



Town of Reading
16 Lowell Street
Reading, MA 01867-2685

FAX: (781) 942-9071
Email: townmanager@ci.reading.ma.us
Website: www.readingma.gov

TOWN MANAGER
(781) 942-9043

October 15, 2009

Secretary James Aloisi
Executive Office of Transportation and Public Works
10 Park Plaza, Suite 3170
Boston, MA 02116

Re: Reconstruction of West Street – Reading, MA
Project Number 601705

Dear Secretary Aloisi:

The Town of Reading (Town) recently attended the Boston MPO's July 9, 2009 Transportation Planning and Programming Committee (TPPC) Meeting to present the referenced project. The main purpose of this meeting was to discuss the Draft FFY 2010 to 2013 TIP and the various projects that would eventually constitute the region's four year program. The Town's presentation of the West Street Project at this meeting was part of the long process where the Town has been coordinating extensively with both the Massachusetts Highway Department (MassHighway) and the Boston MPO for a number of years, expending tremendous amounts of time, effort and funds to see that the improvements that make up this project are eventually implemented. However, our efforts to date concerning this have been unsuccessful.

During the TPPC meeting in question, a member of the MPO suggested that municipalities with projects not currently programmed on a FFY TIP should correspond with your office through a Ms. Rachel Bain in an attempt to access American Recovery and Reinvestment Act or Stimulus Funds for the construction of their respective projects. **With that in mind, the Town of Reading is writing to respectfully request that the West Street Project receive consideration for use of ARRA funds in order that the much needed and long awaited improvements to this roadway might be realized.**

West Street is functionally classified as a minor arterial consisting of a single travel lane in each direction and runs from north to south along the southwestern side of the Town of Reading between the Town of Wilmington and the City of Woburn. The West Street corridor is primarily residential and maintains sidewalks along most of its length on at least one side of the roadway. Currently, West Street carries approximately 13,500 vehicles per day and this volume is steadily increasing each year. West Street is used as an alternate commuter route to access the industrial sectors of Woburn and Wilmington, providing access to the Interstate 93/Route 129 Interchange in Wilmington via Willow and Lowell Streets. To the south, it passes under Interstate 93 and connects with Washington Street and the Route

128 Interchange in Woburn. Along with being one of the main arterials between Woburn and points north including the Town of Wilmington, the area along West Street has also seen a tremendous amount of growth in the form of development which has put a strain on this already taxed roadway. Recently, two large developments have taken place along the corridor - the Johnson Woods residential development to the north of the project as well as the Archstone development located along the southern end of the project. Additionally, a recently constructed 450 unit residential development in Woburn accesses West Street at the Wilmington/Reading line. Since this project is being driven primarily by development projects both within and surrounding Reading, it could be said that it is being done in response to economic development rather than driving it. West Street also provides access to Barrows Elementary School through Edgemont Avenue. West Street is located approximately 0.5 mile from the Reading Commuter Rail Station, and carries much of the traffic accessing that station from the west side of Reading and out of town users.

The West Street Project will provide much needed roadway, geometric, and traffic control improvements along the corridor that will result in improved vehicular, pedestrian and bicycle safety as well as vehicular capacity and traffic operations within the project limits. The project involves the full depth reconstruction of West Street from the Woburn City line to the intersection of West Street with Longwood Road in Reading for a distance of approximately 7,500 feet. The project also involves roadway work along the various side streets within this section of West Street for a combined length of approximately 2,500 feet, resulting in a total project length of approximately 10,000 feet. Along with the roadway work, the project also includes the installation of new granite curbing and the construction of ADA accessible cement concrete sidewalks and wheelchair ramps, improvements to the closed drainage system and the installation of new pavement markings and signs. The project also includes the installation of fully-actuated traffic signals at the intersections of West Street with Woburn Street and Wescroft Road, West Street with King Street and Winslow Road, and West Street with Summer Avenue and Willow Street, as well as the intersection of Woburn Street and Summer Avenue. It should be noted that the intersection of West Street with King Street and Winslow Road also serves as the school crossing for the Barrows Elementary School. The work will provide acceptable lanes and shoulders along the corridor to safely accommodate vehicles as well as bicycles and will also provide new sidewalks with a grass buffer strip for much improved pedestrian safety. The construction cost of the project currently stands at approximately \$7.9 million.

This project was conceived in the early 1990's and eventually received Project Review Committee approval in 1996. The 25% Design was submitted to MassHighway on February 27, 2006 and the Design Public Hearing was held on January 30, 2008. MassHighway is currently reviewing the 75% Design which was submitted on September 29, 2008. Since MassHighway has also approved the Preliminary Right of Way for the project, the Town has been coordinating with the owners along the corridor to obtain Right of Entries to allow for the construction of the improvements. To date, we have received signed Right of Entry Agreements from approximately half of the property owners along the length of the project. It should be noted that this project does not require any permanent easements or fee takings.

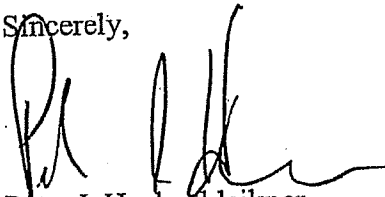
A Notice of Intent was also filed with the Reading Conservation Commission on April 3, 2009 for work within wetland buffer zones, and the Draft Order of Conditions is currently being drawn up following the final presentation at a September 23, 2009 Hearing.

The Town has also held numerous Public Meetings with the various stakeholders throughout the various stages of the design to ensure that the design process progresses seamlessly. Presently, there is overwhelming support for the project from the various stakeholders. The Town considers the West Street Project our Number 1 Priority, and we will stay committed to this until such time as funds are made available for the construction of these improvements.

The Town, therefore, respectfully requests that your office consider allocating ARRA finds for the construction of the West Street Project. The Town understands that projects receiving these funds are required to be ready for advertisement by February 2010. The Town is confident that with the Right of Way process underway and the Environmental process nearly complete, this project will be ready for advertisement by February 2010. Also, the MassHighway District 4 Office has indicated their support of this project and has committed to complete their reviews on the Final Design Submissions in a timely manner that would not hinder this project being ready by the required date.

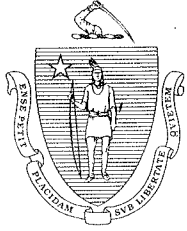
The Town would like to thank you for your consideration of our project, and we look forward to working with your office in cooperation with the MPO and MassHighway to see that this project is carried through to completion. Please do not hesitate to contact my office should you have any questions or require additional information.

Sincerely,



Peter I. Hechenbleikner
Town Manager

CC: Board of Selectmen
Rachel Bain – Executive Office of Transportation
Patricia Leavenworth, P.E. – District Highway Director – MassHighway District 4
Frank Suszynski, P.E. – Project Development Engineer – MassHighway District 4
David Mohler – TPPC Chairman
Hayes Morrison – TIP Manager
Representative Brad Jones
Representative Jim Dwyer
Senator Richard Tisei



Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

**REPRESENTATIVE
CHARLES A. MURPHY**

21ST MIDDLESEX DISTRICT
BEDFORD, BURLINGTON,
WILMINGTON (PREC. 3)

STATE HOUSE, ROOM 243

TEL: (617) 722-2990

E-Mail: Rep.CharlesMurphy@hwm.state.ma.us

CHAIRMAN
Committee on Ways and Means

October 15, 2009

Ms. Hayes Morrison
Transportation Improvement Program Manager
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Middlesex Turnpike Transportation Improvement Project
MassHighway Project ID #605856

Dear Ms. Morrison,

On behalf of the Town of Burlington I am writing you to express my enthusiasm for the Middlesex Turnpike Roadway Improvement Project. This proposal will provide critical roadway infrastructure improvements to support the Town of Burlington's recent planning efforts and will support the Executive Office of Housing and Economic Development's (EOHED) newly created Middlesex Turnpike Growth District.

