

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

February 10, 2011 Meeting

10:00 AM – 12:00 PM, State Transportation Building, MPO Conference Room, Suite 2150, 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 agreed to take the following action:

- approve the work program for the *MBTA CharlieCard Trip-Paths Pilot Study*
- approve the work program for the *Intercity Bus Study*
- approve the *Route 126 Corridor: Transportation Improvement Study, Bellingham to Framingham* study
- release a proposed amendment to the federal fiscal year (FFY) 2011 Unified Planning Work Program (UPWP) for a 30-day public comment period; this would add approximately \$170,000 for the *Intercity Bus Study*
- approve an administrative modification adding to Appendix A of the FFY 2011 UPWP an entry describing the MBTA's Positive Train Control studies for the Green Line
- release proposed Amendment Two of the FFY 2011 element of the FFYs 2011 – 2014 Transportation Improvement Program (TIP) for a 30-day public comment period
- approve Administrative Modification One of the FFY 2011 element of the FFYs 2011 – 2014 TIP
- approve the minutes of the meeting of January 20 with a correction

Meeting Agenda

1. Public Comments

There were none.

2. Chair's Report – David Mohler, MassDOT

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have released the draft certification review report (from last summer's federal review of the MPO) to the MPO. Staff and members are invited to conduct a factual review and identify any corrections of fact in the document. The report will be on the MPO's next meeting agenda, and then members can begin discussions on revisions to its Memorandum of Understanding (MOU). The MOU must be adopted by March 31.

At MassDOT's February board meeting the board approved \$21.9 million for the *Green Line Extension* project contract, as well as funding for the *Assembly Square Orange Line Station* project and the *South Weymouth Multi-Modal Access Improvements* project.

3. Subcommittee Chairs' Report – *Eric Bourassa, Metropolitan Area Planning Council (MAPC)*

The deadline for applications to the MPO's Clean Air and Mobility Program was last Thursday. The Clean Air and Mobility Program Subcommittee will meet on February 17 after the Transportation Planning and Programming Committee meeting to begin reviewing the applications.

4. Regional Transportation Advisory Council Report – *Steve Olanoff, Regional Transportation Advisory Council*

The Advisory Council met yesterday and discussed the LRTP and the TIP criteria. The Freight Committee also met and discussed recommendations regarding the Needs Assessment of the Long Range Transportation Plan (LRTP). The Advisory Council will be submitting a letter to the MPO regarding those recommendations.

5. Director's Report – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff*

The MPO has a new Section 5303 transit planning contract in place as of this week.

The MPO has hired two new staff members to fill empty positions. Ariel Godwin will be the manager of the Congestion Management Process; he starts next week. Ying Bao is a modeler; she is already on staff.

Upcoming outreach events include public meetings on the Needs Assessment for the LRTP on February 10 (in Saugus), February 15 (in Needham); TIP Building Workshops on February 15 (in Framingham) and February 22 (in Hingham); and an MPO Open House on February 16 at which both the TIP and LRTP will be discussed. The Clean Air and Mobility Program Subcommittee will be active on February 17 and March 3 and 10.

The MPO does not have a meeting scheduled on March 17 due to Evacuation Day, but members can choose to have a meeting if they wish.

6. Work Programs – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff*

Members took action on two work programs that were presented to them at the meeting of January 20.

A motion to approve the work program for the *MBTA CharlieCard Trip-Paths Pilot Study* was made by Jim Gillooly, City of Boston, and seconded by John Romano, MassDOT Highway Division. The motion passed unanimously.

A motion to approve the work program for the *Intercity Bus Study* was made by J. Gillooly, and seconded by J. Romano. The motion passed unanimously.

7. Route 126 Corridor: Transportation Improvement Study, Bellingham to Framingham – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff*

Members took action on a report that was presented to them at the meeting of January 20.

A motion to approve the *Route 126 Corridor: Transportation Improvement Study, Bellingham to Framingham* study for release to the public was made by E. Bourassa, and seconded by Tom Bent, City of Somerville. The motion passed. The Town of Hopkinton voted no.

Mary Pratt, Town of Hopkinton, noted that she voted against the release of the study because she believes the portion of the study that focused on Route 126 in Framingham was not extensive enough.

8. Draft Amendments and Administrative Modifications to the Transportation Improvement Program and Unified Planning Work Program – *D. Mohler, MassDOT; Pam Wolfe, Manager of Certification Activities, MPO Staff; and Steve Woelfel, MassDOT Highway Division*

Members discussed several proposed changes to the TIP and UPWP.

Proposed Transportation Improvement Program Amendment – *D. Mohler*

D. Mohler alerted members that MassDOT will be proposing an amendment to the FFY 2011 element of the FFYs 2011 – 2014 TIP in order to flex \$10 million of highway funds to transit for the *Assembly Square Orange Line Station* project. (The MPO approved the flexing of funds in the last LRTP.) This action would redirect \$6.5 million from the cash flow of the *Route 2 (Crosby's Corner)* project and \$3.5 million from the *Community Path* project to the *Assembly Square* project.

