

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

August 13, 2009 Meeting

9:00 AM – 11:30 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:

- approve for recommendation to the MPO the Federal Fiscal Year (FFY) 2010 Unified Planning Work Program (UPWP) with changes recommended by the Metropolitan Area Planning Council (MAPC)
- approve the minutes of the meetings of July 16, 23, and 30 with recommended changes to the minutes of the July 16 and July 23 meetings
- approve for recommendation to the MPO a draft amendment to the FFY 2009 element of the FFYs 2007 – 2010 Transportation Improvement Program (TIP) to change the dollar amount allocated for the *Boston – Dorchester Avenue* project (a project programmed to receive federal economic stimulus dollars) from \$12.926 million to \$16.47 million and to waive the public review period for the amendment
- approve the work program for the *Foxborough Commuter Rail Station Feasibility Study*

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – David Mohler, EOT

There was none.

3. Subcommittee Chairs' Reports – Stephen Woelfel, MassHighway

The Committee is scheduled to vote on the UPWP today.

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

The Advisory Council met on August 12. The meeting included a discussion of the Advisory Council's comments on the TIP and UPWP, and a presentation on the Accelerated Bridge Program. Secretary of Transportation James Aloisi is scheduled to attend the Advisory Council's meeting in September.

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

The model run for the 2030 Build network for the amendment to the Regional Transportation Plan (RTP) is complete. The results have been provided to members today; they are incorporated in Chapter 13 of the RTP. The MPO is on schedule to vote to release the amendment to the RTP for public review on August 20.

6. Unified Planning Work Program – *Mary Ellen Sullivan, UPWP Manager, MPO Staff*

Members were provided with copies of the draft FFY 2010 UPWP, a matrix summarizing public comments received and proposed MPO responses, and text showing changes recommended by MAPC to a UPWP project description. (See attached matrix and text changes.) M.E. Sullivan summarized the public comments received before members voted on the document.

A motion to approve the FFY 2010 UPWP with the changes recommended by MAPC was made by Stephen Woelfel, MassHighway, and seconded by Jim Gillooly, City of Boston. The motion passed unanimously.

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

A motion to approve the minutes of the meeting of July 16 – with changes recommended by David Koses, City of Newton, to page 8, and with a correction to the attendance sheet – was made by S. Woelfel, and seconded by J. Gillooly. The motion passed unanimously.

During a discussion of this item, members advised staff to record each individual member's vote (on non-unanimous votes) in future minutes.

A motion to approve the minutes of the meeting of July 23 – with a change recommended by Eric Bourassa, MAPC, to page 5 – was made by S. Woelfel, and seconded by J. Gillooly. The motion passed unanimously.

A motion to approve the minutes of the meeting of July 30 was made by S. Woelfel, and seconded by J. Gillooly. The motion passed unanimously. The Town of Bedford abstained.

8. Amendment to the FFY 2009 Element of the FFYs 2007 – 2010 TIP

J. Gillooly requested that members consider an amendment to the FFY 2009 element of the FFYs 2007 – 2010 TIP to revise the funding for the *Boston – Dorchester Avenue* project, which is programmed to receive funding through the American Recovery and Reinvestment Act (ARRA). He explained that the project is fully designed, the right-of-way is approved, and the project is ready to go. During the PS&E process, MassHighway recommended certain changes to the project, which resulted in the need to increase the project cost by approximately \$3 million. J. Gillooly emphasized the importance of the project for creating jobs in the city. (If the amendment were not made, the project would be delayed until FFY 2010.)

A motion to amend the FFY 2009 element of the FFYs 2007 – 2010 TIP to change the dollar amount allocated for the *Boston – Dorchester Avenue* project from \$12.926 million to \$16.47 million and to waive the public review period for the amendment was made by J. Gillooly, and seconded by S. Woelfel. The motion passed unanimously.

Prior to the vote on this motion, members made the following comments and asked questions.

E. Bourassa expressed concern about voting to increasing funding for the *Dorchester Avenue* project since members have not yet seen the entire list of projects proposed to receive ARRA funding in the second round of economic stimulus funding. He stated that members should discuss the *Dorchester Avenue* project in the context of all other ARRA funded projects.

Laura Wiener, Regional Transportation Advisory Council, asked if there are other ARRA projects that might not go forward in FFY 2009. D. Mohler replied that, yes, there are other projects.

D. Koses expressed support for moving ahead with the *Dorchester Avenue* project, particularly since there are other ARRA projects that would not go forward. He asked if MassHighway was in agreement with the City of Boston concerning the project's readiness. S. Woelfel replied that, yes, MassHighway agrees the project is ready. D. Mohler added that EOT is committed to constructing this project at the revised cost estimate. Deferring approval of this amendment would only serve to delay the project.

Richard Reed, Town of Bedford, noted that the cost of the *Bedford, Billerica, and Burlington – Middlesex Turnpike, Phase 2* project would need to be increased by approximately \$1 million according to the project consultant. MPO staff was informed of the change today and believes the increase to be \$3 million.

D. Koses also noted that there is a cost increase to the *Watertown, Newton, and Boston – Nonantum Road Improvements* project, which is programmed to receive ARRA funds in FFY 2009. D. Mohler noted that, unlike the *Dorchester Avenue* project, the *Nonantum Road* project is not ready to be advertised in August.

During the discussion, D. Mohler provided an overview of the financial picture regarding the first round of stimulus funding. He explained that of the \$437.9 million of ARRA highway funds awarded to Massachusetts, \$195 million has been spent, leaving \$242.9 million left for programming in FFY 2010 (part of which - \$131 million - is to be allocated to urbanized areas, and the rest of which is for state discretionary spending; the Governor's list may recommend \$81 million of projects for the Boston UZA).

9. Regional Transportation Plan Amendment – Anne McGahan, Regional Transportation Plan Manager, MPO Staff

Members were provided with the following materials for their continuing discussion of the amendment to the RTP: a list of projects in the Build highway project network (with

changes highlighted in red text) (see attached); and draft text for Chapters 13 (The Recommended Transportation Plan) and 16 (Illustrative Projects) of the RTP. Members had previously received copies of the revised Chapters 10 (Environment), 11 (Land Use and Economic Development), and 15 (Air Quality).

