

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

September 10, 2009 Meeting

10:00 AM – 11:45 AM, State Transportation Building, MPO Conference Room, 10 Park Plaza, Boston

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

Decisions

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

- adopt Amendment Six of the Federal Fiscal Year (FFY) 2009 element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) and waive the public comment period
- approve the work program for 2009 – 2010 *HOV Monitoring on I-93 North and the Southeast Expressway*
- approve the minutes of the meeting of August 13
- endorse the 28X project for the Commonwealth's TIGER application
- approve the *Belmont, Lexington, and Waltham Subarea Study*

Meeting Agenda

1. Public Comments

Ellin Reisner, Somerville Transportation Equity Partnership, asked if the *Green Line Extension* project would be included in the TIP. D. Mohler replied that this project, and all other State Implementation Plan (SIP) commitments, will be included in the TIP with appropriate cash flows. The TIP will show the assumed 50% funding from the federal New Starts program for the *Green Line Extension* project and will include a statement to explain that the Commonwealth will fund the project if the New Starts application is not approved. E. Reisner suggested that the MPO also provide this explanation on the MPO's website. D. Mohler directed staff to do so.

Roland Bartl, Town of Acton, asked about when the MPO would be rescheduling the discussion on projects to be funded through the American Reinvestment and Recovery Act (ARRA). D. Mohler replied that the ARRA discussion would possibly be on the agenda for the meeting of September 24.

Lynn Duncan, City of Salem, thanked members for programming the city's projects in Amendment Six of the FFY 2009 element of the FFYs 2007 – 2010 TIP.

2. Chair's Report – David Mohler, EOT

D. Mohler announced that the Regional Transportation Advisory Council's representative to the MPO, Malek Al-Khatib, will finish his term as Chair of the Advisory Council this September. He thanked M. Al-Khatib for his service.

3. Subcommittee Chairs' Reports

There were none.

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

The Advisory Council met on September 9. Secretary of Transportation James Aloisi addressed the Council at that meeting. The Council also held elections. Laura Weiner was elected chair and Skylar Larabee was elected vice chair. Two new members are joining the Council: Eastern Massachusetts Freight Rail Coalition and the Seaport Advisory Council. The Council also discussed its comments on the draft amendment to the Regional Transportation Plan.

M. Al-Khatib told members that it had been a pleasure working with them and with MPO staff members Pam Wolfe, Mike Callahan, and Sean Pfalzer.

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

A. Soolman informed members that the CTPS budget provides for 63 employees, while 60 employees are currently on staff. CTPS is considering hiring one or two candidates to fill open positions. (CTPS is requesting that the MPO hold an Administration & Finance Subcommittee meeting prior to the Transportation Planning and Programming Committee meeting on September 24 to approve the potential new hire(s). The Committee discussed scheduling the Administration & Finance Subcommittee meeting and agreed to hold it at 9:00 on September 24.

6. Amendment Six of the FFY 2009 Element of the FFYs 2007 – 2010 Transportation Improvement Program – Hayes Morrison, TIP Manager, MPO Staff

Members were provided with TIP tables showing the draft Amendment Six of the FFY 2009 Element of the FFYs 2007 – 2010 TIP. (See attached.) H. Morrison explained the reason for the amendment and summarized the proposed changes to the FFY 2009 element.

The final three projects to be advertised this fiscal year have increased in cost and this total exceeds the funds available:

- *Bedford, Billerica and Burlington – Middlesex Turnpike, Phase 2:* The funding for this project was adjusted to the full value of MassHighway's cost estimate, which is \$16.3 million. This project has funding programmed in the Highway Safety Improvement Program and Surface Transportation Program funding categories and it has two earmarks.
- *Foxborough, Norfolk and Wrentham – Route 115:* The cost was adjusted from \$6.48 million to \$8.13 million using Surface Transportation Program funding.
- *Salem – Route 1A:* The cost increased from \$6.6 million to \$10.7 million. The funding will come from the remaining \$2.2 million of the target and \$8.5 million in ARRA funding.

D. Mohler noted that the cost of the Salem project could come in under the cost estimate.

Members asked questions and made comments:

If there are ARRA projects programmed that will not be ready for this round of stimulus funding will they be programmed for the next round of stimulus funding? (David Koses, City of Newton)

The following projects on the ARRA list have been advertised: *Boston – Dorchester Avenue; Burlington, Lexington, Reading, and Woburn – Guide and Traffic Sign Repair on I-95; Concord – Route 2; Harvard and Littleton – Route 2; Lincoln – Route 2; and Somerville – Magoun Square.* All other projects on the ARRA list have not been advertised. Of those projects some may receive funding from the next round of stimulus funding, while others may not go forward. (D. Mohler)

Could Massachusetts lose ARRA money by not meeting the ARRA deadlines? (M. Al-Khatib)

Massachusetts will use all of its ARRA funds by the February 2010 deadline. (D. Mohler)

Does the Federal Highway Administration want ARRA projects to be listed on the FFY 2010 – 2013 TIP? (Eric Bourassa, MAPC)

Yes. If the ARRA projects come to the MPO after the current public comment period for the TIP has concluded, the MPO could vote to amend the TIP to include the ARRA projects and hold another public comment period. (H. Morrison)

Can the MPO amend the TIP to replace the ARRA projects that will not be ready for advertising in FFY 2009 with ones that are ready? (Mary Pratt, Town of Hopkinton)

No, the Commonwealth is recommending how to spend ARRA monies, not the MPO. Also, the new projects would not be able to be advertised since this is the end of the fiscal year. (D. Mohler)

Why are some of the programmed ARRA projects not ready? (M. Pratt)

Some projects are not going forward because a decision was made not to advertise them, not because of readiness. (D. Mohler)

Why were those projects included in the ARRA list then? (M. Pratt)

The ARRA list was over-programmed to ensure that all the first phase ARRA funds got spent. (Approximately \$330 million were programmed and approximately \$150 million were spent.) The Commonwealth made decisions to include projects that would be ready by the July ARRA deadline. Now that there is a longer deadline until the next round of stimulus funding must be spent (until February), the Commonwealth may revise its priorities. (D. Mohler)

M. Pratt expressed concern that the decision-making on the ARRA projects could impact the MPO's relationship with regard to municipalities, since communities with projects programmed for ARRA funding had the expectation that those projects would be

delivered. D. Mohler noted that most of the ARRA projects that went forward were local projects. D. Mohler declined to comment on individual projects at this time.

What criteria are the Commonwealth applying to select ARRA projects for the next round of stimulus funding? (Paul Regan, MBTA Advisory Board)

The first screen will be to select projects that can be ready by February 2010. The next screen will involve making sure that the funds sub-allocated to urbanized areas are directed to those areas (approximately \$131 million of the \$437.9 million in ARRA funds is sub-allocated to the Urbanized Areas). Geographic equity on a statewide basis will also be considered, as well as the ability of the projects to create jobs and economic development. (D. Mohler)

E. Bourassa stated that the MPO should have time to evaluate the list of ARRA projects that the Commonwealth proposes. D. Mohler stated the MPO will have the ability to veto any ARRA project for the Boston region, however, the MPO will not necessarily be able to re-direct ARRA funds to other projects in the region as those funds could be re-directed out of this region by the Commonwealth.

A motion to adopt Amendment Six of the FFY 2009 Element of the FFYs 2007 – 2010 TIP and to waive the public comment period was made by Jim Gillooly, City of Boston, and seconded by M. Pratt. The motion passed unanimously.

A representative from the Town of Norfolk expressed thanks to members for the programming of the *Foxborough, Norfolk, and Wrentham – Route 115* project.

