

(MBTA)

SUGGESTED ILLUSTRATIVE PROJECTS

(Threshold I'd use for including projects in illustrative category are projects in or anticipated to begin project development/planning which agency(ies)/proponents intend to seek funding to advance into design and implementation)

Ruggles Platform (We're talking about this for next CIP as early design engineering capacity project)

Foxboro service

South Coast Rail

South Station Expansion

Boston mid-day commuter rail layover

Boston maintenance facility expansion---southside Arborway; northside-Wellington

High Speed Rail projects---Attleboro third track

Double Track initiative commuter rail

Grand Junction

Worcester Line Upgrade

28X

Urban Ring

Blue Line Extension

Red-Blue Connector

Allston Commuter Rail Station

Fitchburg Line Station Consolidations

Silver Line III

Positive Train Control—Commuter Rail; Green Line

Pam Wolfe

From: "Tom Bent" <TBent@bentelectric.com>
To: "Pam Wolfe" <pamwolfe@ctps.org>
Sent: Wednesday, July 29, 2009 3:39 PM
Subject: RE: materials for 7-30 TPPC mtg

Hi Pam,

The only item that Somerville would like to see listed as an Illustrative Project for Somerville is the I-93/Mystic Ave Interchange (Somerville).

Thanks
Tom Bent

-----Original Message-----

7/30/09

Town of Hopkinton - Suggestions for Illustrative Projects

Silver Line – III

Urban Ring – 2

Grand Junction

South Station Expansion

Boston Midday Commuter Rail Layover

I 495/I-290/Route 85 Connector

Concord Rotary

City of Boston List of Illustrative Projects for the Update of the Regional Transportation Plan
August 3, 2009

- Urban Ring Phase II (we may want to have the description cover the entirety of Phase II but also reference that there are early action items as well as segments that could be done)
- Silver Line Phase III
- Allston Commuter Rail Station/Fast Track Service
- 28X
- South Station Expansion
- Ruggles Platform
- Red Line/Blue Line Connector
- T Under D Street
- Boardman St./Route 1A Grade Separation

MAPC Proposed Illustrative Projects

Using the framework of MetroFuture, we have worked to achieve a balance among roadway, transit, and bicycle projects – with a reasonable degree of geographic distribution, including projects that serve Environmental Justice populations. Many of these projects foster residential and economic development consistent with smart growth principles, address public safety concerns, and promote biking and walking.

1. I-93/Mystic Ave/access to Assembly Square. This intersection is consistently in the top 5 crash locations in the state, currently under study using federal earmark.
2. I-495 improvements between I-290 and Mass Pike (Hudson, Marlborough, Westborough, Southborough, Hopkinton). Currently being studied by MAPC/CMRPC to improve safety and congestion at major intersections (I-290, Rte 20, Rte 9, I-90) as well as establish a commuter rail multimodal station on the Framingham/Worcester Line at I-90 to accommodate feeder bus service.
3. Operational improvement to the 128 Central Corridor (Weston, Waltham, Lincoln, Lexington, Burlington). Currently being studied by MAPC and soon EOT, to increase the person through-put without widening the roadway. Improvements will also include a Route 128 multimodal center on the Fitchburg Line with feeder bus service, connections to Route 128, and a link to the Mass Central Trail.
4. Storrow Drive reconstruction that repairs tunnels and the roadway, and reconnects the Esplanade to the Back Bay. [Note: We are concerned that this was not included in the RTP because the repairs have critical safety implications.]
5. I-93 HOV lane connections that link the existing lanes through downtown Boston and allow HOV travelers to realize significant time savings through the Central Artery, in both directions.
6. The Urban Ring would provide critical connections and improved transit times in communities around the urban core (Chelsea, Everett, Somerville, Cambridge, Brookline, and neighborhoods of Boston). Currently the project is moving through an environmental review process. For modeling purposes it makes sense to use the locally preferred alternative (Phase 2).