Discussion of the Results of the Model Run

The results of the model run for the 2030 No Build and 2030 Build networks are summarized in Table 13-7 in Chapter 13. Karl Quackenbush, MPO staff, explained that there were substantial changes between the base year 2000 and the 2030 No Build network largely due to the MPO's adoption of the MetroFuture demographic forecasts, with its projections of more concentrated growth patterns in the future. In consequence, for example, transit trips are projected to increase by as much as 50% (in contrast to about 16% in the previous RTP), and non-motorized trips are projected to increase by as much as 30% (in contrast to about 19% in the previous RTP).

Smaller changes are evident in comparing the modeling results from the 2030 No Build and Build networks, in part due to the assumption of a more modest transit expansion network and, again, the use of MetroFuture demographics. The modeling results show, for example, almost a 2% increase in transit trips as opposed to an increase of 7 to 8% in the previous RTP.

In response to a member's question, K. Quackenbush explained that the No Build network includes the existing transportation network and all the projects that are expected to be built by 2030. A. McGahan added that the projects included in the 2030 No Build and Build networks are listed in Chapter 13 on page 13-97.

D. Koses inquired about the reason for the 8% reduction in the use of express buses as shown in the model results. K. Quackenbush replied that the results reflect changes that have been made to express bus service in recent years that impacted ridership. D. Mohler stated that express bus ridership projections would also be affected by MetroFuture demographics. K. Quackenbush added that MetroFuture demographics could be projecting concentrated growth around rail service more so than around bus service.

D. Mohler asked if MetroFuture demographics were phased into the model runs for each ten-year band of the RTP. K. Quackenbush replied that, yes, they were phased into the 2010, 2020, and 2030 bands.

D. Mohler noted that the MPO's RTP projections are now tied closely to MetroFuture, and that if the MetroFuture projections do not materialize then the MPO will not see the outputs projected in this RTP.

K. Quackenbush noted that the MPO modeled 164 communities using the MetroFuture demographic forecasts for the 101 communities in the Boston Region MPO area, and the forecasts approved by neighboring MPOs for the 63 other communities adjacent to the Boston region.

Discussion of Text for the RTP Chapters

Members have received draft text for the following RTP chapters: Chapters 10 (Environment), 11 (Land Use and Economic Development), 13 (The Recommended Transportation Plan), 15 (Air Quality Conformity Determination), and 16 (Illustrative Projects). Staff is currently working on the text for Chapter 12 (Finance) and 14 (Environmental Justice).

Members made comments and suggestions regarding the text for the chapters:

E. Bourassa recommended adding text to the Finance and Illustrative Projects chapters to highlight the financial constraints and challenges facing the MPO. He also suggested adding text to reference the economic benefits of expansion projects and to note that this region could be left behind economically since other parts of the country and the world are making larger investments in their infrastructure. He offered to provide text.

D. Koses suggested listing some projects that are no longer on the illustrative project list to demonstrate the MPO's funding shortfalls. Thomas Bent, City of Somerville, suggested that rather than list individual projects the MPO might make a more general statement about projects that the MPO is unable to fund.

Mary Pratt, Town of Hopkinton, suggested listing state-of-good repair projects that should be funded but that the MPO does not have the funds to program. D. Mohler noted that this would be difficult to do since the MBTA would not be able to provide a list of backlogged projects within the 20-year timeframe of the RTP. M. Pratt stressed that the MPO should have a "Fix-it-First" policy.

M. Pratt recommended the addition of text in the Illustrative Project chapter to explain that the Massachusetts Turnpike Authority has been under-investing in the maintenance and rehabilitation of its facilities, due to the diversion of tolls to fund the Central Artery/Tunnel project. She emphasized that the tolls on the Turnpike were originally intended to fund that highway only. She also recommended adding a statement to the same chapter to explain that that MPO flexed highway dollars to fund transit projects.

Secretary of Transportation James Aloisi arrived at the meeting at this point and took questions from members. He commented on changes to the MBTA board, transportation reform, his goal of ending the chronic under-funding of transit, and on public input to the transportation planning process. He expressed his support for the work of the Committee and thanked members for their service.

Members then resumed their discussion.

Brian Kane, MBTA Advisory Board, commented on the issue raised earlier about the need for expansion to fuel economic growth. He expressed a differing view and stated that transit helps achieve the MPO's goal of economic growth by relieving congestion. Joe Cosgrove, MBTA, added that with projected demand for transit outstripping future supply of transit service the capacity of the existing system needs to be expanded.

Steve Olanoff, a member of the Regional Transportation Advisory Council, suggested adding text to the Illustrative Project Chapter to highlight that there is a lack of funding for local roadway projects and safety and maintenance projects.

In response to a question from E. Bourassa concerning the listing of the *Marlborough and Hudson – Interstate 495/Interstate 290/Route 85 Connector Interchange Improvements* project as an expansion project in the RTP, A. McGahan explained that the project will add capacity due to the addition of a new connector road and therefore needs to be listed as an expansion project.

Members expressed their appreciation to MPO staff for their work on the amendment. Staff will incorporate changes as directed in the discussion.

10. Work Program for Foxborough Commuter Rail Station Feasibility Study – Karl Quackenbush, Deputy Technical Director, CTPS

Members were provided with the work program for the *Foxborough Commuter Rail Station Feasibility Study*. (See attached.) This study will support EOT's work to investigate the feasibility of using the commuter rail stop in Foxborough as a regular commuter rail service stop. Currently the stop is only used when sporting events and other special events occur at nearby Gillette Stadium.

Through the work program, CTPS would support EOT's work by conducting travel forecasts and traffic impact analyses, using as many as three service alternatives with two land use scenarios (which would require as many as six model runs). One land use scenario would be MetroFuture, the MPO's adopted land use scenario. Another would be developed possibly with input from the Towns of Foxborough and Mansfield and others.

The work program will take six months and cost \$66,524. It will be funded through an MBTA contract. The Massachusetts Executive Office of Housing and Economic Development is providing the MBTA with funding for the work program.

During a discussion period, Sue McQuaid, Neponset Valley Chamber of Commerce, noted that recommendations from the Route 1 Corridor Study are expected to be released this fall. That study involved a massive traffic study, and the data from it might be helpful for CTPS's study, she said. Staff will seek out this information.

M. Pratt asked if Gillette is contributing funding for the commuter rail feasibility study. The company is not contributing to CTPS's work, according to J. Cosgrove.

