

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

February 18, 2010 Meeting

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

David Mohler, Chair, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

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

- approve the work program for *Emergency Evacuation and Hazard Mitigation Mapping*
- approve the work program for *MBTA Bus Service Data Collection VII*
- approve the minutes of the meeting of January 21
- approve the *Bicycle and Pedestrian Improvements in Six Urban Centers* study

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – David Mohler, MassDOT

There was none.

3. Subcommittee Chairs' Reports – Eric Bourassa, Metropolitan Area Planning Council (MAPC); Mary Ellen Sullivan, MPO Staff

The Clean Air and Mobility Program Subcommittee met on February 11. (Minutes from the meeting are attached.) The subcommittee discussed the projects that have been approved for funding through the former Suburban Mobility/Transportation Demand Management (TDM) Program, and the kind of projects that would be eligible for the Clean Air and Mobility Program (which now incorporates the Suburban Mobility/TDM Program). The subcommittee also discussed the challenges to funding small infrastructure projects (such as sidewalk improvements). There is a sense among the subcommittee members that the MPO should fund those kinds of projects. The members also expressed interest in getting updates from last year's recipients of Suburban Mobility/TDM funding.

Joe Onorato, MassDOT, Highway Division, District 4, noted that District 4 is starting to receive inquiries from municipalities about the Clean Air and Mobility Program. Hayes Morrison, MPO staff, noted that guidance on the program is available on the MPO's website. E. Bourassa added that he and MPO staff would be happy to talk with interested parties.

The Unified Planning Work Program (UPWP) Subcommittee met on February 4. (Minutes from the meeting are attached.) The subcommittee will meet again in March.

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

The Advisory Council's February meeting was canceled due to weather. On March 10, the Advisory Council will hold a bicycle and pedestrian forum, which is open to the public.

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

A. Soolman reported that the MPO held its first How-To Seminar for the Transportation Improvement Program (TIP) and the Clean Air and Mobility Program at Lynn City Hall on February 17. The agenda also included a discussion of the proposed amendment to the MPO's Public Participation Process. There were fifteen attendees at the meeting including the state senator and representatives from the Lynn district. The Lynn meeting was one of three TIP How-To Seminars that the MPO will hold this year. Two more are scheduled next week, one in Marlborough and one in Weymouth.

He also reported that one of the modeling staff has left CTPS. That position will be advertised.

E. Bourassa inquired about the comments that the state legislators voiced at the Lynn meeting. H. Morrison stated that they had questions about the MPO's TIP process and about how legislators could be more involved. Staff showed the attendees the interactive TIP database and where the TIP municipal contact information could be found.

E. Bourassa suggested that staff give a presentation on the TIP process to the legislature. H. Morrison noted that legislators regularly receive TIP materials through the MPO's Public Participation Process. She suggested that staff could provide an additional email to legislators to alert them to the start of each TIP cycle.

6. Work Program for Emergency Evacuation and Hazard Mitigation Mapping – *Karl Quackenbush, Deputy Director, CTPS*

Members were provided with the work program for *Emergency Evacuation and Hazard Mitigation Mapping* at the meeting of February 4.

Mary Pratt, Town of Hopkinton, expressed that the work program should address dams and reservoirs and that, for evacuation, consideration should be given to roads that are alternatives to main highways and to ferries. K. Quackenbush responded that staff discussed the comments received from members after the meeting of February 4. He noted that there is a defined amount of funding for this work program. Staff has acknowledged that not all the information that could be hoped for may be available during the timeframe of the work program. If in the course of doing this work program, staff is unable to make progress on all fronts, staff could turn its attention to mapping other sensitive pieces of infrastructure, such as dams. Regarding evacuation routes, staff

is proposing to collect available information from other agencies with responsibility for developing the actual plans and string it together to show how the pieces fit together. Staff is not proposing to come up with any independent recommendations for evacuation routes as part of this work program.

M. Pratt added that consideration should be given to how and where to house evacuees outside the city. K. Quackenbush stated that the Commonwealth has an on-going process that is addressing those kinds of issues.

K. Quackenbush stated that the additional work members interested in could possibly be included in the next cycle of the UPWP.

A motion to approve the work program for *Emergency Evacuation and Hazard Mitigation Mapping* was made by Thomas Bent, City of Somerville, and seconded by John Romano, MassDOT Highway. The motion passed unanimously.

7. Work Program for MBTA Bus Service Data Collection VII – Karl Quackenbush, Deputy Director, CTPS

Members were provided with the work program for the *MBTA Bus Service Data Collection VII* at the meeting of February 4.

A motion to approve the work program for the *MBTA Bus Service Data Collection VII* was made by Paul Regan, MBTA Advisory Board, and seconded by J. Romano. The motion passed unanimously.

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

A motion to approve the minutes of the meeting of January 21 was made by M. Pratt, and seconded by T. Bent. The motion passed unanimously.

9. Long Range Transportation Plan Update – Anne McGahan, Plan Manager, and Michael Callahan, Public Involvement Manager, MPO Staff

Members were provided with a draft schedule and draft outline for the development of the next Long Range Transportation Plan (LRTP), maps showing radial and circumferential corridors in the region, and a memorandum regarding the Public Involvement Plan for the LRTP. (See attached.)

Schedule

A. McGahan discussed the proposed schedule for the development of the LRTP, which will enable the MPO to meet its requirement for adopting the 2035 LRTP by April 2011. She noted that staff is looking for the MPO's approval of the corridor maps today so that work can begin on the needs assessment. The needs assessment will involve documenting existing conditions, reviewing previous work and studies, summarizing comments from previous LRTPs, and coordinating with the Congestion Management Program (CMP). Staff will also start updating the LRTP's vision and policies, which will include several new topics: climate change, livability, and operations and management. Objectives and performance measures will also be developed as part of the LRTP.

MassDOT has provided 2035 demographic data to all the MPOs in the state for use in developing their LRTPs. MAPC's MetroFuture demographics will be used for the Boston Region's LRTP, but the refined data to 2035 will not be available until June. In order to complete the needs assessment by July, staff proposes to temporarily use the current 2030 demographic projections (that underlie the current LRTP) for this analysis. It is not expected to differ greatly from the 2035 data. When MAPC provides the 2035 demographics, staff will do a comparison.

There was a discussion about the situation regarding the demographics:

D. Mohler raised questions about what would happen if there are significant differences in the model results from the two sets of demographic data, how that would affect the schedule, and why MAPC needs until June to provide their demographic data. A. McGahan replied that, if there were significant differences, staff would have to make sure that the needs assessment reflected the differences. She added that staff and MAPC do not anticipate significant differences. In addition, the needs assessment will use a variety of other data; the modeling data will only be one component. E. Bourassa and Jim Gallagher, MAPC, stated that MAPC needs until June to produce the demographic data because MAPC is in conversation with MassDOT and other regional planning agencies (RPAs) about how the demographic projections will be done for municipalities within our model area that are not within the MPO and MAPC boundary, and because MAPC needs to contact municipalities to find out if there are new development projects planned that MAPC is currently unaware of as well as projects that were included that may not have gone forward.

D. Mohler expressed concern about the demographic data situation. He noted that the Boston Region MPO will be using a hybrid set of demographics – MAPC's MetroFuture projections for the 101 municipalities in this region and the projections adopted by neighboring RPAs for 64 other municipalities. If MAPC succeeds in convincing the other RPAs to adopt MetroFuture demographics, there would not be time to make the change for the needs assessment. J. Gallagher noted that a solution would be to push the needs assessment farther out on the schedule.

Members reached consensus that staff could move forward with the plan to use the 2030 demographic projections for the needs assessment.

A. McGahan continued to discuss the steps following the needs assessment. During the summer, staff would begin to develop the Build alternative scenarios. In the fall, staff would model the Build networks and conduct the environmental justice analyses. The resulting information would be released for public review in December. The Transportation Planning and Programming Committee would vote on the recommended projects and programs for the LRTP in January, after which staff would conduct the environmental justice and air quality analyses for the recommended plan. The draft LRTP would be released for public review in February 2011. The Committee would vote on the final LRTP in April 2011.

Members had several questions:

M. Pratt asked if the air quality analysis scheduled for January would only involve new projects. A. McGahan replied that the analysis would include all the recommended projects in the LRTP.

In response to a question from M. Pratt regarding double stack initiatives, D. Mohler stated that changes in the freight distribution system would have to be taken into account in the model runs.

D. Mohler asked whether revenue projections would be prepared in July and when the MPO would receive federal guidance on long-range revenues. A. McGahan replied that the revenue projections would be available in July since that is when the TIP information will be available. Michael Chong, Federal Highway Administration, stated that the MPO would most likely have the federal guidance by April.