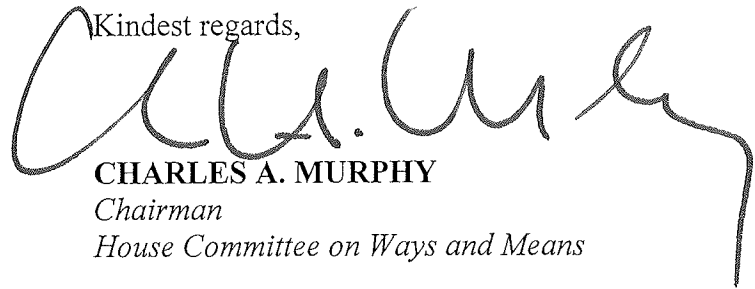
The proposed roadway improvements will provide much needed additional capacity along the Middlesex Turnpike corridor to support recently approved Planned Development District zoning provisions for the Northwest Park, Burlington Research Center, Burlington Dodge, and New England Executive Park projects. These private mixed use redevelopment proposals have all been approved at Town Meeting over the last two plus years.

EOHED has designated this section of Middlesex Turnpike as a Growth District and has issued a Growth District Initiative (GDI) Program Funds Award, to the Town of Burlington to partially finance the design and permitting of this transportation project, with the expectation that potential ARRA funding may be available to fund the construction. This investment by EOHED is intended to promote the investment of private development and stimulate the local economy within the region.

Through the Town of Burlington's planning efforts, significant mixed use private sector redevelopment projects have been approved, through the local Town Meeting process, within the area adjacent to the Middlesex Turnpike Growth District. These planning efforts have been designed to attract new redevelopment which this roadway improvement project will support and mitigate much of the potential impacts from these projects. Placing this project on the TIP will make this project eligible for the necessary ARRA funding to construct these crucial transportation improvements that will allow the Town of Burlington and EOHEd to realize the tremendous opportunity to stimulate private sector investment within the Middlesex Turnpike Growth District.

Please give this worthy project every consideration. Thank you.

Kindest regards,

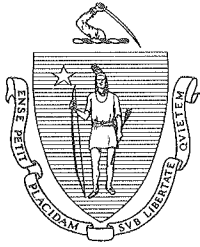
A handwritten signature in black ink, appearing to read 'C.A. Murphy', with a long, sweeping tail extending to the right.

CHARLES A. MURPHY

Chairman

House Committee on Ways and Means

CAM/cr



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

October 20, 2009

Ms. Hayes Morrison
Transportation Improvement Program Manager
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

OCT 23 2009

Re: Nonantum Road Improvements Newton/Watertown/Boston (Project #605662)

Dear Ms. Morrison,

As the members of the Newton, Watertown, and Boston delegations, we write to request the inclusion of the Nonantum Road Improvement Project (MassHighway Project #605662) in the Amended FFY 2010-2013 Transportation Improvement Program (TIP).

Nonantum Road, which runs between Galen Street near Watertown Square and Soldiers Field Road in Brighton, has long been in need of the improvements contained in this proposed project. In addition to the undersigned elected officials, the project has the full support of the Department of Conservation and Recreation, MassHighway and the adjoining communities. It also has very strong public support, as seen at numerous well-attended meetings in our communities and at hearings held by DCR and MassHighway in March and June 2009.

We and the residents of our communities are constantly reminded of the urgency of this project. Nonantum Road has been the site of numerous serious and even fatal accidents. As recently as last winter, a young woman was killed when her car skidded off Nonantum Road and into the Charles River. In 2006 alone, three local residents were killed in accidents on this stretch of road. Unless and until the road is improved as proposed in this project, the hazardous conditions that exist there will continue to put motorists, pedestrians, and cyclists at risk.

In addition to these serious public safety concerns, the current layout of Nonantum Road creates barriers to pedestrians and cyclists seeking to access the Charles River pathways and prevents the road from fulfilling its role as a link to the neighboring communities, local businesses and the banks of the Charles River. The project before you will address these deficiencies by providing for safe crosswalks, designated bike lanes, and expanded paths and open space along the river. The project also calls for LED lighting, improved storm water infrastructure, and strengthened retaining walls that will make Nonantum Road sustainable and cost-effective to maintain.

The proposed improvements to Nonantum Road have been in development for many years. The concept of narrowing the road from four travel lanes to two was included in the 2002 Master Plan for the Charles River Basin. In 2006, the DCR commissioned a traffic study that confirmed that the narrower configuration is sufficient to handle current and projected traffic volumes. The

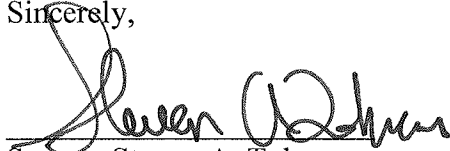
current proposal builds on that prior work, has been thoroughly vetted by the DCR and MassHighway, and incorporates input from residents and local officials.

In February, federal funding for this project (through the American Recovery and Reinvestment Act) was first programmed in Amendment 2 of the FFY 2009 Element of the FFY 2007-2010 TIP. There is no other identified funding source for the project. As final designs will be completed this month, we formally request that this project be included in the Amended FFY 2010-2013 TIP.

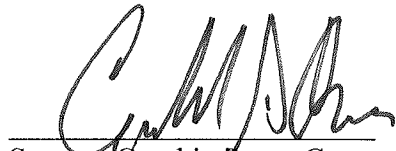
The Nonantum Road Improvement Project is of the highest priority to us and the communities we represent. It will significantly improve public safety, enhance access to the Charles River pathways, and improve the transportation links among the adjoining communities. In addition, the project will support job creation within the engineering community, construction industry and related suppliers.

Thank you for your attention to this matter. Please contact us should you have any questions.

Sincerely,



Senator Steven A. Tolman
2nd Suffolk & Middlesex District



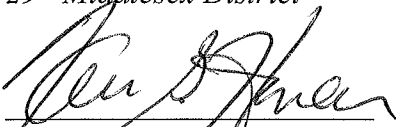
Senator Cynthia Stone Creem
1st Middlesex & Norfolk County



Representative Jonathan Hecht
29th Middlesex District



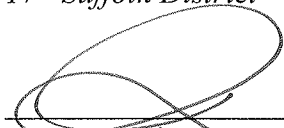
Representative Ruth B. Balsler
12th Middlesex District



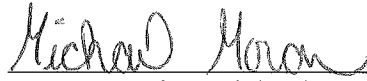
Representative Kevin G. Honan
17th Suffolk District



Representative Kay Khan
11th Middlesex District



Representative Peter J. Koutoujian
10th Middlesex District



Representative Michael J. Moran
18th Suffolk District



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
THOMAS M. MENINO

October 21, 2009

Governor Deval Patrick
Commonwealth of Massachusetts
State House, Room 280
Boston, MA 02133

Dear Governor Patrick,

We are writing to express our commitment to the quick implementation of transportation projects in the City of Boston, funded through the American Recovery and Reinvestment Act (ARRA). As you may know, the Boston MPO included the Resurfacing of Federal Aid Roads within the City of Boston in its fiscal year (FY) 2009 TIP, but the Executive Office of Transportation was unable to advertise the project before the October 1, 2009 deadline. As a result, we strongly urge you to support the inclusion of this project in the TIP Amendment that will be taken up by the Boston MPO as early as Thursday, October 22, 2009. This TIP Amendment will add a number of projects to be undertaken with ARRA funds during this current fiscal year.