7. Silver Line III, connecting Silver Line service to Logan Airport with Silver Line service to Roxbury, and perhaps including the “28X” bus improvements along Blue Hill Avenue in Mattapan if TIGER funds are not available.
8. Blue Line extension to Lynn would expand transit service to Lynn and surrounding communities. This project would achieve greater impact with the Red/Blue connection (see #9, below).
9. Red Line – Blue Line connection. Currently under design as a SIP commitment, inclusion in this list would indicate the MPO’s interest in having the connection built, reducing congestion at central core transit stations and providing links between North Shore commuters and jobs along the Red Line corridor.
10. South Station expansion is critical to expanding and improving service along all commuter rail lines south of Boston.
11. Border-to-Boston rail-trail (Peabody, Danvers, Middleton, Topsfield) is the Boston MPO portion of the 28-mile shared use trail linking eight communities from the New Hampshire border to the North Shore. The non-motorized rail-trail will connect town centers, neighborhoods, schools, parks, and employment centers.
12. Bike-to-the-Sea rail-trail (also called the “Northern Strand”) (Everett, Malden, Revere, Saugus, Lynn) will begin along the Malden River in Everett with connections to the Urban Ring. It will head north to Malden, then east through Saugus toward the Lynn Waterfront and Nahant Beach.

Sean Pfalzer

From: "Anne McGahan" <mcgahan@ctps.org>
To: <spfalzer@ctps.org>
Sent: Monday, August 03, 2009 4:41 PM
Subject: Fw: MTA Projects for the Illustrative List

Anne McGahan
 Chief Planner
 Central Transportation Planning Staff
 Boston Region MPO
 10 Park Plaza Suite 2150
 Boston, MA. 02116
 617-973-7090
 617-973-8855 (fax)

----- Original Message -----

From: <John.Romano@masspike.com>
To: <mcgahan@ctps.org>
Sent: Monday, August 03, 2009 4:32 PM
Subject: MTA Projects for the Illustrative List

> Hi Anne:

>
 > The Massachusetts Turnpike Authority requests that the following 3
 > projects be considered for the Illustrative list:

>
 >
 > Bridge Deck Reconstruction Boston Viaduct (Structure 111) - This 8-lane
 > structure was built in 1965. The existing bridge deck surface was
 > repaired in 1980. No deck work has been done since and the deck is
 > rated a 4 under the NBI program. This project consists of replacing the
 > entire concrete deck structure, replacing bridge joints, repairing
 > structural steel, repairing concrete piers and abutments. The
 > construction is estimated at \$65Million. Total cost is estimated at
 > \$77M.

>
 > Bridge Deck Widening/Reconstruction Mainline over Route 128/95 and
 > Charles River (Structure 9) - (Newton/Weston) - This 6 lane structure
 > was built in 1965. No major deck work has been performed since and the
 > deck is rated a 5. The bridge joints are rated a 4. The project
 > consists of replacing the entire 6-lane concrete deck structure and
 > widening the eastbound side from 3-lanes to 5-lanes. The new 5-lane
 > configuration will be separated into two sections, a 3-lane section to
 > accommodate the mainline toll plaza 15 through traffic, and a two lane
 > section to accommodate Route 128/95 ramps and local roads. The 5-lane
 > section will transition back to 3 lanes just before the railroad
 > underpass, approximately 1600 feet to the east. The construction is
 > estimated at \$45Million. Total cost is estimated at \$53M.

>
 > Sumner Tunnel Plenum/Ceiling Rehabilitation(Boston) - Sumner Tunnel was

> built in 1934. The ceiling anchors were replaced in 1994, however the
> concrete exhaust plenum lining was not repaired and is exhibiting
> extensive spalling which could lead to future anchor safety issues. The
> roadway deck surface was last paved in 1992 and the concrete substrate
> is the original concrete from 1934. Both materials are showing major
> deterioration and need to be replaced/repared. The construction is
> estimated at \$25Million. Total cost is estimated at \$30M.

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> Thanks,

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> John Romano

> MTA

> Municipal Affairs Liaison

> (617) 438-4301

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CITY OF NEWTON, MASSACHUSETTS

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August 3, 2009

Mr. David Mohler, Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02128

RE: Newton's Recommendation for Illustrative Projects

Dear Mr. Mohler:

The City of Newton would like to submit the following as our list of recommend transit projects, to be included in the "illustrative projects list" of the JOURNEY TO 2030 Regional Transportation Plan amendment:


- Worcester Line Upgrades
- South Station Expansion
- Enhanced Technology to Improve Safety – Green Line

During these difficult financial times, it is good public policy to prioritize state-of-good-repair projects, including safety and efficiency improvements of our existing transit infrastructure.