E. Bourassa asked whether the federal guidance would be dependent on updates to the federal transportation legislation. M. Chong replied that there is a chance that SAFETEA-LU will be extended. Any new projections would likely be baseline; there could be a 5% increase per year.

A. McGahan continued to discuss the outline of the draft LRTP noting that it will include the following chapters (see attached for details on these items):

- Executive Summary
- Introduction and Plan Process
- The Region's Transportation System and Land Use and Existing Policies
- MPO's Vision and Policy
- Transportation System Operations and Management
- Environment
- Regional Equity
- The Region's Corridors
- Financial Plan
- Recommended Plan
- Environmental Justice Assessment
- Air Quality Conformity Determination

Corridor Maps

A. McGahan then turned to the maps showing radial and circumferential corridors and answered members' questions about them. The radial map includes corridors that coincide with the corridors used in the MBTA's Program for Mass Transportation (PMT). They depict interstates and commuter rail lines stations and show the corridors in color. The circumferential map shows corridors ringing the city: the Central Area, the Route 128 corridor, and the Interstate 495 corridor. In the needs assessment staff will look at the traffic flows going to and from Boston, circumferential traffic flows, and suburb-to-suburb traffic flows.

K. Quackenbush noted reasons for presenting information at the corridor level. It is possible that certain indicators from the model could be obscured if looking only at a systems level. The corridor approach is a way to organize the needs assessment information and tease out more meaning from the indicators than has been done in the past.

Members had several comments and questions:

M. Pratt suggested adding the Boston neighborhoods to the maps. Other members requested that the radial corridors extend into the area defined on the map as Boston Proper. A. McGahan stated that the radial map would be revised to reflect that request and that, in addition, the individual corridors as presented in the LRTP would include maps with more detailed information.

D. Mohler advised members to keep in mind that using the corridor approach to prioritize needs could lead to an expectation that projects or programs be selected based on geographic equity, based on the corridors.

Ginger Esty, Town of Framingham, requested that staff add the commuter rail stations in Ashland and Southborough to the maps.

David Koses, City of Newton, asked if it would matter if the corridor approach were not used. K. Quackenbush replied that the concept of corridors is hard-wired into this LRTP's approach for the needs assessment. Staff is trying to provide more information for the MPO to make decisions than in the past and to make the information more comprehensible.

Christine Stickney, Town of Braintree, asked about how the need assessment would work if a project were in more than one corridor. A. McGahan stated that information about travel patterns would be included.

M. Pratt expressed concern about prioritizing by corridor and noted that many municipalities do not have sufficient funding for roadwork and must rely largely on Chapter 90 monies. A. McGahan noted that the MPO could choose to fund programs (such as a pavement management program for example) that would allow funding to be distributed across the region.

Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force, noted that MIT and Harvard are working on mobile phone sensor programs and that the MPO may want to consider checking with those institutions to find out about travel patterns they are observing. K. Quackenbush stated that staff has been in conversation with persons involved in MIT's work and work being done by private contractors and is planning on taking advantage of that data at the appropriate time.

Public Involvement Plan

Michael Callahan, MPO staff, then provided an overview of the public involvement plan for the development of the LRTP, through which staff aims to promote meaningful involvement by the public at all stages of the LRTP development. (See the attached memorandum for details.) Staff is proposing to use several new methods for conducting public outreach and plans to regularly provided feedback to the MPO.

Staff plans to begin the public outreach work by releasing press releases and announcements through MPOinfo (the MPO's listserve which has approximately 2,000 contacts) and *TRANSREPORT* (the MPO's newsletter), and by soliciting ideas from the public for the name of the LRTP document, which will help raise awareness about the document. In addition to the communication tools noted above, staff plans to conduct interactive web-based communications, and face-to-face meetings.

The MPO's website will be the centerpiece of the outreach. Staff would like to provide an opportunity for people to provide comments on the draft document and related materials through the web; that feedback could then be reported to the MPO regularly. Staff also proposes to use social media, such as Twitter and Facebook, to announce meetings and postings of draft documents, allow for discussion among the public, and direct people to the MPO's website.

Staff expects to continue to hold quarterly Open Houses with an emphasis on the LRTP. There will also be workshops targeted to various interest groups (such as environmental advocacy groups, for example). A summary LRTP document will be prepared and perhaps a video summary that could be posted on YouTube.

E. Bourassa requested that staff make sure state legislators are on the list of groups targeted for outreach. He noted that the MPO needs to educate the legislature so that legislators are aware that the MPO is working with a limited amount of resources.

J. Gillooly stated that a video summary of the LRTP would be a good idea and that it should include concrete examples of projects that the MPO has funded.

10. State Implementation Plan – *Kate Fichter, MassDOT, and Joe Cosgrove, MBTA* Members were provided with the February status report on the State Implementation Plan (SIP) projects. (See attached.) FHWA and FTA have requested that MassDOT provide monthly progress reports on the SIP projects. These reports are posted on MassDOT's website.

K. Fichter provided an update on the *Green Line Extension* and *Red Line – Blue Line Connector (Design)* projects, and J. Cosgrove provided an update on the *Fairmount Line Improvement* and *Construction of 1,000 New Parking Spaces* projects.

MassDOT received a MEPA certificate for the *Green Line Extension* project. MassDOT expects to file a final environmental impact report this summer and conduct public outreach related to that document. Field survey work is underway.

MassDOT is preparing to file a draft environmental impact report for the *Red Line – Blue Line Connector (Design)* project next month. MassDOT will be requesting a rollover so that the draft can be accepted as the final document. A public meeting will be held.

Regarding the *Fairmount Line Improvement* project, the MBTA is preparing to advertise for the construction of Talbot Station next month, and for Newmarket Station in March or April. The MBTA expects to receive direction on how to proceed with the Blue Hill Avenue Station by March 1; that station is at 60% design.

Regarding the *Construction of 1,000 New Parking Spaces* project, the MBTA is awaiting board authorization to proceed with the design of the Beverly portion of the project. The MBTA is negotiating with the City of Revere regarding the portion of the project proposed at Wonderland Station. Community meetings will be held next week regarding the Salem portion of the project, which is now at 30% design.

J. Gallagher inquired about the public participation process around the final environmental impact report for the Green Line Extension project. K. Fichter replied that MassDOT is required to prepare a public involvement plan for the scope of the final environmental impact report. MassDOT intends to put that plan into effect before the final MEPA approval, and establish groups focused on the various station areas and maintenance facility. There will also be broader public meetings and workshops.

11. Bicycle and Pedestrian Improvements in Six Urban Centers – Cathy Buckley, MPO Staff

Members received a CD containing the *Bicycle and Pedestrian Improvements in Six Urban Centers* study at the meeting of February 4. C. Buckley provided an overview of this MPO study.

The six urban centers studied were selected based on population and other characteristics. They range from centers of very high pedestrian activity, such as Chelsea, to less trafficked ones, like Weymouth's Jackson Square. Staff conducted bicycle and pedestrian counts in the six centers and looked at crash data. (The study report recognizes, however, that there is a problem with bicycle and pedestrian crash data, which is presumed to be under-reported in many communities, significantly so in some.) Staff developed recommendations for improvements, drawing primarily from state-of-the-practice ideas that have been shown to make urban centers more attractive and safe for pedestrians and on the MassHighway design guide, which considers the needs of bicyclists and pedestrians as well as motor vehicles.

The study discusses design issues that pertain to bicyclists and pedestrians. Those affecting bicyclists include how much space they have on the road, the condition of the pavement, and parking. While on-street parking improves safety for pedestrians by providing a buffer between the traffic and sidewalk, it can be unsafe for bicyclists due to opening car doors. Back-in angle parking is a solution that can improve safety for bicyclists. Design issues that affect pedestrians include sidewalk condition and amenities.

Improving safety involves reducing pedestrians' exposure to vehicles. Design solutions can involve creating shorter crossings using curb extensions or median refuges. For this study, staff applied those types of solutions to the six urban centers.

Members made comments:

D. Koses stated that the graphics depicting recommendations in the study are outstanding. He also noted that he gave the study as a model to students who will be coming to Newton to do bicycle and pedestrian reviews in the city. He thanked staff for doing this work. C. Buckley noted that Kate Parker, MPO staff, made those graphics.

J. Gallagher also praised staff for the graphics and tables in the study. He expressed his view, however, that the study should have included more context about the need for the recommended solutions. Municipalities would need this context when making decisions about which recommendations to implement. C. Buckley noted that the study results would be used by local planners who are familiar with the area and understand the context. She added that local planners have already reviewed the study chapters and provided input on staff recommendations. The recommendations are based on the above-mentioned guidelines for good design.