If the MPO approves this action, the *Crosby's Corner* project could still be advertised this year; next year the MPO will have to add funds back to the project in the TIP. The *Community Path* project will not be ready for advertising this federal fiscal year (FFY). MassDOT expects that it will recommend that the MPO add the *Community Path* project to the FFY 2012 element of the TIP when the MPO next addresses that element.

Joe Cosgrove, MBTA, added that the MBTA expects to advertise the *Assembly Square Orange Line Station* project in April.

J. Cosgrove and D. Mohler also reported that MassDOT will be requesting in the amendment a flex of \$5 million to program a High-Priority Program earmark for the *Assembly Square Multi-Modal Access Improvement* project.

Members discussed the proposal.

T. Bent stated that the City of Somerville would support the action as long as the *Community Path* project is programmed in the FFY 2012 element of the TIP.

Lourenço Dantas, Massachusetts Port Authority, asked about the impact of this action on the FFY 2012 element of the TIP. D. Mohler noted that reprogramming the *Community Path* project in FFY 2012 would require removing another \$3.5 million worth of projects from that element. The impact to the *Crosby's Corner* project's cash flow could be to the FFYs 2014 and 2015 elements.

S. Olanoff inquired as to whether the design of the *Assembly Square Orange Line Station* project includes two head houses. D. Mohler replied that it does.

David Koses, City of Newton, asked for clarification regarding the portion of the *Community Path* project that will remain in the FFY 2011 element of the TIP. D. Mohler explained that no portion will remain in the TIP. The portion of the project that would be affected in the proposed amendment costs \$5 million, which includes an approximately \$1.5 million earmark. That earmark would also be delayed if the proposed amendment is approved.

Brian Kane, MBTA Advisory Board, asked for an estimate of the operating cost of the new Assembly Square Orange Line Station. J. Cosgrove offered to get an estimate for maintenance. B. Kane suggested that the cost might be around \$400,000 per year.

Members agreed to vote on this amendment at the next meeting.

Unified Planning Work Program Amendment and Administrative Modification – S. Woelfel

S. Woelfel reported that the UPWP Subcommittee is recommending an amendment and administrative modification to the FFY 2011 UPWP. The proposed amendment would add approximately \$170,000 for the *Intercity Bus Study*. The administrative modification would add an entry in the Appendix A of the UPWP describing the MBTA's Positive Train Control studies for the Green Line.

A motion to approve circulation of a proposed amendment to the FFY 2011 UPWP to add approximately \$170,000 for the *Intercity Bus Study*, and to approve an administrative modification to add to Appendix A of the UPWP an entry describing the MBTA's Positive Train Control studies for the Green Line was made by T. Bent, and seconded by M. Pratt. The motion passed unanimously.

Transportation Improvement Program Amendment and Administrative Modification – P. Wolfe

P. Wolfe presented the material showing the proposed amendment and administrative modification to the FFY 2011 element of the FFYs 2011 – 2014 TIP. (See attached.)

The proposed Amendment Two would add a new section to the TIP for Section 5311(f) Program funding and program the *Intercity Bus Study* under that category. Members could take action on this amendment on March 24 following a 30-day public review period.

The proposed Administrative Modification One would affect the Section 5307 portion of the TIP. It would move funding from the *MBTA Enhancement* project to the *Green Line – Positive Train Control* project. A public review period is not required for approval of this Administrative Modification.

A motion to release Amendment Two of the FFY 2011 element of the FFYs 2011 – 2014 TIP for a 30-day public comment period was made by J. Romano, and seconded by T. Bent. The motion passed unanimously.

A motion to approve Administrative Modification One of the FFY 2011 element of the FFYs 2011 – 2014 TIP was made by J. Cosgrove, and seconded by B. Kane. The motion passed unanimously.

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

A motion to approve the minutes of the meeting of January 20 – with a correction by S. Olanoff – was made by M. Pratt, and seconded by B. Kane. The motion passed unanimously.

10. Plan Update – Anne McGahan, Plan Manager, MPO Staff

A. McGahan provided updates on several aspects of the LRTP development process.

Needs Assessment

Staff has posted all chapters of the Needs Assessment for the LRTP, except for Chapter 10, on the MPO's website for public review. Chapter 10 will be posted this week with the MPO's consent.

Chapter 10 summarizes the Needs Assessment chapters with information provided by mode and vision topic. It includes information on pavement management, bridge condition, mobility, top bottleneck locations, high-crash locations, transit service reliability, gaps in service, freight issues, land use issues, bicycle and pedestrian accommodation, access to transit, and environmental justice issues.

Members discussed the information in the chapter.