7. Work Program for 2009 – 2010 HOV Monitoring on I-93 North and the Southeast Expressway – Karl Quackenbush, Deputy Technical Director, CTPS

Members received the work program for *2009 – 2010 HOV Monitoring on I-93 North and the Southeast Expressway*. The MPO has conducted this work program annually for EOT over the past ten years. The Department of Environmental Protection requires EOT to monitor HOV lanes quarterly and collect travel time and vehicle occupancy data to determine the travel time savings on the HOV lanes in comparison to the general traffic lanes. (There must be a time savings of at least a minute per mile on the HOV lanes.) MPO staff produces a memorandum on their findings for EOT each quarter and a final memorandum at the end of the fiscal year.

Data from the annual work program are posted on the MPO's website. Data collection from recent years has shown that the Southeast Expressway HOV lane carries about twice as many people per hour as the general traffic lanes. The I-93 HOV also carries more people per hour than the general traffic lanes. Members received a presentation from MPO staff on HOV trend data earlier this year.

Members asked questions:

Why doesn't MPO staff coordinate with SmarTraveler, which collects the same kind of data? (D. Koses)

EOT has requested that CTPS collect this data. Also, this work is part of the work CTPS does as part of its Congestion Management Program. (K. Quackenbush)

Do the work products reflect the progression of travel times and vehicle occupancies over the years? (Christine Stickney, Town of Braintree)

Yes. The vehicle occupancy data have been fairly stable over the years. Travel times have changed over time, however. For example, travel times on I-93 North were reduced as parts of the Central Artery/Tunnel project were completed, but around 2006 the trend started to rise. (K. Quackenbush)

Are the quarterly data collections done on I-93 North and the Southeast Expressway at the same time? (C. Stickney)

Yes, data collection occurs on both parts of the highway during the five-week period that data is collected each season. (K. Quackenbush)

In choosing times to collect data, are school timeframes taken into account? (For example, does MPO staff avoid college vacation weeks?) (C. Stickney)

Staff does not typically choose to collect data on school vacation weeks (during the school year). (K. Quackenbush)

Has staff considered using cameras and plate recognition technology to count cars in the HOV lanes? (J. Gillooly)

MPO staff has used plate recognition techniques for other projects. There is an error rate associated with using plate recognition. For the HOV monitoring work, staff uses GPS and stopwatches, which give accurate results. (K. Quackenbush)

A motion to approve the work program for 2009 – 2010 HOV Monitoring on I-93 North and the Southeast Expressway was made by P. Regan, and seconded by Ginger Esty, Town of Framingham. The motion passed unanimously.

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

A motion to approve the minutes of the meeting of August 13 was made by J. Gillooly, and seconded by M. Pratt. The motion passed unanimously. The Massachusetts Port Authority abstained.

9. 28X TIGER Grant Application – Rob Guptill, MPO Staff

R. Guptill gave a PowerPoint presentation on the 28X project. (See attached.) This project grew out of an analysis that MPO staff conducted on the MBTA bus route #28. The Commonwealth is applying for a federal Transportation Investment Generating Economic Recovery (TIGER) grant to fund this project and is seeking an endorsement from the MPO. (TIGER grants are ARRA funded grants awarded competitively to projects costing at least \$20 million. The ability of projects to generate jobs and economic development is a key factor in project selection.)

The 28X project is a bus rapid transit project designed to improve service on the Blue Hill Avenue corridor and serve one of the region's most transit dependent populations. It

would cost an estimated \$140 – \$150 million. Benefits would include a 25% time savings for bus customers, improved signalization at 40 intersections, improvements for pedestrian traffic, construction of sheltered stations, as well as investments in public art. The project is expected to improve bus travel speeds, performance and reliability, and reduce overcrowding. The project was recommended (as *Silver Line, Phase 4*) in the MBTA's Program for Mass Transportation.

The Blue Hill Avenue segment of the project (from Mattapan Station to Washington Street) would have a dedicated median bus lane for the Route 28 bus and retain local bus service on the general traffic lanes. The Grove Hall area would have mixed traffic. Between Grove Hall and Dudley Station, all buses would use the improvements: a dedicated outbound bus lane and queue jumps for inbound buses. Between the Dudley and Ruggles Stations there would be mixed traffic. Bus stop consolidation is being proposed throughout the corridor. The project design includes 21 bus stations along the corridor.

The TIGER application is due September 15. MPO staff is coordinating the application by working with the project's Advisory Group and EOT. Stakeholder meetings will continue to be held throughout the process. If the project is approved and built, the 28X service would begin in February 2012.

Members asked questions about the proposed service and received the following information from D. Mohler or MPO staff:

- The bus lanes would be separated from general traffic on Blue Hill Avenue.
- Other bus routes along the corridor will continue to operate in mixed traffic on current schedules and with existing stops.
- The 28X buses would not be used in the Silver Line tunnels.
- The project was planned to have no additional operating expenses. The bus schedules will remain the same, however, with expected improvements in performance and reliability it may be possible to reduce the headways.
- The goal is to make sure that traffic does not get worse, though the project may have some impact on regular traffic. Two travel lanes would be maintained throughout most of the corridor with some dedicated left turn lanes. There would be improvements to signals, which could help intersection performance.
- The design will include all the necessary safety equipment to protect pedestrians accessing the median bus lane.
- The buses would be serviced in the existing garages.
- The Commonwealth and the Boston Redevelopment Authority are investigating the purchase of parking areas to replace the parking areas that would be lost.
- The Boston Police would be the primary enforcement agency.

Members asked additional questions:

Are there other applicants for TIGER grants in the Commonwealth? (D. Koses)

Yes. The Commonwealth is submitting an application for *South Coast Rail*. There may also be applications from municipalities and regional transit authorities. No state can receive more than \$300 million in TIGER grant money. (D. Mohler)

What is the public reaction to the 28X project? (D. Koses)

Members of the public have voiced concern about using the median on Blue Hill Avenue for a bus lane, impacts on traffic capacity, and the loss of left hand turns, trees, greenery, and parking. The project design addresses replacing trees. Thought has been given to improving signal timing at intersections so that traffic does not get worse, and to purchasing parking lots to replace some of the parking spots that would be lost. (R. Guptill)

D. Koses expressed concern about the station consolidation. He noted that the proposed changes could result in MBTA customers having to walk farther to bus stations, which could mean those customers would not get the benefits of the shorter bus travel times. R. Guptill stated that MPO staff did an analysis of distance between stops. The proposed consolidation could result in stops along Warren Street being spaced up to one-fifth of a mile apart and stops on Blue Hill Avenue being a quarter-mile to a half-mile apart. The average distance between existing stops is from one-tenth to two-tenths of a mile apart.

If the project cost comes in over \$150 million, where would the remaining funds come from? (Jim Gallagher, MAPC)

The funds would come out of the Commonwealth's budget. No detailed analysis has yet been done, however, to determine where exactly the funds would be taken from. (D. Mohler)

Will the TIGER funds be reserved for two years, until the project begins? (M. Al-Khatib)

Yes, the funds will be reserved. There are limits on this project's time frame. (D. Mohler)

Does the Commonwealth believe that this project should take priority over other projects in the region? (D. Koses)

There may be other TIGER applications from the region, but EOT has not seen those applications. (D. Mohler)

P. Regan voiced support for the project noting that the project will serve the most transit dependent population in the MBTA system.

A motion to give an MPO endorsement to the 28X project for the TIGER application was made by P. Regan, and seconded by G. Esty. The motion passed unanimously.

Staff was directed to prepare a letter of endorsement.

10. Belmont, Lexington, and Waltham Subarea Study – *Alison Felix, MAPC, and Alicia Wilson, MPO Staff*

Members were provided with bound copies of the *Belmont, Lexington, and Waltham Subarea Study*. (See attached handout showing the study area.)

A. Felix provided an overview of the study. This study was included in the FFY 2005 Unified Planning Work Program (UPWP). For the development of the work program for this study, MAPC and CTPS staff met with planners, transportation officials, and other stakeholders in the three towns within the study area. Stakeholders expressed concern about existing and future traffic, future development, transit, and the need to mitigate project impacts. An Advisory Committee was formed to provide input throughout study process.