D. Mohler noted that staff should be conducting outreach to the municipalities to ensure that they can prioritize among the recommendations and bring the most necessary projects forward for funding. C. Buckley noted that the towns of Framingham and Franklin have hired consultants to further improvements in these areas. She also explained that staff made many recommendations and that any of them would be good improvements.

L. Wiener noted that the Town of Arlington proposed back-in angle parking but MassHighway refused the proposal. She expressed concern that municipalities may propose this type of parking but not be allowed to implement it.

D. Koses stated that the study will serve to jump start the conversation in municipalities and local planners can decide what steps to take. He found the study to be appropriate in its scope and detail.

J. Gillooly expressed thanks for the study, noting that the City of Boston is moving in the direction of enhancing the city's bicycle infrastructure through its Complete Streets initiative and will be looking at this study for further ideas.

A motion to approve the *Bicycle and Pedestrian Improvements in Six Urban Centers* study was made by J. Gillooly, and seconded by G. Esty. The motion passed unanimously.

12. Members Items

J. Cosgrove reported that the MBTA's Draft FFYs 2011 – 2015 Capital Investment Plan (CIP) is posted on the MBTA's website. Public meetings are scheduled for February and

March. (See attached handout.) More meetings may be added. In response to a question from C. Stickney, he stated that meetings for the North and South Shore areas have not yet been scheduled.

M. Pratt raised an issue regarding the Bruce Freeman Memorial Rail Trail crossing at Route 2 in Concord. J. Onorato, MassDOT District 4, stated that the rail trail crossing would be addressed as part of the *Route 2 – Concord Rotary* project. The issue is being studied now.

13. Adjourn

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

Transportation Planning and Programming Committee Meeting Attendance
Thursday, February 18, 2010, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville

Federal Highway
Administration

MAPC

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
David Anderson
John Romano
Jim Gillooly
Thomas Kadzis
David Koses
Thomas Bent
Michael Chong

Eric Bourassa
Jim Gallagher
Joe Cosgrove
Paul Regan
Laura Wiener

Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

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

Other Attendees

Lynn Ahlgren

Sue McQuaid

John McQueen

Steve Olanoff

Joe Onorato

Wig Zamore

MetroWest Regional Transit
Authority
Neponset Valley Chamber of
Commerce
Regional Transportation
Advisory Council / WalkBoston
Regional Transportation
Advisory Council
MassDOT, Highway Division
District 4
Mystic View Task Force /
Somerville Transportation Equity
Partnership

Clean Air and Mobility Subcommittee Meeting Notes

Date: 1:00-2:30 PM
Time: February 11, 2010
Location: MPO Conference Room, Suite 2150

Attending – Eric Bourassa – Clean Air and Mobility Subcommittee Chair; Ginger Esty, Thomas Kadzis, David Koses, Mary Pratt, Laura Wiener – Clean Air and Mobility Subcommittee Members; Jonathan Belcher, Mike Callahan, Anne McGahan, Hayes Morrison, Efi Pagitsas – Boston Region MPO Staff; Jim Gallagher – MAPC; Marie Rose – Mass DOT – Highway Division; Catherine Cagle, Jim Cope – MassDOT – Office of Planning and Programming; Joseph Cosgrove – MBTA

Topics Discussed:

Overview of the three types of applications and types of projects expected to be submitted:

The three types of applications under this program (new transit service, transportation demand management (TDM)/transportation systems management (TSM), and infrastructure) were described. Staff explained the new, online application approach (at www.bostonmpo.org).

Jonathan Belcher distributed a spreadsheet detailing expected second and third year transit and TDM projects on the order of \$641K. All previous applicants are expected to apply.

Presentation of the Clean Air and Mobility Development Schedule (attached) and status of outreach:

Hayes Morrison talked about the January 27 outreach session. Over 20 people attended. There was discussion of all different types of applications and expectation is that there will be a variety of applications. So far there have been no applications, but applications are not due until April, with the pre-proposal meeting scheduled for the March 18. There are three more outreach/How-to sessions scheduled before the pre-proposal meeting.

Discussion of Current Priorities and Process and MassDOT – Highway Division and the Office of Transportation Planning’s guidelines for contract administration:

Participants discussed the parameters of contract administration, which is key to the implementation of this MPO program, particularly for infrastructure projects. One important question explored was the determination of the low-end threshold (in dollar value) for projects. One suggestion was to “bundle” infrastructure applications for contract administration by MassDOT. Marie Rose stated that the Highway Division currently has district-wide contracts and that these could be available for this program.

Discussion included a review of how a proponent demonstrates air quality benefit. Anne McGahan detailed that it will be the same as in years past and that all applicants will be taken

to the statewide CMAQ committee for final determination. This is done after the application is received by staff.

There was discussion of the match for all types of projects. Money will not be available in this program for design, however, infrastructure projects will have the 20% match for construction paid for by the state. The proponent will be responsible for right-of-way and design. (Design of a project is usually estimated at 10% of construction cost.) Match for new transit projects and TDM/TSM will remain as it has been in the past.

UPWP Subcommittee Meeting Notes

Time: February 4, 2010

Date: 1:00-2:15 PM

Location: MPO Conference Room, Suite 2150

Attendees: Committee members: Thomas Bent (Somerville), Eric Bourassa (MAPC), Ginger Esty (Framingham), Jim Gallagher (MAPC) David Koses (City of Newton), Steve Olanoff (Advisory Council), Mary Pratt (Hopkinton,) Laura Wiener (Advisory Council Steve Woelfel (MassDOT). MPO Staff: Mike Callahan, Efi Pagitsas, Karl Quackenbush, Arnie Soolman, Mary Ellen Sullivan, Pam Wolfe

Discussion Items

FFY 2010 Second Quarterly Schedule of Operations: Karl Quackenbush provided an overview of the FFY 2010 Second Quarterly Schedule of Operations, which provides detailed status information on all projects being conducted by CTPS, including percents complete and amounts spent. Also provided are projected staff assignments for the next quarter and project schedules for the next year.

FFY 2010 UPWP First Quarterly Report: Arnie Soolman reviewed the FFY 2010 UPWP First Quarterly Report with members. The report provides information on spending during the first quarter of the UPWP (10/1/09–12/31/09) and total project spending as of 12/31/09 for MPO-funded and non MPO-funded projects. He noted that spending on non MPO-funded projects was heavier (31% of the FFY 2010 UPWP budget) than on MPO-funded projects (21%) but that he expected that to even out as the UPWP year progresses. Overall 24% of the budget was spent in the first quarter.

During a discussion that followed regarding the MPO's new Community Transportation Technical Assistance Program, which used 52% of its funding in the first quarter, it was decided to wait before deciding whether or not to adjust the budget, since no new will be undertaken during the winter months and since there is enough funding to handle the requests made to date.

In response to a question on the status of the MPO Freight Study in the UPWP, it was explained that it has not begun yet because it is intended to build upon the recommendations of the Statewide Freight Study, which is not yet complete. That study is expected to be released in the near future.

FFY 21010 First Quarter Budget Overrun Table: Arnie Soolman explained that the purpose of the table, which is also known as the red flag table, is to flag UPWP projects that look as if they have the potential go over their budget during the UPWP year. The table is provided to give the UPWP Subcommittee an opportunity to recommend adjusting the UPWP budgets of flagged and other projects, if necessary. The Subcommittee decided that it was not necessary to adjust the two projects flagged (the

TIP and Assistance to Statewide Planning) because spending in the next quarter is likely to be less than it was the first quarter.

Preliminary Discussion on Developing the FFY 2011 UPWP: Mary Ellen Sullivan distributed materials to set the stage for beginning the development of the UPWP. They are: The FFY 2010 UPWP approval letter from the Federal Highway Administration and the Federal Transit Administration which includes guidance for the development of the FFY 2011 UPWP, requests for studies that were made during the public comment period on the FFY 2010 document, and written requests for projects that have been received during the UPWP year.

Staff proposes to follow a process for the development of the next UPWP that is similar to the one approved by the Subcommittee for FFY 2010. This includes a review and evaluation of study ideas that remain in the project universe from previous outreach activities, a review of recent planning documents, including the Plan, the Congestion Management Process, YouMove Massachusetts and other studies for projects that further their implementation. Following this review, staff will meet and develop a project universe that incorporates all of the above, conduct a staff evaluation, and present it to the UPWP Subcommittee for feedback. Based on the feedback, staff further will refine the study ideas, develop cost estimates, and present a recommended set of new projects for the Subcommittee's consideration. Simultaneously, staff will review ongoing UPWP activities and developed project budgets based on anticipated staff and spending for FFY 2011.