This project will provide for the repaving of a number of streets in Boston's various neighborhoods and will also include the installation of modern ramps so that we can better serve our disabled residents and visitors. Additionally, bike facilities will be added to many of the streets being repaved under this project. The estimated cost of this entire project is \$21 million, which was allotted within the FY 2009 TIP.

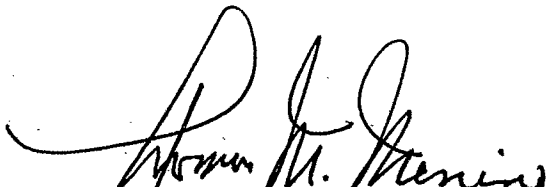
Along with a number of other projects slated to receive the FY 2009 ARRA funding, Boston's Resurfacing Project is now in jeopardy of losing these dedicated funds and must now be included in the FY 2010 TIP to proceed from design into construction.

As you know, the deadline for committing ARRA funds through public advertisement is February, 2010. Boston's Resurfacing Project will be shovel-ready within the next month, which ensures that the funding committed to this project will not be forfeited by the Commonwealth. Other projects competing for ARRA funding may not be as advanced in design and Massachusetts would run the risk of losing ARRA funding if these projects are programmed to receive funds but are not ready for construction.


Your support for including \$21 million for "Resurfacing of Federal Aid Roads within Boston" in the upcoming TIP Amendment by the Boston MPO will be greatly appreciated. I am confident that you and your entire Administration are committed to the goals of the Recovery Act so that we can invest in our transportation infrastructure while creating jobs. Your leadership is critical as we continue to put people back to work in our City.


Thank you for your attention to this issue.

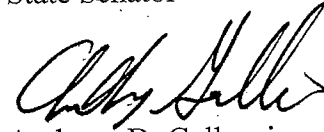
Sincerely,



Thomas M. Menino
Mayor of Boston

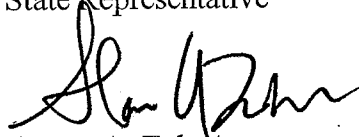

Jack Hart
State Senator


Martin J. Walsh
State Representative



Gloria L. Fox
State Representative


Anthony D. Galluccio
State Senator

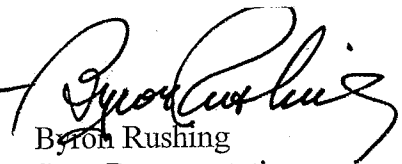

Kevin G. Honan
State Representative



Steven A. Tolman
State Senator



Liz Malia
State Representative

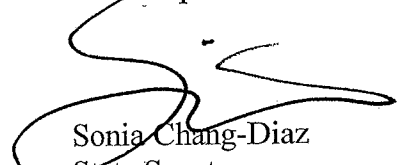

Aaron M. Michlewitz
State Representative


Willie Mae Allen
State Representative

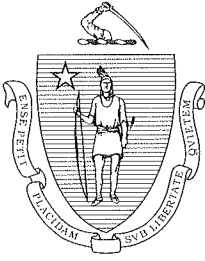

Byron Rushing
State Representative


Michael F. Rush
Chair, Boston Delegation


Anthony W. Petruccelli
State Senator


Sonia Chang-Diaz
State Senator

cc: Jay Gonzalez, Secretary, Administration and Finance
James Aloisi, Secretary, Executive Office of Transportation
Jeffrey Mullan, Incoming Secretary and CEO, MassDOT



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

PETER J. KOUTOUJIAN
STATE REPRESENTATIVE
10TH MIDDLESEX DISTRICT

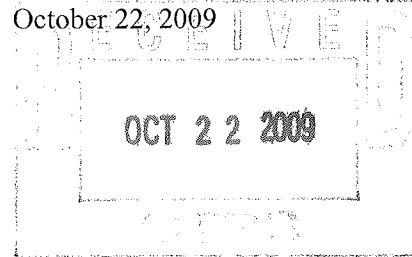
NEWTON, WALTHAM & WATERTOWN

CHAIRMAN
COMMITTEE ON FINANCIAL SERVICES

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

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

October 22, 2009



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

Dear Chairman Mohler,

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

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

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

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

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

Sincerely,

PETER J. KOUTOUJIAN
State Representative
10th Middlesex District

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



Town of Hudson

Department of Community Development

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

October 28, 2009

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

Attention: Hayes Morrison

Re: TIP and Stimulus Comment Letter

Dear Chairman Mohler and Members of the Boston MPO:

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

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

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

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



WalkBoston

November 2, 2009

Boston Region MPO
10 Park Plaza, Suite 2150,
Boston, MA 02116-3968

NOV - 3 2009

RE: TIP Amendment

Dear MPO Members:

WalkBoston writes to express our support for two of the projects included for ARRA funding in the recommended TIP Amendment that is currently under consideration. Of particular importance to WalkBoston's members – because of their benefits for pedestrian safety and encouragement of active transportation and access to transit are the Alewife Greenway (Minuteman-Mystic River Connector) and the reconstruction of Nonantum Road. Each of these projects will serve large numbers of people – including walkers, bicyclists and drivers – and each addresses pressing safety concerns.

This Alewife Greenway will develop a critical pedestrian and bicycle off-road link between two of the region's most heavily used pedestrian and bike path corridors (Minuteman and Mystic River Reservation) and will provide a new direct off-road link to the Alewife T station, the most highly accessed T station via bicycle in the Boston area. Safety improvements will be provided at the crossings of Massachusetts Avenue and Broadway, thus helping to provide safe linkage for major residential neighborhoods and Tufts University to the Mystic River, Dilboy Stadium, Dilboy area ballfields and children's playground, DCR pool and basketball courts, the Minuteman Bike path and the Alewife T station. Presently there are no safe sidewalks, crossings or paths serving many of the aforementioned facilities. The project will include development of two new ADA accessible public paths in a highly urbanized area and will feature ecological restoration of sections of the Alewife Brook, thus serving as a nature trail as well as a bike/pedestrian path.

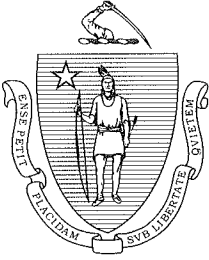
The Nonantum Road project is intended to improve the safety of all roadway users – pedestrians, bicyclists and drivers – in this dangerous roadway alignment. This badly needed project gives important consideration to all roadway users, and pedestrian access is especially important because residents of the neighborhoods adjacent to Nonantum Road must be able to cross the road to safely access the path and the river's edge.

Thank you for giving us the opportunity to provide comments on the Amendment. Please let us know if you have any questions or need further detail.