We understand that the Worcester Line Upgrades would benefit all Worcester Line commuters by improving on-time performance and reliability, and would include new platforms and improved access for the Newton stations, all of which are currently completely non-accessible. The most important transit expansion project we envision at this time is the South Station Expansion, to allow for improved reliability and expanded rail service in the future. Finally, the City of Newton supports the implementation of improved technology that would improve safety on the Green Line while not significantly deteriorating service frequency.

Thank you for your consideration.

Sincerely,



David B. Cohen, Mayor
City of Newton

CC: James A. Aloisi, Jr., Secretary of Transportation
Pam Wolfe, Manager of Certification Activities, Boston Region Metropolitan Planning Organization

1000 Commonwealth Avenue, Newton, Massachusetts 02459

www.newtonma.gov

MEMORANDUM

To: Transportation Planning and Programming Committee August 3, 2009

From: Malek Al-Khatib, Chair of the Regional Transportation Advisory Council

Re: Final Advisory Council Illustrative Project List suggestions for JOURNEY TO 2030 - Plan Amendment

The Plan Committee of the Regional Transportation Advisory Council met on July 28, 2009 at Quincy City Hall to discuss the Advisory Council's recommendation for projects to include in the illustrative projects list of the JOURNEY TO 2030 Transportation Plan amendment. Members of the Advisory Council were then given the remainder of the week to comment on the draft list, which members of the Transportation Planning and Programming Committee received last week. Below is the final list of projects recommended by the Advisory Council for inclusion on the illustrative projects list.

Highway Projects

- Route 128 Capacity Improvements (Beverly to Peabody)
- Route 1A/Boardman Street Grade Separation (Boston)
- Concord Rotary/Route 2 (Concord)
- Route 1/Route 114 Corridor Improvements (Danvers and Peabody)
- Revere Beach Parkway (Everett, Medford, and Revere)
- I-495/I-290/Route 85 Connector Interchange (Marlborough and Hudson)
- Mahoney Circle Grade Separation (Revere)
- Route 1/Route 16 Interchange (Revere)
- Route 1A/Route 16 Connection (Revere)
- Boston Street (Salem)
- I-93/Route 129 Interchange Improvement Project (Wilmington and Reading)
- Milford – Veterans Memorial Drive
- Beverly – Route 128 Brimball Avenue Interchange Relocation

Transit & Freight Projects

- North/South Rail Link
- Urban Ring Phase 3
- DMUs on Fairmont Line with Extension to Route 128
- Green Line Extension from Elliot Station to Needham Junction
- Extension of Track 61 to North Jetty
- Red Line-Blue Line Connector
- Haul Road along Mystic Wharf Branch – Moran Terminal to Somerville Rail Yard Connection

MBTA Advisory Board

177 Tremont Street Boston MA 02111 Tel: (617) 426-6054 Fax (617) 451-2054 e-mail: Pregan.Mbtaadvisoryboard.org

Illustrative Projects List

Urban Ring Phase II

Silver Line III

Blue Line to Lynn

The Boston Commuter Rail Project*

Bus Rapid Transit (BRT) Infrastructure Improvements within the Bus service area**

If we had the money we should include these critical, but not politically exciting projects:

Fix the roofs of the maintenance buildings so that it doesn't rain and snow on the maintenance staff

Fix the signal system

Update the power distribution system to make it more reliable

Replace the Orange Line Fleet

Replace most of the Red Line Fleet

Replace the remainder of the Green line Fleet

*There are a number of commuter rail projects that, when taken together, will have a positive, system-wide effect. Many of these are taken from the MBTA list and should be considered together as one project. They include: South Station Expansion, Boston Mid-day commuter rail layover, and Grand Junction with expanded crossing of the Charles River. This project will allow for future expansion or enhancement of commuter rail service in the long term and will, in the short term, eliminate bottlenecks, improve on-time performance for the existing system and will protect critical transit assets.

**Bus Service provides critical transportation to the most transit dependent population, yet common infrastructure problems plague bus service system-wide. The proposal would make the improvements consistent with bus rapid transit available to more bus riders. These improvements include: reduced stops for faster throughput, "bus only" travel lanes, signal prioritization, "next bus" countdown infrastructure, other infrastructure to increase schedule adherence and other amenities. This category would include, but not be limited to the 28X Project.