The objectives of the study were to identify the total amount of new development planned for the study area, travel demand in the corridor, impacts associated with the new developments, alternatives for evaluating growth scenarios, and ways to manage transportation demand through alternative land uses.

Following an analysis of existing conditions, future year scenarios for the year 2030 were developed. One was a future build-out scenario that assumed all development projects would be completed as proposed and land built out to allowable zoning. Alternative growth scenarios included a scenario preferred by the Advisory Committee, and a Smart Growth scenario. The recommendations from the study encouraged a smart growth approach and suggested roadway improvements and transit expansion.

A. Wilson provided an overview of the traffic operations analysis portion of the study. CTPS analyzed existing conditions at 17 intersections for base year 2005, and this analysis was used to calibrate the regional traffic model for this study. The findings of the traffic analysis showed that between 2005 and 2010, traffic volumes were forecast to grow between 1%-29% in the AM period and 1%-19% in the PM. For the 2030 build-out scenario, traffic volumes were forecast to grow between 10%-54% in the AM and between 8%-40% in the PM. The results showed overall modest reductions in traffic between the 2030 build-out and growth scenarios, with larger reductions occurring around the Fernald site. The study recommendations proposed mitigating measures such as geometric changes, signalization, and signal redesign.

As the Advisory Committee expressed interest in bus service on Trapelo Road, the study also investigated new bus service in the corridor and modifications to existing bus service. The least disruptive modification was found to be a diversion along Route 554 at the peak hours. This change was instituted as part of MBTA's 2008 Service Plan.

- A. Felix then summarized key recommendations from the study including the following:
- The roles of the three communities in implementing smart growth development and transportation infrastructure should be outlined
 - The three towns should collaborate on mitigation for future development

- Recommendations from this study can help guide the land use decisions regarding the redevelopment of the Fernald site
- The roadway and landscaping design recommended in this study should have continuity with the Town of Belmont's plans for Trapelo Road

Following the presentation, P. Regan asked if there is any indication of whether there is a preferred land use for the Fernald site. A. Felix replied that there are several potential land uses being discussed, including residential development and use of the land as a cemetery. A private consulting firm has prepared a report on the potential land uses.

A motion to approve the *Belmont, Lexington, and Waltham Subarea Study* was made by E. Bourassa, and seconded by P. Regan. The motion passed unanimously.

11. Members Items

P. Regan informed members that State Senator Karen Spilka filed a bill to create a new MPO in the Framingham/Natick area.

Members agreed to cancel the September 17 meeting and meet next on September 24 at 9:30 AM.

12. Adjourn

A motion to adjourn the Transportation Planning and Programming Committee meeting and open the MPO meeting was made by Joe Cosgrove, MBTA and seconded by P. Regan. The motion passed unanimously.

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

Member Agencies

EOT
City of Boston

City of Newton
City of Somerville
MAPC

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

Representatives and Alternates

David Mohler
Jim Gillooly
Thomas Kadzis
David Koses
Michael Lambert
Eric Bourassa
Jim Gallagher
Mark Guenard
John Romano
Lourenço Dantas
Joe Cosgrove
Paul Regan
Malek Al-Khatib
Steve Olanoff
Richard Warrington
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Michael Callahan
Maureen Kelly
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Arnie Soolman
Mary Ellen Sullivan
Pam Wolfe

Other Attendees

Stephen Baldini
Roland Bartl
Rob Cahoon
Ken Caputo
Lynn Duncan
Alison Felix
Denis Fraine
Jack Hathaway
David Knowlton
Sue McQuaid

Rob Mercier
Ellin Reisner

John Sandez
Pete Soronson

National Development
Town of Acton
Coler & Colantonio
Town of Norfolk
City of Salem
MAPC
Town of Bellingham
Town of Norfolk
City of Salem
Neponset Valley Chamber of
Commerce
Town of Burlington
Somerville Transportation Equity
Partnership
Town of Burlington
Vanasse Hangen Brustlin, Inc.

DRAFT Amendment Six
FFY 2009 Element of the FFYs 2007 - 2010 TIP

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

Indicates a project moved out to another TIP element (cost not reflected in total)

Indicates a new addition to the TIP (action taken as denoted)

Indicates a project moved to a new funding category

Regional Highway Program

FEDERAL-AID TARGET PROJECTS

Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Belmont, Cambridge & Somerville	600811	Bicycle Facility	\$4,160,000	\$1,040,000	\$5,200,000
Franklin	602962	King Street Ramps	\$3,800,000	\$950,000	\$4,750,000
Milford	604530	Upper Charles Trail, Phase 2	\$3,280,000	\$820,000	\$4,100,000
Watertown	602053	Intersection Improvements at Three Locations	\$1,431,296	\$357,824	\$1,789,120
			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>
Boston		Boston Traffic Management Center Operations	\$324,000	\$81,000	\$405,000
Boston Region		Improving the Region's Bike/Ped Infrastructure Program	\$490,838	\$122,710	\$613,548
Boston Region		Regional Transportation Demand Management Program			
		<i>City of Boston Bike-year 2</i>	<i>\$28,000</i>	<i>\$7,000</i>	<i>\$35,000</i>
		<i>City of Cambridge-year 2</i>	<i>\$34,229</i>	<i>\$8,557</i>	<i>\$42,786</i>
		<i>City of Salem - year 2</i>	<i>\$49,616</i>	<i>\$12,404</i>	<i>\$62,020</i>
Boston Region		Suburban Mobility Improvement Program			
		<i>MetroWest Regional Transit Authority-Year 2 funding for Framingham-Newton fixed-route bus service</i>	<i>\$202,900</i>		<i>\$202,900</i>
		<i>Greater-Attleborough Taunton Regional Transit Authority-Year 2 funding for Duxbury/Marshfield fixed-route bus service:</i>	<i>\$158,961</i>		<i>\$158,961</i>
		<i>Greater-Attleborough Taunton Regional Transit Authority-Year 3 funding for Franklin bus service</i>	<i>\$91,188</i>		<i>\$91,188</i>
		<i>MetroWest Regional Transit Authority-Year 1 funding for new Saturday bus service between Framingham, Southborough, and Mc</i>	<i>\$43,438</i>		<i>\$43,438</i>
		<i>Town of Acton: Year 1 funding for new town-wide dial-a-ride service</i>	<i>\$52,794</i>	<i>\$13,199</i>	<i>\$65,993</i>
		<i>Town of Acton: Year 1 funding for new commuter rail station park & ride service</i>	<i>\$42,394</i>	<i>\$10,599</i>	<i>\$52,993</i>
		<i>Town of Hull: Year 1 funding for new summer season ferry service from Boston to Hull (Nantasket Beach)</i>	<i>\$46,141</i>	<i>\$11,535</i>	<i>\$57,676</i>
		Congestion Mitigation and Air Quality Improvement Program Total	\$14,136,499	\$3,534,125	\$17,670,623
				<i>CMAQ Regional Target</i>	<i>\$8,593,420</i>

National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Three of Six	\$9,567,511	\$2,391,878	\$11,959,389
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year One of Six	\$2,400,000	\$600,000	\$3,000,000
		National Highway System Total	\$11,967,511	\$2,991,878	\$14,959,389

DRAFT Amendment Six
FFY 2009 Element of the FFYs 2007 - 2010 TIP

FEDERAL-AID American Recovery and Reinvestment Act of 2009 cont.