E. Bourassa asked if the area is an economic development priority area. S. Woelfel confirmed that it is.

B. Kane inquired as to whether the modeling would assume current conditions only. He expressed concern about expanding rail service to Foxborough given that the south side commuter rail system, including the mid-day layover facility at Readville, is already at

capacity. K. Quackenbush replied that the modeling would address current conditions first, then future conditions. J. Cosgrove stated that there would be an assumption that there would be infrastructure improvements for the future year scenarios. D. Mohler added that the *South Station Expansion* and *South Coast Rail Improvements* would be assumed for the future scenarios.

M. Pratt raised the issue that there would be additional costs if commuter rail service were extended to Foxborough, such as for additional locomotives.

A motion to approve the work program for the *Foxborough Commuter Rail Station Feasibility Study* was made by J. Cosgrove and seconded by S. Woelfel. The motion passed unanimously.

11. Members Items

Members discussed upcoming meeting times and agreed to meet at 9AM on August 20, and then resume starting their meetings at 10 AM in September. The Committee will meet every Thursday in September, except for September 10.

12. Adjourn

A motion to adjourn the Transportation Planning and Programming Committee meeting and open the MPO meeting was made by S. Woelfel, and seconded by Paul Regan, MBTA Advisory Board.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, August 13, 2009, 9:00 AM

Member Agencies

EOT
City of Boston

City of Newton
City of Somerville
MAPC
MassHighway
MassPike
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
Thomas Bent
Eric Bourassa
Stephen Woelfel
John Romano
Joe Cosgrove
Paul Regan
Brian Kane
Laura Wiener
Steve Olanoff
Richard Reed
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

Lynn Ahlgren

Roland Bartl
Judy LaRocca
Sue McQuaid

Wig Zamore

MetroWest Regional Transit
Authority
Town of Acton
Town of Concord
Neponset Valley Chamber of
Commerce
Somerville Transportation Equity
Partnership/Mystic View Task
Force

Draft Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
8/04/09	495/MetroWest Partnership	Paul Matthews, Executive Director; Jessica Strunkin, Manager of Public Policy and Public Affairs	<p>The letter provides background on the organization and the transportation challenges it faces.</p> <p>Supports the Low-Cost Improvements to Bottleneck Locations study. Encourages the MPO to consider studying the portion of the Massachusetts Turnpike within the Boston MPO territory, particularly the intersection of I-495 and I-90.</p> <p>Strongly supports the Safety and Operations Analyses at Selected Intersections study. Would like the study to consider intersections in MetroWest because many communities lack resources to devote to design.</p> <p>Supports the Community Transportation Technical Assistance Program. Suggests that its success relies upon how well and to whom it is publicized. Recommends using groups such as 495/MetroWest Partnership to coordinate key stakeholders.</p> <p>Strongly supports the Integrating Land Use in Regional Transportation Models study. A regional development database would be an excellent resource for prospective investors in the Commonwealth.</p> <p>Supports the MBTA Core Services Evaluation study. Suggests that the study is important for two specific reasons: the rise in fuel prices, and migration of business from the Metro Boston area to the 128 and I-495 corridors. Appreciates the attention to both reverse commuters to various employment centers on the commuter rail lines, and non-core markets where mobility options and alternatives are needed.</p> <p>Very supportive of the MBTA Fitchburg Line Small Starts Application Support project. The study complements other projects, such as the ARRA-funded double tracking project.</p> <p>Supports the Safety Assessments Coordination study and would like to participate in meetings with MAPC, CTPS, and municipal officials for locations within the 495/MetroWest region. The website portion of the program is especially promising and will help them track developments and stay informed of project accomplishments.</p>	<p>The MPO appreciates the support on these issues. We will consider the suggestions during work scope development.</p> <p>Thank you for the suggestion on the Community Transportation Technical Assistance Program. MAPC has begun promoting this proposed project to its subregions.</p>

Draft Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>Has participated in workshops and public forums for EOT's Statewide Freight and Rail Studies. Recognizes the trend of freight yards moving from east to west. Would like the Statewide Freight/Rail Study, Phase 2 to consider this trend and its effects on truck traffic and rail scheduling in the region.</p>	<p>The MPO notes your support and will consider the suggestion during work scope development, which will include furthering the recommendations of the Statewide Freight/Rail Study. Additionally, the study name has been changed to "MPO Freight/Rail Study."</p>
			<p>Eagerly awaiting the commencement of the regional household travel survey as part of the Regional Model Enhancement project. The 495/MetroWest region has changed significantly since the last update in 1991. Hopes the regional household travel survey moves forward in FFY 2010.</p>	<p>The MPO appreciates your support on this study. Pre-survey work is underway and the MPO staff expects to begin and continue the survey through federal fiscal year 2010.</p>
			<p>Encouraged by the effort to include further analysis and review of MBTA projects through the Assistance to MBTA Development project. Especially supports the following projects: Fitchburg Commuter Rail Line Station Consolidation, Foxborough Commuter Rail Full-time Service Analysis, Commuter Rail Ridership Growth Strategy, MBTA Systemwide Travel-Time-Improvements Action Plan, Post 2009 Fare Increase Impact Analysis, Comprehensive Automatic-Fare-Collection Non Interaction Study.</p>	<p>The MPO will convey your support for these projects to the MBTA. The MBTA expects to adopt a new PMT before the end of the year.</p>
			<p>Supports the MBTA Program for Mass Transportation and trusts that the public involvement process in which key system preservation and service enhancement ideas will be solicited will be open and completed in a timely manner. Hopes that consideration is given to acute needs on the Fitchburg and Worcester/Framingham commuter rail lines. The MBTA should consider not only speed and reliability improvements, but also expansion of reverse commute along the Fitchburg line. Urges the MBTA to be cognizant of sensitive issues surrounding expansion on the Framingham/Worcester line. Among the issues are traffic congestion at grade crossings in Framingham (Route 126/135) and Ashland. Also should study the impact on communities such as Southborough, Westborough, and Shrewsbury to identify necessary mitigation.</p>	<p>The MPO's Transportation Planning and Programming Committee voted to include Route 126/Route 135 Grade Separation project in the draft Plan amendment on July 23.</p> <p>The MPO will relay your comments to the MBTA.</p>
			<p>Supports the MBTA Systemwide Onboard Passenger Survey. States that travel patterns have changed much since the last onboard passenger surveys 12 years ago. The survey is critical for</p>	<p>The MPO will relay your comments to the MBTA. It is anticipated that this project will be completed in FFY 2010.</p>