Tom Kadzis, City of Boston, asked whether the figures referencing miles of bicycle lanes in the Bicycle/Pedestrian section of the chapter referred to federal-aid eligible roads only. A. McGahan replied that the figures refer to non-interstate centerline miles. T. Kadzis pointed out that it would be unlikely to have a bicycle lane on a local road. A. McGahan noted that the information provided was intended also to get at the issue of connectivity.

David Anderson, MassDOT Highway Division, asked how staff derived the bicycle lane figures. A. McGahan noted that the figures were derived based on information regarding bicycle accommodations and roadway shoulder width. D. Anderson noted that on some local roads it makes more sense to have a shared lane.

M. Pratt suggested adding text to the chapter that states that there are 17,000 to 20,000 trucks trips per day on the region's roadways since this point is made in the other chapters. She also expressed concern about CSX's plans to run trucks from Interstate 290 to Interstate 495 and other highways. She suggested that this information be added to the chapters.

T. Bent commented on the Land Use section of the chapter. He reminded members that there are plans to build 2,100 housing units and 2.5 million square feet of commercial and office space at Assembly Square in Somerville.

Christine Stickney, Town of Braintree, inquired as to why the expressway segment between the Braintree Split and Route 24 is not listed as a top bottleneck location in Chapter 10. A. McGahan noted that the locations are chosen based on volume-to-capacity. She stated that she would look into it.

J. Cosgrove remarked that some statements in the Environmental Justice and Transit Service Reliability sections appear to be subjective. He suggested that staff back up those statements with data. L. Dantas suggested that staff add text to explain that the statements in the Environmental Justice section were made based on comments heard from the MPO's public outreach.

Richard Reed, Town of Bedford, pointed out a possible omission in Figure 9-2 in Chapter 9, which indicates travel patterns in circumferential corridors. D. Koses also raised questions about Figure 9-2 after which members discussed the graphic.

A. McGahan noted that the graphic shows inter-district travel (as opposed to showing only radial travel). Scott Peterson, MPO Staff, added that the graphic shows daily trip flows from district to district, but only for origin to destination (not the return trips).

D. Mohler asked staff to explain how the districts were defined. S. Peterson explained that communities were grouped together based on geography and the existing transportation network inside Route 128 and Interstate 495 in order to make the information presentable.

E. Bourassa suggested it would be useful to know the overall percentage of the trips. D. Mohler suggested that staff should provide more explanation of the graphic in the chapter text. Ginger Esty, Town of Framingham, also suggested adding text to direct readers to the information that was used to create the graphic.

Schedule

A. McGahan provided an update on the schedule for the LRTP development. (See attached.)

Members are scheduled to begin discussing the Universe of Projects and Programs for the LRTP next week. Staff will provide a list of projects by corridor with information on projects' programming status and information about whether they meet needs identified

in the Needs Assessment. The Universe of Projects will then be released for public review. The next step would be to prioritize projects that meet identified needs based on whether they advance the MPO's visions.

After developing the Universe, projects and programs would be prioritized for Build model runs. Members will need to discuss how to split funding between maintenance and expansion, and between programs and projects. Those decisions would be needed by March 24 in order to have enough time to conduct the model runs. The results of the first model run would be available in April, and the second in May. With this information, members would make decisions on what to include in a draft list of recommended projects and programs. Staff would subsequently conduct air quality and environmental justice analyses on the recommended projects and programs. Also in April and May, members would review the LRTP chapters.

Members would vote to release the draft LRTP for public review on June 9. Following a public comment period, members would vote on the final LRTP on August 4.

Members then discussed the schedule.

L. Dantas asked whether a delay in receiving the financial data from MassDOT would be an issue. A. McGahan noted that the members could begin discussing priorities without the financial information. D. Mohler stated that MassDOT would have the financial information by March 24.

D. Anderson asked if the projects in the Universe included the projects approved by MassDOT's Project Review Committee (PRC). Hayes Morrison, TIP Manager, stated that the Universe includes all projects that have been in an LRTP or programmed in a TIP. A. McGahan added that the Universe would also include projects under environmental review. D. Anderson noted that the PRC is approving hundreds of projects that are important to municipalities, some of which would not meet the criteria staff outlined. H. Morrison noted that staff is conducting outreach to municipalities to alert them of the need to submit their requests for federal funding to the MPO. M. Pratt noted that the projects programmed must comply with the MPO's new criteria.

G. Esty complimented staff on the outreach materials for the LRTP.

LRTP Outreach

A. McGahan directed members to a memorandum updating the members on the public outreach process for the LRTP. (See attached.)

11. Demographics for the Long Range Transportation Plan – *Tim Reardon, Senior Regional Planner, MAPC*

T. Reardon provided an update on the socio-economic projections that will be used for the LRTP. He noted that since he last presented this information to the MPO on January 27, MAPC received updated information from some municipalities and refined the

methodology used to determine projections. MAPC provided an updated set of projections to CTPS this week.