Sincerely,

Wendy Landman
Executive Director

Cc Secretary Jeff Mullan, MassDOT
Dan Driscoll, DCR Bicycle and Pedestrian Planner



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

WILLIAM N. BROWNSBERGER
REPRESENTATIVE

24TH MIDDLESEX DISTRICT
ROOM 276, STATE HOUSE

TEL: (617) 722-2800, x 7115

CELL: (617) 771-8274

E-Mail: willbrownsberger@gmail.com

Committees:

Global Warming and Climate Change (Vice-Chair)

Public Service

Bonding, Capital Expenditures and State Assets

November 3, 2009

David Mohler, Chair
Metropolitan Planning Organization
10 Park Plaza
Suite 2150
Boston, MA 02116-3968

Re: Minuteman Bike Path to Mystic River Reservation Bike/Pedestrian Transportation Link (Cambridge, Arlington, and Somerville)

Dear Mr. Mohler,

I am writing in strong support of approval for the above project.

The development of this off-road link for pedestrians and bicyclists between the Minuteman Bike Path and the Mystic River Reservation is extremely important. It will provide a new direct off road link for thousands of citizens to the Alewife Station, already the most highly access T station via bicycle.

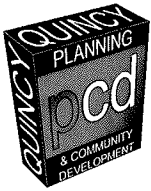
The project will also provide much needed safety improvements at the crossings of Massachusetts Avenue and Broadway, thus linking large residential neighborhoods and Tufts University to the Mystic River the recreational facilities near Dilboy Stadium as well as to the Minuteman Bike Path and the Alewife station.

I strongly urge the MPO to endorse this important project on November 19.

Sincerely,

A handwritten signature in black ink, appearing to read "W. N. Brownsberger".

William N. Brownsberger
STATE REPRESENTATIVE



Department of Planning and Community Development
1305 Hancock Street, Quincy, Massachusetts 02169
Tel. (617) 376-1362 FAX (617) 376-1097
TTY /TDD (617) 376-1375



DENNIS E. HARRINGTON
Director

THOMAS P. KOCH
Mayor

November 3, 2009

Jeffrey Mullan
Secretary and Chief Operating Office
Massachusetts Department of Transportation
Chair, Boston Region MPO
10 Park Plaza, Suite 2150
Boston MA 02116-3968

NOV - 5 2009

RE: Draft Amendment to the FFY 2010-2013 Transportation Improvement Program

Dear Secretary Mullan:

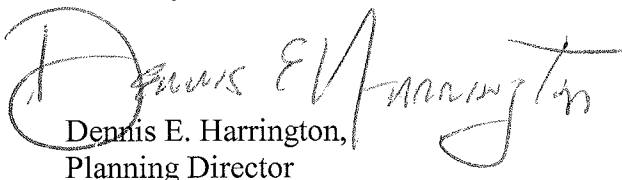
The City of Quincy would like to comment on the draft amendment to the FFY 2010-2013 Transportation Improvement Program (TIP). It is our understanding that this amendment incorporates the recently-released list of transportation project funded under the American Reinvestment and Recovery Act (ARRA) in the 2010 element of the FFY 2010-2013 TIP.

We are pleased that the Quincy Center Concourse Phase II project has been selected to be the recipient of ARRA funding. Also, we thank the Boston Metropolitan Planning Organization for programming the ARRA-funded projects in such an expeditious fashion.

The City of Quincy looks forward to working with the newly formed Massachusetts Department of Transportation as this project moves forward towards construction. Your efforts to make this project come to fruition are greatly appreciated.

Please feel free to contact me at (617) 376-1363 should you have any questions.

Sincerely,


Dennis E. Harrington,
Planning Director

Cc: James Fatseas, Chief of Staff
Larry Prendeville, Commissioner of Public Works
Jack Gillon, Traffic Engineer
Kristina Johnson, Principal Planner
Robert Stevens, Senior Planner



Town of Reading
16 Lowell Street
Reading, MA 01867-2685

FAX: (781) 942-9071
Email: townmanager@ci.reading.ma.us
Website: www.readingma.gov

TOWN MANAGER
(781) 942-9043

NOV 10 2009

November 4, 2009

David Mohler, Chair
Transportation Planning & Programming Committee, Boston MPO
C/O Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Amendment to the FFY 2010 Element of the FFYs 2010–2013 Transportation Improvement Program

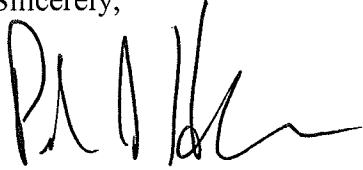
During the Boston MPO's July 9, 2009 Transportation Planning and Programming Committee (TPPC) Meeting it was suggested that municipalities with construction ready projects could attempt to access American Recovery and Reinvestment Act (ARRA) funds for the construction of their projects. Since the Town of Reading's West Street project is nearing 100 % design and not currently programmed on a FFY TIP the Town submitted a request to Secretary Jeffrey Mullan requesting consideration of ARRA funds.

Prior to the Boston MPO's October 29, 2009 Transportation Planning and Programming Committee (TPPC) Meeting the Town was delighted to hear that the West Street project was one of the projects listed as "potentially ready" for 2010 ARRA funds by MPO staff and that the long awaited improvements to this roadway might be realized. While at the meeting it was disheartening to hear that West Street was not selected as one of the projects to receive funding it was extremely discouraging to hear that some of the projects selected some were not on the FFYs 2010-2013 TIP or listed in the Appendix A universe of projects.

The Town realizes that the transportation needs of the region far exceed available funds and that ARRA funds are not part of the regular TIP process. However, since a portion of these funds have been set aside to supplement the TIP program, then the projects selected should have emerged from the process. The Town strongly recommends that MPO amend their acceptance of the amendment and develop a list of ARRA projects that are presently identified in the TIP.

Whatever the outcome of the Town's request, we remain committed to the West Street project and respectfully request that the MPO consider this project for funding within the FFY 2010 – 2013 TIP.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter I. Hechenbleikner', with a stylized, flowing script.

Peter I. Hechenbleikner
Town Manager

cc: Board of Selectmen
Representative Brad Jones
Representative Jim Dwyer
Senator Richard Tisei

TOWN OF DANVERS

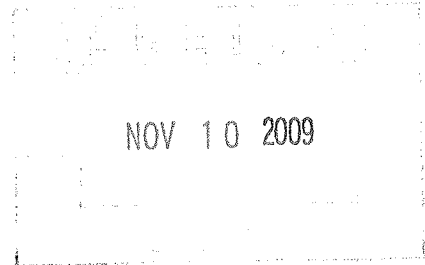


Town Hall, Sylvan Street
Danvers, MA 01923
Telephone (978) 777-0001
Fax (978) 777-1025
wmarquis@mail.danvers-ma.org

Wayne P. Marquis, Town Manager

November 4, 2009

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



**RE: *Liberty Street Transportation Improvement Project
Request for American Recovery and Reinvestment Act support***

Dear David:

On behalf of the Town of Danvers, I am requesting that the Liberty Street Transportation Improvement Project be included in the 2010 appropriation of the American Recovery and Reinvestment Act for transportation projects in Massachusetts.

Operating as an urban arterial, Liberty Street is a major connection for the community and region from Route 35 to Route 128. As you know, the explosion at the CAI plant on November 22, 2006 caused Water Street in Danvers to be closed and traffic to be detoured on area roadways. Liberty Street was used as a detour route for motorists traveling on Route 35 to Route 62, and 128. If the Liberty Street infrastructure further deteriorates, this important regional roadway may require emergency closure and cause further traffic congestion on the community roadways.