Draft Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>understanding the needs and limitations for commuting options in the 495/MetroWest region. Wants MBTA to use the data to identify the need for reverse commutes on the Fitchburg and Framingham/Worcester lines. Hopes to see the final reports completed in FFY 2010.</p> <p>Supports the Operational Improvements at Congested & High-Crash Locations project. Looks forward to learning which intersections have been examined and hope the 495/MetroWest region is not overlooked. Will closely monitor implementation of study recommendations through the TIP and RTP.</p>	<p>The intersection of Route 20 and Landham Road in Sudbury was included in the Operational Improvements at Congested and High Crash Locations study in FFY 2009. Several other intersections in the region have been studied in recent years, including Commonwealth Road and Main Street in Wayland, Bolton Street and Union Street in Marlborough, Main Street and North Meadow Road in Medfield, Washington Street and Hollis Street in Holliston, and Great Road and King Street in Littleton. More locations in the MetroWest region will be considered for future studies.</p>
			<p>Fully supports the Route 126 Corridor study and thanks the Boston Region MPO for its inclusion in the draft 2010 UPWP. Encouraged that the study includes an analysis of multimodal transportation alternatives. In the process of asking to formally participate on the Task Force to offer a regional perspective.</p>	<p>The 495/MetroWest Partnership will be considered for membership on the Task Force.</p>
			<p>Supports the Corridors/Subarea Planning Studies: Land Use Reviews project. Pleased that the study will provide information and preliminary analyses for the development of transportation design concepts and mobility strategies to address current and future development in the vicinity of Route 9. Interested in providing a regional perspective as the second phase of the study moves forward, and offering support through informational and interactive forums with their Transportation Committee. Information could be used for a comprehensive corridor study in the 495/MetroWest region from Littleton to Foxborough.</p>	<p>The MPO appreciates the support and suggestions on these projects. MAPC intends to actively engage stakeholders as these studies proceed.</p>
			<p>Supports the MAPC Alternative-Mode Planning and Coordination study. Pleased that work on a regional pedestrian plan and bike plan will continue. Pleased that transportation demand management activities will receive additional emphasis in FFY 2010 and supports the development of the Toolkit for Sustainable Mobility. Also supports efforts being made to identify projects eligible for Congestion Mitigation and Air Quality (CMAQ)</p>	

Draft Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>program and the regional Transportation Enhancement program.</p> <p>Thanked the Boston Region MPO for including MWRTA planning funds in the UPWP. Evaluating and improving existing services, and identifying cost effective new routes is essential to providing mass transit options in MetroWest.</p> <p>The Partnership is eager to participate in the aforementioned studies and any other projects in the 495/MetroWest region. Extend their appreciation to the Boston Region MPO for their attention to suburban transportation needs.</p>	<p>The Partnership’s interest in participating in the aforementioned studies and projects is noted.</p>
8/4/09		Kurt Marden	<p>Concerned about the lack of a specific task for regional non-road transportation corridor development, other than sub-items in some of the listed activities and the Bicycle/Pedestrian Support Activities project.</p> <p>Suggests a long-range plan for an interconnected transit system on existing rail right-of-way should be initiated and funded as part of the UPWP.</p> <p>Concerned about the use of rail right-of-way for rail trails. Suggests that rail trails are in conflict with several MPO policies.</p> <p>Light rail on existing right-of-way between Lowell and Walpole would greatly enhance mobility in areas served by Route 27 and I-495.</p>	<p>The MPO notes your comments and will forward them to the Executive Office of Transportation and Public Works (EOT) and the MBTA. They will also be included in the universe of ideas for consideration in the development of the draft federal fiscal year 2011 UPWP.</p>
8/10/09	Commonwealth of Massachusetts House of Representatives Representative	Representative Kate Hogan	<p>Suggests including in the FFY 2010 UPWP a feasibility study for creating a multi use “Rail & Trail Corridor” on the presently inactive Central Mass Commuter Rail Line. This project would improve access to public transit for residents of Sudbury, Stow, Maynard, Bolton, and Berlin.</p> <p>This project would respond to calls from the Representative’s constituency to improve public transportation in the district. The rail element would bring public transit directly to these communities, which presently lack access to any form of public transit.</p>	<p>Thank you for your suggestion.</p> <p>The Boston Region MPO staff conducted a pair of studies on this subject. The Central Mass Rail Feasibility Study was completed in December 1996 and the Central Mass Rail Trail Feasibility Study was completed in April 1997.</p>

Draft Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>The trail element would enhance local transportation networks by providing non-motorized local connections that are often preferable to on-road bike lanes on congested and dangerous roadways.</p>	
8/04/09	North Shore Task Force	Brian Watson, Chair	<p>Supports proposals listed in the draft 2010 UPWP, particularly the carry over and completion of the North Shore Transportation Study from the 2008 UPWP.</p> <p>Notes and supports the following increased funding and new programs listed for FFY 2010 in the draft UPWP: Increased funding for Subregional Support Activities, Low Cost Improvements to Bottleneck Locations, Coordinated Technical Assistance to Communities, Integrating Land Use in Regional Transportation Models, and Safety Assessments Coordination.</p> <p>Notes that the intersection of Routes 35 and 97 is particularly dangerous and straddles the municipal boundaries of Topsfield, Danvers, and Wenham.</p> <p>Continues to support the following ideas for future UPWP studies: Route 35 corridor study; joint corridor study with MVPC of the Route 97 corridor from Haverhill south to Cummings Center in Beverly; joint corridor study with MVPC of Route 133 and Routes 1 and 97 congested areas, especially downtown Georgetown; Routes 114/1A and 127 corridor study from Swampscott to Rockport to analyze strategies for improving bike facilities and bike to rail connections in the region; and a study of the feasibility of a new park and ride lot from Route 1 North for commuting into Beverly and Salem.</p>	<p>The MPO appreciates the support on these issues.</p> <p>The corridors will be considered for corridor studies in the development of the FFY 2011 UPWP. It will be useful to the MPO if the North Shore Task Force prioritizes these corridors.</p> <p>The MPO will consider these ideas in the development of the FFY 2011 UPWP. Please inform the Boston Region MPO if you have discussions with the Merrimack Valley Planning Commission on coordinating with the Boston Region MPO.</p>
8/3/09	Regional Transportation Advisory Council	Malek Al-Khatib, Chair	<p>Supports the new studies included in the draft 2010 UPWP</p> <p>Pleased by the inclusion of the Statewide Freight/Rail Study, Phase 2. Concerned about the title and think it should be changed to reflect the regional focus of this study.</p> <p>Wants the Boston Region MPO to consider the incorporation of freight movements into the travel model as part of the “Integrating Land Use into Regional Transportation Models” study or future model upgrades.</p>	<p>The MPO appreciates the support on these studies.</p> <p>The title of the freight study has been changed to “MPO Freight/Rail Study.”</p> <p>The nature of this study is exploratory and will help the MPO decide if it wants to proceed with an upgrade to its travel model. It is not expected that this study will consider freight movements.</p>