Members then discussed the projections.

J. Gillooly noted that the Boston Redevelopment Authority believes that the baseline data for employment in the Longwood Medical Area is low, and that the data does not count 10,000 jobs that already exist there. He noted that the City of Boston would like to adjust the employment figures within the city to reflect that information. L. Dantas also noted that the Massachusetts Port Authority believes that the employment figures are too low in the Logan Airport area.

T. Reardon noted that MAPC used base year information from CTPS, so Boston's request would have to be addressed in that data set. K. Quackenbush noted that he recently became aware of the issue and that CTPS staff would meet to better understand the issue.

D. Mohler pointed out that correcting the base would not change the employment growth factor. He stated that MassDOT will not approve a change in the overall control totals. Therefore, a change could be made to the allocation of jobs for the Longwood Medical Area as long as the total number of jobs does not increase for the entire City of Boston.

R. Reed remarked that the population figures for the Town of Bedford are not in accord with census figures. He recommended delaying adoption of the projections. T. Reardon noted that the projections are based on the 2009 U.S. census.

R. Reed asked that MAPC remain consistent with the population information and he stated that the figures should not be adjusted for some municipalities and not others. T. Reardon explained that the approach for determining the municipal figures is consistent for all municipalities. He noted that any adjustment to Boston's employment figures would be a reallocation of employment within the city.

C. Stickney asked why the 2010 census data could not be used. T. Reardon replied that the Massachusetts census files have not been released yet.

D. Koses expressed concern about the accuracy of the employment projections, which forecast that the region will face a surplus of jobs and a shortage of workers after 2020. He noted that he expects the region to continue to draw people. He asked for more background information to explain why that assumption was made. T. Reardon replied that Massachusetts historically loses population to other states and that the upcoming retirement of many in the Baby Boomer generation will result in many people moving out of the workforce. To make up for that loss, there would need to be a larger migration of people into the state, which would require an increase in housing production. He referenced research from the University of Massachusetts that addresses this subject.

T. Reardon asked about when the projections from the other 63 communities in the LRTP model area would be delivered. (MAPC provides projections for the 101-municipalities in the Boston Region MPO area while neighboring MPOs provide projections for an additional 63 municipalities surrounding the Boston Region MPO.) He stated that MAPC would like to look at those figures before the MPO adopts the set of projections for the entire LRTP model area.

A. McGahan stated that the figures for those 63 municipalities are expected by February 11. D. Mohler noted that the data for those municipalities cannot be adjusted by the Boston Region MPO.

Members agreed to table the vote to adopt the projections for use in the LRTP until MAPC meets with the City of Boston and the Massachusetts Port Authority regarding adjusting the employment figures.

12. Members Items

D. Mohler reported that the U.S. House Appropriations Committee introduced a Continuing Resolution that calls for billions of dollars in cuts from the FFY 2011 federal budget. Seventeen percent of those cuts are expected to come from the transportation and housing budgets.

13. Adjourn

A motion to adjourn was made by J. Romano, and seconded by C. Stickney. The motion passed unanimously.

Transportation Planning and Programming Committee Meeting Attendance
Thursday, February 10, 2011, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville

MAPC

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

Representatives and Alternates

David Mohler
David Anderson
John Romano
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Michael Lambert
Eric Bourassa
Eric Halvorsen
Lourenço Dantas
Joe Cosgrove
Brian Kane
Steve Olanoff

Richard Reed
Christine Stickney
Ginger Esty
Mary Pratt

MPO Staff/CTPS

Jonathan Belcher
Michael Callahan
Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Scott Peterson
Sean Pfalzer
Karl Quackenbush
Pam Wolfe

Other Attendees

John Englert
Joe Onorato
Karen Pearson

Tim Reardon
David Webster
Wig Zamore

MassDOT
MassDOT Highway Division
MassDOT Office of
Transportation Planning
MAPC
Federal Realty
Somerville Transportation Equity
Partnership / Mystic View Task
Force