The pavement condition on Liberty Street has deteriorated to a structurally deficient rating and is in need of full depth pavement reconstruction. The current pavement width does not allow for bike use, and there are intermittent, non-ADA compliant sidewalks along the corridor. The Riverside School is located on Liberty Street, and there are currently no accommodations to allow for student drop-off on Liberty Street, which causes major traffic delays in the morning and afternoon.

There are two dry granite block culverts under the Liberty Street causeway at the Porter River. The culverts are in poor shape, with evidence of deterioration. There is evidence of concrete deterioration, reinforcement steel exposure, and the granite blocks forming the interior of the culverts are displaced and falling into the Porter River, potentially causing major roadway failure at the causeway.

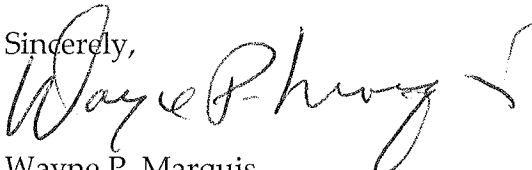
David Mohler
Page 2
November 4, 2009

Improvements to these culverts and the roadway itself are vital, not only for the Town of Danvers, but to the City of Salem. A 30 inch water main currently passes through the culverts which is the primary water source for the City of Salem. If the culverts continue to deteriorate, the waterline could rupture. Immediate action needs to occur to avoid an emergency water failure for the City of Salem.

The project is under review by Mass. Highway at the 75% submittal stage. The structural, preliminary design has been reviewed, and comments are expected in November. The environmental permitting process is close to completion, with all permits in hand by January, 2010. A fact sheet has been attached to this letter for informational purposes.

The Town respectfully requests your reconsideration for the inclusion of this project on the 2010 TIP, listed as an ARRA project. The Liberty Street Improvement Project has been rated as the number one community priority, as it serves as a major utility corridor for the City of Salem, and a transportation connection between Route 128, the City of Salem, and Route 35. This project is also a priority for the Town, with the deterioration of the Porter River culverts in severe need of replacement.

Your consideration is greatly appreciated.

Sincerely,


Wayne P. Marquis
Town Manager

WPM:af

Attachment

cc: Board of Selectmen
Sen. Frederick E. Berry
Rep. Theodore Speliotis

Liberty Street Danvers
Project Fact Sheet
October 28, 2009

- Project status

- Roadway Design

- 75% roadway plans submitted on 10/08/08
 - Have not received MHD comments on EV, ROW, bike/ped and landscaping
 - Incorporated all received comments into plan set

- Culvert Design

- Preliminary bridge plans submitted to MHD on 9/8/09
 - Meet with MHD to review comments week of 11/2/09

- Environmental

- MHD deemed project to be 'bridge exempt' on August 26, 2009
 - Does not need full ev permitting process
 - Order of Conditions issued for project 9/22/08
 - Since temporary and permanent impact area is greater than 5,000 square feet, Water Quality Certificate required for project (original scope assumed O of C would serve as WQC)
 - Town will be applicant for ACOE application, to streamline review schedule (project qualifies for Programmatic General Permit, Category 2)
 - A Coastal Zone Consistency statement is required to demonstrate compliance with the Massachusetts Coastal Zone Management Plan
 - Project qualifies for Sturra Exemption from Coast Guard Bridge permitting; Documentation has been provided to MHD
 - No additional MEPA process

- Right of Way

- 44 temp easements currently being acquired
 - 2 land takings
 - 3 drainage easements
 - Town meeting vote authorizes to land takings for Liberty Street

- Construction Cost

- \$5,790,947

- Project Readiness

- Project will be ready for advertisement in 2/10
 - Liberty Street is on the 'shovel ready' list for ARRA projects.

INNER CORE COMMITTEE

c/o Metropolitan Area Planning Council, 60 Temple Place, 6th Floor, Boston, MA 02111
(617) 451-2770/ www.mapc.org

November 4, 2009

David Mohler, Chair
Transportation Planning & Programming Committee
Boston Metropolitan Planning Organization
C/O Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: ICC Comments on the recommended FFY2010 American Recovery and Reinvestment Act (ARRA) projects

Dear Mr. Mohler:

I am submitting these comments on behalf of the Inner Core Committee (ICC), a subregion of the Metropolitan Area Planning Council (MAPC). ICC consists of 20 communities in the most urban area of MAPC.

The ICC has reviewed list of recommended FFY2010 American Recovery and Reinvestment Act (ARRA) projects for the Commonwealth.

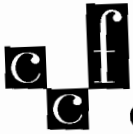
The Committee is supportive of the projects from the Inner Core communities that made it onto the list. The Committee has discussed these projects at past meetings and submitted comments to the MPO in support of individual community and regional projects in support of our subregion. We firmly believe that this list of projects is a good representation of projects that will enhance the quality of life of individual cities and towns and also the region at large.

Should you have any questions about the Inner Core's comments, please contact Jennifer M. Raitt, MAPC's ICC coordinator, at jraitt@mapc.org. Thank you for this opportunity to provide comments to the Boston MPO.

Sincerely,

Laura Wiener, Chair
Inner Core Committee

Arlington	Belmont	Boston	Brookline	Cambridge	Chelsea
Everett	Lynn	Malden	Medford	Melrose	Milton
Quincy	Revere	Saugus	Somerville	Waltham	Watertown
					Winthrop



Cabot, Cabot & Forbes of New England, Inc.

125 Summer Street
Boston, MA 02110
617-603-4000
617-603-4033 (fax)
www.ccfne.com

pls.
pdf

to

- ① D. Morales
- ② B. Murphy
- ③ Lisa P.

November 11, 2009

Gregory Bialecki
Secretary
Housing and Economic Development
One Ashburton Place, 21st Floor
Boston, MA 02108

Jeffrey B. Mullan
Secretary and CEO
Department of Transportation
10 Park Plaza, Suite 3170
Boston, MA 02116

11-12-09P01:01 RCVD

RE: Westwood Station Regional Roadways

Dear Secretaries Bialecki and Mullan:

At our recent meeting it became clear to me that, in our attempt to address a number of pressing matters related to the start of the Westwood Station project, we have overcomplicated matters. Specifically, we have for some time been trying to simultaneously determine the exact size of the first phase of the project, develop a permitting strategy for the first phase of the project, resolve transportation funding and construction issues, and address myriad other matters. Despite everyone's committed best efforts, we continue to struggle with this approach.

I've spent considerable time thinking about how we can achieve our shared objectives in a more straightforward fashion. My suggestion is simple: Separate the transportation issues from the project issues. I propose we first address the transportation driven roadway funding and timing questions. Once these have been addressed a framework will be established. The project issues will be then be much easier to deal with. My proposed approach, together with relevant background information to provide context for this proposal, is as follows:

Stepping Back - Background and Challenges:

1. Reconfiguration of the I-95/I-93 interchange - to address numerous safety and congestion problems - has been considered for decades. In 1998, then Secretary of Transportation and Construction, Patrick Moynihan, committed to the towns of Canton, Westwood, Norwood and Dedham "that the Cellucci administration will pursue implementation of this plan (the "17-point" plan, including "complete reconstruction of the I-95/I-93 interchange") as vigorously and expeditiously as possible." At the time, the Commonwealth indicated that the I-93/I-95 interchange would be completed by 2004.
2. While a limited number of the components of the plan referred to by Secretary Moynihan were completed, most of these improvements had not been started when the Westwood Station project was conceived four years ago. During the state and local permitting process for Westwood Station, it was

determined that certain components of the I-95/I-93 interchange project had to be completed to accommodate the anticipated traffic from the project.