The Subcommittee agreed that the approach seemed reasonable especially given the scope of the new federal requirements and the uncertainty of funding levels in the absence of new federal legislation.

The UPWP Subcommittee will continue to meet regularly and with greater frequency as the document is developed. The next meeting will be announced in March.

The meeting adjourned at 2:15 PM.

**Proposed Schedule for 2011 Plan
February 18, 2010**

Task	Completion Date
Establish Corridors	February 18, 2010
Document Existing Transportation System & Services	March 18, 2010
Summarize Data and Updating Information	
EJ - existing conditions and needs	March 18, 2010
Review/Summarize previous work/studies	March 18, 2010
Summarize previous comments	March 18, 2010
Update Visions and Policies	April 1, 2010
CMP Coordination/Develop Performance Measure	April 29, 2010
Complete Updated 2030 No-Build Run for Needs	April 29, 2010
Complete 2009 Base Case Model	April 29, 2010
Final Demographic Inputs for 2035	June 30, 2010
Final Model Results for 2035 No-Build	July 15, 2010
Complete Needs Assessment	July 15, 2010
Projection of Future Revenues	July 15, 2010
Public Review of Work to date	August 12, 2010
Develop Universe of Projects and Programs	August 12, 2010
Develop and Model Alternative Networks	October 21, 2010
EJ Analysis of Alternative Scenarios	November 18, 2010
Public Review of Alternative Scenarios	December 16, 2010
TPPC votes on Recommended Projects and Programs	January 6, 2011
EJ and AQ Analysis of Recommended Plan	January 27, 2011
TPPC votes on Circulation of Draft Plan	February 3, 2011
Public Comment Period begins on Draft Plan	February 6, 2011
Public Comment Period ends	March 7, 2011
TPPC receives comments	March 10, 2011
TPPC meets to discuss comments and responses	March 17, 2011
Final MPO Vote/Plan Adopted	April 7, 2011

**2011 Long-Range Transportation Plan
Draft Outline
2-18-10**

Executive Summary

Introduction and Plan Process

- MPO Structure
- Plan process and Public Outreach Process

The Region's Transportation System and Land Use and Existing Policies

- Overview of existing transportation system
- Overview of existing land use
- Overview of existing regional, state, and federal policies that shape planning for the region, including MetroFuture

MPO's Visions and Policies (both Land Use and Transportation updated to include new requirements including livability and climate change). This chapter will introduce an overview of the objectives and performance measures.

Transportation System Operations and Management (objectives and performance measures for each set of bullets will be defined)

- System Preservation, Modernization & Efficiency – State of Good Repair
- Mobility – CMP, TDM, TSM, etc.
- Safety and Security

Environment (objectives and performance measures for each set of bullets will be defined)

- Information in the Current Plan (ACEC, wetlands, flood hazard areas, etc.)
- Climate Change
- Livability

Regional Equity (objectives and performance measures will be defined)

The Region's Corridors

- Define corridors by current travel demand
- Description of the transportation systems specific to each corridor and how they are working (Identify current O/D information, congestion, bottlenecks, safety problems, security locations/infrastructure). Identify studies that have been done specific to corridor.
- Modeling results – future no-build travel demand, mode split, etc.
- Show transportation needs by corridor, potentially by vision
- Proposed projects, enhancements, programs by corridor
- Include a section for all needs not covered by a specific corridor

Financial Plan

Recommended Plan

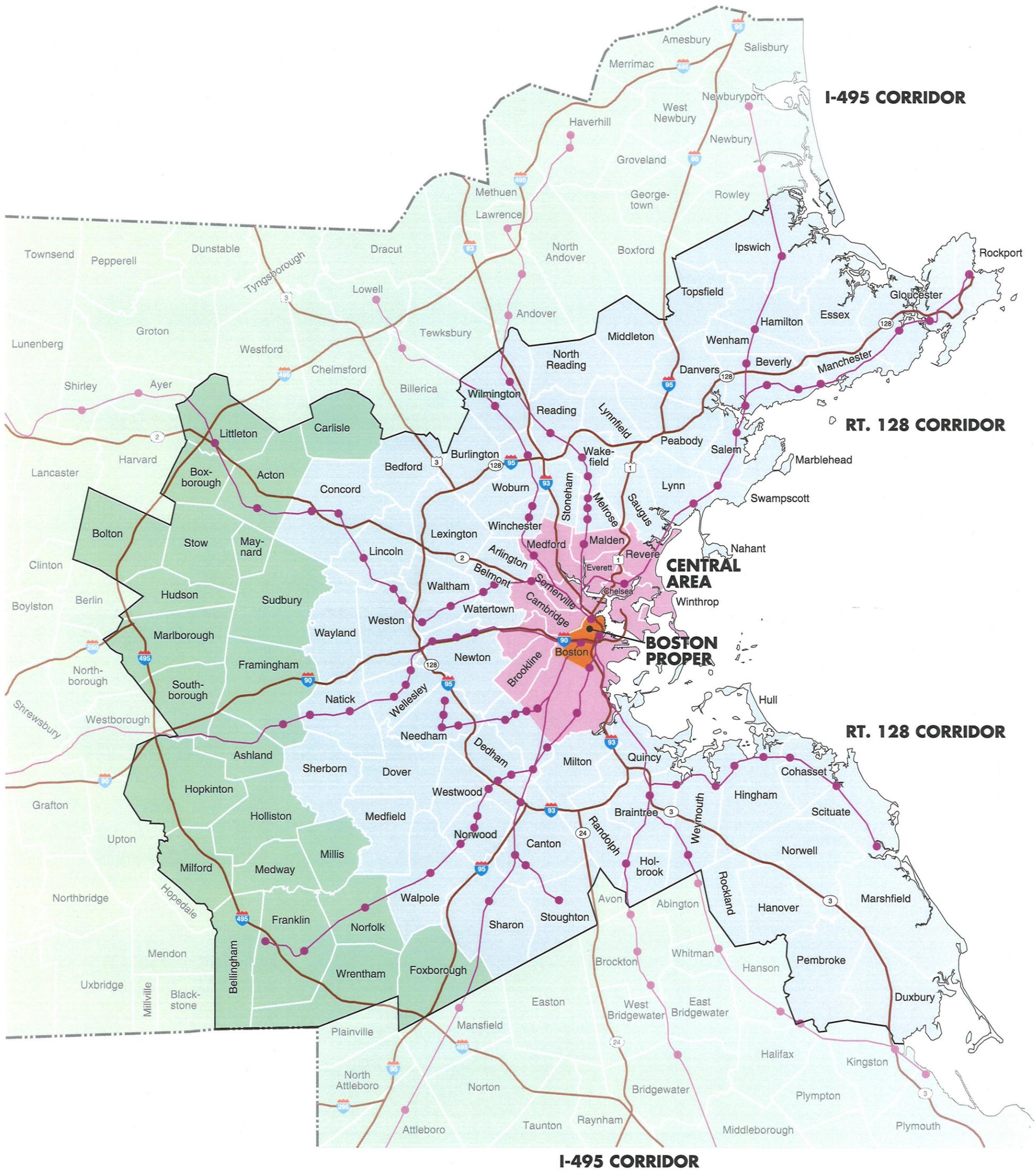
- Outreach results and how projects were chosen
- Model results
- Recommended plan projects and programs (could be presented in a number of ways – by corridor, by need, by vision)
- Illustrative projects if included

Environmental Justice Assessment

Air Quality Conformity Determination

Appendices as required

Circumferential Corridors with the MPO 101 Cities and Towns (Suburb to Suburb Travel to be Determined)



MEMORANDUM

DATE February 18, 2010
TO Transportation Planning and Programming Committee
FROM Anne McGahan and Mike Callahan, MPO Staff
RE Public Involvement Plan for 2035 Long-Range Transportation Plan

INTRODUCTION

This draft Public Involvement Plan outlines the means by which the MPO will inform, engage, and solicit input and feedback from the general public and other stakeholders throughout the development of the Boston Region Metropolitan Planning Organization's 2035 Long-Range Transportation Plan (LRTP).

Outreach will build upon the input received during the development of JOURNEY TO 2030, MAPC's MetroFuture Plan, and the youMove Massachusetts planning work. The 2035 LRTP will be informed by input from a broad and robust set of interested parties, including those specified by SAFETEA-LU for LRTP review and members of the general public. It will also utilize new avenues of communication in addition to traditional methods.