Waltham	PROG 9	Northeast Elementary School Sidewalk School	\$518,000	\$518,000
Watertown, Newton, Boston	DCR949	Nonantum Rd Improvements	\$6,059,400	\$6,059,400
Weston	MTA-MHS-02	Ramp G over Turnpike	\$3,000,000	\$3,000,000
Weston	MTA-MHS-03	Ramp G over Aqueduct	\$2,000,000	\$2,000,000
Highway ARRA Total			\$129,520,048	\$129,520,048

FEDERAL-AID BRIDGE PROJECTS

Bridge			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	600944	American Legion HWY over Route 203	\$4,904,904	\$1,226,226	\$6,131,130
Framingham	604013	Fountain Street over MBTA and CSX	\$0	\$0	\$0
Hanover	605101	Route 53 over Route 3	\$10,807,520	\$2,701,880	\$13,509,400
Marlborough	603506	Robin Hill and Boundary Street Bridges over the Assabet	\$3,158,748	\$789,687	\$3,948,435
Bridge Total			\$18,871,172	\$4,717,793	\$23,588,965

Advance Construction Bridge

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,800,000	\$2,200,000	\$11,000,000
Boston & Everett	603370	Route 99 (Alford Street) Bridge	\$4,000,000	\$1,000,000	\$5,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$800,000	\$200,000	\$1,000,000
Lynn & Saugus	026710	Route 107 (Fox Hill) Bridge	\$800,000	\$200,000	\$1,000,000
Advance Construction Bridge Total			\$13,600,000	\$3,400,000	\$17,000,000

Special Bridge Funds

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Danvers	603715	Route 1 over Centre Street	\$7,654,400	\$1,913,600	\$9,568,000
Millis	604240	Route 115 (Norfolk Rd) over Charles River	\$1,680,000	\$420,000	\$2,100,000
Special Bridge Funds Total			\$9,334,400	\$2,333,600	\$11,668,000
Federal-Aid Bridge Total					\$52,256,965

FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES

Interstate Maintenance

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Marlborough, Hudson & Berlin	604877	Interstate 495	\$13,403,988	\$1,489,332	\$14,893,320
Stonham, Winchester & Reading	604878	Interstate 93	\$9,855,648	\$1,095,072	\$10,950,720
Interstate Maintenance Total			\$23,259,636	\$2,584,404	\$25,844,040

National Highway System Statewide Preservation

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Arlington/Belmont/Cambridge	604629	Route 2	\$3,367,200	\$841,800	\$4,209,000
Wilmington and Methuen	605396	Guide and Traffic Sign Repair on I-93	\$4,044,401	\$808,880	\$4,044,401
Somerville to Wilmington	604938	Guide and Traffic Sign Repair on I-93	\$5,008,542	\$1,001,708	\$5,008,542
National Highway System Pavement Preservation Total			\$10,609,554	\$2,652,389	\$13,261,943

Route 28X

Transforming Bus Service in Boston

September 3, 2009

Boston MPO

- Ruggles • Dudley • Grove Hall •
- Mattapan •



Route 28X Enhancements

Project At A Glance

- MBTA's best customers have unreliable service
- 28X provides significant opportunity to improve service along this corridor



EOT
MASSACHUSETTS
EXECUTIVE OFFICE
OF TRANSPORTATION

Route 28X Enhancements

Project At A Glance

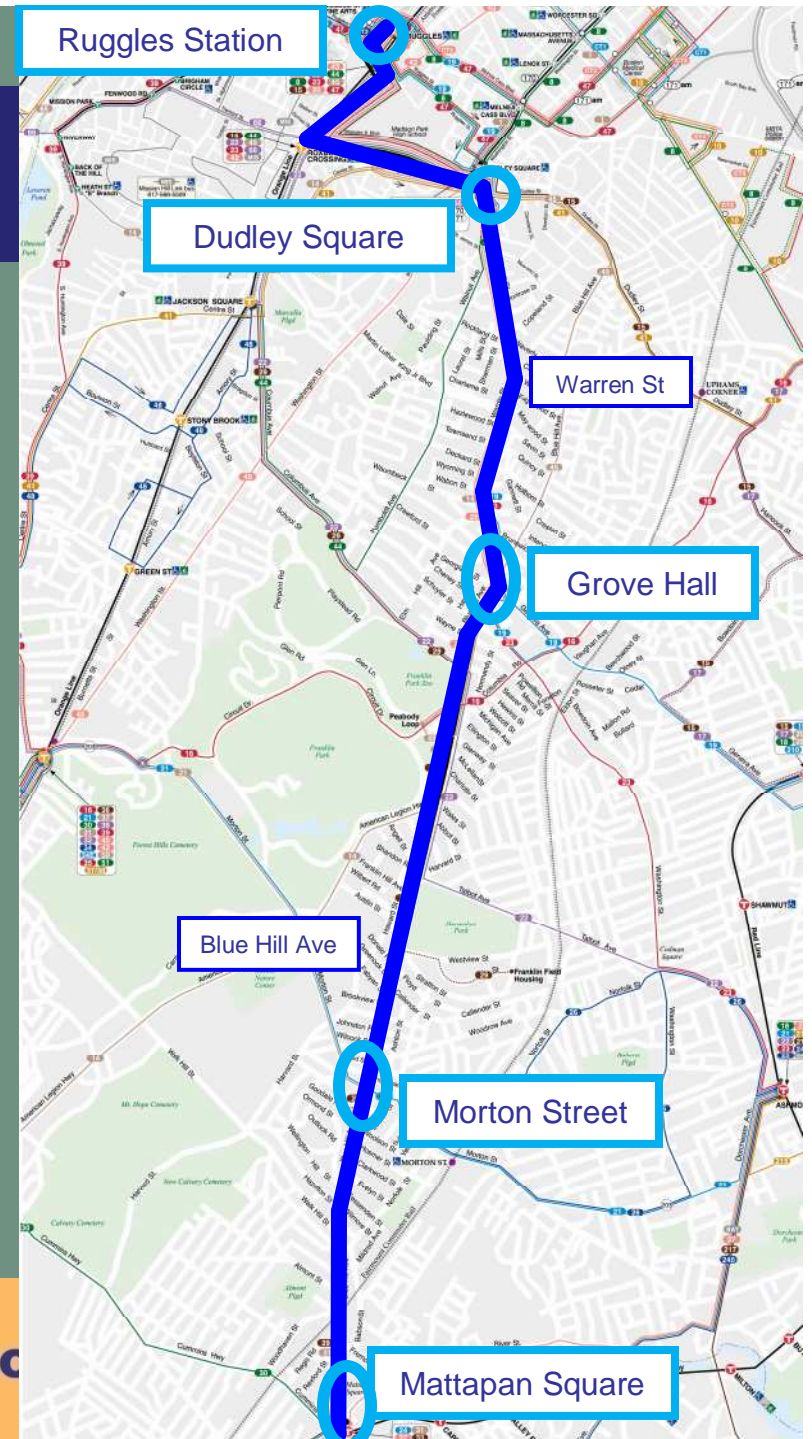
- Invests \$150M+ into the 28X Corridor
 - *Commuter benefits: 25% shorter trip*
 - *Driver benefits: new signal equipment and timing at 40 signalized intersections*
 - *Business and pedestrian benefits: new sidewalks, streetlights, crosswalks, landscaping (including increasing street trees by over 50%)*
 - *Community benefits: \$1M + for public art*



Route 28X Enhancements

Current Route 28

- One of Top 5 MBTA Bus Routes
 - Over 12,000 weekday boardings
- Transit is a Lifeline for the community
 - For many, this is the only transportation available
- Recommended in MBTA's Program for Mass Transportation
- Opportunity to transform service



Why the Route 28 Corridor?