3. Since MassHighway did not plan to undertake these improvements on a schedule consistent with the project schedule, CC&F and Commonfund, as the Westwood Station developers, assumed responsibility for these improvements as a condition to obtaining the necessary project permits.
4. The financial burden associated with privately funding and constructing these long-awaited regional infrastructure components may, in retrospect, never have been supportable. Regardless, with the collapse of the credit markets at the end of 2008 and the accompanying severe recession, it is clearly not realistic for us to fund and complete these public roadways.
5. During the last two years, MassHighway has been moving forward with design and permitting of the I-95/I-93 interchange. This effort is nearing completion of the initial design phase ("25% design") and necessary state (MEPA) and federal (NEPA) permitting.
6. In order for construction of the actual intersection of I-95 and I-93 to occur, certain other components of the larger interchange project must first be completed, including the Dedham Street corridor (consisting of a new I-95 off-ramp at Dedham Street in Canton, a new Dedham Street bridge over I-95 and, depending on updated traffic projections, expanded bridges on Dedham Street over the Amtrak/MBTA tracks and the Neponset River) as well as the new Rt.128 off-ramp at Blue Hill Drive. Between these two points, a more robust connector road, either an expanded University Avenue (an existing road) or a new road (Westwood Station Boulevard) must also be completed. These initial components of the I-95/I-93 interchange project will provide a link between the two interstate highways, alleviating traffic pressure resulting from construction of the reconfigured interchange. Completion of these initial improvements will also provide essential access from I-95 to the University Avenue MBTA garage, since current access to the garage from I-95 via Rt. 128/I-93 will be terminated during construction of the interchange.

Request to Commonwealth:

1. Our request to the Commonwealth is to include the first phase I-93/I-95 roadway improvements (Rt. 128 off-ramp at Blue Hill Drive and necessary components of the Dedham Street corridor), as well as Westwood Station Boulevard, in the Transportation Improvement Program (TIP).
2. Specifically, the request is to list the Rt. 128 off-ramp and Westwood Station Boulevard as FY 2010 TIP projects and the Dedham Street corridor as a FY 2011 and 2012 TIP project.
3. We will contribute to this effort in two ways. First, we will fund the design and permitting of Westwood Station Boulevard, the intersection of Westwood Station Boulevard and Canton Street, and the Rt. 128 off-ramp at Blue Hill Drive. Second, we will commit to applying all funds available from the "I-Cubed" infrastructure program in connection with the first phase of Westwood Station to the completion of these improvements.

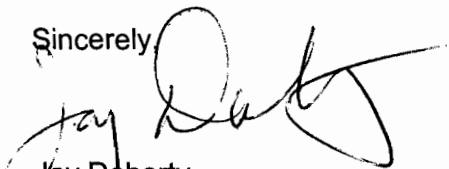
Immediate Benefits:

1. Since Westwood Station is already partially constructed, construction of this road, with our design funding assistance, can resume within six months. Construction of the Rt. 128/Blue Hill Drive ramp can begin in mid-2010. These two projects together will put approximately 180 construction employees to work, a segment of our economy suffering from high unemployment of long duration. Overall, the proposed roadway improvements will employ approximately 660 workers during construction.

2. The early phase improvements will provide improved access to the MBTA/Amtrak station and garage to over 2,000 daily commuters as well as improved access to nearly 5,000 employees in the University Avenue area, from firms such as State Street Bank, NStar, and New York Life.
3. The Westwood Station project will commence construction mid-2010 with approximately 400,000 square feet of retail development, including a Wegmans supergrocery. It is expected that once the commitment to construct the road improvements is announced, Target will commit to a 135,000 square foot lease and join the other first phase tenants. Construction of this first phase of Westwood Station will create approximately 625 jobs. In addition, roughly 1,300 full time, permanent jobs will be created by tenants in this first phase of the project.
4. The proposed first phase roadway improvements include all the improvements requested by the Town of Canton to meet its concerns about traffic in the region, whether triggered by a reconfigured I-93/I-95 interchange or by further economic development at Westwood Station and the surrounding area. The TIP commitments would obviate the stated basis of Canton's MEPA lawsuit against us and the Commonwealth.
5. As Fay, Spofford & Thorndike, MassHighway's traffic planners for the I-93/I-95 project have noted, these first phase roadway improvements will also directly benefit Canton through reduced "cut through" congestion at peak hours in the Canton downtown, and improve access to Canton's key employment base at Shawmut Park and Cumberland Farm.
6. The Town of Norwood, a strong supporter of the roadway improvements, will benefit immediately from improved access to its employment base on University Avenue and significantly reduced traffic along Route 1.
7. Constructing the first phase roadway improvements now will take advantage of a very favorable construction pricing environment. It is likely that savings – possibly substantial – will be realized when actual bid prices are compared to the preliminary cost estimates we have used in our discussions.

Implementing this "transportation first" strategy will simplify and expedite both the roadways and the project, allowing the benefits of both to be realized sooner. I appreciate your consideration of this approach. Thank you again for your - and the Governor's - continued support.

Sincerely,



Jay Doherty
Chief Executive Officer

cc: Stephen Karp, New England Development



TOWN OF CONCORD

Bruce Freeman Rail Trail Advisory Committee
141 Keyes Road, Concord, MA 01742

NOV 16 2009

November 12, 2009

David Mohler, Chair
Transportation Planning and Programming Committee, Boston MPO
C/O Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Proposed FFYs 2010 – 2013 TIP and Proposed Regional Transportation Plan Amendment

Dear Mr. Mohler,

The Bruce Freeman Rail Trail Advisory Committee in the Town of Concord is writing to express our continued support of the inclusion of the Bruce Freeman Rail Trail (BFRT) in the 2021 – 2025 band of the Regional Transportation Plan Amendment.

We are pleased that the FY 2009 Statewide Transportation Enhancement Funds have been obligated for the completion of the design of Phase 2A of the BFRT (Acton/Carlisle/Westford). Funding for design has not yet been provided for Phase 2C, and we remain hopeful that the FY 2010 Statewide Transportation Enhancement Funds will be obligated as soon as possible to continue the progress for the Concord segment of this trail.

In Concord, the BFRT provides an alternative transportation option to the West Concord commuter rail station (Fitchburg line). In addition, it provides connectivity from our neighborhoods to the businesses of West Concord, neighborhood schools, and our community senior center.

The Bruce Freeman Rail Trail Advisory Committee in Concord requests that the Executive Office of Transportation and the Boston Metropolitan Planning Organization advance the construction of Phase 2A (Acton/Carlisle/Westford) and Phase 2C (Concord) of the BFRT in as short a time frame as possible as new funding opportunities become available. Thank you for your consideration.

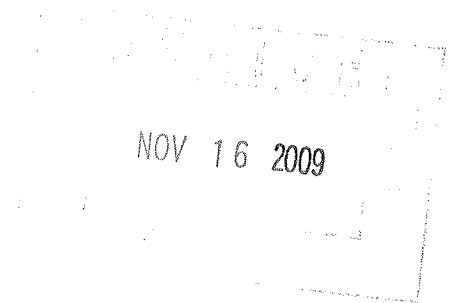
Sincerely,

Judy LaRocca, Chair
Bruce Freeman Rail Trail Advisory Committee
Town of Concord

cc: Concord Board of Selectmen

November 12, 2009

Mr. Dave Mohler
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116



**Re: Middlesex Turnpike Transportation Improvement Project
MassHighway Project ID #605856**

Dear Mr. Mohler:

It has come to my attention that you will soon be reviewing the Town of Burlington's application for support of the Middlesex Turnpike Roadway Improvement Project. We heartily endorse this initiative.