Administrative Modification One

FFY 2011 Element

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

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

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

Indicates a new funding category

Regional Transit Program

| <i>Section 5307</i> | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> | |
|---------------------------------------|--|----------------------|---------------------|----------------------|-------------|
| Systemwide | Locomotive and Coach Procurement | \$40,000,000 | \$10,000,000 | \$50,000,000 | |
| Systemwide | ITS Initiatives | \$4,000,000 | \$1,000,000 | \$5,000,000 | |
| Red Line | Power System Improvements | \$11,000,000 | \$2,750,000 | \$13,750,000 | |
| Systemwide | Station Rehab Program | \$10,000,000 | \$2,500,000 | \$12,500,000 | |
| Green Line | MBTA Accessibility Program (LRAP) | \$7,000,000 | \$1,750,000 | \$8,750,000 | |
| Bus | CNG Bus Overhaul Program | \$3,000,000 | \$750,000 | \$3,750,000 | |
| Bus | Everett Maintenance Facility | \$4,000,000 | \$1,000,000 | \$5,000,000 | |
| Systemwide | Elevator Replacement/Rehabilitation | \$3,000,000 | \$750,000 | \$3,750,000 | |
| Systemwide | Grant Application Notes (GANs) Program | \$7,000,000 | \$1,750,000 | \$8,750,000 | |
| Systemwide | Preventative Maintenance | \$12,000,000 | \$3,000,000 | \$15,000,000 | |
| Systemwide | Maintenance Facilities - Equipment | \$1,000,000 | \$250,000 | \$1,250,000 | |
| Commuter Rail | Commuter Rail Systems Upgrades | \$3,000,000 | \$750,000 | \$3,750,000 | |
| Systemwide | Specialized Non-Revenue Vehicles | \$4,000,000 | \$1,000,000 | \$5,000,000 | |
| Systemwide | Parking Program | \$4,000,000 | \$1,000,000 | \$5,000,000 | |
| Systemwide | Station Accessibility Program | \$16,000,000 | \$4,000,000 | \$20,000,000 | |
| Commuter Rail | Commuter Rail Accessibility Program | \$3,000,000 | \$750,000 | \$3,750,000 | |
| Systemwide | Environmental Program | \$1,000,000 | \$250,000 | \$1,250,000 | |
| MBTA System | MBTA Enhancement | \$0 | \$0 | \$0 | \$1,250,000 |
| Green Line | Positive Train Control | \$1,000,000 | \$250,000 | \$1,250,000 | \$0 |
| Section 5307 MBTA Match Total | | \$134,000,000 | \$33,500,000 | \$167,500,000 | |
| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> | |
| Cape Ann | Cape Ann Transportation Authority | \$501,362 | \$125,341 | \$626,703 | |
| MetroWest | MetroWest Transportation Authority | \$1,446,082 | \$361,521 | \$1,807,603 | |
| Section 5307 State Match Total | | \$1,947,444 | \$486,862 | \$2,434,306 | |

Administrative Modification One

FFY 2011 Element

| <i>Section 5309 Infrastructure Program</i> | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|--|---|----------------------|---------------------|----------------------|
| Blue Line | Blue Line Modernization | \$7,000,000 | \$1,750,000 | \$8,750,000 |
| Red Line | Red Line Number 2 Car | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Systemwide | Locomotive and Coach Procurement | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Green Line | Positive Train Control | \$2,000,000 | \$500,000 | \$2,500,000 |
| Subway | Station Platform Program | \$3,000,000 | \$750,000 | \$3,750,000 |
| Commuter Rail | Coach Rehabilitation and Safety Program (CRASP) | \$5,000,000 | \$1,250,000 | \$6,250,000 |
| Subway | Vehicle Programs | \$11,000,000 | \$2,750,000 | \$13,750,000 |
| Red Line | Columbia Junction | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Systemwide | Bridge and Tunnel Program | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Systemwide | Track Upgrades | \$33,000,000 | \$8,250,000 | \$41,250,000 |
| Systemwide | Signal System Upgrades | \$5,000,000 | \$1,250,000 | \$6,250,000 |
| Section 5309 MBTA Match Total | | \$94,000,000 | \$23,500,000 | \$117,500,000 |

| <i>Urban Circulator Grant Program Award</i> | | <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|---|---------------------------|----------------------|--------------------|--------------------|
| Boston | Boston Bike Share Program | \$3,003,051 | \$750,763 | \$3,753,814 |
| Urban Circulator Grant Program Award Total | | \$3,003,051 | \$750,763 | \$3,753,814 |

| <i>Section 5309 (carryover)</i> | | <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|---------------------------------|--|----------------------|--------------------|--------------------|
| Commuter Ferry | Hingham Marine Intermodal | \$2,031,480 | \$507,870 | \$2,539,350 |
| Commuter Rail | Auburndale Station Newton RT Accessibility (FFY09) | \$380,000 | \$95,000 | \$475,000 |
| Commuter Rail | Salem Intermodal (FFY09) | \$451,440 | \$112,860 | \$564,300 |
| Commuter Rail | Salem/Beverly Intermodal (FFY09) | \$391,875 | \$97,969 | \$489,844 |
| Commuter Rail | Fitchburg Line Improvements Small Starts (FFY09) | \$29,700,000 | \$7,425,000 | \$37,125,000 |
| Commuter Ferry | MBTA Ferry System (FFY09) | \$2,500,000 | \$625,000 | \$3,125,000 |
| Bus | Woburn Park & Ride/Magazine Hill (FFY09) | \$406,296 | \$101,574 | \$507,870 |
| Commuter Rail | Rockport Station Improvements (FY09) | \$620,730 | \$155,183 | \$775,913 |
| Bus | Medford Downtown Revit., Park & Ride (FFY09) | \$451,440 | \$112,860 | \$564,300 |
| Orange Line | Assembly Square Exempt New Starts (FFY10) | \$1,000,000 | \$250,000 | \$1,250,000 |
| Commuter Rail | Fitchburg Line Improvements Small Starts (FFY10) | \$37,452,000 | \$9,363,000 | \$46,815,000 |