Travel Speed

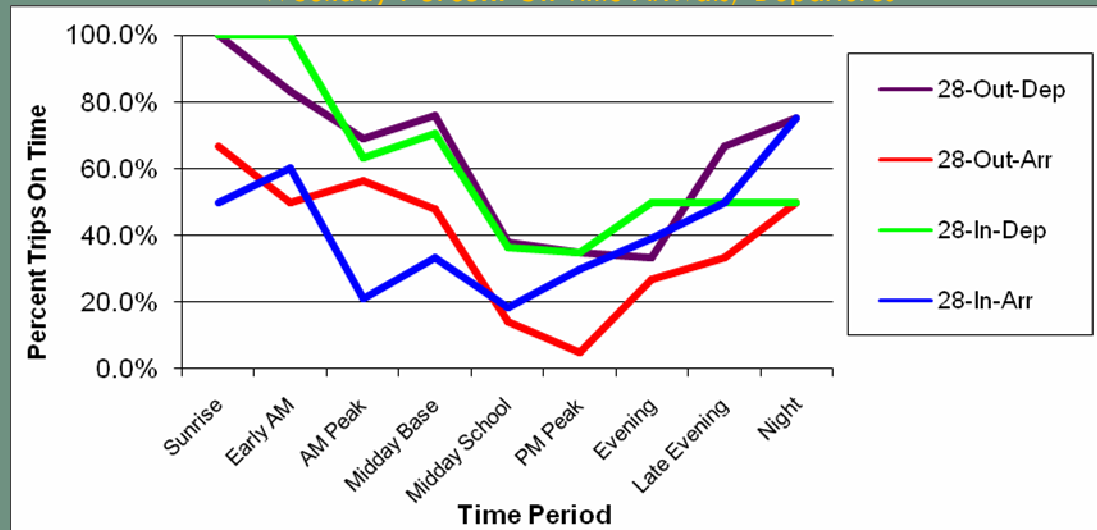
- Below-average travel speeds
 - Many segments less than 10 mph

Performance/Reliability

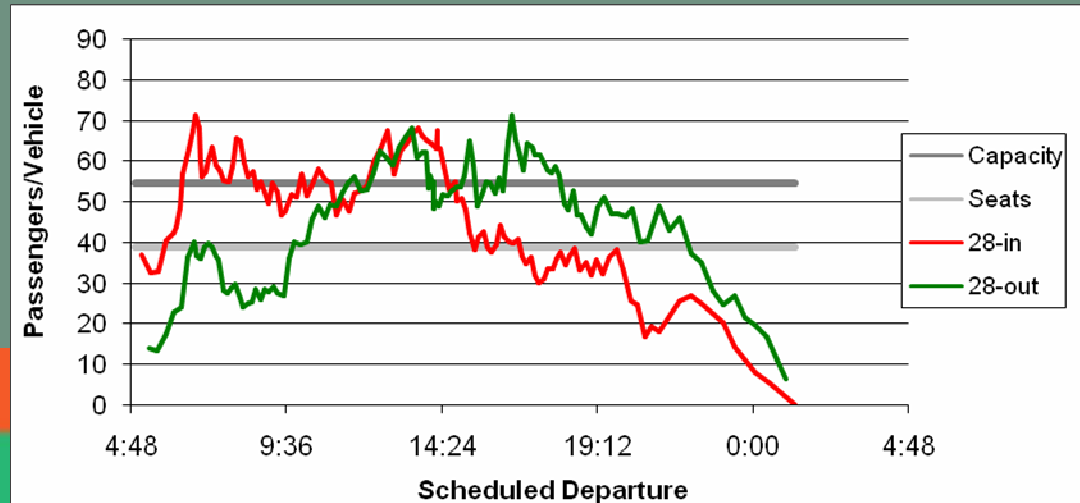
- Difficulty with schedule adherence
- PM peak
 - Less than 10% on-time arrivals
- Between midday – & evening
 - Less than 50% **leave** on time

Overcrowding

Weekday Percent On-Time Arrivals/Departures

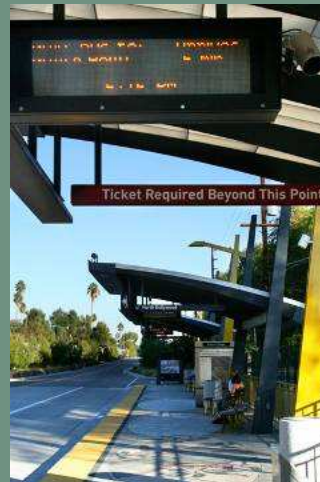


Hourly Ratio of Passengers/Vehicles



State-of-the-Art Service

- Corridor travel time savings – **25%**
- Greatly improved reliability
- Passenger comfort and accessibility
- Quality stations
- Accessibility