As a 50+ year real estate investor in the Burlington market, Nordblom Company can attest to the fact that Burlington is in need of infrastructure support. Having grown consistently in recent years, we believe that Burlington has gone over a 'tipping point' and has emerged as *the premier technology market in suburban Boston*. Firms such as *Sun Microsystems, Oracle, SAP, Phillips, Nixdorf, and Nokia*, to name just a few, have chosen to call Burlington home. Often, firms locate here after exhaustive regional, if not eastern seaboard, location searches.

A true partner in the economic development of the region, the Town of Burlington has worked tirelessly with the local business community to effect crucial zoning updates which allow for mixed-use, biotech, office, and other market-resonant uses. I have summarized below a sampling of Burlington's recent pro-business zoning efforts:

Northwest Park
Nordblom Company

Planned Development District (PDD) rezoning of a 1950s-vintage business park and former high-tech corporate campus to permit up to 4,300,000 million SF of mixed-use development, including up to 600,000 SF of retail, 300 multifamily housing units (10% affordable), a hotel, a theater, numerous restaurants, and more than 3,500,000 SF of first class office.

Northwest Park was also designated as a 43D accelerated permitting zone by Burlington Town Meeting, and has been awarded the "GDI" (Growth District Initiative) designation by the Commonwealth of Massachusetts, Executive Office of Housing & Economic Development. 10 liquor licenses have been awarded to the project by the State Legislature.

15 Third Avenue
Burlington, MA
01803-4470
(781) 272-4000
Fax (781) 270-0359
www.nordblom.com



Mr. Dave Mohler
November 12, 2009
Page 2

With respect to Northwest Park, the results of this rezoning have been meaningful. In one of the darkest commercial real estate markets in a generation, Northwest Park will, this December, complete 130,000 SF build-to-suit corporate headquarters for *Palomar Medical Technology*, and is actively negotiating a 10-year Lease with a 200,000 SF technology office tenant.

Projected Job Creation:

Current Employment Base: 6,000 +/-

Long Term Employment Estimate: 15,636 (@ 275 SF per employee)

South Ave

Gutierrez Company

PDD rezoning of an aging industrial campus, to allow 600,000 SF of first-class office/biotech, with ancillary retail.

Projected Job Creation:

Current Employment Base: 0 (vacant site)

Long Term Employment Estimate: 2,181 (@ 275 SF per employee)

New England Executive Park

Equity Office

PDD rezoning of 1980s office park to high-density Class A office, with ancillary retail. Current 1,000,000 SF of office zoning was expanded to 1,500,000 SF and includes the ability to add restaurants, retail, and a hotel.

Projected Job Creation:

Current Employment Base: 3,000 +/-

Long Term Employees: 5,455 (@ 275 SF per employee)

Burlington Dodge Site

Calvo Family

Former Dodge dealership rezoned from IG to PDD which allows first-class office and retail. A new office building of 80,000 SF is now planned.

Projected Job Creation:

Short term: 0 (vacant site)

Long Term Employees: 291 (@ 275 SF per employee)

In addition to these active rezoning efforts, the Town has been supportive of other key business drivers in the corridor, including the *Lahey Clinic Medical Center* (which is reportedly growing at nearly 20% per year), and the *Burlington Mall* (1,600,000 SF), one of the most successful regional malls in the country, when measured by sales / SF.



Mr. Dave Mohler
November 12, 2009
Page 3

Improvements to the Middlesex Turnpike infrastructure will help prepare the area for these major commercial developments, and allow the existing market to continue to thrive.

From a regional perspective, encouraging growth along the Rt. 3 corridor will help to alleviate development pressure in the mid-128 (Waltham) market. Many of the employees who work in and around the nexus of Mall Road and Middlesex Turnpike in Burlington commute to and from work along the Rt. 3 corridor - meaning that economic development at this particular point on Rt. 128 will help spread economic growth well north along Rt. 3 to Lowell and beyond. In our view, the Burlington proposal is really an opportunity to support *regional* growth.

We ask for your support in preparing this economic development zone for the next wave of job creation. I have attached a short informational flyer regarding our project at Northwest Park. I stand ready to help advance this initiative in any way possible; my direct line is 781-238-4814.

Sincerely,

Todd Fremont-Smith
Senior Vice President, Development
Nordblom Company

Cc: Hayes Morrison
Boston Region Metropolitan Planning Organization

Tom Hayes
Town of Burlington

NORTHWEST PARK

BURLINGTON, MASSACHUSETTS

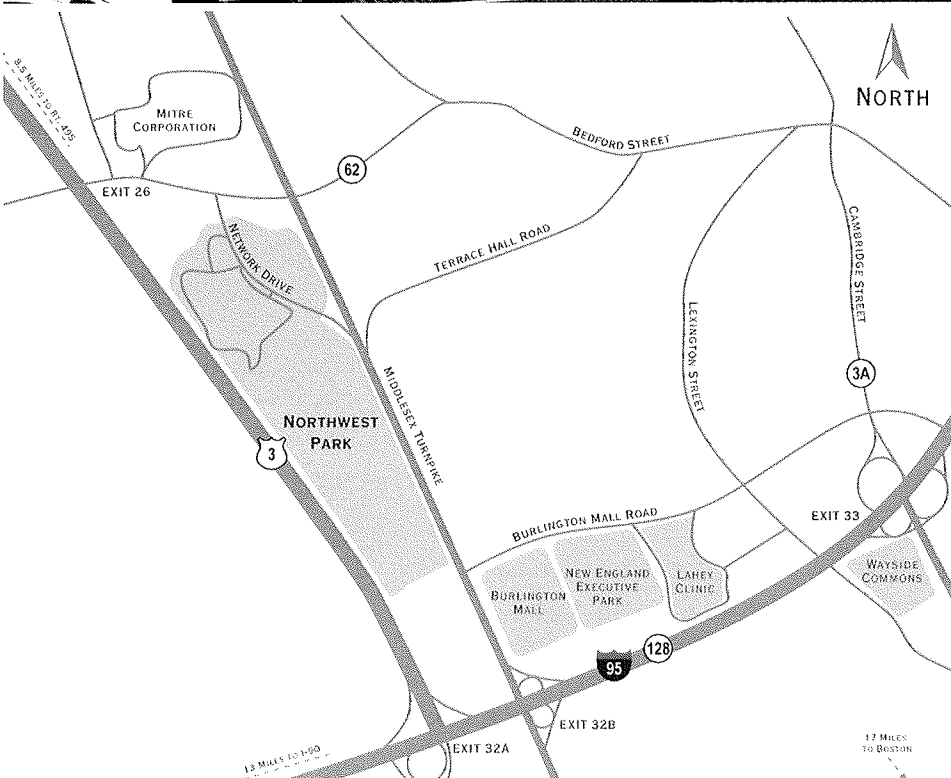
RETAIL

FINE DINING

ENTERTAINMENT

RESIDENTIAL

OFFICE

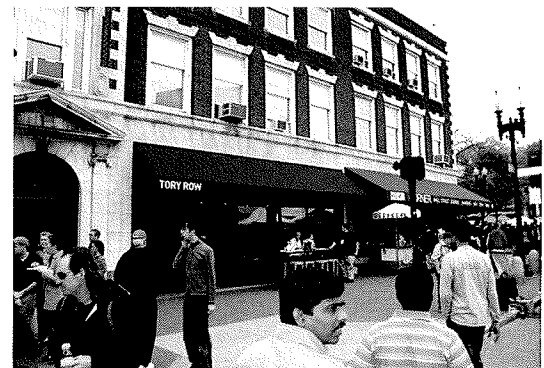
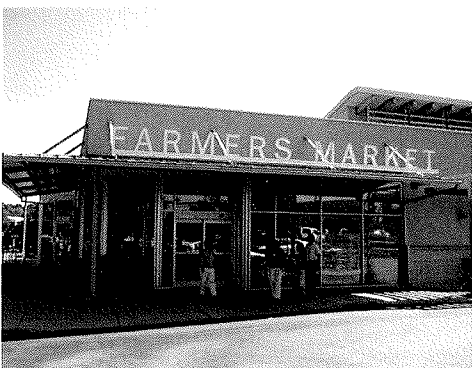