Draft Summary of Comments Received on the Draft FFY 2010 Unified Planning Work Program with MPO Responses

Dated	Community/ Organization	Name and Title	Comment	MPO Response
			<p>Disappointed that a regional HOV study was not included in the draft FFY 2010 UPWP. Requests that a regional HOV lane study be included in the FFY 2011 UPWP.</p> <p>Would like a bike network evaluation study to be included in a future UPWP.</p> <p>Supports the I-93 Access and HOV Improvements (Savin Hill/South Bay) study due to potential economic benefits and benefits for the South Coast rail project.</p>	<p>The regional HOV lane study and bike network evaluation study will be considered in the development of the FFY 2011 UPWP.</p>
8/4/09	South West Advisory Planning Committee	8/4/09	<p>Pleased with the range of studies and work elements proposed by the Boston Region MPO.</p> <p>Strongly endorses the following studies and programs: Community Transportation Technical Assistance Program; Land Use Allocation Model Development, Phase 1; Subregional Support Activities (particularly the increase in funding for this program); Bicycle and Pedestrian Support Activities; Congestion Management Program; Corridor/Subarea Planning Studies: Land Use Reviews; Regional Vision Implementation: MetroFuture; Route 126 Corridor Study; Safety and Operations Analysis at Selected Intersections; Alternative Mode Planning and Coordination; Emergency Evacuation and Hazard Mitigation Mapping; Safety Assessments Coordination.</p> <p>Suggests the following locations should be considered for the safety and mobility studies under the Community Transportation Technical Assistance and Safety and Operations Analysis at Selected Intersections programs: intersection of West Main and School Streets in Hopkinton; Wrentham Common including the intersection of Routes 1A & 140, David Brown's Way, Common Street, Bank Street, and the end of Taunton Street; Route 109 at the intersections of Main and Highland, and Highland and Milford Streets in Medway.</p> <p>Suggests that at least one Walkable Communities Workshop be held in the SWAP area. Both Medway and Hopkinton have expressed interest in hosting a workshop.</p>	<p>The MPO appreciates the support on these issues.</p> <p>The MPO has noted these suggestions and will considered them during work scope development.</p> <p>The manager of the Walkable Communities Workshop program has been informed of this request and contacted both municipalities on August 5.</p>

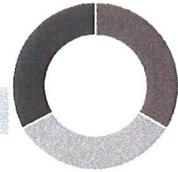
MAPC Reports

- Work Alewife Bicycle and Pedestrian Access Study
- Regional Pedestrian Plan
- Trapelo Road (Belmont/Lexington/Waltham) Final Report (with CTPS)
- Development Mitigation Toolkit

MAPC Work Products and Activities

- Creation of a GIS coverage and related database of MAPC-reviewed projects and their mitigation commitments
- Database development of community, subregion, and corridor population and employment, and visual displays and analysis of this information
- GIS technical assistance and support for transportation planning in the region
- Implementation of the regional and statewide bicycle and pedestrian plans, and work on bicycle/ pedestrian-related issues, including coordination with relevant national, state, and regional organizations
- Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, 2009 MPO elections, and attendance at relevant meetings
- MetroFuture implementation strategies
- Participation in a variety of specific project reviews and related activities
- Project evaluations and development of new project evaluation tools
- Provision of information to the MAPC Executive Committee, MAPC officers, and MAPC subregional groups on MPO transportation activities and issues
- Preparation of monthly meeting agendas, coordination with transportation agencies, traffic study reviews, reports to the Transportation Planning and Programming Committee, support for subregion and corridor advisory committee meetings, and prioritization assistance
- Regional bicycle parking program
- Support and technical assistance in developing and implementing the MPO's Suburban Mobility and Transportation Demand Management programs
- Support for the regional Congestion Mitigation/Air Quality Committee, Transportation Demand Management Committee and Transportation Enhancement Selection Committee
- Support for TIP criteria refinement and implementation and for the Transportation Planning and Programming Committee's TIP Criteria Task Force

- Support for the UPWP Subcommittee
- Sustainable Transportation toolkit, focusing on local parking issues in 2009
- Technical assistance for air quality, transportation enhancement, and mobility assistance programs



STAFF: Metropolitan Area Planning Council

CLIENT: Boston Region Metropolitan Planning Organization

ID #: MAPC 1

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Recertification: In FY 2010, MAPC will work with elected officials, state and federal representatives, the Regional Transportation Advisory Council and other interested parties to review and suggest possible revisions to the MPO Memorandum of Understanding. Staff will contact municipal officials, the business community, community-based organizations, and the MAPC subregions for input and advice.

Community Transportation Technical Assistance Program: At subregional meetings and at a variety of public events, such as those held on the TIP and UPWP, community officials often identify transportation issues that are of concern and ask for advice on how to proceed. In this program a team of CTPS and MAPC engineers and planners will meet with communities to learn more about specific problems and provide advice to communities on next steps. This might include a review of existing data or how to collect what is needed. It could also involve a field visit to better understand the identified problem. Some general types of solutions might be recommended, along with contact information for the appropriate person with whom to follow up. Descriptions of the various planning processes at MHD, the MBTA, and the MPO and of how communities can get involved might be appropriate. This is not design or even a planning study, but a way to help communities who may have a problem quickly get an answer on what to do next. MAPC will advertise the program to MPO communities and expects to spend up to five person-days per community on each problem.

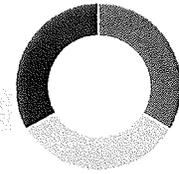
FY 2010 Activities and Expected Work Products: Interagency coordination, work scopes, participation in advisory and corridor committees, public participation, reports to the MAPC Officers Transportation Advisory Committee and to the Executive Committee, MPO elections, MPO recertification and recommendations for a revised MOU, and attendance at relevant meetings.

MPO/MAPC liaison and support activities also support 3C planning process activities outlined in this chapter, as well as the development of the RTP, the TIP, and the UPWP. The CTPS component of the Community Transportation Technical Assistance Program is described on page 7-6.