EOT
MASSACHUSETTS
EXECUTIVE OFFICE
OF TRANSPORTATION

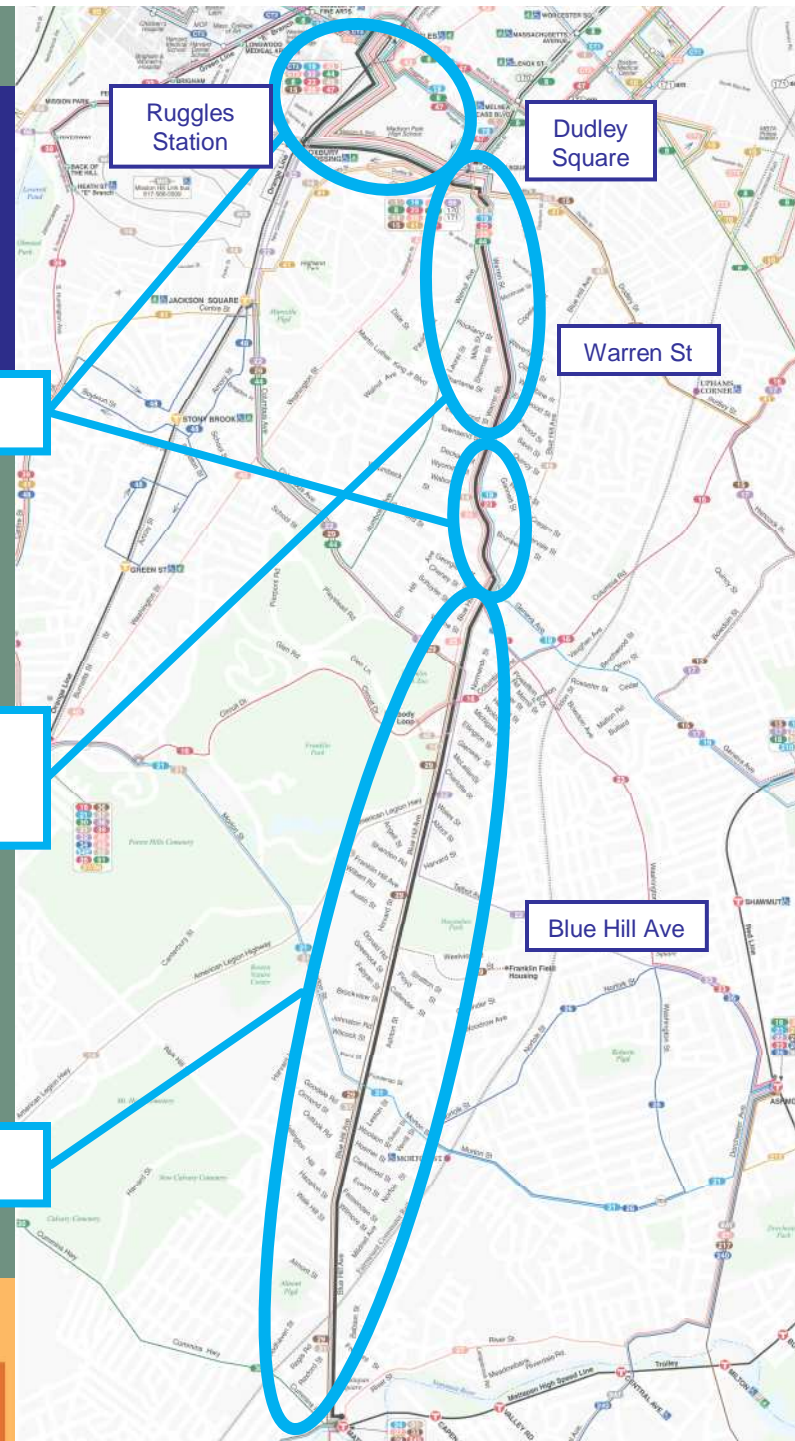
Route 28X Enhancements

State-of-the-Art Service

Mixed Traffic

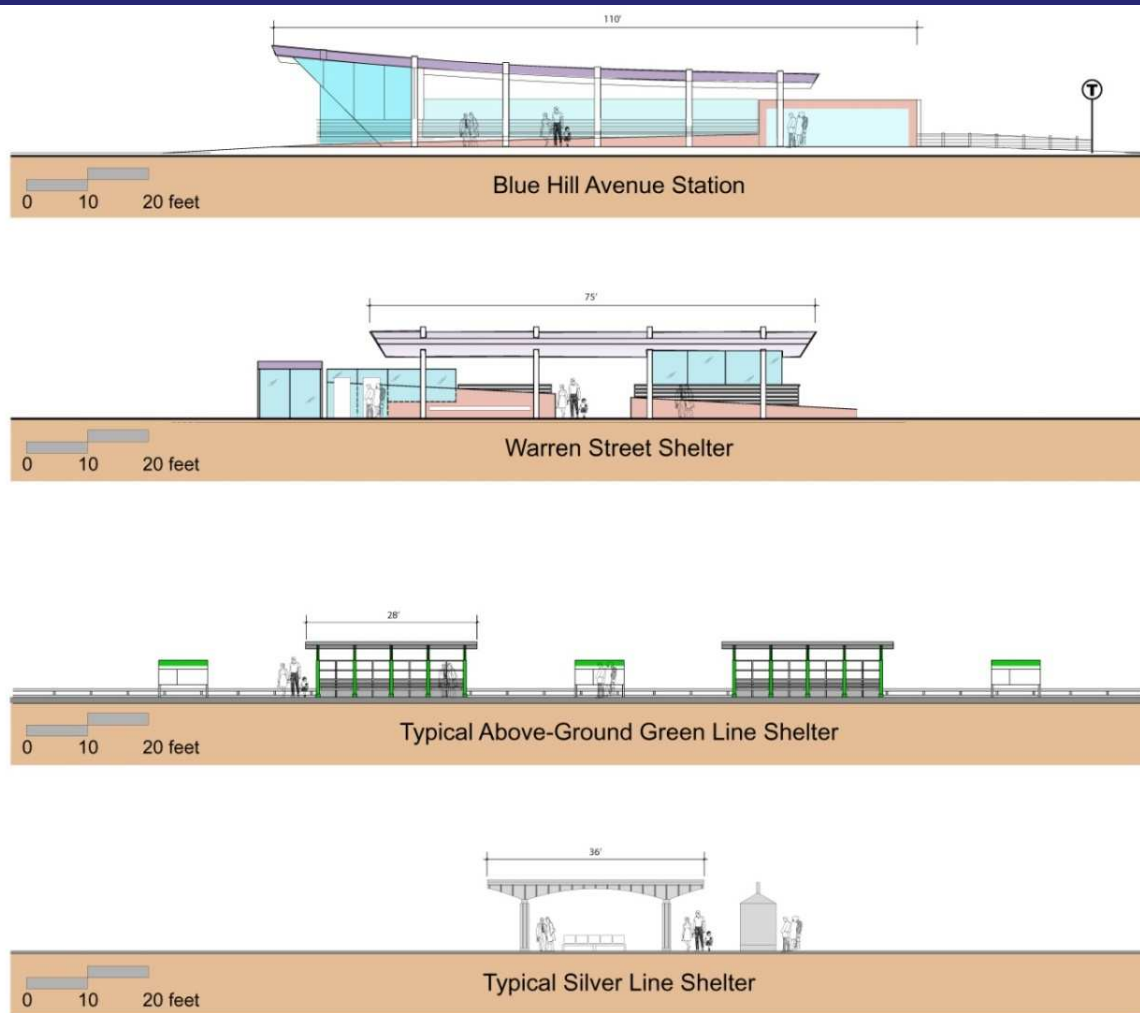
Queue Jump
•Dedicated Bus Lane

Center Median Reservation



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State-of-the-Art Service



Route 28X Enhancements

What is in the Project?

Item	Cost
Street Reconstruction	\$64 M +
Stations	\$34 M +
Streetscape/Lighting	\$5 M +
Traffic Signals	\$14 M +
Landscaping	\$9 M +
Design/Management	\$10 M +
Parking Replacement	\$6 M +
Public Art	\$1 M +
Total	\$140 M +

