transit & Highway Maintenance and Management Programs

Physical Maintenance and Management Programs

Roadway Maintenance

- Chapter 90 Program
- Interstate Highway Maintenance
- Pavement Management

Bridge Maintenance and Rehabilitation

- Highway Bridges
- Transit Bridges
- Freight (clearance and weight-restrictions)

Transit System

- State of Good Repair
- Accessibility
- Vehicles
- Stations
- Tracks and Signals
- Communications
- Maintenance Facilities (Yards & Shops)
- Supporting Infrastructure

Improving Landside Access to Ports and Transfer Facilities

Bicycle and Pedestrian Program

Transportation Enhancement Projects

Scenic Byways

Operational Efficiency Management Programs

Intelligent Transportation Systems

Incident Management

MBTA Traffic Signal Priority

MBTA Automated Fare Collection

Intersection and Signal Improvements (including signal coordination)

Interchange Improvements

Access for Elderly, Disabled, and Low-Income Populations

- Demand Responsive Transit Services
- Coordinated Public Transit-Human Services Transportation Program

Transportation Demand Management

- Transportation Management Associations
- MassRIDES and Ridesharing
- Suburban Transit Opportunities
- Safe Routes to Schools

FHWA Project Guidance for the Boston Region Transportation Plan

All projects with a cost of \$10 million or higher should be included in the Plan in accordance with the Project Oversight Agreement between the Massachusetts Highway Department and the FHWA Massachusetts Division. These projects should be shown as line items in the list of recommended projects, and accounted for in the financial constraint section.

The financial constraint section should account for the \$1.1 billion GANS repayment of the Accelerated Bridge Repair Plan, for projects in the Boston Region.

All projects that require the approval of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) by the FHWA should be included in the list of recommended projects, and accounted for in the financial constraint section.

It is recommended that the projects be sorted by a short-range and long-range timetable for project implementation. It is suggested that the short-range timetable be a five-year timeframe from FY 2009-2013.

The financial plan should assess capital investment and other measures necessary to ensure the preservation of the existing transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities. In addition, the transportation plan should conduct an analysis as to what level of maintenance and operation is appropriate to maintain the infrastructure in a state of good repair.