FHWA/FTA Grant Application Task and Element: 44.21.02

FFY 2010 Budget

Funding Recipient(s)		FFY 10 Total Budget	Funding Source(s)							
CTPS	MAPC		PL	SPR	EOT	MPO \$5303	MBTA \$5303	MBTA \$5303 Carryover	MBTA	Other
	\$185,000	\$185,000	\$123,950			\$61,050				



STAFF: Central Transportation Planning Staff

CLIENT: Boston Region Metropolitan Planning Organization

ID #: 13150

BUDGET: Not applicable to ongoing projects

STATUS: Ongoing

Local community officials often identify transportation issues about which they would like to have technical advice. In this pilot project, a team of CTPS and MAPC engineers and planners will provide such advice. The team will meet with community officials to learn more about specific problems and provide advice on next steps. There will usually be a site visit to better understand the potential problem. Some general types of solutions might be recommended, along with contact information on whom to follow up with. The advice might relate to such things as parking, traffic calming, walking or bicycling, or bus-stop-related issues that the community might have identified. Descriptions of the various planning processes at MassHighway, the MBTA, and the MPO, and how communities can get involved, might be appropriate. In any event, these are not design or planning studies that would be performed by the MPO staff. Rather, this is a mechanism for providing quick-response advice to communities on next steps for resolving the issues they have identified. This work will advance the MPO's goals for system preservation, modernization and efficiency; mobility; and land use and economic development. It will also be consistent with the MPO's CMP and other staff-identified needs.

FFY 2010 Activities and Work Products: This service will be publicized through various channels, and MAPC and CTPS will coordinate and collaborate on a case-by-case basis. It is expected that two to five person days will be spent on each community problem identified. Requests for services will be fielded and prioritized by the CTPS Deputy Technical Director. Teams of professionals will be dispatched to client municipalities, and memoranda on the consultations will document the work, recommendations, and outcomes.

Depending on how well utilized the service is and on what participants perceive the benefits to be, a determination will be made at the end of the year as to whether the program is worth continuing.

This project will be conducted in coordination with MAPC activities outlined on page 5-10 under MPO/MAPC Liaison and Support Activities.

FHWA/FTA Grant Application Task and Element: 44.24.01

FFY 2010 Budget

Funding Recipient(s)		FFY 10 Total Budget	Funding Source(s)							
CTPS	MAPC		PL	SPR	EOT	MPO \$5303	MBTA \$5303	MBTA \$5303 Carryover	MBTA	Other
\$15,000		\$15,000	\$7,500			\$7,500				

Ongoing No-Build Highway Project	Current Cost	2010	2011-2015	2016-2020	2021-2025	2026-2030	MPO Target Funding	Non-MPO Funding*
Route 128 Additional Lanes (Randolph to Wellesley)	\$149,000,000	\$17,000,000	\$112,000,000	\$20,000,000			\$149,000,000	
Recommended Highway Projects								
Middlesex Turnpike Improvements Phase 3 (Bedford, Burlington, and Billerica)	\$19,200,000			\$27,328,000			\$27,328,000	
Pulaski Boulevard (Bellingham)	\$13,006,510	\$13,006,510					\$13,006,510	
Trapelo Road (Belmont)	\$13,000,000		\$15,816,000				\$15,816,000	
East Boston Haul Road/Chelsea Truck Route (Boston)	\$18,000,000			\$25,620,000			\$19,995,787	\$5,624,213
Sullivan Square (Boston)	\$40,000,000			\$56,932,000			\$41,554,290	\$15,377,710
Rutherford Avenue (Boston)	\$45,507,000				\$78,803,000		\$78,803,000	
Consolidated Rental Car Facility (Logan Airport, Boston)	\$453,000,000		\$453,000,000					\$453,000,000
I-93/Route 3 Interchange - Braintree Split (Braintree)	\$36,017,000			\$51,264,000			\$51,264,000	
I-93/I-95 Interchange (Canton)	\$190,000,000					\$355,866,000	\$355,866,000	
I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor (Canton)	\$35,000,000		\$42,583,000					\$42,583,000
Route 2/Crosby's Corner Grade Separation (Concord and Lincoln)	\$72,000,000		\$72,000,000				\$72,000,000	
Route 128/Route 35 and Route 62 (Danvers)	\$25,982,000	\$13,496,710	\$12,485,290				\$25,982,000	
Route 126/Route 135 Grade Separation (Framingham)	\$54,080,000					\$113,938,000	\$113,938,000	
Bruce Freeman Rail Trail (Framingham to Acton)	\$17,250,000				\$29,871,000		\$29,871,000	
Route 53 Final Phase (Hanover)	\$1,000,000			\$1,170,000			\$1,170,000	
Assabet River Rail Trail (Hudson to Acton)	\$16,725,000		\$20,349,000				\$20,349,000	
Route 85 Improvements (Hudson)	\$8,400,000			\$11,956,000			\$11,956,000	
Route 1 Improvements (Malden and Revere)	\$70,304,000					\$148,120,000	\$148,120,000	
Route 139 Widening (Marshfield)	\$7,150,200			\$10,177,000			\$10,177,000	
Needham Street/Winchester Street/Highland Avenue (Newton and Needham)	\$17,000,000				\$29,439,000		\$29,439,000	
Quincy Center Concourse, Phase 2 (Quincy)	\$7,511,068	\$7,511,068						\$7,511,068
I-93/I-95 Interchange (Reading and Woburn)	\$194,792,000				\$337,317,000		\$337,317,000	
Bridge Street (Salem)	\$10,000,000			\$14,233,000			\$14,233,000	
Assembly Square Roadway Project (Somerville)	\$28,000,000	\$28,000,000						\$28,000,000
S. Weymouth Naval Air Station Access Improvements (Parkway construction)	\$52,000,000		\$52,000,000					\$52,000,000
S. Weymouth Naval Air Station Access Improvements (Multi-modal Center)	\$10,014,750	\$10,014,750						\$10,014,750
Route 18 Capacity Improvements (Weymouth)	\$26,100,000		\$26,100,000				\$11,517,961	\$14,582,039
Montvale Avenue (Woburn)	\$3,400,000			\$4,839,000			\$4,839,000	
New Boston Street Bridge (Woburn)	\$4,500,000			\$6,405,000			\$6,405,000	
Transit Projects with Highway Funding								
Green Line Extension from College Avenue to Mystic Valley Parkway (Route 16) (Somerville and Medford)	\$130,000,000			\$185,031,000			\$185,031,000	
Assembly Square Orange Line Station (Somerville)	\$10,000,000		\$11,699,000				\$11,699,000	
Wonderland South Parking Garage (Revere)	\$52,000,000			\$71,166,000			\$61,166,000	\$10,000,000
Total	\$1,829,939,528	\$43,503,220	\$255,867,251	\$455,119,077	\$475,430,000	\$617,924,000	\$1,847,843,548	\$638,692,780