OBJECTIVES

Consistent with the MPO's Public Participation Program, outreach for the 2035 LRTP will promote meaningful involvement by the public at all stages of LRTP development. This process will give the public the integral role it should have and will bring valuable ideas to the LRTP discussion and decision making. Specific objectives of this public involvement plan are the following:

- Engage the general public during all phases of LRTP development
- Provide convenient means for the public to provide input and feedback to the MPO during LRTP development
- Recruit individuals and groups to participate that have not traditionally been involved in the regional transportation planning process or have been less engaged in the past
- Utilize new avenues of communication
- Summarize feedback and provide it to the MPO in a timely manner so the MPO may consider it during deliberations and decision making

TARGETED PARTICIPANTS

The 2035 LRTP will be informed by input from a variety of constituencies and interests and from members of the general public. The MPO will make an effort to reach individuals and groups with an interest in transportation, including, but not limited to:

- Access and disability interests

- Affected agencies
- Chambers of commerce and businesses
- Community development corporations
- Councils on aging
- Environmental interest groups
- Freight shippers and providers of freight transportation services
- MAPC Subregion members
- Municipal officials (chief elected officials, planning and DPW directors)
- Neighborhood associations
- Private providers of transportation
- Professional organizations with transportation interests
- Regional equity contacts
- Regional Transportation Advisory Council
- Representatives of public transportation employees
- Transportation agencies
- Transportation interest groups

The MPO will also seek to reach individuals not traditionally or formerly involved in transportation decision making by engaging in Web-based outreach, including the use of social media such as YouTube, Twitter, or Facebook.

OUTREACH PROCESS AND INDIVIDUAL METHODS AND TOOLS

Process

In February and March, MPO staff will focus their work on informing the public and raising awareness about the LRTP update. Outreach will commence with a press release, notices through MPOinfo, coverage in *TRANSREPORT*, and a "Name the Plan" contest.

Quickly the focus of outreach work will shift to soliciting input and feedback for the MPO's consideration. An MPO open house, scheduled in early April, and targeted workshops in May and June will provide an opportunity for discussion and exchange of ideas.

As LRTP materials are developed, outreach will focus on informing the public about the MPO's progress, seeking feedback on drafts and alternatives, and eventually soliciting comments on the draft document. This will often be Web-based activity; however the MPO will continue to conduct quarterly open houses and will hold public workshops on its draft LRTP. Materials will also be available in print for individuals without access to the Internet and in accessible formats for persons with disabilities. To facilitate review of the draft LRTP, staff will produce a summary document in addition to the full draft. A revised summary will also be produced when the LRTP is final, which will make the final document more readily accessible to the general public and other stakeholders.

Methods and Tools

The methods and tools that will be used to conduct public outreach during the development of the LRTP can be categorized as communicative, Web-based interactive, and face-to-face interactive. The MPO will rely on the communicative approaches to get out notices and provide updates. The two types of interactive approaches are useful both for communicating information and for soliciting feedback and responding to that feedback. The methods and tools are as follows:

Communicative

- MPOinfo
- Press releases
- TRANSREPORT
- Social media
- Video and/or print summary

Web-Based Interactive

- MPO website
- Social media

Face-to-Face Interactive

- “Invite Us Over” briefings
- MAPC Subregion meetings
- Open houses
- Regional Transportation Advisory Council discussions
- Workshops: targeted and general

Each of the methods and tools is discussed below.

Communicative

- *MPOinfo*
MPOinfo, the MPO’s one-way e-mail listserve, will be used to announce open houses, workshops, and the availability of materials and documents for public review on the MPO website. MPOinfo subscribers will also receive the monthly TRANSREPORT inserts (described below) via e-mail. MPOinfo currently has more than 2,000 subscribers, including the general public, local officials, chambers of commerce, legislators, and print media. Subscribers are added to MPOinfo when they provide their e-mail address to the MPO.
- *Press releases*
Press releases will be sent to newspapers in the region to announce open houses, workshops, other public meetings, milestones in LRTP development, and the availability of documents for public review. Press releases will be translated into Spanish and sent to Spanish-language media. This broader media coverage is intended to reach members of

the public who may not usually take part in transportation planning.

- *TRANSREPORT*

The MPO's monthly newsletter, *TRANSREPORT*, is an important tool for communicating information about the 2035 LRTP development process. Between March 2010 and adoption of the completed LRTP, *TRANSREPORT* will regularly include an insert dedicated to the LRTP. The inserts will provide information about the planning topics being discussed at that time and will announce open houses and other public involvement activities. They will also ask members of the public for input and ideas. Topics may include, but will not be limited to, the following:

- Mobility
- Preservation and modernization
- Regional equity
- Environment (including climate change)
- Safety and security
- Transportation and land use (including livability)
- Economic development and freight

The last page of each monthly insert may include a question asking for feedback on LRTP topics. Members of the public will be asked to answer the question and return the survey or to answer the question on the MPO's website. The monthly insert will also be e-mailed to subscribers of MPOinfo. In addition to the 2035 LRTP insert, articles about the LRTP may be included in the standard sections of *TRANSREPORT*.

- *Social media*

Discussed under Web-Based Interactive, below.

- *Video and/or print summary*

A short summary document utilizing graphics, tables, charts, maps, and jargon-free text will be produced for the public comment period and revised following adoption of the 2035 LRTP. Such a document will help make the LRTP more accessible to the general public and other stakeholders.

A video summary of the document may also be produced in addition to, or in lieu of, a print summary. This could be posted on YouTube and would also include graphics, tables, charts, maps, and narrative from MPO members and/or MPO staff.

Web-Based Interactive

- *MPO website*

The MPO's website, www.bostonmpo.org, will be an important tool for informing and soliciting feedback from the general public throughout the LRTP development process. While meetings and workshops will continue to be an important component of the MPO's public involvement work, Web-based outreach has several advantages. Used effectively, the website will allow members of the public to access LRTP information and

provide feedback at their convenience. This may open the planning process up to individuals with schedule conflicts or other personal obstacles which preclude involvement during workshops and open houses.

One of the first steps will be to develop a 2035 LRTP webpage at www.bostonmpo.org. The content will be updated regularly and include the following:

- Materials under consideration or recently approved by the Transportation Planning and Programming Committee
- Schedule of LRTP development
- Announcements of open houses, workshops, and other public involvement activities
- Surveys
- Link to archive of JOURNEY TO 2030 materials and plan

Staff will also explore new ways to gather timely feedback from the general public through the MPO's website. An example of how this might be done is adding a feedback button directly to each draft document. This button would open a text box where comments could be entered and submitted to the MPO staff. Summaries of these comments would be regularly reported to the MPO.

- *Social media*

Social media tools such as YouTube, Twitter, and Facebook are becoming important outreach tools utilized by MPOs and state DOTs, including MassDOT. The Boston Region MPO can use these sites to announce meetings, open houses, workshops, and other public involvement activities; make other announcements; post draft documents; and facilitate discussion of the LRTP among the general public. Facebook may be particularly useful for the last item. These tools can help the MPO reach new individuals and groups, and their use is consistent with the MPO's Public Participation Program, which calls for using new avenues of communication.

Face-to-Face Interactive

- *"Invite Us Over" briefings*

The MPO recognizes that not everyone interested in transportation issues is willing or able to attend MPO-hosted public events. Therefore, the MPO is asking to be invited to regularly scheduled meetings of organizations that have an interest in transportation to learn about their issues and concerns. Obtaining this input at the regular meetings of organizations will make for broader and more diverse input for the 2035 LRTP. At these meetings, staff will briefly present the LRTP development process and will listen to and record the organization's transportation issues and concerns.

- *MAPC Subregion meetings*

The eight Metropolitan Area Planning Council Subregions will be updated regularly about the 2035 LRTP, presented with LRTP products and topics, and asked for input at their regularly scheduled meetings throughout the development of the LRTP.

- *Open houses*

The MPO will hold quarterly open houses with topics pertaining to the 2035 LRTP (among other topics). The purpose of the open houses is to engage members of the public in detailed discussions of LRTP topics, generate timely input, and educate them about the LRTP development process. Topics for open houses may coincide with the topics in the current and recent *TRANSREPORT* issues (see topic list under the *TRANSREPORT* heading) and will seek to focus public attention on other timely LRTP activities. Open houses will also utilize visualization tools, such as maps, to facilitate discussion and understanding of the region's needs.

- *Regional Transportation Advisory Council discussions*

The Regional Transportation Advisory Council will be updated and asked for input at its regularly scheduled meetings throughout the development of the LRTP. Detailed work sessions with the Advisory Council's LRTP Committee will be suggested.