Administrative Modification One

FFY 2011 Element

Section 5309 (carryover) cont.

| | | <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|--|--|----------------------|---------------------|--|
| Commuter Rail | Salem/Beverly Intermodal (FFY10) | \$700,000 | \$175,000 | \$875,000 |
| Commuter Rail | Auburndale Station Newton RT Accessibility (FFY10) | \$1,000,000 | \$250,000 | \$1,250,000 |
| Blue Line | Wonderland Intermodal Improvements (FFY10) | \$750,000 | \$187,500 | \$937,500 |
| | Section 5309 Carryover Total | \$77,835,261 | \$19,458,815 | \$97,294,076 |
| Federal-Aid Subtotal | | \$310,785,756 | | |
| Federal-Aid State Matching Funds Subtotal | | | \$486,862 | |
| Federal-Aid Local Matching Funds Subtotal | | | \$750,763 | |
| Federal-Aid MBTA Matching Funds Subtotal | | | | \$76,458,815 |
| | | | | Total FFY 2011 Regional Transit Funds \$388,482,196 |
| | | | | Total FFY 2011 TIP Total \$1,608,712,226 |

Amendment Two FFY 2011 Element

Indicates a change in project cost

Indicates removed from TIP (cost not reflected in total)

Indicates a project moved in from another TIP element

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

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

Indicates a new funding category

Regional Transit Program

Section 5307

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|---------------|--|----------------------|---------------------|----------------------|
| Systemwide | Locomotive and Coach Procurement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| Systemwide | ITS Initiatives | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Red Line | Power System Improvements | \$11,000,000 | \$2,750,000 | \$13,750,000 |
| Systemwide | Station Rehab Program | \$10,000,000 | \$2,500,000 | \$12,500,000 |
| Green Line | MBTA Accessibility Program (LRAP) | \$7,000,000 | \$1,750,000 | \$8,750,000 |
| Bus | CNG Bus Overhaul Program | \$3,000,000 | \$750,000 | \$3,750,000 |
| Bus | Everett Maintenance Facility | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Systemwide | Elevator Replacement/Rehabilitation | \$3,000,000 | \$750,000 | \$3,750,000 |
| Systemwide | Grant Application Notes (GANs) Program | \$7,000,000 | \$1,750,000 | \$8,750,000 |
| Systemwide | Preventative Maintenance | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| Systemwide | Maintenance Facilities - Equipment | \$1,000,000 | \$250,000 | \$1,250,000 |
| Commuter Rail | Commuter Rail Systems Upgrades | \$3,000,000 | \$750,000 | \$3,750,000 |
| Systemwide | Specialized Non-Revenue Vehicles | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Systemwide | Parking Program | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Systemwide | Station Accessibility Program | \$16,000,000 | \$4,000,000 | \$20,000,000 |
| Commuter Rail | Commuter Rail Accessibility Program | \$3,000,000 | \$750,000 | \$3,750,000 |
| Systemwide | Environmental Program | \$1,000,000 | \$250,000 | \$1,250,000 |
| Green Line | Positive Train Control | \$1,000,000 | \$250,000 | \$1,250,000 |
| | Section 5307 MBTA Match Total | \$134,000,000 | \$33,500,000 | \$167,500,000 |

| | | <i>Federal Funds</i> | <i>State Funds</i> | <i>Total Funds</i> |
|-----------|---------------------------------------|----------------------|--------------------|--------------------|
| Cape Ann | Cape Ann Transportation Authority | \$501,362 | \$125,341 | \$626,703 |
| MetroWest | MetroWest Transportation Authority | \$1,446,082 | \$361,521 | \$1,807,603 |
| | Section 5307 State Match Total | \$1,947,444 | \$486,862 | \$2,434,306 |