LOCATED ONLY 20 MINUTES FROM DOWNTOWN BOSTON, NORTHWEST PARK OFFERS UNIQUE BUILDINGS, BEAUTIFUL LANDSCAPING, AND AN AMENITY RICH ENVIRONMENT. NORTHWEST PARK HAS RECENTLY BEEN REZONED TO 4,600,000 SF FOR THE DEVELOPMENT OF A PEDESTRIAN FRIENDLY, AMENITY-RICH, VIBRANT MIXED-USE ENVIRONMENT. THE TOTAL DEVELOPMENT COMPRISES 600,000 SF OF RETAIL, 10 RESTAURANTS, 300 RESIDENTIAL UNITS, A FULL SERVICE HOTEL AND AN ADDITIONAL 2,200,000 SF OF CLASS A OFFICE SPACE, ALL WITHIN WALKING DISTANCE.

4,600,000 SQUARE FEET

FULLY PERMITTED FOR:

- 285 ACRES
- 600,000 SF OF RETAIL
- 300 MULTIFAMILY UNITS
- 225 HOTEL ROOMS
- 2.25+/- MILLION SF OF OFFICE
- 10 LIQUOR LICENSES



FOR ADDITIONAL INFORMATION
ABOUT THIS UNIQUE OPPORTUNITY
PLEASE CONTACT:

NORDBLOM COMPANY
15 THIRD AVENUE, BURLINGTON, MA 01803
781.272.4000
WWW.NORDBLOM.COM



**Town of Arlington
Office of the Town Manager**

**Brian F. Sullivan
Town Manager**

**730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: bsullivan@town.arlington.ma.us**

November 12, 2009

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

RE: FFY 2010 to 1013 TIP Amendment, ARRA Projects

Dear Mr. Mohler,

I am writing with regard to a roadway project for which the Town of Arlington is pursuing Federal Stimulus Funding through the American Recovery and Reinvestment Act of 2009 (ARRA). The project is titled "Reconstruction of Forest Street" (MassDOT Project # 605748) and involves major improvements to a Federal Aid Roadway. Locally, this project has been under development for several years. Two public meetings have already been held by Town Officials for residents of Arlington. MassDOT has placed an estimated construction cost at \$1,672,580.

Forest Street is classified as an urban minor arterial and although it is a residential road, it sees significant cut through traffic from the Winchester Town Line to Route 2A and beyond to Route 2 (approximately 5,400 ADT). It is also part of MBTA bus route #67. The roadway pavement is in poor condition and has significant cracking and settlement especially in areas where the pavement has been repaired after utility work. The drainage system is in need of repair, including the construction of consistent curb line that currently exists only intermittently along the corridor today. Sidewalks for pedestrian accommodation are inconsistent along the roadway and in need of repair. The right-of-way is very constrained and there are many abutters with difficult driveways who are currently parking on the sidewalks, further hindering pedestrian access. Minor geometry changes to the roadway are also proposed where recently, due to substandard design, a vehicle left the roadway and collided with a home.

In the first round of ARRA allotments, Arlington was chosen to receive funding for a sidewalk improvements project. This funding was later rescinded because the project did not meet the criteria of being part of a Federal Aid Roadway. As the Forest Street project was equally important to the Town, and met the criteria for funding, we feel that it is a proper substitute for the previously mentioned sidewalk project.

We met with Jeffrey Simon, Governor Patrick's Director of Infrastructure Investment, the Executive Office of Transportation, and MassDOT Highway Division. At each level we were told that the Forest Street project was appropriate for ARRA funding. Additionally, in a letter dated June 16, 2009, the Metropolitan Area Planning Council recommended the project for 2010 ARRA funding.

In our meetings with MassDOT, we developed a schedule to have the project ready for the February, 2010 deadline. We have kept to this schedule. Last month, 25/75% plans were submitted to the State for review. No significant right-of-way issues exist. We are currently meeting with residents to obtain "right of entry" documentation for minor grading and driveway/roadway interface adjustments. We are confident, as are MassDOT Highway Division personnel, that this project can be fully ready to meet the February, 2010 deadline.

Because of the efforts described above and our prior discussions with DOT officials, we can only surmise that it was through an oversight that the Town's project was left off not only the list of projects recommended for ARRA funding, but also the list of "Projects Potentially Ready for Recovery Act Funding - 2010." As such, we respectfully request that the Boston MPO reconsider the Town's Forest Street project for ARRA Funding.

Sincerely,



Brian F. Sullivan
Town Manager

cc. Board of Selectmen

Sean Pfalzer

From: "Hayes Morrison" <hayesm@ctps.org>
To: "Sean Pfalzer" <spfalzer@ctps.org>
Sent: Friday, November 13, 2009 11:25 AM
Subject: FW: Amendment One (ARRA) FFYs 2010 - 2013 TIP

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

From: selectmen@hanovermass.com [mailto:selectmen@hanovermass.com]
Sent: Friday, November 13, 2009 11:05 AM
To: Hayes Morrison
Subject: RE: Amendment One (ARRA) FFYs 2010 - 2013 TIP

Hayes,

I wanted to let you and the Transportation Planning and Programming Committee know that in response to Mass Highway's request to submit a 4 lane (no change except for restriping) and tie-in information to the bridge construction over RT3, an updated 25% design for project projis #602602 Rt 53 phase 4b was submitted to Mass Highway on October 7, 2009.

This now moves this project along so that we can establish 5-24-2010 as the date we expect to submit the 75% plans to Mass Highway.
The Town of Hanover continues to request that this project be moved up to TIP year 2012.

Thank you for your assistance in this matter.

Steve Rollins
Hanover Town Administrator

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

From: selectmen@hanovermass.com [mailto:selectmen@hanovermass.com]

Sent: Friday, November 13, 2009 10:43 AM

To: Hayes Morrison

Subject: RE: Amendment One (ARRA) FFYs 2010 - 2013 TIP

I would like to go on record with the Transportation Planning and Programming Committee as one who has listened to numerous project presentations to the Committee, as being strongly opposed to placing the pedestrian bridge at patriot's place ahead of any of the projects on the 2010 - 2020 list of projects.

In particular as a representative of Hanover, I would be remiss if I did not point out that project 602602 on Rt 53 phase 4b is much more worthy of public funds than this privately inspired pedestrian bridge project.

Steve Rollins
Hanover Town Administrator