- *Workshops: targeted and general*

Targeted workshops will be organized to engage organizations and groups with similar purposes and interests. The reason for targeting workshops to specific types of groups is to attract greater attention and attendance than a general workshop and to allow the discussion to focus in detail on a particular issue or set of issues. A host representing a group of the type targeted may wish to provide a venue and help distribute materials prepared by MPO staff to promote and facilitate the meeting. Up to six targeted workshops will be held in April, May, and June 2010 to inform the needs assessment.

Workshops with the following types of groups are proposed:

- Accessibility advocates and interests
- Chambers of commerce and individual businesses
- Colleges and universities
- Environmental advocacy groups
- Regional equity contacts
- Transportation advocacy groups

General workshops will have a more open-ended nature and will be scheduled during the MPO's public review and comment periods.



Massachusetts Department of Transportation

**Transit Commitments
February 2010 Status Report**

February 18, 2010

For questions on this document, please contact:

Katherine S. Fichter

Massachusetts Department of Transportation

Office of Transportation Planning

10 Park Plaza, Room 4150

Boston, Massachusetts 02116

katherine.fichter@state.ma.us

INTRODUCTION

This report is being submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to provide an update on the status of the four outstanding State Implementation Plan (SIP) transportation control measure (TCM) projects: (1) improvements to the Fairmount Line, (2) the siting and construction of 1,000 new commuter parking spaces, (3) the design of the Red Line/Blue Line Connector, and (4) the construction of the Green Line Extension to College Avenue (Medford) and Union Square (Somerville). The U.S. Environmental Protection Agency (EPA) approved the projects as part of the SIP on July 31, 2008. A complete description of the process by which those projects were included in the SIP is provided in the Boston Region MPO's long-range transportation plan – JOURNEY TO 2030 Amendment adopted on September 24, 2009. As part of the approval of the JOURNEY TO 2030 Amendment, FHWA and FTA stated:

“The demonstration of timely implementation of TCMs in the SIP is required for a conformity determination. In order to ensure that the TCMs are completed as scheduled, the Executive Office of Transportation and Public Works shall prepare monthly progress reports to FTA, FHWA, and EPA. In addition to these progress reports EOT (MassDOT after November 1, 2009) shall convene monthly meetings with all interested parties to discuss the status of each TCM. This reporting requirement will be effective starting November 2009.”

This is the fourth of the required status reports, to be presented at the Boston MPO's Transportation Planning and Programming Committee at their February 18, 2010 meeting. This report builds on the *State Implementation Plan Transit Commitments 2009 Status Report*, submitted to the Massachusetts Department of Environmental Protection on July 1, 2009. This report will be posted on the website of the Massachusetts Department of Transportation.

I. FAIRMOUNT LINE IMPROVEMENT PROJECT

Project Description

The 9.2-mile Fairmount commuter rail line runs from South Station, currently serves four stations (Uphams Corner, Morton Street, Fairmount, and Readville) in the communities of Dorchester, Mattapan, and Hyde Park, and terminates in the Readville section of Boston. The line, which uses right-of-way entirely owned by the MBTA, also includes 41 bridges. It is the only MBTA commuter rail line that exclusively serves neighborhoods within the City of Boston, but ridership has historically been low and passenger facilities along the line do not meet modern standards.

The Fairmount Line Project includes the rehabilitation of the existing Uphams Corner and Morton Street Stations, construction of four new stations – Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue – reconstruction of six existing railroad bridges (located over Columbia Road, Quincy Street, Massachusetts Avenue, Talbot Avenue, Woodrow Avenue, and the Neponset River), and construction of a new interlocking and upgraded signal system (required to advance the bridge reconstruction work). These upgrades will enhance future service, allowing for increased frequency on the line.

Project Cost

The total estimate for the Fairmount Line Improvements SIP Project is \$138,105,000.

Project Funding

In August 2007, MassDOT and the MBTA executed a contract to transfer approximately \$39 million in Commonwealth bond funds from MassDOT to the MBTA to support the costs of (1) signal work, (2) reconstructing three major bridges on the line (the Columbia road, Quincy Street, and Massachusetts Avenue bridges), (3) designing three others (the Talbot Avenue, Woodrow Avenue, and Neponset River bridges), and (4) designing the remaining three new stations (the Newmarket, Talbot, and Blue Hill Avenue stations). A supplemental funding agreement providing \$23,756,574 in Commonwealth bond funding has been executed for the cost of construction of the Four Corners Station, and a construction contract was executed by the Acting General Manager during the week of January 11. Another supplemental funding agreement providing \$76 million in Commonwealth funds to the MBTA for the remaining project elements of the Talbot/Newmarket/Blue Hill stations and the three remaining bridges was executed by Secretary Mullan in February 2010.

SIP Deadline

“Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: Fairmount Line improvements consisting of enhancements of existing stations including without limitation: platform extensions; improved lighting and improved access; a new station in the general location of Four

Corners, and a new station in each of the neighborhoods of Dorchester, Mattapan and Roxbury; and bridge upgrades and other measures to improve service and increase ridership (the Fairmount Line project)."

Project Status

Systems

The upgrades to the interlocking and signal system have been completed and are currently in use, allowing for the reconstruction of structurally deficient bridges along the Fairmount Line.

Bridges

A construction contract to replace the Columbia Road, Quincy Street, and Massachusetts Avenue bridges was awarded in October of 2007. The work was completed and the outbound platform on Track 1 was opened for service on February 1, 2010. Train service resumed on both tracks at that time. The design of the Talbot Avenue, Woodrow Avenue, and Neponset River bridges is 100% complete and construction is expected to begin in the spring of 2010. Talbot Avenue and Woodrow Avenue will be constructed under the same construction contract as the Talbot Avenue Station with the project construction bid advertisement anticipated for February 2010. The Neponset River Bridge will be a stand-alone construction project occurring at the same time.

Existing Stations

The MBTA held a station-opening at Uphams Corner on January 23, 2007. The reconstruction of Morton Street was celebrated at a station-opening on July 17, 2007. New elements at both stations include extended high-level passenger platforms, accessible walkways, canopies, benches, windscreens, signage, bicycle racks, variable messages signs, lighting, and landscaping.

New Stations

The MBTA has completed the design of **Four Corners Station**. Construction bids were opened in October 2009. The MBTA Board of directors approved authorization of a \$17.7 million construction contract award to S & R Construction at its December 2009 meeting. The contract was executed by the Acting General Manager during the week of January 11, 2010. The construction of the Four Corners Station will begin in the spring of 2010 and is anticipated to continue for 24 to 27 months. This construction projection suggests that this station will be completed three to six months after the SIP deadline of December 31, 2011.

Currently, **Talbot Avenue Station** is at 100% design and the MBTA anticipates putting the project out to bid for construction in February 2010. This construction package will also include the rehabilitation of the Talbot Avenue and Woodrow Avenue Bridges. An approximately two-year construction period is anticipated. MassDOT and the MBTA currently estimate that the completion of this station will

be delayed past the December 31, 2011 SIP deadline by approximately six to nine months.

Newmarket Station is currently at 100% design. The construction of this station will be advertised in March 2010. MassDOT and the MBTA currently estimate that the completion of this station will be delayed past the December 31, 2011 SIP deadline by approximately six to nine months.

Blue Hill Avenue/Cummins Highway is at 60% design, but concerns raised by abutters about negative local impacts compelled the MBTA to review potential alternative locations for Mattapan Station. A technical assessment of alternative station siting and concept design options in the River Street area has been completed and was presented at a January 20, 2010 community meeting. The MBTA and MassDOT will make a decision by March 1, 2010 as to how to proceed with the Mattapan Station element of the Fairmount project. The MBTA hopes to complete final design of a Mattapan station in 2010 and maintain the schedule for meeting the December 2011 deadline.

Potential Challenges

Should the construction projections for the Four Corners, Talbot, and Newmarket Stations prove accurate, the delay would trigger the need for MassDOT to collaborate with DEP to publicly develop a mitigation proposal for the interim months. In addition, abutter concerns about the preferred location for a Mattapan station may impact the final completion schedule for the overall Fairmount project.

II. CONSTRUCTION OF 1,000 NEW PARKING SPACES

Project Description

The MBTA will construct 1,000 new parking spaces within the area of the Boston Region Metropolitan Planning Organization (MPO) to encourage commuters and other travelers to make use of the public transit network for trips into downtown Boston. MassDOT and the MBTA have identified the Beverly Commuter Rail Station and the Salem Commuter Rail Station as good candidates for new parking structures. The MBTA is also implementing new parking spaces at other locations throughout the area of the Boston Region MPO.