Amendment Two

FFY 2011 Element

Section 5309 Infrastructure Program

| | | <i>Federal Funds</i> | <i>MBTA Funds</i> | <i>Total Funds</i> |
|--------------------------------------|---|----------------------|---------------------|----------------------|
| Blue Line | Blue Line Modernization | \$7,000,000 | \$1,750,000 | \$8,750,000 |
| Red Line | Red Line Number 2 Car | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Systemwide | Locomotive and Coach Procurement | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Green Line | Positive Train Control | \$2,000,000 | \$500,000 | \$2,500,000 |
| Subway | Station Platform Program | \$3,000,000 | \$750,000 | \$3,750,000 |
| Commuter Rail | Coach Rehabilitation and Safety Program (CRASP) | \$5,000,000 | \$1,250,000 | \$6,250,000 |
| Subway | Vehicle Programs | \$11,000,000 | \$2,750,000 | \$13,750,000 |
| Red Line | Columbia Junction | \$4,000,000 | \$1,000,000 | \$5,000,000 |
| Systemwide | Bridge and Tunnel Program | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| Systemwide | Track Upgrades | \$33,000,000 | \$8,250,000 | \$41,250,000 |
| Systemwide | Signal System Upgrades | \$5,000,000 | \$1,250,000 | \$6,250,000 |
| Section 5309 MBTA Match Total | | \$94,000,000 | \$23,500,000 | \$117,500,000 |

Urban Circulator Grant Program Award

| | | <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|---|---------------------------|----------------------|--------------------|--------------------|
| Boston | Boston Bike Share Program | \$3,003,051 | \$750,763 | \$3,753,814 |
| Urban Circulator Grant Program Award Total | | \$3,003,051 | \$750,763 | \$3,753,814 |

Section 5311(f) Program

| | | <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|--------------------------------------|---------------------|----------------------|--------------------|--------------------|
| Statewide | Intercity Bus Study | \$134,400 | \$33,600 | \$168,000 |
| Section 5311(f) Program Total | | \$134,400 | \$33,600 | \$168,000 |

see workscope 1/20/11

Section 5309 (carryover)

| | | <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|----------------|--|----------------------|--------------------|--------------------|
| Commuter Ferry | Hingham Marine Intermodal | \$2,031,480 | \$507,870 | \$2,539,350 |
| Commuter Rail | Auburndale Station Newton RT Accessibility (FFY09) | \$380,000 | \$95,000 | \$475,000 |
| Commuter Rail | Salem Intermodal (FFY09) | \$451,440 | \$112,860 | \$564,300 |
| Commuter Rail | Salem/Beverly Intermodal (FFY09) | \$391,875 | \$97,969 | \$489,844 |
| Commuter Rail | Fitchburg Line Improvements Small Starts (FFY09) | \$29,700,000 | \$7,425,000 | \$37,125,000 |
| Commuter Ferry | MBTA Ferry System (FFY09) | \$2,500,000 | \$625,000 | \$3,125,000 |
| Bus | Woburn Park & Ride/Magazine Hill (FFY09) | \$406,296 | \$101,574 | \$507,870 |
| Commuter Rail | Rockport Station Improvements (FY09) | \$620,730 | \$155,183 | \$775,913 |
| Bus | Medford Downtown Revit., Park & Ride (FFY09) | \$451,440 | \$112,860 | \$564,300 |
| Orange Line | Assembly Square Exempt New Starts (FFY10) | \$1,000,000 | \$250,000 | \$1,250,000 |
| Commuter Rail | Fitchburg Line Improvements Small Starts (FFY10) | \$37,452,000 | \$9,363,000 | \$46,815,000 |

Section 5309 (carryover) cont.

| <i>Federal Funds</i> | <i>Local Funds</i> | <i>Total Funds</i> |
|----------------------|--------------------|--------------------|
|----------------------|--------------------|--------------------|

Amendment Two

FFY 2011 Element

| | | | | |
|--|--|----------------------|---------------------|--|
| Commuter Rail | Salem/Beverly Intermodal (FFY10) | \$700,000 | \$175,000 | \$875,000 |
| Commuter Rail | Auburndale Station Newton RT Accessibility (FFY10) | \$1,000,000 | \$250,000 | \$1,250,000 |
| Blue Line | Wonderland Intermodal Improvements (FFY10) | \$750,000 | \$187,500 | \$937,500 |
| | Section 5309 Carryover Total | \$77,835,261 | \$19,458,815 | \$97,294,076 |
| Federal-Aid Subtotal | | \$310,785,756 | | |
| Federal-Aid State Matching Funds Subtotal | | | \$486,862 | |
| Federal-Aid Local Matching Funds Subtotal | | | \$750,763 | |
| Federal-Aid MBTA Matching Funds Subtotal | | | | \$76,458,815 |
| | | | | Total FFY 2011 Regional Transit Funds \$388,482,196 |
| | | | | Total FFY 2011 TIP Total \$1,608,712,226 |