* Non-MPO Funding includes earmarks with the exception of the following:

- Consolidated Rental Car Facility will be paid for by the Massachusetts Port Authority from General Airport Revenue Bonds, taxable revenue bonds supported by revenue from the daily Customer Facility Charge and rent from car companies, and the Transportation Infrastructure and Innovation Act (TIFIA) funds.
- I-95 NB/Dedham Street Ramp/Dedham Street Corridor will be paid for by the developer.
- South Weymouth Naval Air Station Access Improvements will be paid for with a combination of state, local, and private resources. The parties are in negotiation to determine each parties contribution.
- Somerville Assembly Square Roadway project will use American Recovery and Reinvestment Act funding, state, local, and private resources.
- Wonderland South Parking Garage - a portion of this funding will come from the developer.



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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James A. Aloisi, Jr.
Secretary of Transportation
and MPO Chairman

Arnold J. Soolman
Director, MPO Staff

The Boston Region MPO, the federally designated entity responsible for transportation decision-making for the 101 cities and towns in the MPO region, is composed of the following:

Executive Office of Transportation
and Public Works

City of Boston

City of Newton

City of Somerville

Town of Bedford

Town of Braintree

Town of Framingham

Town of Hopkinton

Metropolitan Area Planning Council

Massachusetts Bay Transportation
Authority Advisory Board

Massachusetts Bay Transportation
Authority

Massachusetts Highway Department

Massachusetts Port Authority

Massachusetts Turnpike Authority

Regional Transportation Advisory
Council (nonvoting)

Federal Highway Administration
(nonvoting)

Federal Transit Administration
(nonvoting)

DRAFT MEMORANDUM

DATE August 20, 2009
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Arnold J. Soolman, CTPS Director
RE Work Program for: Foxborough Commuter Rail Station
Feasibility Study

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Executive Office of Transportation and Public Works, vote to approve the work program for Foxborough Commuter Rail Station Feasibility Study in the form of the draft dated August 20, 2009.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
43317

Client
Massachusetts Bay Transportation Authority (MBTA)
Project Supervisor: Ronald Morgan

CTPS Project Supervisors
Principal: Karl Quackenbush
Manager: Scott Peterson

Funding
New MBTA Contract

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

This study involves analyzing the feasibility of converting the commuter rail stop in Foxborough into a full-time stop. The Executive Office of Transportation and Public Works and the MBTA are working in close coordination with the Town of Foxborough and owner of the property adjacent to Gillette Stadium to determine the potential of using this station as a full-time stop. To examine this question, they have asked the Central Transportation Planning Staff to analyze the transportation demand for this station under various service plans.

Foxborough Station is on the MBTA commuter rail system and is currently only used for special events, such as the New England Patriots football games and concerts at nearby Gillette Stadium. It lies on the line between Mansfield and Framingham that is not currently used for regular passenger service, owned by CSX, which is shown in Figure 1. The line was part of Conrail until 1998, when it passed to CSX. Nonstop trains to the station come from Boston's South Station via the Franklin Line to Walpole, and from Providence via the Providence/Stoughton Line to Mansfield.

OBJECTIVE

The objective of this study is to perform travel demand analysis, including sensitivity testing, for up to six model scenarios in order to understand the demand for a full-time commuter rail stop in Foxborough.

WORK DESCRIPTION

Task 1 Perform Base-Year Model Calibration

Modeling of the 2007 base year will use the best and most current planning and modeling assumptions available to CTPS at the time of the issuance of the notice to proceed. The commuter rail, rapid transit, and major bus line boardings in the study area shown in Exhibit 1 will be calibrated by grouping together stations and stops having similar characteristics and geographic proximity along each transit line. Boardings by line will be calibrated in such a way that the modeled numbers for each of the groupings are within 10 percent of the observed data for respective groupings.

Product of Task 1

A well calibrated transit model set.

Task 2 Develop Service Plans for the Build Alternatives

CTPS will develop service plans that maximize service to Foxborough Station within the constraints of the existing infrastructure, freight usage, and proposed improvements, such as South Station Expansion and the South Coast Rail Improvements.

Product of Task 2

Service plans for a maximum of two build scenarios.

Task 3 Prepare Forecast-Year Inputs and Apply Model

CTPS will forecast demand for the horizon year of 2030 using two different land use assumptions as input into the travel demand model: one will be based on the adopted land use that was used in the 2009 amended Regional Transportation Plan for the horizon year of 2030, and the second one will pivot off of the amended land use, but assumes a build-out scenario for Foxborough and its neighboring communities. This will allow CTPS to generate a lower and upper bound for demand. The build-out scenarios will be provided by the concerned communities, identifying changes in population, households, and employment by transportation analysis zone if possible.

For each land use assumption, CTPS will create a no-build scenario and a maximum of two build scenarios, using service plans created in Task 2. Model inputs for both land use scenarios and service plans—such as congested-highway travel times, auto operating costs, central business district parking costs, transit fares, and travel times—will be consistent with the currently adopted land use and background transportation projects assumed in the 2009 amended Regional Transportation Plan.

Product of Task 3

Detailed travel demand results for the forecast-year scenarios.

Task 4 Analyze and Summarize Travel Demand Results

All scenario results obtained from the assignment and the mode choice models will be summarized in tabular form. Systemwide statistics, such as total linked transit trips, auto trips, and unlinked transit trips by submode, will be analyzed in detail to determine the demand associated with Foxborough Station. Other transit lines and bus routes will be examined to ascertain the impact of a new station on them. Parking demand at the new station and its neighboring stations will be examined in order to help determine the size a new parking lot would need to be in order to accommodate the demand being forecasted for it. Revenue estimates from fare collection and parking fees will be summarized by station and for the whole transit system.

Emissions from pollutants will be examined to determine the regional impact of changes to the traffic flows and additional locomotives to the transit system.

Product of Task 4

A spreadsheet summarizing the forecast-year travel demand results for the different scenarios and graphics as needed.

Task 5 Examine Traffic Impacts Due to the Proposed Parking

CTPS will examine the traffic impacts for up to four roadway locations near the new full-time parking facility at Foxborough Station in the peak periods.