Project Cost

Beverly cost estimate (concept level): \$29,000,000

Salem cost estimate (30%): \$50,000,000

Project Funding

Finance plans are in development involving MassDOT, the Executive Office of Administration and Finance, the MBTA, and the communities.

SIP Deadline

Before December 31, 2011, construction of the following facilities shall be completed and opened to full public use: 1,000 new park and ride parking spaces serving commuter transit facilities within the 101 cities and towns constituting the Boston Metropolitan Planning Organization.

Project Status

Beverly

On June 8, 2008, the MBTA issued a solicitation for a mixed-use development – to include the parking as well as other uses – for appropriate parcels in the vicinity of the Beverly commuter rail station. Proposals were received by the advertised deadline of August 8, 2008, and based on these proposals, MassDOT and the MBTA selected a preferred location on a series of parcels on Rantoul Street in downtown Beverly. Based on that selection, the MBTA completed the federal environmental review of the project. At its meeting on June 4, 2009, the MBTA Board of Directors voted to acquire the property using state and federal funding. Land acquisition was completed over the summer of 2009.

No responsive bids were received in Fall 2009 for joint public-private development of the garage facility. An alternative implementation plan is underway to initiate design of a stand-alone garage facility and undertake a Construction Management At Risk procurement under Massachusetts General Laws Chapter 149A. Action is pending for the March 2010 MBTA Board of Directors meeting seeking authorization for the Authority to apply with the Inspector General's office to

pursue the alternative procurement option and facilitate meeting the SIP project deadline of December 2011. MassDOT has agreed to assist in the public costs of the Beverly project with the primary requirement that the project meet the overall completion deadlines identified in the SIP. Proposed schedule for implementation includes:

- February 2010 through Summer 2010: Design/Permitting
- Fall 2010: Construction Start
- Spring/Summer 2011: Construction Completion (34 weeks)

Salem

The parking garage at the Salem commuter rail station would contain approximately 950 spaces in a multi-level structure to be shared proportionately between the MBTA and the Department of Capital Asset Management (DCAM). Currently, DCAM proposes to contribute \$3 million in exchange for the use of 150 spaces to serve the new Essex County Courthouse complex. The project is estimated to cost approximately \$45 million. In addition to the \$3 million in DCAM funding, the FTA has earmarked \$3.375 million for the project.

The contract amendment to advance design of the 950 space Salem parking garage to 30% was approved by the MBTA and work commenced in early June, 2009. The 30% design was completed in December 2009. A community review meeting is set for February 23, 2010. The funding agreement is pending to complete the final design. The final design contract scope is scheduled for the March 2010 MBTA Board of Directors meeting.

Other Projects

In addition to the projects described above, MassDOT and the MBTA will continue to pursue other parking projects that support the SIP requirement, including the construction of parking at Wonderland Station, at Quincy Shipyard (168 new spaces currently under construction and anticipated for completion in 2010), Savin Hill station (30 new spaces completed), and Sullivan Square station (10 new spaces completed). MassDOT and the MBTA will continue to seek out all viable opportunities to add commuter parking to the MBTA system, while also pursuing large projects like those at Salem, Wonderland, and Beverly.

The Wonderland project is worth particular note because it is advancing quickly, in part due to funding from the American Recovery and Reinvestment Act (ARRA). The availability of ARRA funding is making it possible for additional Wonderland parking spaces to be completed more quickly than originally anticipated.

Completion of all of the projects identified here will provide new commuter parking spaces in excess of the 1,000 required by the SIP.

Potential Challenges

The process of identifying appropriate locations in which to construct the required 1,000 new parking spaces has been lengthier than expected. While the effort is now underway and locations for the construction of new large-scale MBTA parking facilities have been identified (to date: the MBTA Commuter Rail stations in Salem and Beverly, as well as a transit-oriented development project at Wonderland Station), the exact timeframe within which all of the 1,000 spaces will be constructed is not fully defined. Current projections suggest that the Wonderland Station project will be in construction at the time of the required SIP deadline of December 31, 2011, but substantial completion will likely occur several months after the deadline. Likewise, both the Salem and Beverly projects may be completed after the required SIP deadline of December 31, 2011. Should construction estimates project that all 1,000 spaces will likely not be completed by the SIP deadline, the delay would trigger the need for MassDOT to collaborate with DEP to publicly develop a mitigation proposal for the interim months.

III. RED LINE-BLUE LINE CONNECTOR - DESIGN

Project Description

The proposed Red Line/Blue Line Connector – intended to improve mobility and regional transportation access for residents of East Boston, North Shore communities, residents of Cambridge, and the northwestern suburbs, as well as relieve congestion in the central subway – consists of an extension of the MBTA Blue Line under Cambridge Street to the Red Line station at Charles/MGH. As currently envisioned, the project consists of two major components: (1) a new tunnel extending the Blue Line under Cambridge Street from Joy Street to Charles Circle and (2) a new underground Blue Line station connected to the existing Charles/MGH station. The project will also consider whether and how to make use of the existing Bowdoin Station – which will require significant rehabilitation – including the relocation of underground trackage and platforms at Bowdoin Station. The exact configurations of both the Charles/MGH platform and the new Blue Line station have not yet been determined.

Project Cost

It is estimated that it will require \$30,000,000 to complete the legal commitment (the current consultant contract is for \$3,000,000 to complete a Draft Environmental Impact Report by June 2010).

Project Funding

The 'immediate needs' Transportation Bond Bill of 2007 provided state bond funding for the design of the Red Line/Blue Line Connector project. The costs of this project will be supported using funds from that source.

SIP Deadline

Before December 31, 2011, complete final design of the Red Line/Blue Line Connector, from the Blue Line at Government Center to the Red Line at Charles Station.

Project Status

On September 14, 2007, MassDOT filed an Expanded Environmental Notification Form with the Massachusetts Environmental Policy Act Office. A public scoping session was held on October 17, 2007, and the Secretary of Energy & Environmental Affairs issued a certificate on the project on November 15, 2007. Based on the project scope as defined in the MEPA Certificate, MassDOT issued a Request for Proposals on March 27, 2008 for a consultant to complete the necessary environmental reviews and engineering for the project. MassDOT awarded a consultant contract during the summer of 2008.

MassDOT is completing the necessary environmental reviews and conceptual engineering for the project, as described below.

Public Outreach

- Five Working Group meetings have been held with the most recent one on December 14, 2009. The next Working Group meeting will be held on February 23, 2010.
- A project website has been launched.

Refinement of Alternatives/Conceptual Engineering

- The refinement of alternatives was performed for three options: (1) a no-build option, (2) a tunnel option with Bowdoin Station remaining open, and (3) a tunnel option with Bowdoin Station eliminated. The refinement of alternatives also included an evaluation of potential construction options (a mined tunnel vs. a cut-and-cover tunnel) and construction phasing schemes.
- The Definition of Alternatives/Conceptual Engineering Report was completed in November 2009.

Design Criteria

- A draft Design Criteria Report was prepared and was included with the Definition of Alternatives Report.

Alternatives Analysis

- A draft Alternatives Analysis Technical Report was submitted to MassDOT on February 1, 2010.

Design

- The conceptual design of the project is underway.

Cost Estimates

- Conceptual cost estimates were included in the Definition of Alternatives Report.

Construction Staging and Sequencing Plans

- Construction Staging and Sequencing Plans were included in the Definition of Alternatives Report.

Real Estate Requirements

- Potential real estate impacts will be identified as part of DEIR/EA.

The following major milestones are anticipated over the course of the next year:

- Draft Environmental Impact Report – Spring 2010

By filing an Expanded Environmental Notification Form and having successfully selected a design consultant, MassDOT is advancing the Red Line/Blue Line Connector project. MassDOT currently believes that it is on track to meet the SIP requirement to complete final design for the Red Line/Blue Line Connector by December 31, 2011.

Potential Challenges

There has been some unfavorable press coverage about the Red Line/Blue Line project spending \$3 million on a project that does not currently have capital funds for construction. There is the possibility that soliciting proposals for the approximately \$25 million required to comply with the legal commitment will generate additional negative publicity given recent reviews of the state of the MBTA's finances.

IV. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

Project Description

This project - the purpose of which is to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for smart growth initiatives and sustainable development - will extend the Green Line from a relocated Lechmere Station within the MBTA's Lowell Line commuter rail right-of-way to Medford with a branch line along the MBTA's Fitchburg Line commuter rail right-of-way to the vicinity of Union Square in Somerville.