February 9, 2011

TPPC Meeting Schedule and LRTP Milestones

| Meeting Date | | Action | LRTP Topic |
|--------------|-----|---------------------|---|
| Month | Day | | |
| February | 10 | Decision/Discussion | Adopt MAPC demographics; Update on Public Outreach; Schedule; and Possibly Draft Chapter 10 |
| | 17 | Discussion | Review Universe of Projects and Programs identified in the Needs Assessment; Results of Public Review |
| | 24 | Decision/Discussion | Establish Draft Universe of Projects and Programs and Begin Discussion on Project and Program Priorities for Build Model Runs |
| March | 3 | Discussion | Continued Discussion on Project and Program Priorities for Build Model Runs; Differences in 2030/2035 Socioeconomic Data used in Needs Assessment |
| | 10 | Discussion | Continued Discussion on Project and Program Priorities for Build Model Runs (If Needed) |
| | 24* | Decision/Discussion | Continued Development of Network of Projects for Model Runs (Decision Needed on First Model Run); Review of Chapters – Introduction; Visions and Policies |
| April | 7 | Decision/Discussion | Continued Development of Network of Projects for Model Runs (if needed for Second Model Run); Review of Chapters – Transportation System Operations and Management; Livability and the Environment |
| | 21 | Discussion | Results of First Model Run; Review of Chapters – Transportation Equity; The Region’s Corridors |
| May | 5 | Discussion/Decision | Results of Second Model Run, Decide on Draft Recommended Projects and Programs for public review |
| | 19 | Discussion | Review of the Recommended Plan Chapter |
| June | 2 | Discussion | Review EJ and AQ analyses of the Recommended Plan Review of Chapters – the Recommended Plan; Environmental Justice Analysis; Air Quality Conformity |
| | 9* | Decision | Vote on Draft LRTP for Public Review; Public Review to Begin on 6-13 |
| | 16 | | |
| July | 7 | | |
| | 14* | Discussion | Review Public Comments on Draft LRTP; Public Review Ended on 7-12 |
| | 21 | | |
| | 28* | Discussion | Discuss Comments and Responses |
| August | 4 | Decision | Adopt Final LRTP |

*Specially-scheduled meeting

MEMORANDUM

DATE February 18, 2010; Revised February 10, 2011
TO Transportation Planning and Programming Committee
FROM Anne McGahan and Mike Callahan, MPO Staff
RE Public Involvement Plan for Paths to a Sustainable Region

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 next Long-Range Transportation Plan (LRTP), Paths to a Sustainable Region.

Outreach will build upon the input received during the development of JOURNEY TO 2030, MAPC's MetroFuture Plan, and the youMove Massachusetts planning work. Paths to a Sustainable Region 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 Paths to a Sustainable Region 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

SCHEDULE

Two public review periods of the MPO's work are planned. In February 2011 the draft transportation needs assessment was made available for review. In June 2011 the draft document will be available for public review and comment. The following meetings are planned:

For review of the needs assessment:

- February 10 at 5:30 PM – Saugus Town Hall
- February 15 at 5:30 PM – Needham Public Library
- February 16 at Noon and 5:00 PM – Boston, State Transportation Building

Additionally, the MPO will hold a Transportation Equity Forum on February 23 at the Boston Public Library in the Boston Room. The purpose of this meeting is to present to the public the transportation equity needs outlined in the needs assessment.

For review of the draft document:

- June 21 at 5:30 PM – north of Boston
- June 22 at noon and 5:00 PM – Boston, State Transportation Building
- June 23 at 5:30 PM – west of Boston
- June 28 at 5:30 PM – south of Boston

The MPO's website allows ongoing feedback from the public. More information about this new tool is provided later in this memorandum.

TARGETED PARTICIPANTS

Paths to a Sustainable Region 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 and Twitter.

OUTREACH PROCESS AND INDIVIDUAL METHODS AND TOOLS

Process

In February and March of 2010, MPO staff focused work on informing the public and raising awareness about the LRTP update. Outreach commenced with a press release, notices through MPOinfo, coverage in *TRANSREPORT*, and a “Name the Plan” contest.

Quickly the focus of outreach work shifted to soliciting input and feedback for the MPO’s consideration. An MPO open house was scheduled for early April, which provided 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 the draft needs assessment 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

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 approximately 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, is 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 was to develop a Paths to a Sustainable Region webpage at www.bostonmpo.org. The content is updated regularly and will 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 is exploring new ways to gather timely feedback from the general public through the MPO's website. An example of how this is done is adding a feedback button directly to each draft document. This button opens a text box where comments can be entered and

submitted to the MPO staff. Summaries of these comments will be regularly reported to the MPO.

- *Social media*
Social media tools such as YouTube and Twitter 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. 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*
Workshops will be organized to engage and inform the general public. The workshops will feature a presentation from staff and a discussion with and among the attendees. They will be scheduled in February and June during the MPO's public review periods. Workshops will be held in transit accessible locations throughout the region.

- *Other discussions with targeted interests*
Staff will examine ways to increase its communication and engagement with the following types of groups:
 - Accessibility advocates and interests
 - Chambers of commerce and individual businesses
 - Environmental advocacy groups
 - Transportation equity contacts
 - Transportation advocacy groups

MPC/mpc