Product of Task 5

An analysis of the traffic impacts associated with the new commuter rail station and parking.

Task 6 Produce Technical Report

CTPS will produce a technical report describing the model, the results of the travel demand analyses, traffic impacts, and costs associated with the project.

Product of Task 6

A technical report documenting the project.

Task 7 Coordinate with Stakeholders

Coordinate with the stakeholders and attend meetings with them as needed.

Product of Task 7

Coordinating with stakeholders

ESTIMATED SCHEDULE

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

ESTIMATED COST

The total cost of this project is estimated to be \$66,524. This includes the cost of 24.3 person-weeks of staff time, overhead at the rate of 88.99 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 3.

Exhibit 1
PROPOSED FOXBOROUGH COMMUTER RAIL STATION
Foxborough Commuter Rail Station Feasibility Study

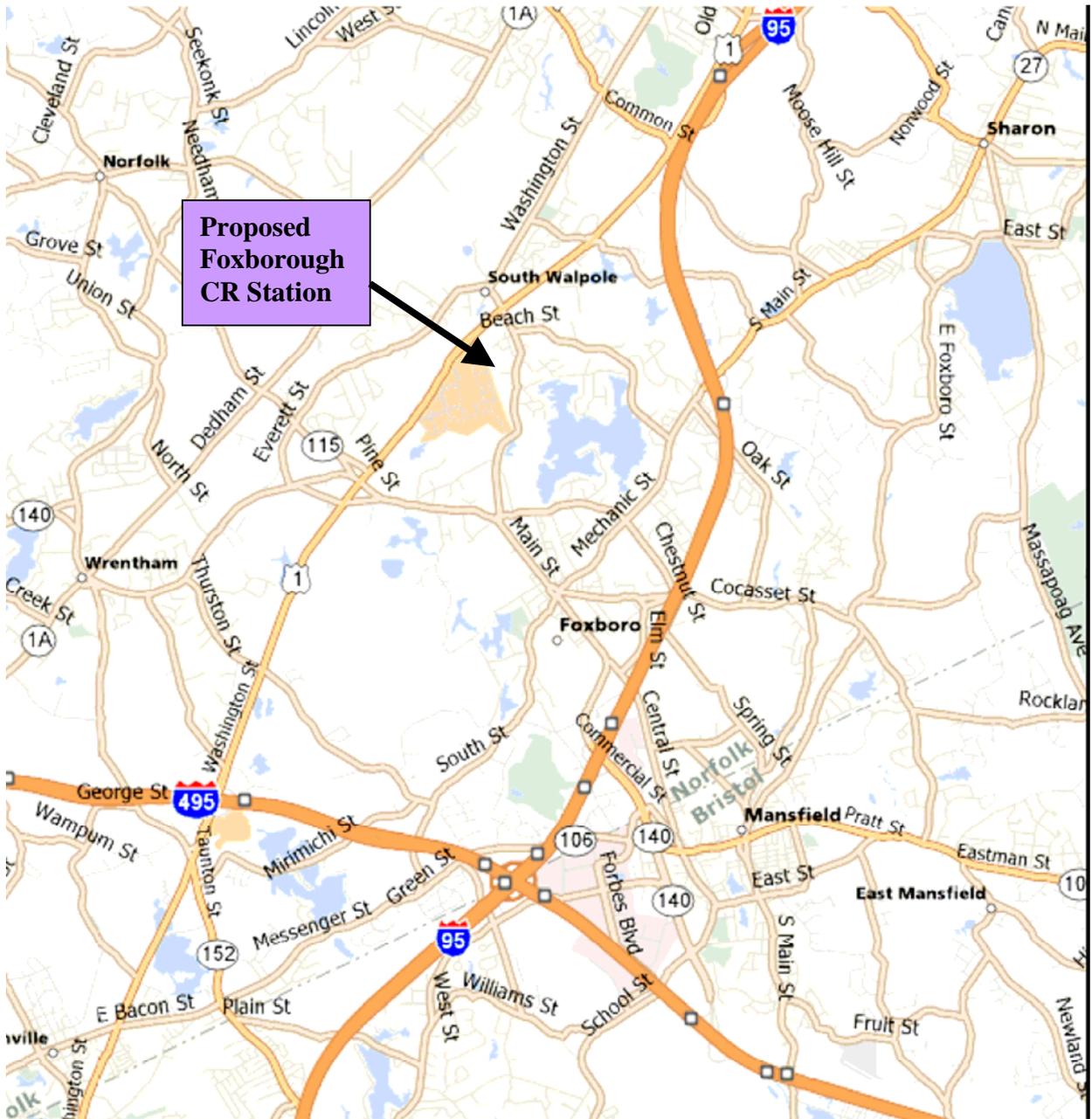


Exhibit 2
 ESTIMATED SCHEDULE
 Foxborough Commuter Rail Station Feasibility Study



Products/Milestones

- A: Travel demand results
- B: Technical report on method and results

Exhibit 3
ESTIMATED COST
 Foxborough Commuter Rail Station Feasibility Study

Direct Salary and Overhead	\$65,824
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Task	Person-Weeks					Direct Salary	Overhead (@ 88.99%)	Total Cost
	M-1	P-5	P-4	P-3	Total			
1. Perform Base-Year Model	0.3	0.7	2.0	1.2	4.2	\$5,282	\$4,701	\$9,983
2. Develop Service Plans for Commuter Rail Stop	0.3	0.2	1.5	0.0	2.0	\$2,640	\$2,349	\$4,989
3. Prepare Forecast Year Inputs and Apply the Model	0.4	2.6	5.3	0.0	8.3	\$11,268	\$10,027	\$21,295
4. Analyze and Summarize Travel Demand Results	1.0	1.2	0.1	1.5	3.8	\$5,217	\$4,643	\$9,860
5. Examine Traffic Impacts Due to Proposed Parking	0.2	2.1	0.0	0.0	2.3	\$3,677	\$3,273	\$6,950
6. Produce Technical Report	1.6	0.7	0.0	1.5	3.8	\$5,280	\$4,698	\$9,978
7. Coordinate with Stakeholders	0.7	0.2	0.0	0.0	0.9	\$1,465	\$1,304	\$2,769
Total	4.5	7.7	8.9	4.2	25.3	\$34,830	\$30,995	\$65,824

Other Direct Costs	\$700
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Travel	\$200
Printing	\$500

TOTAL COST	\$66,524
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Funding

MBTA Contract