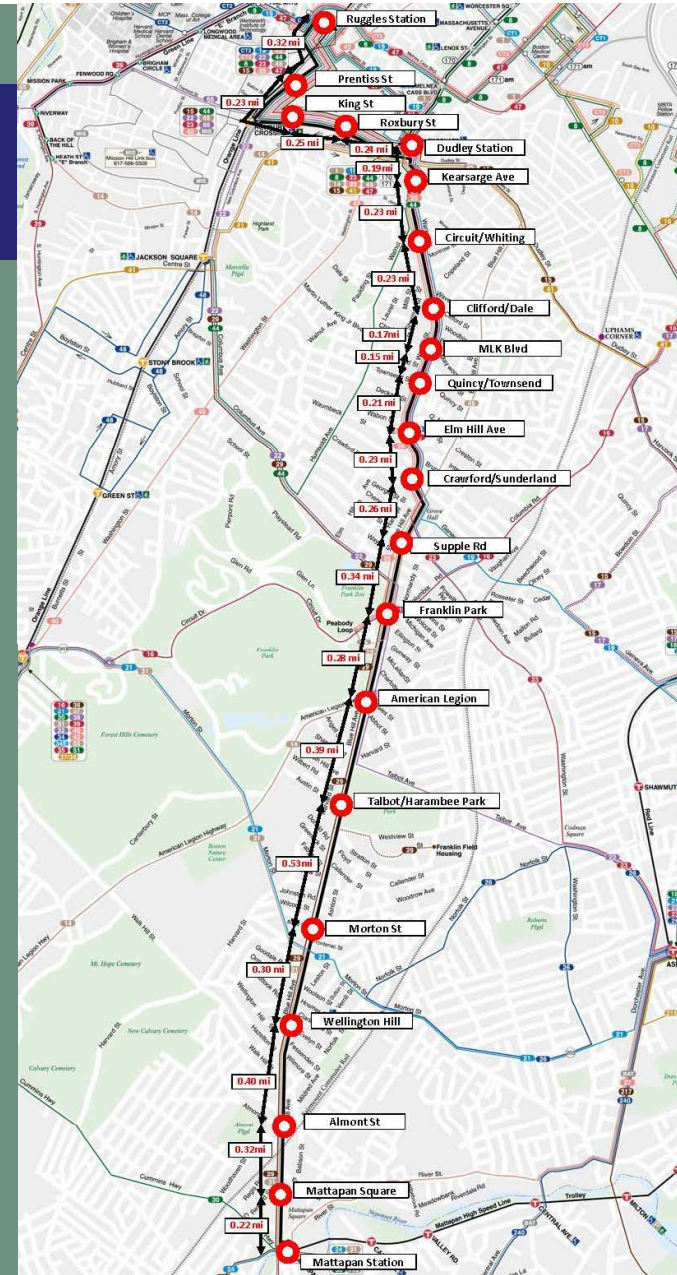
**Note: all numbers are approximate*



Route 28X Enhancements

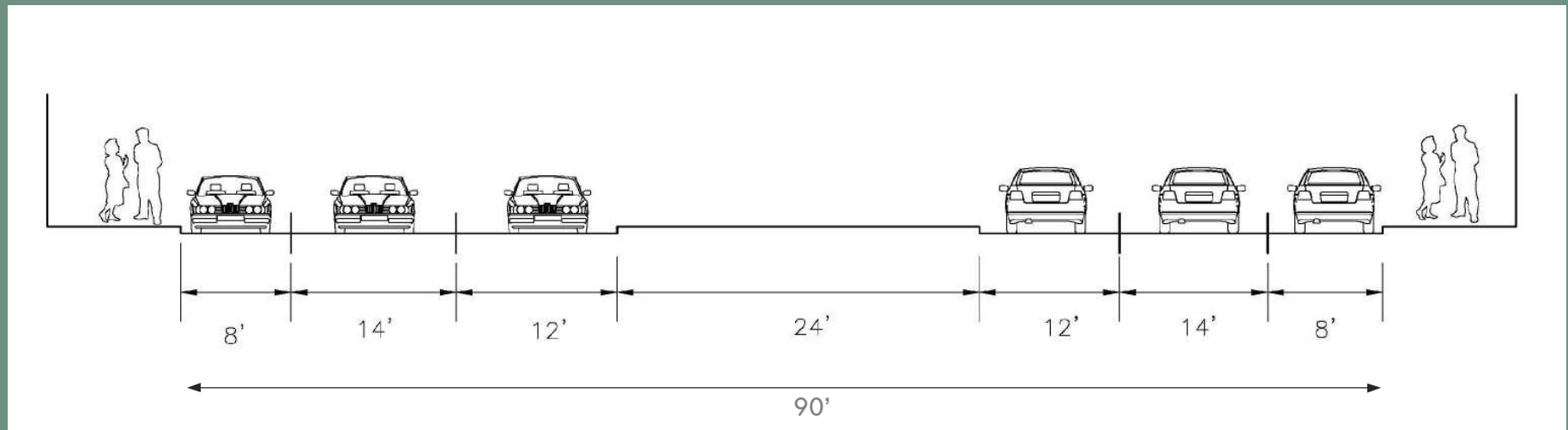
28X Proposal

- 21 stations
- 28X only in Blue Hill Avenue busway
- Local service remains on Blue Hill
- Grove Hall – Dudley
 - All buses use improvements



Route 28X Enhancements

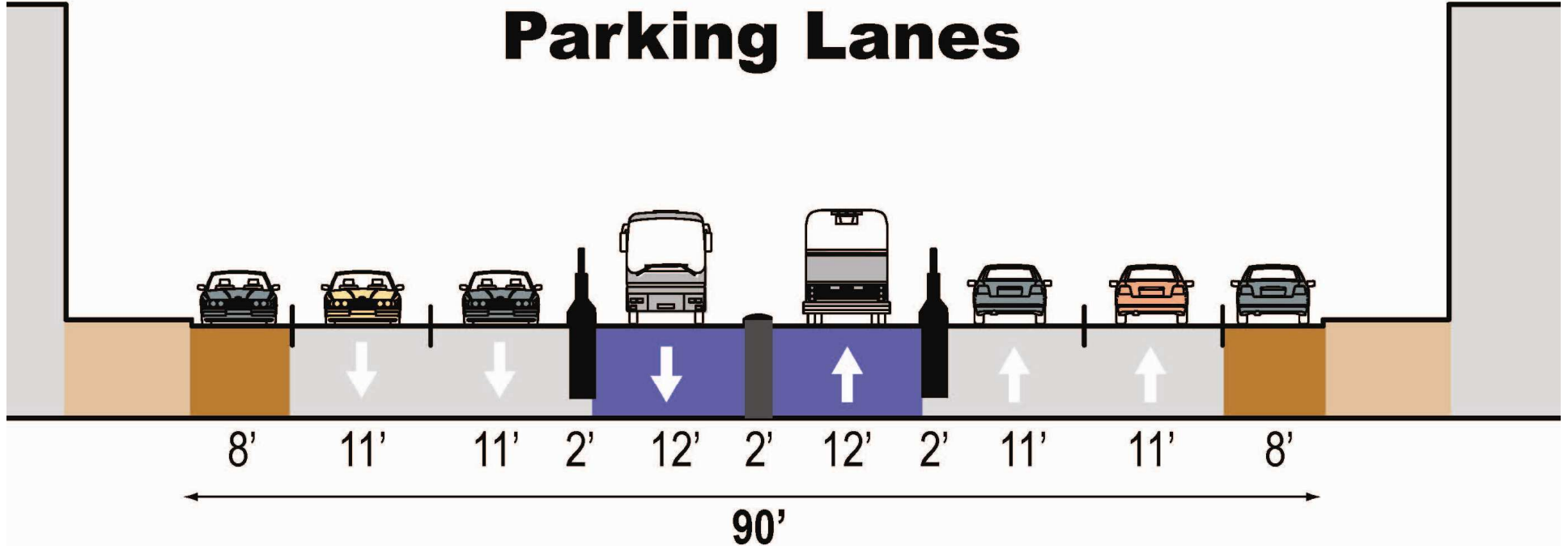
Typical Existing Cross-Section - Blue Hill Ave



Route 28X Enhancements

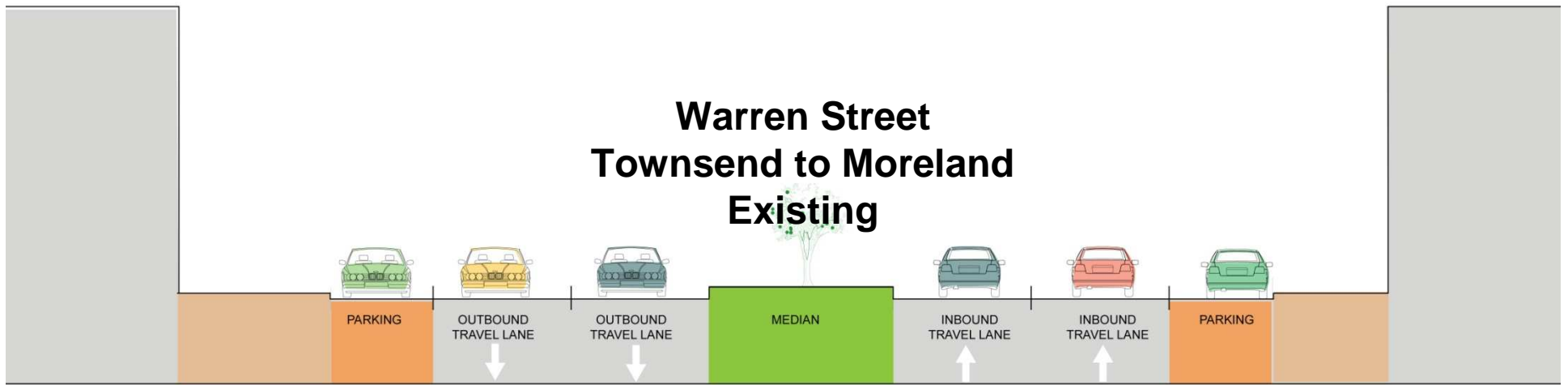
Typical Proposed Cross-Sections - Blue Hill Ave

90' Curb-to-Curb with Parking Lanes

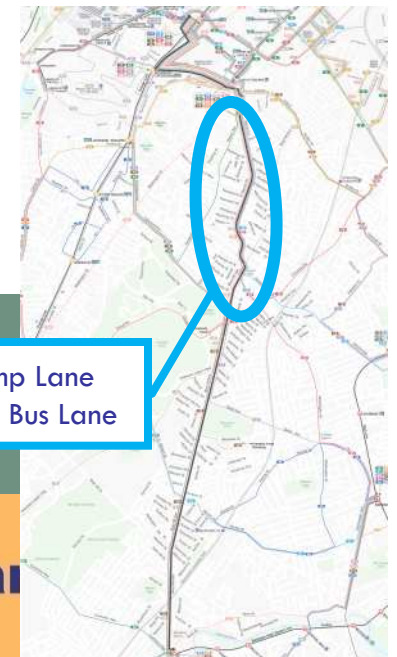


Route 28X Enhancements

Typical Existing Cross-Section – Warren Street



8' 14' 11' 15' 13' 13' 8'
82'