Stations are currently proposed to be located in the vicinity of:

- **Mystic Valley Parkway/Route 16** - Located in the vicinity of the intersection of Mystic Valley Parkway/Route 16 and Boston Avenue in Somerville/Medford, south of the Mystic River. The station platform will be located south of the Mystic Valley Parkway/Route 16 undergrade crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided via property adjacent to Boston Avenue and Route 16. *This station is proposed to be constructed as part of a second phase of the project, to be completed after the December 31, 2014 legal deadline.*
- **College Avenue/Medford Hillside** - Located at the intersection of College Avenue and Boston Avenue in Medford, adjacent to Tufts University. The station platform will be located on the north side of the College Avenue overgrade bridge crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and College Avenue.
- **Broadway/Ball Square, Medford/Somerville** - Located at the intersection of Broadway and Boston Avenue on the north side of Ball Square (located in both Somerville and Medford). The station platform will be located on the north side of the Broadway overgrade bridge crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be provided from both Boston Avenue and from Broadway.
- **Lowell Street, Somerville** - Located at the Lowell Street bridge overgrade crossing of the MBTA's Lowell Line commuter rail tracks, adjacent to the proposed Somerville Community Path. The station platform will be located on the north side of the Lowell Street Bridge and access to the station will be provided from Lowell Street.
- **Gilman Square, Somerville** - Located in the vicinity of the Medford Street crossing of the MBTA's Lowell Line commuter rail tracks, behind Somerville's City Hall, Public Library, and High School. The station platform will be located on the north side of the Medford Street overgrade bridge crossing of the MBTA's Lowell Line commuter rail tracks. Access to the station will be

provided from Medford Street. The proposed Somerville Community Path will be located in close proximity to the station.

- **Brickbottom, Somerville** – Located in the vicinity of Washington and Joy Streets in Somerville’s Brickbottom/Inner Belt area. The station platform will be located south of Washington Street’s undergrade crossing of the MBTA’s Lowell Line commuter rail tracks. Access to the station will be provided via property on Joy Street, with potential access also to occur from the City’s proposed Inner Belt development on the east. The proposed Somerville Community Path will be located in close proximity to the station.
- **Union Square, Somerville** – Located east of Prospect Street in the vicinity of Union Square in Somerville. The station platform will be located within the MBTA’s Fitchburg Line commuter rail right-of-way east of Prospect Street from both the street and bridge levels. Access to this station will be provided from Prospect Street.

Support Facility

The Green Line Extension will also require the construction of a new light rail maintenance facility for vehicle care and storage in the vicinity of the Green Line Extension. MassDOT has identified a three-part parcel known as Yard 8 – in the Brickbottom/Inner Belt area of Somerville – as the preferred location within the project corridor for the facility. In addition, MassDOT is currently studying two alternative locations for the maintenance/storage facility, known as ‘Mirror H’ and ‘Option L’. MassDOT has prepared a preliminary analysis of these additional sites, which is available on the Green Line Extension project website (www.mass.gov/greenlineextension). MassDOT also presented the information at a public meeting on December 16, 2009 in Cambridge.

Project Cost

The DEIR/EA includes concept plans (at the 10% level) for the alternative alignments considered for the Green Line Extension project, as well as detailed capital cost estimates for those alternatives. The capital improvements include, but are not limited to: construction of track, station structures, drainage, utilities, property acquisitions and relocations, vehicle acquisitions, and the construction of a vehicle maintenance facility. The project cost also includes relocating the existing Lechmere Station. The total cost is estimated at \$805 million in 2008 dollars, including \$76 million for the purchase of new vehicles. The total estimated costs for the project have been increased to include inflation for the implementation period (Year of Expenditure Dollars or “YOE”). The YOE dollar costs for the project are projected to be \$932.4 million.

Project Funding

MassDOT intends to pursue federal funding – through the competitive New Starts program managed by FTA – to support the construction of the Green Line Extension project. In 2008, the FTA engaged a Project Management Oversight Consultant (PMOC) to undertake a review of the preliminary cost estimate for the Green Line Extension

Project. The PMOC review identified a number of issues that introduce risk into this preliminary cost estimate. The most significant issues relate to construction methodology and schedule. As a result, FTA is not able to endorse these cost estimates at this time. MassDOT recognizes these issues, which are principally related to the current state of conceptual engineering for the Project, as appropriate to a draft environmental document. MassDOT will continue to work with FTA and the PMOC process to address these issues and ensure FTA endorsement of the Green Line Extension Project cost estimates as the Project develops through preliminary engineering and final design.

SIP Deadline

Before December 31, 2014, construction of the following facilities shall be completed and opened to full public use: 1. The Green Line Extension from Lechmere Station to Medford Hillside; 2. The Green Line Union Square spur of the Green Line Extension to Medford Hillside.

Project Status

The following work has been completed or is currently on-going in support of the Green Line Extension project:

Public Outreach

- Advisory Groups – 11 held
- Station Workshops (February 2008) – 5 held
- Interagency meetings (ongoing) – 31 held so far
- Neighborhood briefings– 16 held so far
- Public agency and local official briefings (ongoing) – 43 held so far
- Institution and business group meetings (ongoing) – 3 held so far
- Public Meetings – 5 held so far
- Advisory Group Tutorials – 3
- Public Hearing – 1 held for DEIR/EA

Refinement of Alternatives

- Completed

Development of Design Criteria

- Completed

Station Location Program and Siting

- Completed

Support Facility Program and Siting

- Completed

Design of Green Line Vehicles

- Underway (using funding provide by MassDOT, the MBTA and their consultant are currently developing vehicle specifications). The MBTA intends to advertise for vehicle procurement early in 2010.

Alternatives Analysis

- Completed

Conceptual Engineering

- Completed

Design

- Completed

Cost Estimates

- Completed, currently being reviewed by FTA

Construction Staging and Sequencing Plans

- Completed, currently being reviewed by FTA

Real Estate Requirements

- Completed, potential real estate impacts have been identified as part of DEIR/EA. MassDOT will continue to work with the project team and the MBTA to investigate opportunities to minimize property impacts during Preliminary Engineering.

The following major milestones are anticipated for the next few months:

- FTA New Starts Application – Spring 2010
- Submission of a Final Environmental Impact Report – Spring 2010

Potential Challenges

The challenge of siting a northside support facility for the storage and maintenance of Green Line vehicles – a facility integral to the implementation of the Green Line Extension as a whole – has proven formidable. MassDOT is continuing to work on the issue and, with public and municipal input and collaboration, hopes to have a resolution soon.

Where's the MBTA going?

Discuss our future 5-year Capital Investment Plan at a public forum.

Each year, the MBTA develops a 5-year Capital Investment Program (CIP), which invests in infrastructure and new vehicles to maintain and modernize the system. We welcome your feedback on our FY11 – FY15 Draft CIP at the following public meetings:

MBTA Capital Investment Program Public Meetings

Workshops

Wednesday, February 24 – Worcester

Worcester Public Library

Banx Room

3 Salem Square, Worcester, MA 01608

6:35 p.m. – 8:00 p.m.

Directions: Framingham/Worcester Commuter Rail line from South Station to Worcester. Exit the station to your left, keep walking to the left and turn right onto Myrtle Street.

Thursday, February 25 – Ruggles Area

Northeastern University, Egan Research Center, Raytheon Amphitheater

120 Forsyth Street, Boston, MA 02115

6 p.m. – 7:30 p.m.

Directions: Orange Line and Commuter Rail to Ruggles Station or Green Line "E" to Northeastern Stop. Walk approximately 10 minutes to Forsyth Street.

Tuesday, March 2 – Mattapan

Mildred Community Center

5 Mildred Ave., Mattapan, MA 02126

6 p.m. – 7:30 p.m.

Directions: The meeting site is a short walk from Blue Hill Ave, which is served by bus Routes 28, 29, and 31, and is approximately 1/2 mile from Mattapan Station on the Mattapan High Speed Line.

Thursday, March 4 – Roxbury

Dudley Branch Library

65 Warren Street, Roxbury, MA 02119

6 p.m. – 7:30 p.m.

Directions: Silver Line to Dudley Station.

Public Hearing

Wednesday, March 3 – Boston

State Transportation Building,
Conference Room 2&3

10 Park Plaza, Boston, MA 02116

5:30 p.m. – 7:00 p.m.

Directions: Take Green or Silver Line to Boylston Station. Orange Line to New England Medical Center or Bus 43 or 55.

MBTA public comment period starts on February 12, and ends on March 5, 2010. The FY11 – FY15 Draft CIP is available at www.mbta.com. If you are unable to attend one of the public hearings, but would like to comment, send us an email at cipinfo@mbta.com or write to us at: MBTA Budget Office, 10 Park Plaza, Boston, MA 02116.



**Massachusetts Bay
Transportation Authority**