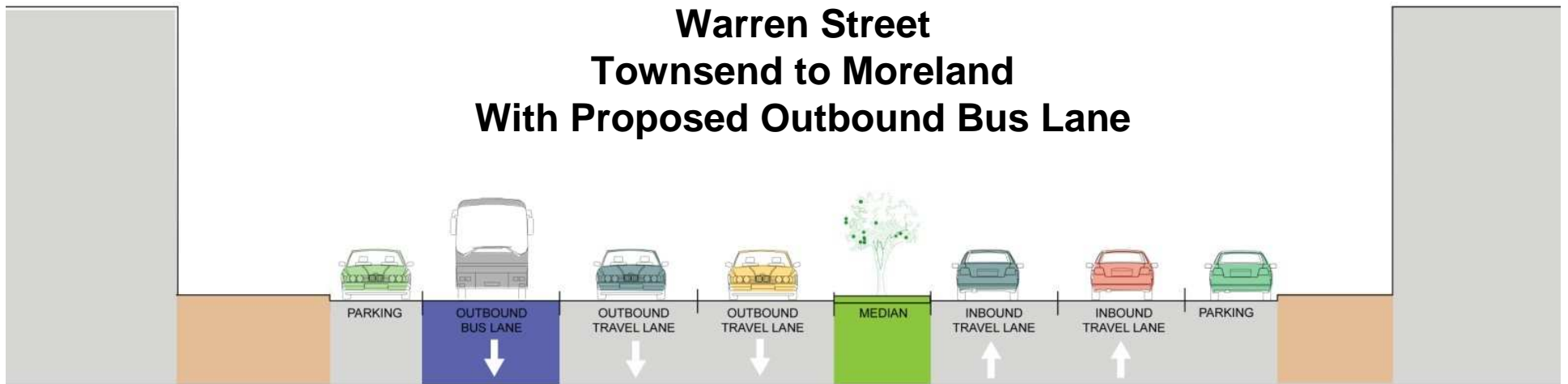
Queue Jump Lane
Dedicated Bus Lane



Route 28X Enhanc

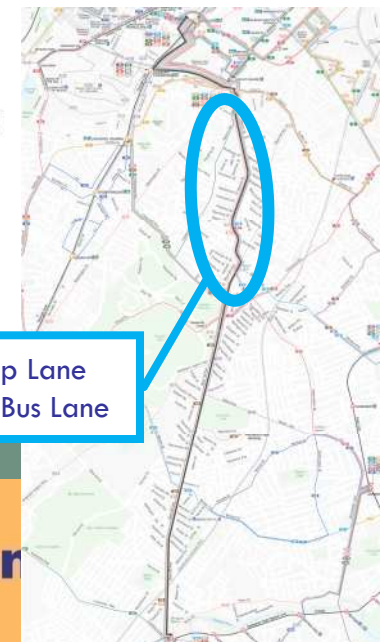
Typical Proposed Cross-Sections – Warren St.

Warren Street Townsend to Moreland With Proposed Outbound Bus Lane



8' 12' 12' 12' 7' 12' 11' 8'

82'

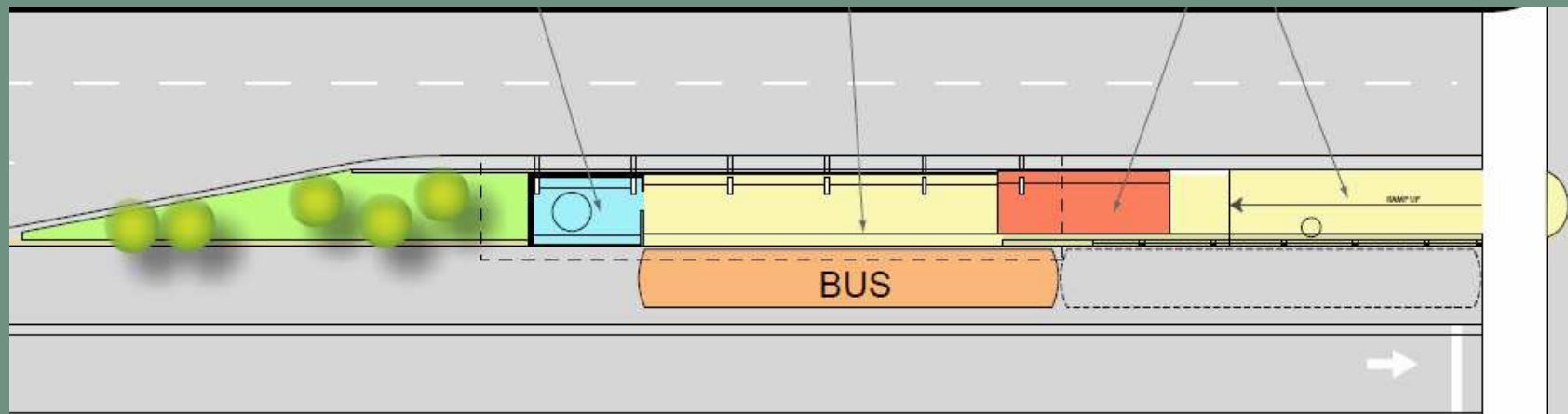
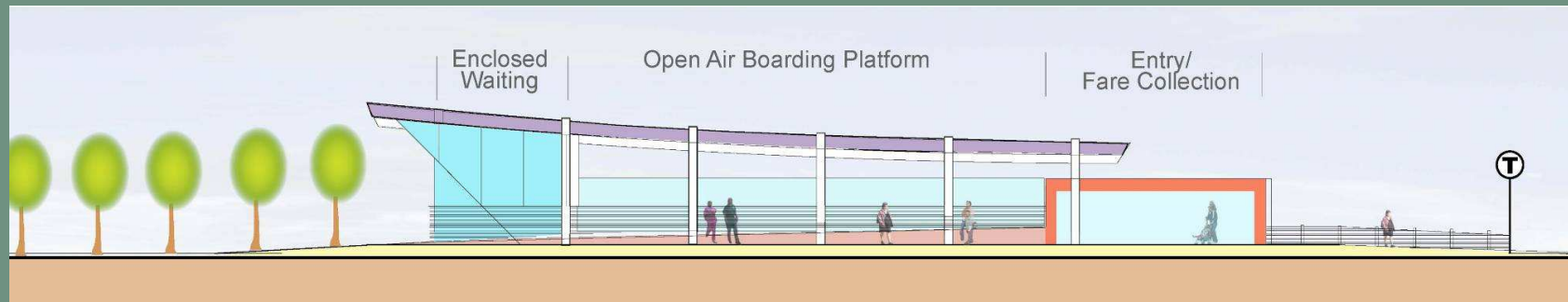


Queue Jump Lane
Dedicated Bus Lane



Route 28X Enhanc

Station Design: Blue Hill Avenue



Station Design: Blue Hill Avenue



Route 28X Enhancements

Next Steps – Fall 2009

- TIGER application
 - Due Sept. 15th
 - Awarded – December to January
- Advisory group continues
 - Job creation for community
 - Expansion of the advisory group
 - Coordination with elected officials
- Stakeholder meetings continue
- Concept design continues



Route 28X Enhancements

Overall Next Steps

- Submit TIGER application
- Select designer
- Prepare final design Project construction - 18 months
- 28X Service begins – Feb 2012
- Community process throughout



Route 28X Enhancements

Belmont, Lexington, Waltham Subarea Study

